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INSTALLATION MANUAL

AEROFLOW PERFORMANCE

POWERGLIDE BRACKET & LEVER

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance Powerglide bracket and lever kit. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

This Bracket and Lever kit is designed to suit GM Powerglide 62-73 with no T.V. hole.

PARTS LIST

DESCRIPTION	QUANTITY
GM POWERGLIDE CABLE BRACKET	1
GM POWERGLIDE SELECTOR SHAFT	1
GM POWERGLIDE SHIFTER LEVER	1
5/16-18" BOLT (UHL 1")	2
1/4-20" HEX NUT	1
1/16" COTTER PIN (1" LONG)	1
CABLE SWIVEL	1
7/16" I.D. SPACER (9/32" LONG)	2

For more information or technical enquires

Contact: Aeroflow Performance on

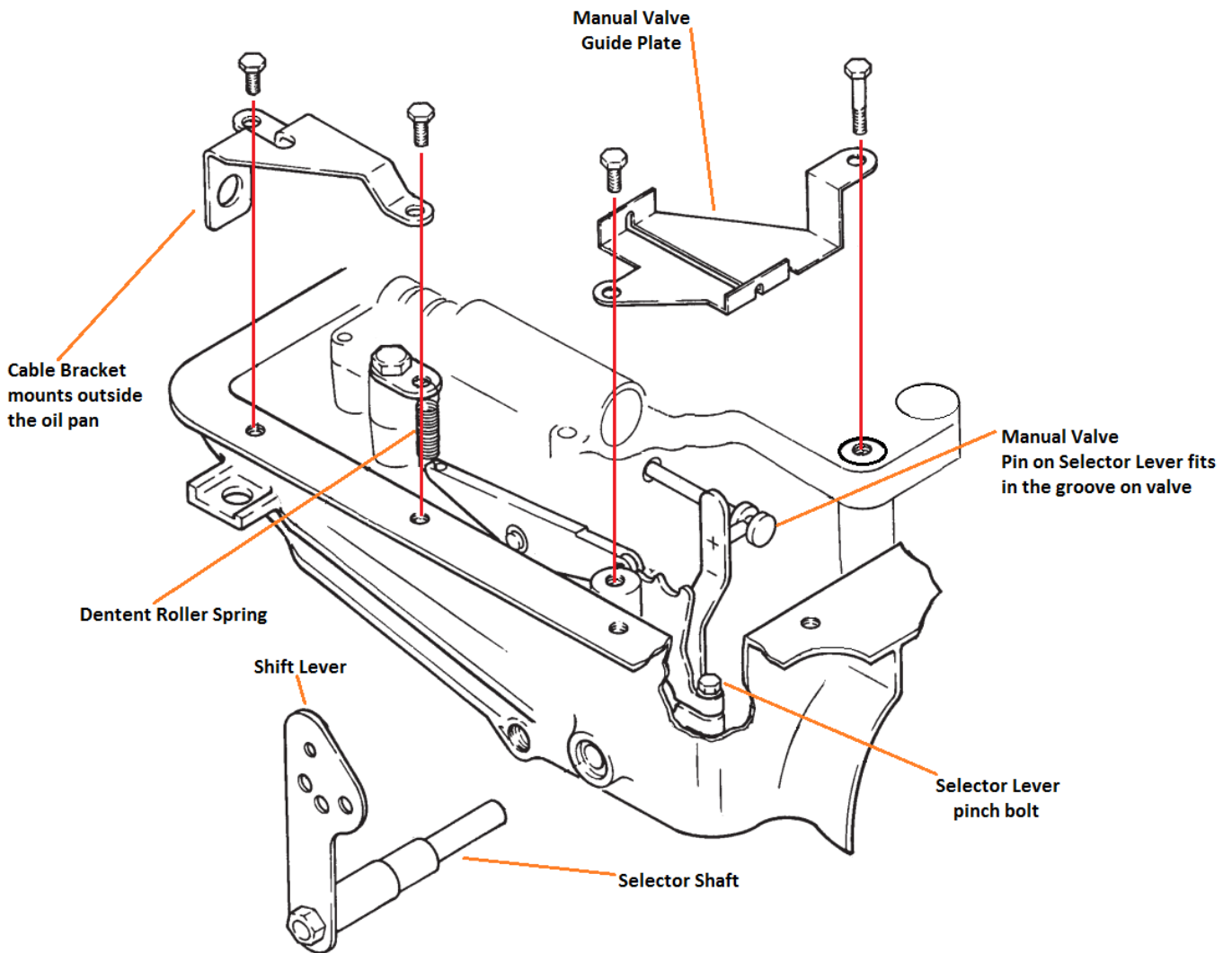
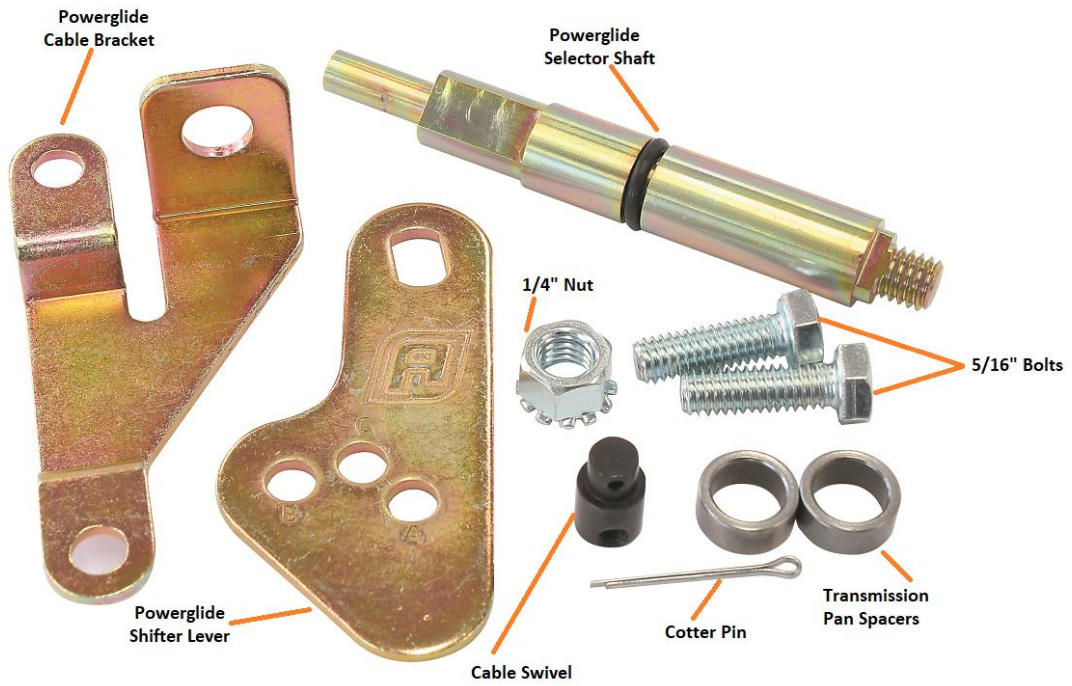
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SAFETY WARNINGS

- AVOID SERIOUS INJURY OR DEATH BY CRUSHING! When you raise the vehicle to work under it, securely support it on a lift or jack stands. NEVER work under a vehicle that is supported only by jacks. DO NOT attempt installation until you are confident the vehicle is safely secured.
- Perform this installation with the engine turned off and negative battery terminal is off
- This shifter uses a cable to shift the transmission only. It is NOT intended or designed to operate a locking steering column.
- PERIODIC INSPECTION AND MAINTENANCE OF YOUR SHIFTER IS RECOMMENDED TO ENSURE THAT THE MECHANISM IS WELL LUBRICATED, FREE FROM DIRT OR RUST AND THAT THE CABLE IS PROPERLY ADJUSTED. LACK OF MAINTENANCE COULD RESULT IN A FAILURE INCLUDING A FAILURE OF THE REVERSE LOCKOUT SAFETY FEATURE.

GENERAL MOTORS (POWERGLIDE)

1. Disconnect the stock linkage bracket from the side of the transmission. This Powerglide shifter lever has no provision for a throttle linkage.
2. Drain the transmission oil from the transmission oil pan. **Caution** : Be sure the transmission is cool before attempting to drain the oil. Remove the oil pan and set it aside.
3. Remove the manual valve guide plate by removing the two bolts. Unhook and remove the detent roller spring. Allow the detent roller to pivot out of the way. Note how the pin on the manual valve selector engages the groove in the manual valve.
4. If your transmission has a throttle valve lever on the outside of the shifter lever, loosen the inner pinch bolt on the throttle lever. Slide the throttle lever and the shaft out of the transmission. Remove the inner throttle valve lever. Discard these parts.
5. Loosen the pinch bolt on the selector lever. Do not remove the pinch bolt. Slightly pry the manual valve lever and slide the selector shaft from the transmission. Discard the selector shaft.
6. Install the Powerglide selector shaft into the transmission with the lever pointing down. Hold the stock selector lever in position in the case, engage the pin on the selector lever with the manual valve and rotate the shaft until the flat on the shaft engages the serrations on the lever. Push the lever firmly into the transmission until the lever stops on the shoulder of the shaft. Tighten the pinch bolt securely.
7. Install the manual valve guide plate in place. Make sure that the pin on the selector lever is engaged in the groove in the manual valve. Install the two bolts and tighten to 12-13 ft. lbs (16-17 Nm). Install the detent roller spring. Hook the spring to the detent roller and the tab. The selector lever must travel freely and smoothly from front to back with a positive click in each gear position.
8. Clean the transmission oil pan and scrape the old gasket off the pan and the case. Install the oil pan with a new gasket. Install the oil pan bolts except for the two center bolts on the passenger side of the pan. Tighten the pan bolts to 8ft.lbs (10.85 Nm). Do not overtighten the oil pan bolts as this can damage the pan gasket.
9. Install the cable bracket into position with the two remaining pan bolts. Install the Powerglide lever onto the shaft with the lever pointing down. If your cable comes from the front the lever is installed pointing upwards. You will have to make your own cable bracket for this installation.
10. Route the shifter cable to avoid kinks and sharp bends to allow a smooth operation. Route the cable away from hot engine or exhaust parts. We recommend the use of a heat guard or heat shield to protect the shifter cable from extreme heat components on the vehicle. Be sure to correctly secure your shifter cable so it does not contact any moving objects.
11. Remove the small jam nut, two small rubber dust boots, one large nut, and a large lock washer from the threaded end of the shifter cable. Slide the end of the shifter cable into the Ford cable bracket. Install the large nut and the lock washer loosely over the end of the cable. Reinstall the two small rubber dust boots onto the end of shifter cable. Install the swivel on the threaded end of the cable and position it in the center of the threaded portion.
12. Move the transmission selector lever by hand to the full rear position (Low Gear). Operate the shifter lever to the Low gear position (ratcheted all the way back). Adjust the large nuts on the cable so that the swivel will slide into the hole in the selector lever that is labelled with an A mark stamped into it. Tighten the large nuts completely. Be sure that the swivel will slide freely in and out of the hole in the selector lever. Note: The shifter will not operate correctly unless the "A mark stamp " hole in the shift lever is used.
13. Leave the swivel out of the hole and move the selector lever to Park, all the way forward. Also ratchet the shifter to Park position (all the way forward). Reinsert the swivel into the "A mark stamp "hole in the selector lever. Check to see that the swivel will slide freely in and out of the "A mark stamp "hole in the selector lever in this position. If it does not slip in freely, adjust the swivel slightly until it will slip into the "A mark stamp " hole in the lever.
14. Move the shifter back to the Low gear position and check that the swivel will still slide easily in and out of the " A " hole in the selector lever. Operate the shifter through all the gear positions. Check to make sure the swivel will slide in and out of the " A " selector lever hole in each gear position. The shift cable is now correctly adjusted. Install the cotter key supplied with the shifter into the swivel and spread the key ends.



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