

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: 50-8410

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GM 700R-4 AUTOMATIC TO BORG-WARNER 1350 & 1354 TRANSFER CASE

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-8410	ADAPTER HOUSING
2.	1	52-8410	700R4 25 SPLINE OUTPUT SHAFT
3.	1	715546	T-CASE LINKAGE BRACKET
4.	1	716082	700R OUTPUT SHAFT WASHER
5.	1	716511	O-RING
6.	4	720011	10mm - 1.5 NUT
7.	4	720061	10mm - 1.5 x 50mm STUDS
8.	2	723704	3/8" LOCKWASHER
9.	2	723722	3/8"-16 x 1.25" H.H.C.S.

CAUTION: This adapter requires installing a new output shaft in your transmission.

GM700R44-SPEED AUTOMATIC

The General Motors 700R-4 has a case length of 23-3/8", and is available in three 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, a Buick bolt pattern that has the top two holes 7" apart, and a 2.8L Chevy bolt pattern that has the top two holes 5-1/8" apart. The rear side of the transmission case should have a square bolt pattern that uses 4 bolts. There are several various lengths of output shafts that these transmissions have been furnished with, so you must make sure the included 25 spline output shaft is installed into your transmission. 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.

When installing the new transfer case adapter, make sure that the transfer case input sleeve and the output shaft do not 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, we find a small amount of interference. The adapter housing and 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 us on our toll free number, **1-800 350-2223**.

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 O-ring seal is a stock GM item that is used on all 700R-4 installations.

This adapter can be used on either Ford Rangers or Explorers. The adapter is 4" thick, and when used with out #712592 4.0L to 700R4 bellhousing adapter no driveshaft modifications should be needed. The adapter has a crossmember foot that mimics your stock A4LD tailhousing.

The Borg-Warner 1350 & 1354 transfer cases both came in a manual shift and electric shift configurations. If your transfer case is an electric shift type, just plug it back in again when it is reinstalled. If your transfer case is a manual shift type, this kit includes a bracket to remount your stock transfer case linkage.

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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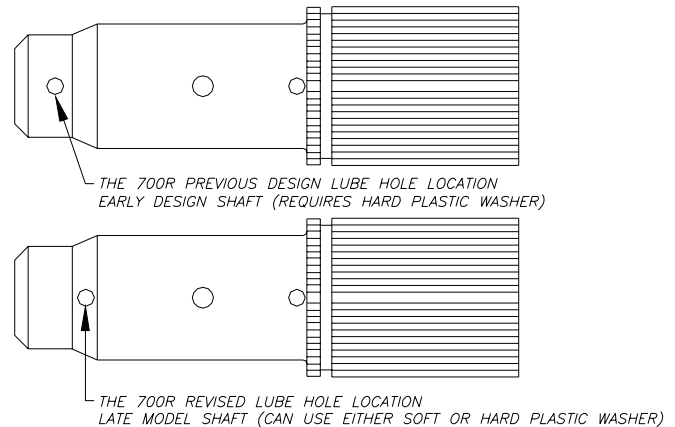
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ASSEMBLY PROCEDURES:

1. The output shaft provided by Advance Adapters should be installed by an experienced transmission technician.
2. Trial fit the adapter on the transmission. Check to see that the casting seats flush to the transmission case.
3. Trial fit the transfer case to the adapter and transmission. Check for spline engagement, and shaft depth into the input coupler of the transfer case.
4. If the transfer case does not mate flush against the casting, **DO NOT DRAW IT TOGETHER WITH THE FASTENERS, SEVERE DAMAGE WILL OCCUR**. If this happens, please call Advance Adapters at 1-800-350-2223.

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.



5. Install the rubber o-ring on the transmission side of the adapter. A thin bead of silicone should be applied as a sealant.
6. Thread the four 10mm-1.5 studs into the transmission and push the adapter over the studs until it seats completely into the transmission. Thread on the 10mm-1.5 nuts and tighten.



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7. It is best to install the transmission into the vehicle now.
8. Lift the transfer case into position, aligning the center index, and the offset dowel pin.
9. Reinstall the Ford tailhousing adapter to transfer case bolts.
10. Install the crossmember and mount to the two tapped holes in the bottom of the AA adapter.
11. Mount the transfer case linkage bracket (Part No. 715546) and shift linkage (if you will be using manual shift linkage).
12. Mount driveshaft and other remaining hardware.
13. Route the transfer case breather hose.



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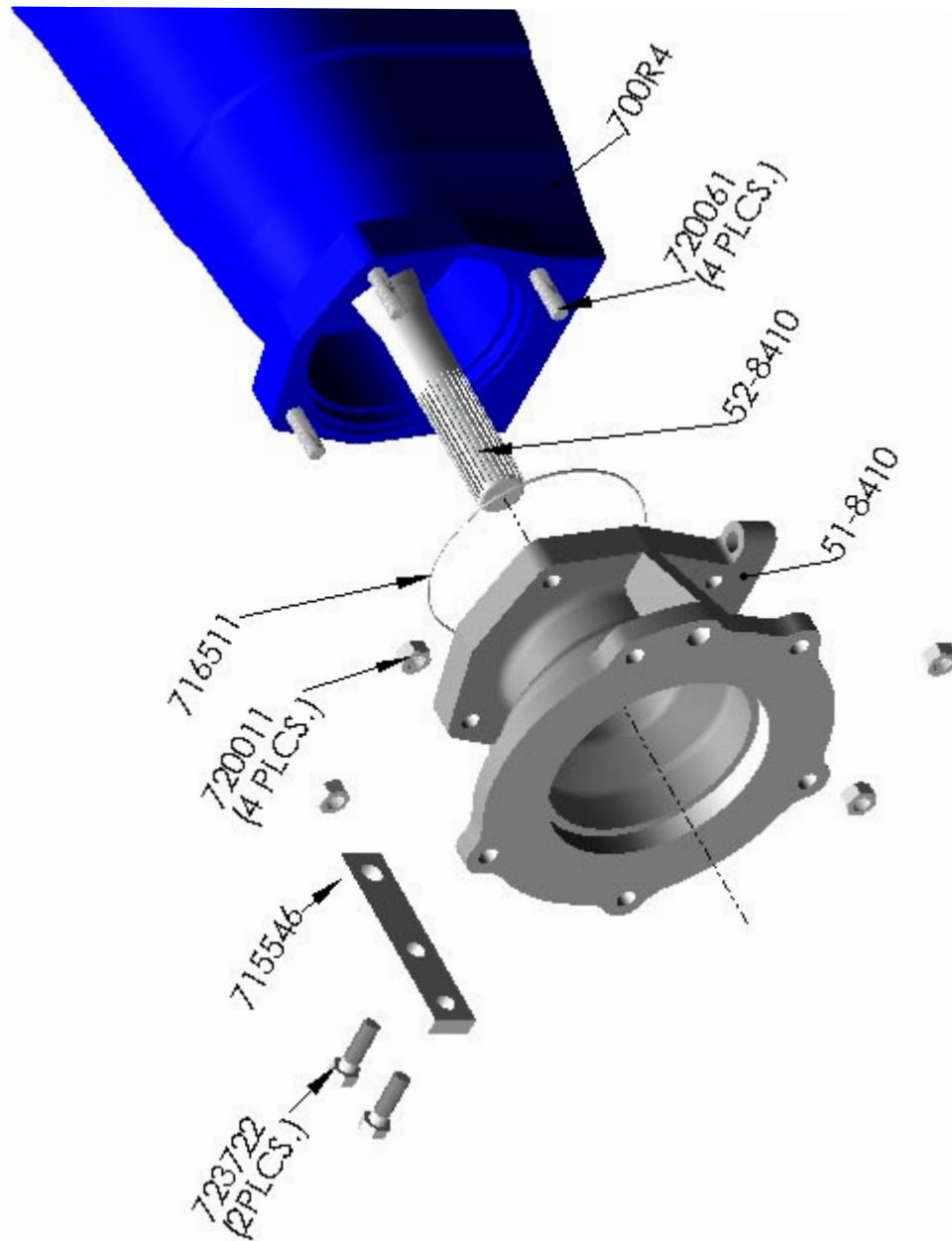
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