

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: 50-7400

Old Part No: 711074

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Page Rev. Date: 06-26-00

TURBO 350 TO TOYOTA LAND CRUISER 1974 - 1982 (4 SPEED)

KIT CONSISTS OF:

| No. | Qty | Part No. | Description |
|-----|--------|----------|----------------------------------|
| 1. | 1 | 51-7300 | CASTING (Ref: 711173) |
| 2. | 1 | 52-1600 | SHAFT (16 Splines) (Ref: 711316) |
| 3. | 1 Pack | 714203 | BOLT PACK (50-7300) |
| 4. | 1 Kit | 715521 | TRANSFER CASE LINKAGE BRACKET |
| 5. | 1 | 716301 | BEARING |
| 6. | 1 | 716507 | TOYOTA TRANSFER CASE GASKET |
| 7. | 1 | 716511 | TURBO 350 "O" RING |
| 8. | 1 | 728701 | NUT |
| 9. | 1 | 728702 | 7/8" FLAT WASHER |
| 10. | 4 | 723704 | 3/8" LOCKWASHER |
| 11. | 4 | 723723 | 3/8"-16 X 1-1/2" H.H.C.S. |

OPTIONAL ITEMS:

| Qty | Part No. | Description |
|-----|----------|---|
| 1 | 716004 | CROSSMEMBER ASSEMBLY (Includes #716003 mount) |

This kit uses a 2WD output shaft that was used with a 6" tailhousing. Once the 2WD tailhousing is removed the output shaft must be cut as shown on page 3. If you have a TH350 with the incorrect output shaft, we do offer a modified shaft P/N 52-7300 or check with a transmission shop to see if they have a good core shaft. The modified shaft overall length is 12-3/4".

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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INSTALLATION INSTRUCTIONS:

This kit is for the GM Chevy and Buick TH350 3 speed automatics to all Toyota Land Cruiser transfer cases, 1974 through August 1980. This kit will not work with FJ60 transfer cases. The design of this kit utilizes a stock 2WD output shaft (shaft must be cut). The new spud shaft should be pressed onto the new rear bearing so the external snap ring is towards the threaded end of the shaft. The spud shaft and bearing can now be installed from the transfer case side of the adapter and pressed into the bearing recess. The snap ring that is on the outside diameter of the bearing will keep the shaft in the proper location. You can examine the transfer case face to see the slight snap ring recess that will trap the bearing snap ring and establish the correct location. Due to the extreme length of this transmission and adapter, driveshaft modifications will be required on almost every installation. On Land Cruiser conversions, you will find that the overall assembled length of the new transmission and adapter will just barely fit between the original rear crossmember and the radiator location. We suggest that the rear drivetrain be supported by a crossmember underneath the adapter. We offer a new crossmember assembly that includes the #716003 rubber mount for supporting your transmission assembly. The new crossmember assembly is Part No. 716004. The right side of the adapter has two tapped holes to assist you in mounting a transfer case linkage bracket for support of your pivot stud.

GM TH350 3 SPEED AUTOMATIC:

The GM TH350 has a case length of 21-1/2", 13 bolts for holding the oil pan in position, and is available in two different engine to transmission bolt patterns. The case is available with a Chevy bolt pattern that has the top two holes 8-1/4" apart, or in a Buick bolt pattern that has the top two holes 7" apart. The rear side of the transmission case should have a square bolt pattern that uses 4 bolts. Some kits will simply require the existing 2WD shaft to be shortened for use with the new coupler. Make sure that you measure the cutoff location correctly in order to avoid any additional expenses. All TH350 output shafts will have 27 splines. The speedometer gear is normally located in the tailhousing, but when adapting it to the transfer case, the location will change to the back side of the transfer case. The rear transmission support is located in the main case just forward of the tailhousing connection. This can be used for supporting the crossmember on some installations, but most of our kits provide support on the new adapter housing.

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 what 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 us on our toll free line, (800) 350-2223.

When assembling the adapter housing to the transmission case, we have provided you with a new square type "O"-ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all TH350 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke. 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 Land Cruiser conversions, this is achieved by offsetting your drivetrain approximately 1" of centerline or by using one of the front driveshaft kits listed in the Land Cruiser manual.

If you have selected a transmission that has the old style modulator, then we recommend the use of the our adjustable modulator P/N 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.

Loctite should be used on all fasteners

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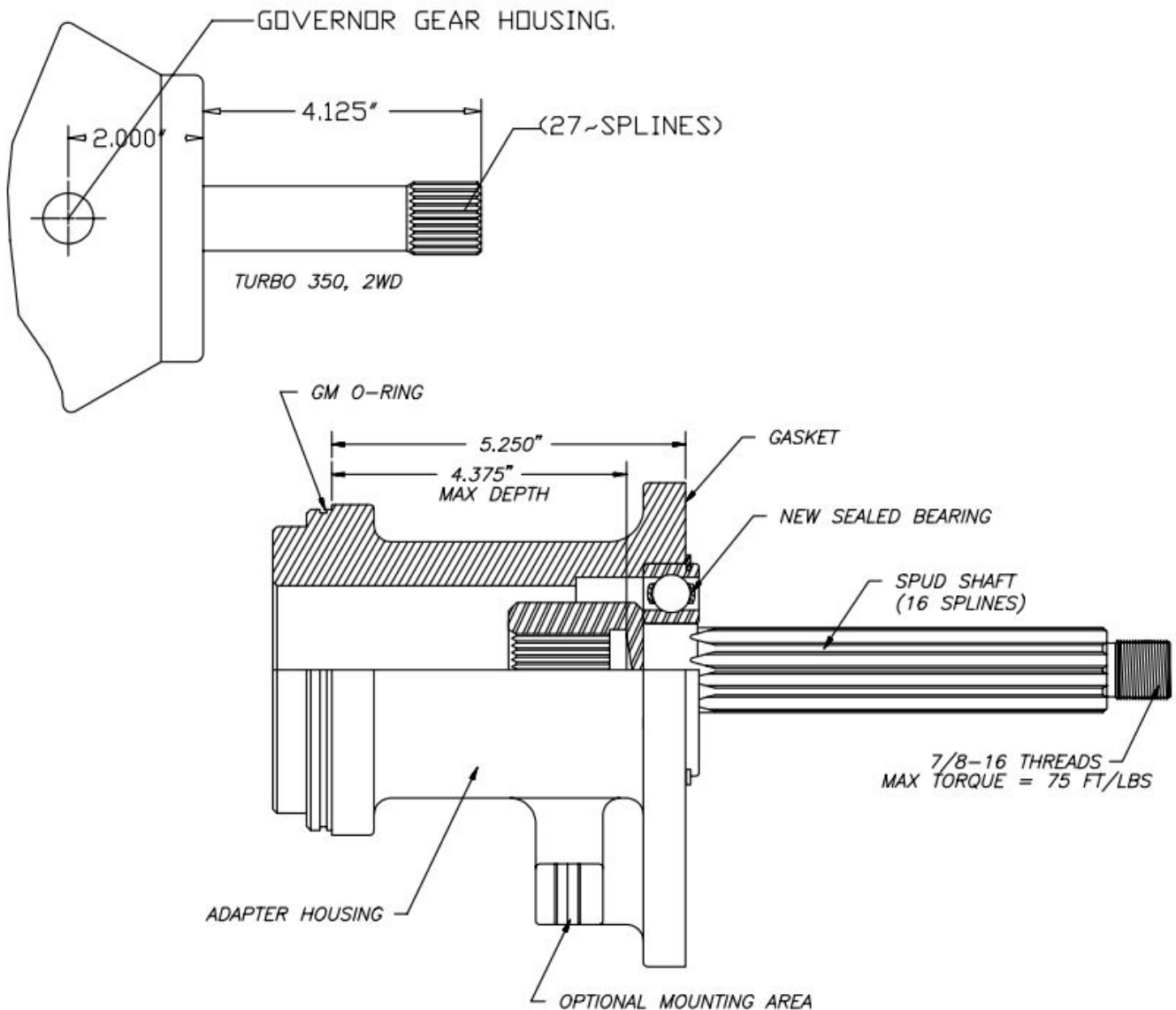
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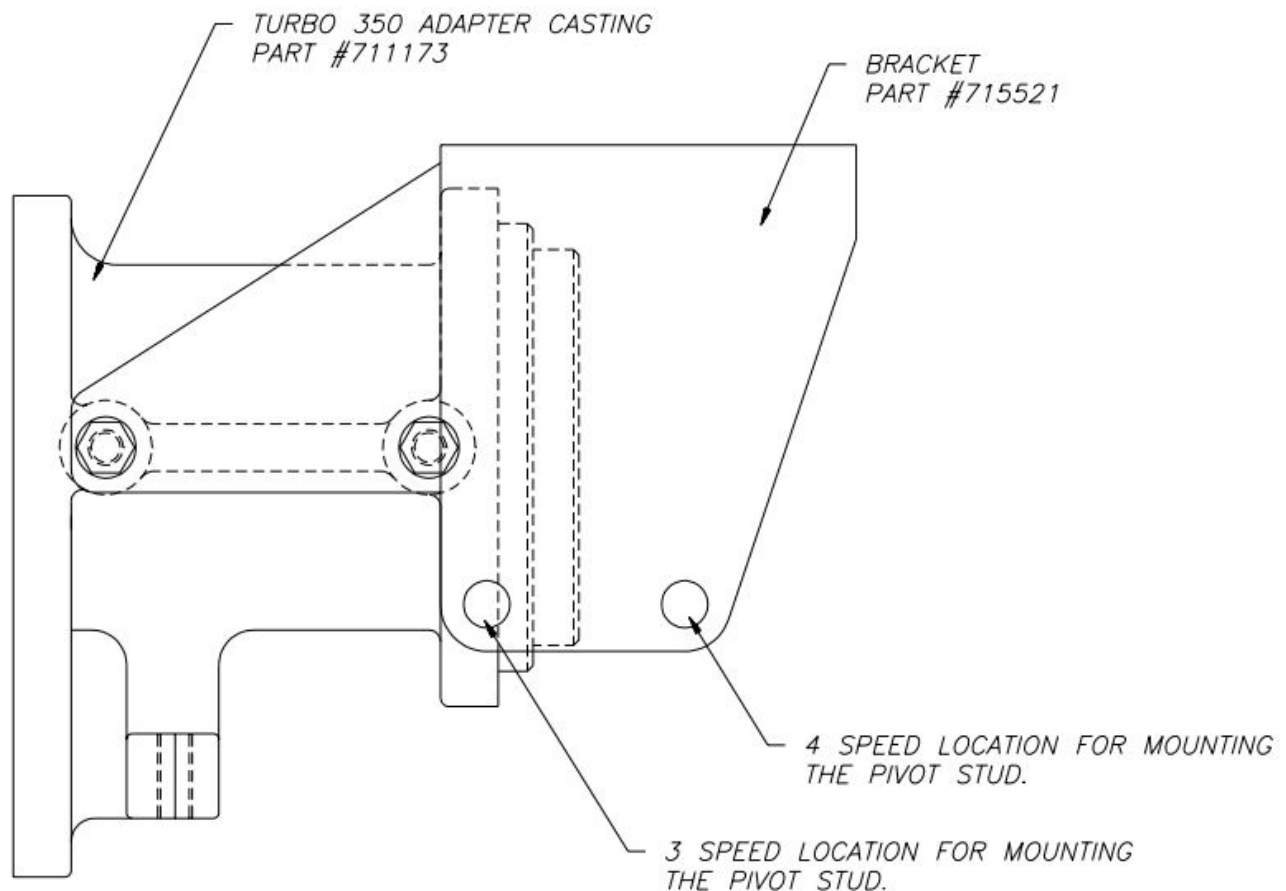
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