



Bracket and Lever Kit for Chrysler Torqueflite A-727 and A-904 AMC Torque Command

Part No. 10497

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STEP 1. Raise and safely support vehicle at least 1-2 feet off the ground. Use jack stands to support the vehicle, do not use a jack to support the vehicle. Loosen pinch bolt on throttle lever on transmission. This is the lever on the small diameter shaft. Pry the lever off with a screwdriver and allow linkage to hang free. Remove and discard stock shift lever and stock shift linkage. Install B&M selector lever in position and tighten pinch bolt securely, see illustration. Make sure lever is not pushed down so far as to touch the transmission case. This will cause the lever to bind on the case. The lever should travel smoothly from front to back with a positive click in each gear position. Install stock throttle lever in position on small diameter shaft as removed and tighten pinch bolt securely. Throttle lever must operate smoothly.

STEP 2. Remove two transmission oil pan bolts directly below the shift lever. Install cable bracket in position, see illustration. with two spacers between the pan and bracket. (If your transmission is equipped with a cast aluminum oil pan these spacers can be omitted.) Install the two 5/16-18 x 1.00" pan bolts supplied and tighten to 12-13 ft. lbs. Do not overtighten as this can damage pan gasket.

STEP 3. Remove two rubber boots, one large nut, and a large lockwasher from the threaded end of the shifter cable. Avoid sharp bends and route the shifter cable away from hot engine and exhaust parts. Cable may be secured up out of the way with nylon cable ties. Slide the end of the cable into the cable bracket, install lockwasher and large nut over end of cable. Position cable so the threaded portion of the cable housing is centered in the cable bracket. Tighten both large nuts to hold the cable in this position. Install two rubber boots onto end of cable.

STEP 4. Move the transmission selector lever by hand to full forward position (LOW). Place the shifter lever to the low gear position (shifted all the way back). Adjust the large nuts on the cable so that the swivel will slide into the hole on the

selector lever. Tighten the large nuts completely. Be sure that the swivel will slide freely in and out of the hole in the selector lever.

With the swivel in the selector lever, move the shifter to PARK position, as far forward as the shifter will go without forcing it. (The shifter will ratchet one position further forward that is used to reach the GM park position but is not used on Chrysler transmissions. Trying to force the cable will damage the cable.) The shift lever on the transmission should be all the way back. Check to see that the swivel will slide freely in and out of the hole in the lever in this position. If it does not slip in freely, adjust the swivel slightly until it will slip into the hole in the lever in both LOW and PARK positions. Operate shifter through all gear positions. Check to make sure swivel will slide in and out of the selector lever hole in each gear position. Install cotter key supplied with shifter into swivel and spread key ends.

STEP 5. Check operation of throttle linkage again. Linkage must operate smoothly with no bind. All transmissions

using automatic valve bodies must have the throttle linkage connected and operating or transmission damage will result.

STEP 6. Neutral Safety/back-up light switch.

66-68: The Neutral safety switch will continue to function normally. It will not be necessary to hook up the Neutral safety switch wires on the shifter. Disconnect the battery ground cable before wiring the back-up light switch. Locate the original back-up light switch on the steering column or console shifter. Run these wires to the switch on the **B&M** shifter. Reconnect ground wire and check light for proper operation. Adjust switches on the shifter if required.

69 and Later: The Neutral safety/back-up switch is located on the transmission and will continue to function normally. It will not be necessary to connect any wires to the switches on the shifter

IMPORTANT: Do not force the shifter to over travel into the Park position. This will move the shifter into GM Park position and will damage the cable or transmission.

