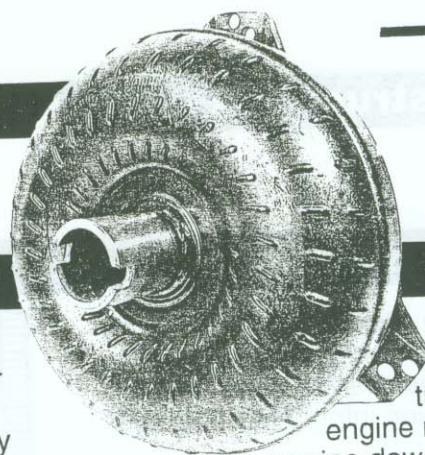


Installation Instructions

Torque Converter

Please Read Carefully



Installation of the Torque Converter is not always as easy as it looks. It has come to our attention that as much as 85% of all Torque Converter warranties have been traced directly to improper installation. Therefore, we strongly recommend that you read these instructions and follow them carefully to avoid any unnecessary problems due to improper installation.

Step 1

Once you have removed the converter from the box, please take a minute to make sure that it is the correct application. To do this, hold the converter onto the flywheel to check that the converter pilot fits properly into the rear of the crankshaft with no excess clearance. Check to make sure that the bolt holes or studs on the converter line up with the bolt pattern of the flywheel.

Step 2

After checking the converter for fit to the flywheel and crankshaft, check the flywheel itself for cracks or excessive wear on the flywheel starter teeth. It would be a shame to go through the trouble of removing the transmission and not replacing the flywheel if necessary. We strongly recommend that you replace your stock flywheel with a heavy duty flywheel. They are available for almost all applications.

Step 3

When installing the converter onto the transmission, please pour approximately one quart of ATF into the converter before installing into the transmission. Using a light grease, coat the transmission seal, front pump bushing, and converter neck.

Step 4

Install converter into the transmission carefully trying not to damage the front seal and bushing. Once you are into the pump, hold the pilot of the converter with one hand to center the converter the best that you can, and rotate the front mounting pads in a clockwise direction. This will allow the splines and hub slots (or flats in the case of Ford type) to engage into the pump properly. You should experience two distinct drops of the converter into the transmission before it is all of the way in. At this point use a light lithium grease (white) or equivalent and grease the torque converter pilot and crankshaft pilot so that the converter slides into the crank without binding up.

Step 5

Before installing the transmission into the engine make sure that the engine dowel pins are free of rust, and that the dowel holes in the trans are free of dirt or corrosion. Grease both lightly to avoid any type of bind-up. NOTE: If you are using a motor plate make sure that your dowel pins are long enough. In the case of a 0.090 midplate, you can get away with using stock engine dowel pins. Anything thicker than 0.090 please purchase and install longer dowel pins.

Step 6

Locate the transmission onto the engine dowel pins and install transmission mounting bolts. The transmission housing should contact the engine block squarely. If it does not, LOOK FOR THE REASON! DO NOT attempt to draw the transmission against the block with the bolts. The converter is probably not all of the way into the transmission.

Step 7

After the transmission housing bolts are tight, check to see if the converter can turn freely (except Ford applications with studs). Push the converter into the transmission as far as possible. Using a ruler or scale, check the distance between the converter pad and the flywheel as shown in Figure 1 (see reverse). Pull converter forward a minimum of 1/8 of an inch, maximum 3/16 of an inch. Using flat washers, remove any additional space between the converter and the flywheel. NOTE: In case of Ford applications with studs, measure from end of stud to flywheel. Tighten converter nuts and measure again. The difference should be within the tolerance.

Step 8

Finish the installation of the transmission. When finished install four quarts of ATF in the transmission. Start the engine and immediately add two more quarts. Now you can add additional fluid to fill the transmission. At this point please read our section on filling the transmission.

Installation Instructions

Filling The Transmission

What You Should Know About ATF

When filling the transmission with ATF, keep in mind these little known facts listed below. I sure that you will find this section informative and helpful.

While checking the fluid level on the transmission, keep in mind that the level will change directly with the fluid temperature. If the fluid feels cool, about room temperature, the level should be between the two dimples below the add mark. Dimples are on only some models.

If the fluid feels warm the level should be close to the add mark

If the fluid is hot, the level should be between the add and full marks. If fluid is added, recheck the fluid level after one to three minutes with the engine running.

Hydra-matic engineers note that automatic transmissions are frequently over filled because the fluid level was checked when the fluid was cold and the dip stick indicated that fluid should be added.

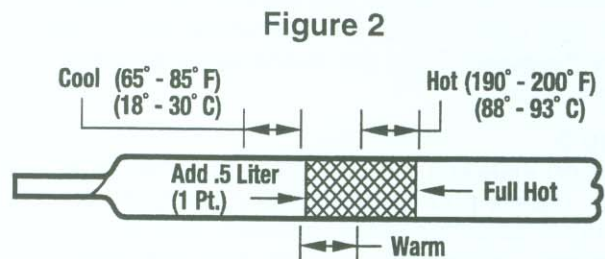
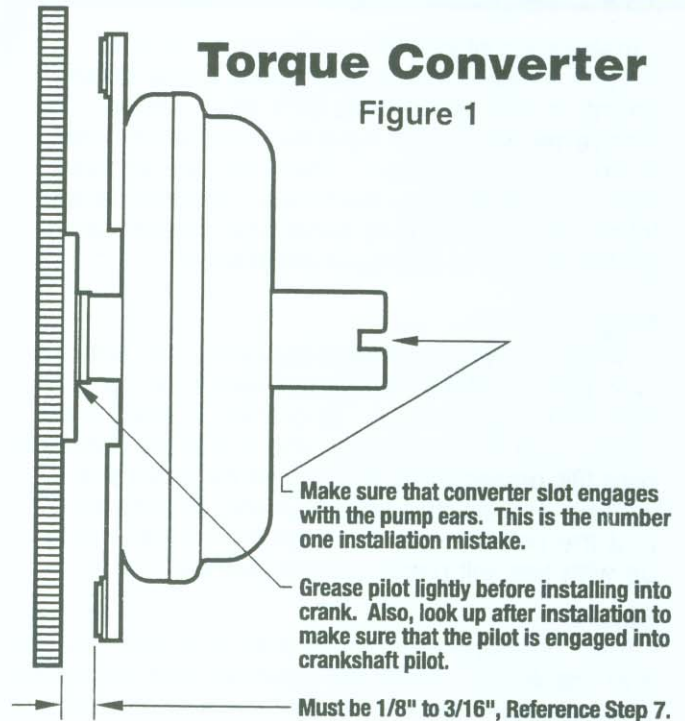
As the fluid temperature increases, a level change of over 3/4" will occur as fluid temperature rises from 60 to 180 degrees. Refer to Figure 2.

Transmission Fluid Tips

Remember, when placing fluid in the transmission, to use a high quality ATF fluid.

Warranty

90 day minimum guarantee against defects in material and workmanship.



Note: Do not overfill. It takes only one pint to raise level from "Add" to "Full" with a hot transmission.