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PAGE 1 OF 1

Page Rev. Date: 11/14/22

P/N: 712505M-D

LS SERIES GEN. 5 MANUAL TRANS. CONVERSION KIT (Centerforce NO DISC)(.400" RECESSED CRANK)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	CF720001	168 FLYWHEEL
2.	8	716141A	11mm FLYWHEEL BOLTS
3.	1	CF165552	CENTERFORCE. 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)

OPTIONAL ITEMS:

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

P/N 716213 slave cylinder fits this bracket.

P/N 281226 11" disc with 1-1/16" spline.

Warning: The clutch parts included in this kit will only work with the custom flywheel included in this kit.

Flywheel Installation, Engine Flywheel Bolts, * First Pass 15 lbs, * Second Pass 37 Lbs, * Final Pass 74 Lbs
Clutch Plate to Flywheel, 30 Ft. Lbs.

NOTE: When using this kit with our bellhousing kits 712567V or 712591V, you will be required to use a special starter P/N 22-0002. The "V" bellhousing kits have a modified release arm and spacer for the slave cylinder that must be used to work with the LS series blocks.

GENERAL INFORMATION:

Since the LS series flywheels only fit a LS series 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 in addition the spacer and pilot bushing should be pressed together before installing into the 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 LS series engine used an internal hydraulic 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.