

## AX15 TRANSMISSION RETRO-FIT FOR THE AX5 4 CYL. 5 SPEED EXT. SLAVE

### KIT CONSISTS OF:

No:	Qty	Part No.	Description
1.	1	712563-PLT	AX15 ADAPTER PLATE
2.	1	712563-RET	T/O BEARING SNOOT
3.	1	712590-C	T/O BEARING ASSY.
4.	4	715523-SP	CROSSMEMBER SPACERS
5.	2	716086	AX5 BELLHOUSING DOWEL PIN
6.	1	716167	.750 PILOT BUSHING ( <i>AX15 1995 &amp; Newer</i> )
7.	1	716742	AX15 SEAL
8.	4	724328	7/16-14 x 1-1/4" H.H.C.S. ( <i>Crossmember</i> )
9.	2	720039	10mm-1.25 x 20mm S.H.C.S.(bell by slave cyl)
10.	13	720091	10mm-1.25 x 24mm S.H.C.S.
11.	2	720092	8mm-1.25 x 24mm S.H.C.S.
12.	4	723103	LOCK WASHER ( <i>Retainer</i> )
13.	4	723113	5/16"-18 x 7/8" S.H.C.S. ( <i>Retainer</i> )
14.	1	383824	1-1/8" 10 SPLINE DISC (CF382438)

### OPTIONAL ITEMS:

The AX5 transmission was coupled to a 21 spline transfer case. The AX15 transmission has a 23 output shaft. When upgrading your transmission, you will also be required to change out the input gear of the transfer case.

**716054** 1987-1994 NP231 T/Cs

**716095** 1995-2006 NP231 T/Cs

**716096** NP207 T/Cs

The transfer case shifter bracket must also be changed.

Jeep YJs **P/N 715545**

Jeep TJs **P/N 715542**

AX15 shifter spacer, needed if you are using a rebuilt trans that does not have a shifter supplied with the transmission. allows the AX5 shifter to be used.

**P/N 712563-S & (4) 720066**

### INSTALLATION NOTES:

**This kit is designed to fit the 1995 and newer AX15 transmission. Earlier model transmissions can use a stock pilot bushing, one with a .590" I.D.** We recommend that the stock flywheel be removed and resurfaced at a machine shop. A new clutch disc and release bearing has been provided in this kit. A new pressure plate is also recommended before installing your new transmission. We offer a Centerforce pressure plate, **Part No. CF361914.**

Before disposing of the old AX5 transmission, you will need to retain the shifter housing from that transmission. You will also be using the stock 4 cylinder bellhousing and stock release arm and crossmember mount.

The transfer case must have a new input gear installed to fit to the AX15 transmission. If retaining the NP231 transfer case and because the new transmission is longer, we highly recommend a fixed yoke kit to be installed during this transmission swap. This will allow for a new, longer rear drive shaft. The Atlas 2 speed or 4 speed transfer cases are also an excellent upgrade to your Jeep, and this would be the perfect time for this additional upgrade.



### ASSEMBLY PROCEDURES:

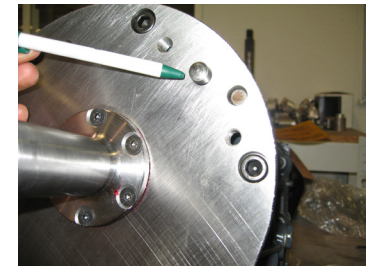
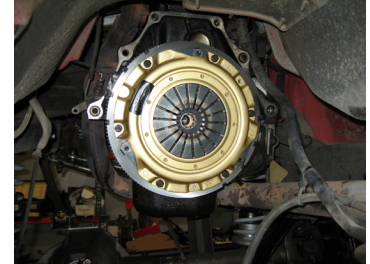
1. Refer to a service manual for the removal of the stock AX5 transmission. Also remove the pressure plate, disc, and flywheel.
2. Resurface the flywheel and remove the old pilot bushing. Check the new pilot bushing on the AX15 pilot tip and

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install into flywheel if it is the correct size. Mount the flywheel to the block and torque the flywheel bolts to factory specifications.

3. Install the new clutch disc and pressure plate onto the flywheel
4. Install the two new dowel pins into the adapter plate. The pins are a press fit.
5. With the AX15 transmission on a work bench, remove the front bearing retainer. Clean the surface of any silicone.
6. Apply a new thin film of silicon to the transmission face where the front retainer was just removed. Install the new adapter plate to the transmission. This adapter aligns to the front input bearing of the AX15 transmission. We have provided two clearance pockets on the adapter plate for the old AX15 dowel pins. Install the six 10mm bolts and the two 8mm bolts to retain the adapter plate.
7. Install the new seal into the new retainer snout. Then install the retainer onto the adapter plate with silicone around the outside edge to seal the retainer to the plate.
8. The stock 4 cylinder bellhousing should now be installed onto the adapter plate. Make sure the new dowel pins in the plate align to the bellhousing. Install the new release bearing onto the stock release arm. Install these components into the bellhousing. Check for slave cylinder clearance on the adapter plate and bellhousing.
9. Most rebuilt AX15 transmissions come with a shift handle. If yours did not, then you will need our P/N 712563-S and proceed with this step. The AX5 shifter bolts to the transmission with four bolts and this is a different bolt pattern than that of the AX15 transmission. Since a new shift handle may be hard to come by, we have opted to make the AX5 shifter work with the AX15 transmission. The shift body bolt holes are approximately a 1/2" of a hole off from bolting on to the AX15 transmission. So remove the stick from the aluminum shift housing and elongate the four holes to line up with the AX15 transmission hole, using 712563-S as a template. Once the holes line up with the AX15, you will also be required to modify the oil splash sheet metal piece. The new modified shifter can then be installed onto the AX15 transmission. Silicone should be applied on each surface. The 712563-S goes on first, the sheet metal oil shield second, and the aluminum housing last. Note the last two pieces are installed backward compared to how they were removed from the AX5 transmission. Once the transmission gets installed into the Jeep, the handle needs to be reinstalled.

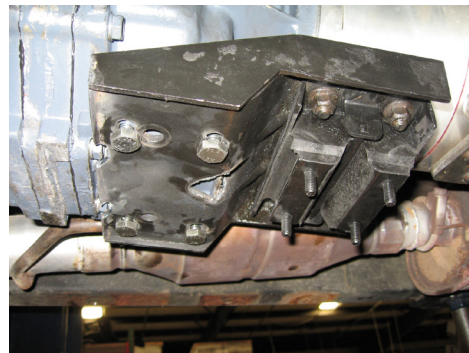
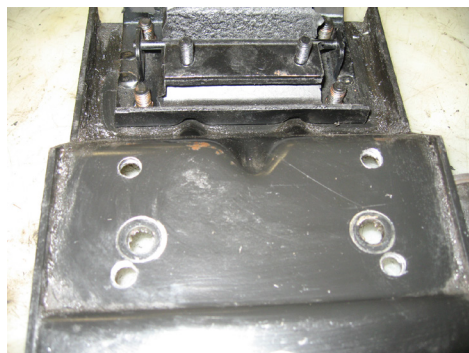
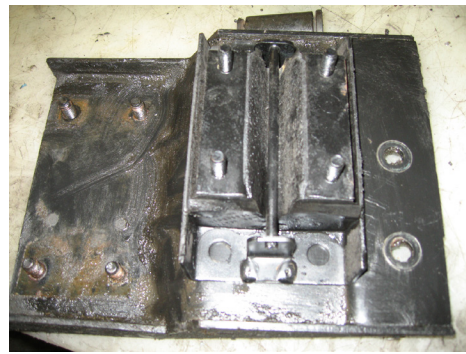
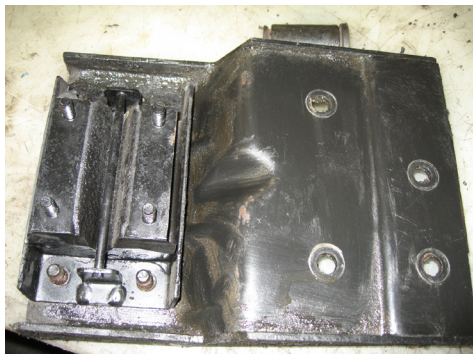


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10. Install the transmission into the Jeep and reconnect the starter flywheel sensor and hydraulics.
11. Install the new input gear to your transfer case and install the transfer case to the new transmission. The transfer case shift bracket is normally installed through two of the bolt holes for the transfer case, so the new bracket should also be installed.
12. The crossmember mount can be retained with a few modifications. The AX15 crossmember mount is approximately 2" further back than the AX5 transmission. The bolt pattern is also different. The AX15 has a square pattern different than that of the AX5. The rubber support on the crossmember is the same square pattern as the AX15 transmission. By unbolting the rubber support, you can use it as a template for the new holes that need to be drilled 1-3/4" to 2" rearward on the mount. We found that it was easier to slot the steel mount side-to-side to allow for some adjustment once installed into the vehicle. The front portion of the steel mount should be cut off as not to interfere with the new transmission. We have included 4 spacer that get installed between the transmission and the steel mount to aid in clearance. Once the mount is modified, reattach the rubber mount and install onto the transmission. The rubber mount has four bolts that protrude from it. They should line up with the slots in the skid pan.
13. The handle needs to be reinstalled into the top of the AX15 transmission.
14. Drivelines need to be measured and modified.



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