

GM TH400 AUTOMATIC TO JEEP DANA 300 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-6400	ADAPTER HOUSING (Ref: 711164) <i>(Assembled by AA)</i>
2.	1	52-3200	OUTPUT SHAFT (Ref: 711332)
3.	1	52-6302	SPUD SHAFT (Ref: 711363) <i>(Assembled by AA)</i>
4.	1	716308	BEARING (#6209) <i>(Assembled by AA)</i>
5.	1	716450	SNAP RING (GM #378-5205) <i>(Assembled by AA)</i>
6.	1	716456	SNAP RING <i>(Assembled by AA)</i>
7.	1	716510	GASKET (GM #862-4709)
8.	1	716517	GASKET
9.	1	723701	HEX NUT 3/8"-16
10.	12	723704	3/8" LOCK WASHERS
11.	1	723711	STUD BOLT 3/8"-16 x 2" LG
12.	6	723722	H.H.C.S. 3/8"-16 x 1-1/4" LG
13.	6	723723	H.H.C.S. 3/8"-16 x 1-1/2" LG
14.	1	JP001	JEEP INSTRUCTION MANUAL

OPTIONAL ITEMS:

No.	Qty	Part No.
1	1	716003 CROSSMEMBER MT



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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GM TURBO 400 3 SPEED AUTOMATIC

The GM TH400 has a case length of 24-3/4", 13 bolts for holding the oil pan in position and is available in 3 different engine to transmission bolt patterns. Make sure you have selected the proper TH400 for your particular engine. The AMC TH400 case when used with the Chevy engine will require adapter Kit No. 716133. The rear side of the transmission case will have a hex shaped bolt pattern that uses 6 bolts. There are several various lengths of output shafts that these transmissions has been equipped with. Our new output shaft will be interchangeable with your transmission. The new shaft supplied with your kit should be installed by a competent mechanic. The speedometer gear is normally located in the tailhousing, but when adapting it to the transfer case, the location will change to the backside of the transfer case. The rear transmission support will now be located on the new adapter housing or, in some cases, on the transfer case.

When installing the new transfer case adapter, 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 TAILHOUSING ONTO THE TRANSMISSION.** If assistance is needed, please feel free to call the number listed above.

When assembling the adapter housing to the transmission case, we have provided you with a new gasket to prevent fluid leakage. This gasket is a stock GM item that is used on all TH400 installations.

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.

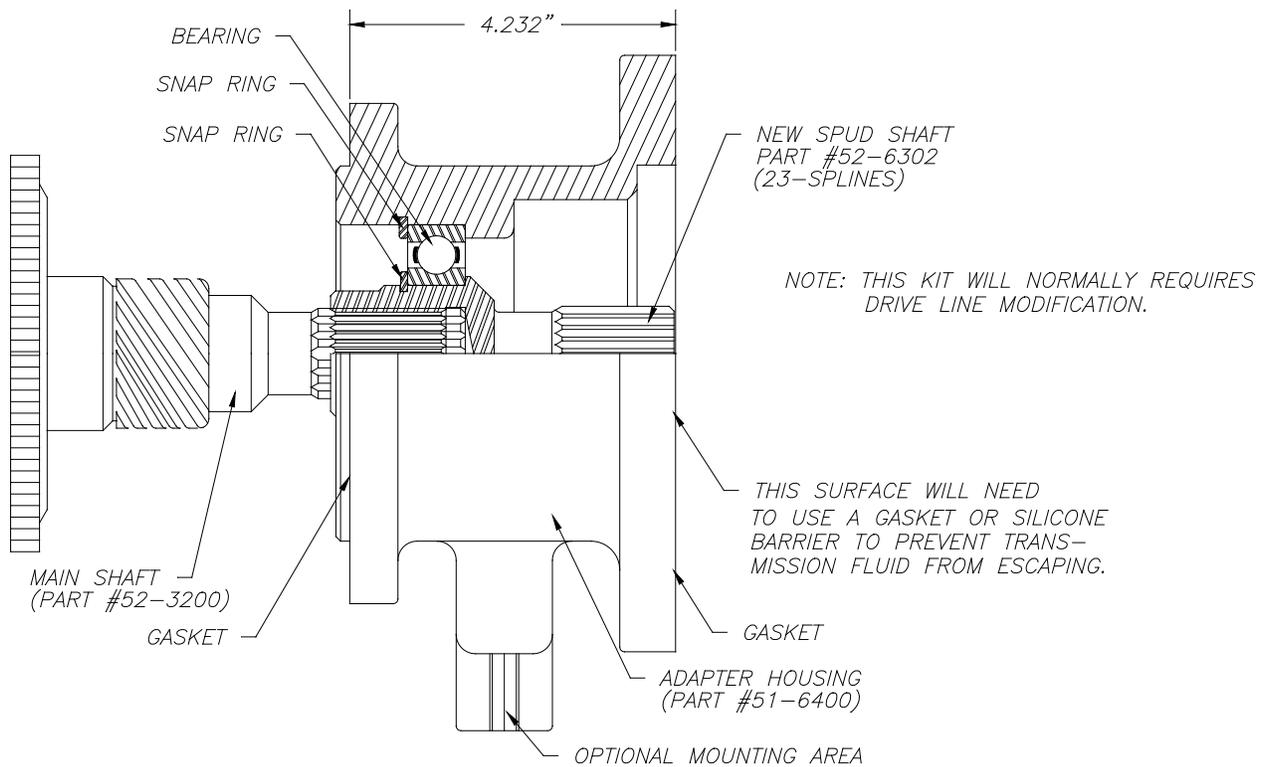
The adapter thickness is 4-3/8" and will normally require the transfer case to be relocated on most conversions. Kit No. 50-6402 uses a thinner adapter plate that is only 1-1/4" thick and can be installed in Jeep Wranglers only.

INSTALLATION:

1. The transmission output shaft provided in this kit must be installed in the TH400 before the adapter can be used.
2. This kit comes pre-assembled with the bearing, snap rings, and spud shaft installed in the casting. The bearing and spud shaft are a press fit. The spud shaft is pressed to the bearing and the snap ring installed to retain the spud shaft properly. The bearing and spud shaft assembly are also a press fit into the adapter housing. The bearing and spud shaft are pressed into the casting from the transmission side. Take note that the external splined side of the spud shaft is facing the circular side of the adapter. This assembly is retained with the provided snap ring.
3. Trial fit the adapter assembly on the TH400 transmission, checking for any shaft interference. Also check the adapter assembly onto the Dana 300 transfer case.
4. Using a silicone sealant on the gasket, fasten the adapter assembly to the TH400 transmission using the (6) 3/8-16 x 1 1/2 bolts and lock washers.
5. The adapter has two possible transfer case rotations, stock being 35 degrees. Select the rotation best suited for your vehicle.
6. Use a silicone sealant on both sides of the transfer case gasket. Align the gasket and slip the two components together. Depending on the rotation you chose either use the (6) 3/8-16 x 1 1/4 bolts or it may be necessary to use a stud bolt and 5 of the 3/8-16 x 1 1/4. The stud bolt is used on one of the bottom holes since the casting will not allow a standard bolt.
7. Use Loctite on all fasteners.

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