

# ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way  
Paso Robles, CA 93447

Telephone: (800) 350-2223 Fax: (805) 238-4201

## P/N: 50-6403

New Item: (11/93)

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Page Rev. Date: 03-14-01

## GM TH400 AUTOMATIC TO JEEP NP231 TRANSFER CASE-23 SPLINES

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-6400	ADAPTER HOUSING (Ref: 711164) (Assembled by AA)
2.	1	52-3200	OUTPUT SHAFT (Ref: 711332)
3.	1	52-6301	SPUD SHAFT (23 Splines) (Assembled by AA)
4.	1	716308	BEARING (#6209) (Assembled by AA)
5.	1	716450	SNAP RING (GM #378-5205) (Assembled by AA)
6.	1	716456	SNAP RING (Assembled by AA)
7.	1	716510	GASKET (GM #862-4709)
8.	1	716517	GASKET
9.	6	723701	HEX NUT 3/8"-16
10.	6	723704	3/8" LOCK WASHERS
11.	6	723711	STUD BOLT 3/8"-16x2" LG
12.	6	723722	H.H.C.S. 3/8"-16x1-1/4" LG
13.	1	JP001	JEEP INSTRUCTION MANUAL

### OPTIONAL ITEMS:

No.	Qty	Part No.
1	716008	CROSSMEMBER MT

*This kit is for replacing the AX15 5-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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### GM TURBO 400 3 SPEED AUTOMATIC

The GM TH400 has a case length of 24-3/4", 13 bolts for holding the oil pan in position and is available in 3 different engine to transmission bolt patterns. Make sure you have selected the proper TH400 for your particular engine. The AMC TH400 case when used with the Chevy engine will require adapter Kit No. 716133. The rear side of the transmission case will have a hex shaped bolt pattern that uses 6 bolts. There are several various lengths of output shafts that these transmissions have been equipped with, but our new output shaft will be interchangeable with your factory output shaft. The new shaft supplied with your kit should be installed by a competent mechanic. The speedometer gear is normally located in the tailhousing, but when adapting it to the transfer case, the location will change to the backside of the transfer case. The rear transmission support will now be located on the new adapter housing.

When installing the new transfer case adapter, make sure that the coupler and the output shaft do not bottom out. We have found on occasion that a transmission output shaft may be slightly longer than we have allowed for; and when coupling into our new spud shaft, we find a small amount of interference. The adapter housing and spud shaft must be assembled to the back of the transmission without interference. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSION.** If assistance is needed, please feel free to call the number listed above.

When assembling the adapter housing to the transmission case, we have provided you with a new gasket to prevent fluid leakage. This gasket is a stock GM item that is used on all TH400 installations.

If you have selected a transmission that has the old style modulator, then we recommend the use of the Advance Adapter adjustable modulator, Part No. 716010. This will also allow for additional driveshaft clearance.

All installations will require the use of a transmission cooler. The cooler can be either installed in the radiator or a remote location is acceptable. The transmission shift control can either be a Hurst floor mounted type shifter or sometimes the existing column shift can be modified on certain applications.

### ASSEMBLY

*\*Some components of this kit should be pre-assembled. If the casting, bearing, and spud shaft are not pressed together then follow steps 1 to 8. If your parts are assembled, proceed to step 4.*

1. This kit comes pre-assembled with the bearing, snap rings, and spud shaft installed in the casting. The bearing and spud shaft are a press fit. The spud shaft is pressed to the bearing and the snap ring installed to retain the spud shaft properly. The bearing and spud shaft assembly are also a press fit into the adapter housing. The bearing and spud shaft are pressed into the casting from the transmission side. Take note that the external splined side of the spud shaft is facing the circular six bolt side of the adapter. This assembly is retained with the provided snap ring.
2. The TH400 output shaft provided must be installed by an experienced transmission tech.
3. Trial fit the adapter assembly to the transfer case. Check for proper spline engagement and shaft depth. The casting and transfer case should fit together flush with no gaps. If you have a 1/8" gap between the casting and transfer case. **DO NOT "SUCK UP" THE TWO ITEMS! SEVERE DAMAGE WILL OCCUR.** Call Advance Adapters and they will send you the correct spud shaft.

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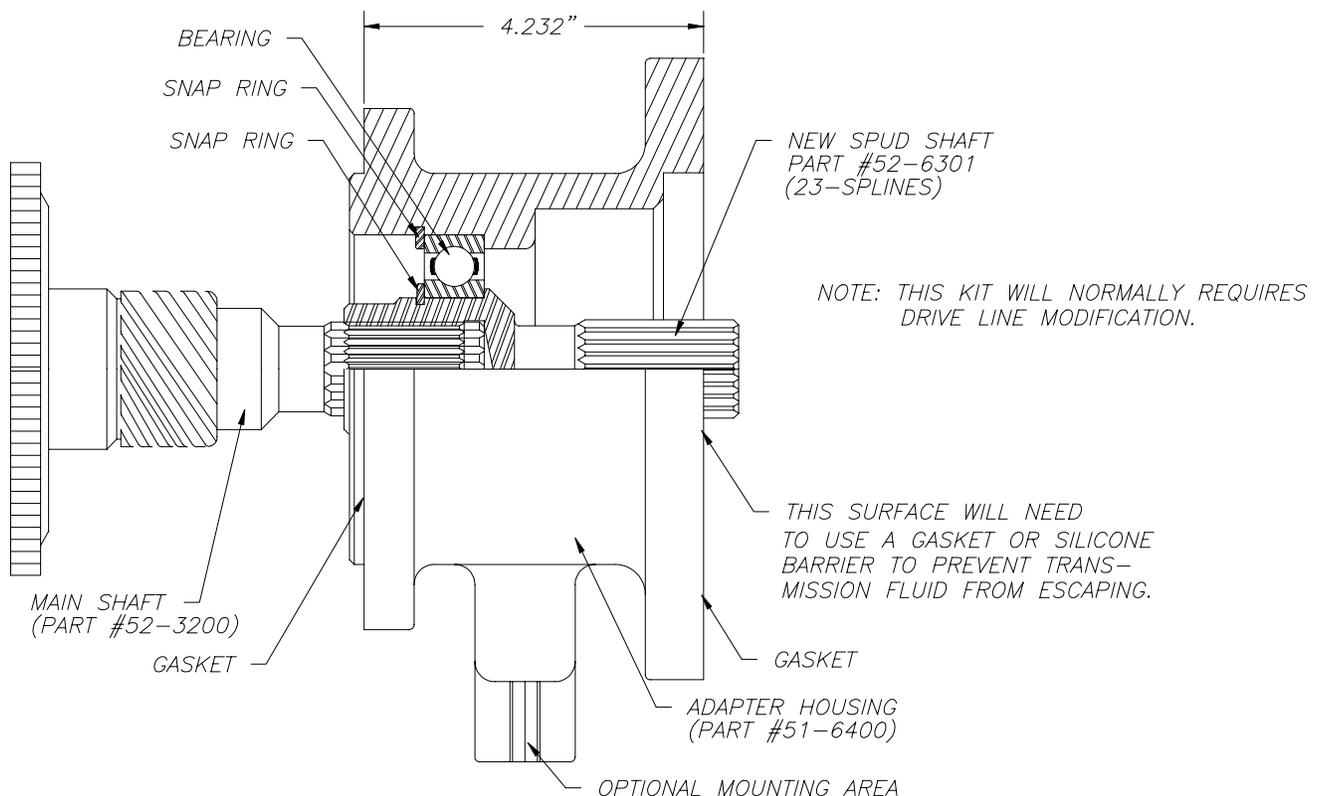
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## GM TH400 AUTOMATIC TO JEEP NP231 TRANSFER CASE-23 SPLINES

### ASSEMBLY

4. Trial fit the adapter assembly to the transmission. Check for proper spline engagement and shaft stickout. The casting should fit flush with the transmission case.
5. Apply silicone to both sides of the TH400 gasket and attach the casting to the transmission using the six 3/8"-16 x 1-1/4" bolts. Loctite is used here to prevent the bolts from backing out.
6. The stock studs and nuts can be retained to secure the transfer case to the adapter. Six studs, lock washers, and nuts have been provided as substitutes if necessary. Apply loctite to all fasteners.

**TRANSMISSION LENGTH:** 24.250"



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