

SCOUT T18-T19-T98 4 SPEED TRANSMISSION TO CHEVY ENGINES

KIT CONSISTS OF:

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1.	1	711530	ADAPTER PLATE
2.	1	716146	BEARING RETAINER
3.	1	716147	BEARING COLLAR (Assembled w/ 716314 by AA)
4.	1	716170	PILOT BUSHING (.590" I.D.)
5.	1	716176	CLUTCH RELEASE ARM (Needs Modification)
6.	1	716176SC	GM THROW-OUT LEVER SPRING CLIP
7.	1	716314	SPECIAL RELEASE BEARING (Assembled onto 716147 by AA)
8.	4	723113	S.H.C.S. 5/16"-18 x 3/4" LONG
9.	4	725008	H.H.C.S. 1/2"-13 x 1-1/2" LONG

This kit is designed for the Scout T18, T19, T98 4 speeds with a 1-1/4"10 spline input shaft that sticks out of the transmission approximately 10.50"

The clutch fork will need the spring clip installed; a pair of needle nose pliers works well. Once the spring clip is installed, apply grease to the spring and socket of the fork.

***Note:** Clutch fork must be installed into the bellhousing before bolting to the engine.

Place the fork over the pivot ball, centering the spring clip. With a dead blow hammer, hit the back side of the fork using ample force, directly perpendicular to the pivot ball (2 or 3 times may be required). Fork should move free, with slight resistance. If not, repeat the force with the dead blow hammer.

See photo



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 INSTRUCTIONS:

This kit is for adapting all of the Scout 4 speed transmissions that are equipped with the long input shaft. This kit is not compatible with the small 1" spline input shafts. The extra long adapter plate will provide a very simple installation since no transmission disassembly will be required. The original transmission can remain in the stock location on most conversions. The special bearing retainer and release bearing collar are necessary to clear the large 1-1/4"-10 clutch splines. The original clutch disc can be retained when used with an 11" Chevy pressure plate. If a new disc or rebuilt clutch disc is going to be used, then you must make sure that the flywheel and pressure plate will be compatible. We have experienced a few installations that required the flywheel to be recessed .030/.060 depth. Make sure that when assembling the transmission to the new bellhousing, that the tip of the Scout input shaft does not bottom out into the engine crank. You must verify proper pilot bushing contact with your transmission tip. Make sure that the release bearing collar is greased on the inside groove to provide a smooth clutch operation. Most Scouts are equipped with mechanical linkage that will need to be modified for use with the new V8 engine.

1. Remove the front bearing retainer from the transmission and cut it off approximately 2-1/2" from the large flange face. This cut can be done with a hacksaw and you must make sure that it does not protrude into the new retainer. Install the retainer back onto the transmission.
2. Slide the adapter onto the transmission and make sure the 4 transmission studs protrude through the adapter plate. The adapter must fit over the stock retainer in order to provide proper alignment.
3. Install the 4 nuts onto the studs.
4. Bolt the new retainer to the front of the adapter using the 4 new bolts. The bolt heads will protrude beyond the outside diameter of the retainer and you must grind the heads slightly in order to have them enter into the bellhousing. **(NOTE: The A/A bearing retainer will only work with Chevy bellhousing index diameter 4.686".)**
5. Install the new pilot bushing into the engine crank.
6. In order for the clutch to work properly, we recommend that an 11" pressure plate be used with a 168 tooth flywheel be used along with a Centerforce pressure plate No. CF165473S. These parts are compatible with your original clutch disc and should not be substituted with any other items.
7. Using the stock Chevrolet throw-out arm that was provided with the kit, you will need to modify the opening and the thickness of the fork in order for fitment into the new release bearing collar. This can be done with a small grinder. Test fit the collar on the retainer snout, install the release arm into the bellhousing and make sure it can cycle up and down without binding.
8. The new release bearing and collar are already pre-assembled and pressed together. The inside groove of the collar should be lubricated with some good grease.
9. With the bearing collar, throw-out arm, clutch disc and pilot bushing all into position, slide the transmission into the Chevy bellhousing.
10. The release lever must have end play in order to operate properly. If too much end play, then you have done something incorrect. If no end play is present, then the clutch may need to be changed. Sometimes an adjustable ball pivot inside the bellhousing will cause these problems.
11. Bolt the adapter to the bellhousing using new bolts provided.

CAUTION: Make sure that the tip of the input shaft properly engages into the new pilot bushing and does not bottom out into the engine crank.

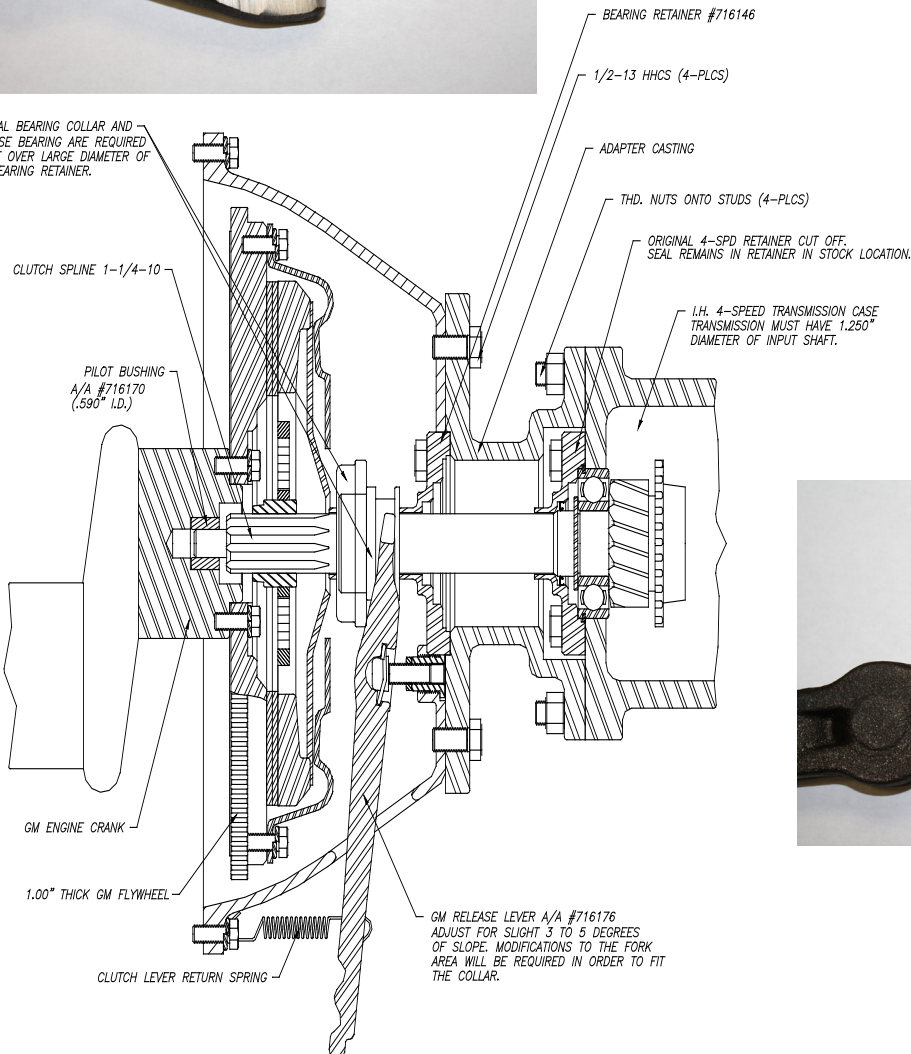
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The two photos show the fork ground to fit the new release bearing collar.

SPECIAL BEARING COLLAR AND RELEASE BEARING ARE REQUIRED TO FIT OVER LARGE DIAMETER OF I.H. BEARING RETAINER.



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