

## TURBO 400 TO JEEP VEHICLES DANA 18/20 TRANSFER CASE

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-0600	ADAPTER CASTING (Ref: 711106)
2.	1	52-1300	SPUD SHAFT (6-Splines)(Ref: 711313)
3.	1	*52-1401	29TH x 6SPL. 2.46: INPUT GEAR
4.	1	52-3200	OUTPUT SHAFT (Ref: 711332)
5.	1	716308	BEARING (#6209)
6.	1	716450	SNAP RING (GM #378-5205)
7.	1	716510	GASKET (GM #862-4709)
8.	1	716568	GASKET
9.	1	300500	SEAL
10.	6	723701	HEX NUT
11.	11	723704	3/8" LOCKWASHER
12.	6	723711	3/8"-16 x 2" STUD BOLTS
13.	5	723723	3/8"-16 x 1-1/2" H.H.C.S. (T/C BOLTS)
14.	1	728701	NYLON LOCK NUT

### OPTIONAL ITEMS:

Qty	Part No.	Description
1	716003	CROSSMEMBER
1	716302	SEALED BEARING
1	716001 (T86)	LARGE HOLE OR
1	716002 (T90)	SMALL HOLE BEARING RETAINER

**NOTE:** Two TH400 bolt patterns have been drilled into this housing; one is for a GM TH400 and the other is rotated for the AMC TH400.

\*20 Degree pressure angle gear:

Model 18 transfer cases with 2.46:1,  
w/ T14 transmission, 1 1/4" intermediate shaft

#### CJ with Buck V6 (68-71)

Drive gear# 18-8-50 (947382) ---29 tooth x 10 spline  
Intermediate Gear # 18-5-9 (809293) ---39 tooth x 18 tooth

\*\*Requires AA part # 52-1401

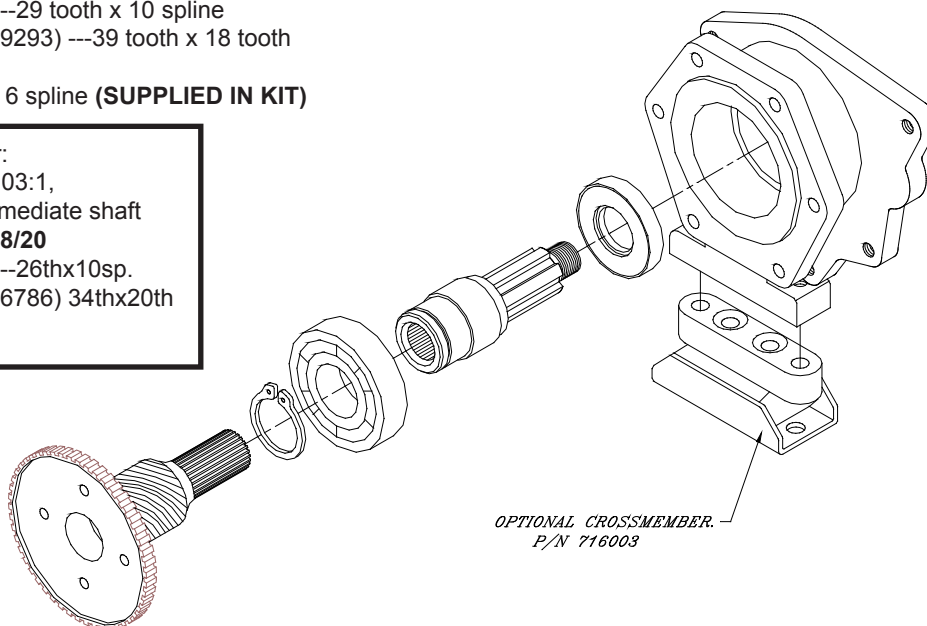
18-8-23 (809297) ----29 tooth x 6 spline (**SUPPLIED IN KIT**)

17 Degree pressure angle gear:

Model 18 transfer cases with 2.03:1,  
w/ T14 transmission, 1 1/4" intermediate shaft

#### Jeepster/CJ (67-74) models 18/20

Drive gear# 18-8-49 (947339) ---26thx10sp.  
Intermediate Gear# 18-5-16(946786) 34thx20th  
(**Special order gear**)



OPTIONAL CROSSMEMBER.  
P/N 716003

**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 24-1/4", 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 the transmission has been equipped with, and all of the new Advance Adapters output shafts 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.

### ASSEMBLY PROCEDURES:

- 1) Verify that you have the correct input gear for your transfer case. We have supplied the gear that is the most common application in this kit. Refer to page one for gear identification.
- 1A) Press the bearing, [P/N 716308](#), onto the female side of the spud shaft ([P/N 52-1300](#)).
- 2) Secure the bearing in place with the snap ring, [P/N 716450](#).
- 3) Install the oil seal into the adapter housing. Install the seal from the transfer case side of the adapter housing. The seal should be pressed approximately 1/2". (See Page 3).
- 4) Install the spud shaft and bearing into the adapter housing. Install this assembly from the transmission side of the adapter. Press on the outer race of the bearing when installing.
- 5) Install the TH400 shaft into the TH400 transmission. **Note:** We manufacture numerous shafts, so please verify that this shaft has the correct splines and that it fits to the female portion of the spud shaft that you also received in this kit.
- 6) Using the stud bolts provided, install and Loctite the studs into your transmission.
- 7) Install the gasket and adapter housing to your transmission. Make sure the adapter goes up flush to the transmission.
- 8) Use the lock washers and nuts to secure the adapter to the transmission. **DO NOT SUCK UP THE ADAPTER TO YOUR TRANSMISSION WITH THESE LOCK WASHERS AND NUTS.**
- 9) Using the proper index retainer and bearing for your transfer case, install them on the adapter housing.
- 10) We have included a new gasket when bolting your transmission to your transfer case. This gasket is a multi-pattern universal gasket designed for a few transfer cases. For this Jeep adapter, the gasket must be slightly rotated to line up all the holes.
- 11) It is also recommended that you use a gasket sealer or R.T.V. Blue silicone to prevent any leaking.
- 12) Install the 3/8"-16 bolts to secure the transfer case to the transmission.

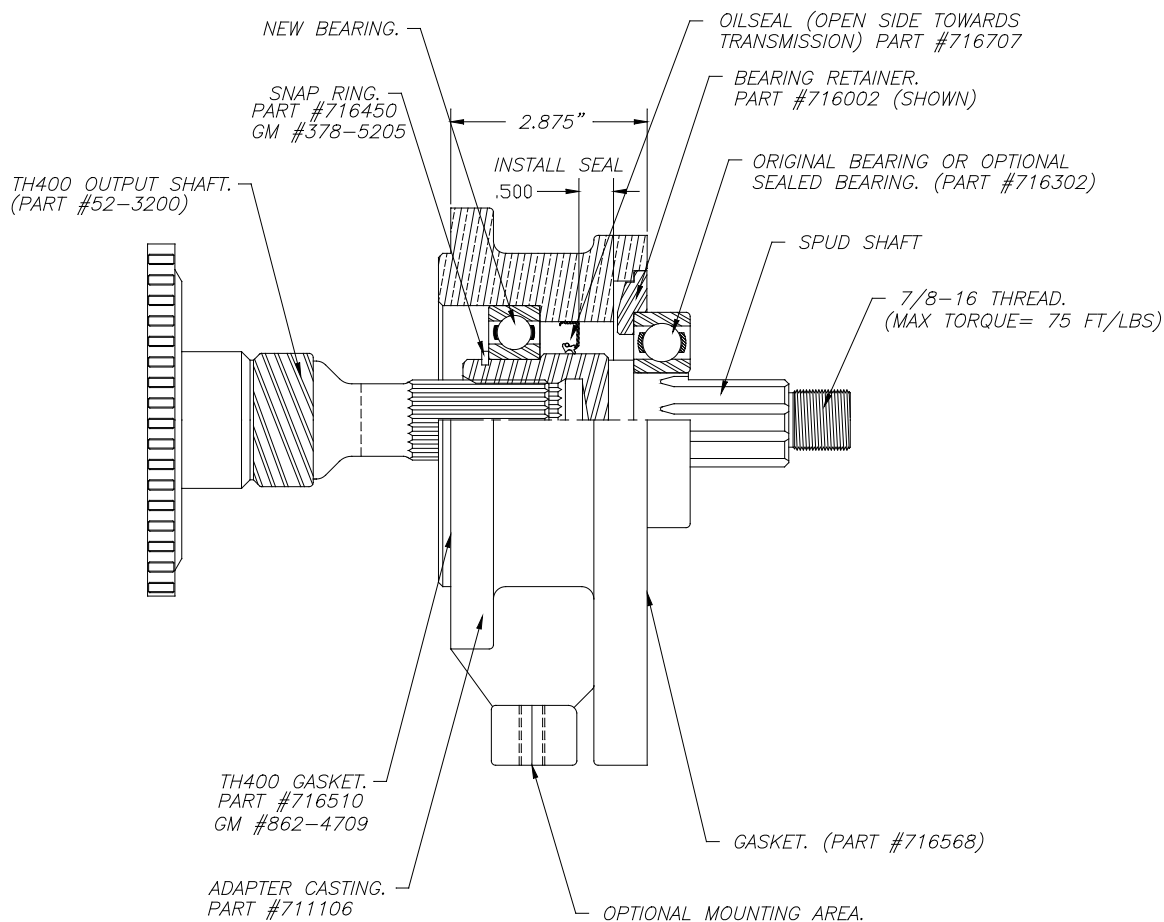
On most installations, a slight pan modification may be required for clearance of the front Universal yoke. On early model Jeeps up to 1965, it may be necessary to change the yoke style to the smaller design. In order to allow for additional front driveline clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front driveshafts located on the passenger side. On Jeep conversions this can be approximately 1" offset of centerline.

If you have selected a transmission that has the old style modulator, then we recommend the use of the Advance Adapters adjustable modulator, [Part No. 716010](#). This will also allow for additional driveshaft clearance.

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.

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