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 P/N: 50-3400

## GM MUNCIE CAR 4 SPEED TO NP205 1971-79 Fig 8 pattern

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1	1	51-0206	ADAPTER- NP205 TC/NV 4500
2	1	51-6001	ADAPTER- MUNCIE TO NP205
3	1	52-3400	SHAFT- MUNCIE 4SP 32 SPLINE
4	1	716500	GASKET SET-MUNCIE 4 SPEED M20/21/22
5	1	716572	GASKET-73-79 NP205 LARGE BORE
6	1	716701	SEAL-MUNCIE
7	1	716729	SEAL CR#19466
8	4	723701	NUT 3/8 -16 PLATED GRD 5
9	9	723704	LOCK WASHER 3/8 ZINC
10	3	723708	STUD BOLT 3/8 -16 X 2-1/2
11	1	723712	STUD BOLT 3/8 -16 X 3-1/2 GRD B7
12	5	723725	H.H.C.S. 3/8 -16 X 2 PLATE GR 5
13	8	723740	3/8 -16 X 1-1/2 S.H.C.S. zinc
14	3	724303	LOCK WASHER 7/16 STD PLTD
15	1	724304	HEX NUT PLATED 7/16 -14
16	1	724309	H.H.C.S. 7/16 -14 X 2 zinc gr. 5
17	1	724357	H.H.C.S. 7/16 -14 X 3-1/4 GR 5
18	1	724360	STUD BOLT. 7/16 -14 X 2-3/4 (MUNCIE KITS)
19.	*1	52-9600	GEAR
20.	*1	52-9602	INPUT SHAFT
21.	*1	716315	SEALED BEARING
22.	*1	716467	SNAP RING
23.	*1	340407	SNAP RING

### OPTIONAL ITEMS:

Qty	Part No.	Description
1	715501	Shifter Bracket
1	715625 or 715626	ROD KIT
1	715600	HURST SHIFTER

\* These items are to be assembled at Advance Adapters

**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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### MUNCIE 4 SPEED 1963-1974

This transmission can be identified by an aluminum case that is 10" long and a side cover having 7 bolts. The reverse shift lever will be coming out of the aluminum tailhousing. The front bearing retainer will have a diameter of 4.648" which will require the transmission to be used with car-type bellhousings. This adapter kit should be used when replacing a truck-type 4 speed transmission, Model No. SM465.

This adapter kit is for the General Motors Muncie 4 speed transmission. The new shaft included with this adapter will fit all models from 1963 to 1974. The only exception is that in 1963, the first gear main shaft design was changed so first gear rode directly on the main shaft. If your transmission is a 1963, then you will need to purchase a new first gear and first gear bushing. The adapter housing is a direct copy of the original tailhousing that your transmission was equipped with. You will need to disassemble the shift lever shaft, steel ball and spring for reassembly into the new adapter. The original taper pin must be reinstalled to hold the reverse gear shaft in position. A new seal has been provided to prevent leakage out the reverse gear shaft. The seal must be installed with the open side towards the transmission.

The total overall length of the transmission and adapter will be longer than your original transmission and on most conversions, will require driveshaft modifications. The adapter has provisions for mounting an optional crossmember mount as illustrated. Depending on the exact vehicle that this transmission is being installed into, you may require modifications to the clutch linkage, overdrive shifter bracket, and transfer case control linkage.

The adapter is set up for use with a **Hurst Competition Plus** shifter that can be bolted onto the new casting by using shifter bracket No. 715501. This bracket will accept all Hurst shifters. Special shifter linkage will be required since the shift tower location is so much further forward than on 2WD installations. We offer two different rod kits for use with this transmission. The rod kits are P/N 715625 for transmissions that have studs on the shift levers, and P/N 715626 for transmissions that have female threads.

### **GEAR RATIOS:**

<b>First</b>	<b>Second</b>	<b>Third</b>	<b>Fourth</b>
2:54	1:88	1:46	1:00
2:20	1:64	1:27	1:00

Once the transmission has been assembled with the new main shaft and tailhousing, you can then install the bearing with the snap ring towards the transfer case. This bearing will provide an indexing diameter to the original 4 speed adapter housing. A new gasket has been provided for bolting the two housings together. Only 5 bolts will be required when bolting the two housings together. The stock coupler will fit onto the new output shaft with approximately 1-1/2" of engagement.

Transfer case linkage will need to be modified along with transfer case crossmember support modifications. The new transmission assembly will be 15" and you will need to adjust the drivelines accordingly.

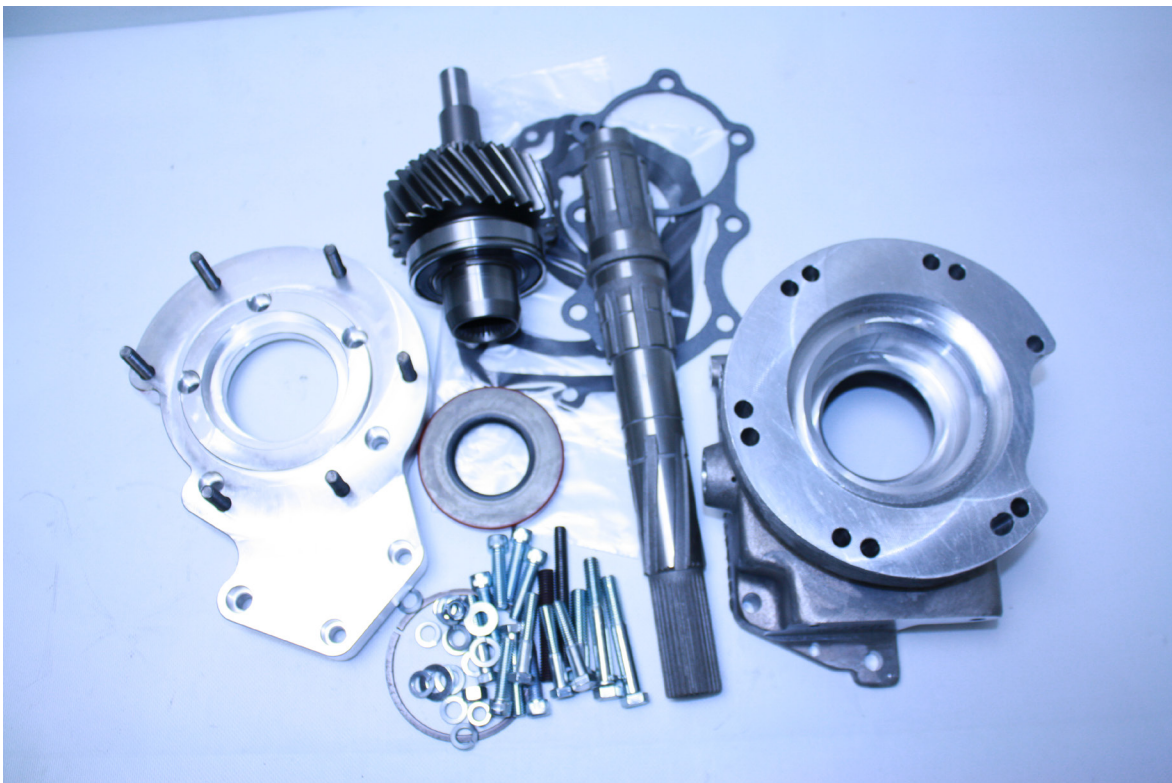
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Install the Muncie adapter to the mid plate/ case using the 7/16 and 3/8 fasteners. Studs are required on the casting at the 11 and 5 o'clock locations. The casting has been modified for clearance on the shift rails of the NP205, however, we do not offer a bracket for the stock handle on this kit. Fabrication of a bracket will be required for the transfer case linkage.

Install the new input gear per the instruction sheet for the gear. The new adapter plate will require the seal to be installed with the open end facing the transfer case. Install the gasket and the new plate with the eight socket head bolts.

Before matting the NP205 to the Muncie install the three 2.5" studs into the adapter plate as bolts will not fit through the casting, these studs fit on the plate (if looking at it while bolted on the NP205) at 3, 5 & 7 o'clock positions. Once the two are mated the 3/8-16 x 2" bolts can be bolted in the other three locations to fasten together. Finish installing all nuts and washes.



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