安装说明

1. 将车辆抬起，并用千斤顶或汽车升降机支撑。确保车辆已正确支撑！在变速箱下放置接油盘。

2. 将变速箱置于“PARK”位置。移除连接化油器到变速箱加速踏板控制杆的原厂加速踏板压力连接轴。移除加速踏板控制杆。移除换挡杆。移除这种杠杆时，请松开夹紧螺栓并使用螺丝刀或类似撬开工具将其向上撬开。将换挡杆放在一边，以便在安装新的阀体后使用。

3. 如果您的变速箱配备了排油塞，请将其移除并允许油液排出。如果没有排油塞，请移除除后方的两个螺栓外的所有油底壳螺栓。分次移除螺栓，从前向后进行。请注意，变速箱油液在油底壳移除期间可能会溅出。如果您需要重新定位变速箱支撑杆以便于移除后方油底壳螺栓，支持变速箱后端以防止变速箱组件向下移动并损坏分电器和/或发动机安装。在移除油底壳两侧的螺栓时，油液的重量通常会使油底壳与变速箱外壳分离，允许油液从后方油底壳排出。但是，如果油底壳不易与变速箱外壳分离，请插入螺丝刀在油底壳和变速箱外壳之间并轻轻撬开以开始排油过程。缓慢（每次大约一个螺栓）地旋松螺栓，油液将从后方油底壳缓慢排出。将油底壳中的螺栓和小零件保留。

4. 移除螺栓的螺栓使用7/16”的扳手。请在移除最后一个螺栓时握住阀体。由于阀体和变速箱外壳之间通常会被油液填充，因此请小心不要溅出油液。另外，在阀体下方通常有一个蓄压弹簧，当阀体移下时弹簧会掉落。将熄火杆与新阀体连接。拉下阀体并向前移动以脱离后方的阀体杆。如果必要，稍微旋转驱动轴。

注意！此阀体适用于1966年至1977年的TF 727、904、998和999非锁止变速箱。此阀体不与锁止变速箱兼容。
5. Adjust front band: The adjustor is located on the driver side on the outside of the transmission case. Use a 3/4" wrench to loosen locknut. Holding the locknut, use a 5/16" open end wrench and turn the square lug in the center of the locknut clockwise until the wrench becomes snug or torque to 72 in. lbs. or 6 ft. lbs. Make sure that you lock nut is not impeding the movement of the adjustor. Now carefully turn the 5/16" counterclockwise 1 and 3/4 turns. Hold the adjustor lug with your 5/16" wrench and tighten the lock nut securely (35 ft. lbs.) Do not allow the adjustor lug to move while tightening the locknut.

Adjust rear band: Perform same as front band, but back adjuster out 2 turns and tighten lock nut.

6. Remove 2nd gear accumulator spring (Figure 1) and discard. FOR 727 CASE ONLY: Install steel orifice plug just below the surface in the indicated hole, using a flat nose punch.

7. Install the blocker rod as shown below (Figure 2).

8. **For 1966 through 1969 transmissions** - Loosen the front servo adjusting screw, band anchor and front band apply strut. Remove the front servo. (Figure 3).
9. For 1966 through 1969 transmissions -
Install the supplied front servo inner return spring if not already equipped. Later model transmissions do not require any front servo modification (Figure 4). The later model front servo piston has a larger (over 1/2") diameter center pin and does not require any disassembly or modification.

10. Reassemble in reverse order as disassembled.

![Figure 4]

11. Before installing your ATI valve body note the plastic half ball shaped neutral safety switch actuator on the driver side of the transmission inside the transmission case. When installing the valve body, use care so that you do not damage the switch. Either remove the switch assembly or push the actuator in towards the case as you slide the valve body assembly into place. Make sure that the small accumulator piston remains in the transmission case bore.

12. Carefully install the ATI Compu-Flow Valve Body. Insert the park lock rod into the park locking mechanism of the transmission and push firmly into position. Once the park lock rod is engaged properly the valve body should easily mate flush with the transmission case. Valve body must sit flat against the case with no effort. Any interference that is preventing the valve body from contacting the case evenly must be corrected or damage to the valve body will result. Insert the park rod and rotate the drive shaft until the rod engages the park pawl, if necessary. While holding the valve body flush against the case, install and hand tighten the ten attaching bolts. Torque all valve body attaching bolts to 100 in. lbs. or 8 ft. lbs.

13. Remove any pieces of old pan gasket from the transmission case and oil pan. Clean oil pan and install using a new pan gasket. Secure all pan bolts evenly and then torque all pan bolts to 150 in. lbs. or 12 ft. lbs. If you have removed a drain plug, install it now and tighten securely. If you removed the neutral safety switch, install it now and tighten securely. Install the gear selector lever and tighten pinch bolt securely.

14. Always check shifter adjustment after installation. Never adjust shifter linkage or cable in "PARK" position. Always start adjustment / alignment with shifter and transmission in high gear. After setting the cable or linkage in high gear, make sure that your linkage or cable aligns perfectly with the transmission lever in all other gear positions. Proper shifter adjustment is vital and critical to proper operation of the transmission. Do not operate without verifying proper shifter adjustment! Secure your linkage or cable appropriately when finished.

**Note!** The factory throttle linkage must be hooked up and properly adjusted for proper operation. There are many variations of the factory linkage. Consult a factory service manual for your particular application.
15. Lower the vehicle. Keep the rear wheels off the ground if possible. Pour in four (4) quarts of automatic transmission fluid. ATI recommends using a quality brand of Type F fluid. Start the engine with the transmission in NEUTRAL. Check the fluid level with the dipstick and continue adding until it has reached the ADD mark on the dipstick. With brakes on, select each gear position for several seconds each in order to fill all oil circuits. Select the neutral position again and recheck the fluid level. If the level is at the ADD mark when the fluid is cold, it will probable reach the FULL mark after the transmission has reached operating temperature. DO NOT OVERFILL!

PLEASE NOTE!

• Never attempt to NEUTRAL the transmission during a shutdown. Keep the transmission in high gear while slowing the car.

• Burnout procedure: never start the burnout in first gear! Drive the car out of the water under power and lift before the tire hooks. The 1-2 shift in the water will knock the sprag rollers out of position every time. Always start the burnout in 2nd gear and then shift to 3rd gear. Never allow the tires to hook while the engine is under power!

• A broken drive shaft or U-joint, a broken rear end or axle, or possibly oil or water on the track where the tires hook - spin - and rehook, for example, can send enough of a jolt through the driveline to dislocate sprag rollers. It is always a good idea to inspect the sprag rather than to be sorry later.

• For your own protection, never operate without an approved transmission shield.