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PAGE 1 OF 2 Page Rev. Date: 12-04-20
P/N: 50-8100

FORD C4 3 SPEED AUTOMATIC TO JEEP DANA 300 & NP TRANSFER CASES

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-8100	CASTING (Ref: 711181)
2.	1	52-8100	SHAFT (Ref: 711381)
3.	1	716061	VENT
4.	1	716517	GASKET - DANA 300
5.	1	716722	SEAL (NAT #472319)
6.	6	723730	3/8"-16 x 1-1/4" S.H.C.S

NOTE: If this kit is being used with a New Process transfer case, please call to obtain one (1) of P/N 716518, bolt pattern sealing ring.

Note: When using a Dana 300, the output shaft must be cut flush with the rear of the adapter.

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.



P.O. Box 247, 4320 Aerotech Center Way
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Telephone: (800) 350-2223 Fax: (805) 238-4201
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FORD C4 AUTOMATIC TRANSMISSIONS:

The Ford C4 automatic transmission has a case length of 11-3/16", 11 bolts for 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, the pump shaft was slightly longer and will require shortening for use with our new output shafts. 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 with your kit a new breather for installation into your new adapter housing only on transmissions that require vented tail housings. The installation procedure is to simply drill an 11/32" hole in the top portion of the new tailhousing and press the new vent plug into position. If this is not done on transmissions equipped with vented tail housings, then you will have 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.

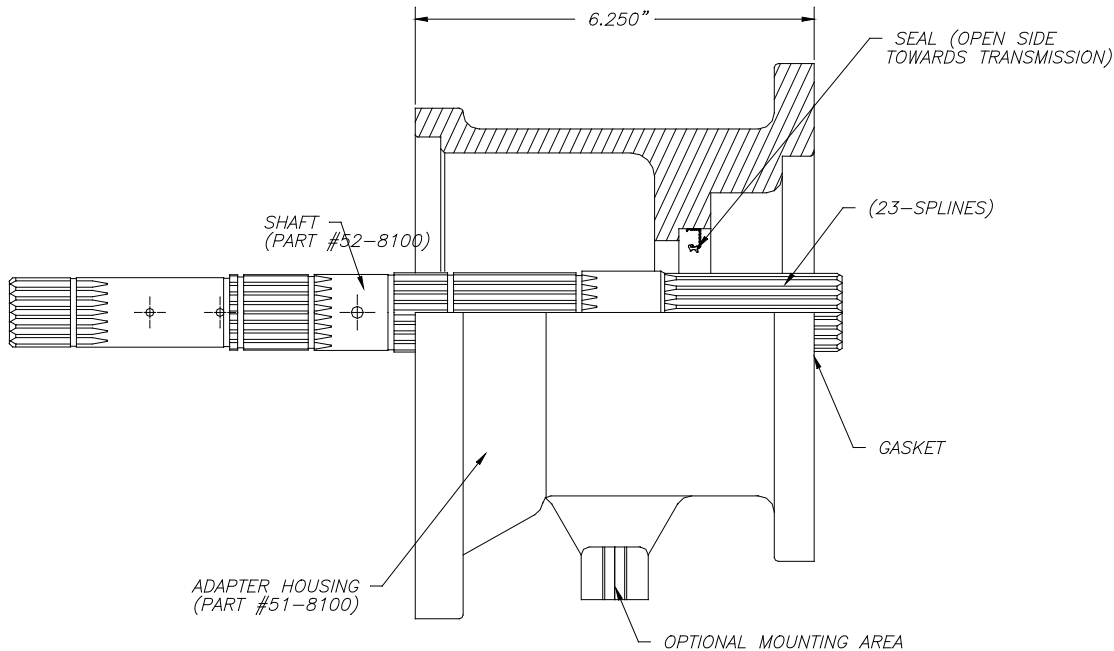
On installations using a 2-piece main shaft, make sure the shaft and coupler do not bottom out. We have found on occasions that the transmission output shaft may be slightly longer than we have allowed for and when coupling into the transfer case spud shaft, we find a small amount of interference. The adapter housing and spud shaft must be assembled without interference. **DO NOT FORCE THE NEW TAILHOUSING AND TRANSFER CASE TOGETHER.** If assistance is needed, please feel free to call the number listed above.

The new seal provided must be installed with the open side towards the C4 transmission.

C4 vacuum modulators may require some clearance of the lower passenger side on the adapter housing, depending on the vacuum modulator height. Once the modulator is installed into the main case, the retainer clip may not seat tightly against the modulator. The clip can be modified or the casing can be modified to fit the clip correctly.

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CAUTION:

The shaft in this kit protrudes from the back side of the adapter housing. If your original Jeep transmission shaft was shorter, the new shaft may require shortening.

If you fail to make the necessary shaft adjustment, a pre-loaded bearing condition will exist causing severe damage to both the transmission and transfer case. The modifications are not required on AX15 transmission replacements. All other applications may need modifications.

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