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P/N: 50-6907

## GM 700R-4 TO SCOUT DANA 300 T/C

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-0600	ADAPTER CASTING (Ref: 711106)
2.	1	51-6901	ADAPTER PLATE (Ref: 711169-400)
3.	1	52-1301	SPUD SHAFT (23-Splines) (Ref: 711313-23)
4.	1	716001	T86 BEARING RETAINER WITH SNAP RING
5.	1	716302	SEALED BEARING
6.	1	716308	BEARING (#6209)
7.	1	716450	SNAP RING (GM #378-5205)
8.	1	716510	GASKET (GM #862-4709)
9.	1	716511	"O" RING GASKET
10.	1	716568	GASKET
11.	1	300500	SEAL
12.	4	720046	SPECIAL METRIC CAP SCREW
13.	6	723701	NUT 3/8"-16 PLATED GRD 5
14.	6	723704	3/8" LOCK WASHERS
15.	6	723711	STUD BOLT 3/8"-16 X 2" LG
16.	1	728701	NYLON LOCK NUT

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

The General Motors 700R-4 has a case length of 23-3/8". The transmission is only available in a GM Chevy bolt pattern design. In order to use this adapter kit, your transmission must be installed with the original Chevy 4WD output shaft. This shaft is a GM part number, 8642228. In order for the shaft to interlock into the new adapter assembly, you will need to grind or cut off a minimum of 1/8" as illustrated. **FAILURE TO SHORTEN THE SHAFT WILL CAUSE A PRE-LOADED BEARING THAT WILL DAMAGE BOTH THE TRANSMISSION AND ADAPTER ASSEMBLY.**

When installing the new transfer case adapter, make sure that the female coupler inside the adapter and the output shaft of the transmission 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.**

With the new transmission shaft in the transmission assembly, you can then bolt the first adapter plate onto the back of the new transmission. Be sure to use the "O" ring seal and the four (4) metric bolts that have been provided. After this plate is in position, the spud shaft and housing can then be fit onto the aluminum adapter plate. Use the gasket and bolts provided for mounting these two adapters together.

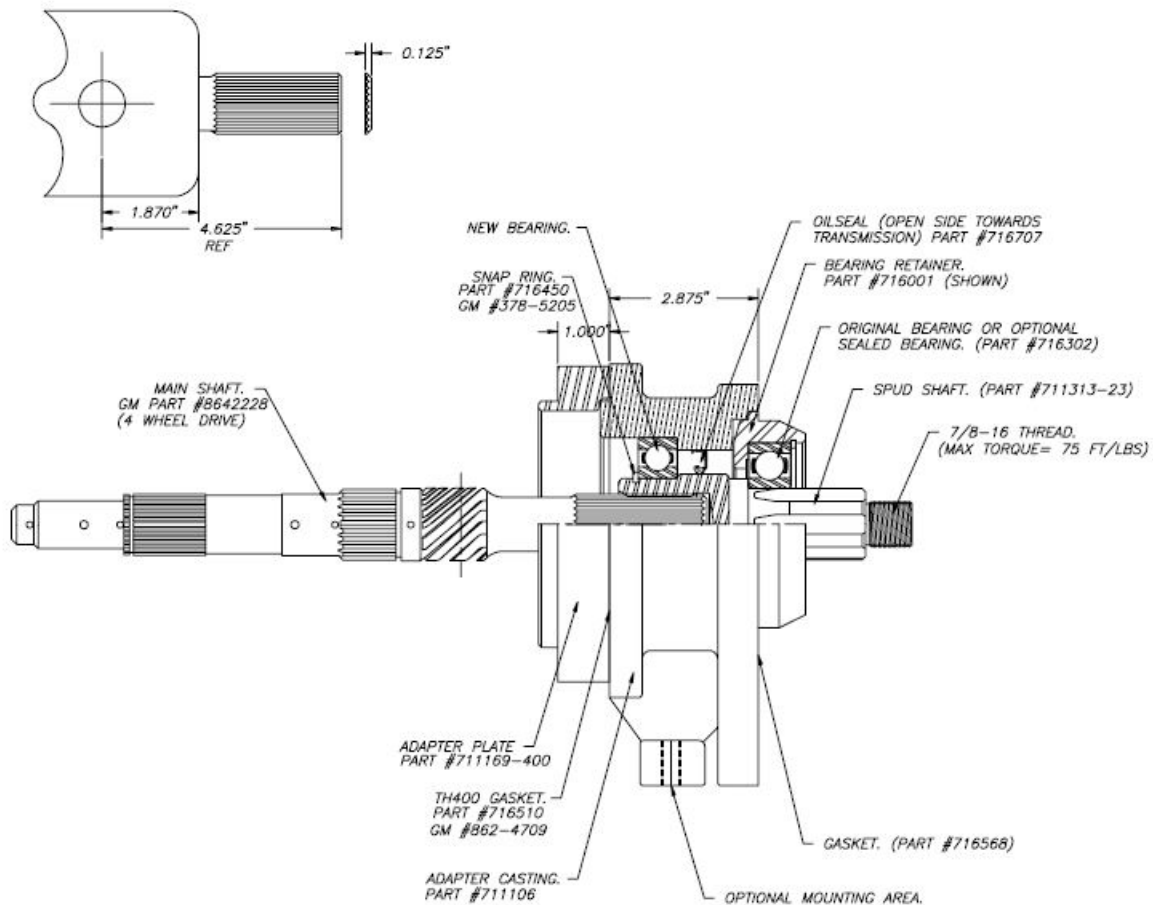
The Scout Dana 300 transfer case requires a 23 tooth input gear shaft size. This kit has been furnished with a special spud shaft that only fits the Dana 300 input gears found in the International design. The large bearing retainer Part No. 716001, illustrated in the diagram must be used for alignment between the transfer case and adapter. A new bearing, Part No. 716302, has also been supplied for installation into this new retainer.

The overall length of this adapter assembly is 3-7/8". When assembled with the 700R-4, you will have a transmission assembly length of 26-1/4" which is extremely long for most conversions. You should take considerable caution when positioning your motor for allowing for this extremely long transmission assembly. Modification to the transmission oil pan should not be required.

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**NOTE:**  
STOCK GM OUTPUT SHAFT MUST BE SHORT-  
ENED .125" TO AVOID BOTTOMING OUT INTO  
SPUD SHAFT.



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