



CORVETTE 1963 - 1967



**5-SPEED
MANUAL TO MANUAL
TRANSMISSION CONVERSION
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 FACTORY SERVICE MANUAL (FSM) FOR ADDITIONAL DETAILS OF THE PROCEDURES BELOW, AS REQUIRED.

FOR BOLT TORQUE SPECIFICATIONS, REFER TO YOUR FACTORY SERVICE MANUAL.

The material herein is the intellectual property of Keisler Engineering, Inc. and is to be used by Keisler customers or their authorized installers for the sole purpose of installing Keisler-supplied transmissions and related parts. Under no circumstances shall the manual or any portion thereof be copied, duplicated, distributed or incorporated in any written or printed document without the express written approval of Keisler Engineering, Inc.

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.

In addition to this manual, you should have received instructions for checking your bellhousing runout. **The bellhousing runout must be checked (and corrected if necessary) for Tremec's warranty coverage.**

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 throw out bearing kit – MAG-00402 Hydraulic Kit Instructions for GM
3. MAA-00201 – Automatic to Manual conversion, General Guidelines

Your invoice lists the individual hardware packs and where they are used.

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 six possible positions while rotating the input shaft and checking for output shaft rotation. The rubber sleeve may need to be removed from the output shaft to allow it to turn easier (see photo on page 4). If the input shaft will not turn, slide the 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 Keisler Engineering at **865-609-8187 extension 2** for instructions.

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 LH & RH interior side panels from console.
3. Remove console top plate. Disconnect power window switch connector, if equipped (note orientation of connection). Remove power window switch heat shield cup and switch, if equipped.
4. Remove shifter knob & boot. Place shifter in neutral.
5. Remove breather assembly & ignition cluster cover/distributor cap from engine. Big block vehicles may need the fan shroud loosened as fan blades may contact it as the engine is lowered in the back during transmission removal.
6. Disconnect tachometer drive from distributor.
7. Disconnect throttle linkage at carburetor.
8. Raise car securely on lift or jack stands. 6 ton jack stands will allow you to raise the car higher than 3 ton jack stands will, which makes the installation easier.
9. Loosen exhaust pipes at manifold and remove as required for working clearance and to allow the engine to drop. Remove exhaust support bracket at transmission crossmember (if equipped). Vehicles with under car exhaust will need to have the exhaust bracket modified as described in section B step 21.
10. Unbolt starter and set aside.
11. Remove linkage pin & clip at torque arm (z-bar) to clutch fork.
12. Remove bellhousing dust cover.
13. Remove driveshaft at front yoke, then at rear differential.
14. Remove shifter assembly.
15. Remove speedometer cable.
16. Disconnect reverse lamp wiring.
17. Secure rear of engine with hydraulic jack.
18. Remove transmission mount bracket.
19. Secure transmission (jack recommended) and unbolt from bellhousing, then move rearward in vehicle and remove from vehicle.
20. Remove bellhousing and clutch unit.
21. Remove factory tunnel insulation, if equipped.
22. Remove clutch fork and release bearing from bellhousing. Inspect release bearing, fork, and pivot ball stud for wear. Contact Keisler Engineering or your local auto parts supplier for replacement parts if needed.
23. Inspect flywheel ring gear teeth (no cracks, chips, wear), and friction surface (no cracks, grooves, or hot spots). Keisler Engineering 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.
24. Remove pilot bushing using removal tool (not supplied).

B. INSTALL NEW EQUIPMENT

The Keisler 5-speed is designed so that the transmission can be installed **without** removing the engine from the car, and the instructions below outline the steps required to do so. The transmission and engine may also be bolted together and installed as an assembly if your engine is removed from the car.

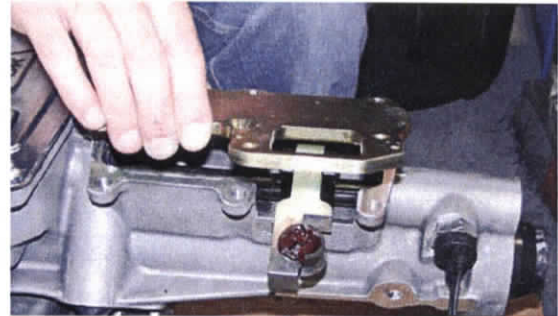
1. Set transmission shift lever in reverse gear. Remove two small socket-head bolts from shift link under the tower and remove clamp from horizontal shifter link. Remove shift tower socket head bolts and remove shift tower (noting or marking orientation for reassembly) completely from the

shift tower base plate and horizontal shift link. Remove shift tower baseplate bolts and remove baseplate. These parts will be reinstalled.

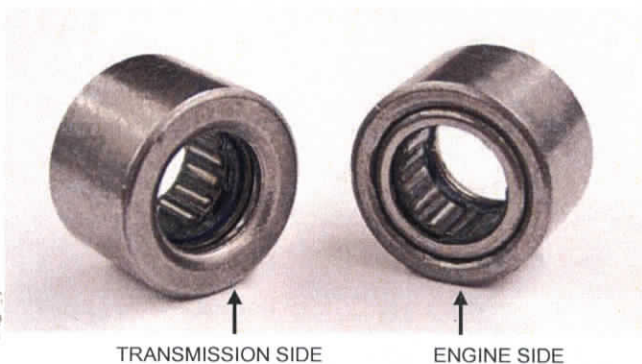
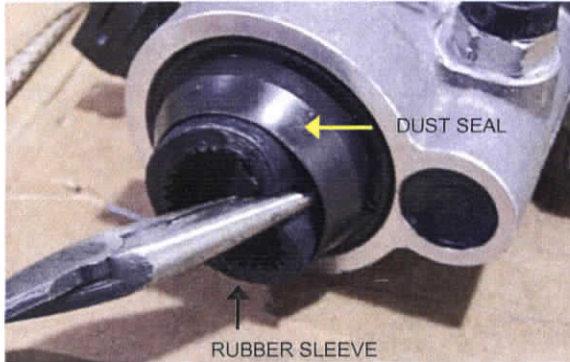
REMOVE SHIFT TOWER



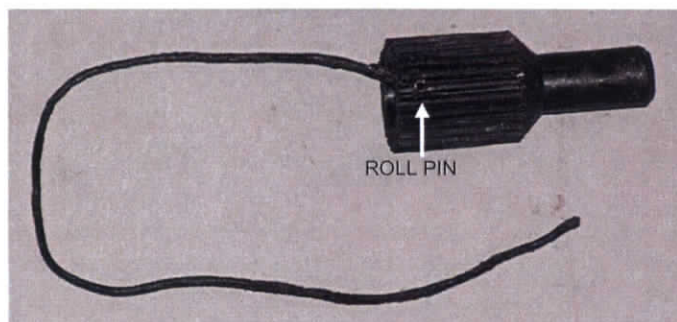
REMOVE BASE PLATE



2. Confirm existence of rubber sleeve in tailshaft. Reinstalling the tailshaft plug removed during test shifting will prevent oil leakage during installation. Fill transmission with 2.64 quarts GM Synchronesh transmission fluid (GM part # 12345349, available at most GM dealers).
3. Install new pilot bearing assembly using a socket of similar diameter to the bearing and a rubber mallet. Gently tap bearing fully into crankshaft until bearing face is flush with crankshaft face.



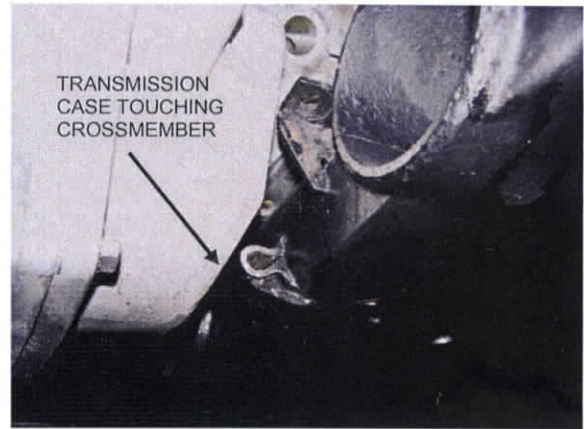
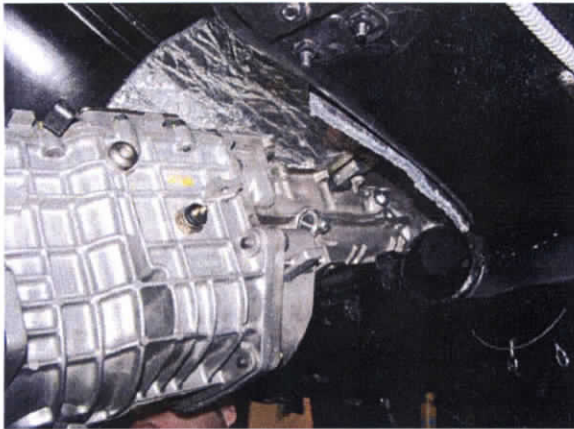
4. Install bellhousing and inspect for proper alignment to crankshaft using dial indicator or test indicator (Keisler can provide these tools at extra cost). See "Inspection and Correction of Bellhousing To Crankshaft Runout" provided with your literature package. Make sure to record your runout data in a safe place, as it will be required in the event of a warranty issue. Mark offset dowel pin position if used to correct bellhousing runout, and carefully remove bellhousing.
5. Your clutch alignment tool will need to be modified for this installation. It will need to be shortened to 2 1/2-2 3/4" overall length by cutting off the back end (leave the smaller diameter pilot-bearing end attached). Drill a small hole through the splined part of the tool and install a roll pin in the drilled hole. If necessary, file the roll pin down to match the spline profile. Install a retrieval wire to the roll pin, with the wire exiting from the rear of the tool.



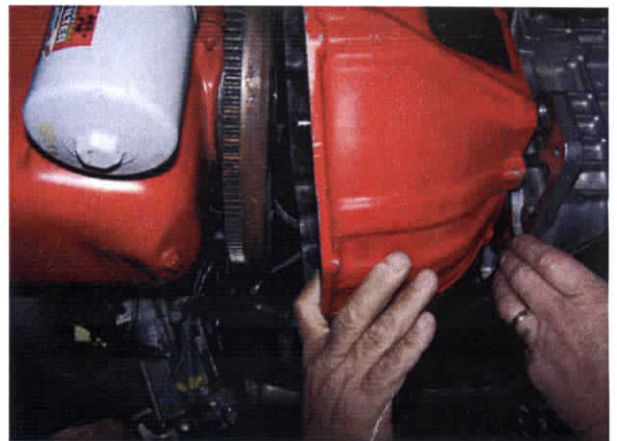
6. Lower engine to approximately 9 degrees down in the rear (required for new transmission installation).
7. With the bellhousing still removed from the engine, install clutch fork and release bearing in the bellhousing if using mechanical clutch linkage. *The tips of the clutch fork and the spring fingers on the rear side of the clutch fork both fit inside the same groove on the release bearing.* If you purchased the Keisler hydraulic system with your transmission, the hydraulic release bearing will already be installed and you will not be using a clutch fork.



8. Set transmission into tunnel, sliding rearward until rear of case touches against welded-in crossmember. Transmission tailhousing should be centered in the tunnel, while the front should be angled towards the passenger side to facilitate installation of the bellhousing. Transmission input shaft should be pointed downwards as far as possible to provide clearance for the bellhousing.

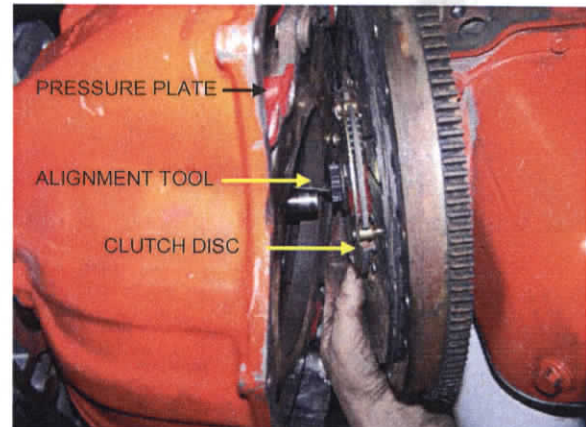


9. With the input shaft pointed down as far as possible, slide the bellhousing over the input shaft and up against the transmission case. The bellhousing may need to be upside down while being slid into place.



CLUTCH FORK SHOULD ALREADY BE INSTALLED AT THIS POINT, REMOVED FOR CLARITY IN PHOTO

10. Insert pressure plate into bellhousing over input shaft. This may also be easier with the bellhousing upside down.
11. Orient the bellhousing so it is right side up. Loosely install one transmission to bellhousing bolt. Do not tighten. This will keep bellhousing secured during the next step.
12. Raise transmission nose enough to insert clutch disc into bellhousing against flywheel and fully insert modified alignment tool through clutch disc and into pilot bearing. Raise transmission as required to allow pressure plate to be brought forward for assembly on the flywheel. It may be necessary to remove the transmission-to-bellhousing bolt in order to fit your hand in the bell and move the pressure plate at the same time. Begin installing pressure plate bolts, using flywheel spanner tool to rotate engine counter clockwise (facing flywheel) to access each of the six clutch plate bolts. Install each one only finger tight on the first round, then incrementally tighten each one in an alternating sequence until all six are snug. Then tighten each one in the same alternating sequence to 35 ft-lbs.



13. Lower the nose of the transmission enough to remove alignment tool using retrieval wire.
14. Begin raising transmission. As needed, raise engine up to permit attaching the bellhousing to the engine.
15. Remove transmission to bellhousing securing bolt if not already removed, and attach bellhousing to engine. Ensure that there are no hoses, cables, or wires caught between the bellhousing and engine block.
16. Move the transmission further forward, inserting the input shaft into the clutch disc and pilot bearing. Due to the tight clearance around the upper right transmission to bellhousing bolt, a socket head bolt can be substituted for the hex head bolt if the customer does not have a suitable hex head wrench. Use caution while engaging transmission input shaft into 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 tailshaft sleeve may be temporarily removed and the slip yoke inserted and the tailshaft rotated, as required, to facilitate engagement into clutch disk. Once the transmission is fully seated by hand against bellhousing, fasten with ½" x 1-3/4" bolts and washers provided (HWG-PACK A). Torque to 50-60 ft-lb.

NOTE: If the transmission stops approximately ½ inch 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 disc 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.

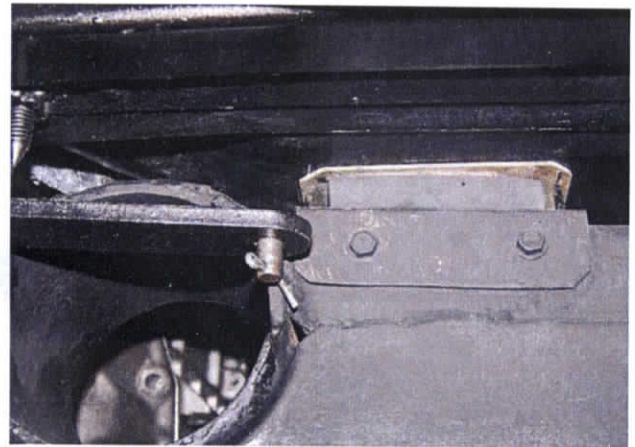
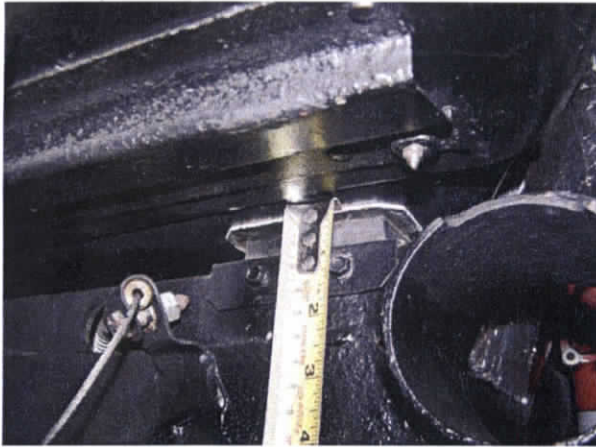
17. While the transmission tailhousing is sitting directly on the crossmember, re-install shifter baseplate and bolts. Tighten to 20 ft-lbs. Re-install shift tower using two (2) socket head cap screws. Re-install the horizontal shifter link clamp and bolts.
18. Install shifter dust cover using two small screws provided and seal around the cover and the vertical seams with RTV silicone (not supplied).



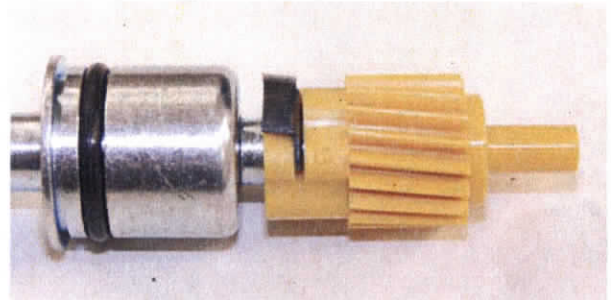
NOTE: Photos above show aftermarket insulation installed in the transmission tunnel. This car has new body mounts and Keisler's body sag correction kit installed. Your car may or may not have room in the tunnel for insulation.

19. Raise up engine/transmission until it rests firmly against floor pan.
20. Vehicles with under car exhaust will require the exhaust bracket (if equipped) be test fit with the bracket mounted between the isolator and transmission. Enlarge the slots in the exhaust support bracket as needed to allow it to bolt to the new mount. Attach rubber isolator mount loosely to the transmission with hardware pack HWG-PACK H. Install crossmember bracket to frame using the original hardware you removed earlier. Lower transmission onto crossmember, and attach isolator mount to crossmember bracket using hardware pack HWG-PACK B. Tighten all mount and crossmember bracket fasteners.
21. Confirm no interference to car body exists or noise will occur as the driveline moves under load. If tunnel contact exists, two possible causes may be present. The first is compressed, aged body bushings which will require replacement and possibly shimming to raise the body to obtain adequate transmission clearance. The body mount kit is available from restoration parts suppliers. The second possible cause is sagging of the fiberglass floor tunnel/seat pan area due to age and heat. Floorpan sag is identified by reduced floorpan to top of crossmember clearance (less than 5/8") towards the middle of the car, adjacent to the exhaust pipe passage, compared to the clearance at the outer ends of the crossmember near the perimeter frame. See photo on next page. Sometimes a sagging or weakened floor pan problem is not apparent until one or two occupants are in the car, loading the floor pan, and causing contact between the tunnel and transmission. Contact Keisler Engineering for a body sag correction kit P/N XMG-01700. Failure to correct body bushing and/or floor sag problems can result in transmission contact problems with the body which will cause a gear-like "rattle" or "clunking" that is not associated with the gearbox internals, particularly when driving in the higher gears.

BODY SAG CORRECTION KIT INSTALLED ON 1965 CORVETTE COUPE

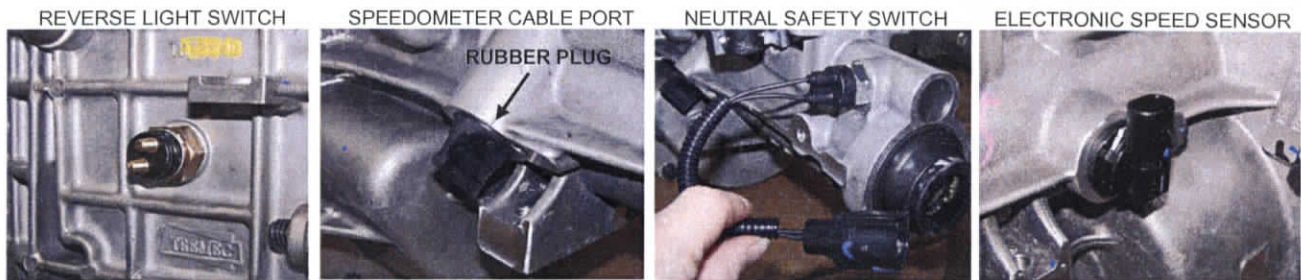


22. Confirm transmission is centered in floor tunnel. If the shifter tower is located less than 1/8" from either edge of the shifter hole, slot the holes in the transmission mount bracket, as required, to provide the required clearance for the tower in the shifter hole. Cutting of the body is not required and should not be done. Please contact Keisler Engineering if you need more information or support regarding this portion of the installation.
23. The rubber tailshaft sleeve may be removed at this point (see step B-2 and photo on pg. 4), or it can be pushed forward into the tailhousing by the slip yoke and left there. Remove slip yoke from new driveshaft, and insert slip yoke fully into the tailhousing, until the shoulder on the slip yoke is touching the rubber dust seal. Set driveshaft into place rear-end first, and seat u-joints into differential yoke. Install rear straps and torque to factory specs. Make certain all parts are clean and properly assembled. Double check your assembly. Assemble driveshaft to front yoke and again, make certain all parts are clean and properly assembled.
24. Reinstall bellhousing inspection cover and starter.
25. Connect clutch linkage - do not preload mechanical release bearing. Adjust linkage as required. If using Keisler hydraulic system (available separately), follow instructions provided.
26. On 1967 models, the emergency brake cable may interfere with the slip yoke. The emergency brake cable pulley bracket needs to be below the pulley and may need to be bent upwards slightly to provide clearance to the slip yoke.
27. 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 and install new speedometer cable with gear, clip and o-ring into transmission case (HWA-PACK S). Install cable retainer bolt and tighten bolt to 4 ft/lbs. 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. The sensor is a standard two wire GM, sine wave, with 17 pulses per revolution of tailshaft, 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 3.70 gear will give 48,810 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.

28. The reverse light switch is located on the driver's side of the main case, and is a black-bodied switch with two studs. The switch is a normally open, non-directional switch that will complete the lighting circuit when the transmission is in reverse. Keisler has provided a two-wire harness with your kit that will attach to the 5-speed reverse light switch. It can be spliced into your car's wiring harness in place of your original switch that was mounted to your 4-speed shift linkage. The wire pigtail at the very back of the tailhousing is a neutral safety switch. 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.



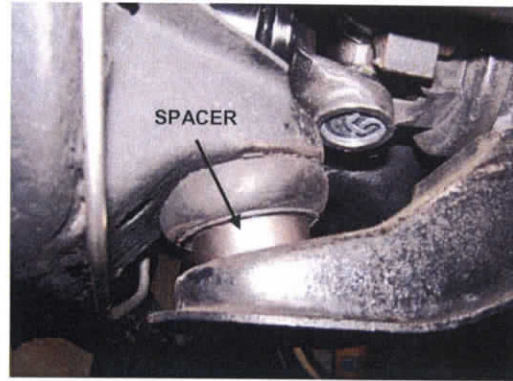
29. Tighten exhaust.
30. Bolt on shifter handle using hardware pack HWA-PACK L. Use medium strength threadlock compound. Torque to 25ft-lb. Confirm shifter motion through all gears.
31. Install rubber boot/retainer ring.
32. Install power window heat shield, if equipped.
33. Install upper console plate and power window switch connector, if equipped.
34. Install LH & RH interior side panels.
35. Connect tachometer drive cable to distributor.
36. Connect throttle linkage to carburetor.
37. Install ignition cluster cover/distributor cap (if equipped), and breather.
38. Reconnect the negative (-) battery cable.

FINAL INSTALLATION STEPS

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 genuine GM Synchronesh (part # 12345349) until fluid starts to run out of the fill hole (capacity is 2.64 quarts). Reinstall the fill plug.
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 Keisler Engineering Customer Service at 865-609-8187 extension 2.

12. Some Corvettes may need the differential pinion lowered by installing shims or a spacer between the differential bracket and the rear crossmember in order to achieve the correct driveline angle. Shims may be installed if necessary by removing the nut from the differential mount bracket to the rear crossmember. Pry downwards on the front of the bracket to separate the bracket from the rear crossmember, and insert shims or spacers as required. Replace the retaining nut, and recheck your driveline angles in both the front and the rear after making any changes.



SPECIFICATIONS AND MAINTENANCE

Change transmission fluid every 30,000 miles with GM Synchronesh part # 12345349, capacity 2.64 quarts.

DO NOT EXCEED MAXIMUM INPUT TORQUE :

- TKO500: 500 ft-lb. in 4th gear
- TKO600: 600 ft-lb. in 4th gear

GEAR RATIOS:

- TKO 500
 - 1ST 3.27
 - 2ND 1.98
 - 3RD 1.34
 - 4TH 1.00
 - 5TH 0.68
- TKO600
 - 1ST 2.87
 - 2ND 1.89
 - 3RD 1.28
 - 4TH 1.00
 - 5TH 0.64
(0.82 OPTIONAL)

CONTACT INFORMATION

KEISLER ENGINEERING
2250 STOCK CREEK BOULEVARD
ROCKFORD, TENNESSEE 37853-3043
865.609.8187

SALES EXTENSION #150
CUSTOMER SERVICE EXTENSION #151
865.566.0315 FAX

WWW.KEISLERAUTO.COM

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TRANSMISSION SYSTEM!**