

GM 700R-4 AUTOMATIC TO JEEP DANA 300 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty.	Part No.	Description
1.	1	51-6300	CASTING (Ref: 711163) <i>(Assembled by AA)</i>
2.	1	52-6302	SPUD SHAFT (Ref: 711363) <i>(Assembled by AA)</i>
3.	1	52-6900	SHAFT (Ref: 711369)
4.	1	716082	700R WASHER
5.	1	716308	BEARING (#6209) <i>(Assembled by AA)</i>
6.	1	716450	SNAP RING <i>(Assembled by AA)</i>
7.	1	716456	SNAP RING <i>(Assembled by AA)</i>
8.	1	716511	"O"-RING
9.	1	716517	GASKET
10.	4	720038	10mm LOCK WASHERS
11.	4	720046	10mm 1.5 THREAD BOLT S.H.C.S.
12.	6	723701	3/8"-16 HEX NUT
13.	6	723704	LOCK WASHER
14.	6	723711	STUD BOLT 3/8"-16 X 2" LG.
15.	1	JP001	JEEP INSTRUCTION MANUAL

OPTIONAL ITEMS:

No.	Qty.	Part No.	Description
1.	1	716021	CROSSMEMBER MOUNT



SPECIAL NOTE: The components packaged in this kit have been assembled and machined for a specific type of conversion. 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 values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores. Always inspect parts prior to installation for consistency with the OEM offering (e.g., spline count, tooth count, lubrication points, etc.).



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P/N: 50-6303

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GM 700R-4 4 SPEED AUTOMATIC

The General Motors 700R-4 has a case length of 23-3/8" and is available in two different engine to transmission bolt patterns. The case is available with a Chevy bolt pattern that has the top two holes 8-1/4" apart or a Buick bolt pattern that has the top two holes 7" apart. The rear side of the transmission case should have a square bolt pattern that uses 4 bolts. There are several various length output shafts that these transmissions have been furnished with and you must make sure the proper shaft has been installed into the transmission for use with our transfer case kit. The speedometer gear is normally located in the tailhousing, but when adapting it to the transfer case, the location will change to the back side of the transfer case. The rear transmission support is located in the main case just forward of the tailhousing connection. This can be used for supporting the crossmember on some installations, but most of our kits provide support on the new adapter housing.

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 us on our toll free number, (800) 350-2223.

When assembling the adapter housing to the transmission case, we have provided you with a new square type "O"-ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all 700R-4 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke. In order to allow for additional front driveline clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front driveshafts located on the passenger's side. On Jeep conversions, this can be approximately 1" offset of center line.

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.

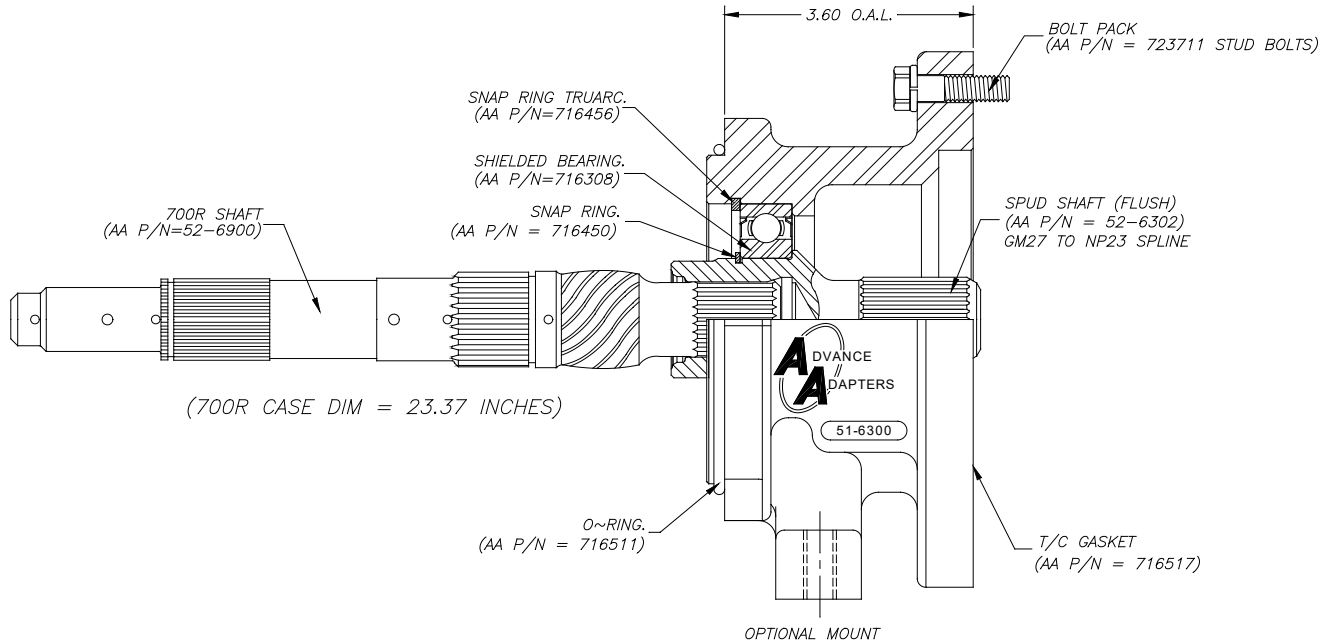
INSTALLATION:

1. This kit includes a new output shaft for the 700R which must be installed by an experienced transmission shop. We have provided a new nylon washer for this shaft, which should also be installed.
2. This kit comes pre-assembled with the bearing, snap rings, and spud shaft installed in the casting. The bearing and spud shaft are a press fit. The spud shaft is pressed to the bearing and the snap ring installed to retain the spud shaft properly. The bearing and spud shaft assembly are also a press fit into the adapter housing. The bearing and spud shaft are pressed into the casting. This assembly is retained with the provided snap ring.
3. Install the o-ring on the casting and use a small amount of silicone to provide a good seal. Bolt the adapter assembly to the 700R transmission.
4. Using a thin film of silicone on both sides of the transfer case gasket, install the transfer case and gasket to the adapter assembly. The studs in the Dana 300 should locate the transfer case in the proper rotation; and the Dana 300 front alignment retainer should properly index the transfer case.
5. The Advance Adapters crossmember mount will bolt to the bottom of the adapter casting. Mark and drill new holes in the skid plate to secure the transmission assembly to the skid plate.
6. Make sure all fasteners are secured and Loctite is used.

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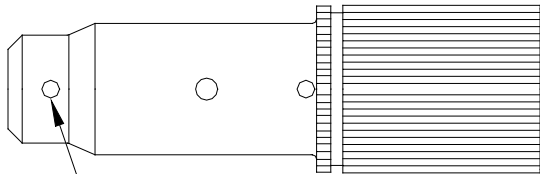
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TRANSMISSION CASE LENGTH 23.370"

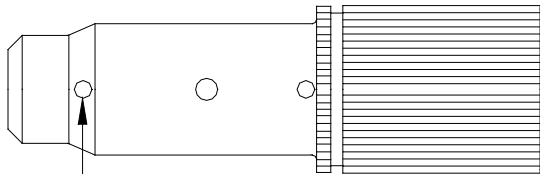


(700R CASE DIM = 23.37 INCHES)

THE 700R HAD A DESIGN CHANGE ON THE OUTPUT SHAFT. THE OIL HOLE HAS BEEN RELOCATED TO THE CHAMFER ON THE SHAFT. THE INPUT HOUSING LUBE SEAL (SOFT AND RED IN COLOR) FOR THE LATER DESIGN SHAFTS MUST BE CHANGED TO THE HARD PLASTIC SEAL PROVIDED IN THE KIT. MOST OF THE OUTPUT SHAFTS WE USE ARE AN EARLIER DESIGN SHAFT WHICH WILL ONLY WORK WITH THE HARD PLASTIC WASHER SUPPLIED IN THIS KIT.



THE 700R PREVIOUS DESIGN LUBE HOLE LOCATION
 EARLY DESIGN SHAFT (REQUIRES HARD PLASTIC WASHER)



THE 700R REVISED LUBE HOLE LOCATION
 LATE MODEL SHAFT (CAN USE EITHER SOFT OR HARD PLASTIC WASHER)

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