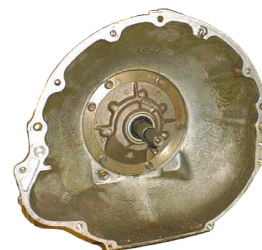


JEEP 727 & 999 TORQUEFLITE TO CHEVY ENGINES (REPLACING AMC 6 CYL.)

KIT NO. 716131-A CONSISTS OF:

No.	Qty.	Part No.	Description
1.	1	712548-PLT	DUST COVER PLATE
2.	1	716131	ADAPTER PLATE
3.	2	716131-DP	SPECIAL DOWEL PINS FOR AMC TRANS TO ADAPTER
4.	1	716131-TR	TORQUE CONVERTER ADAPTER RING
5.	4	720060	8MM-1.0 X 25MM HHCS
6.	4	723136	5/16-24 X 1" HHCS
7.	2	723701	3/8" HEX NUT
8.	17	723704	3/8" LOCK WASHER
9.	2	723714	STUD BOLT 3/8"-16 x 1-1/2"
10.	2	723720	H.H.C.S. 3/8"-16 x 3/4" LONG
11.	4	723722	HEX HEAD BOLT 3/8"-16 x 1-1/4" LONG
12.	2	723730	SOCKET HEAD CAP SCREW 3/8"-16 x 1-1/4" LONG
13.	4	723735	FLAT WASHER FOR TORQUE CONVERTER BOLTS
14.	5	723744	HEX HEAD CAP SCREW 3/8"-16 x 2-1/4"
15.	6	723758	HEX HEAD CAP SCREW 3/8"-16 x 3/4"(FLEXPLATE BOLTS)
16.	4	723760	3/8-24 X 1" HHCS

This adapter kit previous to this rev. date of 5-14-09 used a steel ring and a converter bushing. This new style kit is interchangeable with the earlier style adapter kits. The converter bushing and steel ring are replaced with the new aluminum ring.



Torqueflite 999

JEEP 727 & 999 TORQUEFLITE:

This adapter plate is designed for exclusive use on AMC Torqueflite transmissions manufactured from 1980 & up. The transmission being used must have been previously installed with a 6 cylinder engine. **Vehicles that were previously equipped with a 4 cylinder engine or 2.8 V6 will not be able to use this adapter.** Jeep used some 727 transmissions between 1973 through 1979. This kit is not compatible with these transmissions.

IN ORDER TO AVOID TRANSMISSION DAMAGE, THE CUSTOMER MUST VERIFY THE CORRECT CONVERTER LOCATION.

The difference between the 727 and the 999 transmissions is in the size of the bolts that hold the converter to the flexplate. We have provided 3/8"-24 NF bolts for the 999 transmissions 1980-1991, 5/16"-24 NF for the 727 transmission, and 8mm x 20mm socket head bolts for 1992 & newer 999 transmissions. These bolts must be used with flat washers and thread retainer.

INSTALLATION PROCEDURES

1. The torque converter must first be installed into the transmission assembly. Make sure the notches on the converter line up with the drive notches in the transmission. Install the converter to the maximum depth or position inside transmission. The torque converter must be installed onto the transmission making sure that both sets of splines are properly engaged. We recommend that you take a measurement of the stock AMC flexplate in reference to the stock AMC block (see photos). This measurement should be approximately 1/2".

The photos (right) show the stock AMC engine and stock flexplate. The measurement is taken from the transmission side of the flexplate to the back of the engine block. Our adapter kit will make the GM block look basically the same as the this AMC setup. It will also give you approximately the same measurement.



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2. The adapter plate can now be bolted to the new engine. Be sure to use the stock GM dowel pins for alignment between the adapter plate and engine block. The two stud bolts that are provided must be installed into the engine block just below the two stock dowel pins. After the adapter plate is installed, the lock washers and nuts can then be installed through the small access slot.



Two special dowel pins have been furnished for aligning the transmission to the adapter plate. These dowel pins provide must be installed into the Torqueflite transmission. These pins have a slight diameter change of only .003". The larger diameter must be lightly tapped into the transmission case (care should be taken to tap these in as straight as possible). The small end of the dowel pin will protrude out of the case for indexing into the our adapter plate.

3. Pilot the aluminum torque converter ring onto the torque convert. Line up the holes on the ring to the torque convert bosses. Verify the thread pitch needed and bolt the ring to the torque converter. Thread retainer and flat washers should be used. **On the 1991 & earlier Jeep torque converter bolt patterns, the torque converters had either a 5/16" or 3/8" bolt thread. Our aluminum ring has been drilled with clearance holes for 5/16" bolts only. If your torque converter requires a 3/8" bolt size, then you will need to drill the holes in the aluminum ring to fit the 3/8" torque converter bolts. If this is necessary, this should be done on a drill press, and a 13/32" drill bit should be used.**
4. Once the transmission dowel pins are installed from step 2, you can begin the assembly process.
5. Assemble the transmission to engine assembly using the new transmission dowel pins for proper alignment. These components should slide together. If interference prevents you bolting the units together, ***YOU SHOULD NOT PULL COMPONENTS TOGETHER WITH THE BOLTS.*** Check for interference and/or verify the measurement of your stock engine and flexplate. Please call our technical sales department if your not sure of the interference problem.
6. Once the engine and transmission are assembled, the fleplate to converter bolts must be accessed through the lower portion of the bellhousing and adapter. The torque converter must be pulled forward towards the engine and rotated to match the bolt pattern of the stock flexplate. The converter must move a minimum space of .100" to meet the flexplate. This will allow the necessary transmission front pump clearance. **CAUTION: If no clearance is provided, the pump area of the transmission will be destroyed.** Most flex plates are dual drilled to GM TH350 and TH400 torque converters. Our aluminum ring is also dual drilled To match the various stock flexplates. If your flexplate only has one pattern, match it to the new aluminum ring and use 3 of the 6 bolts provided. If you have a dual drilled flexplate you can choose one set of three holes and bolt the two together, or you can use all 6 bolts if you prefer.
7. You must then bolt the torque converter assembly to the flexplate. You will have to install one bolt at a time into the torque converter ring and then rotate the flexplate assembly. You might find it easier to remove the spark plugs on the engine so you can turn the flexplate assembly by hand. Once all fasteners are lightly snug to the torque converter, torque the flexplate to aluminum ring bolts to 30 ft.lbs.

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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WARNING:

This adapter is precision engineered and machined. At no time should the fastening hardware be used to "suck it up". Any additional assistance should be directed to the technical sales department of Advance Adapters, Inc. (800-350-2223).



NOTE:

This kit must be used with a 168 tooth starter. This starter has the staggered bolt pattern.



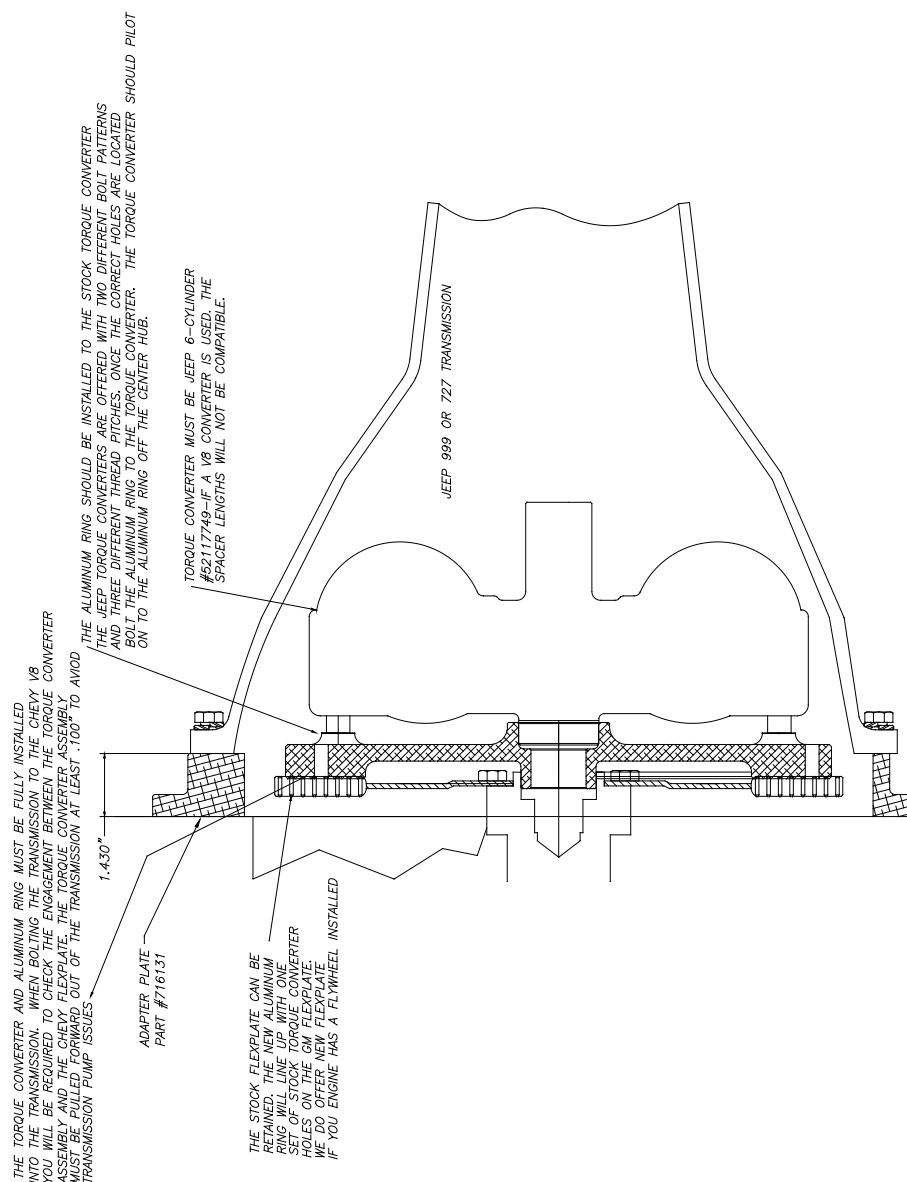
DUST COVER INSTALLATION

The dust cover that we have furnished with this kit will fit all Chevy engines up to 1985. If your engine is 1986 or newer and uses the larger rear main seal, you will need to modify the inside diameter of the steel sheet metal plate to allow for clearance around the rear main seal area.

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THE CHRYSLER TORQUE CONVERTER AND RING MUST BE PULLED FORWARD OUT OF PUMP APPROXIMATELY .100" TO MEET FLEXPLATE. THIS PROCEDURE WILL ALLOW PUMP CLEARANCE AS THE CONVERTER EXPANDS FROM HEAT. **FAILURE TO ACHIEVE CLEARANCE WILL DESTROY TRANSMISSION PUMP AND TRANSMISSION ASSEMBLY. (DO NOT USE A 4 CYLINDER TORQUE CONVERTER)**



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