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PAGE 1 OF 3 Page Rev. Date: 07-23-18
P/N: 50-0401

GM 2WD 32T 4L80 AUTOMATIC TO JEEP DANA 300 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty.	Part No.	Description
1.	1	51-0401	ADAPTER HOUSING (<i>51-6400 casting with 4.80" Index hub</i>)
2.	1	52-0208	NEW DANA 300 32T SPUD SHAFT
3.	1	716308	SEALED BEARING 716317
4.	1	716510	GASKET (<i>GM #862-4709</i>)
5.	1	716517	GASKET
6.	1	716749	NATIONAL SEAL (<i>#471870</i>)
7.	6	720028	10-1.5 x 35MM SHCS (ADAPTER TO 4L80E)
8.	5	723701	HEX NUT 3/8"-16
9.	6	723704	3/8" LOCK WASHERS
10.	1	723711	STUD BOLT 3/8"-16 x 2" LG
11.	5	723723	HHCS 3/8-16 x 1-1/2" LG
12.	6	724324	LOCK WASHER FOR 720028 BOLTS

This kit is only compatible with the 4L80 output shaft listed on the last page.

The 4L80E transmission 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 had a sensor provision; however, the reluctor ring in the transmission was left out. This adapter kit does not offer a reluctor ring option in our adapter housing. You will be required to use the stock transmissions rear reluctor ring. Please verify that your transmission is equipped with this reluctor ring.

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 with the 4L80E transmission.

SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific types of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand the 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 vales, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.



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GM 4L80 4 SPEED AUTOMATIC

The GM 4L80 has a case length of 26", 17 bolts for holding the oil pan in position. 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 the transmission has been equipped with. You will need the 6-1/2" slip yoke output shaft GM# 8661596 (1991 to 1996), or GM# 24204289 (1997-1998). The speedometer pickup 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 or, in some cases, on the transfer case.

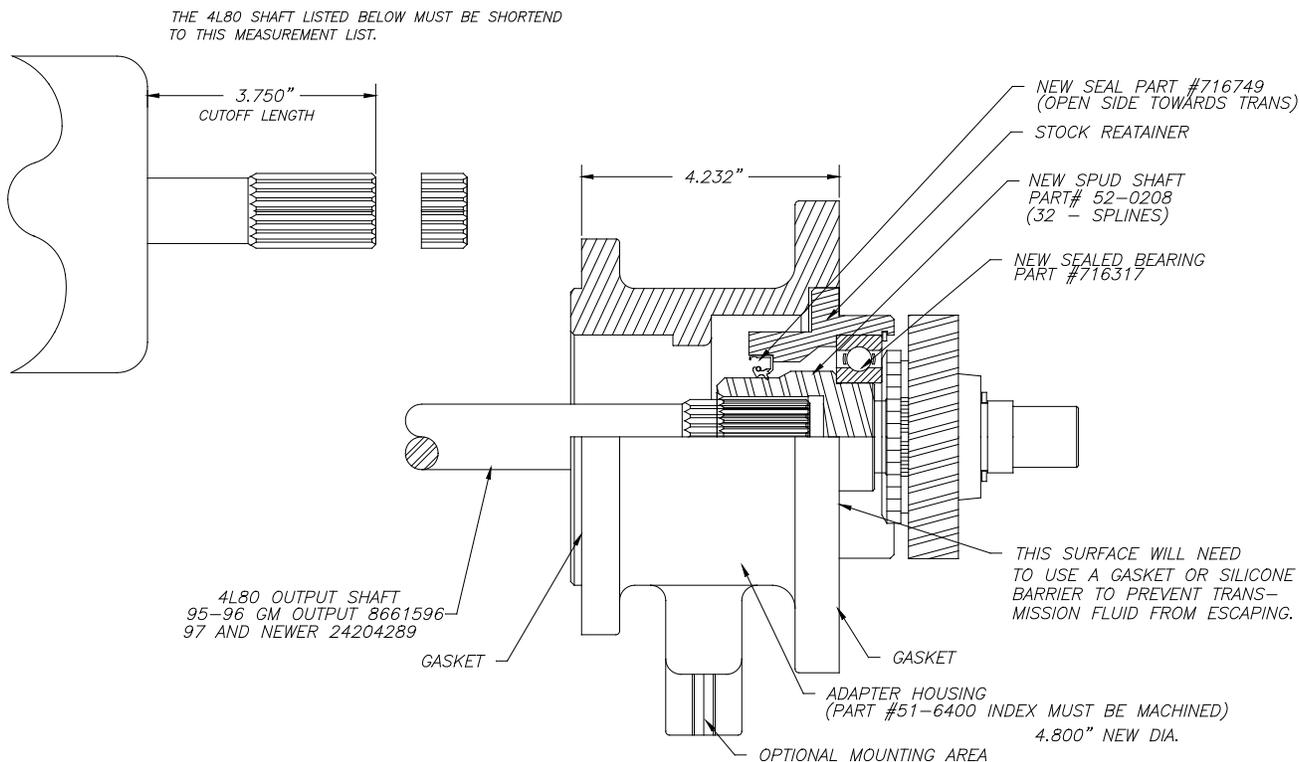
When installing the new transfer case adapter, make sure that the new input gear and the output shaft do not bottom out. We have found on occasion that the output shaft and transfer case input sleeve may bottom out if the shaft was not cut to the proper length. **DO NO FORCE THE NEW TAILHOUSING ONTO 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 4L80 installations. The seal in the Dana 300 bearing retainer will prevent fluid from mixing between the transmission and transfer case. A new seal has been provide and should be installed with the open side towards the automatic transmission. We have also included a new sealed bearing that will replace the original Dana 300 bearing. This new sealed bearing will give added protection.

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.

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