ADVANCE ADAPTERS
SINCE NINETEEN SEVENTY ONE

P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
 Page Rev. Date: 06-16-21
P/N: 712577

GM BELLHOUSING FOR USE WITH NV4500 TRANSMISSION

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712548-PLT	DUST COVER PLATE
2.	1	712577-BLK	BELLHOUSING
3.	1	716170	PILOT BEARING *(.590")*
4.	1	716176	CLUTCH RELEASE ARM
5.	1	716176SC	GM THROW-OUT LEVER SPRING CLIP
6.	1	716180	BALL PIVOT
7.	1	716332	T/O ARM RUBBER BOOT
8.	1	714209	Bolt Pack (Note: 6mm H.H.C.S.will not be used)

Most 1997 & up GM 4.3L V6 engines had a larger crank I.D. The pilot bushing in this kit requires a steel sleeve P/N 716155 or you can also use a new GM bearing P/N 12557583

Note: This bellhousing will bolt to the GM 6.2 & 6.5 diesels. A new starter may be required that does not have a nose cone or the bellhousing pocket may need clearance. This kit should not be used in a Chevy 4WD truck due to front drive shaft interference on the slave cylinder.

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.

GEN 3 blocks have some interference with the aluminum oil pan. The drawing shows the modifications required, see page 2.

Clutch: We have found that when using the zoom brand clutch assembly and other "High Hat" style clutch assemblies, we have encountered interference with the clutch arm. The only modification for zoom clutches would be to reduce the thickness of the flywheel. These style clutch pressure plates are not recommended for use with this bellhousing.

The recommended clutch assembly for this bellhousing is an 11" diaphragm type. The ball pivot and clutch release arm are designed for a location that is limited to only the high diaphragm type clutch. The 11" clutch assembly will require the use of the 168 tooth flywheel.

The new pivot ball needs to be installed into the bellhousing. Apply blue Loctite to the threads and torque to 40-45 ft-lbs. 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 photos above

PILOT BEARING: Due to variations in both the transmission input shaft length and bellhousing depth, it will be the customer's responsibility to verify pilot bearing engagement from the new transmission input shaft tip. It may be necessary on some installations to leave the pilot bearing extending approximately 3/16" from the crank location.

***NOTE:* The throw out arm boot provided in this bellhousing kit was designed for a Jeep throw out arm. The arm provided in this kit is a Chevrolet arm. The boot may need to be modified for the correct arm location in the boot.**

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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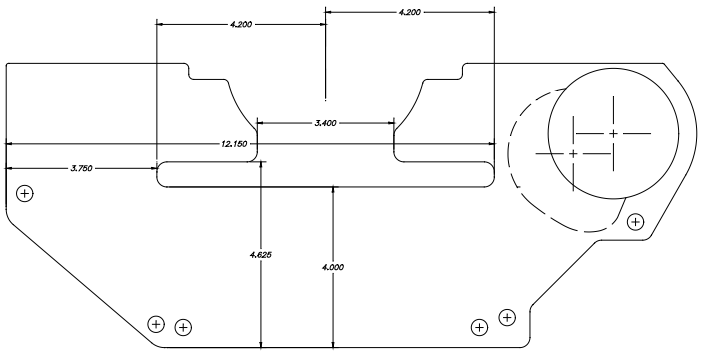
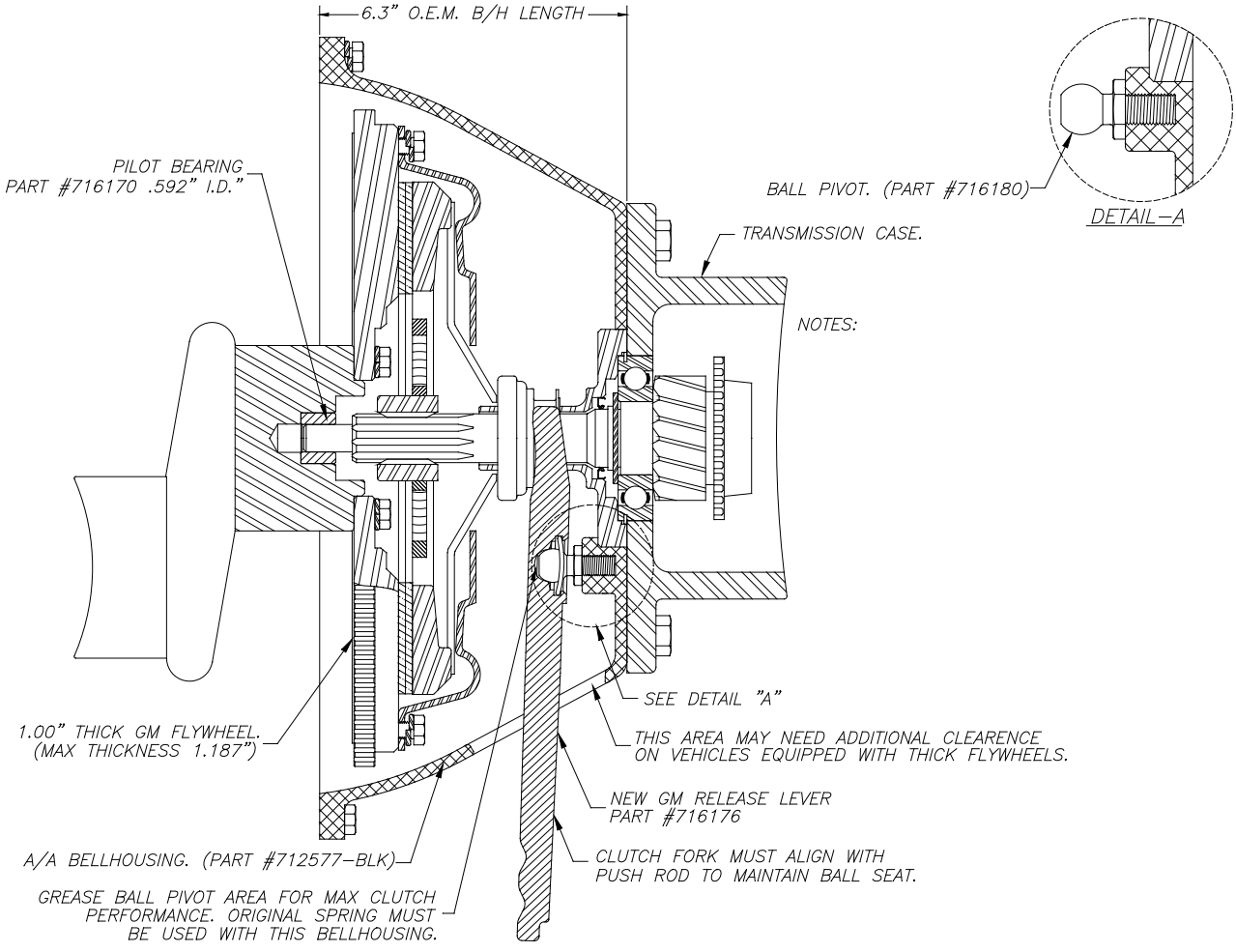
NOTES:

1. *Be sure to grease inside pocket diameter of bearing. This will provide lubrication on the bearing retainer.*
2. *Release bearing should have .060" clearance between fingers and face of bearing.*
3. *Clutch disc should have .030" clearance between flywheel and disc when fully disengaged.*
4. *On large diameter 168 tooth flywheels it may be necessary to grind additional clearance on the lower inside diameter of the bellhousing. The bellhousing is designed for a maximum flywheel thickness of 1.188".*





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