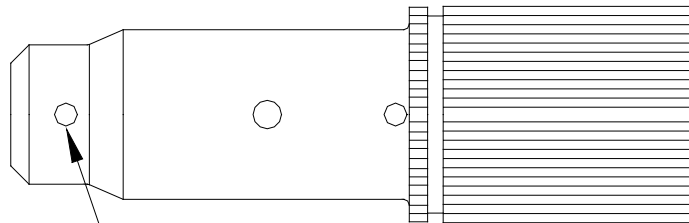


GM 700R-4 AUTOMATIC TO TOYOTA TRUCK (21 SPLINES)

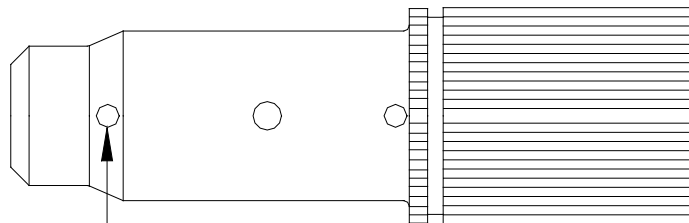
KIT CONSISTS OF:

No.	Qty.	Part No.	Description
1.	1	51-4000	ADAPTER CASTING (Ref: 711140) <i>(Assembled by AA)</i>
2.	1	52-6200	COUPLER (27 X 21 Splines) (Ref: 711362) <i>(Assembled by AA)</i>
3.	1	52-6900	SHAFT (Ref: 711369)
4.	1	716063	COVER PLATE
5.	1	716082	700R/4I60 NYLON BUSHING
6.	1	716308	BEARING (#6209) <i>(Assembled by AA)</i>
7.	1	716450	SNAP RING (GM #378-5205) <i>(Assembled by AA)</i>
8.	1	716456	SNAP RING (T/A #N5000-334) <i>(Assembled by AA)</i>
9.	1	716511	"O"-RING (GM #135-8899)
10.	1	716563	GASKET
11.	1	716564	GASKET
12.	1	716734	SEAL (NAT #471833) <i>(Installed in Casting by AA)</i>
13.	4	720040	8mm X 1.25 X 20mm (Metrics)
14.	4	720046	METRIC S.H.C.S. 10mm-1.5 THR X 40mm
15.	1	TT001	TOYOTA TRUCK INSTRUCTION MANUAL

THE 700R HAD A DESIGN CHANGE ON THE OUTPUT SHAFT. THE OIL HOLE HAS BEEN RELOCATED TO THE CHAMFER ON THE SHAFT. THE INPUT HOUSING LUBE SEAL (SOFT AND RED IN COLOR) FOR THE LATER DESIGN SHAFTS MUST BE CHANGED TO THE HARD PLASTIC SEAL PROVIDED IN THE KIT. MOST OF THE OUTPUT SHAFTS WE USE ARE AN EARLIER DESIGN SHAFT WHICH WILL ONLY WORK WITH THE HARD PLASTIC WASHER SUPPLIED IN THIS KIT.



THE 700R PREVIOUS DESIGN LUBE HOLE LOCATION
EARLY DESIGN SHAFT (REQUIRES HARD PLASTIC WASHER)



THE 700R REVISED LUBE HOLE LOCATION
LATE MODEL SHAFT (CAN USE EITHER SOFT OR HARD PLASTIC WASHER)

SPECIAL NOTE: The components packaged in this kit have been assembled and machined for a specific type of conversion. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand the 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 be obtained for your vehicle for identification of specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores. Always inspect parts prior to installation for consistency with the OEM (e.g., spline count, tooth count, lubrication points, etc.).



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P/N: 50-5705

GM 700R-4 AUTOMATIC TO TOYOTA TRUCK (21 SPLINES)

GM 700R-4 4 SPEED AUTOMATIC:

This adapter will work on all Toyota 4WD trucks, 1979 through November 1995.

The General Motors 700R-4 has a case length of 23-3/8" and is available in two different engine to transmission bolt patterns. The case is available with a Chevy bolt pattern that has the top two holes 8-1/4" apart or in a Buick bolt pattern that have the top two holes 7" apart. The rear side of the transmission case should have a square bolt pattern that uses 4 bolts. There are several various lengths of output shafts that these transmissions has been furnished with. You must make sure the proper shaft has been installed into the transmission for use with our transfer case kit. The speed-o-meter gear is normally located in the tailhousing, but when adapting it to the transfer case, the location will change to the back side of the transfer case. The rear transmission support is located in the main case just forward of the tailhousing connection. This can be used for supporting the crossmember on some installations, but most of our kits provide support on the new adapter housing.

Make sure the bearing retainer clip found on the front side of some transfer cases is removed prior to assembly of the new adapter. This clip was used to retain lover bearing in Toyota transfer case.

The coupler in this kit is made for a 21 spline male shaft that protrudes from the front of your transfer case. When replacing transmissions that were equipped with turbo-charged engines, you will need to use a 23 spline coupler in place of the 21 spline coupler furnished with this kit.

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 coupler must be assembled to the back of the transmission without interference. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSIONS.** If assistance is needed, please feel free to call us on our toll free number (800) 350-2223.

When assembling the adapter housing to the transmission case, we have provided a new square-type "O"-ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all installations.

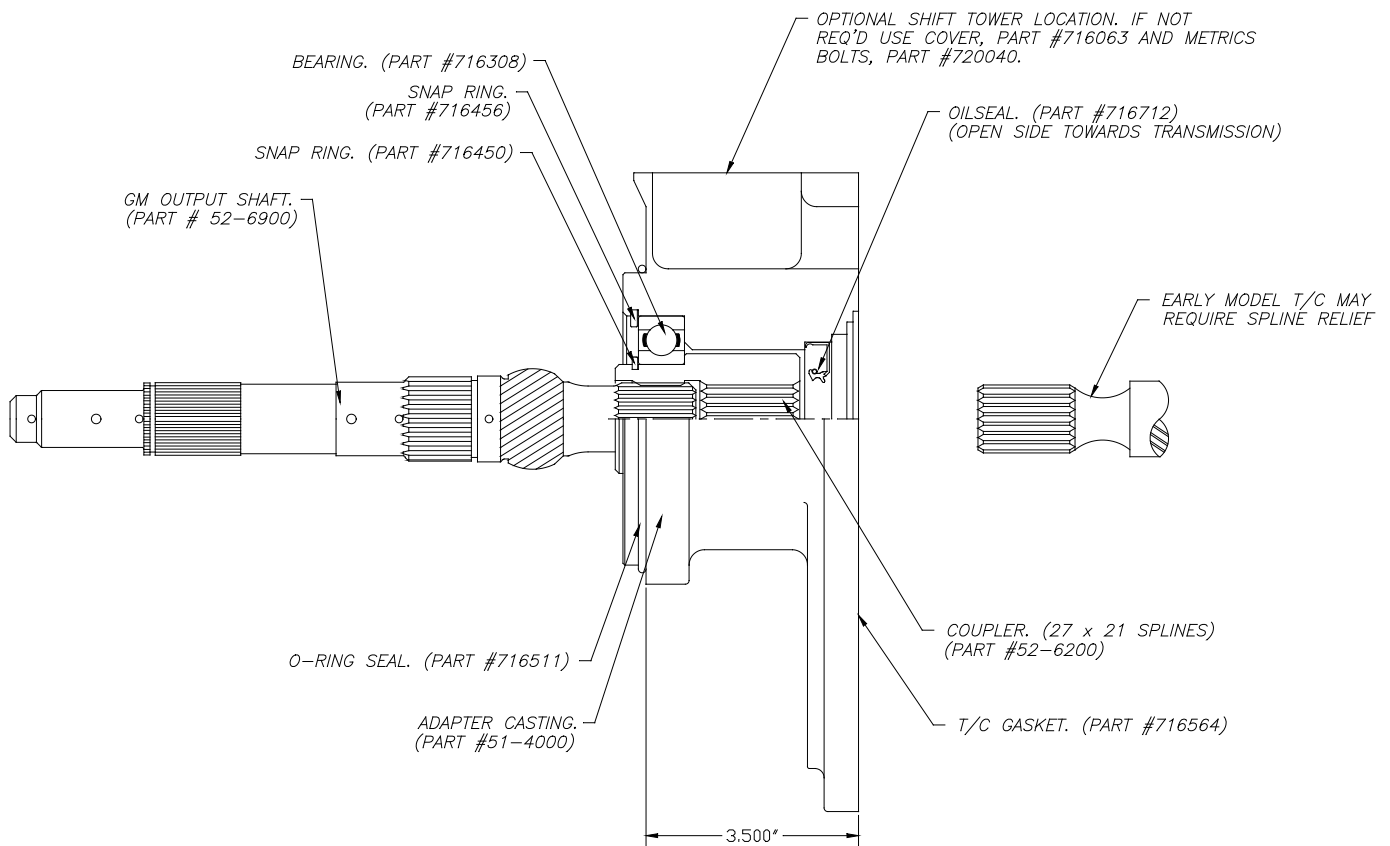
All installations will require the use of a transmission cooler. The cooler can either be installed in the radiator or a remote location is acceptable. The transmission shift control can either be a Hurst floor mounted type shifter or sometimes the existing column shift can be modified on certain applications.

The linkage on the Toyota transfer cases will vary. Some have the control lever on the tailhousing of the transmissions while others have it on the transfer case. This adapter can be used with either style. If the opening is not used on the top of the new housing, you will need to cover the square opening.

If you have a 1989 - 95 electronic fuel injected 4 cylinder. The transfer case shifter linkage was relocated on the 5 speed tailhousing. The shifter mechanism for both the transfer case and the transmission were one unit. When using this transfer case with any of our transfer case adapters, you must either modify or replace your transfer case. By changing the shifter rods from a 1984-88 (Carbureted 4 cyl.) transfer case or using Toyota part numbers 36314-35020 (high-low rod) and 36313-35020 (front drive rod), you will be able to retain your stock transfer case. The other option is to purchase a 1984-88 (Carbureted 4 cyl.) transfer case.

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