

JEEP SLAVE CYLINDER ASSEMBLY for AMC AND GM ENGINE CONVERSIONS

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	716139	WEDGE
2.	1	716194	SLAVE CYLINDER PUSH ROD 10MM-1.25 X 6" LONG
3.	1	716335	CLUTCH RETURN SPRING
4.	1	716336	JEEP SLAVE CYLINDER
5.	2	720012	10mm X 1.25 NUT
6.	2	723134	HEX HEAD CAP SCREW 5/16"-18 x 1-1/4" LONG
7.	2	723704	3/8" LOCK WASHERS

NOTES:

This slave cylinder assembly is used for both Jeep & GM bellhousings. The bellhousing assembly Part Numbers 712568, 712569, 712570, 712571, and 712548 can be used with either mechanical or hydraulic clutch controls. On vehicles 1987 & newer that were previously equipped with the internal hydraulic release bearing will require this slave cylinder assembly. The clutch release arm can be either the Chevy design or Jeep design, Advance Adapter No. **716176** (GM) or **716334** (Jeep). If other arms are used, modifications to the push rod may be required. **NOTE: On the Jeep YJ's and TJ's that have the plastic slave cylinder hose, you will need the optional components listed below.**

In order to adjust the release arm to the proper location, we recommend that the release bearing be positioned approximately 1/16" away from the fingers of the clutch assembly. This adjustment is established by threading the jam nuts along the push rod of the slave cylinder. Once the final position is determined, you should lock the two jam nuts to prevent any vibration. The return spring will prevent the clutch release bearing from making any premature contact with the fingers of the clutch. It is advisable that the pressure plate that you are using on your new engine be compatible with a hydraulic clutch design.

Note: On Jeep release arms, you must drill a clearance hole through the arm to fit the slave cylinder rod through.

The slave cylinder can be mounted on either side of the bellhousing flange. On GM engines, the slave cylinder fits best if you modify the gusset and mount as shown on the next page. On AMC/Jeep engines, the slave cylinder works well when mounted on the engine side of the bellhousing.

Some shimming or grinding on the slave cylinder to angle it inwards to the bellhousing can help the push rod-to-release arm geometry.

OPTIONAL COMPONENTS: Jeep YJ's & 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). 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.



716130

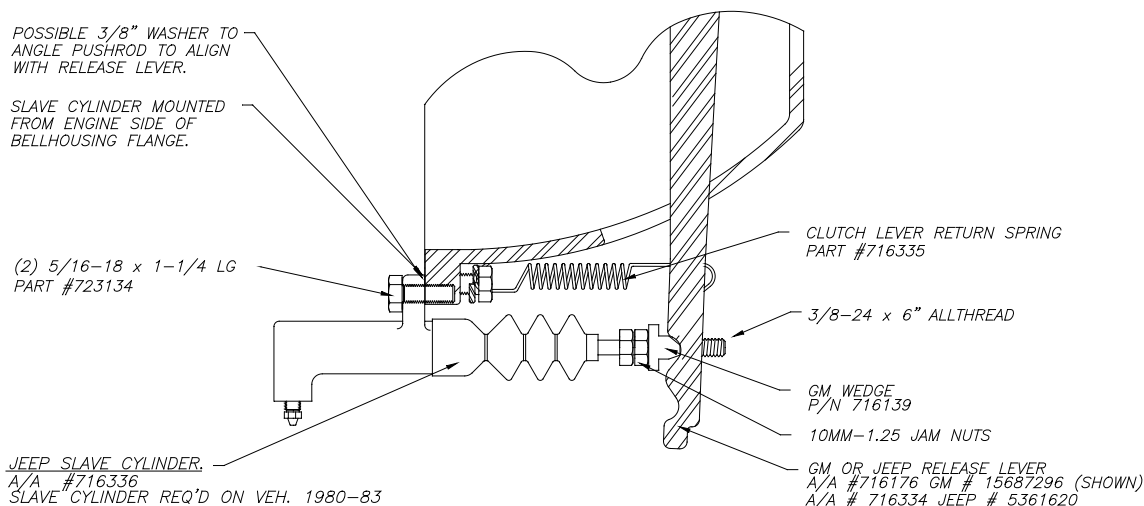


716130TJ

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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AMC BELLHOUSING APPLICATION



The push rod comes with a ball end that works well on Jeep release arms, and can also be used with a GM arm. We have also included a addition nut and GM style wedge that also works well on the cast GM fork.

GM Bellhousing Installations



GM arm installation



The rear gusset was removed to allow this slave cylinder to mount to the bellhousing.