



As described in the article, carefully fit the fully assembled front clutch drum, including the clutch cover and turbine shaft, over the long end of the primary sun gear shaft. When fully seated, it looks like this. Keeping pressure inward from both ends, lift the completed assembly out of the temporary planetary stand.

described for the rear band with the 1/4" gauge in place, then back off the screw one full turn.

c) Bellcrank-to-transmission rod. After the other adjustments are made in the carburetor-to-throttle valve linkage, the length of the bellcrank-to-transmission rod is to be adjusted to provide 80-85 lbs. of pressure on a special gauge screwed into a hole near the front of the transmission case. The manual explains in detail how this adjustment is to be made. If you do not have a gauge that will take this measurement as per the shop manual, you could have this adjustment performed at an AT shop. But the chances are that the old adjustment of this rod will be close to correct. I have checked several of these rods on old transmissions, and most have 3/16"-1/4" of threads exposed on the inside of the adjusting yoke. Assuming that all other adjustments have been properly made, and assuming the transmission is otherwise functioning properly, if the transmission upshifts early and/or slips when it upshifts, the rod is too long (and the pressure is too low). If the transmission upshifts too late and/or upshifts too hard and rough, the rod is too short (and the pressure is too high). Make your adjustments a turn or two at a time and road test until you have it just right.

6. Special Features of the Power-Shift AT (as used on Avantis and all cars with the R series engines). The Power-Shift is a modification of the heavy duty water cooled column shift Flight-O-Matic. It appears that Borg-Warner called it a Model 10. Besides being water cooled, it had a much wider front band, more clutches, higher pressures, and the inclusion of a one way sprag clutch used in conjunction with the rear band during certain functions to hold the planetary assembly. In order to accommodate this unit a different planetary assembly and case center support were used. The governor is also different, being of the truck and 6 cylinder variety. The rebuilding procedure is the same as for the Model 8. Installation of the planetary carrier and sprag assembly should be done by the book. Make sure the unit rotates in the proper direction afterwards. It can easily be installed backwards. The Power-Shift was intended for high performance use. It has higher pressures and has a very positive, firm shift. Properly adjusted and in proper working order it should "bark" the stock size tires on a full throttle manual up shift from 1-2 and with a decent "R" series engine even on the 2-3 shift. A steady diet of this is not recommended--even a Power-Shift will not last forever.