



# Installation Instructions

## *GM Powerglide Bracket and Lever Kit*

**Part Number 70497**

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**STEP 1.** Disconnect the throttle to transmission linkage, if any and discard. *The Powerglide shift lever supplied with this kit has no provision for a throttle linkage.\**

**STEP 2.** Drain the transmission oil pan. **Caution:** Be sure the transmission is cool before attempting to drain the oil. Place a drain pan under the transmission. Remove the drain plug, if so equipped. If your pan does not have a drain plug, remove the oil pan bolts one at a time, working toward the front. As you loosen the last two bolts, the oil pan will tilt down and allow the oil to drain. **Note:** If your oil pan sticks to the gasket, pry it down with a screwdriver before loosening the last two bolts to break it free. Remove the oil pan and set it aside.

**STEP 3.** Remove the manual valve guide plate by removing two bolts (**See Figure 1**). 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.

**STEP 4.** If your transmission has a throttle valve lever on the outside of the shift 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.

**STEP 5.** Loosen the pinch bolt on the selector lever. This can be either an Allen head bolt or a 12 point bolt head. Do not remove the pinch bolt. Slightly pry the manual valve lever and slide the selector shaft from the transmission. Discard the selector shaft.

**STEP 6.** This kit includes the **B&M Powerglide Pro-Lever** shift lever, which is a two piece lever with separate lever and shaft. Install the **B&M** 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 **B&M** shaft until the flat on the shaft engages the serrations on the lever. Push the **B&M** lever firmly into the transmission until the lever stops on the shoulder of the shaft. Tighten the pinch bolt securely.

**STEP 7.** Install the manual valve guide plate in place. (Make sure that pin on selector lever is engaged in the groove in the manual valve.) Install the two bolts and tighten to 15 lbs.ft. Install the detent roller spring. Hook the spring to 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.

**STEP 8.** Clean the oil pan and scrape the old gasket off of the pan and the case. (**Note:** If your pan does not have a drain plug, you may wish to install a **B&M Drain Plug Kit**, #80250, at this time.) The old gasket can cause leaks. Install the oil pan with a new gasket. Install the pan bolts except for the two center bolts on left side of the pan. Tighten the pan bolts to 8 lbs.ft. Do not overtighten as this can damage the pan gasket.

**STEP 9.** Install the cable bracket in position with the two remaining pan bolts (**See Figure 1**). Install the **B&M** lever onto the shaft with the lever pointing down. If your cable comes from the front (usually a rear engine car) the lever is installed pointing upwards. You will have to make your own cable bracket for this installation.

**STEP 10.** Remove the two rubber boots, one large nut, and a large lockwasher from the threaded end of the shifter cable. Avoid sharp bends and route the cable away from

#### **\*WARNING**

**This kit is intended for transbrakes or full manual valve bodies only. If your transmission requires throttle linkage, you cannot use this kit.**

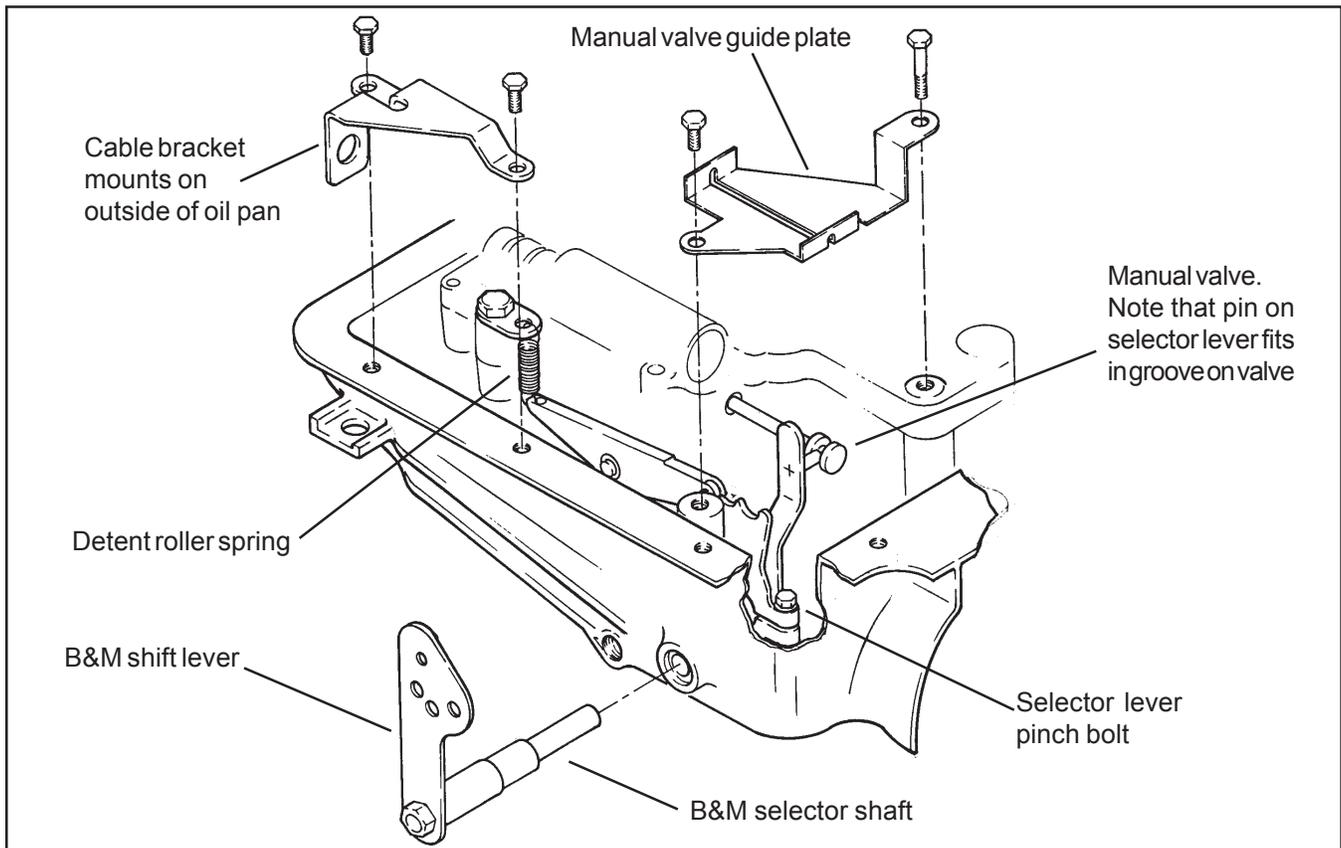


Figure 1

hot engine and exhaust parts. The cable may be secured up out of the way with nylon cable ties. Slide the end of the cable into the cable bracket, install the lockwasher and the large nut over the end of the cable. Position the cable so the threaded portion of the cable housing is centered in the cable bracket. Tighten both the large nuts to hold the cable in this position. Install the two rubber boots onto the end of the cable.

**STEP 11.** Move the transmission selector lever by hand to full rear position (Low). Place the shifter lever to the full rear position (Low gear with a forward pattern valve body). Adjust the large nuts on the cable so that the swivel will slide into the hole in the selector lever that is correct for your shifter (**See Figure 2**). 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 correct hole for your shifter in the shift lever is used. Leave the swivel out of the hole and move the selector lever to Park, all the way forward. Also move the shifter to the Park position (all the way forward). Reinsert the swivel into the hole in the selector lever. Check to see that the swivel will slide freely in and out of the rear hole in the selector lever in this position. If it does slip in freely, adjust the swivel slightly until it will slip into the hole in the lever. Move the shifter back to the Low gear position and check that the swivel will still slide easily in

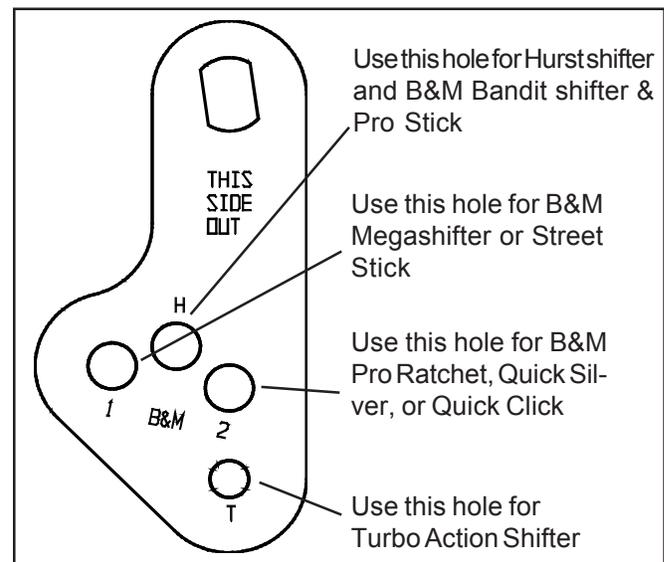


Figure 2

and out of the rear hole in the selector lever. (If you do not use the correct hole in the lever, it will be impossible to correctly adjust the cable.) Operate the shifter through all the gear positions. Check to make sure the swivel will slide in and out of the rear selector lever hole in each gear position. The shift cable is now correctly adjusted. Install the cotter key into the swivel and spread the key ends.

**WARNING**

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.