

ADVANCE ADAPTERS, INC.

P.O. BOX 247, 4320 Aerotech Center Way
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P/N: 50-0215

New Item: (6/95)

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Page Rev. Date: 09-12-00

NV4500 - GM 4WD OUTPUT TO TOYOTA TRUCK 21 TOOTH TRANSFER CASE

KIT CONSISTS OF:

<u>No.</u>	<u>Qty.</u>	<u>Part No.</u>	<u>Description</u>
1.	1	51-0215	ADAPTER CASTING
2.	1	52-0215	COUPLER (31 Spline x 21 Spline)
3.	1	716063	COVERPLATE
4.	1	716462	SET COLLAR
5.	1	716564	GASKET
6.	1	716734	SEAL (NAT #471833 - Installed in casting)
7.	4	720040	8mm X 1.25 X 20mm (METRIC)
8.	8	720046	METRIC S.H.C.S. 10mm-1.5 THREAD X 40mm
9.	8	724324	HIGH COLLAR LOCK WASHER 7/16"
10.	1	TT001	TOYOTA TRUCK INSTRUCTION MANUAL
11.	1	NV001	NEW VENTURE INSTRUCTION MANUAL

INSTALLATION NOTES:

Prior to beginning the transmission to transfer case assembly, you will need to make two modifications that are very critical to the installation.

1. The output shaft of the NV4500 transmission must be shortened to a length of 4.498". This length is very critical and is required when assembling it with the new coupler shaft that Advance Adapters has supplied. Refer to the illustration for the exact cutoff location. Check fit the new Advance Adapters coupler on the 31 spline output shaft of the transmission.
2. In order to minimize the adapter length, we found it necessary to shorten the input shaft of the Toyota transfer case. In order to achieve the shortest possible adapter and in order to make the new coupler connect the two shafts together, you will need to shorten the input shaft of the transfer case to a dimension of 2.500". Refer to the instruction sheet for the exact location and test fit the new coupler on the modified input shaft.

This transfer case adapter kit must be used with a GM 4WD output shaft. The 4WD output shaft uses a 31 spline drive for the original GM harmonic balancer.

In order to keep the main shaft of the NV4500 in the proper location, it will be necessary to install a special 2-piece locking collar around the main shaft. This locking collar is P/N 716462. The collar must be installed in a very secure position and we recommend that lock-tite be used on the thread of the bolts.

The transmission assembly will be approximately 19-3/8" long. With a GM bellhousing assembled onto the front of this transmission, the overall assembly length will be approximately 25-1/2". This overall length is almost identical to the late model 5 speed transmissions used in the Toyota trucks beginning in 1985. Most new V8 or V6 Chevy installations should be able to install the new engine without driveline modifications. There will be some exceptions and if there are any questions concerning the actual position, we suggest that you contact the engineering department at Advance Adapters.

Make sure the bearing retainer clip found on the front side of some transfer cases is removed prior to assembly of the new adapter. This clip was used to retain lower bearing in Toyota 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 changed 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 manual are normally available at automotive dealerships and parts stores.

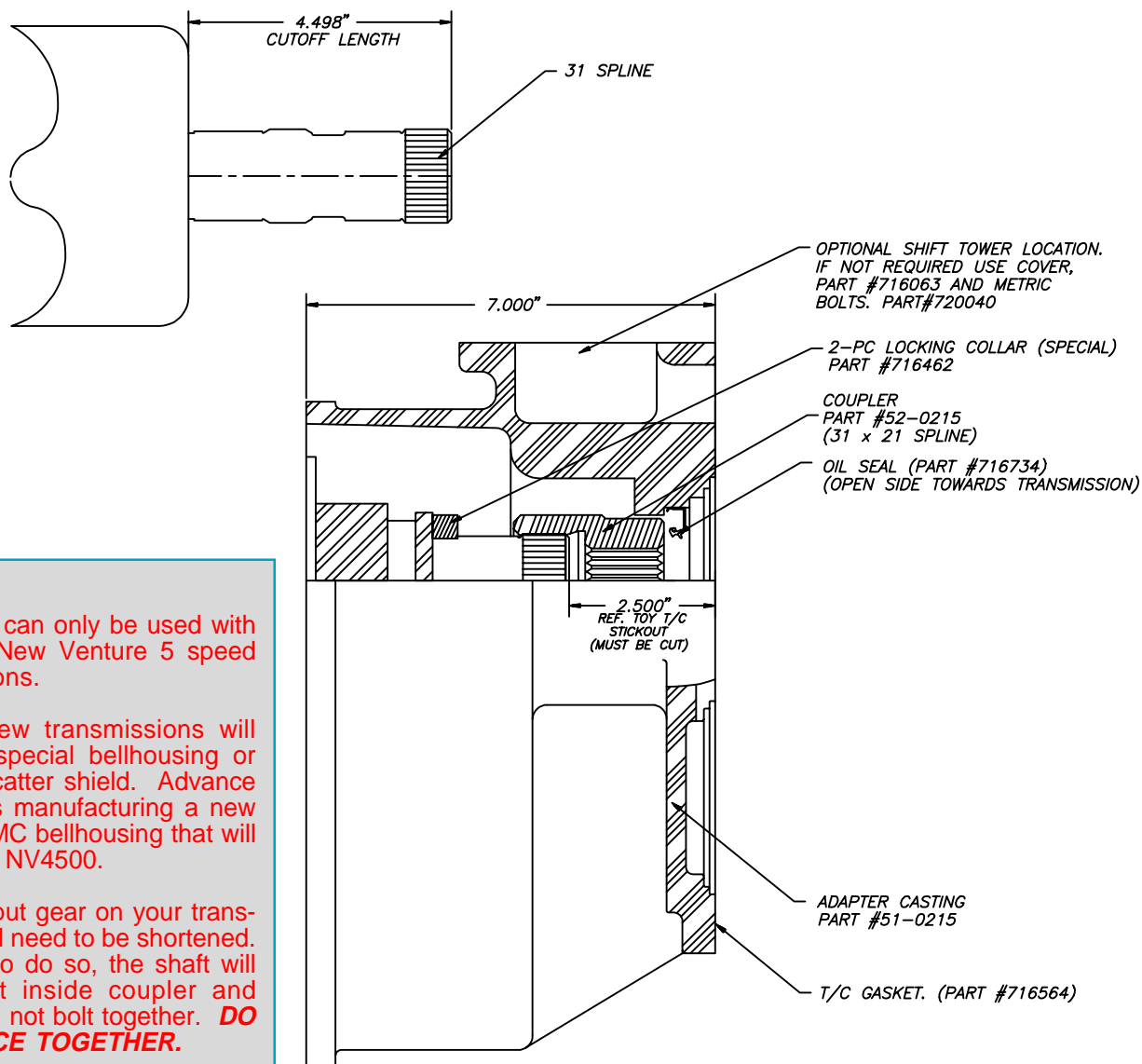
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NOTES:

1. This kit can only be used with GM 4WD New Venture 5 speed transmissions.

2. The new transmissions will require a special bellhousing or modified scatter shield. Advance Adapters is manufacturing a new GM and AMC bellhousing that will accept the NV4500.

3. The input gear on your transfer case will need to be shortened. If you fail to do so, the shaft will bottom out inside coupler and adapter will not bolt together. **DO NOT FORCE TOGETHER.**

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