

# INSTALLATION - SERVICE INSTRUCTIONS



Bulletin NO. 0037

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## Part Numbers:

40340	TRANSMISSION COUPLER, FORD C-4
40350	TRANSMISSION COUPLER, FORD C-6
40550	TRANSMISSION COUPLER, CHRYSLER
40700	TRANSMISSION COUPLER, TURBO 400
40711	TRANSMISSION COUPLER, TURBO 400
40780	TRANSMISSION COUPLER, 32 SPLINE
40800	TRANSMISSION COUPLER, POWERGLIDE
40810	TRANSMISSION COUPLER, POWERGLIDE
40820	TRANSMISSION COUPLER, POWERGLIDE

## Primary Applications:

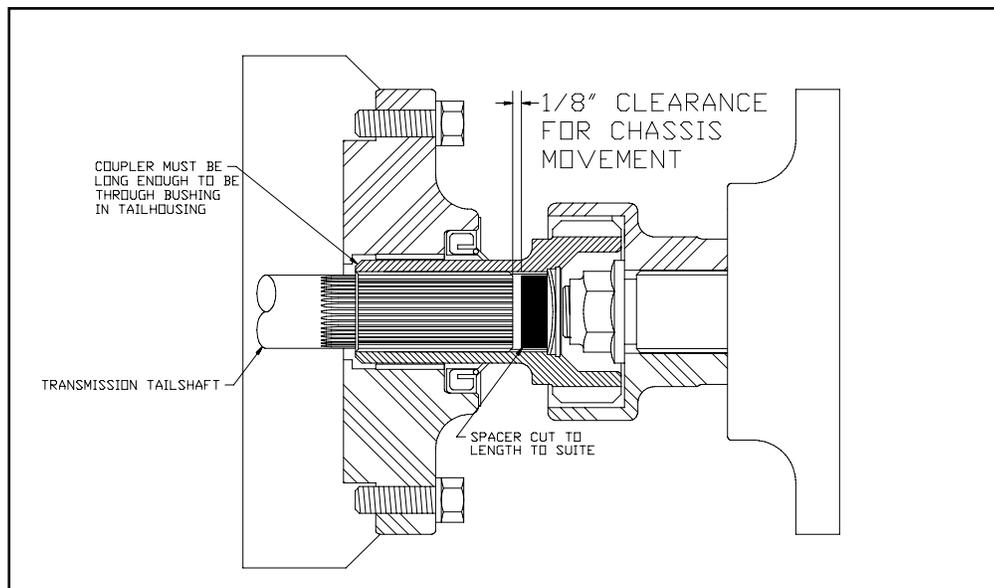
TRANSMISSIONS THAT HAVE SEAL AND BUSHING IN TAIL HOUSING.

## Installation Overview:

- 1) THE COUPLER MUST BE LONG ENOUGH THAT THE GROUND SURFACE IS COMPLETELY THROUGH THE BUSHING IN THE TRANSMISSION TAIL HOUSING. IF THIS CANNOT BE OBTAINED IT WILL BE NECESSARY TO GO TO A DRIVE SHAFT WITH 4 COUPLERS AND A SPLINED DRIVESHAFT.
- 2) IN ORDER TO KEEP THE COUPLER PROPERLY ENGAGED IN DIFFERENTIAL COUPLER IT IS NECESSARY TO HAVE A SPACER INSERTED IN TO THE COUPLER BEFORE INSTALLING IN THE TRANSMISSION. THE SPACER NEEDS TO BE A LENGTH THAT WILL ALLOW APPROXIMATELY 1/8" OF MOVEMENT OF THE COUPLER IN AND OUT. THIS MOVEMENT IS NECESSARY BECAUSE OF NORMAL MOVEMENT OF THE CHASSIS. THE SPACER CAN BE MADE FROM ALUMINUM, HARDWOOD OR PLASTIC (NOT SUPPLIED BY M/W) ROUND MATERIAL.
- 3) ALIGNMENT IS CRITICAL, ANY ABNORMAL WEAR IS A SIGN THAT THE ENGINE-TRANSMISSION-REAR PINION CENTERLINE ARE NOT PERFECTLY ALIGNED. COUPLERS ARE NOT DESIGNED TO TAKE ANY MISALIGNMENT.

## Maintenance Requirements:

A SMALL AMOUNT OF ANTI-SEIZE COMPOUND ON THE GEAR TEETH WILL HELP PREVENT PREMATURE GALLING.



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Mark Williams Enterprises

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# ***Technical Information for POWERGLIDE and Turbo 350 Splines Data***

We are experiencing compatibility problems with our Transmission Yokes and Couplers for the Powerglide and T350, with aftermarket transmission output shafts.

To help eliminate this problem we have calculated the male spline values for a normal slip fit. The mating shaft is expected to be a:

### **Fillet Root Side Fit Involute Spline:**

*27 Tooth*

*24/48 Pitch*

*30 Degree Pressure Angle*

*Fit 1.255" to 1.257" with .080" diameter Pins*

*Major Diameter 1.180*

This is assuming accurate tooth indexing. If the shaft has an indexing deviation, the over wire values would have to be smaller to maintain the effective space width.

The spline length in our transmission yokes is 4-1/4" long. Aftermarket produced output shafts must have 4-1/4" of full spline or must be undercut to 1.090" diameter at the end of the spline to clear the slip yoke travel.

We hope this information will solve the difficulties we are experiencing from customers feed back.

Any questions on this subject can be addressed to:

### **Mark Williams Enterprises, Inc.**

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