

ADVANCE ADAPTERS INC.

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P/N: 716133

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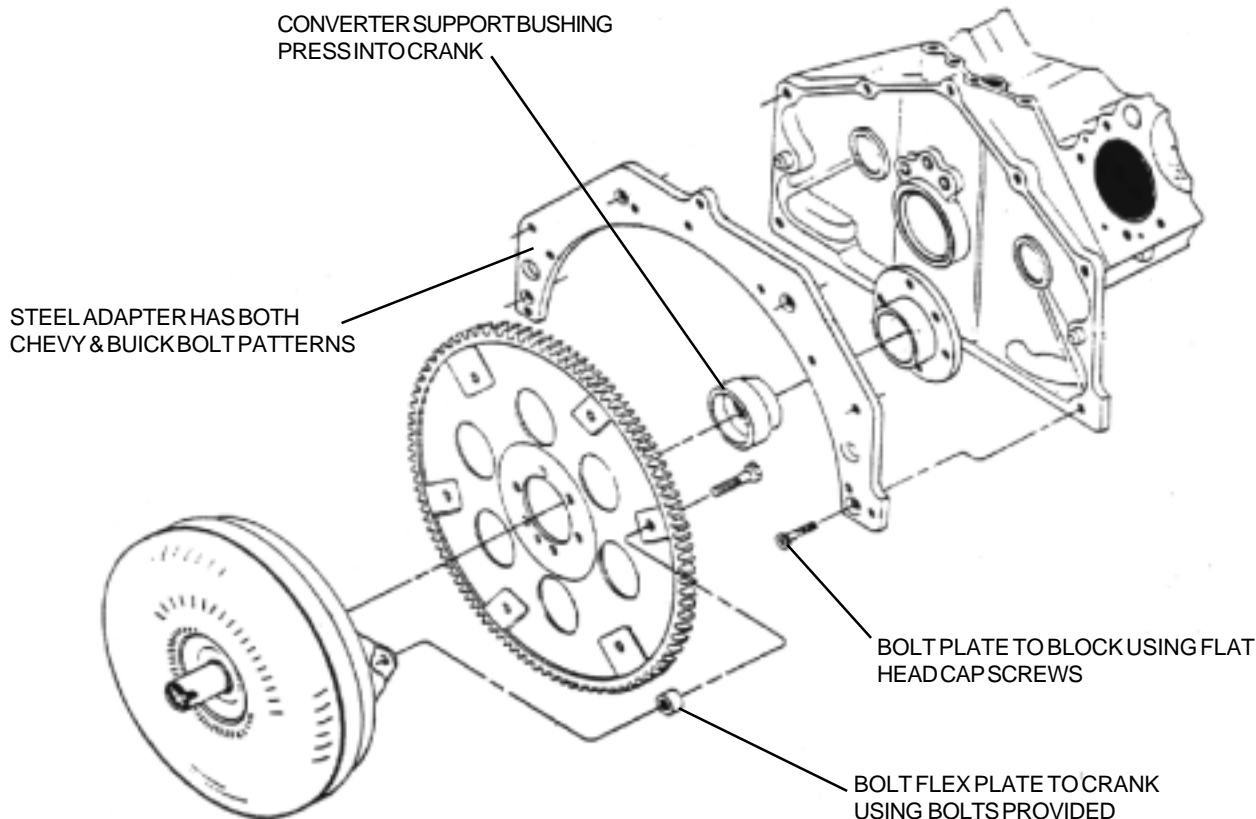
JEEP AMC TURBO 400 TO CHEVY & BUICK ENGINES

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	716032	CONVERTERSUPPORT
2.	3	716039	FLEXPLATESPACER
3.	2	716045	ALIGNMENTPINS
4.	1	716133-BLK	ADAPTERPLATE
5.	6	723704	3/8" LOCK WASHER
6.	3	723705	3/8"-24 NUT
7.	4	723723	3/8"-16 x 1-1/2" H.H.C.S.
8.	3	723748	3/8"-24 x 1-1/4" H.H.C.S.
9.	4	723753	3/8"-16 x 1-1/4" F.H.C.S.

Note: This kit can be used with a Gen3 Chevy V8 but must be used in conjunction with kit number 712500A. Both kits provide a crank support bushing, these must be pressed together before being pressed into the Gen 3 crank that is recessed .400" from a Gen 2 crank.

CHEVY ENGINE INSTALLATION



STOCK AMC OR GM CONVERTERS WILL NEED TO BE SPACED BACK FROM THE FLEX PLATE USING THE SPACERS FURNISHED IN THIS KIT. USE WITH 3/8"-24 X 1-1/4" BOLTS, WASHERS, & NUTS.

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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AMC TURBO 400 3 SPEED AUTOMATIC:

The AMC TH400 has a case length of 24-3/4", 13 bolts for holding the oil pan in position. This AMC TH400 case when used with the Chevy engine will require this adapter Kit No. 716133.

All installations will require the use of a transmission cooler. The cooler can be either installed in the radiator or a remote location is acceptable. The transmission shift control can either be a Hurst floor mounted type shifter; or sometimes the existing column shift can be modified on certain applications.

When replacing the original AMC engine with a Buick or Chevy engine, you will need to purchase a new flexplate. The flexplates are available in various tooth counts, so you must make sure that you obtain one that is compatible with your new V8 engine. Chevy engines use a 153 tooth or 168 tooth flexplate. When selecting your flexplate, make sure that it is compatible with your new V8 engine. The 400 cubic inch heavy V8 engines are externally balanced and will require a weighted flywheel. Engines 1986 and newer will have a different engine crank bolt pattern than the earlier models. The spacers that are used between the AMC torque converter and the new flexplate are .620" wide and will provide the proper spacing of the torque converter.

It is very critical that the torque converter be positioned into the transmission pump so that all three splines are properly engaged. This requires three different steps as the torque converter fits into the front of the transmission. To verify the proper torque converter location, you should have approximately one inch between the face of the transmission and the torque converter bolt pads. **FAILURE TO ACHIEVE THIS 1" DIMENSION WILL RESULT IN TRANSMISSION FAILURE.** After the transmission adapter plate and engine are all assembled, you must then install the 3 bolts that hold the torque converter and flex plate together. **CAUTION:** Make sure that the converter pulls outward to the flexplate approximately 1/8" in order to prevent unnecessary pressure on the transmission pump. The 3 spacers are .620" thick and will work properly for most applications. If additional clearance is necessary, then the spacers will need to be modified to obtain the proper clearance. Without this clearance, severe transmission damage can occur.

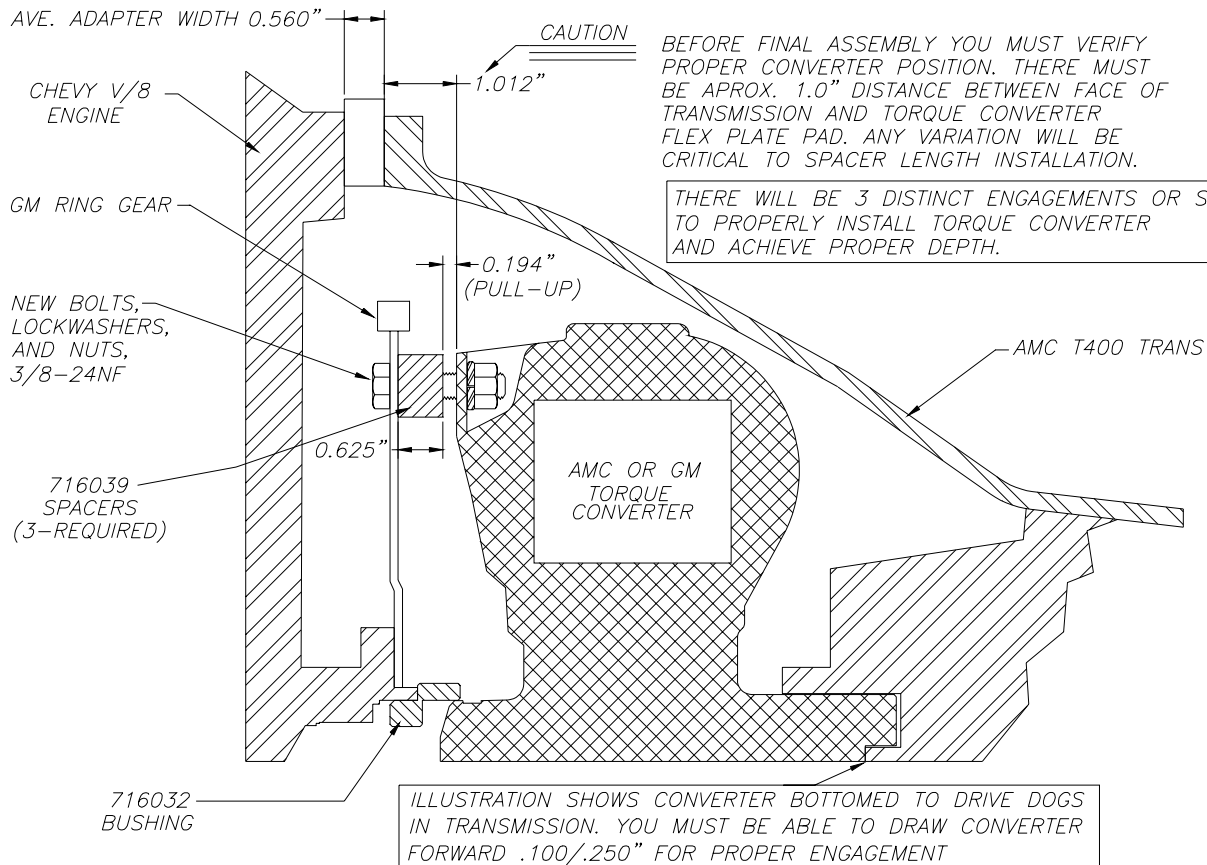
Both the AMC TH400 transmission and the GM engine block will have the same dowel pin alignment locations. Make sure that the pins engage all three components to assure proper alignment.

The converter support bushing must be installed into the back of the engine crank for indexing the nose of the torque converter.

Some of the stock AMC torque converters had different diameter bolt holes to fasten the converter to the stock flexplate. Applications that had a torque converter with 5/16"-18 bolt holes will be required to change the torque converter to one with the proper 3/8" diameter holes. A stock GM torque converter can be used.

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Due to the overlapping bolt pattern of the AMC & the GM pattern, the adapter plate was designed to rotate the transmission 10 degrees towards the driver's side. This will cause your transfer case to be rotated higher into the floorboard, which normally will not cause any problems. However, the crossmember foot on the stock or conversion transfer case adapter will have this same rotation. You will need to shim your rubber mount to fit properly.

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