

ADVANCE ADAPTERS, INC

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P/N: 50-4200

Old Part No: 711042

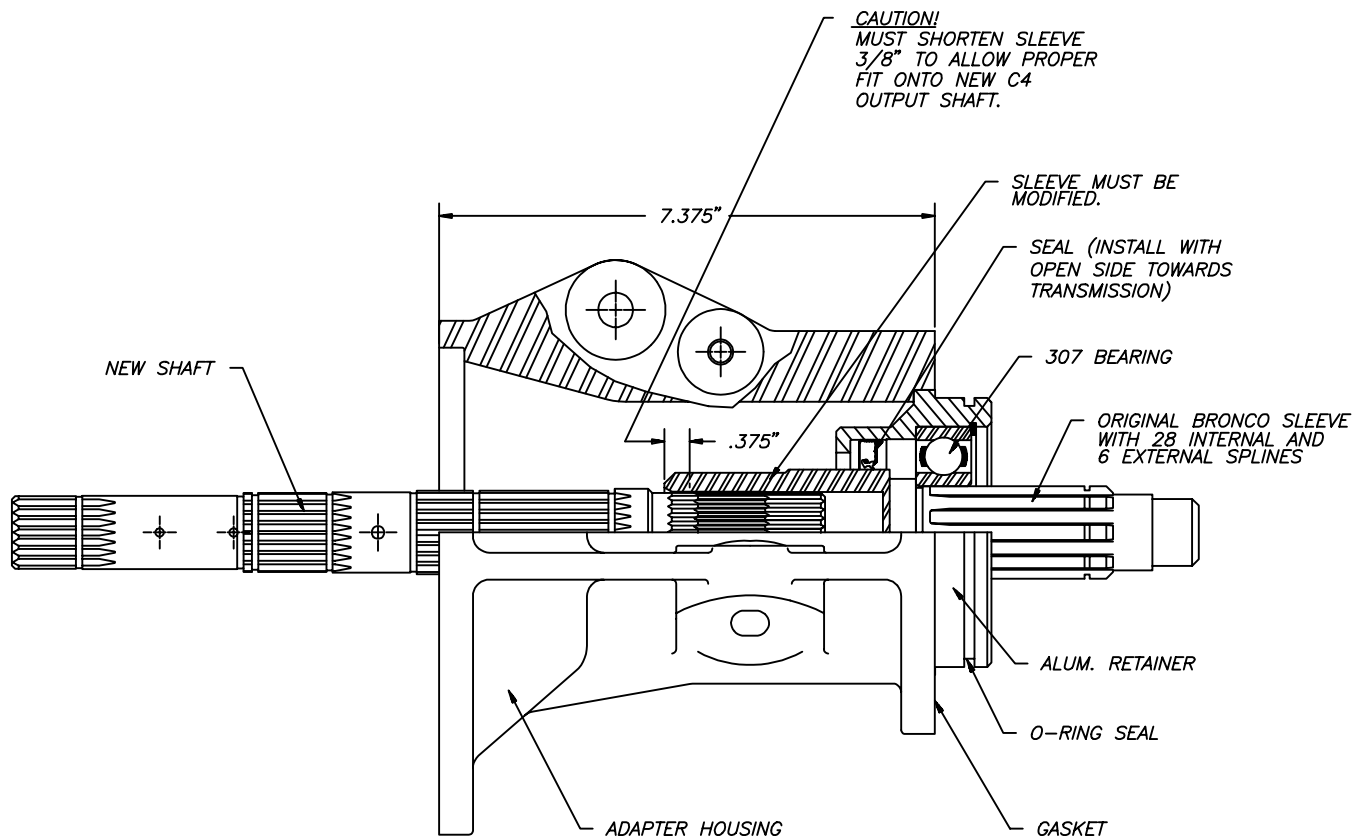
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FORD C4 AUTOMATIC - BRONCO DANA 20 (1966-76)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	51-2500	CASTING (Ref: 711125)
2.	1	52-2500	SHAFT (Ref: 711325)
3.	1	716061	VENT
4.	1	716223	RETAINER
5.	1	716513	GASKET
6.	1	716713	SEAL (C-R #18676)
7.	1	716714	O-RING



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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INSTALLATION INSTRUCTIONS:

This kit is designed to install a Ford C4 automatic to an early Bronco transfer case. To install the new main shaft supplied with this kit, the C4 must be disassembled. If the transmission selected was manufactured before 1970, slight modifications may be necessary. The early C4's have a long pump shaft. This may have to be ground for adequate clearance. A small plug is installed at the end of every shaft. Before installing the main shaft, double check that this plug is installed.

With the new main shaft installed, insert the seal supplied into the adapter casting--open side towards the C4. Next, determine if the transmission is vented in the tailshaft housing or in the case. If in the tailshaft housing, a hole will have to be drilled in the adapter and a vent cap installed. Trial fit the adapter casting onto the C4 case to check for clearance with the shift arm. Grind additional clearance if necessary. Place gasket (**not supplied in kit**), between the C4 case and adapter casting and secure together. Torque original bolts to 35 ft/lbs.

FORD C4 AUTOMATIC TRANSMISSIONS

The Ford C4 automatic transmission has a case length of 11-1/8", 11 bolts for holding the oil pan in position and has a removable front bellhousing. The bellhousing is available for 289, 302, 351C and 351W Ford engines. There is two different main case options that are referred to as either a flared case or a step case. The step case has the oil dipstick entering the transmission case, while the flared case has the dipstick entering the transmission pan. Both models are acceptable for use with all the Advance Adapters kits. The V8 bellhousing length is 5-7/8" and can be interchanged with the 2.8 V6 bellhousing on Bronco II and Ranger conversions. On transmissions 1970 and earlier, the pump shaft was slightly longer and will require shortening for use with our new output shafts. The transmission should be assembled by a competent mechanic to make sure the transmission operates correctly. The new shaft should be identical to the original shaft with the only exception being the new splined area for use with the transfer case adapter.

Most C4 transmissions have a breather on the main case of the transmission. There are a few applications where the breather is installed into the tailhousing. We have included with your kit a new breather for installation into your new adapter housing only on transmissions that require vented tailhousing. The installation procedure is to simply drill an 1 1/32" hole in the top portion of the new tailhousing and press the new vent plug into position. If this is not done on transmissions equipped with vented tail housings, then you will have extreme pressure and leakage out the transmission dip stick.

When installing the new tailhousing on the back of your transmission, it may be necessary to trial fit the adapter in position and make sure that the linkage has all the proper clearance on the internal cavity of the adapter. The bolting of the tailhousing to the main transmission may need a slight amount of grinding for proper head clearance due to the aluminum sand casting tolerances. When installing the new transfer case adapter, make sure that the coupler 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 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.** If assistance is needed, please feel free to call the number listed above.

All installations will require the use of a transmission cooler. The cooler can be either installed in the radiator or a remote location is acceptable. The transmission shift control can either be a Hurst floor mounted type shifter or sometimes the existing column shift can be modified on certain applications.

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