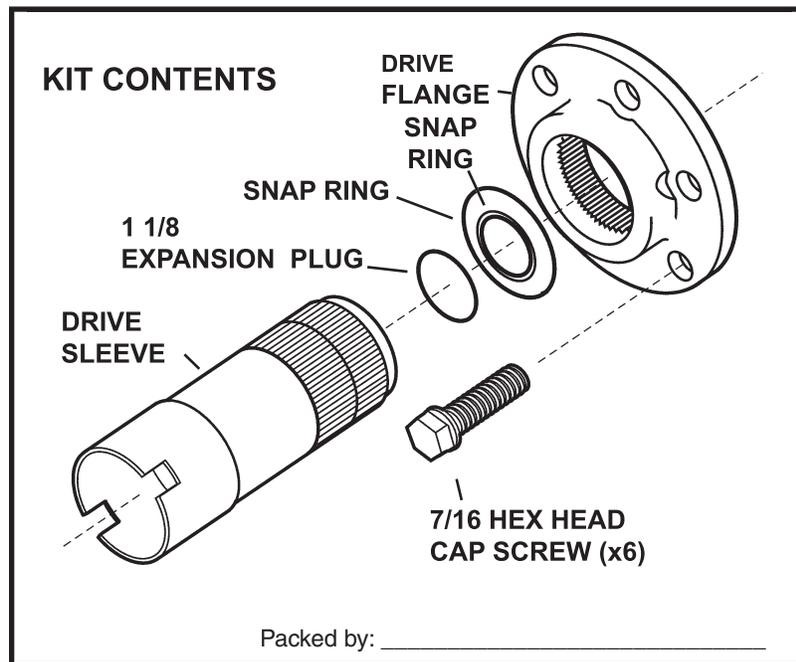


DRIVE ASSEMBLY FOR CIRCLEGLIDE

Part # 206630



Proper installation of the drive flange to the crank is important since drive flange run out can cause drive sleeve run out in excess of .006 T.I.R. maximum.

It is suggested that the stock 153 tooth automatic flexplate and a compatible starter be used with the Powerglide installation. No attempt should be made to weld weights on a flexplate for proper balance purposes; however, drilling holes for balance is permissible. It is preferable for all crank balance to be done internally. Check the flexplate before mounting it on the crank for nicks or high spots that would cause flexplate or drive flange run out.

After determining that the bolts are the correct length, torque the flange bolts evenly to factory specifications.

Carefully install the drive sleeve in the transmission making sure that the input shaft splines and the pump gear drive lugs are properly engaged. (See Figure 1)

Note: Dowel pins must extend out of the engine block far enough to have good engagement in the transmission to properly locate it on the engine. On engines using a block plate, new longer dowel pins must be installed. Use care when installing the pins to be sure that they are true and square. This is important, so don't ignore it.

The assembly may now be installed on the engine.----**DO NOT USE FORCE**---- If the transmission won't mate against the block, check for the cause. If the transmission mates to the block satisfactorily, only then do you install the mounting bolts and torque to specifications.

CIRCLEGLIDE DRIVE ASSEMBLY INSTALLATION INSTRUCTIONS (continued)

Note the spiral lock snap ring in the rear radial groove through the splines on the drive sleeve. Moving this snap ring to another groove allows for lateral adjustment of the sleeve movement for the proper engagement of the drive pump ears in the transmission pump. Engine torque plate thickness will dictate which groove to use to limit the drive sleeve movement to the suggested 1/16" to 3/16" fore and aft travel.

Note: Check and consider crankshaft end play when determining if the drive sleeve movement is to specifications. Too much or too little drive sleeve end play will destroy the transmission front pump.

When the transmission is bolted directly to the engine (i.e. when no torque plate is used) the snap ring may have to be discarded for proper sleeve adjustment.

Some Chevy cranks for standard transmissions are not machined with the same bore dimensions as for automatics. If the Pilot Bushing in the stick crank affects proper sleeve lateral movement, corrections must be made to comply with the master installation instructions. Sometimes shimming is necessary or the Pilot Bushing must be removed. Transmission life depends on proper installation.

