

Installation Guide

This Transmission contains no **LUBRICANT!** Fill with OE approved lubricant.

Be sure to **REMOVE AND REPLACE** all speedo gears from your "Core" and install on your Anderson Brothers Remanufactured unit.

Check all:

- Engine Mounts for Excessive Wear.

Check Clutch:

- Inspect all Clutch related parts for wear.
 - This includes all cross shafts, forks, etc.
- Resurface Flywheel
 - This includes inspect and or replace all dowel pins as well.
 - After Installation, Check all adjustments *in accordance with OEM Recommendations.*

Check Driveline:

- Inspect and Replace if necessary all worn components:
 - This includes
 - All U-Joints
 - Carrier bearing & Yokes

Check PTO: (If Equipped)

- Shim your PTO
 - This means that your backlash should be between .006-.012 inches or *in accordance with O.E. Recommendations.*
 - Flush out your PTO Hydraulic lines prior to reinstalling.

Check Transmission Heat Exchanger: (If Equipped)

- Clean and Flush the Entire System
 - Including lines and pressure test for leaks before reinstallation

This is where you realize the value of the "**Anderson ADVANTAGE**" we provide a

- Rebrushed Bellhousing (*Saving you time and Shop Labor*)
- Air Line Kit with installation instruction
- Output Yoke on all 9 Series and FRO's (If we know your Series)
- We Dyno Test Every Transmission (Including New)