

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way
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P/N: 50-7202

Old Part No: 711072-T90

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Page Rev. Date: 08-07-08

FORD T18 4SP TRANSMISSION TO SMALL HOLE JEEP DANA 18 (THIN ADAPTER)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-7201	ADAPTER PLATE (Ref: 711172-T90)
2.	1	52-7200	MAIN SHAFT (6 Splines) (Ref: 711372)
3.	1	716110	3/8" SOFT PLUG
4.	1	716181	SPACERBUSHING
5.	1	716512	GASKET (NP435)(T18)
6.	1	716568	GASKET
7.	1	716737	SEAL (NAT #473468)
8.	1	723701	HEX NUT 3/8"-16
9.	1	723714	STUD BOLT 3/8"-16 x 1-1/2" LG.
10.	1	723750	SEAL WASHER
11.	4	725011	S.H.C.S. 1/2"-13 x 1" LG.
12.	1	728701	NYLON LOCKNUT 7/8"-16
13.	1	JP001	JEEP INSTRUCTION MANUAL

The T18 shafts had two main shaft designs. The difference between the shafts is the hub between the second and third gears (both designs are interchangeable into the transmission). Some shafts have a snap ring and washer and others have the spacer as part of the shaft. Most of our shafts have the hub as part of the main shaft. If you have the snap ring design, just omit the washer and snap ring when loading the gears on the new main shaft.

FORD T18 4 SPEED 1966 & UP:

The T18 & T19 transmission can be identified by a case length of 11-7/8", and a case casting number of T18 or 13-01, and T19 or 13-09. The shift cover has a casting number of 13-01 or 13-09. The P.T.O. opening is on the right hand side towards the front of the case and the shift cover is mounted to the top of the case with six bolts. The new shaft furnished with this kit must be carefully compared to the original shaft removed from your transmission. The T18 & T19 transmissions required for this kit are from Ford 1/2, 3/4 and 1 ton trucks. The front bolt pattern on the Ford transmissions will have an 8-1/2" x 6-1/4" bellhousing pattern with a bellhousing index diameter of 4.848".

When assembling the gears onto the new main shaft, make sure that all gears have the proper end clearance required for oiling. Make sure that all transmission assembly work is done by a competent mechanic. All surfaces must use gaskets to prevent oil leakage. Warner gear has used two different shaft designs for the spacer between second and third gear. Some transmissions will use a snap ring and thrust washer, while others will use a built in shoulder. Both shafts are interchangeable.

This adapter kit was developed for the early model Jeeps that had a short wheel base and are unable to use the longer T18 adapter kits. This adapter is very similar to the original Jeep design. The adapter is available in two different styles; one for the small hole transfer case and one for the large hole transfer case. Make sure you have received the correct adapter for your installation.

The adapter plate will bolt directly to the back of the T18 transmission using 4 socket head cap screws. The transfer case must index on the adapter plate in order to maintain proper alignment. A special stud bolt, seal washer and hex nut have been supplied for the one bolt that threads into the transfer case. With the adapter into position, you must install the spacer that will locate the original output gear in the proper location. The adapter plate must have clearance over the T18 counter shaft and reverse idler shaft. If necessary, a small portion of the aluminum casting may need to be removed for the necessary clearance.

The oil seal that has been supplied must be installed into the new adapter plate with the open side towards the transmission. This adapter kit is not compatible with T98 or T19 4 speed transmissions.

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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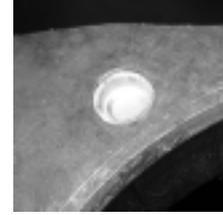
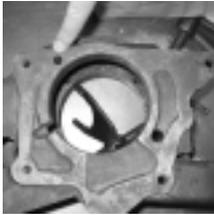
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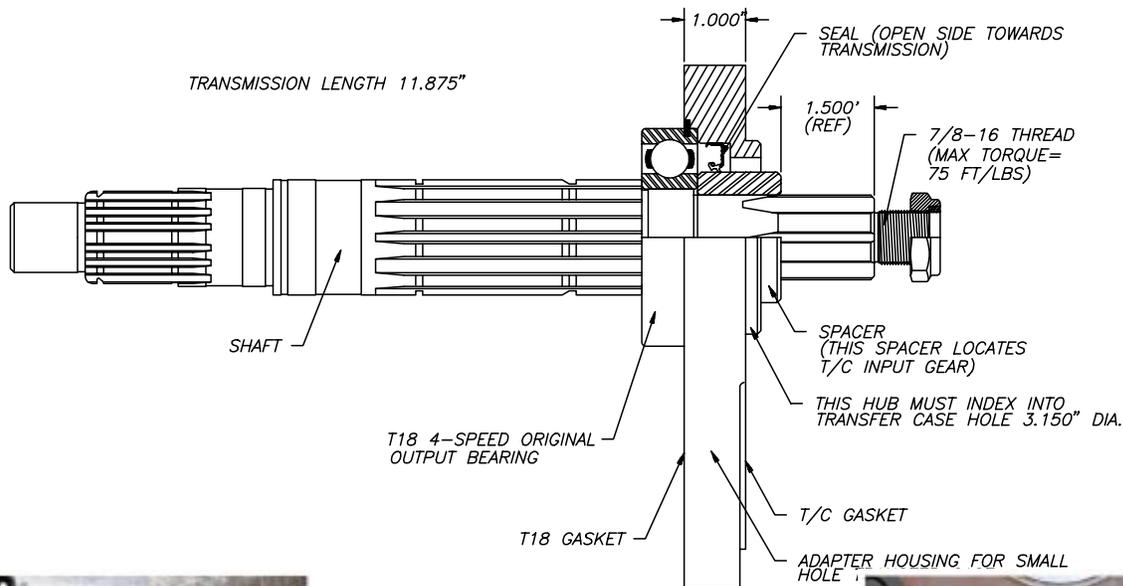
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When using this adapter, you will be required to plug the oiling hole shown above. Use the 3/8" soft plug that has been included with the kit. Apply a small amount of RTV blue silicone around the circumference of the plug. Using a punch, slowly tap the plug into the hole until it is counter sunk just below the surface.



Some transmissions may require a modification to the cluster pin / reverse idler pin retaining bar. There are several different styles of this bar and a few will interfere with the mounting of our adapter plate to the transmission. Before final assembly, check the adapter plate for clearance and modify the retaining bar if necessary.

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