

# NV4500 TRANS TO FORD BELLHOUSING

## KIT CONSISTS OF:

| <u>No.</u> | <u>Qty</u> | <u>Part No.</u> | <u>Description</u>                |
|------------|------------|-----------------|-----------------------------------|
| 1.         | 1          | 712551-PLT      | ADAPTER PLATE                     |
| 2.         | 1          | 716122          | FORD PILOT BUSHING .750" DODGE ID |
| 3.         | 4          | 724303          | 7/16" LOCK WASHERS                |
| 4.         | 4          | 724317          | S.H.C.S. 7/16"-14 x 1-1/4" LG     |
| 5.         | 4          | 724349          | H.H.C.S. 7/16"-14 x 1-1/2" LG     |
| 6.         | 1          | NV001           | NEW VENTURE INSTRUCTION MANUAL    |

## GENERAL INFORMATION

1. This adapter plate is only compatible with Dodge NV4500 transmissions that were used with the gas engines. It is not compatible with transmissions that were used with diesel applications. The input shaft on the front of the transmission must stickout 7-1/2". The clutch spline on the input shaft must be 1-1/8"-10.

1-1/8"-10 Clutch Disc

11" Diameter Centerforce #383735

2. The bellhousing on the Ford engine must have the smaller 4.848" bore. This adapter plate is not compatible with the larger 5.125" bellhousing. The adapter plate is also not compatible with bell housings that are longer than 7". There are a few truck applications that use the extra deep bell housings requiring a depth of 7 to 7-1/2".

3. The bearing retainer on the front of the Dodge transmission already has the correct size for the Ford clutch release bearing. The retainer length must protrude 3.750" from the face of the new adapter plate. It may be necessary to shorten the retainer in order to avoid any interference with the clutch disc hub. The shortening can be done by simply hack sawing the retainer to the correct length.

4. Be sure to inspect the new pilot bushing on the tip of the new transmission input shaft. Make sure that the inside diameter properly matches the Dodge 5 speed transmission. The pilot bushing must be installed into the back of the Ford engine crank. It may be necessary to shorten the tip of the input shaft in order to prevent bottoming out in the Ford engine crank. ***DO NOT FORCE*** the transmission into position prior to checking the input shaft depth.

5. The clutch release mechanism can either be mechanical or hydraulic. The exact configuration will depend on what your vehicle was originally equipped with and which type of bellhousing you are using.

**SPECIAL NOTE:** The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

