Scribe location of new speedometer cable hole on dash, using bracket as a template. Remove bracket and drill a $\frac{13}{16}$" diameter hole through dash.

Attach speedometer adapter and bracket assembly under terminal cover with 2 self-tapping screws and hand brake retaining nut.

Disconnect standard speedometer *cable* (K) from speedometer head and withdraw into engine compartment. Pass cable through hole in frame X-member as shown, and up between horn bracket and horns, and attach to speedometer *adapter* (M).

Insert new short *cable* (L) through new hole in dash and attach to speedometer *adapter* (M) and speedometer head. Insert grommet into hole over cable.

CAUTION: When handling cables, avoid all sharp kinks or short bends.

Connect 2 small vacuum hoses from *valve* to speedometer *adapter* (M)—the long hose to *port* marked (S) on valve and inner connection on speedometer *adapter* marked (S) on diagram. The short hose to *ports* marked (O) and (O).

MAKE CERTAIN that small hose connections are tight by assembling hose over copper tubes for a distance of approximately $\frac{3}{4}$".

OPERATION NO. 10
Lubrication Instructions

With rear wheels off floor, *BE SURE* to fill axle with $4\frac{1}{2}$ pints of mild E.P. Rear Axle Lubricant. *USE* new oil level hole in overdrive axle. DO NOT USE FORD OIL LEVEL. For Summer, use S.A.E. 140. For Winter, use S.A.E. 90 as recommended by car manufacturer for standard axle.

RECHECK ALL HOUSING TO CENTER MEMBER CAP SCREWS TO MAKE SURE THEY ARE DRAWN TIGHT.

To be assured that all OVERDRIVE PARTS as well as STANDARD GEAR PARTS AND BEARINGS are properly lubricated by circulation of oil throughout the entire axle before going into service, it is of the UTMOST IMPORTANCE that the following instructions be carefully carried out—Start motor, shift transmission into high gear and run for five minutes in this position. Now, with all wheels on floor, *BE SURE* to *CHECK* oil level at *NEW OIL LEVEL HOLE* and add lubricant if necessary.

CAUTION: *DO NOT USE FORD OIL LEVEL.*

OPERATION NO. 11
Final Inspection

With rear wheels off floor, start engine, shift transmission into high gear and set hand throttle so that the speedometer registers approximately 20 miles per hour. Now, without changing engine speed, shift into overdrive by depressing (and holding in the down position) overdrive selector, and depressing the clutch pedal until the control switch makes initial contact. This will be made evident by a click in the solenoid valve simultaneously with a click in the rear axle. At the same time the speedometer will change to register approximately 27 miles per hour. All this should occur when clutch pedal is approximately $1\frac{1}{2}$" from floor.

If the above results are not obtained, check carefully as follows:

1. Check adjustment of clutch pedal switch. This clutch pedal switch completes the circuit through the selector switch to energize either solenoid on the valve. The clutch pedal switch is normally open, and closes the circuit when slide (F) depresses plunger (G) approximately $\frac{1}{8}$" (at this point, the clutch pedal should be approximately $1\frac{1}{2}$" from floor) and it remains closed for the balance of the plunger travel and its return.

   The selector switch is a single-pole, double-circuit, automatic return type. One circuit is normally closed, the opposite circuit is momentarily closed when selector is depressed.

   The lead (yellow wire) from the normally closed position should connect to the standard ratio solenoid terminal (S) on valve. The other lead (green wire) connects to the overdrive solenoid terminal (O) on valve. The center lead (black wire) supplies current to either circuit from the pedal switch.
2. Check all wiring and vacuum lines as previously outlined in Installation Instructions and make any necessary corrections.
3. **NOTE:** All vacuum tubes and rubber couplings have a certain inside diameter which should be maintained for correct air passage. Therefore, check for possible obstruction on inside, such as sharp bends, flat spots, kinks, also cut or torn rubber inside of rubber connections caused from assembling over tubes. Correct where necessary.

HOW TO SHIFT OVERDRIVE AXLE

The shift to either *Overdrive* or *Standard* ratio is SEMI-AUTOMATIC. It is electrically controlled and can be made at the will of the driver, at any car speed.

TO SHIFT TO OVERDRIVE

Depress OVERDRIVE selector, and holding it in this position, release pressure on accelerator and fully depress clutch pedal. Allow clutch to re-engage gradually and smoothly, then release selector.

TO SHIFT TO STANDARD RATIO

The shift is AUTOMATICALLY selected, and completed by merely depressing clutch pedal to floor, and allowing clutch to re-engage gradually and smoothly.

NOTE: Before coming to a complete stop, when in overdrive ratio, depress clutch pedal to floor to ensure a complete engagement of the axle into the standard axle ratio.

The shift to either OVERDRIVE or STANDARD ratio should always be made while car is in motion. If a shift is attempted when car is *not* in motion, the shifting clutch in the axle may not engage, resulting in a ratcheting noise when the engine clutch is engaged. To engage the axle, shift transmission into reverse gear and partially re-engage engine clutch.