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PAGE 1 OF 3 Page Rev. Date: 09-11-17
P/N: 50-5801

FORD T18 4-SPD TRANSMISSION TO TOYOTA 4WD TRUCK 1979-87 (21-SPL)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-5800	ADAPTER CASTING (Ref: 711158)
2.	1	52-6200	COUPLER (27 x 21 Splines) (Ref: 711362)
3.	1	52-7700	T18 MAIN SHAFT (27-Splines) (Ref: 711377)
4.	1	Special	SPECIAL BEARING RETAINER
5.	1	716063	COVER PLATE
6.	1	716308	BEARING
7.	1	716450	SNAP RING (GM #3785205)
8.	1	716456	SNAP RING (T/A #N5000-334)
9.	1	716512	GASKET (NP435)(T18)
10.	1	716564	GASKET
11.	1	716734	SEAL (NAT. #471833)
12.	4	720040	METRIC BOLTS
13.	2	725025	S.H.C.S. 1/2"-13 X 1-1/4"
14.	2	725029	H.H.C.S 1/2"-13 x 1-1/4" LONG

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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BORG WARNER T18 TRANSMISSIONS:

This adapter will work on all Toyota 4WD trucks, 1979 through November 1987.

The T18 & T19 transmission can be identified by a case length of 11-7/8" and a case casting number of T18 or 13-01, and T19 or 13-09. The shift cover has a casting number of 13-01 or 13-09. The P.T.O. opening is on the right hand side towards the front of the case and the shift cover is mounted to the top of the case with six bolts. The new shaft furnished with this kit must be carefully compared to the original shaft removed from your transmission. The T18 & T19 transmissions required for this kit are from Ford 1/2, 3/4 and 1 ton trucks. The front bolt pattern on the Ford transmissions will have an 8-1/2" x 6-1/4" bellhousing pattern with a bellhousing pilot diameter of 4.848".

The assembled length of the transmission and adapter will vary depending on which installation you are doing.

Make sure the bearing retainer clip found on the front side of some transfer cases is removed prior to assembly of the new adapter. See illustration.

Before you begin to assemble your transmission, you must make sure that you have received the correct main shaft. The spline on the end of the shaft must have 27 teeth. Advance Adapters manufactures two different T18 main shafts and it is possible that you could receive the 27 spline in error.

When assembling the gears onto the new main shaft, make sure that all gears have the proper end clearance required for oiling. Make sure that all transmission assembly work is done by a competent mechanic. All surfaces must use gaskets to prevent oil leakage. Warner gear has used two different shaft designs for the spacer between second and third gear. Some transmissions will use a snap ring and thrust washer, while others will use a built in shoulder. Both shafts are interchangeable.

When bolting the adapter to the main transmission case, you must use two studs in the lower two holes of the adapter. A slight modification may be necessary to obtain the proper clearance around the lower bearing cover of the stock transmission.

On installations using a 2 piece main shaft, 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 TAIL-HOUSING ONTO THE TRANSMISSION.** If assistance is needed, please feel free to call the number listed above.

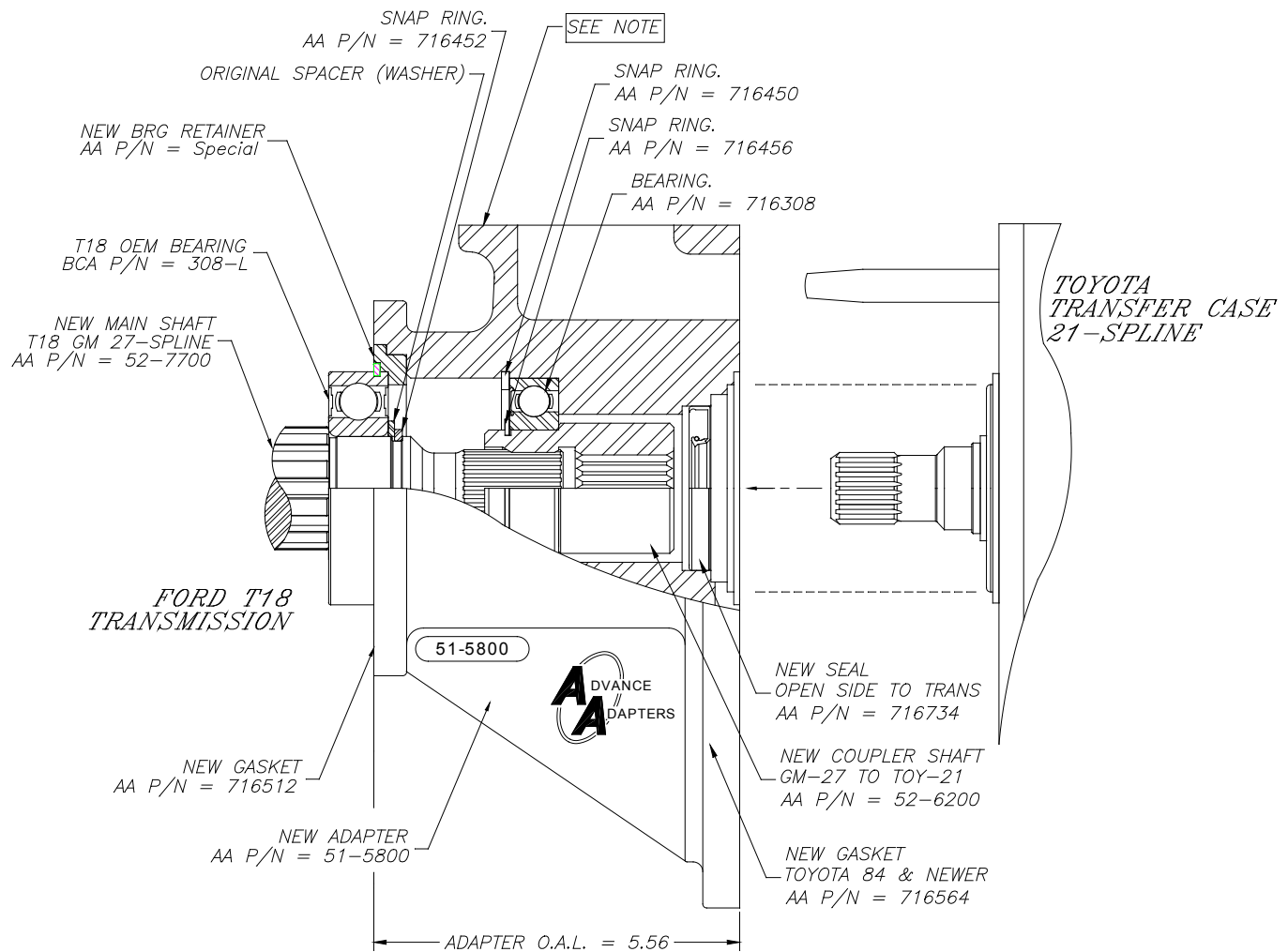
The coupler in this kit is made for a 23 spline male shaft that protrudes from the front of your transfer case. When replacing transmissions that were equipped with regular gas engines, they will only require a 21 spline coupler.

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

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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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