

151 INDUSTRIAL DRIVE  
ASHLAND, MISSISSIPPI 38603  
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- 162000 TH350/TH400 2 PC.
- 745000 Powerglide 2 PC.
- 745002 P/G 2 PC. Full Spline
- 745004 P/G-1 PC. Rear Main
- 745007 P/G w/Aluminum Flange
- 745100 P/G-Ford 289-351
- 745102 P/G-Ford Full Spline

**This Kit Contains:**

| <u>Qty.</u> | <u>Description</u>  |
|-------------|---|
| One (1)     | Crank Flange (neutral balanced)   |
| One (1)     | Pump Drive (splined)  |
| One (1)     | Spiral Lock   |
| Six (6)     | 7/16 - 20 Grade 8 Bolts and Washers [745100 & 745102 kits contain twelve(12)] |
| One (1)     | Crank Adapter [745100 & 745102 only]  |

Step 1 Place flexplate on crankshaft in normal position.

Step 2 745100 & 745102 only - All others go to Step 3. Install Crank Adapter and rotate until the hole pattern lines up. Use six (6) 7/16 - 20 bolts with star washers and thread lock compound to secure adapter to crank. Check OEM manual for torque specifications.

Step 3 Line up Crank Flange with crank. Using thread lock compound, secure the Flange with (6) 7/16 - 20 bolts and washers. Ford applications torque bolts to same specs as Step 2. Chevrolet applications torque to 60 foot pounds on small blocks and 65 foot pounds on big blocks.

Step 4 Once the Flange is bolted into place, you will need to determine the length of the Pump Drive. If you are using a TCI® 745050 2-piece lock collar the spiral lock is not required. Install lock collar loosely over the spline portion of the pump drive tube. For spiral lock location see Illustration 1. Install the spiral lock into the correct groove for your application. Note: Because of different crank spacing the spiral lock might need to be moved to a different location for correct clearance.

Step 5 Install Pump Drive into transmission making sure that it engages the pump gear properly. Lubricate pump drive splines with a high quality bearing grease or anti-seize to prevent galling. Install transmission, inserting spline end of Pump Drive into the Flange. If using a 2-piece lock collar proceed to Step 6. If not, then skip to Step 7.

Step 6 Pull pump drive forward towards engine 1/8". Hold pump drive tube steady and slide the lock collar up against the crank flange. Tighten the lock collar bolts to approximately 10 foot pounds. Recheck the pump drive to verify that it still has 1/8" clearance.

Step 7 After transmission is installed there should be between 1/8 to 3/16" travel from where the Pump Drive is bottomed out in the transmission to where the spiral lock is bottomed out in the Flange.

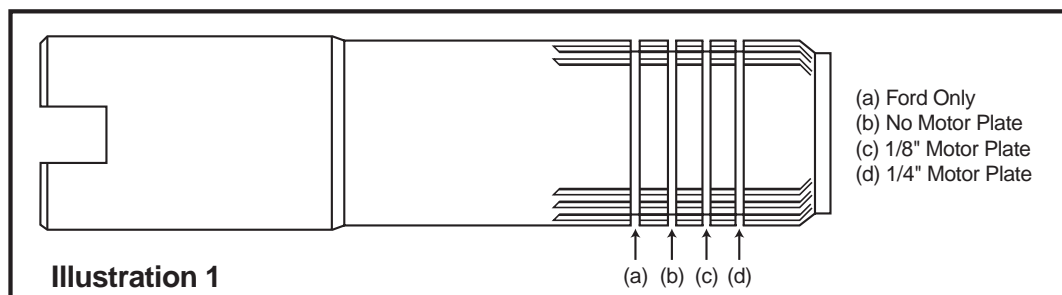


Illustration 1

**TRANS**  
**HELP**   
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