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INSTRUCTIONS FOR INSTALLING AND REMOVING INTERNAL LINER SHIELD

Note: With the inner liner installed correctly, the Reid Racing Superglide is **SFI 4.1** certified and will **NOT** require any gearbox shields, blankets, or special oil pans.
You are **NOT** required to use pan straps.

BE SURE THE SFI 4.1 NUMBER SCRIBED INSIDE THE LINER, THE NUMBER STAMPED ON THE BELLHOUSING ABOVE THE STARTER POCKET, AND THE SFI 4.1 STICKER ALL MATCH. TECH PERSONNEL WILL CHECK THESE NUMBERS AND PRESENCE OF THE LINER WITH A SPECIAL MAGNET.

ASSEMBLY

- 1) Start with the clean, bare case. Push the liner into the case, keeping the two anti-rotation lugs at the back of the liner roughly centered in the reverse clutch steels' grooves in the case. You should be able to push it in by hand or tap it in lightly with a soft faced mallet. The liner seats against a shoulder and sits just slightly below the oil pump surface. This is a first-time installation only.
- 2) Remove the liner by wiggling it or by gently prying with screwdrivers between the case and sides of the liner while lifting it out. The purpose of installing and removing the liner the first time is to shave off any high spots in the casting. Blow out the case with air to remove any aluminum flakes. Flakes normally don't come off after the initial installation of the liner.
- 3) With the liner still removed, assemble the transmission as you normally would, but leave the oil pump and oil pan off. Loosen the bracket that guides the parking pawl. Swing the parking pawl outward (away from planetary gears) so that it doesn't protrude into the case. Insert the liner as before.

DISASSEMBLY

- 1) Remove the pump, followed by the liner. Don't pry too hard on the liner as you could damage the case or "spring" the liner. You always want to have some pre-load on the liner to stabilize it in the case. Continue normal disassembly of the transmission.
- 2) Although liners are physically interchangeable between Superglide cases, you must keep the liner and case together because the SFI numbers on the liner and the case are stamped into the case, and these numbers must match the SFI tags that are affixed to the case.