



P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
PAGE 1 OF 2 Page Rev. Date: 05-20-19
P/N: 50-6901

GM 700R-4 REPLACING TH400 1985-91 NEW PROCESS 205, 208, OR 241

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-6901	ADAPTER PLATE (Ref: 711169-400)
2.	1	52-6904	OUTPUT SHAFT
3.	1	52-6901	SHAFT- GM 27T FEMALE X GM 32T MALE
4.	1	716082	700R PLASTIC WASHER
5.	1	716510	TH400 GASKET
6.	1	716511	GASKET "O"-RING
7.	4	720046	S.H.C.S. (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. There are several various lengths of output shafts that these transmissions have been furnished with, so 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 crossmember on some installations, but most of our kits provide support on the new adapter housing.

When installing the new transfer case adapter, make sure that the input gear and the output shaft do not bottom out. We have found on occasion that a transmission output shaft or a input gear may be slightly longer than what we have allowed for when coupling together. GM did use two different length input gears in the NP205 transfer cases. This kit is designed around the short style input gear. The input on all transfer cases should have a stick out of 1.70" or less. If the input is longer, it may be required to shorten the input so the transmission and transfer case do not bind. **DO NOT FORCE THE NEW TAILHOUSING ONTO THE TRANSMISSIONS.** If assistance is needed, please feel free to call us on our toll free number (800) 350-2223.

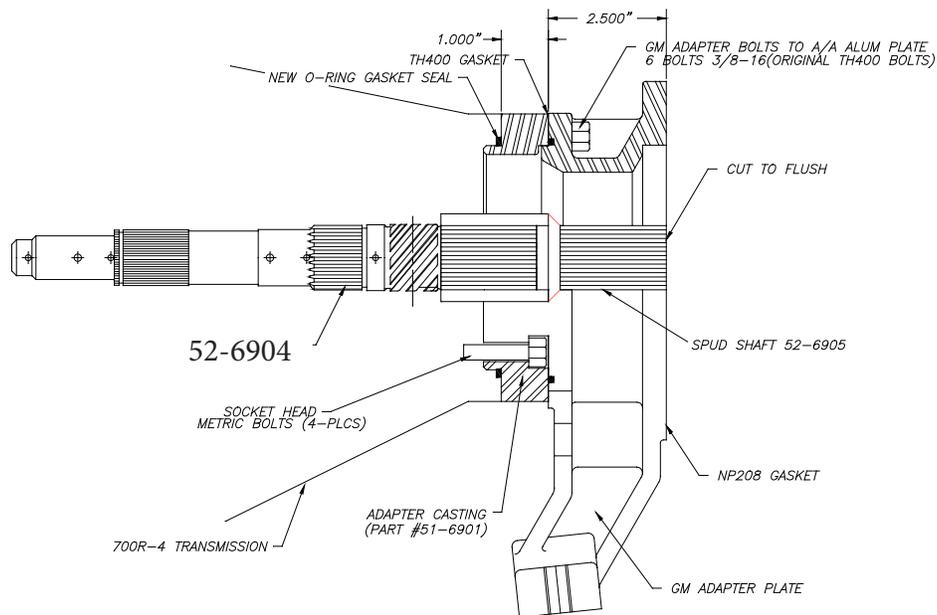
When assembling the adapter housing to the transmission case, we have provided you with a new square type "O" ring seal to prevent fluid leakage. This seal is a stock GM item that is used on all 700R-4 installations. On most installations, a slight pan modification may be required for clearance of the front Universal yoke. In order to allow for additional front driveline clearance, we recommend that the engine and transfer case be offset to the driver's side on vehicles having front driveshafts located on the passenger's side.

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.

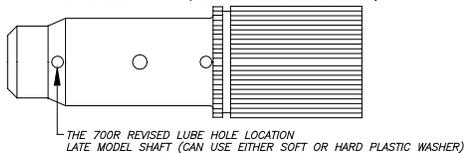
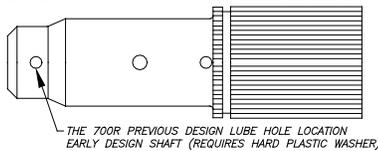
When replacing SM465, you will need to get a stock TH400 adapter. Our P/N 51-7000 will work with the NP208 and 241 T/C and depending on the input length of the NP205, it can work with some modifications for shifting linkage.

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.

GM 700R-4 REPLACING TH400 1985-91 NEW PROCESS 205



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.



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.