



Run a C6 Converter in a AOD!  
Open Converter performance, No more lugging  
in 3rd & 4th or coast down chug. Great for street  
rods & transplants. Works with custom high stall  
or stock C6 converter.

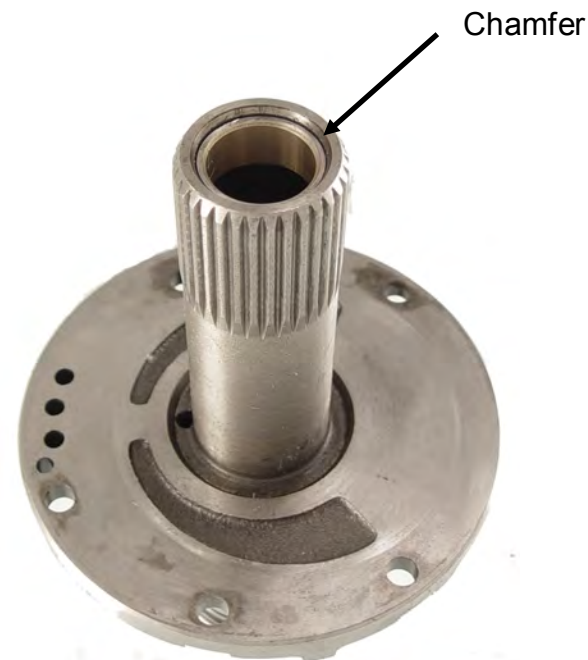
## AOD Shaft kit

This Kit must be used with a custom high stall Converter with C6 splines or stock C6 Converter.

Some high stall Converters have a Turbine Bushing in Converter check with your supplier. If Converter has turbine Bushing **DO NOT** install new Bushing in Stator. If converter has No turbine Bushing. **Bushing in Stator must be installed. Always use the new stator bushing when using stock type C6 converter. Read instructions thoroughly before beginning.**

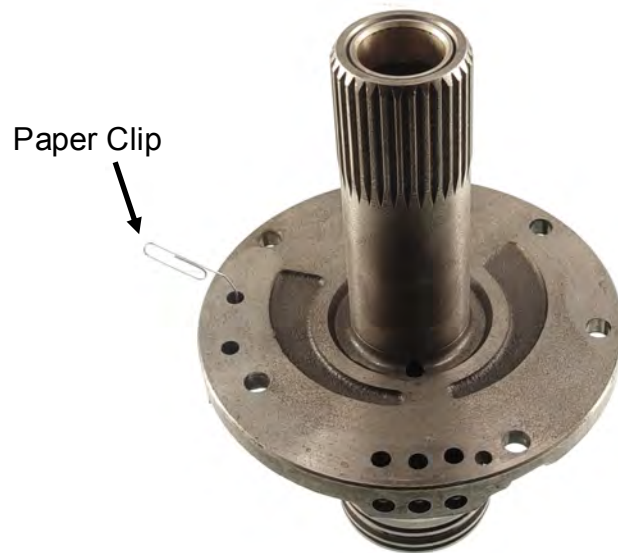
### Step 1: Installing Bushing

Stator bore needs to be clean prior to Bushing installation. Press Bushing in just past the chamfer. Note: There is no Bushing in Stator from Factory.



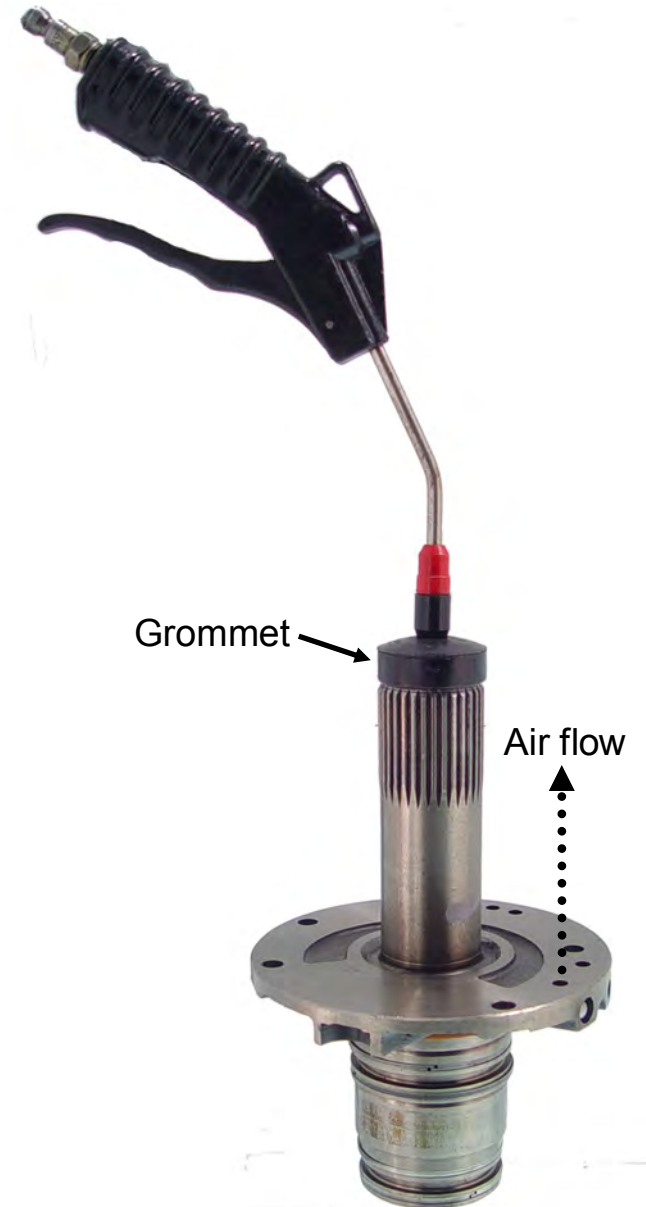
## Step 1: Increasing cooler flow

Bend small hook on paper Clip. Hook Spring and pull Spring out. The check Ball inside Spring pocket must roll back and forth.



## Step 2: Testing Stator Cooler flow

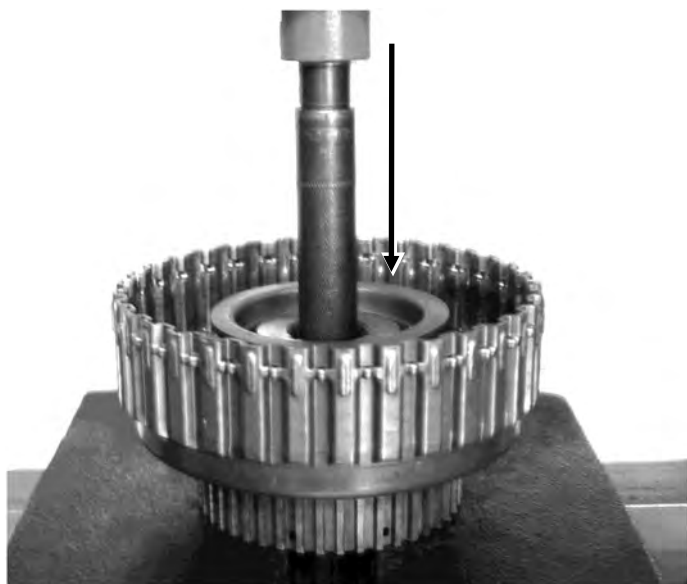
After removing Spring place Stator on flat Bench. Place a rubber Grommet with through hole (old Shock Bushing works perfect) on one end. Blow shop air into Stator tube, air must blast out of hole. If Ball is stuck there will be little or no air coming out. If no air comes out spray penetrating oil in hole, let it soak and retest. If you can not free it up grab another Stator and test it. *Do not clean Stators in water based parts cleaners.* When Ball is stuck trans will have reduced or no Cooler flow. This will cook the fluid and discolor the Washers & Bushings. Perform these steps on all C4-C6-AOD Stators, C5's have the Ball & Spring omitted from the Factory.



*Works with cast iron or stamped Drum.*

### Step 1

Press old Shaft out.



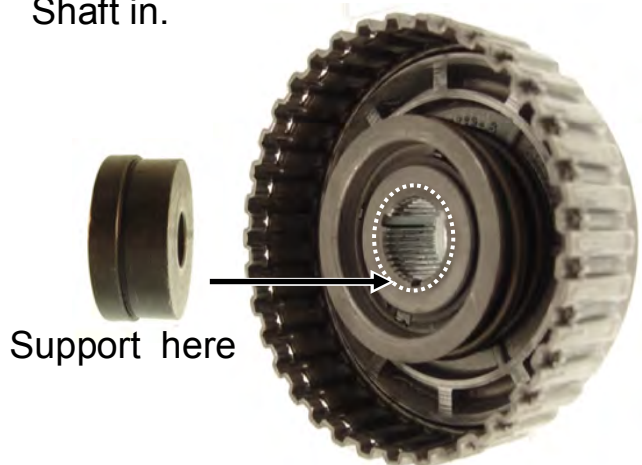
*New hardened Input Shaft*



The 2-3 & 3-4 shift feel is going to be softer with an open Converter. Firming up the 2-3 & 3-4 shift can be accomplished by installing TransGo AOD-HP Reprogramming kit.

### Step 2

Turn Drum over, support Drum & press new Shaft in.



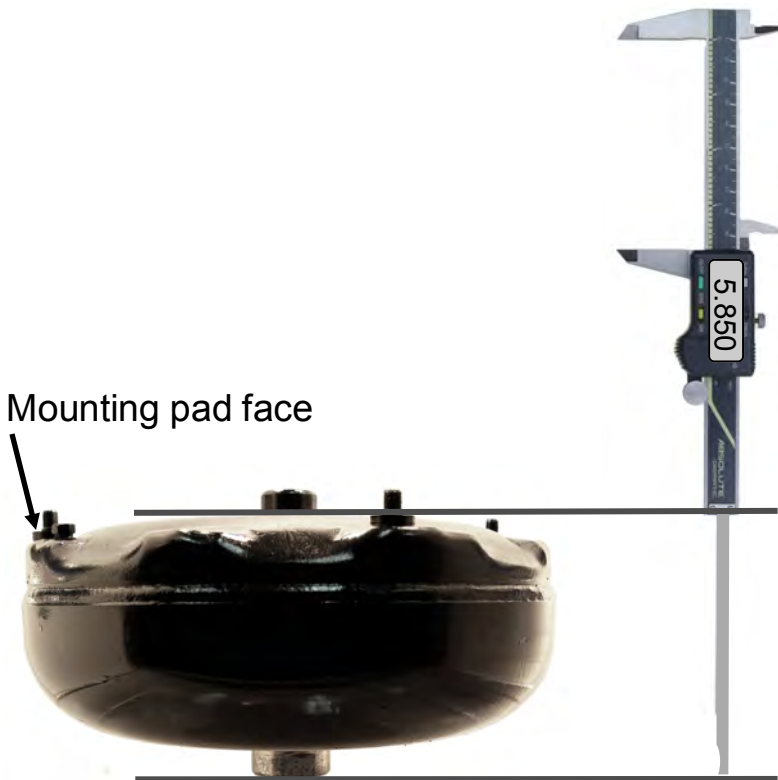
Shaft will be slightly recessed below Drum Hub when pressed in.



## Using Original C6 Torque Converter.

Checking Converter ht. Overall assembled ht. of factory Converters can vary up .140". Crankshaft and pilot variations with the shorter AOD bell housing require Converter ht. and spacing be checked to assure proper fit.

Stand the Converter on the Hub. Measure from the face of the mounting Pad to the bench. 5.825 to 5.885 is the required Converter ht. Have your Converter supplier build one to these dimension's.



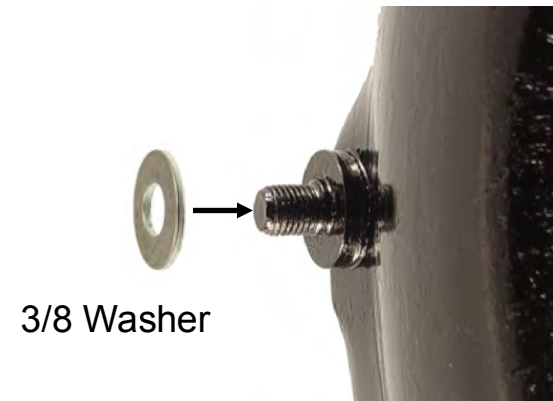
## Use AOD Flex Plate

Pre 1981 302 & all 351W Engines require flex Plate with small **28oz Weight**. 1981 & later 5.0 Engines require flex Plate with large **50oz Weight**. Required flex Plates will have a diameter of 14-1/4" with a 164 tooth ring gear.

## Original C6 Converter spacing

While Trans is out, position & push the Converter firmly up against the flex Plate. Converter pads must sit flush against the flex Plate. If the Converter rocks the Converter pilot has bottomed out in the Crankshaft.

If the Converter rocks, place a .060 - .075" thick 3/8 flat Washer over each mounting Stud and recheck. After Trans is installed the Converter must have some endplay before the Converter nuts are tightened.



## Attention:

If using a custom built High stall Converter follow all installation instructions that came with Converter.