

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447

Telephone: **(800) 350-2223** Fax: **(805) 238-4201**

P/N: 50-8000

Old Part No: 711080

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Page Rev. Date: **10-30-97**

FORD T18 4 SPEED TRANSMISSION TO TOYOTA LAND CRUISER 4 SPEED T/C

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-7500	FORD T18 4SP TO DANA 300 ADAPTER
2.	1	51-7800	TOYOTA L/C - T18 4SP CASTING
3.	1	52-1600	SPUD SHAFT (16 SPLINE)
4.	1	52-7700	SHAFT - T18 4 SPEED
5.	1	716306	L/C OUTPUT BEARING
6.	1	716507	TOYOTA T/C GASKET
7.	1	716736	"O"-RING
8.	6	723704	3/8" LOCK WASHER
9.	6	723721	H.H.C.S. 3/8"-16 x 1" PLATED GRADE 5
10.	2	724328	H.H.C.S. 7/16"-14 x 1-1/4"
11.	3	724329	H.H.C.S. 7/16"-14 x 5-1/2"
12.	2	725029	H.H.C.S. 1/2"-13 x 1-1/4"
13.	2	725038	STUD BOLT 1/2"-13 x 1.50 LG
14.	1	728701	NYLON LOCK NUT 7/8"-16
15.	1	728702	7/8" FLAT WASHER

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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FORD T18 4 SPEED TRANSMISSION TO TOYOTA LAND CRUISER 4 SPEED T/C

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 shift cover has a casting number of 13-01 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".

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.

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

On installations using a 2 piece main shaft, 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.

The adapter housing is a two (2) piece design that will require assembly. The assembly procedure is as follows:

1. Using the new bearing provided, you must install the bearing onto the spud shaft with the snap ring towards the threaded end.
2. Place the new gasket on the transfer case and insert the spud shaft and assemble the output gears into the transfer case. Secure the output nut with a maximum torque of 75ft./lbs.
3. Bolt the adapter assembly to the transfer case using the new bolts provided.
4. With the adapter completely assembled to the transfer case, you can now install the "O"-ring for sealing the adapter to the main transmission adapters.
5. The two adapters must then be bolted together with the (6) bolts and lock washers provided with this kit.

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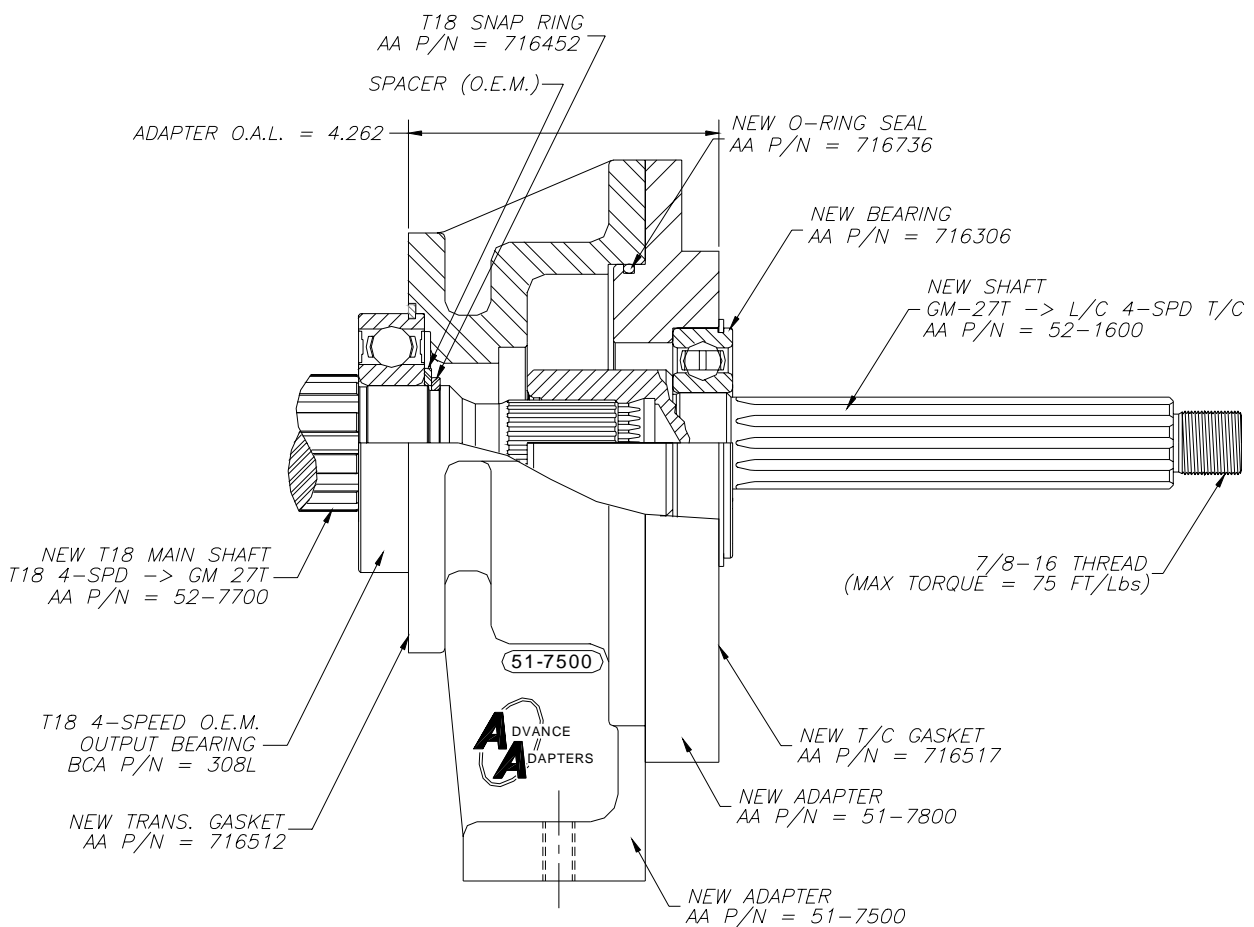
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