

TR4050 or AX15 to 19 SPLINE TOYOTA LAND CRUISER

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-0801	TOY L/C FJ60 PLATE LARGE HOLE
2.	1	51-7801	TOYOTA L/C- CIRCULAR 6 308 BEARING CASTING
3.	1	52-0227	SHAFT- NV 23 SP TO TLC 16SP
4.	1	716142	BUSHING/GEAR LOCATOR
5.	1	716310	308 SEALED BEARING
6.	1	716321	SPECIAL SNAP RING FOR 716310 BEARING
7.	1	716507	GASKET (gasket I.D. must be trimmed to fit bearing)
8.	1	716571	GASKET
9.	1	716758	DAUL LIP SEAL
10.	6	723704	LOCK WASHER 3/8
11.	6	723722	3/8 -16 X 1.5" LG
12.	8	724302	7/16" FLATWASHERS
13.	2	724309	7/16" H.H.C.S.
14.	1	724311	H.H.C.S. 7/16"-14 x 3-1/2" GR 5
15.	2	724312	7/16"-14 x 4" H.H.C.S.
16.	1	724322	7/16-14x 1" FHCS
17.	2	724328	7/16"-14 x 1-1/4" H.H.C.S.
18.	1	728703	METRIC SHAFT NUT 26-1.5

If your transfer case was coupled to a manual transmission, Toyota used a single lip seal in the front of the transfer case. We recommend changing the seal to a double lip seal P/N 716758 that was used on the stock automatic applications. Toyota # 90316-48003.

You will need to pull the seal from the AX15 tailhousing as the spud shaft will not engage the seal. This will require the weep hole in the AX15 tailhousing to be plugged as well (use RTV silicone).



The AX15 has used two different bolt patterns on the tail housing. The photo (left) shown the current pattern. a second pattern of 10 degrees counter clockwise was also used. The adapter to get the TLC transfer case with the proper degree of rotation requires the other pattern to be added. We offer a clocking ring that will help in drilling the new holes for the AX15, P/N 716516 (shown right)



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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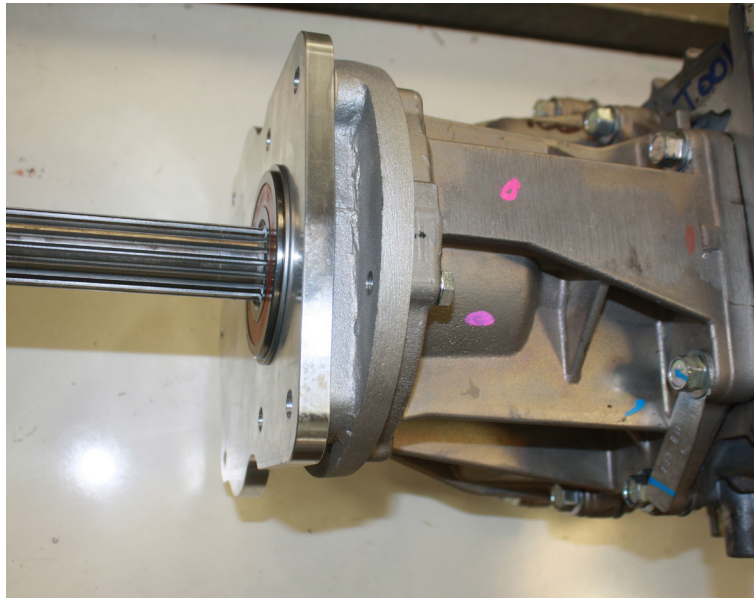
Vehicles that were equipped originally with a manual transmission used a sleeve that locates the gear for the transmission rear bearing and provides a seal surface. These applications do not require the use of our spacer P/N 716142. You must retain this stock gear spacer on these applications. All other vehicles have the seal surface on the gear and will need to use the gear spacer included in this kit.

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NOTES: We do not offer a bracket for the transfer case shifter linkage. The twin stick kit we make for the split style transfer case 715569 will work with some modifications. see instruction 50-0300 for AX15 and 715574 for the TR4050.

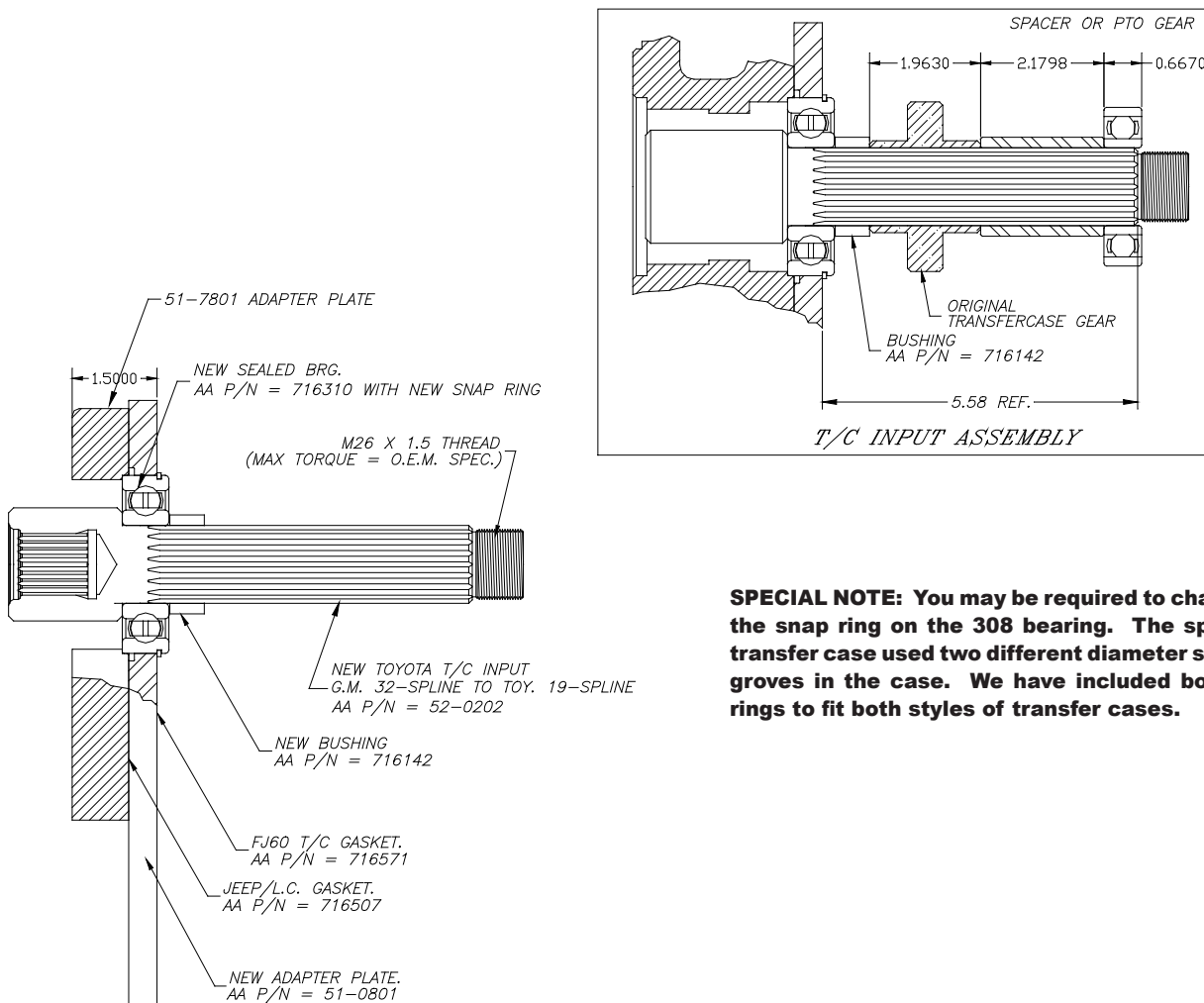
INSTALLATION INSTRUCTIONS: When installing the new transfer case adapter, make sure that the coupler and the output shaft do not bottom out. We have found on occasion that the cut off location of the transmission output shaft may be slightly longer than what we have allowed for. When coupling the adapter housing and spud shaft to the back of the transmission, there should not be any interference. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSION.** If assistance is needed, please feel free to call the number listed above.

The back of the adapter must have a sealed bearing installed with the new snap ring indexing into the front of the transfer case. This bearing is trapped between the adapter housing and the transfer case. With the shaft and two adapters in position, you must then install P/N 716142 bushing for spacing the first transfer case gear. This bushing is very critical and will establish the actual position of the transfer case gears. Once the gears are installed, use the new transfer case lock nut to retain the gears in position.



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SPECIAL NOTE: You may be required to change out the snap ring on the 308 bearing. The split-style transfer case used two different diameter snap ring grooves in the case. We have included both snap rings to fit both styles of transfer cases.

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