

## **BPR TRANSMISSION**

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Powerglide Itemized Build Sheet  
Bill Schulz  
1973 Duster A.K.A. "Fred"  
Build Date 03/01/24

The Transmission has the following internal components

<b><u>Item#</u></b>	<b><u>Part#</u></b>	<b><u>Description:</u></b>
1	2545	Transmission Specialties Powerglide band adjuster pin
2	2543	Transmission Specialties Powerglide Billet High Clutch Hub
3	2585	Transmission Specialties Powerglide Billet Servo Cover
4	2553	Transmission Specialties Powerglide Deep Aluminum Pan
5	2519	Transmissions Specialties 4340 Input shaft with turbo splines
6	2555A	Transmission Specialties Powerglide two piece shift lever
7	2541LS	Transmission Specialties Powerglide billet dual ring servo
8	28201	Sonnax Powerglide Oil Pump Gears
9		Powerglide rebuild kit with Alto red high gear clutches (5) Raybestos reverse clutches (5) Regular steels for both high gear drum and reverse Teflon sealing rings for input shaft and stator



21 Stock reverse piston was installed with 17 new springs and new retainer  
Piston was cut down on a lathe .040" to obtain targeted clutch clearance  
Reverse clutch clearance .055"

22 Stock governor support was installed with blocker plate and gasket  
23 Stock tailshaft housing installed

24 **Band adjustment torqued to 72 inch pounds and backed off 3 1/2 turns**

**NOTE:** When torque converter is purchased, a turbo 350/400 torque converter with a bushing in the turbine is required  
A bushing in the turbine of a powerglide torque converter with a turbo splined input shaft is common practice  
but needs to be specifically asked when purchasing a torque converter to ensure no mistakes are made

Re-check band adjustment after first weekend of racing  
Once band adjustment is checked after first weekend of racing, the new band should be "seated" into the drum  
and will require less frequent adjustments

Fluid recommendation: Dexron III/Mercon or Type F  
Any brand Automatic transmission fluid is acceptable to use  
Synthetic ATF is acceptable to use  
Universal ATF is acceptable to use

Reverse clutches were air checked and functioning properly  
High gear clutches were air checked and functioning properly  
Low gear servo was air checked and functioning properly