

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: 50-3200

Old Part No: 711032

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Page Rev. Date: 07-01-04

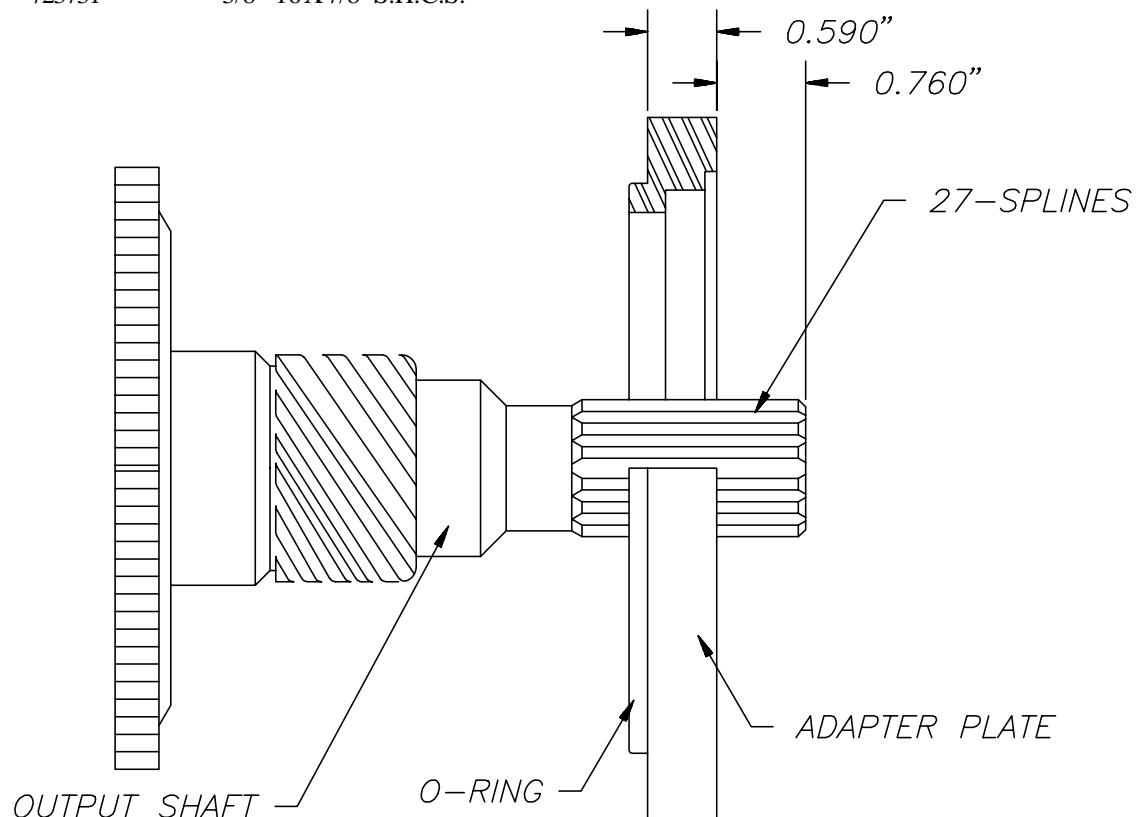
GM TH400 AUTOMATIC TO NEW PROCESS 203/205 TRANSFER CASE 1971-79

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-1800	ADAPTER PLATE (Ref: 711118)
2.	1	52-3200	OUTPUT SHAFT (Ref: 711332)
3.	1	715511	LINKAGEROD
4.	1	715512	BRACKET
5.	1	716140	BRAKE YOKE & PIN
6.	1	716165	1-15/16" PLUG
7.	1	716511	"O" RING (GM #135-8899)
8.	6	723731	3/8"-16X7/8" S.H.C.S.

NOTE:

Kit must be used in conjunction with a stock TH350 / 203 or 205 adapter housing & coupler sleeve.



TRANSMISSION LENGTH 24.250"

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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GMTURBO4003SPEEDAUTOMATIC:

The GM TH400 has a case length of 24-3/4", 13 bolts for holding the oil pan in position and is available in 3 different engine to transmission bolt patterns. Make sure you have selected the proper TH400 for your particular engine. The rear side of the transmission case will have a hex shaped bolt pattern that uses 6 bolts. There are several various lengths of output shafts that the transmission has been equipped with, and all of the new Advance Adapter output shafts will be interchangeable with your transmission. The new shaft supplied with your kit should be installed by a competent mechanic. The speedometer gear is normally located in the tailhousing, but when adapting it to the transfer case the location will change to the backside of the transfer case. The rear transmission support will now be located on the new adapter housing or, in some cases, on the transfer case.

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 the number listed above.

On the side of the TH400 case, you will find a 1-15/16" hole that must be plugged with the soft plug provided in the kit. We recommend that you use a good sealer when installing the soft plug in order to prevent any possible leakage.

The adapter plate bolts directly to the back of the TH400 transmission using 6 socket head cap screws that must be torqued to 25 ft/lbs. We do not recommend gasketing between the transmission case and adapter housing. We found it suitable to use a blue silicone sealer for sealing. Make sure bolts do not bottom out in the TH400 case.

The vacuum modulator line will need to be shortened and re-routed to the right front side of the transmission. The original cooler lines and fitting will line up with the TH400 transmission. The original flex plate and converter can be retained. The transmission shift linkage can also be retained. The transmission dipstick must be from the TH400 application.

The 4WD linkage on a NP203 will remain mounted on the stock GM adapter housing. The NP205 handle can be relocated further forward using bracket P/N715512. This bracket provides a new pivot location for the transfer case shifter handle. This bracket bolts to the stock pivot hole on the GM casting and one of the holes to the governor gear cover.

The TH400 kickdown operates off an electric signal. We have found that Lokar's bracket works well. The part number for this bracket is KD-2400 HT. Lokar's phone number is (423) 966-2269.

The original transmission crossmember will need to be relocated on the frame rails approximately 3-1/2" further back. The input shaft on the transfer case has an "O"-ring seal that prevents transmission fluid from traveling through the splined coupler. Make sure that the seal is undamaged and in the proper location.

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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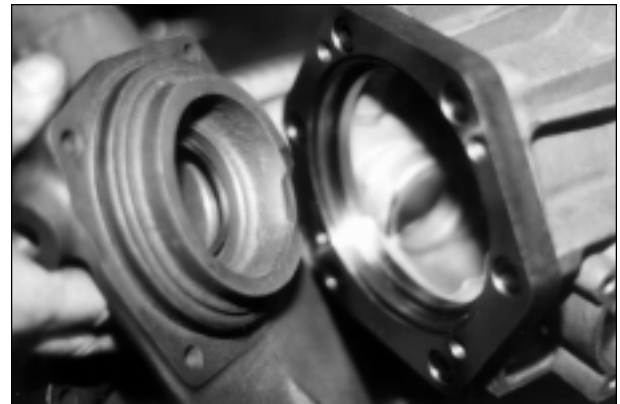
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CAUTION:

Due to variations in the original TH350 automatic transmission adapters, it may be necessary to grind additional clearance for the TH400 governor gear housing. It is best to test fit the original TH350 cast iron housing into the back side of the TH400 case. Inspect the area to make sure that the cast iron housing does not interfere with the TH400 case. The photos below illustrate the modifications necessary to allow for proper clearance. Do not force the two adapters together without first inspecting. Without proper clearance, damage to the transmission case will occur.



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