

# 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: 50-1600

Old Part No: 711016

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Page Rev. Date: 12-27-01

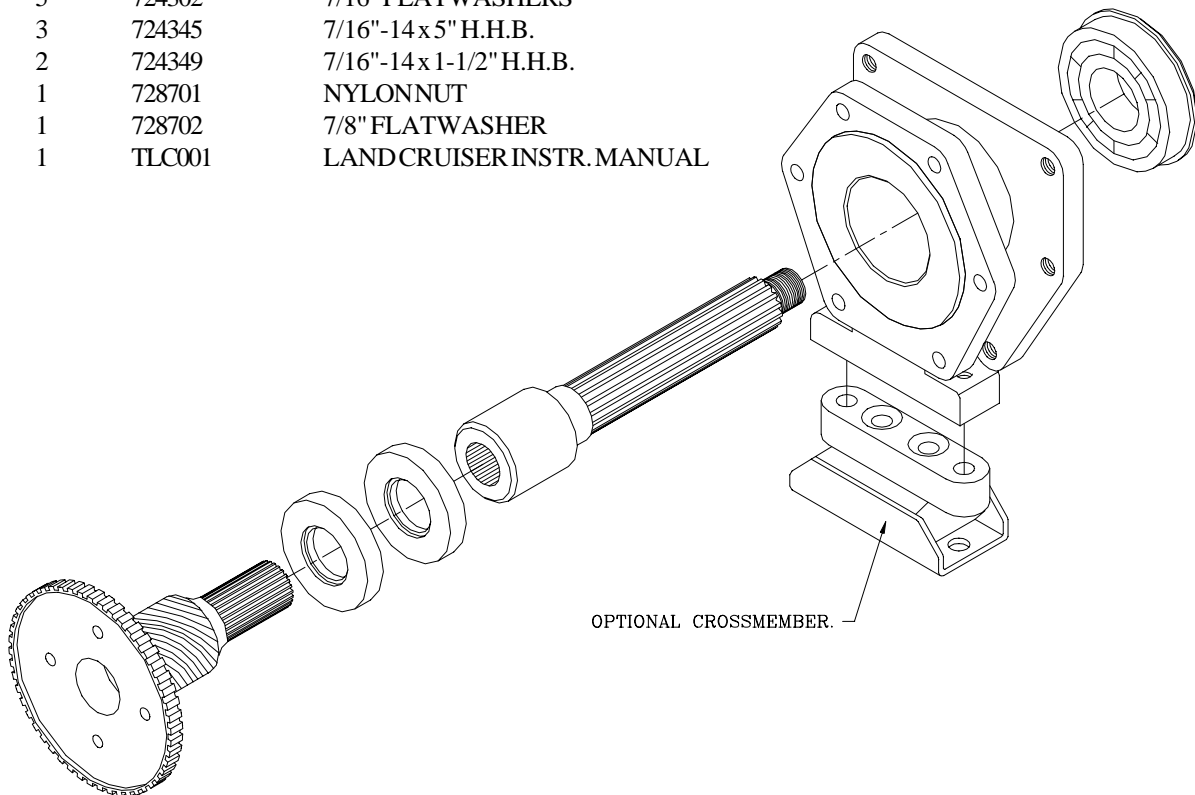
## TURBO 400 TO TOYOTA LANDCRUISER 1974-1982 (4-SPEED)

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-0700	ADAPTER CASTING (Ref: 711107)
2.	1	52-1600	SPUD SHAFT (Ref: 711316)
3.	1	52-3200	MAIN SHAFT (Ref: 711332)
4.	1	715520	BRACKET
5.	1	716301	SEALED BEARING
6.	1	716507	GASKET
7.	1	716510	GASKET
8.	2	716700	SEAL (NAT. #331107N)
9.	4	723116	5/16" LOCKWASHERS
10.	4	723118	BOLTS
11.	6	723701	HEX NUTS
12.	6	723711	3/8"-16x2" STUDS
13.	5	724302	7/16" FLAT WASHERS
14.	3	724345	7/16"-14x5" H.H.B.
15.	2	724349	7/16"-14x1-1/2" H.H.B.
16.	1	728701	NYLON NUT
17.	1	728702	7/8" FLAT WASHER
18.	1	TLC001	LANDCRUISER INSTR. MANUAL

### OPTIONAL ITEMS:

Qty	Part No.	Description
1	716004	CROSSMEMBER MT.



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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 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 and all of the new Advance Adapter output shafts will be interchangeable with your transmission. 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 or, in some cases, on the transfer case.

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.

### ASSEMBLY:

Install the 6 studs in the TH400 with loctite. Install the seals into the casting as shown in the diagram. They must go in through the transmission side of the adapter and the open sides should be opposite each other (see drawing on last page). Press bearing onto the shaft. Using the outer edge of the bearing, press it into the casting. The adapter can now be bolted to the transmission with the 6 hex nuts. The two 7/16"-14 x 1-1/2" bolts will be installed into the transfer case through the P.T.O. cover. The remaining three bolts will install from the back of the transfer case and secure the unit. Install the drive gear and P.T.O. spacer as per your Toyota manual. Reinstall the inspection cover. The linkage pivot must be positioned so that the threaded boss is pointing toward the front of the transmission. Install over the modulator valve with the 4 provided bolts and lockwasher. The stock linkage bolts to this bracket.

On most installations, pan modification will be required for clearance of the front Universal yoke. This modification will be necessary on both the metal pan and the aluminum transmission case. The area where the pan and case come together that has the bolts holding the two, will need to be ground down almost even with the body of the bolt. The bolt may need to be replaced with a socket head cap screw. The modifications can be done with the pan still attached to the transmission case. The metal pan will need the corner recessed approximately 1/2". The modifications should be made prior to assembly into the vehicle. In order to allow for additional front drive line clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front drive shafts located on the passenger's side.

Additional front driveshaft clearance may be gained by using a small yoke and U-Joint (**AA PART# 716370**) for coarse spline, 1966-1977, or (**AA PART # 716371**) for fine spline (1977-80) transfer case front output shafts. This modification needs to be completed by an experienced driveshaft shop to eliminate any misalignment and vibrations.

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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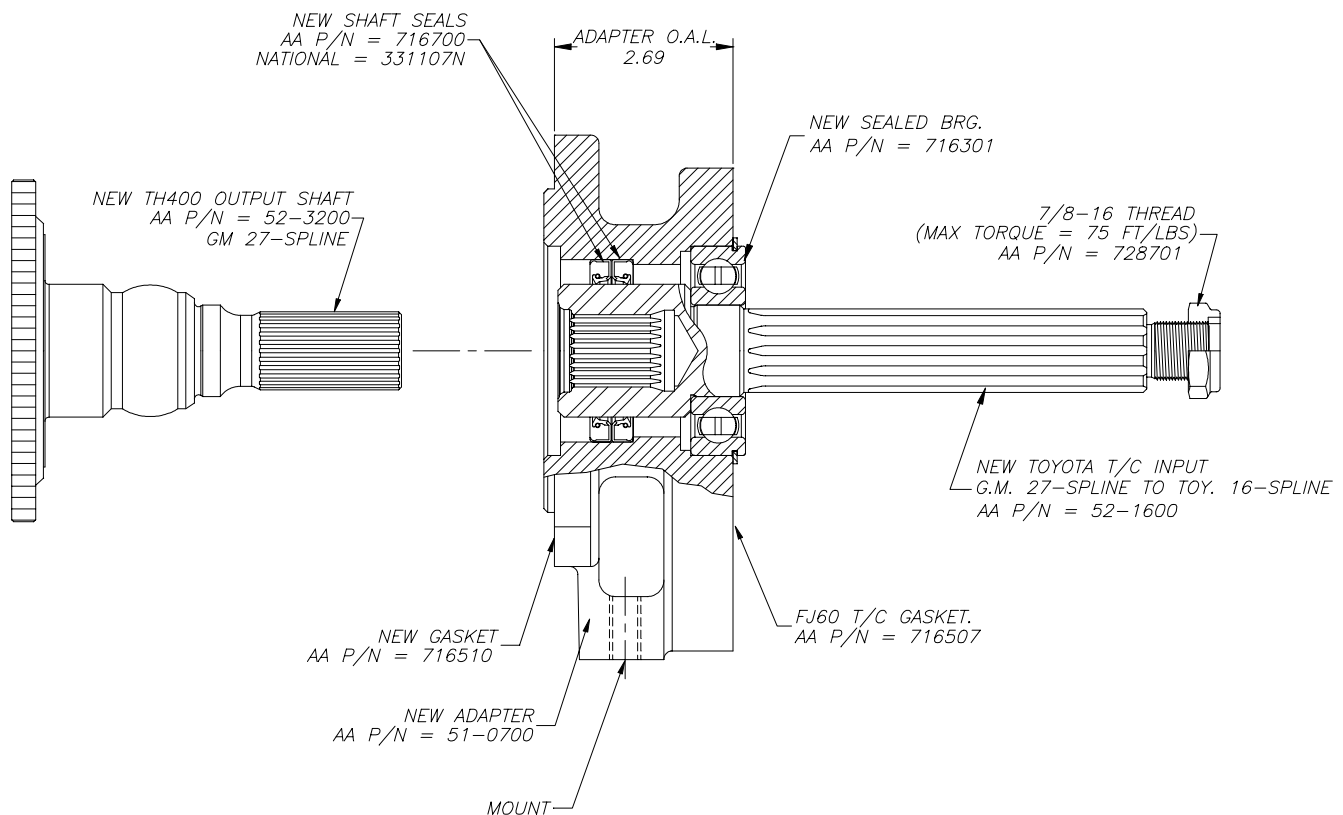
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We recommend that Loctite be used on all bolts. We have included a new nut and flat washer for use on the end of the output shaft. This 7/8"-16 special nylon lock nut is available through most Jeep stores. You should never reuse the nylon lock nut in order to maintain the gears in their secure position.

Refer to the Land Cruiser Instruction manual for additional information concerning the transfer case control linkage



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