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P/N: 50-6902

GM 700R-4 REPLACING TH400 1971-79 NEW PROCESS 205

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-6901	ADAPTER PLATE (Ref: 711169-400)
2.	1	52-6905	OUTPUT SHAFT (Ref: 711369-T400)
3.	*1	52-7450	OUTPUT SHAFT - STOCK 700R4 4X4 *(SHORTEN SHAFT AT SPLINES .500" BEFORE SHIPPING)
4.	1	716082	700R PLASTIC WASHER
5.	1	716510	TH400 GASKET
6.	1	716511	GASKET "O"-RING
7.	4	720046	S.H.C.S. 10mm-1.5 TH x 40mm (Metric)

GM 700R-4 4 SPEED AUTOMATIC:

The General Motors 700R-4 has a case length of 23-3/8", 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 have the top two holes 7" apart. The rear side of the transmission case should have a square bolt pattern that uses 4 bolts. You must make sure the proper shaft has been installed into the transmission for use with our transfer case kit. 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 cross-member on some installations, but most of our kits provide support on the new adapter housing.

Our spud shaft will protrude 1/2" beyond the face of the original GM adapter housing. When installing the new transfer case adapter, make sure that the input gear in the transfer case and the output shaft do not bottom out. There are some variations to the GM input gears that may require modifying of the new output or spud shaft. We have found on occasion that a transfer case input may be slightly longer than we have allowed for; and when coupling into the NP205, you might find a small amount of interference. The adapter housing and output shaft must be assembled to the transmission without interference. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSIONS.** The modifications to the output or spud shaft can be done with the new output shaft installed in the transmission case. Caution should be given to these modifications. If you are uncertain as to the exact cutoff location, please contact Advance Adapters toll free if assistance is needed (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 some installations, a slight pan modification may be required for clearance of the front Universal yoke. The assembled length of the new transmission, adapter plate and original TH400 spacer housing will be exactly the same length as the original TH400 assembly so no driveline modifications will be required.

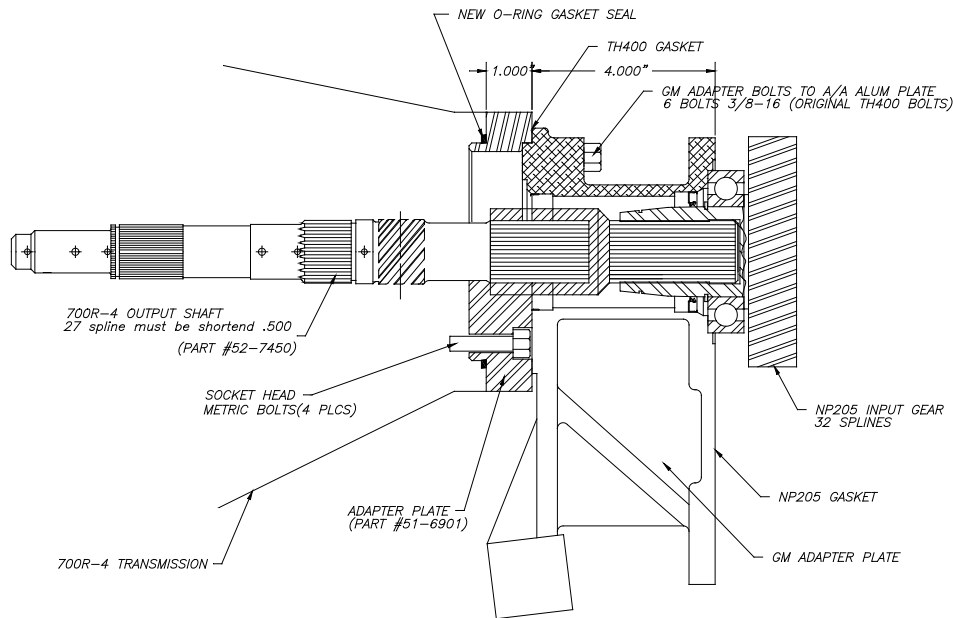
INSTALLATION:

1. Install the output shaft into the 700R-4. This should be done by an experienced transmission tech.
2. Slip the o-ring over the adapter and install the 4 metric socket head screws to secure the adapter to the 700R-4.
3. Apply a small amount of silicone around the mating surface to the aluminum adapter. This will seal the stock TH400 adapter, and prevent fluid leakage.
4. Secure the stock housing to the adapter using the six factory TH400 bolts. Before bolting the NP205, install the spud shaft onto the new output shaft. Check the spline engagement to the transfer case and if correct bolt the stock adapter to the transfer case using the stock bolts and the provided gasket.

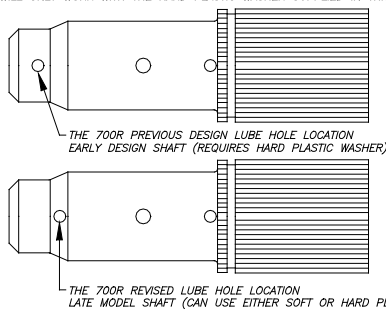
SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your 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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5. Loctite all fasteners and use silicone sealant on all gaskets.



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.



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