

# TOYOTA LAND CRUISER BELLHOUSING ADAPTERS

Land Cruiser V8 engine conversions are extremely popular due to the cost and availability of stock engine parts. The components covered in this section are for retaining the stock transmissions. The components listed on these pages are offered individually or as part of a conversion kit. The bellhousing conversions below will list our products as well as a products we import from Australia. Motor mounts, crossmember, and other conversion information listed on the previous pages will also need consideration.



**RADIATOR:** Most applications can retain the stock radiator. However, we do offer an aluminum **BE COOL** 2-core radiator with transmission cooler, **P/N 716697**. (More information about these radiators can be found on **Pages 24-25**). Listed also on **Page 64** are a high performance line of water pumps that will aid in V8 cooling.

**DISTRIBUTOR CLEARANCE:** A V8 engine fits well in the Land Cruiser engine compartment. Most applications do not require any firewall modifications. On some applications, when using a large H.E.I. distributor cap, firewall modifications may be required.

## RETAINING THE STOCK 3 SPEED TRANSMISSION:

This transmission was offered in both column and floor shifted models. Our kit is only compatible with the floor shifted transmission. If your transmission is column shifted, you can either upgrade to a floor shifted 3 speed or use a different transmission.

The stock 3 speed transmission can be retained when using a Chevy or Ford V8. The adapter kits for mating this stock 3 speed are a simple spacer plate and bearing retainer, which does not require any transmission modifications. To obtain the proper firewall clearance, the transmission and transfer case assembly will need to be relocated a minimum of 3-1/2" forward. On many of these applications, you can simply reverse the driveshafts (front to rear, rear to front).

The Land Cruisers used a hydraulic clutch mechanism. When using the Chevy adapter, we offer a bracket that will retain your stock slave cylinder on the Chevy bellhousing.

### Chevy V8 conversion kit 713028-EK:

- P/N 712523** - Bhsg. adapter plate (fits GM bellhousing w/ 4.686"index)
- P/N 713124** - Motor mounts
- P/N 716022** - Crossmember
- P/N 716023** - Temperature bushing
- P/N 716024** - T/C pivot shifter
- P/N 716176** - GM release arm
- P/N 716287** - Slave cylinder brkt.
- P/N 716316** - Release bearing

### Ford V8 conversion kit 713023-EK:

- P/N 712524** - Bhsg. adapter plate (4.848 index)
- P/N 713002** - Motor mounts
- P/N 716022** - Crossmember
- P/N 716023** - Temperature bushing
- P/N 716024** - T/C pivot shifter
- P/N 716177** - Ford release arm

## RETAINING THE STOCK 4 SPEED TRANSMISSION:

The stock 4 speed transmission can be retained when using a Chevy or Ford V8. There are two styles of adapter kits for mating the stock 4 speed to these engines. We manufacture a new bellhousing that bolts the Chevy V8 to the Land Cruiser 4 speed. This kit requires driveshaft & floorboard modifications. We do not manufacture a kit for the Ford V8; however, we do offer an imported adapter kit from Mark's 4WD Adaptors of Australia. Their kits (for both the Chevy and Ford) retain the drivetrain in the stock location. These kits utilize the stock Land Cruiser bellhousing mounts, eliminating the need to buy a rear crossmember. Both Advance Adapters & Mark's kits use the factory slave cylinder, release arm, and release bearing collar.



### ADVANCE ADAPTERS

#### Chevy V8 conversion kit 713024-EK\*:

- P/N 712532** - Bhsg. adapter
- P/N 713124** - Motor mounts
- P/N 716022** - Crossmember
- P/N 716023** - Temperature bushing

\*P/N 713024-EK should not be used on FJ60 vehicles due to crossmember modifications.



### MARK'S 4WD ADAPTORS

#### Chevy V8 conversion kit 713025-EK:

- P/N 712525** - Bhsg. adapter and release brg.
- P/N 713124** - Motor mounts
- P/N 713038** - Bhsg. mount

#### Ford V8 conversion bellhousing:

- P/N 712526** - Ford bellhousing adapter (shown left)

**LAND CRUISER AUTOMATICS (A440F & A440L):** These transmissions were found in both the FJ60 & 80 series Land Cruisers. They were found coupled to either a 3F or diesel engine. Mark's 4WD offers a new kit to fit to either an early or late model Chevy V8 directly to this transmission. The Land Cruisers used a cast iron mid plate approximately 1" thick. This mid plate gets removed and the adapter then bolts directly to the L/C's transmission. The kit uses a stock GM flexplate on the engine, a crank spacer, and then a special adapter ring which bolts to the stock Land Cruiser torque converter. The kit measures 3" thick, which sets the engine in the right location - so driveline modifications should be avoided.

**P/N 712535-A** Land Cruiser Automatic to GM V8 1985 & earlier.

**P/N 712535-B** Land Cruiser Automatic to GM V8 1986 & up.



712535 KIT

### NEW VENTURE BELLHOUSINGS:

The NV4500 has become a popular transmission when installing a Chevy or Ford engine in a Land Cruiser. The adapters listed below are necessary to perform this conversion.

**P/N 712577** -GM NV4500 (1993-95) to GM block, full bellhousing (**11" clutch recommended**)

**P/N 712576** -GM NV4500 (1996 & up) to GM block, full bellhousing (**11" clutch recommended**)

**P/N 712550** -Dodge NV4500 to GM 5.125" bellhousing indexed adapter plate

**P/N 712551** -Dodge NV4500 to Ford 4.848" bellhousing indexed adapter plate

(Dodge NV4500s can use bellhousing P/N 712576 by installing a new input shaft, **P/N 52-0221**.)

### CLUTCH COMPONENTS:

Whether you are retaining your stock 3 or 4 speed transmission or upgrading to a new 4 or 5 speed, clutch considerations will need to be addressed. We highly recommend retaining the stock Land Cruiser slave cylinder. Whether you are using a stock GM or conversion bellhousing, we offer the brackets to retain this slave cylinder.

**P/N 716287** - Chevy bellhousing to Land Cruiser slave cylinder bracket

**P/N 716288** - Conversion bellhousing to Land Cruiser slave cylinder bracket



716288 bracket

We offer a new Land Cruiser slave cylinder, **P/N 716119**. This slave cylinder has a very short release. When converting to a V8 engine and using an aftermarket clutch assembly, you play havoc attempting to get your clutch to release properly. We highly recommend using the Centerforce clutch components. Centerforce uses a low diaphragm pressure plate that works in conjunction with a large diameter, radius-face bearing. This combination is proven to work with the Land Cruiser hydraulic release system.

- Chevy engines:**
- P/N CF165473S** Centerforce 11" low profile pressure plate
  - P/N 383735** - Centerforce 11" clutch disc
  - P/N CF700120** Centerforce 168 tooth flywheel (up to 1985 blocks)
  - P/N CF700160** Centerforce 168 tooth flywheel (1986 & up blocks)
  - P/N 716316** - Release bearing for stock Chevy transmissions & Land Cruiser 3sp. transmission
  - P/N 716314** - Release bearing for Land Cruiser stock 4 speeds
  - P/N 716176** - Stock GM release arm
- Ford engines:**
- P/N CF260000** Centerforce 11" pressure plate (3 sets of 2 bolt pattern)
  - P/N CF360049** Centerforce 11" pressure plate (6 bolts evenly spaced)
  - P/N 281226** - Centerforce 11" clutch disc
  - P/N 716311** - Release bearing for stock Ford transmissions & Land Cruiser 3sp. transmission

### RANGER TORQUE SPLITTER / OVERDRIVE:

We offer an 27% overdrive unit that bolts to the front of your stock Land Cruiser 4 speed transmission. This unit acts as the adapter bellhousing, which provides the proper spacing to leave the stock 4 speed transmission in the stock location. The Ranger Torque Splitter is a synchronized gear box giving you the availability of 8 forward gears. For more information refer to **Page 42**, or call and request a copy of the Ranger Instruction Sheet "Ranger OD" to be faxed or mailed to you.



### TRANSFER CASE REBUILD KITS:

All of the Transfer case adapter we manufacture require you to access the stock transfer case. Since most of these kit are dealing with this important gear box and its performance, and the transfer case is normally remove from the vehicle to install our one of our kits, it's only natural that we offer transfer case rebuilding kits that include the necessary seals, gaskets, and bearings for both 3 & 4 speed transfer cases.

**P/N 401310** - 3 speed transfer case rebuild kit

**P/N 401416** - 4 speed transfer case rebuild kit