

BPR TRANSMISSION

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Powerglide Itemized Build Sheet

Bill Schulz

1973 Duster A.K.A. "Fred"

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The Transmission has the following internal components

<u>Item#</u>	<u>Part#</u>	<u>Description:</u>
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

10	705408	Powerglide Red Lined Racing Band
11	28320A	Sonnax Powerglide Reverse return springs
12	28709	Sonnax Powerglide reverse piston heavy duty retainer
13	92455	JW Performance Powerglide to Small Block Mopar Ultra Bell Housing
14		BTE Racing Billet Transbrake Bracket Valve body
15		<p>Stock case was used with bell housing milled off for the installation of the JW Ultra Bell Housing</p> <p>Case was modified for transbrake usage</p> <p>Case has additional modification for the future use of a double pump "Pro" brake</p> <p>Case has additional hole drilled into the reverse piston area and then plugged with a 1/8" NPT brass countersunk plug with epoxy</p> <p>Should the use of a "Pro" double pump brake be acquired in the future, transmission will need disassembled and the plug will need removed from the reverse piston area</p>
16		<p>Stock front pump body, stator tube, and stator</p> <p>Front pump was modified for high pressure transbrake valve body</p> <p>New pump bushing and front seal installed</p>
17		<p>Stock high gear drum used with 5 Red alto eagle clutches installed</p> <p>Red alto eagle clutches are grooved clutches</p> <p>Clutch clearance is .065"</p> <p>Billet clutch hub was installed</p>
18		Stock sun gear and pressure plate were in good condition and installed
19		Stock wedding band was in good condition and installed
20		<p>Stock 1.76 helical cut planetary set and stock output shaft were installed</p> <p>1.76 planetary is the more desirable stock planetary set as it is stronger than 1.82 set</p>

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