

GM 700R-4 AUTOMATIC OVERDRIVE TO LAND CRUISERS 1963-73 (3 SPEED)

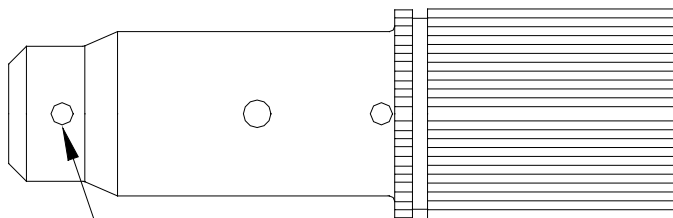
KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-7300	CASTING (Ref: 711173)
2.	1	51-8500	ADAPTER HOUSING
3.	1	52-1500	SHAFT (Ref: 711315)
4.	1 Pack	714203	BOLT PACK (50-7300)
5.	1	716082	700R PLASTIC WASHER
6.	1	716301	BEARING
7.	1	716507	T/C GASKET
8.	2	716511	"O"-RING
9.	4	720015	FLAT WASHER
10.	4	720047	H.H.C.S. 10mm X 1.5 X 70mm LG.
11.	1	728701	NUT
12.	1	728702	7/8" FLAT WASHER

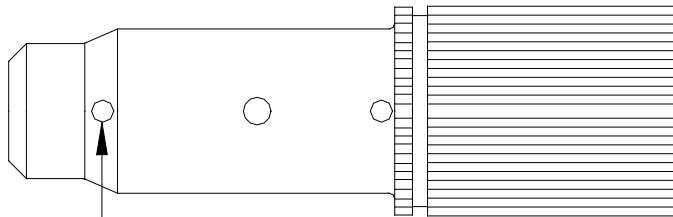
OPTIONAL ITEMS:

Qty	Part No.	Description
1	716004	CROSSMEMBER (Includes #716003 Mount)

THE 700R HAD A DESIGN CHANGE ON THE OUTPUT SHAFT. THE OIL HOLE HAS BEEN RELOCATED TO THE CHAMFER ON THE SHAFT. THE INPUT HOUSING LUBE SEAL (SOFT AND RED IN COLOR) FOR THE LATER DESIGN SHAFTS MUST BE CHANGED TO THE HARD PLASTIC SEAL PROVIDED IN THE KIT. MOST OF THE OUTPUT SHAFTS WE USE ARE AN EARLIER DESIGN SHAFT WHICH WILL ONLY WORK WITH THE HARD PLASTIC WASHER SUPPLIED IN THIS KIT.



THE 700R PREVIOUS DESIGN LUBE HOLE LOCATION
 EARLY DESIGN SHAFT (REQUIRES HARD PLASTIC WASHER)



THE 700R REVISED LUBE HOLE LOCATION
 LATE MODEL SHAFT (CAN USE EITHER SOFT OR HARD PLASTIC WASHER)

NOTE: This kit requires the 2WD output shaft to be shortened. If you are using this kit on a newer hex bolt pattern 4L60E transmission, then you will be required to use our 51-0405 adapter housing. Please note that the cut off location on the output shaft must be made after this adapter is installed on the transmission. This 51-0405 adapter make the hex pattern 4L60E transmission look just like the square bolt pattern transmission, and the cut off location for the output shaft is shown on this instruction sheet for the square bolt pattern transmission.

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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P/N: 50-8901

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INSTALLATION INSTRUCTIONS

This kit is for the GM 700R-4 4 speed automatics to all Toyota Land Cruiser transfer cases, 1963-73. The design of this kit is based off of a 2WD 700R4. The 2WD output shaft must be cut to the length as illustrated on Page 3. Once your 2WD output shaft has been cut, the new Advance Adapters spud shaft can now be put into position. The new spud shaft should be pressed onto the new rear bearing so the external snap ring is towards the threaded end of the shaft. The spud shaft and bearing can now be installed from the transfer case side of the adapter and pressed into the bearing recess. The snap ring that is on the outside diameter of the bearing will keep the shaft in the proper location. You can examine the transfer case face to see the slight snap ring recess that will trap the bearing snap ring and establish the correct location.

The adapter kit is provided with two adapter housings. When bolting these castings together, use the square "O"-ring between them to seal properly. The 4 metric bolts are provided to secure the adapters to the transmission. Due to the extreme length of this transmission and adapter, driveshaft modifications will be required on almost every installation.

On Toyota Land Cruiser conversions, you will find that the overall assembled length of the new transmission and adapter will not fit between the original rear crossmember and the radiator, and relocation of the tubular mount will be required. We suggest that the rear drivetrain be supported by a crossmember underneath the adapter. We offer a new crossmember assembly that includes the 716003 rubber mount for supporting your transmission assembly. The new crossmember assembly is Part No. 716004. The right side of the adapter has two tapped holes to assist you in mounting a transfer case linkage bracket for support of your pivot stud.

GM 700R-4 4 SPEED AUTOMATIC:

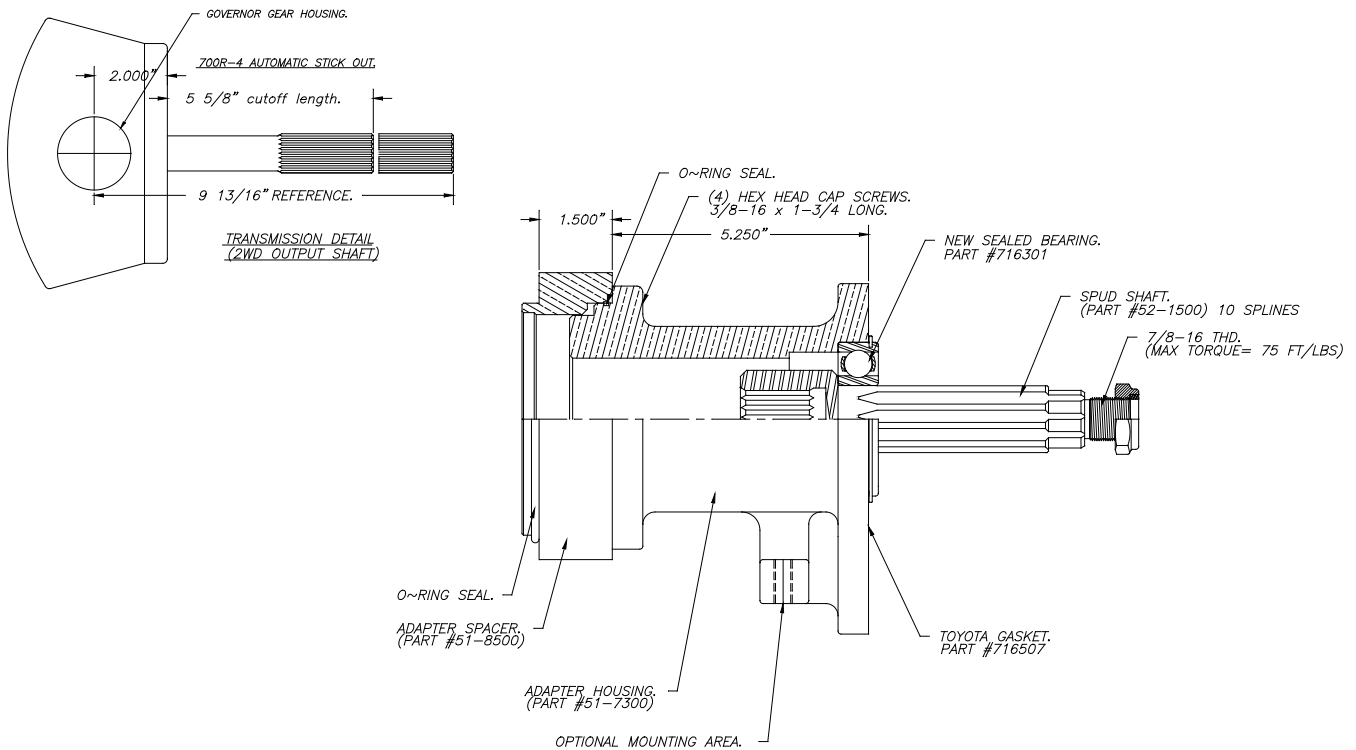
When installing the new transfer case adapter, make sure that the coupler and the output shaft do not bottom out. We have found on occasion that a transmission output shaft may be slightly longer than what we have allowed for; and when coupling into our new spud shaft, we find a small amount of interference. 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 us on our toll free number, (800)-350-2223.

When assembling the adapter housing to the transmission case, we have provided you with a new square type "O"-ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all 700R-4 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke.

The overall adapter thickness is 6-3/4". The reason for this extremely long adapter length is to provide the necessary clearance for the front output shaft yoke around the 700R-4 oil pan. We have found on occasion that vehicles equipped with the larger yoke may have to change to the smaller yoke, or slight modifications to the oil pan may be required. For additional front driveshaft clearance, we also recommend kit **P/N 716370** (course spline kit) or **P/N 716371** (fine spline kit). These kits are a modified front yoke and slip yoke assembly that will provide the additional clearance.

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