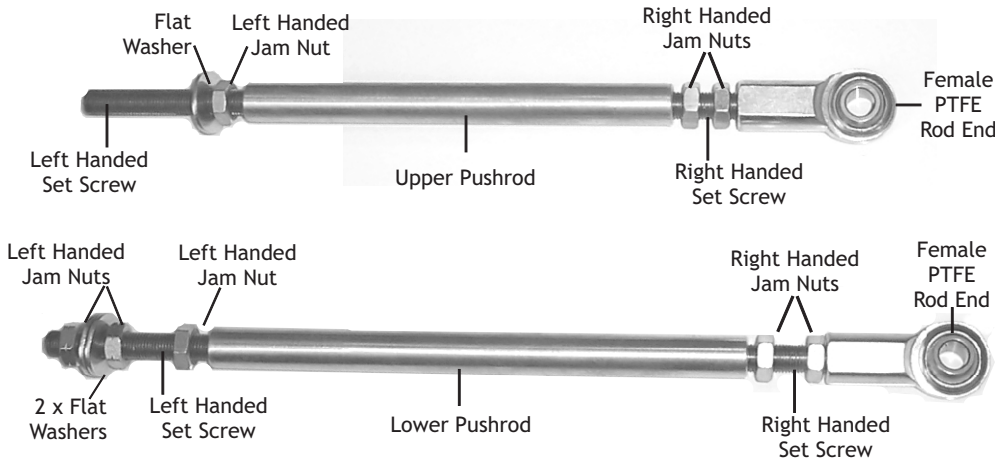


## Rod Links™ Installation Instructions

Part Number(s): 7882, 7882-1  
 1963 - 1966 Chevy/GMC Truck V8 2W



### Verify Kit Contents

- 2 PUSHRODS  
(STEEL OR ALUMINUM)
- 2 SPHERICAL BEARING ROD ENDS
- 8 JAM NUTS
- 3 FLAT WASHERS
- 2 LEFT THREADED SET SCREWS
- 2 RIGHT THREADED SET SCREWS
- 1 FASTENER KIT  
(2 EA: BOLTS, NUTS, LOCK WASHERS, FLAT WASHERS)
- ADDITIONAL PARTS (SEE STEP 2):**
- 1 MALE ROD END BEARING
- 1 1.5" BOLT, 2 WASHERS, 1 NUT

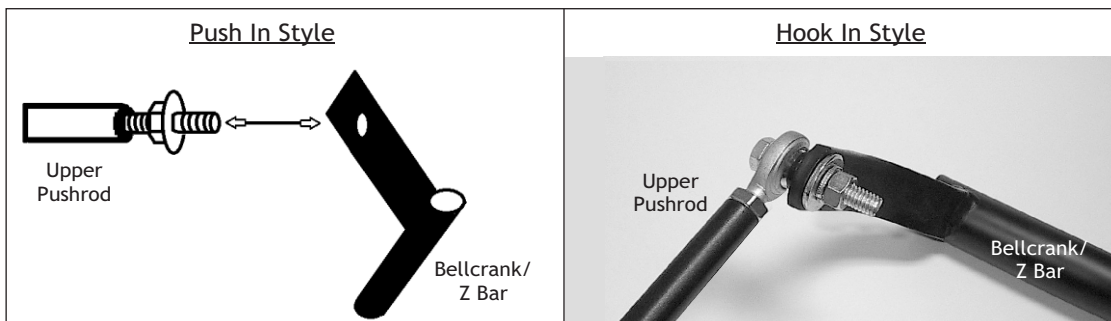
**PLEASE NOTE:** The upper pushrod will be either shorter or the same length as the lower pushrod, depending on the kit ordered.

One or more of the bearing ends are PTFE-lined, which require no lubrication. This can make them difficult to turn by hand. This tight fit keeps debris and dirt out of the bearing race and essentially makes them self-cleaning.

### INSTALLATION:

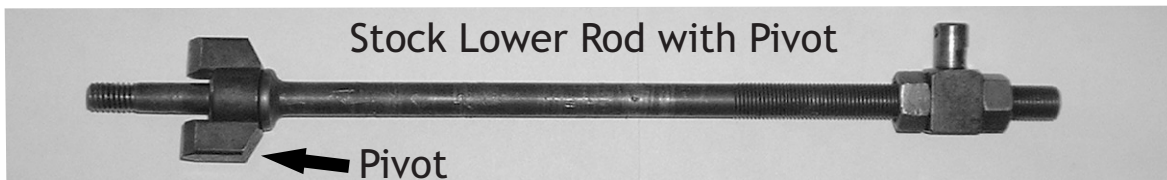
1. Assemble the new kit as in the picture above. Note that some of the rod ends may have right handed threads, and some may have left handed threads. The right and left handed threads on the rod ends must match the ones in the pushrod to avoid damaging the threads inside the pushrod.
2. Remove the old linkage from the vehicle. Note the orientation of each component as it is removed, such as through which side of the clutch pedal the push rod was inserted, or to which side of the bellcrank (frame side or block side) the lower pushrod was attached.

**PLEASE NOTE:** Some bellcranks do not use the more common Push In Style, with a straight upper rod that pushes directly into the bellcrank. Instead, some upper rods have a 90-degree bend on the end that goes into the bellcrank, or Hook In Style. If you have the Hook In Style, use the extra rod end bearing and hardware to attach the upper rod to the bellcrank. See figures below.



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3. Measure the lengths of the original assembly and match the new linkage by adjusting the assembly as needed.
4. Install the new linkage, duplicating the orientation of the old component. When installing the upper pushrod, note that one bearing turns more easily than the other. The more loose bearing must be installed at the clutch pedal.
5. The threaded rod on the lower pushrod recesses into the clutch fork, resting against the jam nut. If the lower pushrod requires a pivot to recess into the clutch fork (see picture below), remove one nut and washer from the threaded rod and slide the stock pivot (not included) up against the remaining flat washer. The pivot recesses into the clutch fork. If there is room on the back side of the clutch fork, thread the remaining nut and washer to the back side of the clutch fork. If there are not enough threads protruding through, the extra nut and washer are not required. If a new pivot is needed, it can be ordered from a GM dealership, part number 3765322.



6. All straight pushrods have left hand/right hand threads to make adjustments a simple task. Loosen the jam nuts and turn the pushrod. Tighten all jam nuts when finished.
7. Pushrods with bends require removing the bolt that fastens the end to the pedal or bellcrank. Once removed, loosen the jam nut and turn the rod end to adjust. Tighten the jam nuts when finished.