High Performance 2-Piece Shaft Kit

555-60954

1980 - ON | Ford AOD

Introduction

We would like to take this opportunity to thank you for purchasing this JEGS Ford AOD High-Performance 2-piece Shaft Kit. We welcome any comments or feedback you might have. If you have any questions about this product or about the installation procedure, please feel free to contact us at 1.800.345.4545.

Features

- 300M Steel stub shaft
- Lets you run an C6 converter on an AOD
  - Stock or high-stall units

This kit is designed to address

- 3rd - 4th lugging
- Jerking while slowing down

NOTE

INSTALLATION OF THIS KIT REQUIRES REMOVAL OF THE TRANSMISSION

NOTE

ALWAYS USE A NEW STATOR BUSHING WHEN USING A STOCK-STYLE C6 CONVERTER.

SOME HIGH-STALL C6 CONVERTERS COME WITH A TURBINE BUSHING. IF YOURS DOES, DO NOT INSTALL A NEW STATOR BUSHING.

Installation (Bushing)

1. Clean the stator bore prior to installing the bushing.

2. Press bushing in just past the chamfer. (Fig. 01)
   - Note: There is no bushing in the stator from the factory.

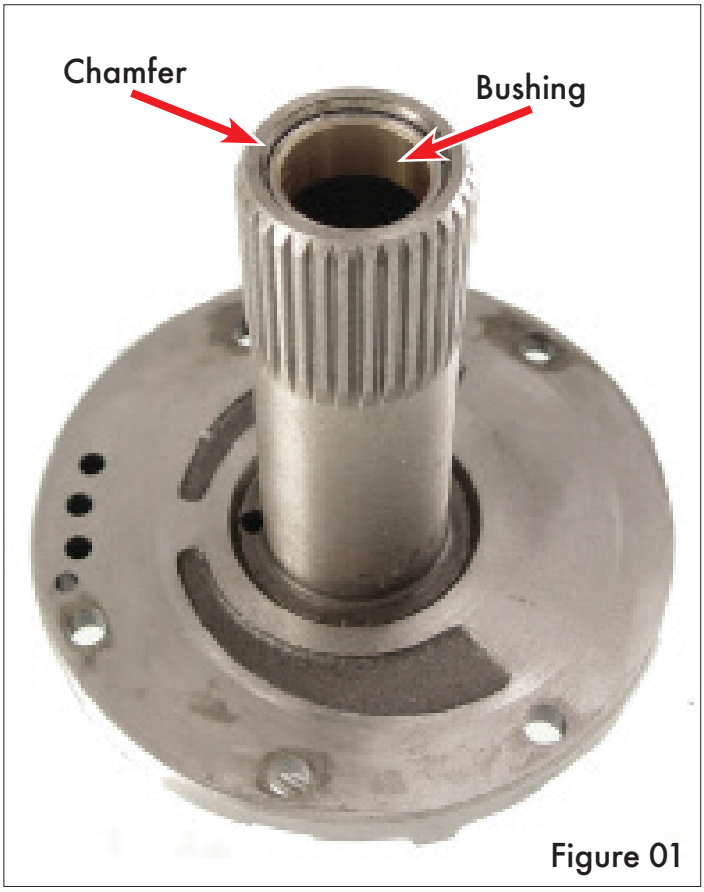


Figure 01

Installation (Increasing Cooler Flow)

1. Using a hooked probe or paperclip pull the spring out of the stator. (Fig. 02)

2. Check that the ball inside the spring pocket moves freely.

3. After removing the spring place the stator on a flat bench. Cap one end of the stator with a rubber grommet. Insert an air gun through the grommet . Ensure that air is flowing through the stator tube. (Fig. 03)

4. If the ball is stuck there will be little or no air coming out.
   - If no air comes out spray penetrating oil in hole, let it soak and retest.
   - Do not clean the stator with a water-based parts cleaners.
   - A stuck ball will result in reduced or no cooling flow for the transmission.

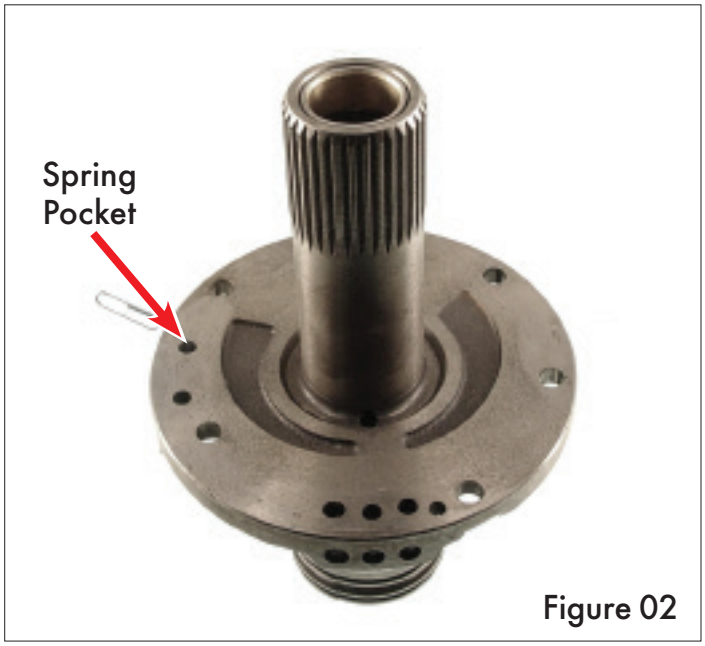


Figure 02

Figure 03

Installation (Shaft)

1. Press the old shaft out. (Fig. 04)

2. Select the stub shaft from the kit. (Fig. 05)

3. Turn drum over. With the drum supported at the opening for the shaft, press the new main shaft into place. (Fig. 06)
   - The stub shaft should fit slightly recessed blow the drum after the input shaft has been pressed into place. (Fig. 07)

Figure 04

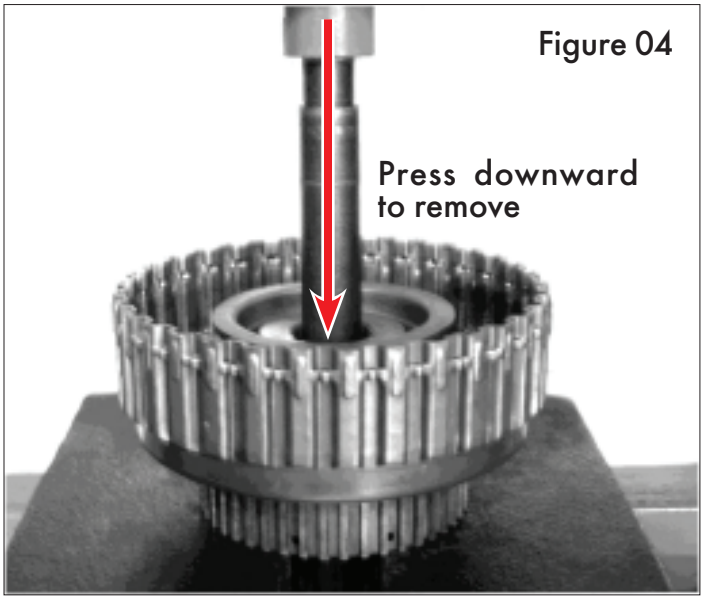
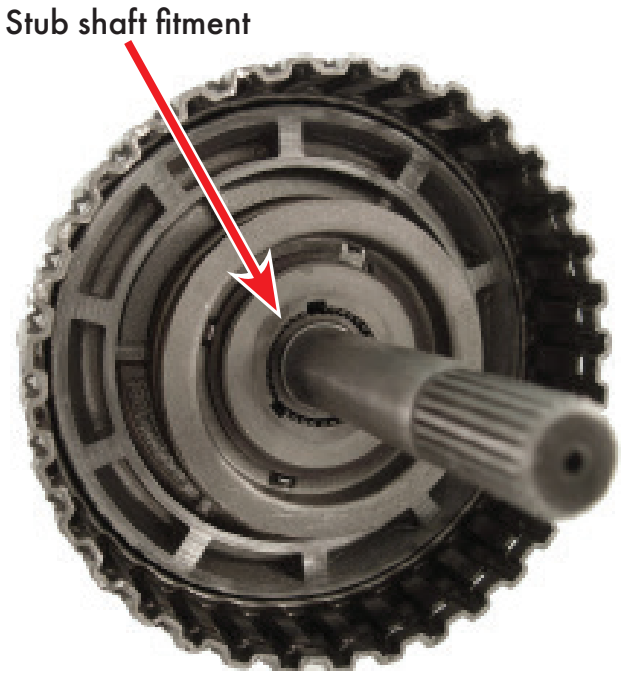


Figure 05

Figure 06

Figure 07



Installation (Converter)

USING THE ORIGINAL-STYLE C6 TORQUE CONVERTER

1. Checking the height of the converter. The factory converter height can vary by up to 0.140 in.
   - The crankshaft and pilot variations combined with the shorter AOD bell housing requires that the height and spacing of the converter must be checked to ensure proper fitment.

2. Stand the converter on the hub. Measure from the face of the mounting pad to the bench.
   - 5.825 in. - 5.885 in. is the required converter height for this combination. (Fig. 08)

Figure 08

NOTE

IF USING A CUSTOM BUILT HIGH STALL CONVERTER FOLLOW ALL INSTALLATION INSTRUCTIONS THAT CAME WITH THE CONVERTER.

USING THE AOD FLEX PLATE

- Pre-1981 302 & all 351W engines require a flexplate with a 28oz weight.
- 1981 & later 5.0 engines require a flexplate with a 50oz weight.
- The required flexplate must have a diameter of 14 $^{1}/_{4}$ in. with a 164 tooth ring gear.

ORIGINAL C6 CONVERTER SPACING

1. While transmission is out, position & push the converter firmly against the flexplate.
   - The converter pads must sit flush against the flexplate. If the converter rocks, than the converter pilot has bottomed out in the crankshaft.

2. If the Converter rocks, place a 0.060 - 0.075 in. thick $^{3}/_{8}$ flat washer over each mounting stud and recheck. (Fig. 09)

3. After transmission is reinstalled the converter must have some end-play before the converter nuts are tightened.

Figure 09