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P/N: 50-6900

GM 700R-4 AUTOMATIC OVERDRIVE REPLACING TH350 TRANSMISSION

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	52-6900	700R-4 OUTPUT SHAFT (Ref: 711369)
2.	1	716082	700R PLASTIC WASHER
3.	1	716511	"O"-RING
4.	4	720046	10mm-1.5 THR X 40mm S.H.C.S. METRIC BOLTS
5.	2	720056	10mm-1.5 THR X 60mm S.H.C.S. METRIC BOLTS

NOTE: This kit uses the stock drive sleeve found in the stock TH350 adapter housing.

GM 700R-4 4 SPEED AUTOMATIC:

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. The speedometer 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 on the main case just forward of the tailhousing connection. This can be used for supporting the crossmember on some installations, but most of the stock casting provide a support on the new adapter housing.

When installing the new transfer case adapter, make sure that the coupler and the output shaft do not bottom out. **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 you with a new square type "O" ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all 700R-4 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke. In order to allow for additional front driveline clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front driveshafts located on the passenger's side. On Jeep and Toyota Land Cruiser conversions, this can be approximately 1" offset of centerline.

Some of the stock NP205 transfer cases used a large C.V. yoke assembly that may interfere with the 700R transmission pan. You may be required to replace your transfer case yoke & driveshaft assemblies.

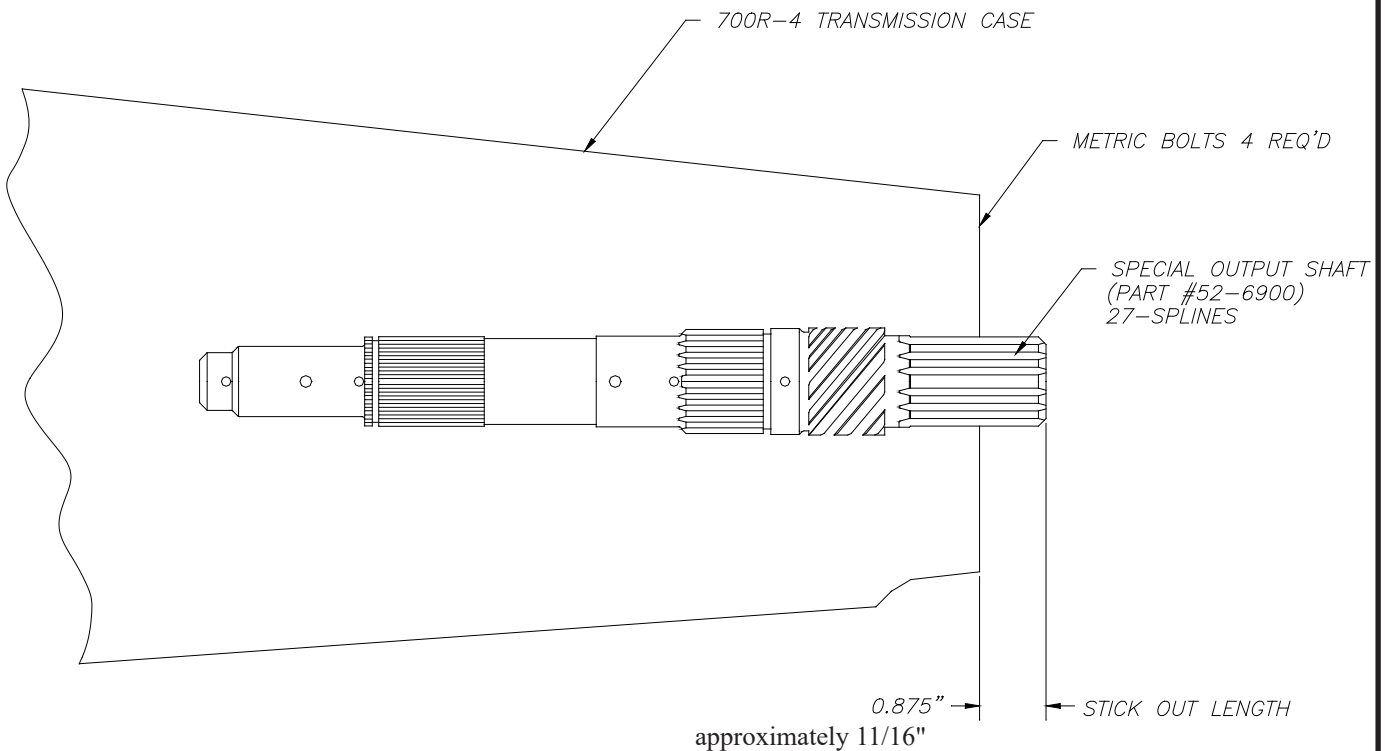
This output shaft can be used with Toyota Land Cruisers, Blazers, Cherokees and Jeep transfer cases 1987 & newer. **DO NOT ATTEMPT** to use this shaft on Jeep transfer cases, Model No. Dana 18/20.

The bolts that hold the new adapter to the main case will require a metric thread. We have included 4 new bolts for use with Jeep, Toyota & Blazer conversions.

When using the GM NP205 adapter you will need to use the longer 720056 metric bolts. These two bolts fit the top two holes of the stock adapter and provide a better thread contact to the 700R case.

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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The one piece GM 700R4 output shaft used in this kit is made out of 4340 alloy steel. This output shaft is manufactured with the highest quality materials and standards as the OEM output shaft. The shaft is 11.15" over all in length with 1.68" of spline.

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