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P/N: 50-0100

MUNCIE 4-SPD TRANSMISSION TO JEEP & SCOUT DANA 18/20

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1	1	51-6000	ADAPTER- MUNCIE TO D300
2	1	51-7700	ADAPTER- D18/20
3	1	52-3400	SHAFT- MUNCIE 4SP TO D300 32T
SHAFT NEED TO BE SHORTEND .250" BEFORE SHIPPING			
4	1	52-3420	SHAFT- JEEP T5 TO D18/20 23T
5	1	716500	GASKET SET-MUNCIE
6	1	716568	T.C. GASKET/JEEP&TOY L/C
7	1	716517	GASKET
8	1	716711	SEAL
9	1	716701	SEAL-REV SHAFT
10	3	723701	NUT 3/8"-16 PLATED GRD 5
11	12	723704	LOCK WASHER
12	3	723708	STUD BOLT 3/8"-16 X 2-1/2"
13	1	723712	STUD BOLT 3/8 -16 X 3-1/2 GRD B7
14	4	723722	H.H.C.S. 3/8 -16 X 1-1/4 (GR5) zinc
15	5	723725	H.H.C.S. 3/8"-16 X 2" PLATE GR 5
16	1	723731	S.H.C.S. 3/8 -16 X 1 ZINC
17	3	724303	LOCK WASHER 7/16 STD PLTD
18	1	724304	HEX NUT PLATED 7/16 -14
19	1	724309	H.H.C.S. 7/16 -14 X 2 zinc gr. 5
20	1	724357	H.H.C.S. 7/16 -14 X 3-1/4 GR 5
21	1	724360	STUD BOLT. 7/16 -14 X 2-3/4 (MUNCIE KITS)
22	1	728701	NUT-NYLON LOCK 7/8"-16

OPTIONAL ITEMS:

Qty	Part No.	Description
1	715501	MOUNTING PLATE
1	716003	CROSSMEMBER
1	715625(6)	LINKAGE
1	715600	HURST SHIFTER
1	716001 (T86) OR	
1	716002 (T90)	BEARING RET.
1	716302	SEALED BEARING

Installation notes:

This is an updated version of our Muncie Adapter kit. For 40 plus years we have been making a special 6 spline male shaft just for the early Jeeps. This new kit uses a spud shaft that simplifies our inventory and manufacturing on this product line.

The new kit uses a casting and adapter plate, three of the mounting bolts on the plate to the casting are stud bolts with limited clearance. You will need to install the studs into the adapter plate and assemble the lock washers and nuts to the studs as the casting is being installed.

The output shaft in this kit has been shortened to avoid the spud shaft from bottoming out, once the main shaft is installed and the spud shaft is installed into the adapter plate verify that the plate and casting mate without shaft interference. Some additional grinding is sometime required on the mainshaft.

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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MUNCIE 4 SPEED 1963-1974

This transmission can be identified by an aluminum case that is 10" long and a side cover having 7 bolts. The reverse shift lever will be coming out of the aluminum tailhousing. The front bearing retainer will have a diameter of 4.686" which will require the transmission to be used with car-type bellhousings.

This adapter kit is for the General Motors Muncie 4 speed transmission. The new shaft included with this adapter will fit all models from 1963 to 1974. The only exception is that in 1963, the first gear main shaft design was changed so first gear rode directly on the main shaft. If your transmission is a 1963, then you will need to purchase a new first gear and first gear bushing. The adapter housing is a direct copy of the original tailhousing that your transmission was equipped with. You will need to disassemble the shift lever shaft, steel ball and spring for re-assembly into the new adapter. The original taper pin must be reinstalled to hold the reverse gear shaft in position. A new seal has been provided to prevent leakage out of the reverse gear shaft. The seal must be installed with the open side towards the transmission.

The total overall length of the transmission and adapter will be longer than your original transmission. Most conversions will require drive shaft modifications. The adapter has provisions for mounting an optional cross member mount as illustrated. Depending on the exact vehicle that this transmission is being installed into, you may require modifications to the clutch linkage, overdrive shifter bracket and transfer case control linkage.

The adapter is set up for use with a Hurst competition Plus shifter that can be bolted onto the new casting by using shifter bracket No. 715501. This bracket will accept all Hurst shifters. Special shifter linkage will be required since the shift tower location is so much further forward than on two wheel drive installations. Advance Adapters offers two different rod kits for use with this transmission. The rod kits are #715625 for transmissions that have studs on the shift levers and #715626 for transmissions that have female threads.

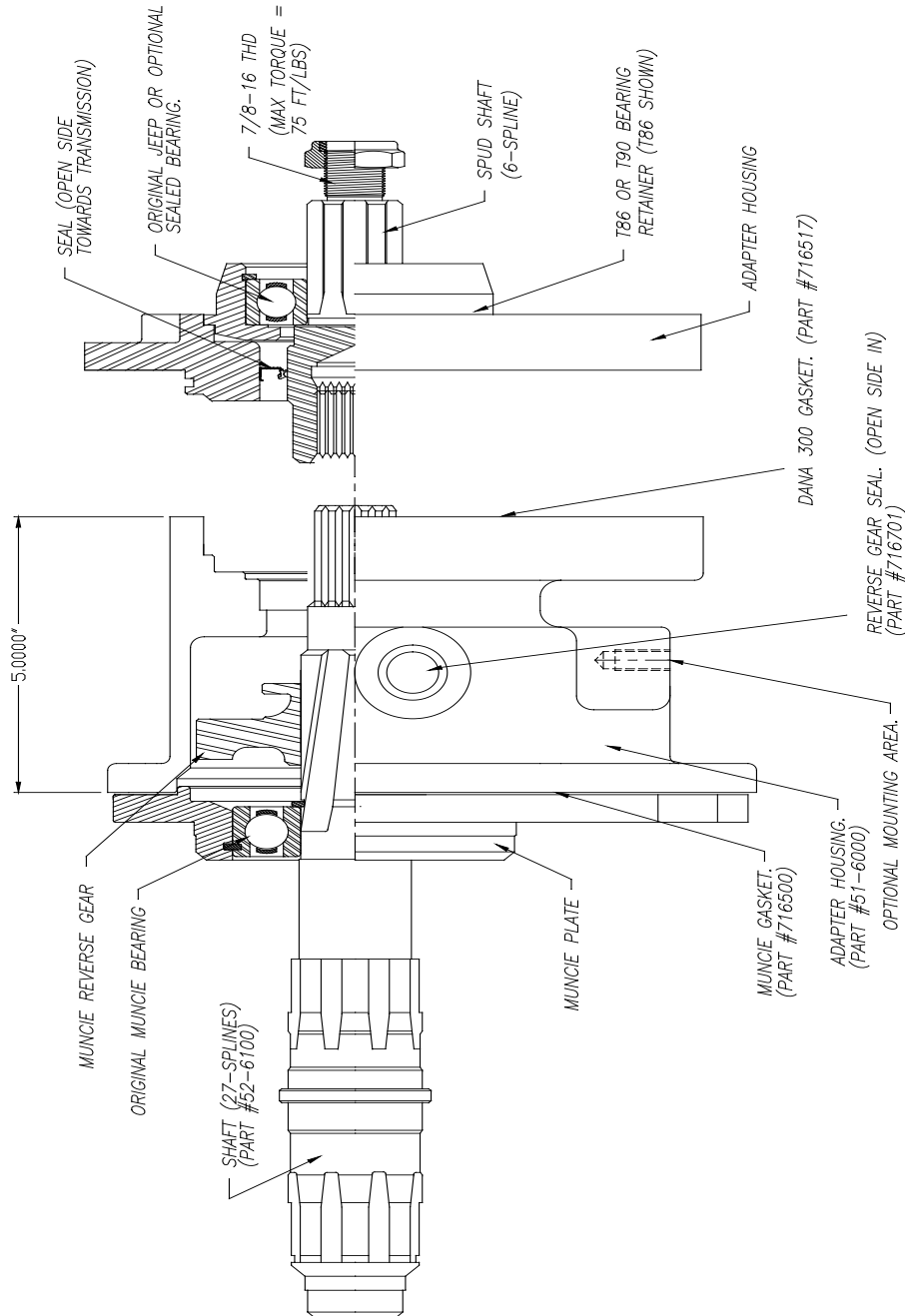
Gear Ratios:

First	Second	Third	Fourth
2:54	1:88	1:46	1:00
2:20	1:64	1:27	1:00

Install the seal into the 51-7700 casting with the open side towards the transmission. The seal should be installed up to the shoulder in the casting.

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