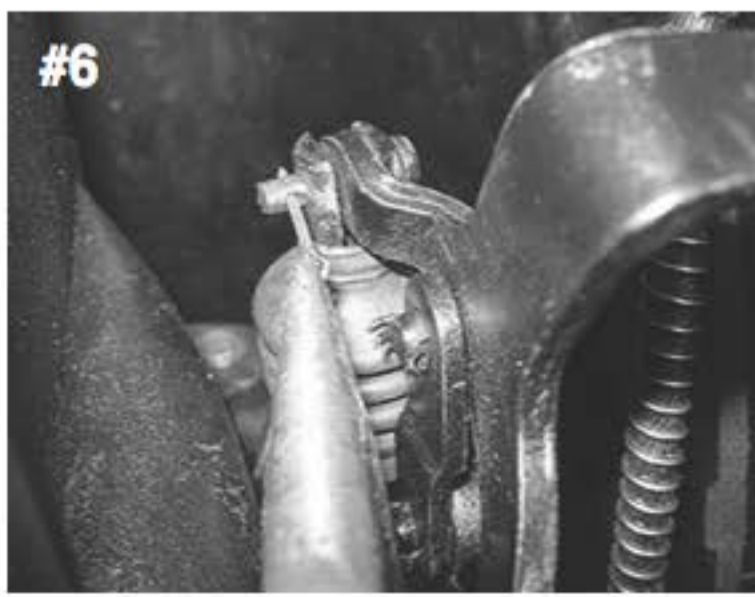
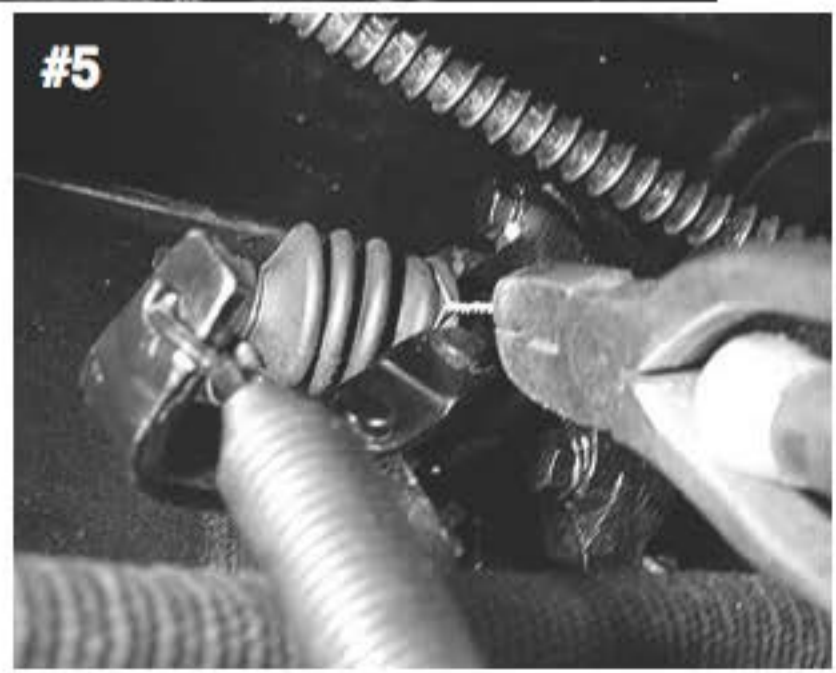
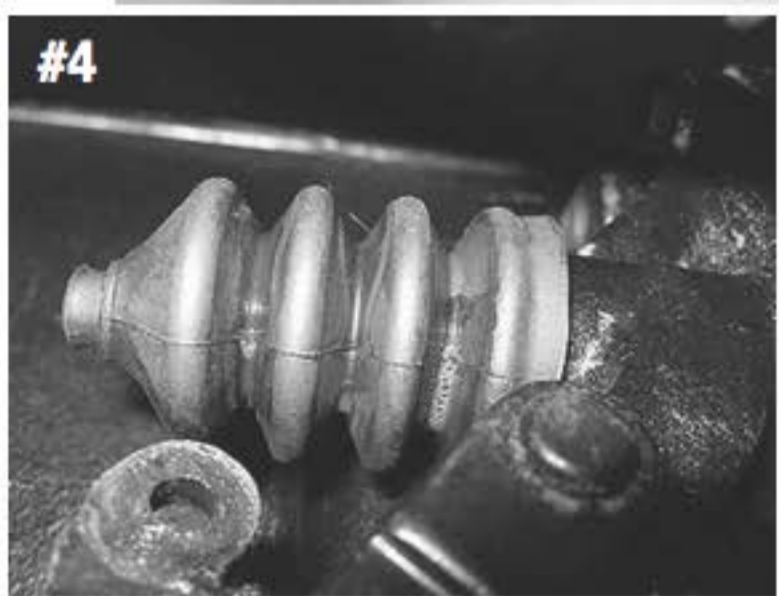
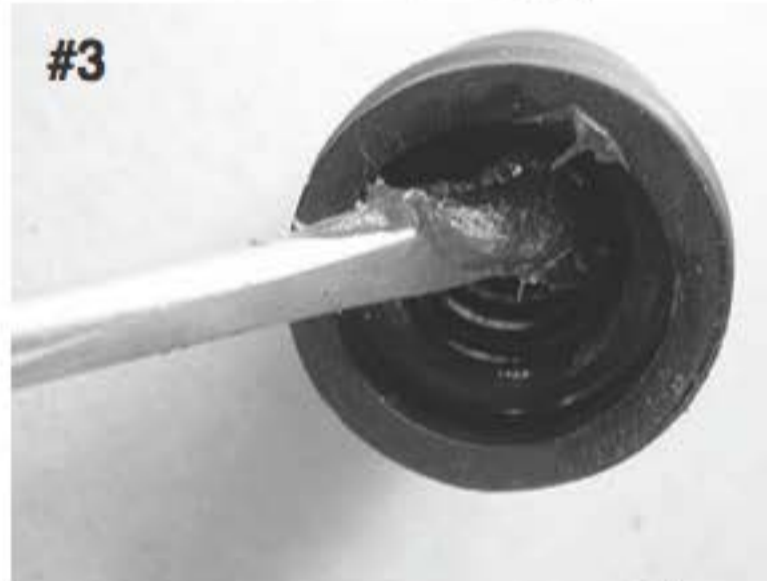
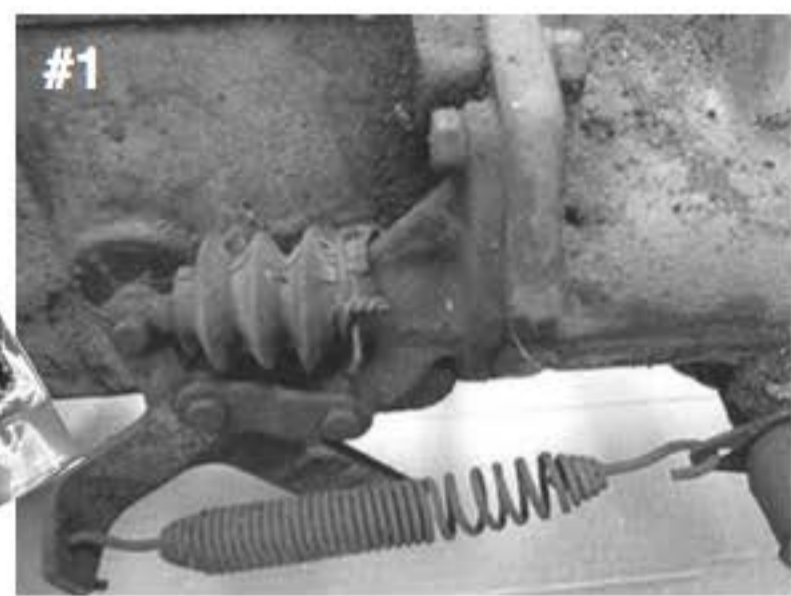
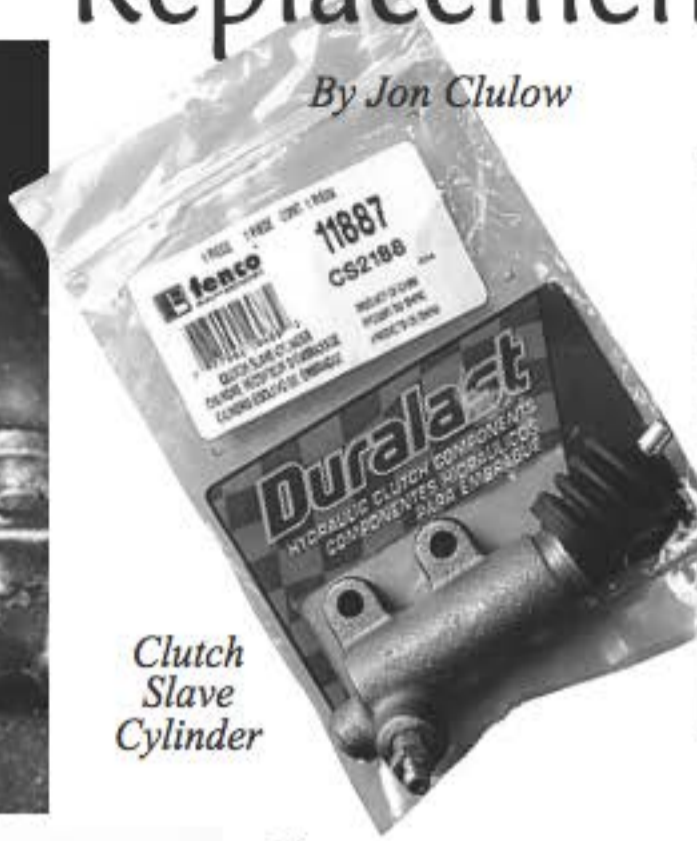


Overdrive Dust Cover Replacement

By Jon Clulow



Clutch Slave Cylinder



If you have never seen an overdrive dust cover, there is a good reason; they have, in most cases, disintegrated. The only remnants I had were some twisted wires.

We are fortunate enough to have the original overdrive shift rail dustcover from **John Heimerl's** untouched 1934 CU. (insert image #1) John removed the cover from his car and asked me to see what I could come up with. I was able to go to *Autozone*, which is a parts store located in most States. All you need to do is to ask for part number 11887.

The current price is \$ 11.99 for this clutch slave cylinder. (Insert image #2)

1. Remove the dust cover from the slave cylinder (#1).
2. Remove the overdrive control lever spring on the overdrive.
3. Remove the latch fulcrum pin and detach the control rail lever. (#2)
4. Grease the inside of the end with the small hole to aid in stretching over the rail end. (#3)
5. Insert the large end of the cover toward the overdrive control rail housing. (#4)
6. Stretch the small end of the cover over the control rail, making sure the rubber is unfolded.
7. Wire the cover to the grooved top of the control rail housing. Stainless wire is best. (#5)
8. Re-insert the latch fulcrum pin though the lever and the control rail and re-attach the spring. (#6)

That's all there is to it! It is as good as new! You are giving your overdrive the protection it needs. Happy overdriving your Airflow.