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PAGE 1 OF 3 Page Rev. Date: 09-23-21
P/N: 50-3205

GM 2WD 4L80E AUTOMATIC TO FORD NP205 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-3205	ADAPTER HOUSING (#711164 Modified)
2.	1	716510	TRANSMISSION GASKET
3.	1	716517	TRANSFER CASE GASKET
4.	6	723701	HEX NUTS 3/8"-16
5.	6	723704	3/8" LOCK WASHERS
6.	6	723711	STUD BOLTS 3/8"-16 X 2" LONG
7.	*1	52-9600	GEAR
8.	*1	52-9602	INPUT SHAFT
9.	*1	716315	SEALED BEARING
10.	*1	716467	SNAP RING
11.	*1	340407	SNAP RING

* These items are be assembled at Advance Adapters

NOTE:

This adapter kit is for a stock 2WD 4L80E output shaft being adapted to a Ford NP205 transfer case. The output shaft of the 4L80E has a 32 tooth spline so we are changing the input gear of the transfer case to the Advance Adapter Part No. 716044. This new gear is directly interchangeable with the original Ford gear that only has 31 tooth internal spline. The bearing and seal of the original Ford application will remain the same. You should make sure that the seal in your transfer case matches the new input gear seal area. The adapter housing has been modified for clearance of the transfer case shift controls. You will need to fabricate a new transfer case pivot support for the handle of the transfer case. Most installations will require drive line 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 4L80E AUTOMATIC

This transmission was designed by GM to replace the GM TH400 transmission. Like the TH400, the 4L80E has a 32 spline output shaft. The major difference of the 4L80E is that the transmission index diameter is different than the TH400. We have seen 5 different output shaft lengths that were used in the 4L80E transmission. This kit is designed to fit a 2WD output with a long slip spline.

The early 4L80E transmission up to 1995 is normally equipped with an internal reluctor ring on both the transmission input shaft and output shaft. The computer takes both of these readings for the proper shifting and operation of this transmission. We have always ignored the reluctor ring requirement for this transmission since it is internally regulated. We have now learned that the rear reluctor ring is not always installed into the transmission. The basic rule of thumb is 4WD transmissions up to 1996 should have a rear reluctor ring in the main transmission case. All 2WD transmissions should have the rear reluctor in the main transmission case. The 1997 & newer 4WD 4L80E transmissions have a sensor provision; however, the reluctor ring in the transmission is left out.

Note: The information on years and models of the 4L80E transmission mentioned in the above section was obtained from various sources. You should always verify what your transmission is equipped with before beginning a conversion, especially with the 4L80E transmission.

This adapter kit includes a new input gear for the NP205 transfer case. This gear has a 32T internal spline and uses the stock Ford bearing. This gear is a stock GM item that was used on 1-ton vehicles only. Be sure to inspect the seal area provided in the adapter housing to make sure that it has the proper contact on the new sleeve and gear supplied.

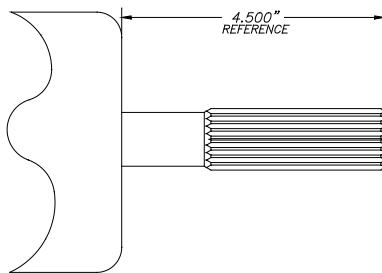
When installing the new transfer case adapter, make sure that the new input gear and the output shaft do not bottom out. We have found on occasion that a transmission output shaft may be slightly longer than we have allowed for and when coupling into our new spud shaft, we find a small amount of interference. 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.

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.

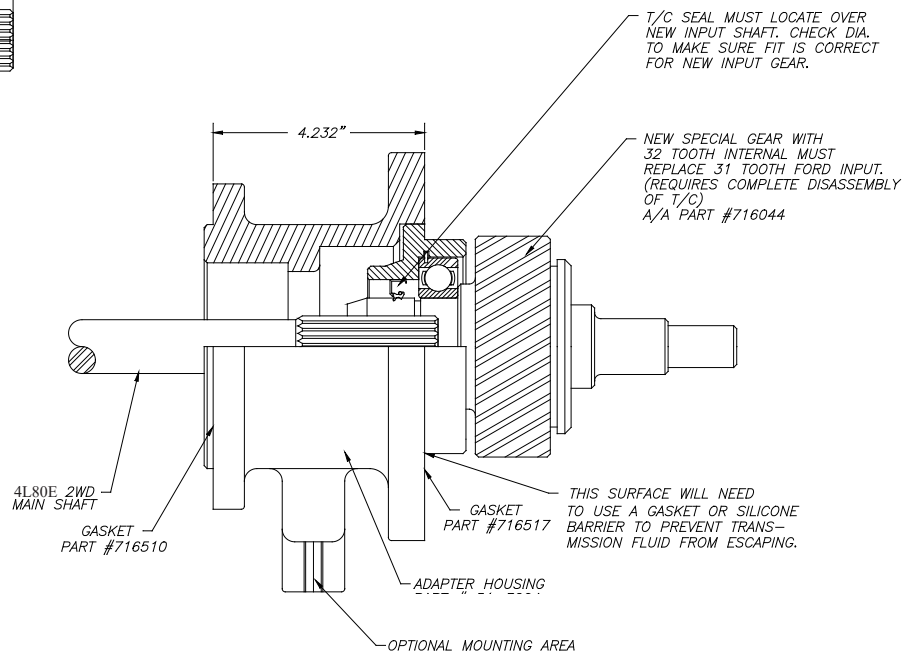
The 4WD linkage mounting bracket will need to be relocated further forward to allow for the added length of the new transmission.

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2WD OUTPUT SHAFT



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