Jeep has used both hydraulic and mechanical clutch linkages over the years. When doing an engine conversion, it is not uncommon to have clutch linkage changes. Many of these stock linkages can be retained with a few modifications. However, if you would like to improve your clutch linkage, we offer many upgrades from these stock linkages.

**Jeeps 1941-1971** - These Jeeps used a torque tube that pivots off the stock transfer case. The clutch pedal & bellhousing arm used rods that connected to this torque tube. We offer a new assembly that removes the torque tube & rods and replaces them with a sprocket and chain. This controller utilizes the stock pedal and clutch arm. It can be easily installed and offers a great mechanical advantage on any vehicle whether stock or converted. (Part No. 716640)

**Jeeps 1970-1972 (Cable linkage)** - This linkage was only used by Jeep for a short time. This linkage proved to be very inadequate. We’ve never manufactured an upgrade linkage kit to replace this type of linkage, but it can be retained when doing a conversion.

**Jeeps 1941-1972 (Hydraulic linkage)** - Although these year Jeeps never came with this type of linkage, we have designed a new dual pedal and master cylinder assembly to upgrade your vehicle to a hydraulic linkage. These components cannot be used on vehicles with disc brakes.

- **P/N 716117** - Dual Swing Pedals
- **P/N 716118** - Dual Master Cylinder
- **P/N 716116** - Slave Cylinder Kit
- **P/N 716287** - Slave Cylinder Bracket (GM block only)

**Jeeps 1972-1986 (Mechanical)** - These Jeeps use the same type of clutch torque tube as the earlier models, except the torque tube pivots off the bellhousing instead of the transfer case. This linkage uses a ball design pivot bracket that bolts to the stock bellhousing. When using one of our Chevy conversion bellhousings, the stock bracket can be retained. If you are using a GM bellhousing, we offer Part No. 716638 which will provide you with an adjustable pivot location. If you would like to upgrade your clutch linkage, we offer a chain-operated clutch linkage. This kit is mounted to the original push rod that extends out of the firewall. (P/N 716639)

**Jeeps 1980-1986 (Hydraulic linkage)** - Jeep first started using a hydraulic linkage in the 1980-82 CJ7s with the 151 Iron Duke engine. This slave cylinder bolts to the bellhousing using the same two holes as the mechanical linkage ball pivot bracket. If you are using one of our Chevy conversion bellhousings, this slave cylinder can easily be installed. If you wish to change to a hydraulic linkage, replacing the mechanical linkage, 1980-86 Jeeps had provisions to bolt a stock Jeep master cylinder to the firewall. (Jeep master cylinder No. J5359822). We offer the stock slave cylinder assembly to work for this application (Part No. 716331).

**Jeeps 1987-2002 (Hydraulic linkage)** - These year series Jeeps are all hydraulic linkages and use both internal and external release mechanisms. When retaining the stock 5 speed transmission, we normally use an external slave cylinder, except on Peugeot 5 speeds where the stock internal slave cylinder must be retained (new one supplied with our bellhousing). The external slave cylinder for AX5, AX15 & NV3550 transmissions is found off of a 1975 Toyota Land Cruiser, Toyota #31470-60022, or AA Part No. 716213. The bellhousing kits for the AX5, AX15 & NV3550 includes a slave cylinder fitting to adapt this slave cylinder to a #3 or AN3 37 degree fitting, which is the same size fitting that Jeep used on the master cylinder. P/N 716130H can be used to couple the slave cylinder & master cylinder together.

**Jeeps 1980-2002 (Hydraulic linkage) New Engine, Transmission Swaps & Retrofits:**

Engine and transmission swaps are very popular in these years of vehicles. When you are installing a new drivetrain and using one of our new bellhousings, you will have the option of using a Jeep Iron Duke slave cylinder (P/N 716331). This slave cylinder bolts directly to our bellhousing and provides the proper alignment to the clutch arm. This slave cylinder may require some modifications when bolting it to one of our bellhousings.

When using a stock Chevy bellhousing, we offer a slave cylinder bracket that bolts to the Chevy bellhousing and allows the use of a Toyota Land Cruiser slave cylinder. This combination works well with the Jeep master cylinder. The part numbers required for this application are as follows: P/N 716287 slave cylinder bracket, Part No. 716119 TLC slave cylinder, P/N 716215 slave cylinder fitting, and P/N 716130H slave cylinder hose. You may also require a special master cylinder fitting depending on the year of your vehicle.

**Jeeps 1980-2002 (Master Cylinders)** - Jeep master cylinders up to 1991 have threaded fittings, and 1992 & newer Jeep master cylinders have a pin-type connection. We offer hydraulic fittings to couple the stock master cylinder to the steel braided hose that we offer. The early master cylinders require P/N 716130F, which is a threaded connector. On later model master cylinders, you will have two options. The photos below will assist you in the identification process. We suggest you check the fitting on your vehicle by matching it to one of these examples. To assist you with connecting these fittings to the slave cylinder, we also offer a 42” long stainless braided hose with #3 female fittings, P/N 716130H. In some cases the 42” hose is not long enough; therefore, we carry a 12” extension hose for when you’re just short of the proper fit, P/N 716130E.

**Jeep TJ’s** - Hydraulic hose replacement P/N 716130TJ comes with two TJ fittings and the new hydraulic hose.
CLUTCH RELEASE ARMS & BEARINGS:

On the clutch chart below, we have listed all Centerforce high diaphragm pressure plates that we stock. By using these pressure plates, we can standardize on just a few release arms and bearings.

The GM arm we use is the straight cast iron style that accepts the groove-type throw out bearing, P/N 716176. On most of our conversion bellhousings and adapter plates, we recommend this part number (except on P/N 712548 bellhousing assembly).

On Ford bellhousing applications we have found a wide variety of release arms. The release arm that your stock Ford bellhousing has is your best choice. (The only Ford bellhousing we manufacture comes complete with a new release arm). The release arm normally accepts one of two types of release bearings: Up to 1981, Ford used a clip-type. On 1982 & newer, Ford (like GM) uses a groove-type.

Jeeps are similar to the early Fords in that they use a clip-type release bearing. The only application that we retain the stock Jeep throw out arm is with our conversion bellhousing P/N 712548 (vehicles 1976-86). When using this bellhousing on vehicles that were originally equipped with a 4 cylinder, you will need to purchase: Part No. 716332 (boot), 716333 (spring) & 716334 (T/O arm).

The Centerforce pressure plates (listed on the chart below) require a flat-faced release bearing. There are two things to consider regarding this: First, how does the bearing attach to the release arm? (Clip or Groove). Second, the external dimension of the transmission snout that the bearing rides on. (The GM retainer snout is 1.37”, and Ford, Jeep & Dodge NV4500 is 1.43”).

JEEP CLUTCH SELECTION CHART

The Centerforce clutches and flywheels listed below are recommended when using Advance Adapters conversion components. We design our adapter kits around the Centerforce clutch design. If clutch components from other manufacturers are used, we cannot guarantee proper clutch operation. When selecting a clutch assembly for one of our full conversion bellhousings, refer to the Bellhousing Adapter Information section starting on Page 14 for the clutch diameter recommendations.

<table>
<thead>
<tr>
<th>Clutch Diameter</th>
<th>Transmission</th>
<th>Flywheel</th>
<th>Pressure Plate</th>
<th>Clutch Plate</th>
<th>Clutch Disc</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 1/8 -10 SPLINE</td>
<td>ALL GM TRANS.</td>
<td>NV4500, JEEP T5, T176, T90, T86, T14, T15, T18</td>
<td>CF360056</td>
<td>383271</td>
<td>CF700100</td>
</tr>
<tr>
<td>1 1/16 10 SPLINE</td>
<td>ALL FORD TRANS.</td>
<td>JEEP T150, JEEP T18 1976-79</td>
<td>CF360056</td>
<td>381021</td>
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