



SILVER SPORT
Transmissions

1970 – 1971 FORD TORINO

TKO 5-SPEED INSTALLATION MANUAL

FOLLOW FACTORY SERVICE MANUAL (FSM) RECOMMENDED SAFETY PRECAUTIONS. TRANSMISSION REMOVAL AND INSTALLATION IS A LABOR INTENSIVE JOB, WHICH CAN RESULT IN SERIOUS INJURY OR DEATH IF CAUTION IS NOT TAKEN. PLEASE BE CAREFUL PERFORMING THIS JOB, OR HAVE A PROFESSIONAL PERFORM THE JOB FOR YOU. REFER TO FSM FOR ADDITIONAL DETAILS OF THE PROCEDURES BELOW, AS REQUIRED.

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Before you start:

Test drive the vehicle, if possible, before you begin. Pay attention to noise and vibration and record your observations. At the end of the installation, perform another test drive to compare results.

It is also a good idea to measure engine driveline angle and driveshaft operating angles for your existing transmission to use as a comparison to the new angles after the TKO is installed.

You should also verify the parts you received. Compare the received items to the detailed invoice provided in your shipment.

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

In addition to these instructions, you should receive the following instructions based on your order, **if applicable**:

1. All kits – MAA-00101 Inspection and Correction of Bellhousing to Crankshaft Runout
2. Hydraulic Kit Instructions for FORD MAM-00201

NOTE: Transmission **must** be test shifted before installation. Due to jostling during shipping, some transmissions will not shift properly when removed from the box. Please make sure that the gear selector will move into each of the shift gate positions while rotating the input shaft and checking for output shaft rotation. If the input shaft will not turn, slide a clutch disc over the input shaft and jerk the clutch disc left and right to break it free. If this does not correct the issue, call Silver Sport Transmissions at **888-609-0094** for help.

THIS CANNOT BE CORRECTED WITH THE TRANSMISSION INSTALLED IN THE CAR!
TEST SHIFT FIRST!

A. REMOVE EXISTING EQUIPMENT

1. Disconnect negative (-) battery cable.
2. Remove breather assembly and fan shroud.
3. Remove distributor cap if the engine is a small block.
4. Place shifter in neutral. Remove shift boot and lever.
5. Remove console, if equipped.
6. Raise car securely on lift or jack stands. 18 inches or more of working room is recommended.
7. Remove exhaust, as required, for working clearance.
8. Unbolt starter and set aside.
9. Remove clutch linkage at torque arm to clutch fork.
10. Remove bellhousing dust cover.
11. Disconnect driveshaft from differential and remove from car.
12. Remove shifter assembly.
13. Remove speedometer cable.
14. Disconnect reverse lamp wiring.

15. Secure rear of engine with a hydraulic jack.
16. Unbolt transmission isolator from the crossmember and remove crossmember.
17. Secure transmission (jack recommended) and unbolt from bellhousing, then move rearward and remove from vehicle.
18. Remove bellhousing and clutch unit.
19. Inspect flywheel ring gear teeth (no cracks, chips, wear), and friction surface (no cracks). Silver Sport Transmissions strongly suggests removing flywheel and having it resurfaced, then dynamically balanced at a reputable automotive machine shop **unless** the engine was externally balanced with the flywheel installed.
20. Remove manual transmission pilot bushing.

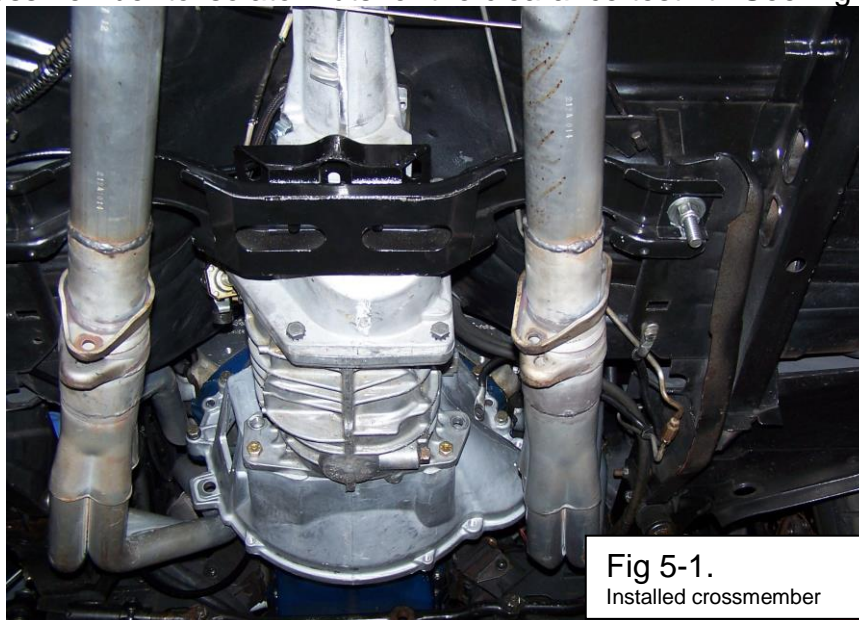
B. TUNNEL MODIFICATION

Due to variation in dimensions on these cars from the factory, some cars might need an additional tunnel modification to achieve the correct driveline angle to obtain acceptable driveshaft operating angles.

1. Temporarily attach TKO bell housing to the engine.
2. Drill tunnel locating hole:
 - a) Console (front) location - measure from rear face of bell housing (transmission mounting face), 16.65" on driveline centerline and mark tower center location on underside of tunnel. Drill 1/8" dia shifter locating hole thru tunnel.
 - b) Non- Console (rear) location - measure from rear face of bell housing (transmission mounting face), 20.26" on driveline centerline and mark tower center location on underside of tunnel. Drill 1/8" dia shifter locating hole thru tunnel.
3. Cut out the paper tunnel cutting template TMG-10205 for the lower body boot part number included with your kit. Place the template for the STX tower position on the top of tunnel to align with the 1/8" dia shifter locating hole and tape to tunnel.
4. Mark the area to be cut by tracing around the template for the lower body boot as shown on template.
5. Carefully cut the opening area.

C. TEST FITMENT

1. Lower engine and install transmission to bellhousing using Hardware Pack HWM-Pack A. Support the transmission with a jack.
2. Attach isolator mount to transmission using Hardware Pack HWF-Pack C.
3. Raise the transmission enough to be able to install the original crossmember under the isolator mount.
4. Use the original crossmember and crossmember to body bolts, washers, and nuts. Raise rear of transmission to allow crossmember to be installed.
5. Position crossmember under isolator mount, install washer and nut on each bolt, and lower transmission to rest on crossmember – there is no need to install crossmember to isolator nuts for the clearance test fit. See Fig. 5-1.

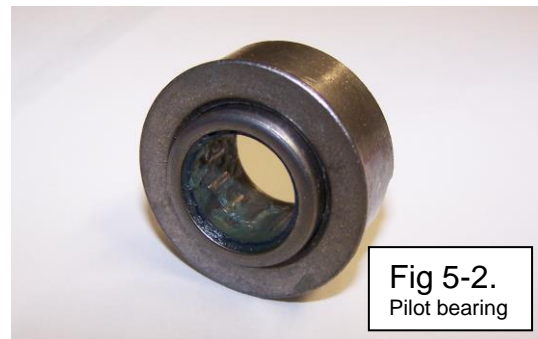
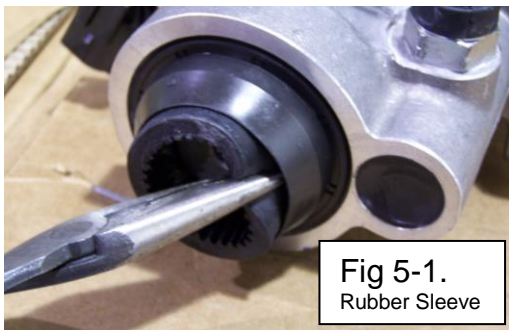


6. Verify 1/8 to 1/4" minimum clearance between TKO and tunnel. An easy way to check areas that you cannot see is to use a length of rubber hose that is 1/4" outside diameter. Loop it over the transmission at the bellhousing and see if you can slide it all the way to the tail housing. If the transmission has less than 1/4" clearance at any point in the tunnel, you may be able to "massage" the tunnel with a hammer and dolly to prevent cutting the tunnel.
7. This would be a good time to take the driveline measurement per the driveline instruction sheet so that the new SST driveshaft can be ordered. See MAA-00100 form in the customer info pack.

D. INSTALL NEW EQUIPMENT

- 1) Clean all mating engine surfaces and dowel pins.
- 2) Install new flywheel and flywheel bolts torqued to factory spec. Be sure to tighten bolts in alternating cross pattern sequence.
- 3) Install new pilot bearing assembly into crankshaft using a socket of similar diameter to the bearing and a rubber mallet.

NOTE: The pilot bearing is designed to be a slight press fit in the bore, and the pilot bearing hole is not always sized correctly in some crankshafts. Your pilot bearing OD should be between one-half of a thousandth and two thousandths of an inch (0.0005" - 0.002") larger than the ID of the hole in your crankshaft. If outside of this range, a different pilot bearing is required, or your crankshaft or pilot bearing may be modified to fit. Contact your local parts store or machine shop for a suitable replacement or to modify your existing parts.



- 4) Use the provided 26T alignment tool with large pilot dia end to center the clutch disk when applying torque to the pressure plate bolts. Install the bolts with medium thread locking compound per clutch instructions and tighten in a star pattern, one turn at a time to prevent distorting the pressure plate fingers, until the cover is snug against the flywheel. Torque the bolts to 35 lb.-ft. in a star pattern.

NOTE: When installing the pressure plate and clutch disk onto the flywheel, **NEVER** use power or air tools. Using power or air tools will cause the flanges of the pressure plate to distort. This will in turn cause uneven pressure plate finger heights, which will lead to inconsistent or **unsuccessful clutch releases**. See MAA-05000 clutch installation instructions for more details.

- 5) With the bellhousing still removed from the engine, install clutch fork and release bearing in the bellhousing if using mechanical clutch linkage. *The tips of the clutch fork and the spring fingers on the rear side of the clutch fork **both fit inside the groove on the release bearing.*** If you purchased the SST hydraulic system with your transmission, the hydraulic release bearing will already be installed and you will not be using a clutch fork.
- 6) Install bellhousing to engine, while making sure that there are no hoses, cables, or wires caught between the bellhousing and engine block.

IMPORTANT !!! Refer to MAA-00101 Inspection and Correction of Bellhousing to Crankshaft Runout

It is an absolute **requirement** that **runout** is **checked** and **corrected PRIOR** to installing the transmission. The runout specification for all of Silver Sport's kits is **0.005" (5 thousandths of an inch) MAXIMUM**. You **MUST** document the results **PRIOR** to installation of transmission and keep these measurements recorded in a safe place for your transmission warranty. Silver Sport's Customer Service will need this information if a warranty issue arises.

- 7) Reinstall the rubber sleeve (Fig. 5-1) on the output shaft if it was removed during test shifting to help prevent fluid leakage during the installation. Fill transmission with 2 quarts, 20 ounces of transmission fluid, or until fluid runs out of the fill plug hole with the vehicle level. Reinstall the fill plug after adding fluid.
- 8) When installing transmission, use caution when inserting the input shaft into the clutch disc and pilot bearing. Do not allow weight of transmission to rest on assembly until fully engaged (doing so can misalign disc or damage pilot bearing). The rubber output shaft sleeve may be temporarily removed and a slip yoke inserted for the output shaft to be rotated to facilitate engagement into clutch disk splines.

DO NOT UNDER ANY CIRCUMSTANCES use the transmission-to-bellhousing bolts to draw/pull the transmission up to the bellhousing!

NOTE: If the transmission stops approximately 1/2" away from seating fully against the bellhousing, install and **finger-tighten** bellhousing to transmission bolts. Connect clutch linkage and depress pedal lightly while pushing transmission forward to facilitate alignment of clutch disk to input shaft and pilot bearing. **DO NOT** force the transmission into engagement – damage to the pilot bearing may result. Tighten bellhousing to engine bolts once the transmission is seated against the bellhousing.

- 9) Once the transmission is fully seated by hand against the bellhousing, fasten with bolts provided (HWM-PACK A) and torque to 50 lb.-ft.

WARNING: THE FOLLOWING CAN CAUSE THE EARS OF THE TRANSMISSION CASE TO BREAK AND IS NOT COVERED UNDER WARRANTY (SEE PHOTO):

- a) **DRAWING THE TRANSMISSION UP TO THE BELLHOUSING BY THE BOLTS.**
- b) **NOT TORQUING THE TRANSMISSION-TO-BELLHOUSING BOLTS TO 50 lb.-ft.**
- c) **NOT HAVING THE TRANSMISSION FULLY SEATED AGAINST THE BELL-HOUSING WHEN TORQUING THE TRANSMISSION-TO-BELLHOUSING BOLTS.**



- 10) Raise up engine/transmission until transmission contacts the top of the tunnel.
- 11) Attach rubber isolator mount to transmission using 1/2-13 x 1" bolts and lock washers from hardware pack HWF-PACK C.
- 12) Re-install the factory crossmember, lower the transmission fully onto crossmember. Mark location of new holes required for attaching the crossmember to the frame. Drill holes as needed on each frame rail along the same centerline as the factory holes. On some vehicles, you may find that the existing rear holes in the frame now line up with the front holes in your crossmember, or that your frame already has holes drilled very close to the correct locations.
- 13) Attach crossmember to isolator mount with washers and nuts from Hardware Pack HWF-PACK A. Confirm no interference to car body or noise will occur as the driveline moves under load.
- 14) Remove shipping plug and insert drive shaft slip yoke fully until touching transmission seal rubber dust boot. Set driveshaft into position at differential and seat u-joints into differential pinion yoke. Make certain all parts are clean and properly assembled.
- 15) Install straps and torque to factory specs: 17 lb.-ft. for 1310/1330 U-bolts; 24 lb.-ft. for 1350 U-bolts (excessive torque can distort bearing cap leading to premature failure). Double check your assembly.

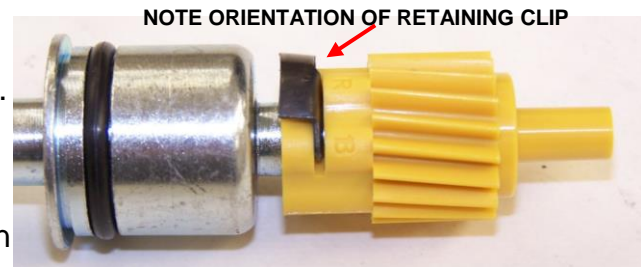
16) This would be a good time to double check driveline operating angles to confirm front and rear angles are within recommended values. Adjust as necessary.

17) Connect clutch linkage - do not preload mechanical release bearing. Adjust linkage as required. If using a SST hydraulic system (available separately), follow instructions provided

18) Install new speedo cable per MAA-00102.

Wrap tape around speedometer cable ends to prevent damage and keep them clean while routing new speedometer cable to transmission.

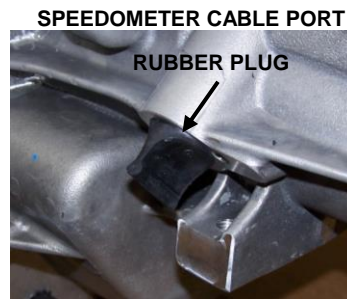
Remove rubber plug from the speedometer cable port on left side (see photo right) and install new speedometer cable with gear, clip and o-ring (HWA-PACK S) into transmission case. Install cable retainer bolt and tighten bolt to 4 lb.-ft. Connect cable to speedometer.



The TKO 500 and 600 have provision for electronic speedometer output also. The speed sensor is located on the passenger side of the transmission, directly opposite the mechanical speedometer output (see photo below). The sensor is a standard two wire GM, sine wave output, with 17 pulses per output shaft revolution, which equates to roughly 33,000 to 60,000 pulses per mile depending on axle ratio and tire size. For reference, a 26" tire with a 3.73 gear will produce 49,212 pulses per mile. Please refer to your speedometer's installation instructions or contact the speedometer manufacturer for information on connecting and calibrating your electronic speedometer.

19) The reverse B/U switch is located on the driver's side of the main case and is a black-bodied switch with (2) studs (see photo below). The switch is a normally open, non-directional switch that will complete the lighting circuit when the transmission is in reverse. SST has provided a two-wire harness with your kit that will attach to the 5 speed B/U light switch. It can be spliced into your car's wiring harness in place of your original switch.

20) The wire pigtail at the very back of the tail housing is a neutral safety switch (see photo below). It is a normally open, non-directional switch that will complete the circuit when the transmission is in neutral. The plastic connector may be removed and the neutral safety switch may be spliced in to your starter circuit between the ignition switch and the starter solenoid if you so choose.



- 21) Install exhaust.
- 22) Bolt on shifter handle with 3/8"-24 x 1" bolts and washers provided (HWA-PACK L). Use medium strength thread lock compound. Torque to 25 lb.-ft. Confirm shifter motion through all gears.
- 23) Install front carpet and seat(s).
- 24) Install shifter boot and retainer ring, and/or console if equipped.
- 25) Connect tachometer drive cable to distributor (if equipped).
- 26) Connect throttle linkage to carburetor.
- 27) Install distributor cap and breather.
- 28) Tighten fan shroud if it was loosened earlier.
- 29) Reconnect the negative (-) battery cable.



E. FINAL INSPECTION AND START UP PROCEDURE

1. If you did not fill the transmission with fluid before installation, remove the fill plug on the passenger's side of the transmission and fill with 2 quarts, 20 ounces of transmission fluid, or until fluid runs out of the fill hole with the vehicle level.
2. Start engine and allow engine to idle for a few minutes.
3. Check for leaks while warming up.
4. Slowly rev engine in neutral and listen for any unusual sounds or vibration.
5. Shift through all forward gears with the clutch disengaged (clutch pedal depressed).
6. Do not shift into reverse above idle speed, reverse is not synchronized. Shifting into reverse may require shifting into a forward gear first to prevent grinding.
7. Test drive at low speeds and low RPM.
8. Gradually increase engine RPM and vehicle speed.
9. Compare this test drive to the pre-installation test drive.
10. Drive conservatively for the first 500-1000 miles for transmission break-in.
11. If you experience vibration at highway speeds, verify that there is no body contact with the new transmission. If there is no contact, it may be necessary to adjust your driveline angle. Much has been written about driveline angles and how to determine them, and there is a lot of great information available online from multiple websites. If you need further help with your driveline angle, call Silver Sport Transmissions' Customer Service at 888-609-0094.

F. SPECIFICATIONS AND MAINTENANCE

TREMEC HighPerformance ManualTransmission Fluid is endorsed by Tremec for use in all Tremec brand aftermarket performance transmissions. **GM Synchronesh (part #88900333; formerly part #12345349) or Pennzoil (part #3501), DEXRON/MERCON ATF (non-synthetic), and Mobil 1 ATF are the ONLY other fluids approved by Tremec.**

The use of ANY other fluid will void your warranty. Silver Sport

Transmissions recommends that the fluid be replaced after the first 500-1000 miles of normal driving, and then every 30,000 miles thereafter. It is acceptable to use the less-expensive DEXRON/MERCON fluid for the break-in period and then replace it with the Tremec HP MTF or GM Synchronesh.

FLUID CAPACITY:

2 QUARTS, 20 OUNCES (U.S.)

DO NOT EXCEED MAXIMUM INPUT TORQUE:

- TKO 500: 500 lb.-ft. in 4th gear
- TKO 600: 600 lb.-ft. in 4th gear

GEAR RATIOS:

TKO 500

1 ST	3.27
2 ND	1.98
3 RD	1.34
4 TH	1.00
5 TH	0.68

TKO 600

1 ST	2.87
2 ND	1.89
3 RD	1.28
4 TH	1.00
5 TH	0.64

(0.82 OPTIONAL)

CONTACT INFORMATION

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SILVER SPORT TRANSMISSIONS IS DEDICATED TO YOUR SATISFACTION AND ENJOYMENT OF THIS PRODUCT. PLEASE SEND US PICTURES OF YOUR CAR ALONG WITH A TESTIMONIAL OF HOW YOU RATE THIS PRODUCT. WE WILL BE POSTING MANY CUSTOMER FEEDBACK LETTERS AND PICTURES ON OUR WEBSITE AND BROCHURES.

ENJOY YOUR SILVER SPORT TRANSMISSION SYSTEM!