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P/N: 50-9807

GM TRUCK 2WD 4SP SM465 35 SPLINE JEEP DANA 300 T/C

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-9807	CASTING (3.500" Long)
2.	1	52-0203	DANA 300 INPUT SPUD SHAFT W/35T INTERNAL
3.	1	716308	NEW BEARING FOR DANA 300 BRG. RETAINER
4.	1	716457	LOCK COLLAR (Stafford No. 24SS)
5.	1	716515	GASKET
6.	1	716517	GASKET
7.	1	716749	NATIONAL SEAL (#471870) (INSTALL IN DANA 300 RETAINER)
8.	1	723701	3/8"-16 HEX NUT
9.	14	723704	3/8" LOCK WASHER PLT.
10.	1	723711	STUD BOLT 3/8"-16 x 2"
11.	12	723723	H.H.C.S. 3/8"-16 x 1-1/2"
12.	1	723740	S.H.C.S. 3/8"-16 x 1-1/2"

PLEASE NOTE THE FOLLOWING:

Crossmember mount 716088 is the best support to be used with this casting.

Note: P/N 716021 crossmember mount should not be used with this adapter.

This adapter kit has an overall assembled length of 15-1/2". This length will be very compatible when replacing the T4, T5 or SR4 transmissions. If using this transmission with the Jeep 6 cylinder, you will need to use Advance Adapters bellhousing P/N 712571. This adapter could be used with V8 conversions and will require driveshaft modifications.

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.



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GM & CHEVY SM465 4 SPEEDS 1968 & UP:

This transmission can be identified by a case length of 12". The casting numbers on the case should be GM465452, 6273212 or 3901127. The top shift cover casting number should be GM3901131. The P.T.O. opening is available on both sides of the main case. This transmission has a non-synchro first gear. The gear ratios for this transmission are as follows:

First Gear.....	6.56	Fourth Gear	Direct
Second Gear.....	3.58	Reverse	6.09
Third Gear.....	1.70		

In order to use this transmission with our kits, you must make sure that you have the proper output shaft from the original 4 speed transmission to couple to the new Advance adapter. Currently, we manufacture the adapters for both 35 spline and 10 spline output shafts. This kit uses a 2WD 35 spline output shaft. Make sure that the spud shaft and the main shaft do not bottom out causing interference and eventual bearing failure. If your transmission has a 10 spline output shaft, then you will be required to change to the other kits listed. The correct transmission can be found in all two wheel drive vehicles 1968 & up. The transmissions which are not compatible are 1981 & up four wheel drive K1, K2. The four wheel drive K3 models are equipped with a 10 spline output shaft that cannot be used with this kit. The part numbers for the new shaft, if required, are as follows:

- GM Part No. 6259663 - Output shaft with 10 splines**
- GM Part No. 3932265 - Output shaft with 35 splines**

The new spud shaft that we have furnished with your kit must slip over the output shaft without bottoming out or causing spline interference. With the spud shaft in position and the adapter on the new transmission, you must be able to rotate the shaft freely. There are certain applications that may require a slight grinding of the original output shaft to prevent the original shaft from bottoming out inside the new coupler. On transmissions having 35 splines, the threaded portion and a small spline portion will need to be removed to a cutoff length of 3" from the back of the main case. This can be done with an abrasive cutoff saw and must be done for clearance inside the new adapter coupler.

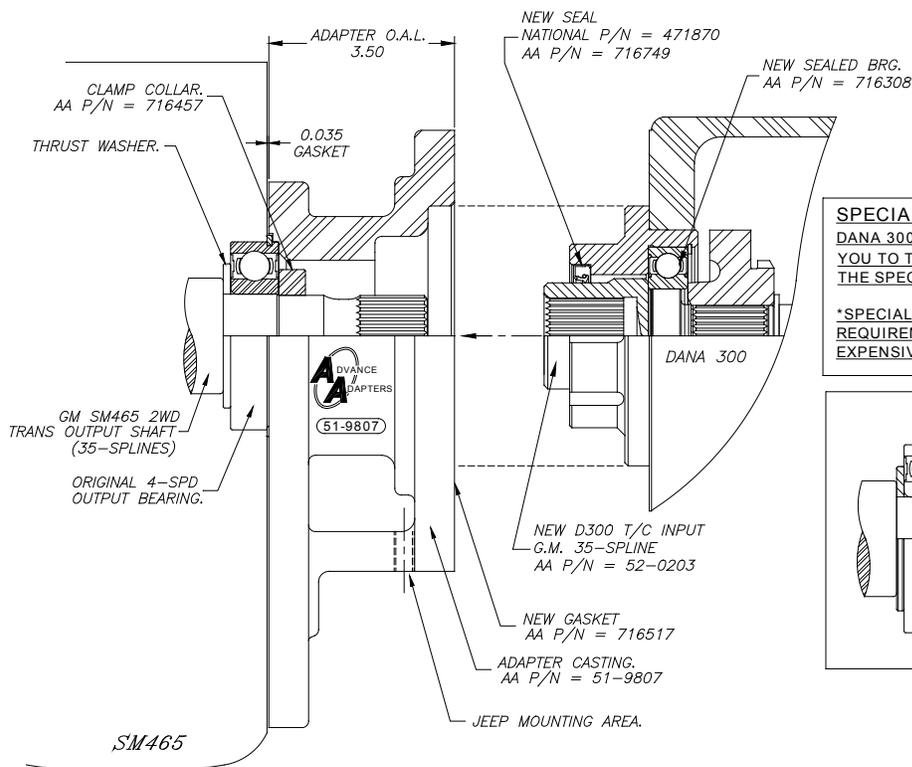
The adapter plate that we have furnished for your new transmission has a special pocket that has been machined into the transmission side for clearance over the reverse counter shaft. Make sure that the counter shaft in the transmission is rotated for proper engagement into the new adapter housing.

The right side of the main case will need to be ground off for clearance of the front output yoke on certain installation. We recommend a trial fit with your transfer case and front output yoke so that any modifications that may be required can be done before final installation. This is a good time to set up the shifter linkage for the transfer case controls.

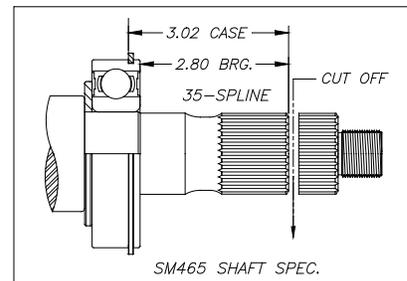
Make sure that the adapter fits flush against the back of the transmission and indexes properly over the two bearings. You must use the gasket provided between the adapter housing and transfer case. This will prevent oil from exiting between the two.

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SPECIAL NOTE:
 DANA 300 TRANSFER CASE INSTALLATION REQUIRES YOU TO TRIM THE (SM465 35-SPLINE) SHAFT TO THE SPECIFIED DIMENSIONS.
 *SPECIAL CARE SHOULD BE TAKEN TO MEET THESE REQUIREMENTS, A PRELOAD CONDITION WILL CAUSE EXPENSIVE POWERTRAIN FAILURE!



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