

# ADVANCE ADAPTERS INC.

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# P/N: 712500M

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## LS SERIES GEN. III MANUAL TRANS. CONVERSION KIT (.400" RECESSED CRANK)

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	711500M	168 FLYWHEEL
2.	6	716141A	11mm FLYWHEEL BOLTS
3.	1	LC165552	CLUTCH ASSY. 11" P.P.
4.	1	716155	PILOT BUSHING SPACER
5.	1	716319	T/O BEARING
6.	6	720028	10mm X 1.5 BELLHOUSING BOLTS
7.	6	720038	10mm LOCKWASHER (for bhsg. bolts)
8.	6	723761	XRP DOWEL BOLTS (pressure plate)
9.			<b>REMOVE T/O BEARING FOR LC165552</b>

### OPTIONAL ITEMS:

P/N 716286 is a bracket that fits our NV4500 full bellhousings.

P/N 716213 slave cylinder fits this bracket.

P/N 717514 Stock manifold collector rings and gasket kit.

**Warning:** The clutch parts included in this kit will only work with the custom flywheel. If the stock flywheel is being used, you must also use the stock pressure plate, disc, and special throw out bearing, AA P/N 28-2002.

**NOTE:** If using a Vortec with our NV3550 or AX15 bellhousing, you will be required to use a special starter. Along with the starter comes a slave cylinder spacer for the bellhousing. You will also be required to exchange release arm P/N 716179 for P/N 716179V. This longer arm will compensate for the slave cylinder spacer.

### GENERAL INFORMATION:

Since Vortec flywheels only fit a Vortec block and the engine crank is recessed .400", there are a couple of things that must be addressed. Usually our bellhousing kits include a new pilot bushing. A problem occurs because of the 1.090" diameter that our bushings fit into on a standard GM is now .400" closer to the back of the block, creating a pilot bushing engagement problem. This kit comes with a pilot bushing spacer for the manual transmission applications. The spacer in this kit sets the pilot bushing in the correct location. **NOTE:** The groove on this bushing must be facing out when installed into the engine crank.

The second issue is the flywheel. The flywheel in this kit only fits the recessed crank and bolts to the crank without a flywheel spacer. There are some Vortec blocks that do not have the recessed crank. This kit will not work on these blocks. One block that we know of is the 6.0L with cast iron heads and the 4.8 engine coupled only to a stock manual transmission in 1999 to 2003. A custom flywheel would have to be made to work on these block.

The pressure plate and clutch disc are also included in this kit. These components are specifically designed for the Vortec engine. The bolts have also been included to allow proper alignment of the pressure plate to the flywheel.

The release bearing in this kit is a custom bearing. When coupled to a stock transmission, the Vortec engine used an internal release bearing. Our full bellhousings are not compatible with the stock internal setup. This bearing design is manufactured to replace the internal bearing with a conventional bearing setup. **Do not use any other type of release bearing with this conversion. Premature clutch failure could occur.**

On Ford and Jeep transmissions, our bellhousing kits normally use a stock release bearing. These bearings have a 1.43" I.D. and fit the transmission retainer snout. This kit comes with a new bearing that has a 1.37" I.D. If using this kit with a Ford or Jeep adapter kit, you will need to machine the retainer snout to fit the new release bearing.

**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.