

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way

Paso Robles, CA 93447

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P/N: 50-1700A

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TH400 32 SPL. TO TOYOTA LAND CRUISER 1980-89 FJ60 & FJ62

KIT CONSISTS OF:

| <u>No.</u> | <u>Qty</u> | <u>Part No.</u> | <u>Description</u> |
|------------|------------|-----------------|--|
| 1. | 1 | 51-0703 | ADAPTER CASTING (Ref: 711107 - MODIFIED) |
| 2. | 1 | 51-0801 | ADAPTER PLATE (Ref: 711108) |
| 3. | 1 | 52-0202 | SPUD SHAFT 19 SPLINE X 32 SPLINE |
| 4. | 1 | 716142 | BUSHING/GEAR LOCATOR |
| 5. | 1 | 716317 | 308 BEARING (REMOVE SNAP RING) |
| 6. | 1 | 716321 | SPECIAL 308 BEARING SNAP RING |
| 7. | 1 | 716507 | GASKET |
| 8. | 1 | 716510 | GASKET |
| 9. | 1 | 716758 | DAUL LIP SEAL |
| 10. | 6 | 723701 | 3/8-16 NUT |
| 11. | 6 | 723711 | 3/8-16 X 2" LONG STUD BOLT |
| 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. |

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.

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 with a double lip seal P/N 716758 that was used on the stock automatic applications. Toyota # 90316-48003

NOTES:

We do not offer a bracket for the transfer case shifter linkage. A custom bracket will have to be fabricated.

The stock crossmember support is located under the stock transmission, a new crossmember or modification to the stock crossmember will be required.

The kit is designed around a stock 4WD TH400 1980 to 1991 transmission output shaft. The output shaft stickout is 2.4" from the main transmission case.

The output shaft must be cut to 1.600" from the back side of this transmission.

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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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. When assembling the adapter housing to the transmission case, we have provided you with a new gasket to prevent fluid leakage. This gasket is a stock GM item that is used on all TH400 installations.

On most installations, a slight pan modification will be required for clearance of the front universal yoke. This modification will be necessary on both the metal pan and the aluminum transmission case. The area where the pan and case come together (that has the bolt holding the two) will need to be ground down almost even with the body of the bolt. The bolt may need to be replaced with a socket head cap screw. These modifications can be done with the pan still attached to the transmission case. The metal pan will need the corner recessed approximately 1/2". These modifications should be made prior to assembly into the vehicle. 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 and Toyota Land Cruiser conversions, this can be approximately 1" offset of centerline.

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 should be a cable linkage.

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 stock transfer case lock nut to retain the gears in position. The stock Toyota nut is P/N 90179-26004.

The stock transfer case shift linkage must have a new mounting bracket fabricated. We do not offer any brackets for this stock linkage.

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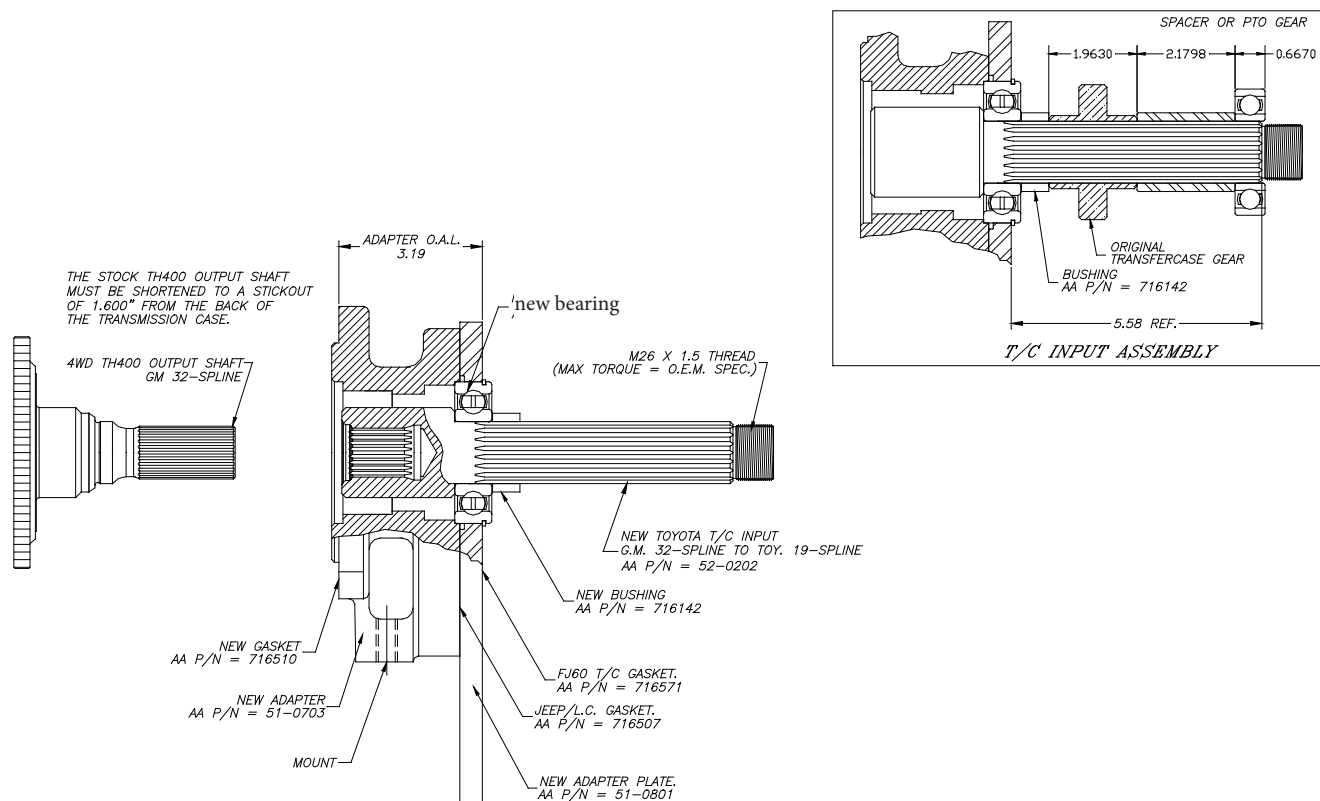
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