

## GM 700R-4 AUTOMATIC O.D. to LAND CRUISERS 1980-89 FJ60 (4 SPEED)

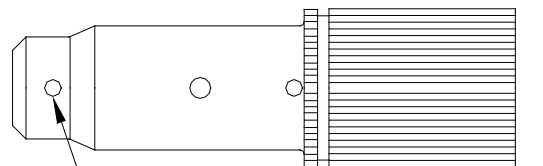
### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-8900	CASTING ( <i>with sensor drilled</i> ) (Ref: 711189)
2.	1	52-8300	SPUD SHAFT WITH 19 SPLINES (Ref: 711383)
3.	1	715547	TRANSFER CASE SHIFTER BRKT.
4.	3	715548	TRANSFER CASE BRKT SPACERS
5.	1	<b>*716079</b>	SENSOR PLUG ( <i>INSTALLED BY A.A.</i> )
6.	1	716082	700R PLASTIC WASHER
7.	1	716142	BUSHING/GEAR LOCATER
8.	1	716317	308 BEARING
9.	1	716321	SPECIAL SNAP RING FOR 716310 BEARING
10.	1	716511	"O"-RING
11.	1	716571	GASKET
12.	1	716758	TRANSFER CASE FRONT INPUT SEAL 90316-48003
13.	4	720046	10MM-1.5 X 40MM SHCS
14.	3	720062	12mm-1.25 x 90mm LONG H.H.C.S. ( <i>transfer case to adapter housing bolts</i> )
15.	4	720063	12mm-1.25 x 40mm LONG H.H.C.S. ( <i>transfer case to adapter housing bolts</i> )
16.	1	<b>*720090</b>	12mm-1.25 SET SCREW ( <i>INSTALLED BY A.A.</i> )
17.	3	723734	3/8"-16 x 2-1/2" S.H.C.S.
18.	7	724302	FLAT WASHER
19.	1	728703	26mm - 1.5 SHAFT NUT

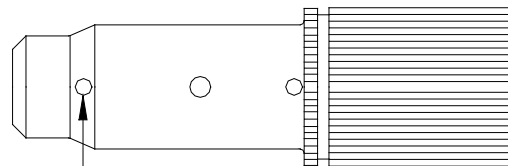
**SPECIAL NOTE:** You may be required to change out the snap ring on the 308 bearing. The split-style transfer case used two different diameter snap ring grooves in the case. We have included both snap rings to fit both styles of transfer cases.

NOTE: This kit requires the 2WD output shaft to be shortened. If you are using this kit on a newer hex bolt pattern 4L60E transmission, then you will be required to use our 51-0405 adapter housing. Please note that the cut off location on the output shaft must be made after this adapter is installed on the transmission. This 51-0405 adapter make the hex pattern 4L60E transmission look just like the square bolt pattern transmission, and the cut off location for the output shaft is shown on this instruction sheet is for the square bolt pattern transmission.

THE 700R HAD A DESIGN CHANGE ON THE OUTPUT SHAFT. THE OIL HOLE HAS BEEN RELOCATED TO THE CHAMFER ON THE SHAFT. THE INPUT HOUSING LUBE SEAL (SOFT AND RED IN COLOR) FOR THE LATER DESIGN SHAFTS MUST BE CHANGED TO THE HARD PLASTIC SEAL PROVIDED IN THE KIT. MOST OF THE OUTPUT SHAFTS WE USE ARE AN EARLIER DESIGN SHAFT WHICH WILL ONLY WORK WITH THE HARD PLASTIC WASHER SUPPLIED IN THIS KIT.



THE 700R PREVIOUS DESIGN LUBE HOLE LOCATION  
 EARLY DESIGN SHAFT (REQUIRES HARD PLASTIC WASHER)



THE 700R REVISED LUBE HOLE LOCATION  
 LATE MODEL SHAFT (CAN USE EITHER SOFT OR HARD PLASTIC 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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If your transfer case was coupled to a manual transmission, Toyota used a single lip seal in the front of the transfer case. We recommend changing the seal with a double lip seal P/N 716758 that was used on the stock automatic applications. Toyota # 90316-48003

### INSTALLATION INSTRUCTIONS

Due to the split design of this transfer case. A shop manual is handy for disassembly. The transfer case must be disassembled to install the adapter.

This kit is for the GM 700R-4 4 speed automatics to all Toyota Land Cruiser split-type transfer cases. The design of this kit is based off of a 2WD 700R4. The 2WD output shaft must be cut to the length as illustrated on Page 3. Once your 2WD output shaft has been cut, the new Advance Adapters spud shaft can now be put into position. The new spud shaft should be pressed into the new rear bearing so the external snap ring is towards the threaded end of the shaft. With the bearing on the spud shaft, you can now install the assembly into the back portion of the adapter. The external snap ring will lock the spud shaft into position. A special heat-treated gear spacer has been provided for determining the exact gear location. Before installing the spacer on the spud shaft, we recommend applying some RTV silicone on the spline portion of the spud shaft that this spacer covers. This will prevent any fluid transfer between the two gear boxes. The threaded portion on the end of the spud shaft will be identical to the 4 speed transmission being replaced. The original gears, bearing, washer, and nut will all be reused onto the new spud shaft. The transfer case indexes to the adapter off the new rear bearing and we also use the lower dowel pin on the transfer case. The upper dowel pin is not used and our casting hole has been over sized to fit over the stock dowel pin location. The bearing give the proper indexing and the lower dowel provides the proper rotation. The stock transfer case lock nut is Toyota P/N 90179-26004. On the right side of the adapter, you will be able to mount the special shift bracket (illustrated on Page 4). This bracket should position your shifter in the original floor board location. The stock gating on this shifter, if being retained, will have to be modified to fit. The bottom of the transfer case adapter has a support mount that is identical to the FJ62 support that was previously used on the bottom of the 4 speed transmission. The original crossmember support will need to be repositioned directly beneath the new transfer case adapter housing.

### GM 700R-4 4 SPEED AUTOMATIC:

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 toll free number at (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 700R-4 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke.

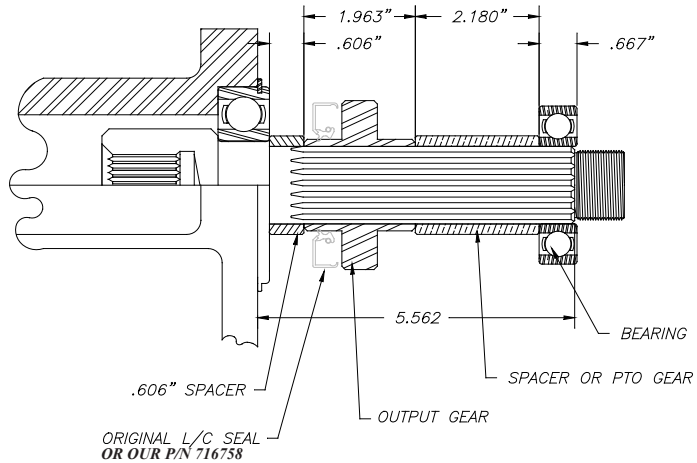
### CROSSMEMBER NOTE:

This casting is designed around the FJ60 manual transmission crossmember mount. On some manual applications and all automatic stock transmissions, you may need to purchase Toyota #12371-61020. This part is the new Toyota rubber mount.

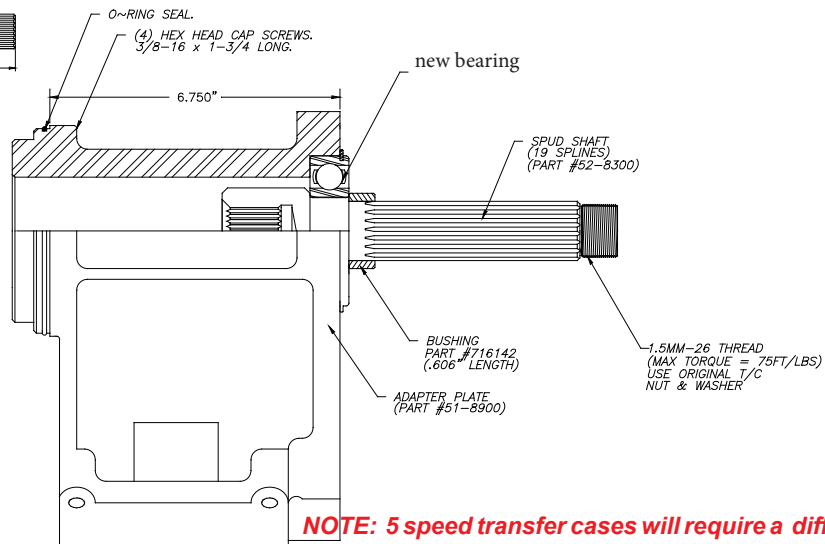
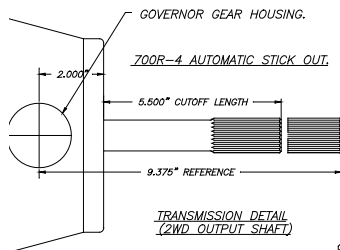
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*Vehicles that were originally equipped with a manual transmission used a sleeve that locates the gear for the transmission rear bearing and provides a seal surface. These applications do not require the use of our spacer P/N 716142. You must retain this stock gear spacer on these applications. All other vehicles that have the seal surface on the gear will need to use the gear spacer included in this kit.*



T/C INPUT GEAR ASSEMBLY



**NOTE: 5 speed transfer cases will require a different bearing and steel insert.**

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*Shifter bracket is for the FJ60 and FJ62 transfer cases.*



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