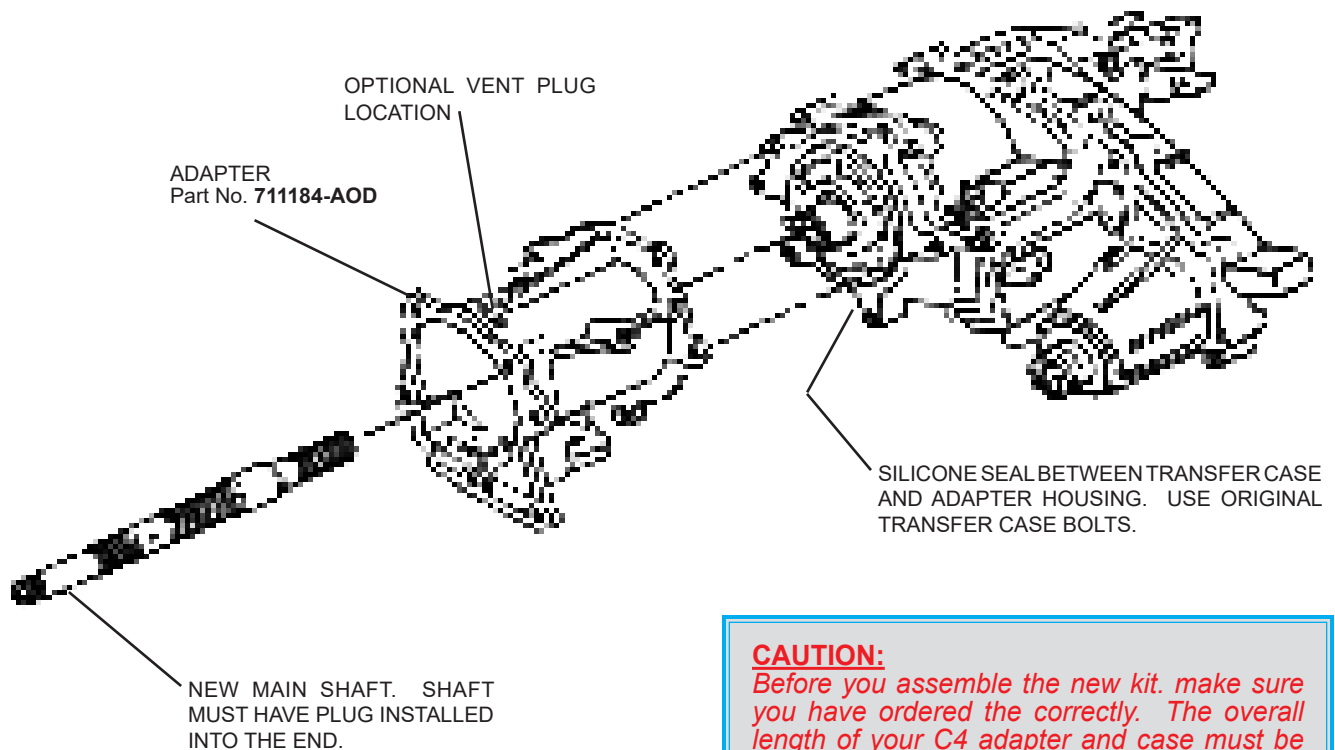


FORD C4 3 SPEED AUTOMATIC TO BRONCO II & RANGER B/W T/C

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-8401	ADAPTER CASTING (Ref: 711184-AOD)
2.	1	52-8100	SHAFT- OUTPUT C4 TO JEEP 23SP
3.	1	52-1802	23 x 25 SPUD SHAFT TO BRONCO II T/C
3.	1	716061	VENT
4.	6	723722	3/8"-16 x 1-1/4" H.H.C.S.
5.	6	723723	3/8"-16 x 1-1/2" H.H.C.S.



CAUTION:

Before you assemble the new kit, make sure you have ordered the correctly. The overall length of your C4 adapter and case must be the same overall length as the transmission being replaced. If it is a different length, then driveshaft and transfer case linkage modifications will be required

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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P/N: 50-8401

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FORD C4 AUTOMATIC TRANSMISSIONS:

The Ford C4 automatic transmission has a case length of 11-3/16", with 11 bolts 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, we have found a slight length difference on the pump side of the main output shaft. It is imperative to compare the original main shaft to the new shaft & make the necessary adjustments. If you find a difference in length, please call for further assistance. 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 few applications where the breather is installed into the tailhousing. We have included a breather location already installed into your new tailhousing. This will eliminate 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.

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.

We manufacture 2 different lengths of tail housings for these Bronco II and Ranger truck conversions. By selecting the proper kit, you should be able to eliminate the need for drive shaft and shift linkage modifications. The 2 different kits that are offered are as follows:

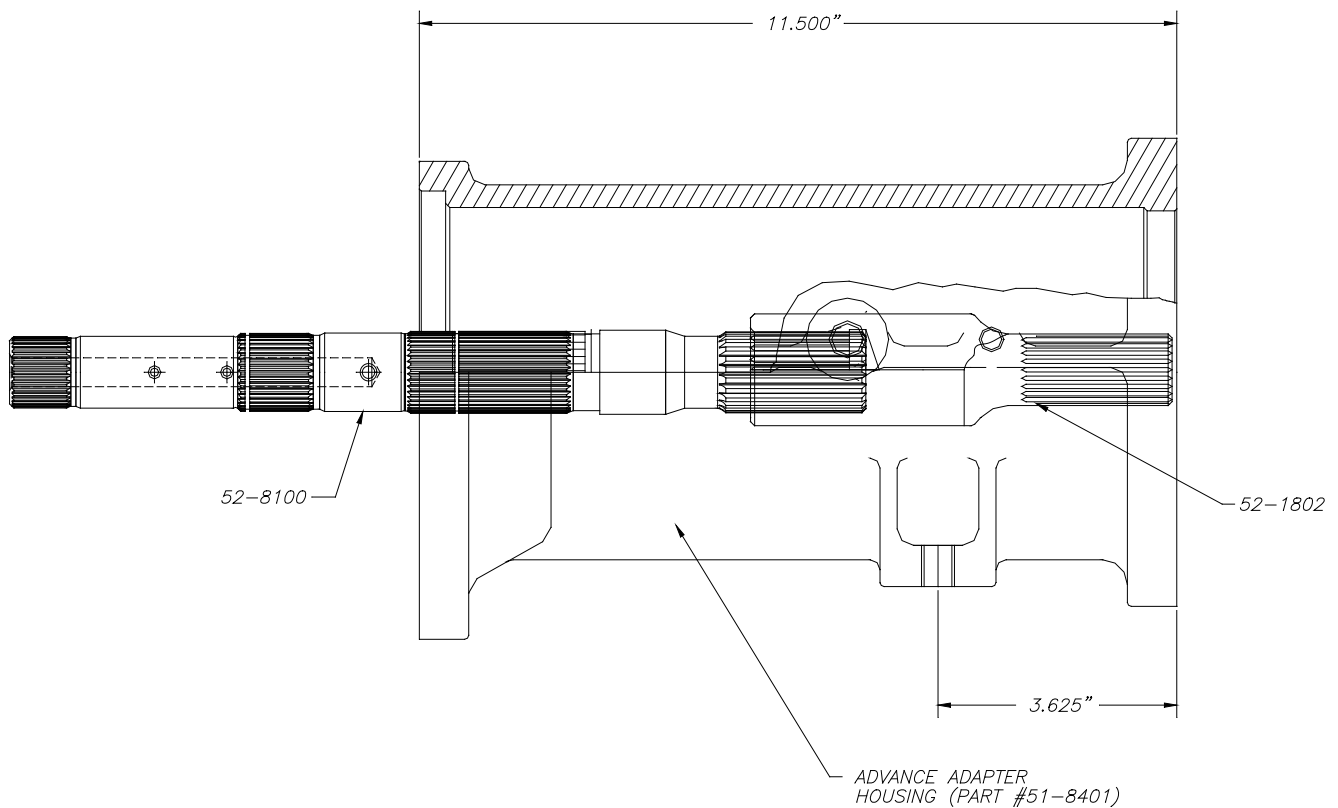
"

50-8401 - Adapter Length 11.500" - Assembled Length 28.687"

50-8402 - Adapter Length 8.750" - Assembled Length 25.937"

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