

# AX15 TO FORD STYLE 4BT ADAPTER

## KIT CONSISTS OF:

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1.	1	711543	ADAPTER PLATE
2.	1	716122	.750 PILOT BUSHING FOR LATE MODEL AX15
3.	1	716124	BRASS FITTING
4.	1	716153	.590 PILOT BUSHING FOR EARLY MODEL AX15
5.	1	716742	RETAINER SEAL
6.	9	720030	TRANSMISSION BOLTS - S.H.C.S. 10mm x 1.25 x 40mm
7.	8	720040	RETAINER BOLTS - S.H.C.S. 8mm x 1.25 x 20mm
8.	4	723119	RETAINER BOLTS - S.H.C.S. 5/16" - 18 x 1-1/4"
9.	4	724317	S.H.C.S. 7/16" - 14 x 1-1/4" BOLTS
10.	1	761019	BEARING RETAINER - FORD 4.848"

## OPTIONAL NOTES:

### Wrangler & TJ's

If you have a master cylinder that has a pin retaining the hose assembly (pin type), you will need [Advance Adapters Part #716130](#) or [716130TJ](#) (Identify which fitting you will need - shown below). This fitting goes on your master cylinder and gives you a #3 male flare fitting to couple to. We also offer a new braided stainless steel hose with #3 fittings on both ends. This hose is [P/N# 716130H](#).

## NOTES:

This kit fits both the internal & external clutch release mechanisms on AX15 transmissions.

The F150 bellhousings from 1987-88 trucks should be used to best accommodate the new hydraulic clutch system. Z & M Manufacturing offers a special slave cylinder bracket to assist in the installation of these bellhousings. The Z & M bracket provides the adequate clearance for the Ford exhaust system.

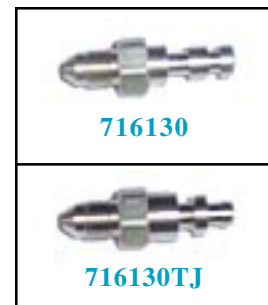
Z & M's phone number is (408)-274-9011.

To fit the F150 truck slave cylinder to the Jeep master cylinder, we have included a brass fitting that, when installed on your slave cylinder, provides a #3 male fitting. We offer a new stainless steel braided hose ([P/N #716130H](#)) that will couple your slave cylinder to your master cylinder. You can also purchase a generic hose assembly at your local auto parts store. (See Optional Note above for YJ & TJ master cylinders).



### CAUTION:

The input shaft pilot tip must be shortened 1/4" to avoid bottoming out in the Ford crank.



**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.

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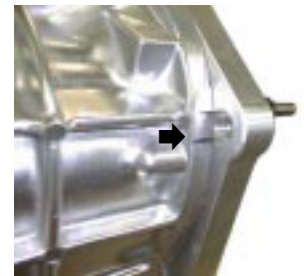
## **INSTALLATION PROCEDURES:**

This kit can be installed with the transmission and transfer case remaining in the vehicle. However, it will prove to be an easier installation if the transmission and transfer case are removed and the new engine and AX15 assembly are installed as one unit.

Remove the stock engine and bellhousing assembly. Remove the bellhousing off the transmission. The front bearing retainer should also be unbolted and removed. Clean both surface areas of silicon or gasket debris. The new adapter plate indexes on the transmission using the transmission front bearing. The two transmission dowel pins are not used. We have oversized two holes in the adapter to clear these dowel pins.



Set the adapter plate on the transmission so that it indexes on the bearing. The top two holes on the adapter (for bolting to the bellhousing) require grinding on the transmission case to allow clearance for the bolts to be installed.



Mark the transmission where the clearance must be ground. Remove the adapter plate and cover the two exposed bearings with a rag.



Using a disc grinder (wearing the necessary safety glasses), grind the necessary clearance for the bolt heads. Test fit if necessary.



Install the new seal (P/N 716742) into the 711543 adapter plate.



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Using RTV Silicon sealer, apply a thin layer on the face of the transmission. This should be applied where the bellhousing and retainer were fastened. Set the adapter onto the transmission. The adapter plate does not use the dowel pin on the transmission, but indexes off of the front input shaft bearing. Clearance holes have been provided to retain the dowel pin.



Install the retainer bolts first, and torque to 10 ft/lbs. Next, using the nine (9) S.H.C.S. transmission bolts (P/N 720030), bolt the plate to the transmission and torque to 22 ft/lbs.

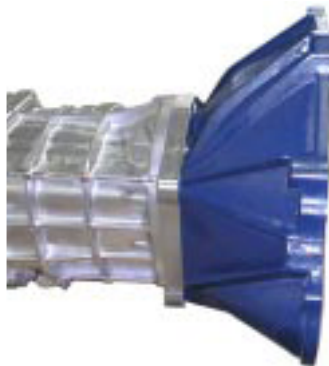


Install the new retainer using the four (4) S.H.C.S. retainer bolts (P/N 723119) - using a thread lock or RTV Silicon sealer when starting the bolts. These holes on the adapter plate go through and into the transmission where oil could leak out. This retainer has a standard Ford index diameter of 4.848, and a standard release bearing snout of 1.430. A standard Ford pressure plate, release lever and release bearing should be used. A Chevy clutch disc is required; Centerforce #383735, or a stock Chevy 11" disc.



Two pilot bushings have been supplied. The AX15 had either a .750 or .590 tip on the input shaft. Install the correct bushing for your transmission.

Once all the clutch components are installed and the bellhousing is bolted to the block, you can now install the transmission and adapter to the bellhousing. Use the four (4) 7/16" S.H.C.S. (P/N 724317) to bolt these units together. Make sure the bellhousing and retainer index properly. If the units (while sliding together) stop before surfaces are mated, **DO NOT "SUCK UP" THE SURFACES USING THE BOLTS.** Check for clutch or pilot bushing alignment, or the input shaft may need to be shortened a little more. Damage could occur if forced together.



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