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PAGE 1 OF 3 Page Rev. Date: 09-11-17
P/N: 50-5804

FORD NP435 4 SPEED TRANSMISSION TO TOYOTA 4WD TRUCK 1979-95 21 SPL.

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-5800	ADAPTER CASTING
2.	1	52-3800	NP435 MAINSHAFT WITH 23 SPLINES (<i>Shortened 1.440"</i>)
3.	1	52-5804	COUPLER SHAFT
4.	1	Special	SPECIAL BEARING RETAINER
5.	1	716063	COVER PLATE
6.	1	716308	BEARING
7.	1	716450	SNAP RING (<i>GM#3785205</i>)
8.	1	716456	SNAP RING (<i>T/A#N5000-334</i>)
9.	1	716512	GASKET
10.	1	716564	GASKET
11.	1	716734	SEAL (<i>National #471833</i>)
12.	4	720040	METRIC BOLTS
13.	2	725025	STUD BOLT 1/2"-13 x 1-1/4" LG
14.	2	725029	H.H.C.S. 1/2"-13 x 1-1/4" LG

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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BORG WARNER NP435 TRANSMISSION:

The NP435 transmission can be identified by a case length of 10-7/8". The front bolt pattern on the Ford transmissions will have an 8-1/2" x 6-1/4" bellhousing pattern with a bellhousing pilot diameter of 4.848". This adapter will work on all Toyota 4WD trucks, 1979 through November 1995.

Before you begin to assemble your transmission, you must make sure that you have received the correct main shaft. The spline on the end of the shaft must have 23 teeth. When assembling the gears onto the new main shaft, make sure that all gears have the proper end clearance required for oiling. Make sure that all transmission assembly work is done by a competent mechanic. All surfaces must use gaskets to prevent oil leakage.

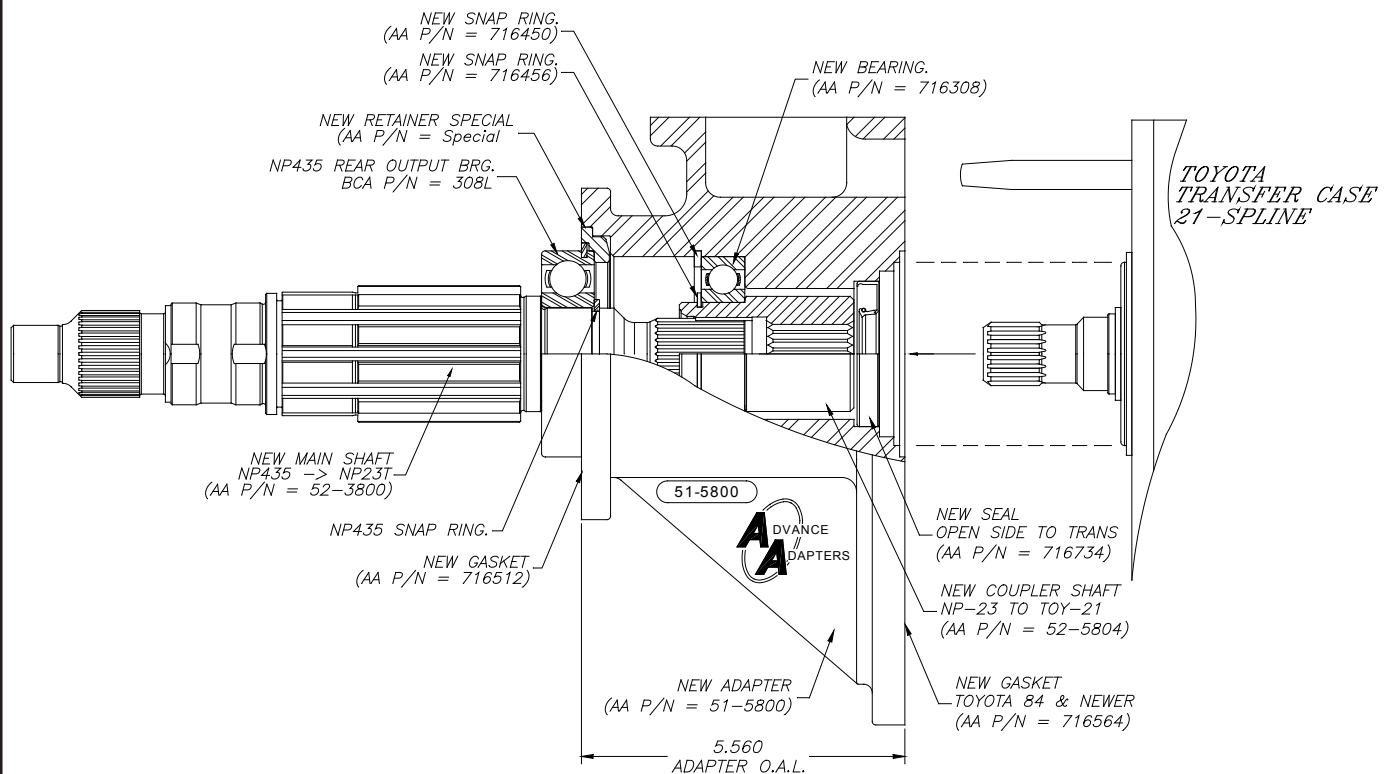
The coupler in this kit is made for a 21 spline male shaft that protrudes from the front of your transfer case. Make sure that the coupler and the output shaft do not bottom out. We have found on occasion that a transmission output shaft may be slightly longer when we have allowed for; and when coupling 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 the number listed above.

When replacing transmissions that were equipped with turbo-charged 4 cyl. engines, they require a 23 spline coupler. The linkage on the Toyota transfer cases will vary. Some have the control lever on the tailhousing of the transmission, while others have it on the transfer case. This adapter can be used with either style and if the opening is not used on the top of the new housing you will need to cover the square opening.

When bolting the adapter to the main transmission case, you must use two studs in the lower two holes of the adapter. A slight modification may be necessary to obtain the proper clearance around the lower bearing cover of the stock transmission. Make sure the bearing retainer clip found on the front side of some transfer cases is removed prior to assembly of the new adapter. See illustration.

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