



## REMOVAL / INSTALLATION OF A TRANSMISSION SPECIALTIES TRANSMISSION

### Removal:

1. Disconnect battery.
2. Raise car on hoist. Remove oil and oil pan, then reattach pan with a few bolts.
3. Disconnect oil cooler lines, vacuum modulator line and the speedometer cable at the transmission.
4. Remove crankcase ventilator tube clamp bracket bolt, washer and nut from the transmission.
5. Disconnect manual and TV control lever rods from transmission.
6. Disconnect propeller shaft at transmission.
7. Install suitable transmission lift and support the transmission.
8. Disconnect engine rear mount on transmission extension, then remove transmission support crossmember.  
CAUTION: Note any shims, which may be installed between the extension mounting boss and the crossmember. It is important that the exact same number of shims be reinstalled as these influence drive line angles.
9. Remove converter underpan, scribe flywheel-to-converter relationship for reassembly, and then remove flywheel-to-converter attaching bolts.
10. Support engine at oil pan rail with a jack or other suitable brace for engine support safety.
11. Lower rear of transmission slightly so that the upper transmission housing-to-engine attaching bolts can be reached with a universal socket and long extension. Remove the upper bolts.  
CAUTION: On V-8 engines, use care not to lower the transmission too far as distributor-firewall interference may cause damage. Have a helper watch this area.
12. Remove the balance of the transmission attaching bolts.
13. Remove the transmission by lowering and moving the unit toward the rear. Be sure to use a converter holding strap, or some improvisation, to keep converter from falling while removing the transmission unit.
14. **Install transmission unit by reversing the above procedure.**  
AFTER INSTALLATION: WHEN ADJUSTING THE SHIFTER LINKAGE OR CABLE, IT IS IMPERATIVE TO:
  1. Use the correct hole in the lever according to the manufacturer of the shifter itself. (See photo A)
  2. Put shifter in high gear and lever in high gear position, adjust pin on the end of the cable to "slip fit" into the proper lever hole.



**Photo A**

