We offer numerous adapters for GMC vehicles. Whatever transmission and/or transfer case combination you’re looking for, whether it be upgrading a 4 speed manual to a 5 speed manual, or a 3 speed automatic to a 4 speed overdrive automatic, there is a good chance that we offer the necessary components to accommodate your needs.

The transfer case selection chart in this section lists all the possible adapter combinations; however, before you can select the proper adapter you’ll need to properly identify your stock drivetrain and the new prospective drivetrain. To identify your stock transmission or selecting a new transmission, we have provided a section on Pages 67 & 68 to assist you.

Once you have identified your transmission, you will then need to identify the stock transfer case and or the new transfer case. If you are keeping the stock transfer that your vehicle was equipped with and you have already identified the stock transmission, then identifying the transfer case should be easy. If you’re swapping your transfer case with a different one, this could be a challenge.

Over the past 30 years, GM has offered numerous transmission and transfer case combinations. Some of these combinations have similar spline counts or bolt patterns - allowing the combination of a transmission to a transfer case that may have never been offered as stock. To add even more to the possibilities, the components that you are looking at using might have already been converted. The following information is put together with the best information we have on file. If you’re application varies or you have something different, please call and let us know.

**GM TRANSMISSION AND TRANSFER CASE INFORMATION:**

The early GMs used a Dana 20 style transfer case and no adapters are available for these vehicles.

In 1971, New Process introduced a model NP203 (chain-driven), and NP205 (gear-driven) transfer case. Both of these transfer cases used various input splines. As a general rule, all of the transfer cases that couple to a TH350 automatic are normally a 27 spline input; and when coupled to a manual transmission a 10 spline input; and when coupled to a TH400 a 32 spline input.

The NP203 was used from 1971 to 1979. This transfer case was mated to the TH350, TH400, and SM465 transmission.

The NP205 was used from 1971 to 1991. The 1971-79 NP205 was only found mated to the TH350 and the SM465 transmission. For 1-ton vehicles between 1979 to 1984/85, GM used a TH400 and the SM465. The TH400 was equipped with a female 32 spline input, while the SM465 retained the male 10 spline input. These model transfer cases had a figure-eight front bolt pattern. In 1985 to 1991 vehicles, GM started using a different version of the NP205. The input spline for both the TH400 and the SM465 transmissions was a female 32 spline, and the front bolt pattern changed to circular bolt pattern.

In 1981, GM introduced the NP208 chain-driven transfer case. The NP208 also has a circular bolt pattern, and had either a 27 or 32 spline input. In 1988, GM next introduced the NP241 chain-driven transfer case. This transfer case, as far as bolt patterns and splines are concerned, is identical to the NP208. All of this information is covered in detail in our instruction manual GM001.

The chart on Page 41 will help you identify the necessary transfer case adapters for these swaps.

The NP205 is sometimes hard to identify. The data plate for this transfer case is located on the upper front of the case; but many times this information has been worn off, and subsequently a NP205 gets confused with a NP203 transfer case. The easiest way to identify the NP205 is by the rear 3 bolt cover on the idler shaft.
NV4500 Bellhousing Adapters:
If you are considering a NV4500, we offer conversion bellhousings for these applications. The bellhousing bolt pattern changed on the Chevy New Venture transmission. To install a NV4500 having a mechanical or hydraulic linkage, you have a few options. The bellhousings we manufacture offer brackets to retain both these linkages. Furthermore, the late model stock GM NV4500 bellhousing can be used. This bellhousing is only offered for hydraulic applications and should only be used when replacing a late model Chevy Getrag transmission.

P/N 712577 - Chevy NV4500 (1993-95 transmissions) to Chevy block, full bellhousing
P/N 712576 - Chevy NV4500 (1996 & up transmissions) to Chevy block, full bellhousing
P/N 712580 - Chevy NV4500 (1993 to 95 transmissions) stock bellhousing
P/N 712586 - Chevy NV4500 (1996 & up transmissions) stock bellhousing (internal slave cylinder)

If using a Dodge transmission:
P/N 712550 - Dodge NV4500 to Chevy bellhousing 5.125” index, adapter plate

CLUTCH LINKAGE & COMPONENTS:
P/N 715534 - Stock linkage bracket (mechanical)
P/N 715535 - Stock linkage bracket (hydraulic)
P/N 716332 - Bellhousing boot
P/N CF165552 - Centerforce 11” pressure plate
P/N 383735 - Centerforce 11” clutch disc
P/N N1430 - Throw out bearing
P/N 715529 - NV4500 to NP205 T/C shifter bracket
P/N 716050C - NV4500 shifter handle

Complete NV4500 Kits:
We distribute complete kits for the New Venture transmission. These assemblies consist of a new transfer case adapter, transfer case linkage (when necessary), crossmember mount, bellhousing or bellhousing adapter plate, and shifter handle. A complete transmission package from Advance Adapters is cost effective way to order. We currently offer brand new, factory direct NV4500 transmissions. These transmissions have passed both dyno and noise decibel testing performed by New Venture Gear. The GM 4WD NV4500 can be purchased under P/N 26-0007.

P/N 27-0030 - GM 10 spline NP205 1971-84/85 transmission assembly. This kit includes a new full bellhousing with a clutch linkage bracket for mechanical linkages. Overall assembly length 26.250”.

P/N 27-0031 - GM 27 spline NP205 1971-1979 transmission assembly. This kit includes a new full bellhousing with a clutch linkage bracket for hydraulic linkages. Installation of a clutch pedal is mandatory on vehicles previously equipped with the automatic transmission. O.A.L. of 26.750”.

P/N 27-0032 - GM 32 spline NP205 1971-84/85 transmission assembly. This kit includes a new full bellhousing with a clutch linkage bracket for mechanical linkages. Machining is required on the transfer case to install a new 32 spline input gear. O.A.L. 26.250”.

P/N 27-0045 - GM 2WD 1971-85 transmission retrofit. This kit uses an adapter plate and retains the stock truck-style bellhousing Driveline & Crossmember modifications are necessary.

Riser Blocks
This is a 1” riser block for Chevy trucks. The blocks are cast iron and drilled with an alignment hole for positioning. No U-bolts are furnished. U-bolts can be obtain at your local dealership. Part # 714101

Folding Steps
This entry step was primarily designed for raised vehicles and provides easier accessibility into the cab. This step is spring loaded and folds downward approximately 6”, and upon release folds back upwards to avoid being knocked off when off-roading. The steps are polished aluminum and look great on most vehicles. Part # 716870

CHEVY OWNERS BIBLE
by Moses Ludel
The Chevy Owners Bible is a great addition in educating yourself regarding your vehicle. The book is a hands-on guide to getting the most from your Full size vehicle. High-performance modifications, accessories, vehicle history, and tips you should know when buying a new or used vehicle are just a few of the many topics covered by the well known technical writer Moses Ludel. When ordering the Chevy Owners Bible, the Advance Adapters Chevy Instruction manual is included at no charge. Part # COB
### GM TRANSFER CASE ADAPTERS

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<td>50-0202 (12) 8&quot; ADAP.</td>
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<td>GM MUNCIE (M21, M22)</td>
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<td>50-3400 (10) 4.5&quot; ADAP.</td>
<td>50-3400 (10) 4.5&quot; ADAP.</td>
<td>50-3400 (10) 4.5&quot; ADAP.</td>
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<td>1964-1974</td>
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<tr>
<td>GM TH350 AUTOMATIC</td>
<td>STOCK or 50-5302 STOCK or 50-5302</td>
<td>50-5301 (7) 3.50&quot; ADAP.</td>
<td>50-5301 (7) 3.50&quot; ADAP.</td>
<td>50-5301 (7) 3.50&quot; ADAP.</td>
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<tr>
<td>CASE LENGTH 21.5&quot;</td>
<td>50-3200 (6.8) 3.50&quot; ADAP.</td>
<td>50-3202 (2) 3.50&quot; ADAP.</td>
<td>50-3202 (2) 3.50&quot; ADAP.</td>
<td>50-3202 (2) 3.50&quot; ADAP.</td>
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<td>50-5301 (7) 3.50&quot; ADAP.</td>
<td>50-5301 (7) 3.50&quot; ADAP.</td>
<td>50-5301 (7) 3.50&quot; ADAP.</td>
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<td>50-3202 (2) 3.50&quot; ADAP.</td>
<td>50-3202 (2) 3.50&quot; ADAP.</td>
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<td>50-0410 (2) 4.00&quot; ADAP.</td>
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**Notes:**
1. Must shorten stock output shaft.
2. New T/C input gear nut be installed (machining req'd).
3. No driveshaft modifications.
4. Must also order a 700R adapter.
5. This kit requires a reluctor kit from JTR. (925)462-3619.
6. Kit comes with a T/C linkage bracket.
7. This kit requires a stock adapter housing from G.M.
8. This adapter works together with your stock adapter.
9. Kit not needed when replacing a TH400.
10. 715501 shift bracket, 715625 or 715626 rod kit & 715600 Hurst shifter is needed.
11. P/N 716038 must be purchased.
12. A 32 spline input gear is required.
13. The adapter housing may need to be modified for the transfer case linkage, or a spacer adapter can be used, P/N 51-6910.
14. This adapter is designed for a short NP205 input gear. If you have the longer input stickout, you may need to replace or modify this gear, or use our spacer adapter 51-6910.