

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: 50-8200

Old Part No: 711082

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Page Rev. Date: 04-25-97

FORD C4 3 SPEED AUTOMATIC TO TOYOTA LAND CRUISER 3 SPEED T/C

KIT CONSISTS OF:

<u>No.</u>	<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1.	1	51-7800	ADAPTER (Ref: 711178)
2.	1	51-8100	CASTING (Ref: 711181)
3.	1	52-1500	SPUD SHAFT (Ref: 711315)
4.	1	52-8200	C4 SHAFT (TH350 Spline) (Ref: 711382)
5.	1	716061	VENT ASSY./C4 CASTING
6.	1	716301	BEARING
7.	1	716507	GASKET (Toyota T/C)
8.	1	716700	SEAL
9.	1	716733	"O"-RING
10.	5	723721	3/8"-16 x 1" H.H.C.S.
11.	3	724345	H.H.C.S. 7/16"-14 x 5" LG
12.	2	724349	7/16"-14 x 1-1/2" H.H.C.S.
13.	1	728701	NUT
14.	1	728702	WASHER

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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FORD C4 AUTOMATIC TRANSMISSIONS:

The Ford C4 automatic transmission has a case length of 11-3/16", 11 bolts for holding the oil pan in position and has a removable front bellhousing. The bellhousing is available for 289, 302, 351C and 351W Ford engines. There is two different main case options that are referred to as either a "flared case" or a "step case". The step case has the oil dipstick entering the transmission case, while the flared case has the dipstick entering the transmission pan. Both models are acceptable for use with all the Advance Adapter kits. The V8 bellhousing length is 5-7/8" and can be interchanged with the 2.8 V6 bellhousing on Bronco II and Ranger conversions. On transmissions 1970 and earlier, the pump shaft was slightly longer and will require shortening for use with our new output shafts. The transmission should be assembled by a competent mechanic to make sure the transmission operates correctly. The new shaft should be identical to the original shaft with the only exception being the new splined area for use with the transfer case adapter.

Most C4 transmissions have a breather in the main case of the transmission. There are a new applications where the breather is installed into the tailhousing. We have included with your kit a new breather for installation into your new adapter housing only on transmissions that require vented tail housings. The installation procedure is to simply drill and 11/32" hole in the top portion of the new tailhousing and press the new vent plug into position. If this is not done on transmissions equipped with vented tail housings, then you will have extreme pressure and leakage out the transmission dip stick.

When installing the new tailhousing on the back of your transmission, it may be necessary to trial fit the adapter in position and make sure that the linkage has all the proper clearance on the internal cavity of the adapter. The bolting of the tailhousing to the main transmission may need a slight amount of grinding for proper head clearance due to the aluminum sand casting tolerances.

On installations using a 2-piece main shaft, make sure the shaft and coupler do not bottom out. We have found on occasions that the transmission output shaft may be slightly longer than we have allowed for; and when coupling into the transfer case spud shaft, we find a small amount of interference. The adapter housing and spud shaft must be assembled without interference. **DO NOT FORCE THE NEW TAILHOUSING AND TRANSFER CASE TOGETHER.** If assistance is needed, please feel free to call the number listed above.

With the transmission and shaft assembled, you are now ready to assemble the rear adapter plate and transfer case. Press the new bearing supplied onto the spud shaft with the snap ring towards the threaded end. Press the bearing and shaft assembly into the back of the adapter plate, Part No. 711178. Make sure that the bearing seats properly. With the adapter assembled, you can now insert the adapter plate, spud shaft and bearing into the transfer case. Refer to transfer case instructions for correct procedure of assembling the gears. Bolt the adapter plate into position using the (5) new bolts provided.

You should now have the transfer case assembled with one adapter and the transmission assembled with the new adapter housing and main shaft. Install the "O"-ring seal in the proper location and assemble the two units together. Use the (6) bolts and lock washers to secure the two adapters. **DO NOT FORCE THE MALE AND FEMALE CONNECTION.** The adapters should come together evenly. *Caution* should be taken to the possibility of the male transmission shaft bottoming out inside the female spud shaft splines.

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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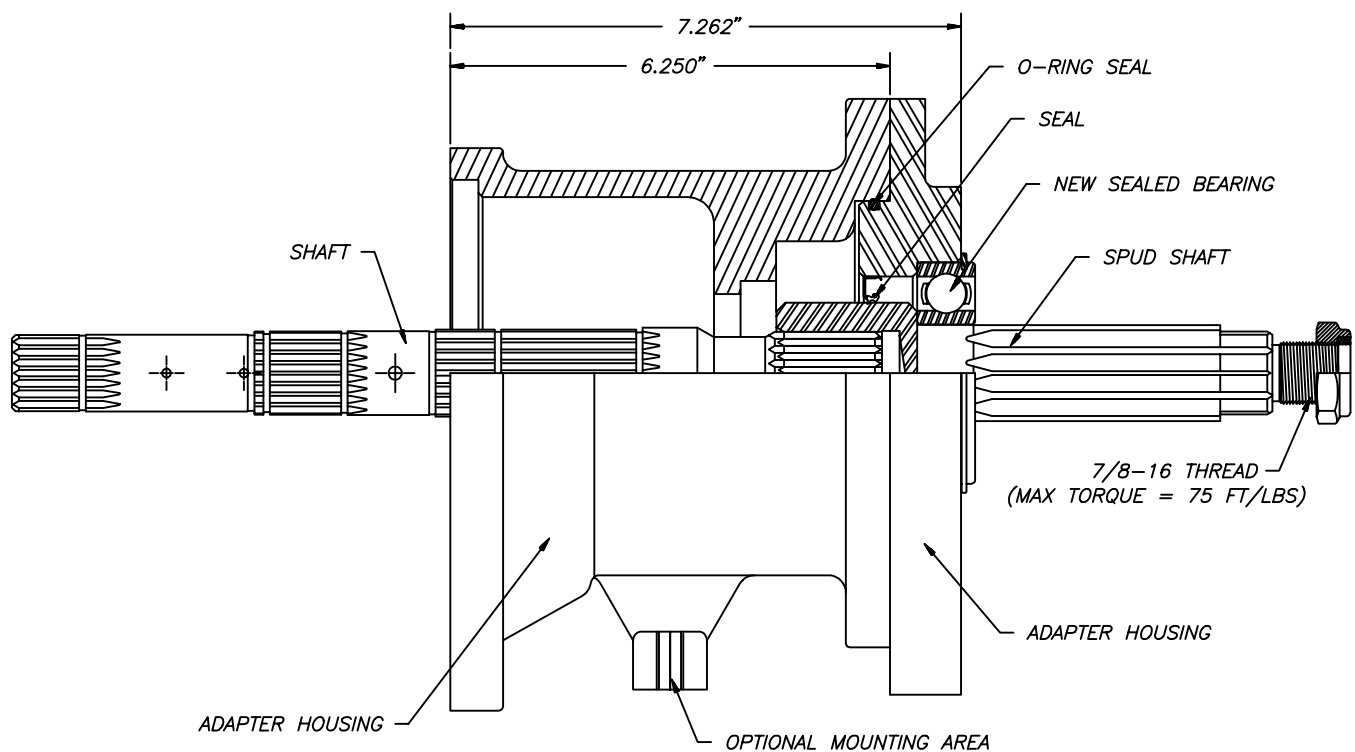
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