

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way

Paso Robles, CA 93447

Telephone: (800) 350-2223 Fax: (805) 238-4201

P/N: 716639

PAGE 1 OF 5

Page Rev. Date: 06-01-07

JEEP CHAIN CONTROL CLUTCH LINKAGE KIT FOR VEHICLES 1972-86 with V8's

KIT CONSISTS OF:

*Note: This kit may not work
on a reverse shackle kit*

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1.	1	715650	BUSHING
2.	2	716140	CLEVIS
3.	1	716630	UPPERTUBE
4.	1	716631	LEVER
5.	1	716632	LOWER SHAFT
6.	1	716633	UPPER SHAFT
7.	1	716634	BRACKET
8.	1	716635	SPHERICALCONNECTOR
9.	1	716636	SUPPORT BRACKET
10.	1	716637	BRACKET ASSEMBLY
11.	2	716641	CONNECTOR
12.	1	716644	SPROCKET
13.	2	716645	MASTER LINK
14.	1	716647	ROD END
15.	1	716648	HOUSING
16.	1	716649	CHAIN
17.	2	720005	COTTER PIN
18.	4	723103	5/16" LOCK WASHERS
19.	1	723104	5/16"-18 x 3/4" H.H.C.S.
20.	3	723105	5/16"-18 x 1" H.H.C.S.
21.	3	723122	5/16" FLAT WASHERS
22.	3	723131	5/16"-24 HEX NUT
23.	1	723133	5/16"-24 x 3" ALL THREAD - GRD. 5
24.	2	723701	3/8"-16 HEX NUT
25.	3	723704	3/8" LOCK WASHERS
26.	2	723719	HEX JAM NUT 3/8"-24 PLATED
27.	1	723720	3/8"-16 x 3/4" LG. H.H.C.S.
28.	2	723722	3/8"-16 x 1-1/4" H.H.C.S.
29.	6	723735	3/8" FLAT WASHERS
30.	1	723756	3/8"-24 x 3.25" LONG - ALL THREAD
31.	2	725002	1/2" LOCK WASHER
32.	4	725003	1/2" FLAT WASHER
33.	2	725004	1/2"-13 HEX NUT
34.	3	725008	1/2"-13 x 1-1/2" H.H.C.S.
35.	2	761309	ZERK FITTING

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INSTALLATION INSTRUCTIONS:

Part No. 716639, fits Jeeps from 1972 through 1985 with mechanical clutch controls. This clutch control conversion kit is for vehicles with V8 engines. This kit is not applicable for vehicles equipped with stock exhaust systems because of the clearance needed for the chain control.

1. Remove existing clutch control tube and brackets. Do not remove the stock linkage rod that connects to the new bracket.
2. Drill a 3/8" diameter hole in the throw out arm. Most arms will already have an access hole for the new bolt. The sheet metal type will require the hole. Since the arms are heat treated steel, the use of a small grinder may be necessary to obtain the hole.
3. Connect the stock clutch rod to the new lever (as illustrated) using the original parts. The clips that hold the stock clutch rod to the 1040R vary slightly between vehicles, but no modifications should be necessary. On vehicles with body lift kits, the rod will need to be extended slightly.
4. With the stock clutch rod in position, you can now match up the spring support bracket with the spring perch. There should be a hole in the spring perch that can be used as a guide for drilling a hole through the support. This support is to give added strength to the end of the tube while the clutch is being operated.
5. Hold the mounting channel to the body brace frame and drill the two mounting holes through the body brace. Using (3) hex bolts, washers, lock washers, and nuts you can secure the mount to the firewall. Once the mount is secured, you can now finish bolting the support to the spring perch.
6. The firewall bracket should be completely assembled so that, once you have the mounting complete, you will be ready for the chain connection.
7. Connect the 5/16" heim joint to the top of the lever that is on the inside of the fraim rail and secure it with bolt, washer, lock washer, and lock nuts.
8. Mount the frame bracket between the skid plate and frame rails. Remove the front two bolts in the skid plate that holds the skid plate to the frame rail. Loosen the rear bolt so that you will have a sufficient amount of spacing to slide the bracket into position. **Caution** should be given to loosening the third bolt since this will be the only support for the skid plate at this point. Use a jack or block under the skid plate to prevent the transmission and transfer case assembly from slipping down. Once the bracket is in position, use the two new bolts 3/8"-16 x 1-1/4" long to sandwich the skid plate bracket and frame rail back into position. Three extra 3/8" washers have been provided for spacing the skid plate on the 3rd hole location.
9. With the sprocket, chain, and bracket now in position, you will need to connect the spherical connector with the bolt through the clutch release fork and thread it back into the chain connector. Use the Jam nut on the long bolt and adjust the bolt into the threaded connector block until the chain slack is taken up.
10. Adjust the chain to remove all excess slack. In some engine conversions, it will be necessary to remove a few links in order to use stock bracket locations. The chain should be adjusted to give the clutch pedal approximately 1" free play at the top of the stroke and to preserve maximum disengagement of clutch.
11. After adjustments, double check all bolt connections and secure all rod end connections with hex jam nuts as provided. Make sure both return springs are re-installed. There is a return spring on the pedal and one spring on the clutch arm itself. The return springs will prevent premature throw out bearing failure.
12. Grease the two zerk fittings on the firewall bracket assembly.

CAUTION: *Be sure to lubricate the zerk fittings at least twice a year to maintain the best performance. Also check for periodic wear in the linkage rods that do not have bushings. Especially check the linkage rod and support bracket for wear at least once a year.*

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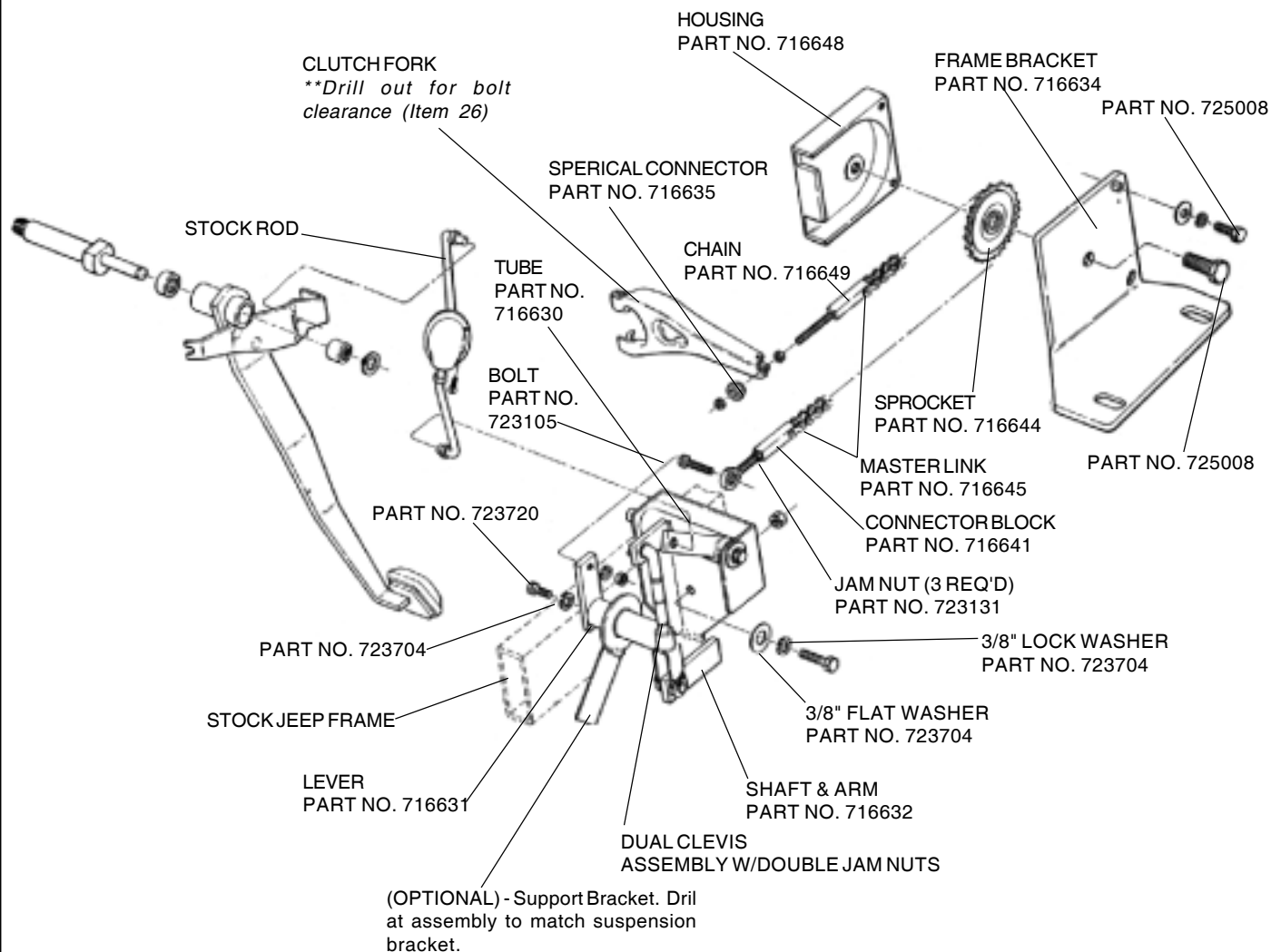
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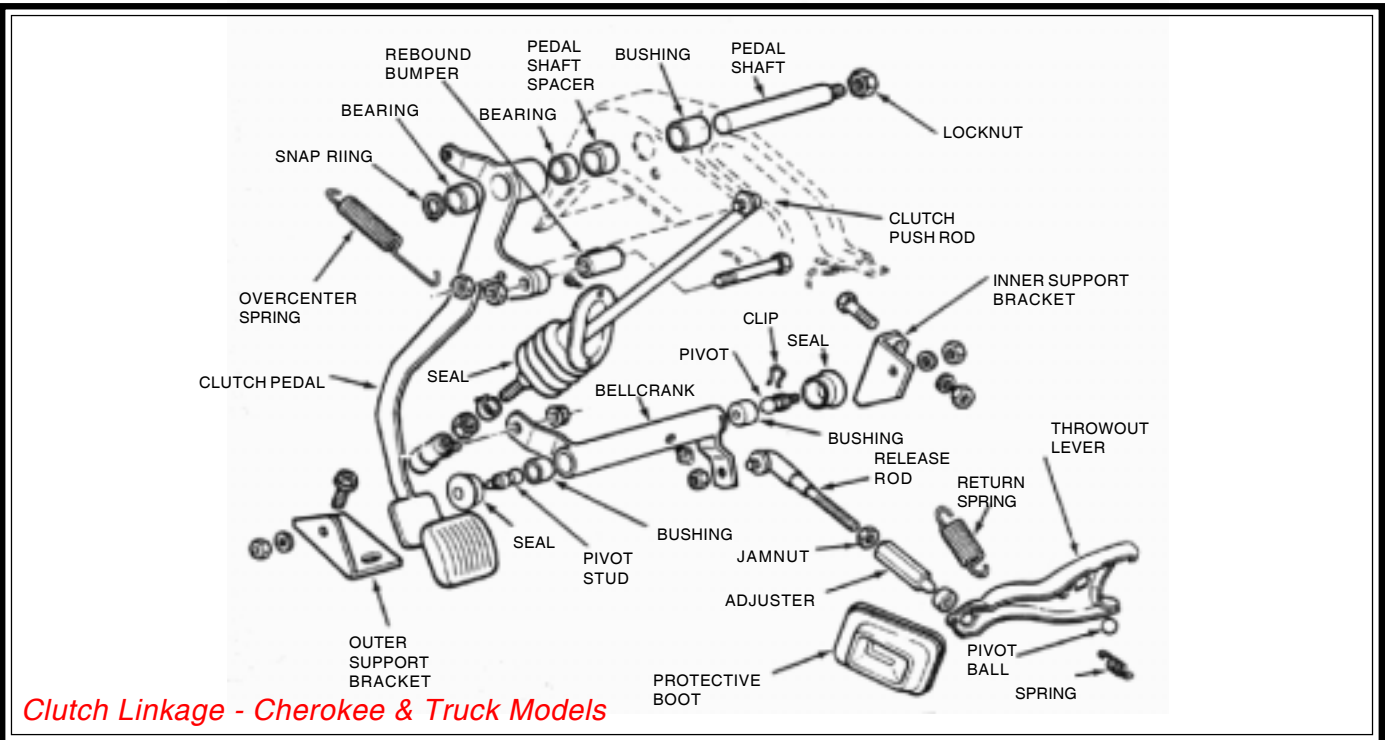
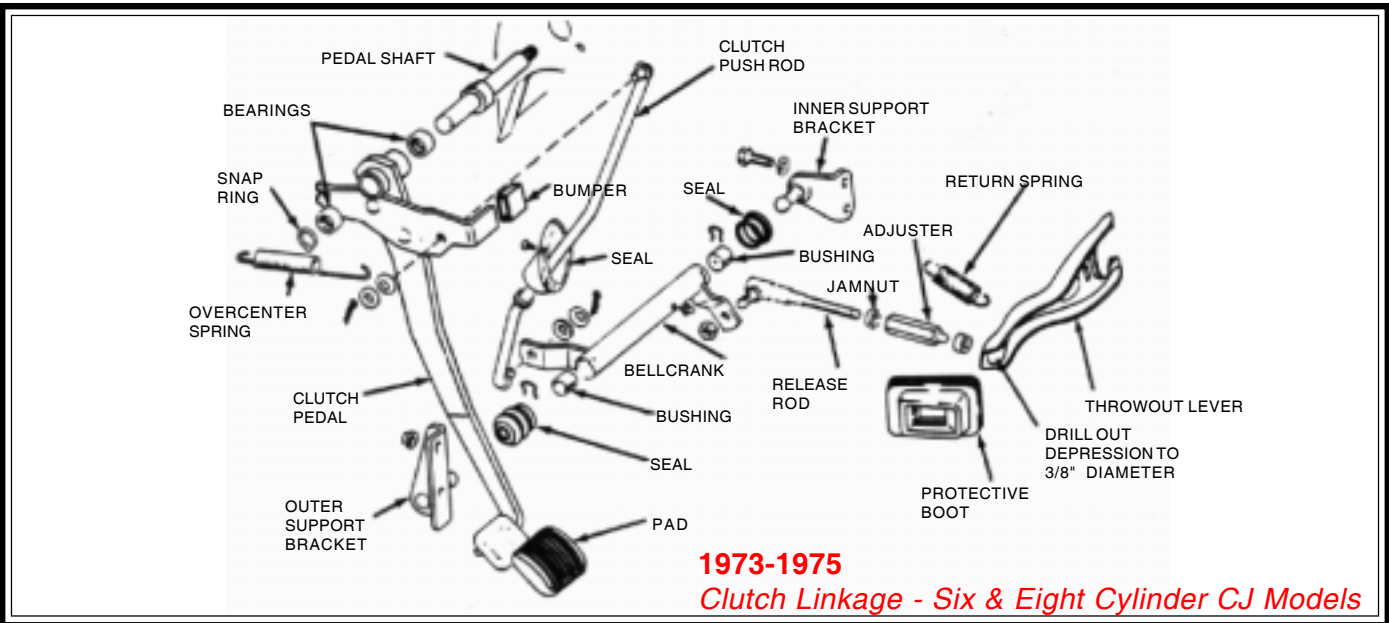
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