

## LS SERIES GEN-3 AUTOMATIC TRANS CONVERSION KIT (.400" RECESSED CRANK)

**KIT CONSISTS OF:**

No.	Qty	Part No.	Description
1.	1	711500A	MODIFIED FLEXPLATE
2.	6	716141A	11mm FLEXPLATE BOLTS
3.	1	716155A	CRANK SPACER

Optional Items:

P/N 717514 Stock manifold collector rings and gasket kit.

**GENERAL INFORMATION:**

Since the LS series flexplate only fits a LS series block and the engine crank is recessed .400", there are a few unique things about the torque converter that bolt to the flexplate. The spacing of the flexplate from the back of the block is the same as early GM blocks. The flexplate is dished out .400" to compensate for the crank. The difference comes into play with regard to the bolt pattern of the torque converter to the flexplate and the snout length of the torque converter. A GM transmission coupled to a LS series block has a longer pilot snout to compensate for the LS series crank and a different torque converter-to-flexplate bolt pattern than any other GM torque converter.

Two things are required when using an early transmission to a LS series engine. First, the stock flexplate must be drilled to fit a common/standard style GM torque converter of 10.75" & 11.50". Second is the snout length of the torque converter. The 716155A crank spacer will compensate for the shorter engine crank.

Note: we have seen a few aftermarket torque converters that may require the crank spacer to be shortened slightly, It is very rare and you would notice it by having a .100+/- gap between the flexplate and torque converter once the converter has been pull forward from the transmission pump.

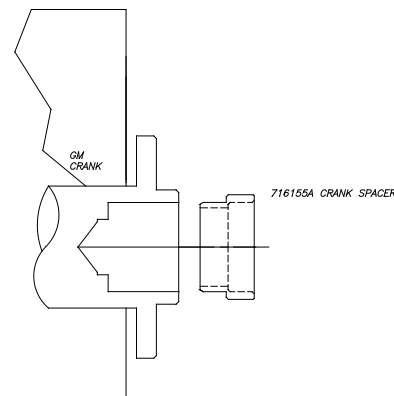
The only time that these items will not be an issue is when a customer is retaining the stock transmission that was coupled to the LS series block. These parts will be necessary even on some new 4L60E transmissions with the removable bellhousing.

Our kits include a new flexplate and it may not work on all LS series engines.

The 6.0 engine with cast iron heads should only be used with the stock automatic transmission because there is no way of re-drilling the stock flexplate due to the different crank stickout.

The 4.8 engine coupled only to a stock manual transmission in 1999 to 2003 does not have the recessed crank. This kit cannot be used with the 4.8L engine.

LS7/LS9/LSA/LSX engines all have 8 or 9 bolts that hold the flexplate to the engine crank. Our kit is not compatible with these engines.



- Flexplate Installation**  
**Engine Flexplate Bolts**  
 \* First Pass 15 lbs  
 \* Second Pass 37 Lbs  
 \* Final Pass 74 Lbs

**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.