

## 6L80 TO 10 SPLINE TOYOTA LAND CRUISER

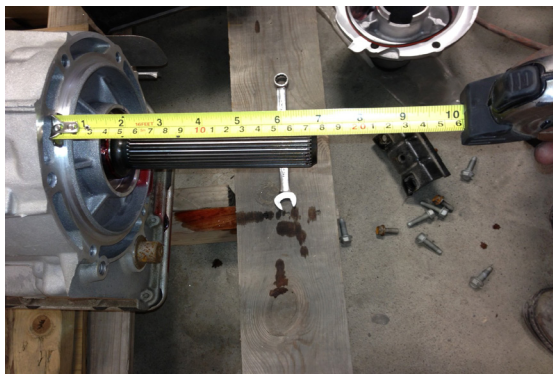
### KIT CONSISTS OF:

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1	1	51-7800	TOYOTA L/C-T18 4 SP CASTING
2	1	51-9600	ADAPTER- ATLAS TO 6L80/6L90
3	1	52-0200	SHAFT- NV 32SP TO TLC 10SP
4	1	716301	BEARING SEALED 307 W/ SNAP RING/ LANDCRUISER
5	1	716507	TOYOTA T.C. GASKET
6	1	723701	NUT 3/8"-16 PLATED GRD 5
7	6	723704	LOCK WASHER 3/8" ZINC
8	1	723713	STUD BOLT 3/8"-16 X 1-1/4"
9	5	723723	H.H.C.S. 3/8"-16 X 1-1/2"
10	3	724345	H.H.C.S. 7/16"-14 X 5" GRD 5
11	2	724349	H.H.C.S. 7/16"-14 X 1-1/2" GRD 5
12	1	728701	NUT-NYLON LOCK 7/8"-16
13	1	728702	SPECIAL FLAT WASHER
14	2	720044	H.H.C.S. 10mm X 1.5TH X 20mm (rev B on casting ID crossmember threads)

GM's new Hydra-Matic 6L80 transmission is the first of a new family of modular six-speed rear-drive transmissions. The transmissions feature two overdrive gears and a wide gear ratio spread to improve performance and fuel economy when compared with conventional four- and five-speed automatic transmissions. With two overdrive gears, engine rpm is reduced by approximately 9 percent at 60 mph - a reduction to about 1,500 rpm. GM estimates the wide ratio spread can help cut 0-60 mph times by as much as 7 percent and enhance fuel economy by up to 4 percent.

Engineering the all-new Hydra-Matic six-speed transmission with a modular architecture enabled engineers and designers to design a transmission that is easily adapted to a wide range of vehicles. Equally important, the new six-speed automatic's modular design means any of the four primary variants can be manufactured in the same assembly plant.

The modular design of the transmission permits several versions of the transmission to be tailored with minimal changes to the precise performance requirements of different vehicles. As many as 47 percent of all components are common for all four transmission variants. In fact, the new transmission design is so flexible that different variants theoretically could run sequentially down the same assembly line. The new six-speed automatic's manufacturing plan dovetails completely with GM's Global Manufacturing System strategy to implement a common manufacturing process and procedure at every worldwide GM assembly plant.

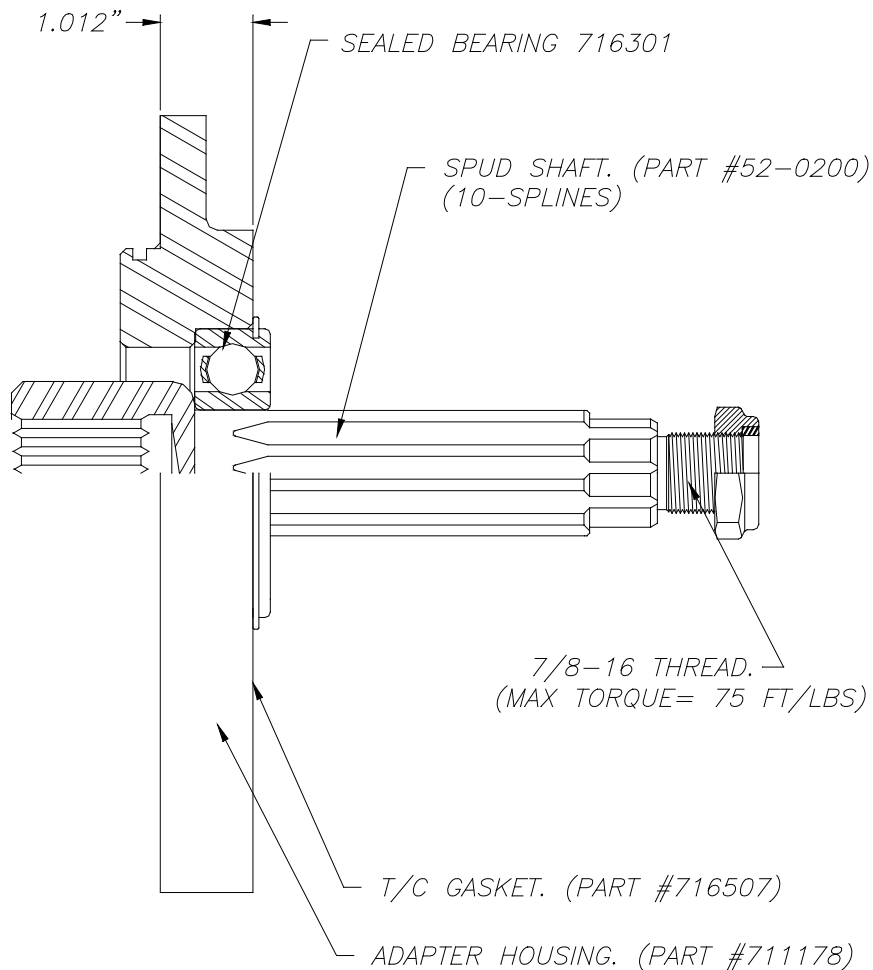


Technically sophisticated clutch-to-clutch operation reduces complexity and packaging. It also enhances the performance feel of the transmission, as shifts feel more immediate and precise. It is a simple, less complex design that enables the six-speed transmission to be packaged in a size not much larger than a four-speed automatic.

6.75" stickout on a 2WD transmission. the shaft will need to be cut or shortend to 3.80 cut off.

**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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