

FORD T18 4-SPD TRANSMISSION TO JEEP DANA 300 T/C & CERTAIN NP231

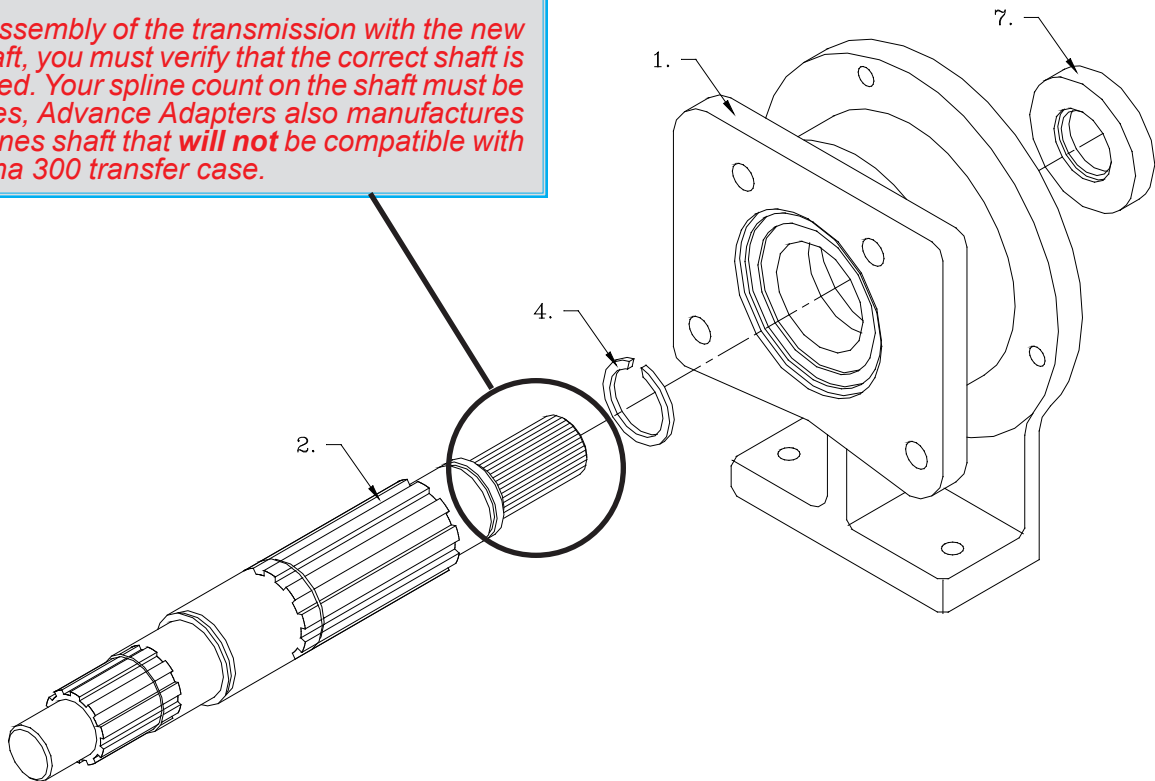
KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-7500	ADAPTER CASTING (Ref: 711175)
2.	1	52-7503	T18 MAIN SHAFT (Ref: 711375)
3.	1 Pack	714202	BOLT PACK (50-7500)
4.	1	716452	SNAP RING (Jeep #8132631)
5.	1	716512	GASKET (NP435)(T18)
6.	1	716517	GASKET (Dana 300)
7.	1	716722	SEAL (NAT #472319)

The T18 shafts had two main shaft designs. The difference between the shafts is the hub between the second and third gears (both designs are interchangeable into the transmission). Some shafts have a snap ring and washer and others have the spacer as part of the shaft. Most of our shafts have the hub as part of the main shaft. If you have the snap ring design, just omit the washer and snap ring when loading the gears on the new main shaft.

This adapter fits Jeep NP231 transfer cases that were coupled to the 999,904 & NV3550. The adapter will also fit applications that were coupled to the AX4, AX5 & Peugeot, but these applications do require the additional purchase of a new input gear for the transfer case. For AX15's see kit 50-7505.

*Before assembly of the transmission with the new main shaft, you must verify that the correct shaft is being used. Your spline count on the shaft must be 23-splines, Advance Adapters also manufactures a 27-splines shaft that **will not** be compatible with your Dana 300 transfer case.*



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
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
PAGE 1 OF 3 Page Rev. Date: 09-26-16
P/N: 50-7500

FORD T18 4-SPD TRANSMISSION TO JEEP DANA 300 TRANSFER CASE

WARNER T18 4 SPEED 1966 & UP:

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 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". A transmission shop should install the new main shaft into the T18 transmission to make sure everything is assembled properly, or you can obtain a shop manual on the T18 to assist in the assembly of the new main shaft and to make sure the shaft assembly and tolerances are correct.

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.

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 23 teeth. Since we manufacture two different T18 main shafts, it is possible that you could receive the 27 spline in error.

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

The assembled length of the transmission and adapter will vary depending on which installation you are doing. On certain Jeep applications, we have set the adapter length up to be an exact replacement of the original T4 & T5 transmissions.

On installations using a 1 piece main shaft, make sure that the output shaft does 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 the Dana 300 sleeve, we have found a small amount of interference. The adapter housing must be assembled to the back of the transmission without interference. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSION.** If assistance is needed, please feel free to call the number listed above.

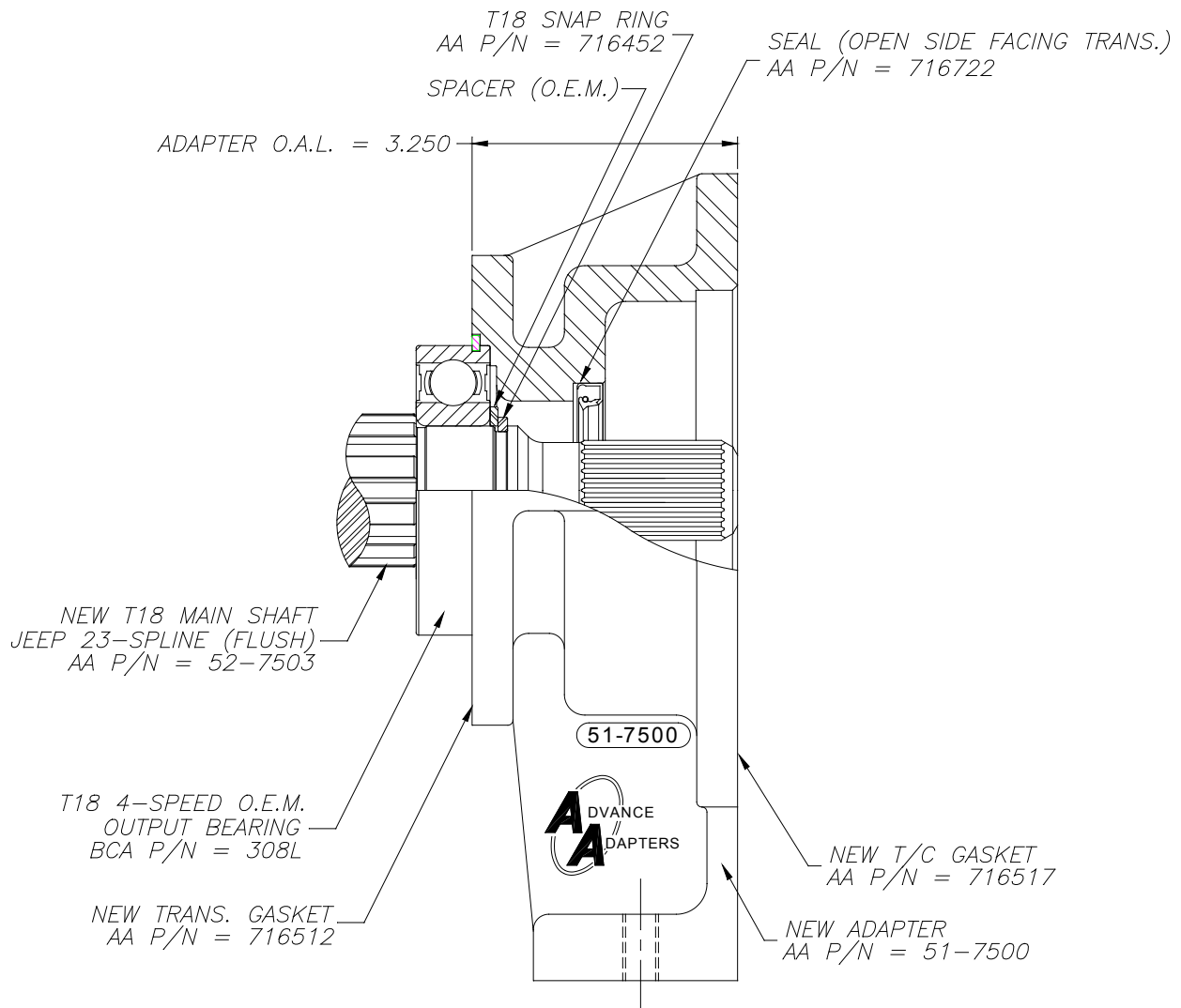
The new seal provided with the adapter kit must be installed with the open side towards the transmission. With the adapter and transmission assembled, you are now ready to bolt the transfer case into position. We have included a new gasket for added protection. Be sure to use RTV Blue Silicone on both sides of the adapter & gasket.

The skid plate will need to be slightly modified to fit under the new transmission. Two new holes may be necessary for use with the new adapter and a slight notch may be required on the front leading edge of the skid plate for clearance around the front driveshaft.

When this transmission is going to be used with an AMC 6 cylinder or V8 engine, you must use Jeep bellhousing No. 8133951 and Advance Adapters pilot bushing No. 716156. The clutch disc should be changed to an 10-1/2" Centerforce No. 384180. The original T4 or T5 bellhousing can be retained by simply drilling and tapping the proper bolt pattern for the Ford transmission. The original bellhousing will have pilot holes that were normally used for the T176 transmission that have the same exact location as your new Ford T18 transmission.

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.

FORD T18 4-SPD TRANSMISSION TO JEEP DANA 300 TRANSFER CASE



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.