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P/N: 300-0060

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Rev. Date: 12/22/08

INCHWORM LEFT HAND DROP '79-'95 GEAR DRIVE TRANSFERCASE CONVERSION

KIT INCLUDES:

No.	Part No.	Qty.	Ck. Box	Description
1.	240-0060	1		Adapter Plate - Lefty Adapter
2.	160-3601	1		Modified Idler Gear
3.	120-0070	1		Hardware Kit - Lefty Adapter
4.	100-3203	1		Tubing - dia. 3/8" Copper - 12"
5.	100-0410	4		Bolt - Hex - 8m x 1.25 x 30mm
6.	100-0407	4		Bolt - 14m Hex - 10m x 1.25 x 50mm
7.	100-0409	13		Bolt - 14m Hex - 10m x 1.25 x 40mm
8.	100-0418	1		Bolt - 14m Hex - 10m x 1.25 x 15mm
9.	100-0802	17		Washer - Lock - 10m
10.	100-0801	17		Washer - Flat - 10m
11.	100-0804	4		Washer - Lock - 8m
12.	100-0803	4		Washer - Flat - 8m
13.	100-1607	2		Drain Plug - Low Profile
14.	100-2401	2		Gasket - Drain Plug
15.	260-0060	1		Instruction Sheet - Lefty Adapter - Converts RH Drop Gear Driven Tcase to LH Drop

Notes:

Read through these and the attached gearset instructions before assembly as both will be necessary to complete this project. Make sure you have the needed tools and that you feel capable of building this. A video of this build will soon be available at www.inchwormgear.com. The Lefty Adapter simply replaces the stock center layer of your gear driven transfercase. There are some special things to keep in mind when assembling your new left hand drop case but for the most part assembly is the same as the assembly of a regular case. These instruction sheets will point out the specific information for the Lefty adapter. Clocking is built into the Lefty adapter so in most cases you will end up with a flat belly. We recommended that you test fit the case in the truck before final install. With the transfercase torn down, now is a great time to change your gear ratio.

Warning:

When filling the Lefty case with oil use the Low Profile plug machined into the lefty adapter, located just left of the front output seal housing. Do NOT use the stock fill plug on the back of the case.

PLEASE READ: The components of this kit have been machined for specific applications. Double check you have the correct application for this adapter kit. Any modifications to this kit or the parts in it will void any warranty or return privileges. The instructions are designed to provide information about this adapter. Information about torque specifications, vehicle stabilization, disassembly, fluid recommendations and other related data is best found in repair manuals or factory service manuals available at auto parts stores or dealerships.

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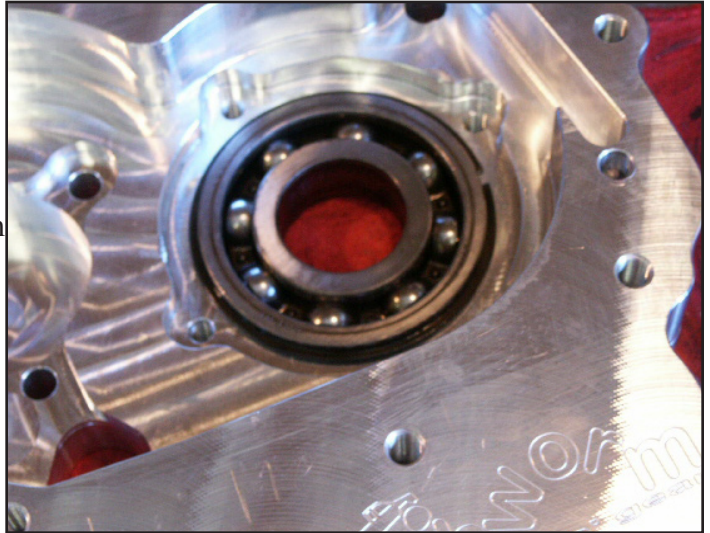
TransferCase Teardown

Teardown your stock transfercase the same as is outlined in the GearSet instructions, except for the center plate #2 that houses the main bearing. This center plate must be completely torn down. EXERCISE CAUTION when removing these parts as they will be reused. To remove the two (2) alignment pins that have no hole to get a punch behind, drill one then tap them out. Use an aluminum bar to tap out bearings.

Scrape and thoroughly clean all gasket surfaces. Make sure all bearings and gears are free of debris.

Lefty Prep:

Lay Lefty on a flat non abrasive surface with the open side facing you. Using an aluminum bar, tap in main bearing with snap ring attached into bearing bore. With the four (4) stock retainer bolts reinstall bearing retainer, tighten to 10ft/lbs.



Discard snap ring from the support bearing for the idler gear. Gently tap bearing into bore in the center of the adapter with the snap ring groove up.

CAUTION:

The bottom of the bearing bore is EXTREMELY thin and may dent the back of the lefty adapter if the bearing is tapped to hard. To avoid this tap bearing in until about .005" is above the bolt surface. Then install the 10mm x 16mm bolt (with a lock and flat washer) to seat the bearing slowly into its final position.



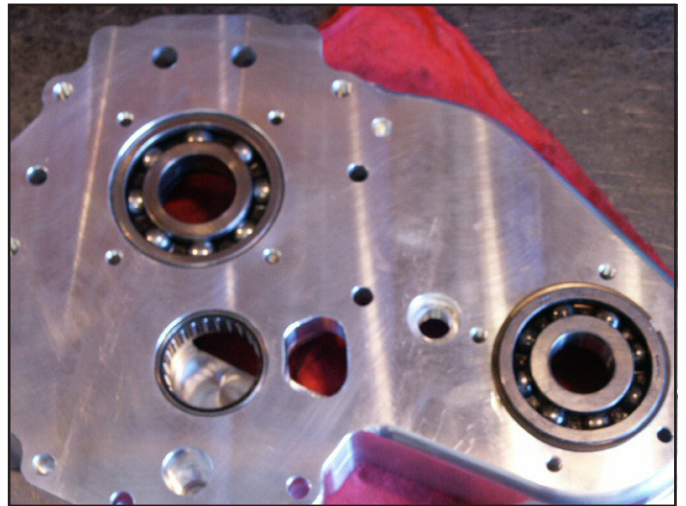
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Install two (2) alignment pins in the non-threaded holes.

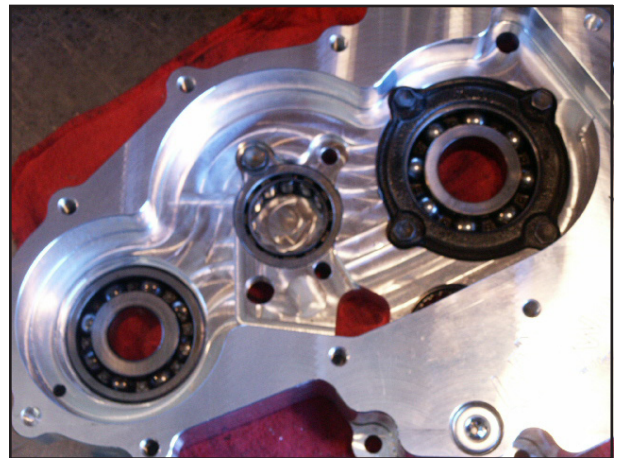
Flip Lefty over so the flat or Reduction Box side is facing you.

To install the front output gear pull the bearing off the gear. Install the snap ring on the bearing and press the bearing into the bearing bore until the snap ring is flush.



Place the Cluster Gear Support Bearing in below the main bearing bore until flush with adapter surface.

Install two (2) alignment pins in the non-threaded holes.

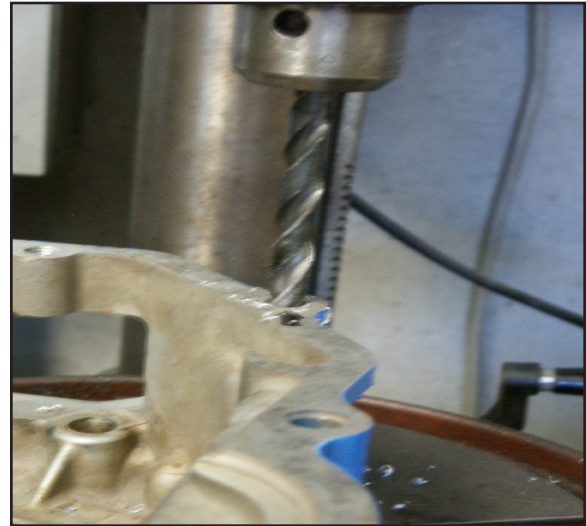
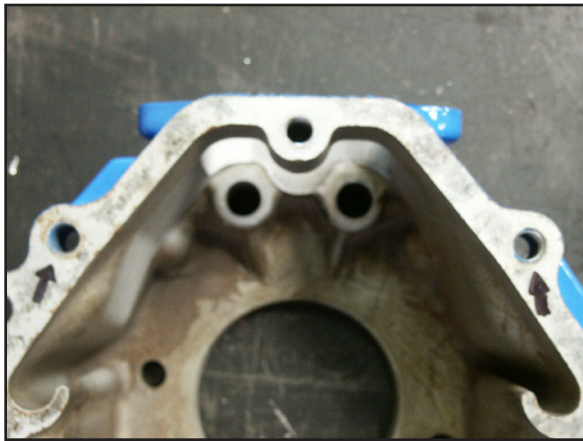


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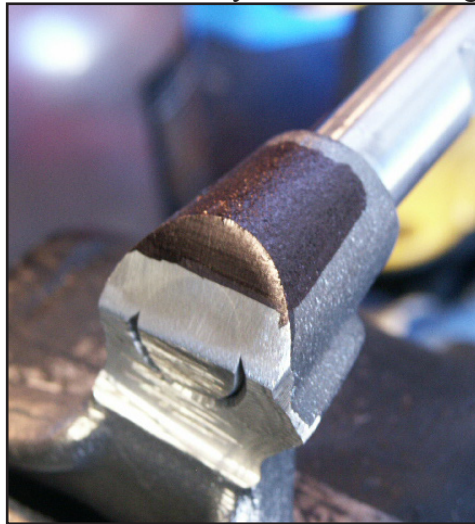
Reduction Box Prep:

With a 7/16" drill bit drill threads out of upper 2 mounting holes in the transfercase reduction box. De burr and clean.



NOTE: If you are installing a gearset now is a good time to clearance the reduction box for the cluster gear as well as the shift forks.

Modify the 2/4 rail and fork. Slowly grind and check that the second groove in the rail is able to center in the detent ball hole while plate #3 of the transfer case is fully seated on the alignment pins. Repeat as needed.



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Lefty Assembly:

Reinstall the Main output shaft.

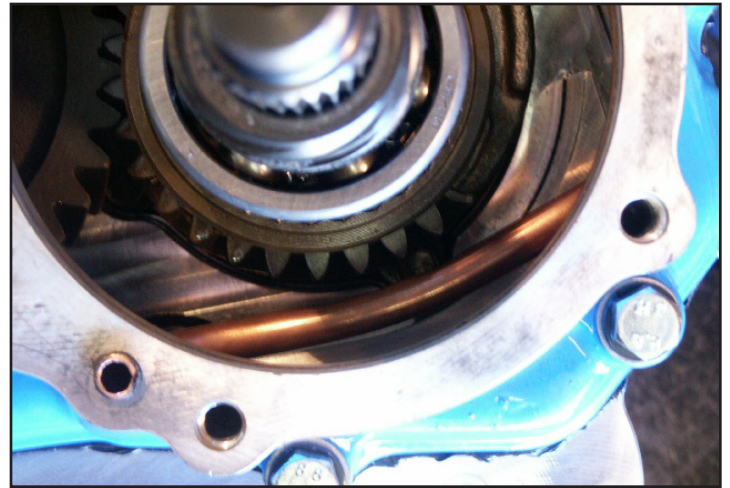
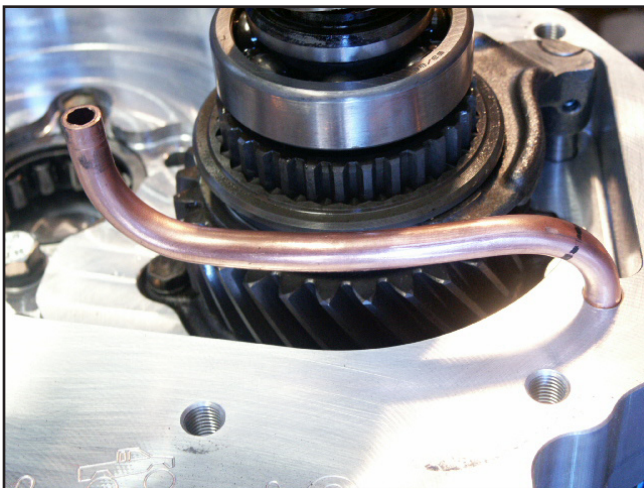
Install gears into reduction box, shift rails and the pocket bearing into Lefty adapter. If you are using a twin stick leave the shift pill out. If you are using your stock stick reinstall pill in between the two shift rails.

Lightly rough up (scotch bright or steel wool) the Lefty adapter along gasket surface, then silicone reduction box gasket surface and install onto the Lefty adapter. Use the new hardware (no.7, 9 &10) to install the four (4) bolts that go through the reduction box into the adapter and the three (3) that go through the adapter and into the reduction box. One of the bolts also serves as an idler gear support bearing retainer. Tighten to factory specifications.

Reinstall ball, spring and de-tent retainer with a dab of silicone on the threads of the detent retainer.

Slide original parts back onto output shaft with some assembly lube.

Insert the copper tubing into holes as shown. It is essential to the longevity of your lefty case so make sure it is a good fit. For final installation apply silicone around each end of the tubing, leaving tube unclogged.

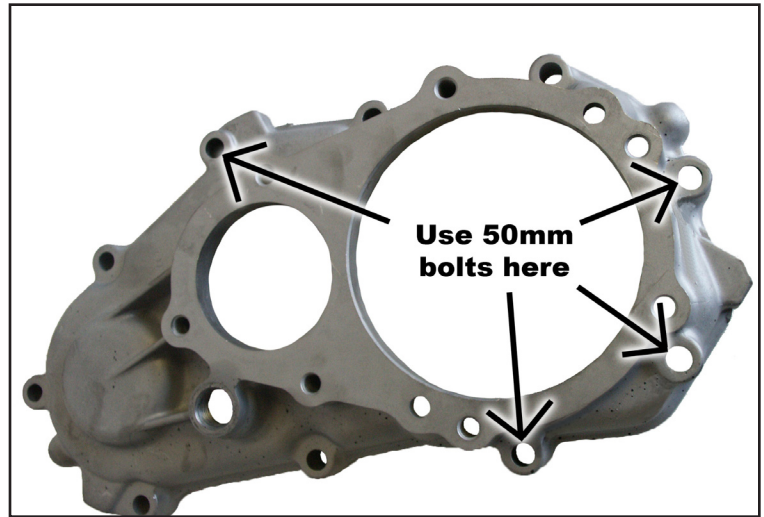


Swap bearing from original idler gear to modified gear by pulling snap ring and bearing, then cleaning and reinstalling onto modified gear. With idler gear in the cover or in the lefty silicone gasket surface and install cover on lefty.

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There are four (4) holes that require the use of 50mm bolts (no.6). These holes have a slightly taller boss.



Clean and silicone gasket surface of tail cover and install using stock hardware.

Reinstall Flange, use silicone to seal the splines under the washer and use locktite as well as stake the nut.

Clean and silicone stock front output bearing retainer and install with new 8mm bolts. Reinstall front output flange with the same procedure as the rear.

Install Low Profile drain plugs into front and rear of adapter, the lower being the drain and the upper next to the front output being the fill.

THANKS FOR SHOPPING AT...



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