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PAGE 1 OF 3 Page Rev. Date: 08-05-19
P/N: 50-9808

GM TRUCK 4WD 4SP SM465 10 SPLINE JEEP NP231 T/C 23T (SHORT DESIGN)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-9808	CASTING 5.250" LONG
2.	1	52-9700	SPUD SHAFT - SM465/JEEP NP T/C LONG 23 SPL. (Ref: 711397)
3.	1	716515	GASKET
4.	1	716517	GASKET
5.	1	716729	NATIONAL SEAL
6.	1	723701	3/8"-16 HEX NUTS
7.	14	723704	3/8" LOCK WASHER PLT.
8.	1	723711	STUD BOLT 3/8"-16 x 2"
9.	12	723723	H.H.C.S. 3/8"-16 x 1-1/2"
10.	1	723740	S.H.C.S. 3/8"-16 x 1-1/2"

This kit fits both New Process transfer cases with either a long or short T/C input stickout. If your vehicle was equipped with a long T/C input stickout (replacing a 999/904 transmission) an additional spacer adapter plate is necessary part number AS-8610. This plate will eliminate a chance of assembly pre-load.

PLEASE NOTE THE FOLLOWING:

This adapter kit has an overall length of 17-1/4". The length will be very compatible when replacing the AX15 5 speed transmission. When using this transmission with the Jeep 6 cylinder, you will need to use the Advance Adapters bellhousing No. 712571. This adapter could be used with both V8 and Straight 6 engine conversions and will offer the maximum driveshaft length capable in the Wrangler conversion. **DO NOT USE THIS KIT FOR REPLACEMENT OF THE PEUGEOT 5 SPEED unless you purchase #716054 23T input gear replacement for the 21T transfer case.**

Note, the transfer case shifter should use the stock bracket like bracket #1 shown in our buyer guide. The bracket we manufacture 715545 can work but would need to be modified. The modification is moving the bracket further back towards the transfer case.

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 TRUCK 4WD 4SP SM465 10 SPLINE JEEP NP231 T/C 23T (SHORT DESIGN)

GM & CHEVY SM465 4 SPEEDS 1968 & UP:

This transmission can be identified by a case length of 12.5". The casting numbers on the case should be GM465452, 6273212 or 3901127. The top shift cover casting number should be GM3901131. The P.T.O. opening is available on both sides of the main case. This transmission has a non-synchro first gear. The gear ratios for this transmission are as follows:

First Gear	6.56
Second Gear.....	3.58
Third Gear.....	1.70
Fourth Gear	Direct
Reverse.....	6.09

In order to use this transmission with our kits, you must make sure that you have the proper output shaft from the original 4 speed transmission to couple to the new Advance adapter. Currently, we manufacture the adapters for both 35 spline and 10 spline output shafts. This kit uses a 4WD 10 spline output shaft. If your transmission has a 32 spline output shaft, then you will be required to change to the other design listed.

Our Part No. 52-4710 - Output shaft with 10 splines

Make sure that the spud shaft and the main shaft do not bottom out causing interference and eventual bearing failure. With the spud shaft in position and the adapter on the new transmission, you must be able to rotate the shaft freely. There are certain applications that may require slight grinding of the original output shaft to prevent the original shaft from bottoming out inside the new coupler. The special coupler has the ability to float between the 4 speed output shaft and the 23 spline input gear.

The shaft has a rear bearing that is retained with either a snap ring or special lock nut. Without this snap ring or lock nut in the proper position, the shaft will walk forward into the input shaft causing severe damage. **Make sure that the shaft is locked by either the lock nut or snap ring to avoid severe damage.**

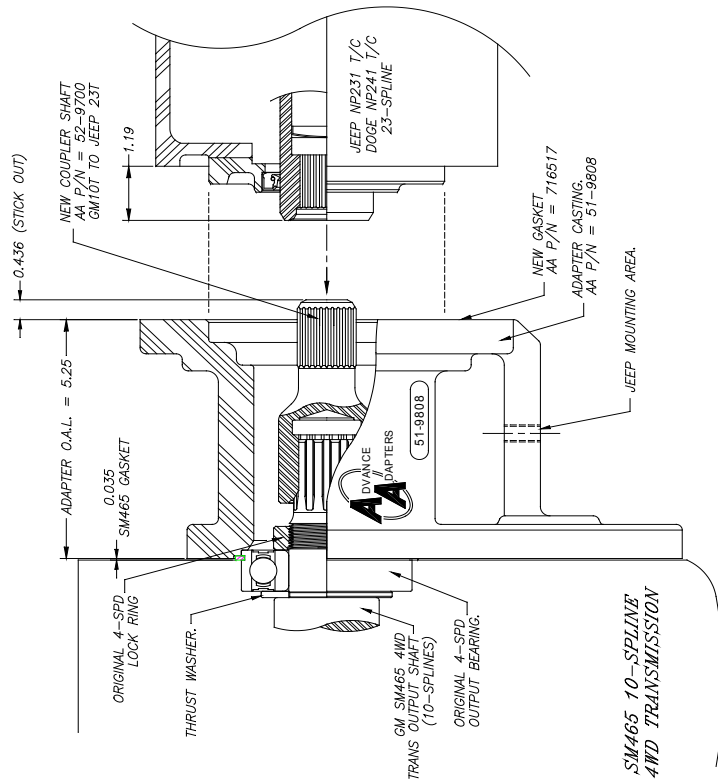
The adapter plate that we have furnished for your new transmission has a special pocket that has been machined into the transmission side for clearance over the reverse countershaft. Make sure that the countershaft in the transmission is rotated for proper engagement into the new adapter housing.

Make sure that the adapter fits flush against the back of the transmission and indexes properly over the two bearings. You must use the gasket provided between the adapter housing and transfer case. This will prevent oil from exiting between the two.

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SPECIAL NOTE:
 AX15 TRANSMISSION REPLACEMENT WITH NP231/241 TRANSFER CASE INSTALLATION REQUIRES THE SHAFT NOT TO EXCEED 1/2" (STICK OUT) PAST THE TRANSMISSION AND TRANSFERCASE MATING SURFACE.
 (999) AND (904) TRANSMISSION REPLACEMENTS REQUIRE A ELUSH STICKOUT AT THE TRANSMISSION AND TRANSFERCASE MATING SURFACE. ADVANCE ADAPTERS PROVIDES A FREE SPACER RING FOR AUTOMATIC TRANSMISSION REPLACEMENTS TO MATCH THE ORIGINAL PROFILE BEING REPLACED.
 *SPECIAL CARE SHOULD BE TAKEN TO MEET THESE REQUIREMENTS, A PRELOAD CONDITION WILL CAUSE EXPENSIVE POWERTRAIN FAILURE!



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