

FORD C4 3SPEED AUTOMATIC TO JEEP & SCOUT TRANSFER CASES

KIT CONSISTS OF:

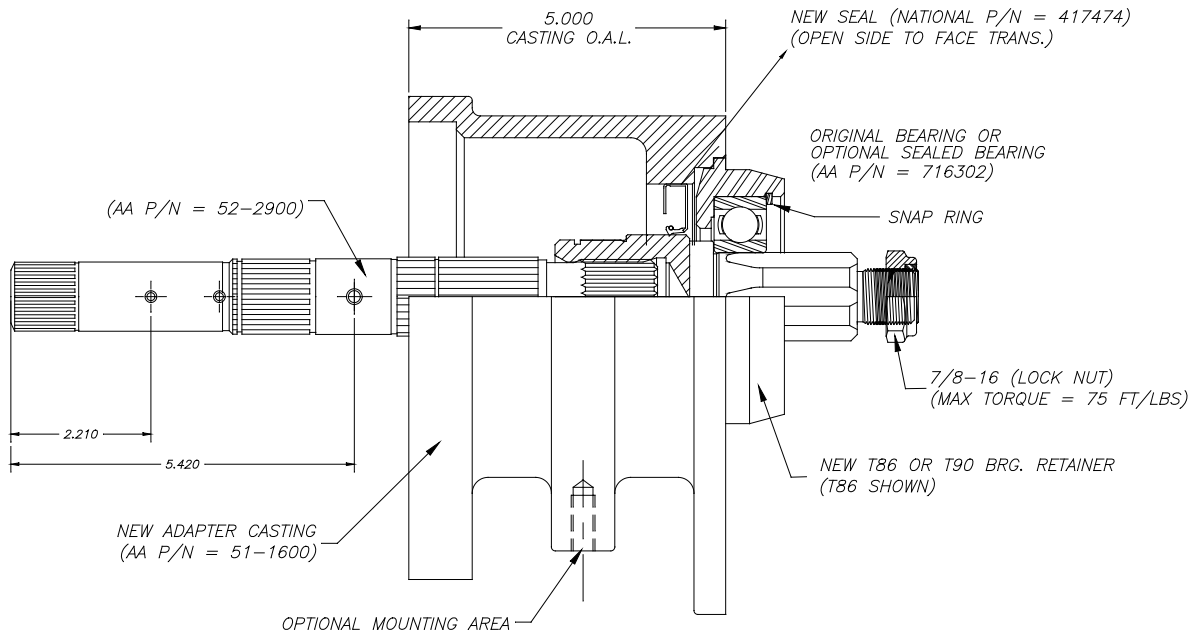
No.	Qty	Part No.	Description
1.	1	51-1600	CASTING (Ref: 711116)
2.	1	52-1300	JEEP 6SPL X 27SPL
3.	1	52-2900	SHAFT (Ref: 711329)
4.	1	716061	VENT PLUG
5.	1	716568	GASKET
6.	1	716757	SEAL
7.	1	723701	3/8"-16 HEX NUT
8.	1	723710	3/8"-16 x 2-3/4" STUD BOLT
9.	2	723729	3/8-16 X 1-3/4 SHCS
10.	4	723740	3/8-16 X 1-1/2 SHCS
11.	1	728701	7/8"-16 NYLON LOCK NUT

OPTIONAL ITEMS:

Qty	Part No.	Description
1	716003	CROSSMEMBER MT
1	716001 or 716002	T86/T90 BRG. RET.
1	716302	SEALED BEARING

C4 CASE LENGTH 11.187"

The output shaft included in this kit must be installed into a custom built, fully manual C-4 transmission. The length of this kit does not leave any space for the governor assembly; therefore, it must be used with a manual valve body.



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 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. Always inspect parts prior to installation for consistency with the OEM offering (e.g., spline count, tooth count, lubrication points, etc.).



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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 on 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 tailhousing. The installation procedure is to drill an 11/32" hole and tap 1/8"-27 NPT in the top portion of the new adapter housing. 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 Hurst floor mounted type shifter or sometimes the exiting column shift can be modified on certain applications.

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