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## JEEP AX15 TRANSMISSION TO BRONCO DANA 20

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-9920	SPECIAL DANA 20 ADAPTER PLATE
2.	1	52-0209	SPECIAL SPUD SHAFT 23T INTERNAL
3.	1	715537	SHIFTER LINKAGE BRACKET
4.	1	715537B	PIVOT BOLT FOR T STYLE HANDLE
5.	1	716223	BEARING RETAINER
6.	1	716312	BALL BEARING
7.	1	716455	SNAP RING
8.	1	716513	GASKET
9.	1	716517	GASKET
10.	1	716713	SEAL (C/R 18676)
11.	1	716714	"O" RING
12.	6	723704	3/8" LOCK WASHERS
13.	4	723722	3/8"-16 x 1-1/4" LONG H.H.C.S.
14.	6	723729	3/8"-16 x 1-3/4" LONG S.H.C.S.
15.	1	724302	FLAT WASHER 7/16 SAE ZINC (SHIFTER BRKT)
16.	1	724307	H.H.C.S. 7/16 -14 X 1 (SHIFTER BRKT)
17.	1	726207	FLAT WASHER PIVOT BOLT
18.	2	720065	8mm X 1.25 X HEX NUT (SHIFTER BRACKET NUTS)

#### NOTE:

This adapter will only work with the "T" style shifter. If your vehicle has a "J" style, it will need to be replaced

### INSTRUCTIONS:

The overall length of this transmission with the adapter is 25.150". This transmission adapter can be used with both V8 and 6 cylinder engine installations.

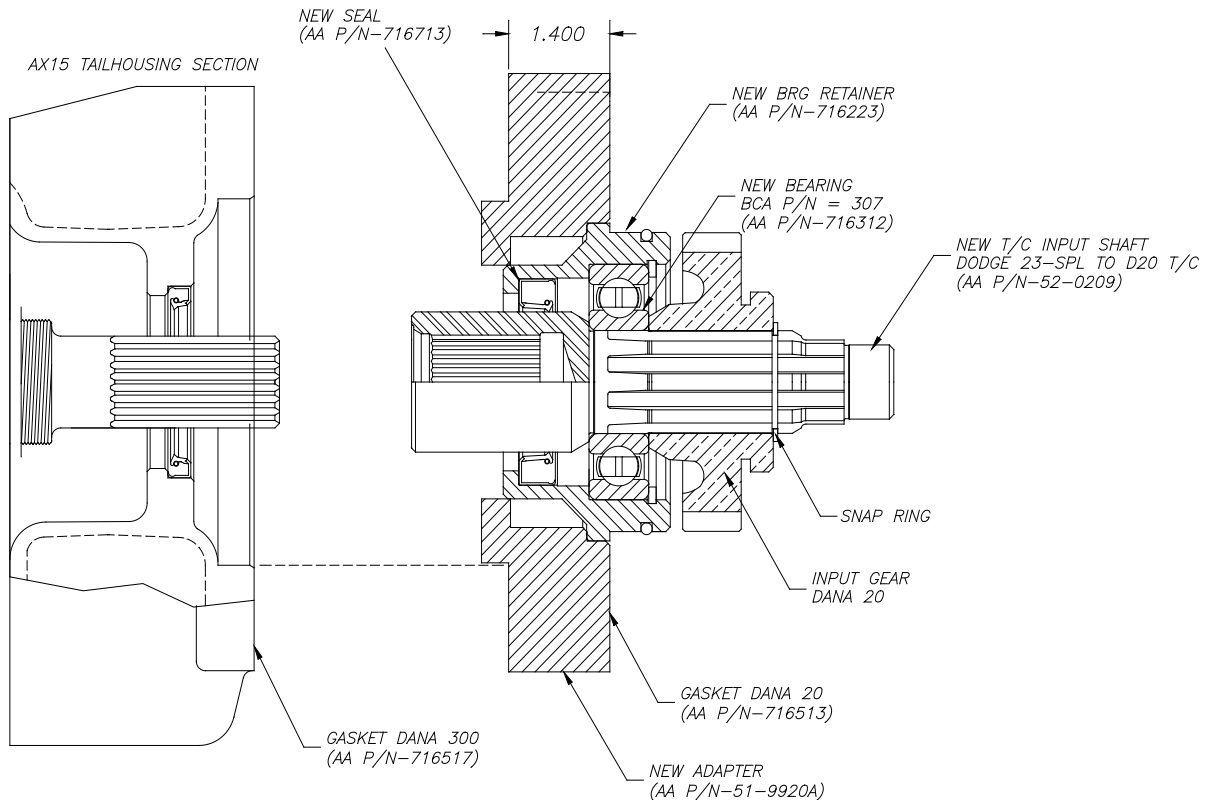
The new casting bolts to the Dana 20 and could be rotated in several options since the bolt pattern is symmetrical, however; the AX15 pattern is not so the casting must be orientated correctly to the Dana 20 in order to bolt correctly to the AX15 transmission. We have put a small drill mark on the casting surface to indicate the top of the casting and this should be bolted to the transfer case with this mark closest to the floorboard of the vehicle.

This kit is supplied with a new spud shaft, bearing, and seal. These components will need to be installed into our alignment retainer, along with the stock Bronco Dana drive gear. Make sure all snap rings are in place. Install the O-ring on the retainer along with a small amount R.T.V. Blue silicone, then install the retainer to your transfer case. Bolt the adapter ring to the Dana 20 using the 6 S.H.C.S. bolts. Rotate the spud shaft to check for proper installation.

When assembling the transmission to the transfer case, **DO NOT FORCE** the two gear boxes together. If the shaft is too long, there is the possibility of pre-loading the transmission bearings, causing premature failure. Take extra time to make sure that the shafts do not bottom out internally. If there is any interference problem, it may be necessary to grind the end of the new output shaft to obtain the proper length.

**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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Chrysler used an oil weep hole on the stock adapter housing. This weep hole was located in one of two locations: on the adapter surface where the transfer case mates to the adapter or on the bottom center of the casting near the crossmember foot. These weep holes were designed for the purpose of informing you when the seal in the tailhousing would fail. The adapter kit spud shaft does not always contact the seal in the Jeep tail housings. To prevent oil leaking problems when the spud shaft does not contact the seal surface, we recommend plugging the weep hole using RTV Blue silicone (if on the adapter housing face), or RTV Blue silicone and a sheet metal screw (when located near the crossmember foot).

A shifter bracket has been provided for a "T" style T/C shifter handle. Before installing your transmission and transfer case assembly in your vehicle, check the fit of this linkage and bracket. The transfer case shifter handle and the AX15 shifter handle may be too close together on some applications. The AX15 or the "T" handle may require a small bend to clear each other.

