



Fitting Instructions For MFK750 Standard G52 Bell housing Adaptor Plate To Suit Hilux/4runner Heavy Duty R151 5-Speed Transmission

Thank you for purchasing a product manufactured by Marks 4WD Adaptors. The following instructions are intended as a guide. We recommend that you purchase a service manual pertaining to your vehicle for specific torque values, wiring diagrams and other related information.

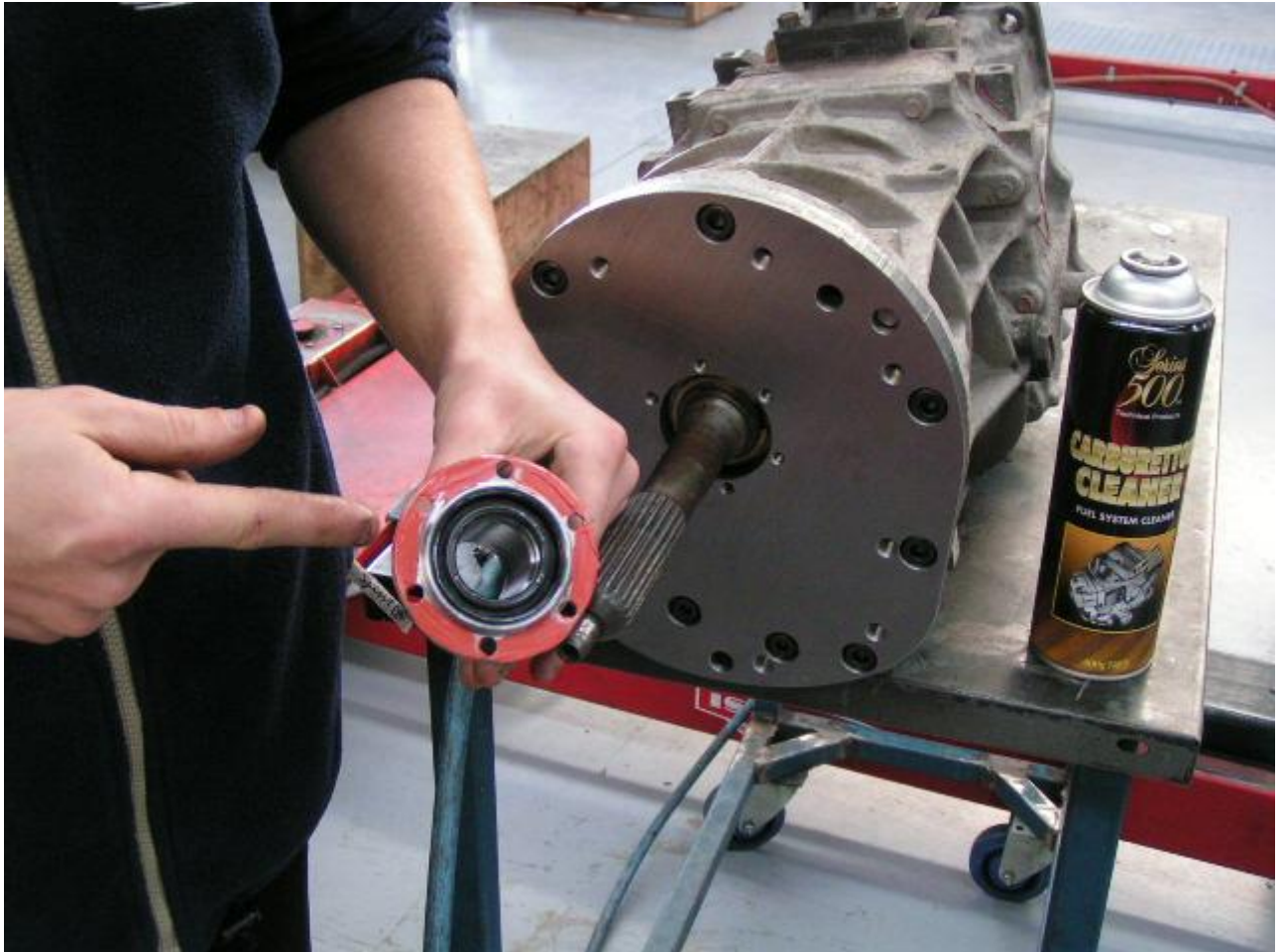
NOTE 1: This new adaptor plate has been designed to duplicate the front bolt pattern of the standard G52 5-speed transmission. This allows you to use the original G52 bell housing on the R151 gearbox.

NOTE 2: The overall length of the transmission with the new adaptor plate fitted is approximately 15mm longer than the standard transmission. Because of this the rear cross member mounting will need to have the bolt holes slotted to compensate for this. Front drive shaft modifications are not required as the slip joint in the drive shafts will accommodate the extra 15mm. The rear drive shaft will most likely require modification.

1. Make sure that the 2 dowels are fitted to the front of the R151 gearbox.
2. Clean the front of the gearbox thoroughly and apply silicone sealer such as Tree Bond.



3. Fit the adaptor plate to the front of the gearbox and secure it using the 6 M10x1.25x25 and 2 M8x1.25x25 socket head cap screws supplied in the kit.
3. Fit the seal to the nose cone (thrust bearing support tube) and apply a film of silicone sealer.



4. Apply some thread sealer to the 6 M6 socket head cap screws supplied in the kit. Use these socket head cap screws to secure the nose cone.
5. Fit the 2 M12x25 dowels used to locate the G52 bell housing on the front of the adaptor.



6. Check the length of all the bell housing to transmission bolts. The bell housing bolts should not protrude past the rear of the original bell housing by more than 15mm when the spring washer is fully compressed. If longer bolts are used the adaptor plate will be forced away from the transmission casing causing oil leaks.
7. Fit the spigot bearing spacer and the new spigot bearing supplied to the rear of the engine.
NOTE 1: Use a suitable drift; do not hit them directly with a hammer.
NOTE 2: Check the bore in the crankshaft for any burrs or scoring, use emery paper or a small file to remove them if required. Failure to remove these burrs can result in locking or jamming of the spigot bearing.

The components supplied in the kit are designed for specific type conversions. Modifications to any components without the written consent from Marks 4WD Adaptors will void any possible warranty or return privileges. Should you have any further questions that are not covered in the instruction sheet, please contact our sales department for assistance.

Terms and Conditions

Thank you for purchasing this product manufactured by Marks 4WD Adaptors. Components supplied in this kit are designed and machined for a specific conversion only as outlined in this guide. Modifications to or substitution for any of the components without the written consent of Marks 4WD Adaptors will void any possible warranty or return privileges.

The following instructions are intended as a guide and only for Marks 4WD Adaptors kits. If you do not fully understand the steps, modifications or changes required to complete the conversion, contact our sales department for more information. We recommend that you purchase a service manual pertaining to your vehicle for specific torque values, wiring diagrams and other related information.

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