

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: 50-0404

New Item: (07/97)

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GM 4L60E AUTOMATIC TO JEEP DANA 300 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty.	Part No.	Description
1	1 KIT	50-6309	4L60E 4X4 TRANS X JEEP DANA 300
2	1	716071	RELUCTOR SENSOR 15547452
3	1	716073B	BUSHING- SENSOR 4L60E
4	1	716073N	HEX NUT 7/8 -16 JAM NUT
5	1	716073W	SPACER WASHER FOR 4L60E SENSOR
6	1	716074	RELUCTOR- 4L60 INTEGRAL CLAMP
7	1	715599B	ALLEN WRENCH

OPTIONAL ITEMS:

No.	Part No.	Description
1	716021	CROSSMEMBER

Sensor note: The sensor in this kit was changed in October 2005. This sensor will match up with the GM pigtail P/N 88987993 or Carquest P/N TX3A. The old sensor used in earlier kits matches up to GM pigtail P/N 12085498.

Adapter update: kit was re-designed 1" shorter to use components that are readily available. 9/28/2022

This kit uses a stock 4L60E 4WD output shaft. If you have a 2WD transmission you will also be required to purchase a 4WD shaft part number 52-7460.

GM 4L60 4 SPEED AUTOMATIC

When installing the new transfer case adapter, make sure that the output shaft doesn't 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 the transfer case. The adapter housing must be assembled between the transmission and transfer case without interference. **DO NOT FORCE THE NEW ADAPTER HOUSINGS TOGETHER.** If assistance is needed, please feel free to call us on our toll free number, (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 4L60 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 drive line clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front drive shafts located on the passenger's side. On Jeep and Toyota Land Cruiser conversions, this can be approximately 1" offset of centerline.

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.

The bolts that hold the new adapter to the main case will require a metric thread. We have included 4 new bolts for this use.

SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific types of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand the 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 vales, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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NOTE: The sensor we use is GM# 15547452. If your computer harness uses a different type of plug, you may need to modify your harness. The male plug to match for 716071 is GM# 12085498.

Tools & Equipment Needed:

- * Drill motor
- * 1/4", 1/2", 3/4" and 7/8" drills with 3/8" or 1/2" shanks to fit drill motor
- * RTV Blue silicone
- * Loctite thread retainer

INSTRUCTIONS:

This kit is designed to fit a 4L60E transmission. This transmission requires this retractor and sensor to regulate the transmission shift points.

The transmission case must be modified to install this kit. The sensor access hole can be drilled on either side of the transmission. Before drilling, make sure you have clearance for the sensor in the location you have chosen. Make sure you have accounted for clearance on the transfer case shifter linkage, crossmember, etc. Before drilling, you need to cover the two oiling hole accessible in the rear of this transmission. Cover or plug the two hole while drilling the case to prevent aluminum chips from entering the transmission oiling system. After the drilling is complete, these holes must be uncovered for proper transmission operation.

The hole for the sensor should be located 1.270" from the back side of the transmission. The 7/8" diameter hole can be above or below the transmission web (shown right). The bushing diameter should be considered to make sure it will clear this transmission web. Once this hole location is located, drill a pilot hole with the 1/4" drill and work your way up until the 7/8" hole is obtained.



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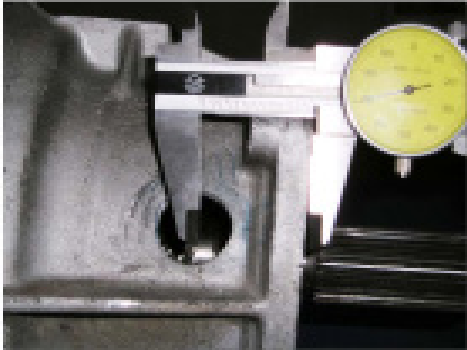
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1. After sensor hole has been drilled



2. The clamp on reluctor gets installed onto the 4L60E output shaft and locked into position. If a 700R shaft is to be used, a different set collar is needed.



3. Reluctor ring installed



4. Verify that the teeth of the reluctor can be seen through the new hole



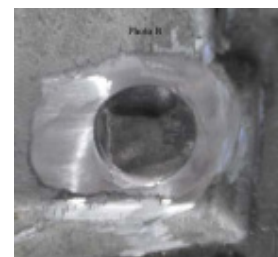
5. Tighten the 3 set screws of reluctor ring to lock it to the main output shaft. The allen wrench may need to be shortened to fit the set screws around the transmission case.



6. Test fit the bushing into the transmission housing. Make sure the bushing fits snug to the outside of the transmission. Note: You will have a small gap on the top and bottom side of this bushing, between it and the transmission.



7. Remove the bushing after test fitting and then install the new reluctor sensor.



Due to the different variations in 4L60E transmission case thicknesses you maybe be required to modify part number 716073B (see photo A shaded area) or your transmission case to obtain .010" - .012" gap (see photo B).

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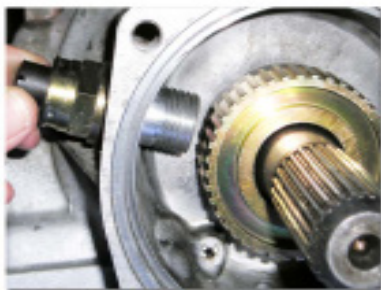
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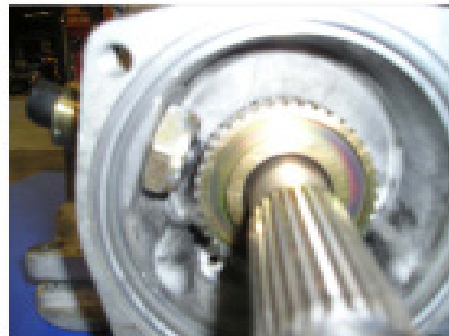
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8. You will now need to install the bushing back into the transmission housing. The bushing will require RTV Blue silicone applied to seal the bushing to the transmission. Use just enough to form a bead around the outside of the bushing.



9. With the sensor and bushing set into the transmission, slip the wedge over the bushing so that the radius portion fits the inside contour of the case. Next, put Loctite thread retainer on the nut and then install the nut onto the bushing. The bushing will need to be slightly pulled out of the transmission to fit on the nut. Be careful not to move the bushing to much because you want to keep a good seal with the silicone.



10. Tighten the nut to retain the bushing and sensor onto the transmission (the bushing should be snug). Inspect the gap between the sensor and the reluctor ring. The gap should measure between .010" - .012".