

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: 50-3021

New Item: (12/01)

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Page Rev. Date: 05-07-08

JEEP DANA 300 TO JEEP 21 SPLINE AX-5 ALSO: BA-10 AND AW4 (w/modifications)

KIT CONSISTS OF:

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1.	1	51-8603	ADAPTER CASTING
2.	1	52-3021	SPECIAL 21 SPLINE DANA 300 INPUT
3.	1	716308	SEALED BEARING (716317)
4.	2	716517	GASKET
5.	6	723731	S.H.C.S. 3/8" - 16 x 1"
6.	6	302069	STUD 3/8" - 16 x 3/8" 24
7.	6	302071	3/8" - 24 FLANGED NUT

OPTION ITEMS:

Short D300 retainer P/N 716220

SPECIAL NOTE:

When rotating the Dana 300 to a higher rotation, you may experience some transfer case shifter interference. We recommend that a twin stick shifter for the Dana 300 be obtained to acquire the necessary clearances.

AX-5 INSTRUCTIONS:

This kit is designed to adapt the Jeep AX-5, 5-speed transmission to the Jeep Dana 300 transfer case and also as a rotation kit for the Dana 300 transfer case.

This kit will allow you four rotation angles for the Dana 300 and proper spline engagement with little or no modifications.

A special long splined input shaft must be installed on the front of your Dana 300, replacing the stock input. The transfer case input assembly must be taken apart to install the new input shaft. To do this, remove the six Allen head bolts on the front retainer. There are two pry grooves located on the stock retainer. Use two pry bars into these slots to remove this aluminum retainer. When the retainer is removed, you will find the drive gear, input shaft, and bearing on this retainer assembly. By removing the snap rings on this assembly, these items will need to be taken apart. Once the items are disassembled, you will need to set aside the stock roller bearing. A new sealed roller bearing has been provided to isolate the gear box fluids. Install the new Dana 300 input shaft and secure by using the stock snap rings. Once this assembly is assembled, you will then need to reinstall this retainer assembly back into your Dana 300 transfer case.

The aluminum adapter plate must be rotated to line up the 6 counter sunk holes to the Dana 300. Use a gasket or RTV blue silicone between these two components. Fasten the S.H.C.S. bolts with Loctite, securing the plate to the transfer case.

Before bolting the two halves together, you MUST trial fit them together. Please note that the majority of these installations will require the input retainer be modified slightly. There is an allen type plug located on the back of the AX-5 transmission. A small amount of grinding is necessary to clear the plug. The ground area measures approx. 1" long, and about 1/8" deep for sufficient clearance. There may also be a small amount of grinding needed on the output shaft. Please verify this when mocking the two together, and trim accordingly.

Once you decide on the rotation, install the six studs into the adapter ring (these studs are a tight fit into the ring). Use a gasket or RTV blue silicone and fasten the transfer case to the transmission adapter plate.



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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Things to consider during the installation are floorboard clearances and transfer case shifter handle location & clearance. Since we have rotated the Dana 300 up higher than the stock rotation, the shifter handle may need to be bent for proper fit. The other option is an aftermarket twin stick shifter for the Dana 300.

Due to the rotation of the transfer case you should add some additional oil to the transfer case to maintain proper oiling.

BA-10 AND AW4 APPLICATION INSTRUCTIONS:

Please note that the previous instructions are for adapting to the AX-5 trans. In order to use the BA-10 and AW4, additional modifications are necessary. It is highly recommended that this kit is purchased along with the new D300 input retainer. This retainer has a shorter snout on it. This shorter snout will properly clear the internals of the transmission. The original D300 retainer will work, but a good portion of the retainer needs to be trimmed off of it.



Both of these transmissions have a positive sick-out on the transmission shaft. This means that the output shaft will need more modifications than the AX-5. Please also pay very close attention to the Peugeot transmission. This tranny has a bearing supporting the output shaft. The new shaft sent in this kit WILL bottom out on that bearing if it is not modified. An abrasive cut-off wheel does the best to get this done. Please trial fit everything before bolting and siliconing them together. **NEVER USE BOLTS TO "SUCK UP" THE GAP!** Please call Advance Adapters if there is anything you are unclear on.

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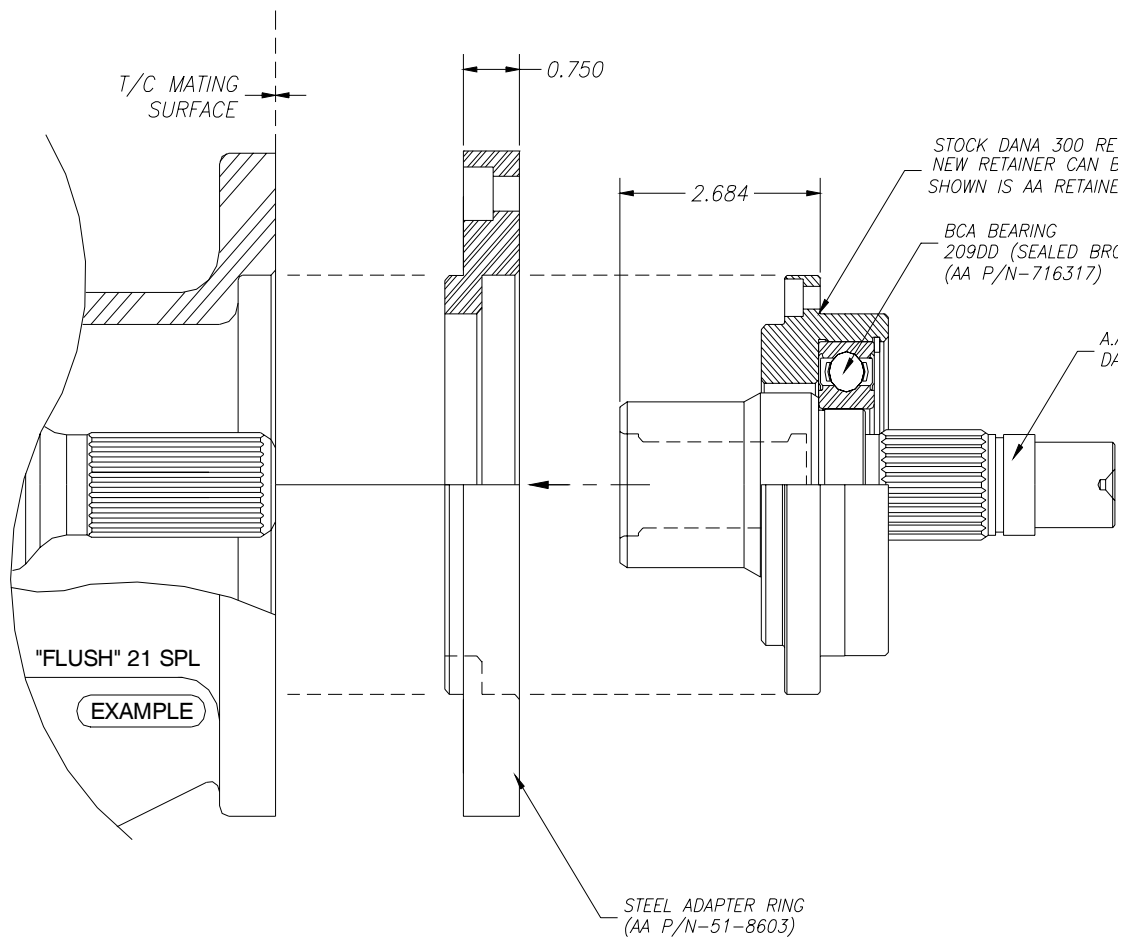
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