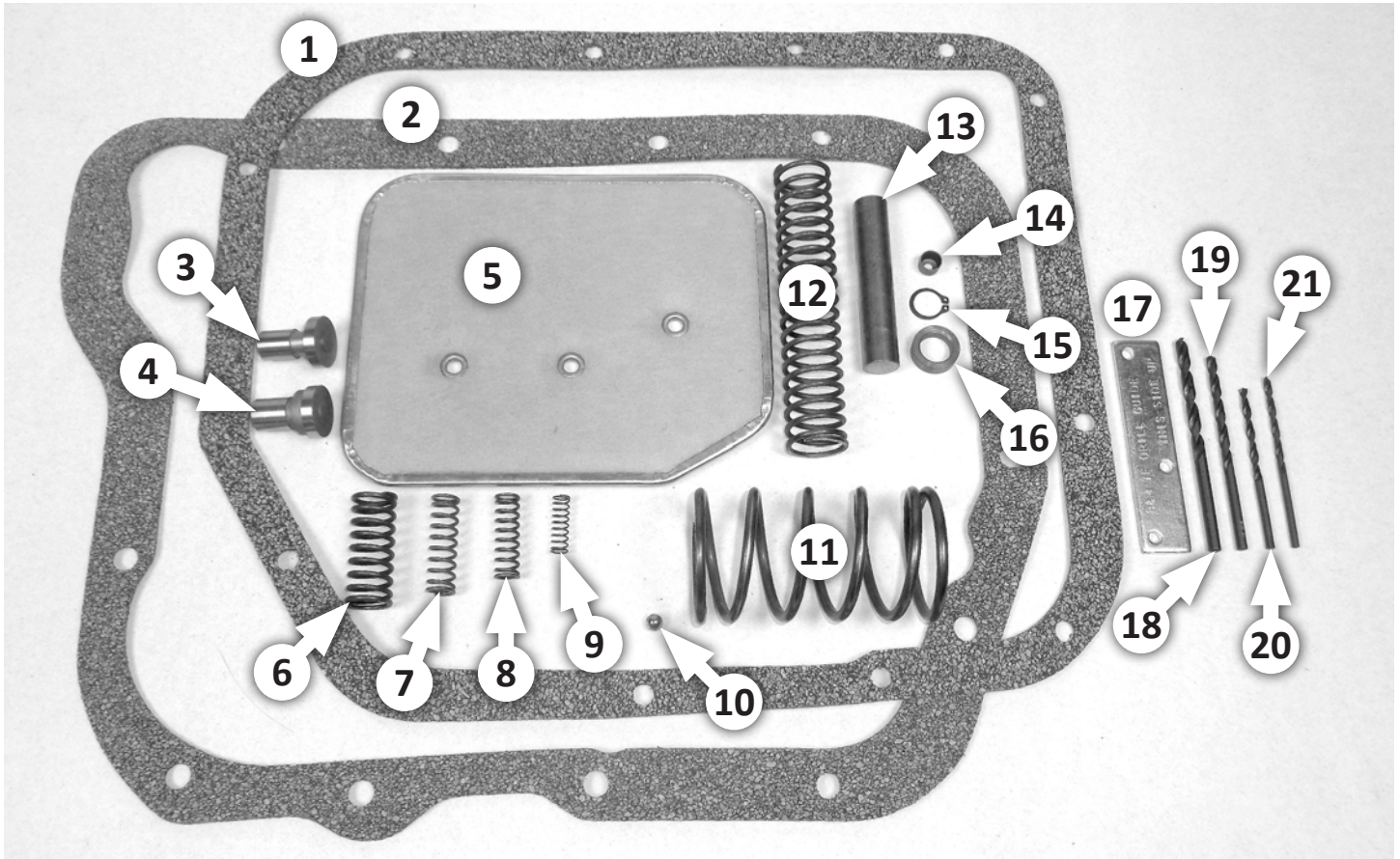


INSTALLATION INSTRUCTIONS

Part No. 10228

TRANSPAK™ for MOPAR A727 and A904/A998/A999
TORQUEFLITE TRANSMISSIONS, 1962 - EARLY 1978
(NON-LOCKUP ONLY)



ITEM	DESCRIPTION
1	PAN GASKET (A904)
2	PAN GASKET (A727)
3	1-2 GOVERNOR PLUG (1971-1978; STRAIGHT NECK)
4	1-2 GOVERNOR PLUG (1962-1970; STEPPED NECK)
5	FLUID FILTER
6	PRESSURE REGULATOR SPRING (1-5/8" × 11/16")
7	THROTTLE PRESSURE VALVE SPRING (1962-1977; RED; 1-1/2" × 7/16")
8	THROTTLE PRESSURE VALVE SPRING (1978-1996; GREEN; 1-1/4" × 3/8")
9	LIMIT VALVE SPRING (7/8" × 1/4")
10	1/4" STEEL CHECK BALL

ITEM	DESCRIPTION
11	REAR SERVO SPRING (3-3/8" × 2")
12	FRONT SERVO SPRING (4-7/8" × 15/16")
13	ACCUMULATOR PISTON BLOCKER ROD
14	STEEL ORIFICE PLUG (3/8" OD)
15	EXTERNAL SNAP RING
16	REAR SERVO BLOCKING RING
17	DRILL GUIDE
18	3/16" (0.188) DRILL BIT
19	5/32" (0.156) DRILL BIT
20	1/8" (0.125) DRILL BIT
21	#32 (0.116) DRILL BIT

INTRODUCTION

This Transpak kit fits Mopar 3-speed Torqueflite and Loadflite transmissions, 1962 to early 1978. These are the A727, A904, A998 and A999 transmissions. (The A998 and A999 are heavier-duty versions of the A904.) None of these transmissions have lock-up torque converters.

The Transpak kit is not a cure-all for ailing transmissions. If your transmission is slipping or in poor general shape, installation of a Transpak kit may make these conditions worse. However, on a good operating transmission in average condition, the Transpak will provide the enhanced transmission performance you're looking for.

This kit contains everything necessary to modify your transmission for three levels of performance, depending on intended use:

Heavy Duty: Passenger cars, street rods, towing, campers, motor homes, police, and taxis. Improved transmission performance without harsh shift feel. Automatic shifting in Drive.

Street/Strip: Dual-purpose performance vehicles, both street and track/off-road. Firmer, more positive shift feel, yet still suitable for daily driving. Automatic shifting in Drive.

Competition: Trailered or towed race cars. *Track/off-road only, not for street use.* Maximum shift feel, extremely high shift points. Full manual control if desired.

Before starting, take the time to read and understand these instructions.

Also, use the parts list to verify your kit's contents. In the unlikely event that any parts are missing, please contact **B&M Technical Support** for replacements.

In addition to these instructions, your vehicle's shop service manual is also advised.

We recommend that you retain all factory parts.

NOTES

- Installation requires intermediate mechanical skill. If this job is beyond your abilities, seek the services of a qualified technician.
- Transmission components and valves are precision-fit parts. Burrs and dirt are your biggest concern, so a clean work area is absolutely necessary.
- This kit can be installed with the transmission in the vehicle. But note that most of the instruction photos show a transmission on a work stand, not installed in a vehicle.

- When disassembling the valve body, note the following:
 - A. The **length and location of all fasteners.**
 - B. The **location and orientation of all valves and springs.** (Some valves may or may not have springs, depending on your valve body's model year or prior modifications.)
 - C. The **location and size of all check balls** in the valve body and transfer plate castings.

Use a digital camera or notebook to capture these details for reassembly later. Immediately place all removed parts into suitable separate containers (small plastic bottles or reclosable plastic bags), to avoid losing or mixing them up.

- If you do not understand any part of these instructions, please call **B&M Technical Support** for assistance.

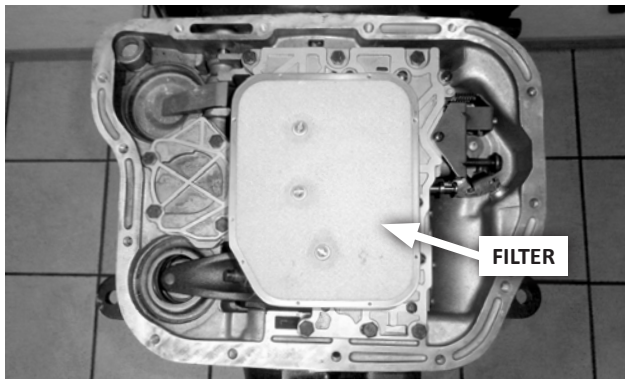
- **WORK SAFELY! Park the vehicle on a clean, level surface.**
- **AVOID SERIOUS INJURY OR DEATH BY CRUSHING! Securely support the vehicle on a lift or jack stands. Use a lift, or jack and jack stands, to raise the vehicle to the height necessary to remove the transmission.**

WARNING: NEVER work under a vehicle that is supported only by jacks!

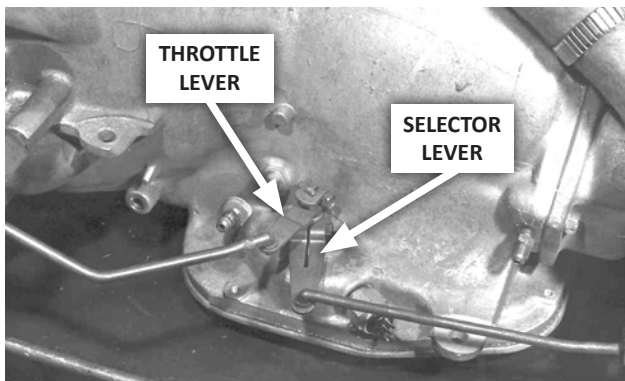
- **AVOID BURNS! Automatic transmissions typically operate at 150–200°F. Allow the transmission to cool down sufficiently before starting work.**

Finally, consider pairing your Transpak-modified transmission with the B&M or Hays torque converter that best matches its performance level. Get more details on suitable torque converters at www.bmracing.com, or by calling B&M Technical Support.

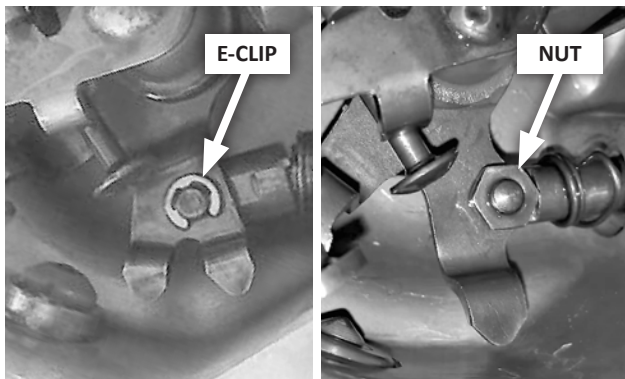
REMOVE AND DISASSEMBLE VALVE BODY



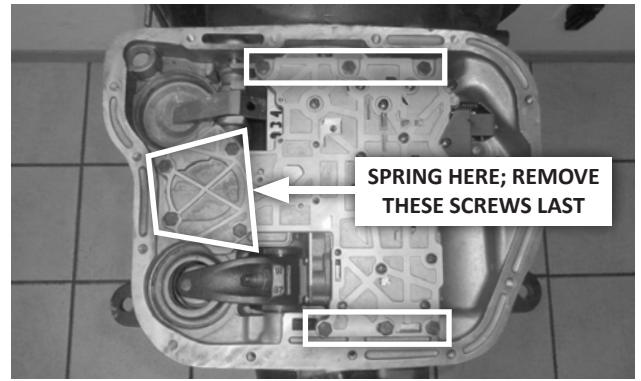
1. Drain and remove the transmission oil pan, then remove and discard the filter (3 screws). If your oil pan does not have a drain plug, consider installing B&M Drain Plug Kit 80250.



2. Loosen the throttle lever pinch bolt, and remove the lever from its shaft. Carefully move the lever and rod aside, allowing them to hang free.



3. Move the vehicle's shifter to **LOW**, then disconnect the shift linkage as follows:
 - A. **Cable (1962-65):** Remove the e-clip or nut that secures the cable adapter to the valve body's manual selector lever.
 - B. **Lever (1966+; see Step 2 photo):** Loosen the selector lever pinch bolt, and remove the lever from its shaft. Carefully move the lever and shift rod aside, allowing them to hang free.

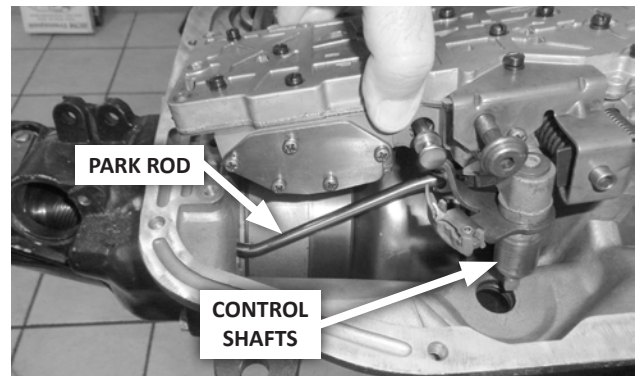


4. Detach the valve body from the transmission (10 hex screws).

CAUTION: The valve body is under pressure from the accumulator spring. Loosen and remove the last 4 screws slowly, while pushing against the valve body.

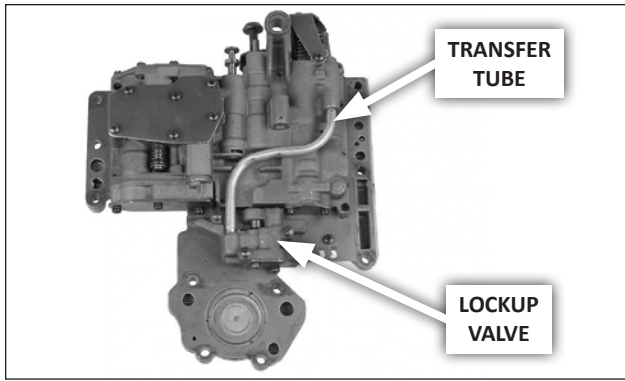


5. Remove and discard the accumulator spring.

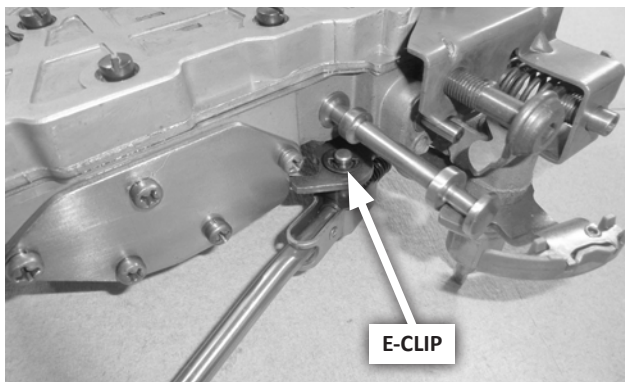


6. Carefully pull the valve body away from the transmission and forward to remove the control shafts from the case, and to disengage the park rod from the park pawl in the tail housing.

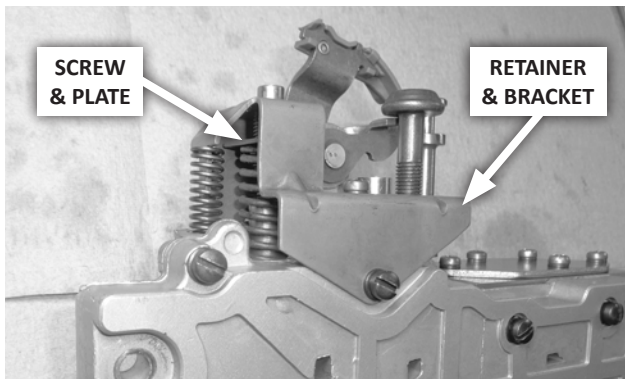
NOTE: If the park rod is stuck behind the park pawl, rotate the output shaft slightly (counter-clockwise, viewed from the rear). The pawl will fall into its notch on the park gear, and release the park rod.



NOTE: This kit is only for non-lockup transmissions. Some 1978 transmissions have lockup torque converters. If your valve body has a lockup valve and transfer tube, **STOP** and contact **B&M Technical Support**.

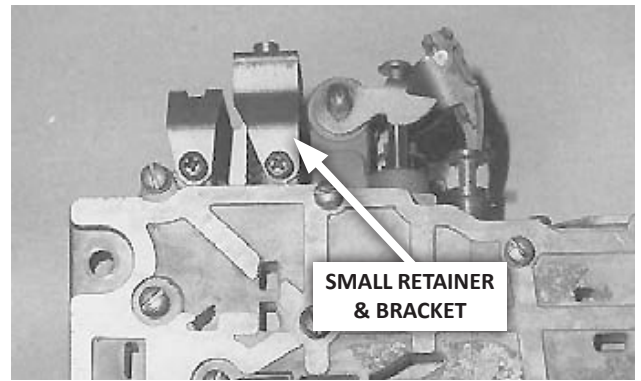


7. Move the valve body to a clean work surface, then remove the e-clip and park rod.

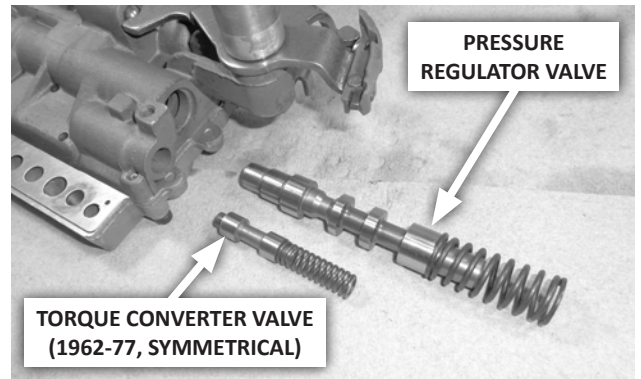


8. Carefully remove the spring retainer & adjusting screw bracket (3 screws). (1973+ model above; large retainer.)

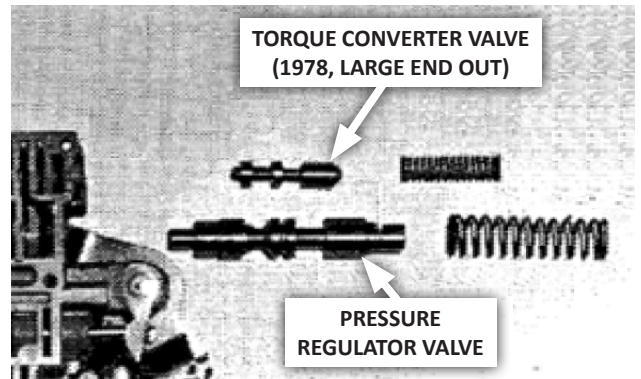
CAUTION: The retainer is under pressure from the pressure regulator and torque converter valve springs. Loosen and remove the screws slowly, while pushing against the retainer. Do not lose the pressure adjusting screw and plate.



NOTE: Early valve bodies (1962-72) have a small retainer & bracket. **During disassembly, note the location and length of your retainer's screws.**



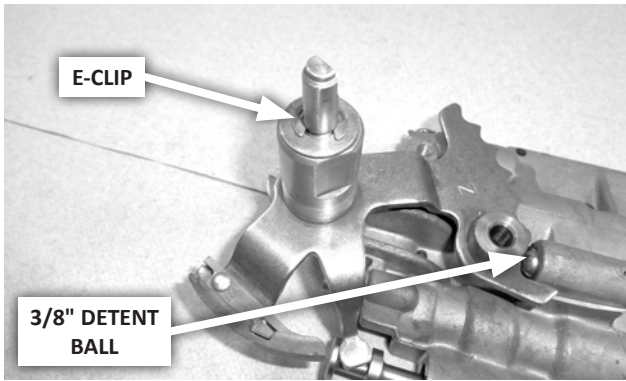
9. Remove the pressure regulator spring & valve, and the torque converter spring & valve. (1962-77 torque converter valve shown above.)



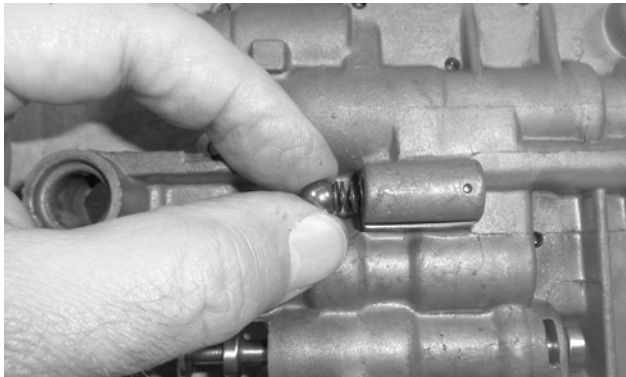
For 1978 valve bodies, note the orientation of the torque converter valve for re-installation later (large end out).

NOTE: All valves and springs should easily fall out of their bores by turning the valve body on its side. Some parts may require gentle tapping on the valve body with a plastic hammer or screwdriver handle.

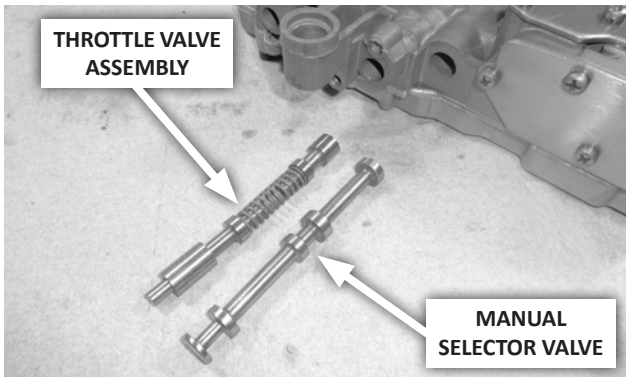
CAUTION: Do not use excessive force when tapping on the valve body! Do not use metal tools on parts or in valve bores! A dented valve body casting, or nicked valves or valve bores, can cause erratic shifting!



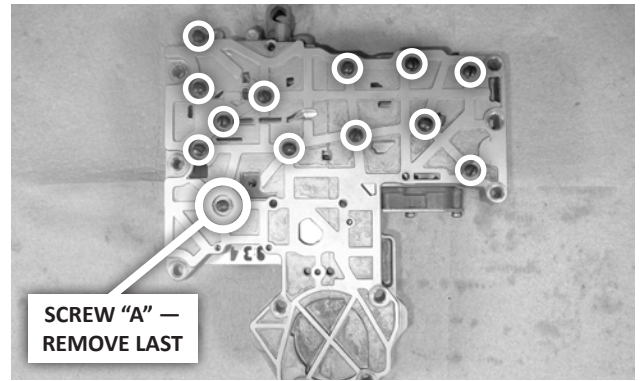
10. Remove the e-clip and the throttle (inner) lever. Then CAREFULLY remove the manual selector (outer) lever.



CAUTION: Compress the detent ball & spring with a small flat-tip screwdriver while removing the manual selector lever, to keep from losing them.

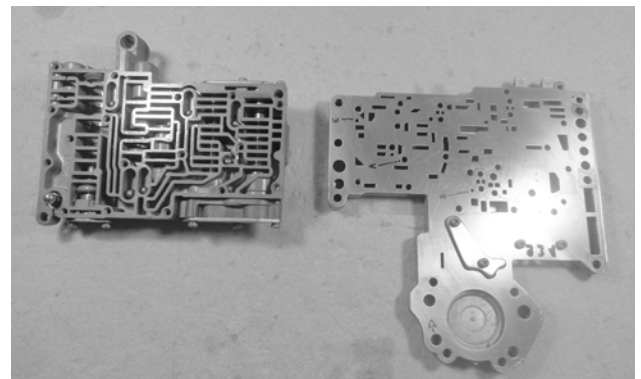


11. Remove the manual selector valve, and the throttle valve & spring assembly.



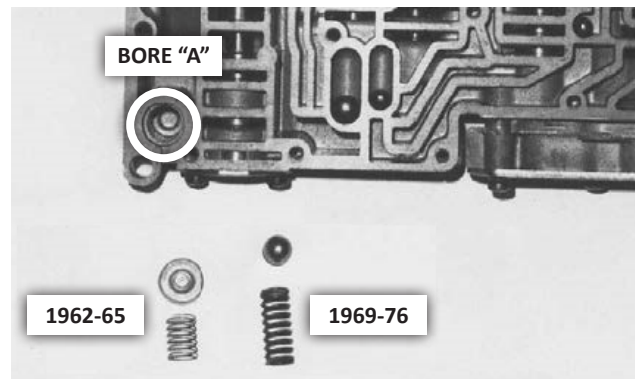
12. Remove the transfer plate screws (13 or 14, depending on the type of spring retainer).

CAUTION: The transfer plate may be under pressure from a spring & check valve. To avoid losing them, remove screw "A" last, while holding the transfer plate down against the valve body casting.

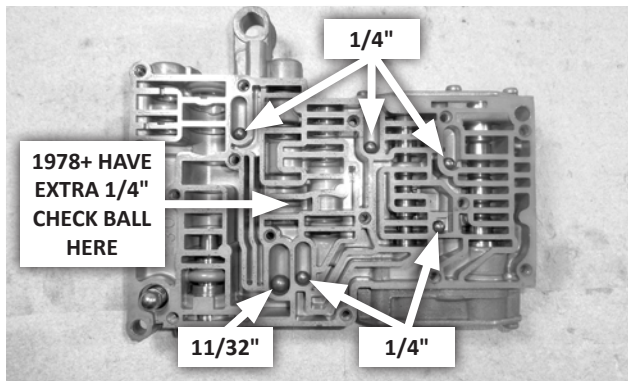


13. Carefully lift the transfer plate assembly off of the valve body casting, and set it aside with the sheet metal separator plate facing up.

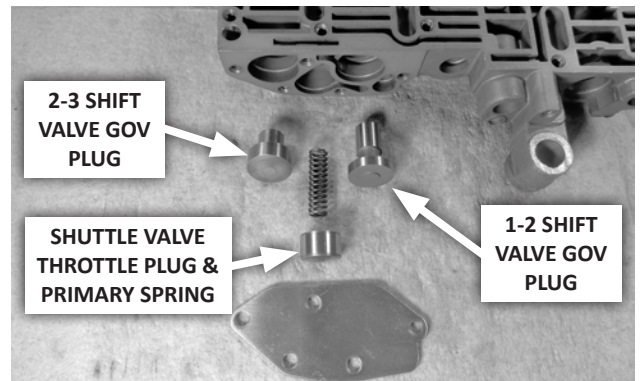
CAUTION: Keep the valve body casting lying flat to avoid losing the check balls and spring.



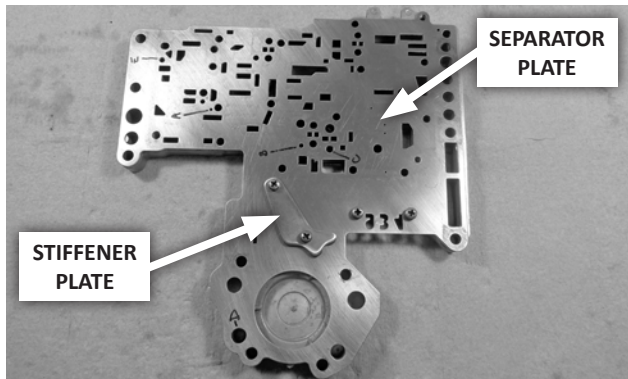
14. At bore "A":
 1962-65: Remove the check valve & spring.
 1969-76: Remove the 3/8" check ball & spring.
 1966-68, 1977+: There is no valve, ball, or spring at bore "A".



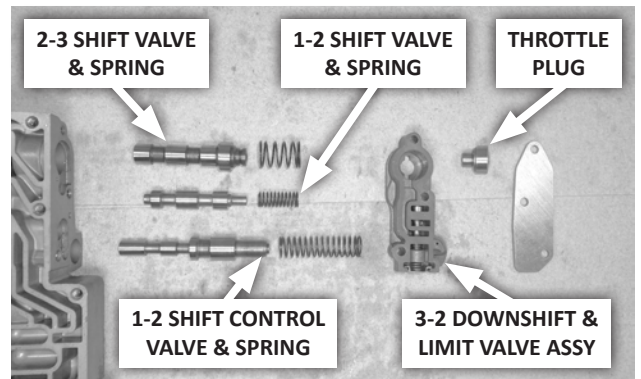
15. Note the locations and sizes of check balls in your valve body casting, then remove them.



18. Remove the governor plug end plate (5 screws), followed by the 2-3 shift valve governor plug, shuttle valve throttle plug & primary spring, and 1-2 shift valve governor plug.

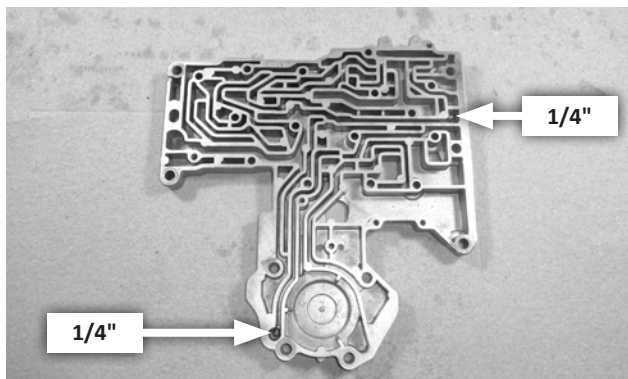


16. Note the shape and orientation of your stiffener plate, then remove the separator plate screws (4-6, depending on model).



19. Remove the shift valve end plate (3 screws), followed by the 3-2 downshift & limit valve assembly (some models, as shown), 2-3 shift valve & spring, 1-2 shift valve & spring, and 1-2 shift control valve & spring, and throttle plug.

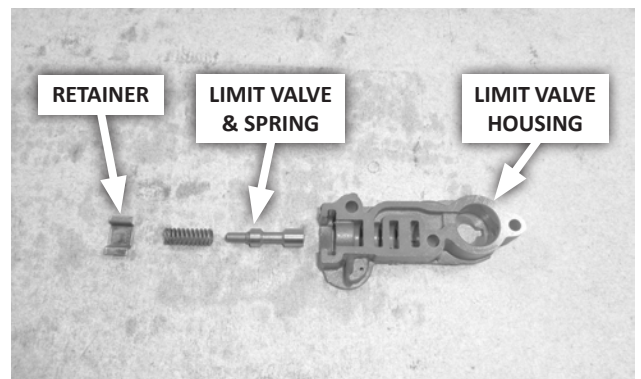
CAUTION: The end plate is under pressure from 3 valves & springs. Loosen and remove the last screw slowly, while pushing the end plate in against the valve body.



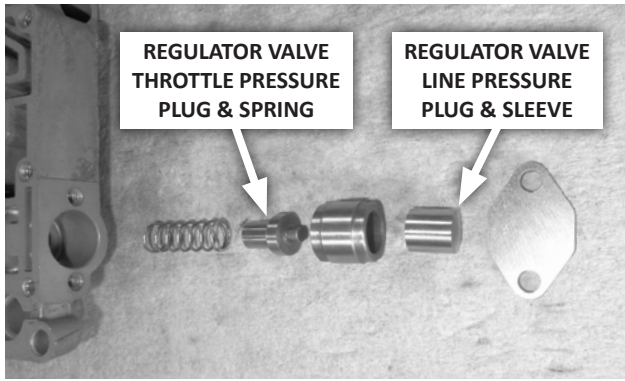
17. Carefully lift the separator plate off of the transfer plate.

CAUTION: Keep the transfer plate lying flat to avoid losing the check balls.

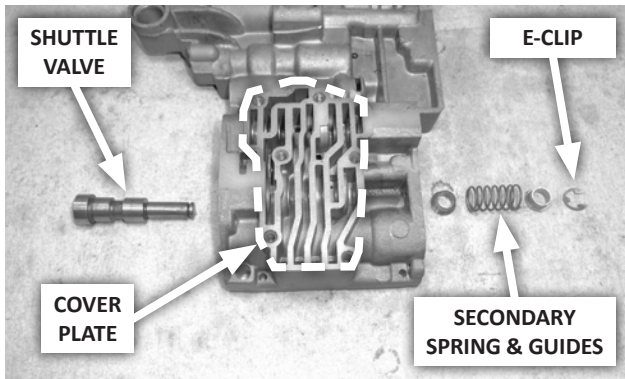
Note the locations of the 2 transfer plate check balls, then remove them. Set the transfer plate and separator plate aside.



20. Disassemble the 3-2 downshift & limit valve assembly by removing the retainer and limit valve & spring from the limit valve housing (some models, as applicable).



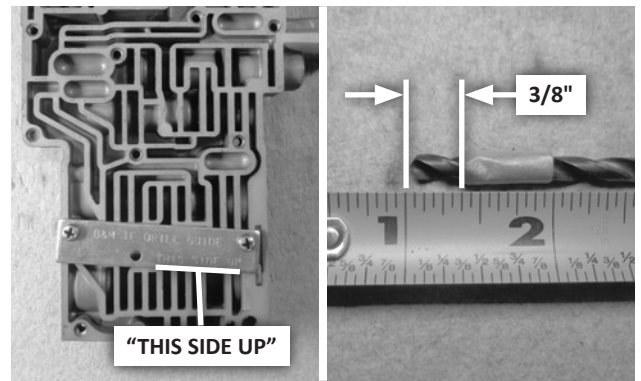
21. Remove the regulator valve end plate (2 screws), followed by the regulator valve assembly & spring.



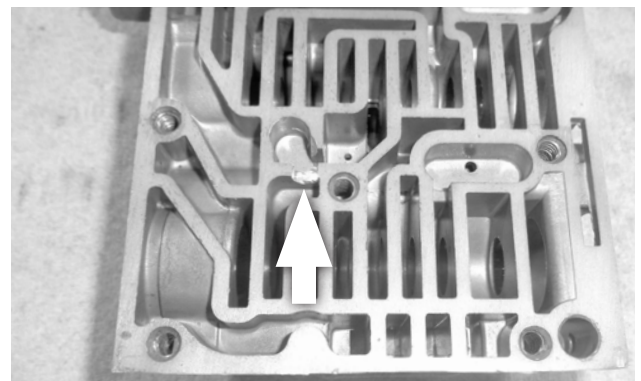
22. Remove the shuttle valve cover plate (6 screws), followed by the e-clip, shuttle valve, secondary spring, and spring guides.

23. Thoroughly clean all parts with a suitable solvent, then inspect before reassembly.

MODIFY AND REASSEMBLE VALVE BODY

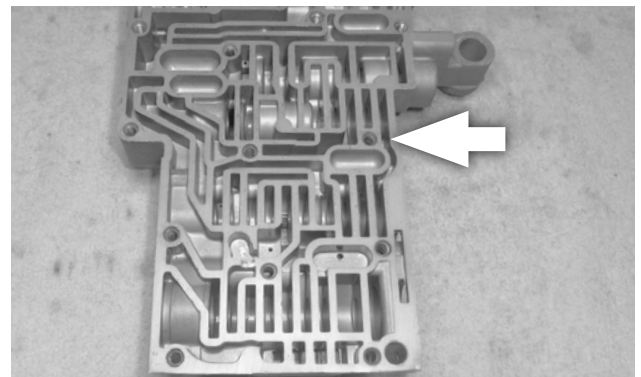


24. Install the B&M drill guide [item 17] on the valve body casting as shown, using 2 end plate screws. Wrap masking tape 3/8" from the tip of the 3/16" drill bit [18] as a depth guide.



25. Remove the section of casting wall as shown by drilling through the hole in the guide.

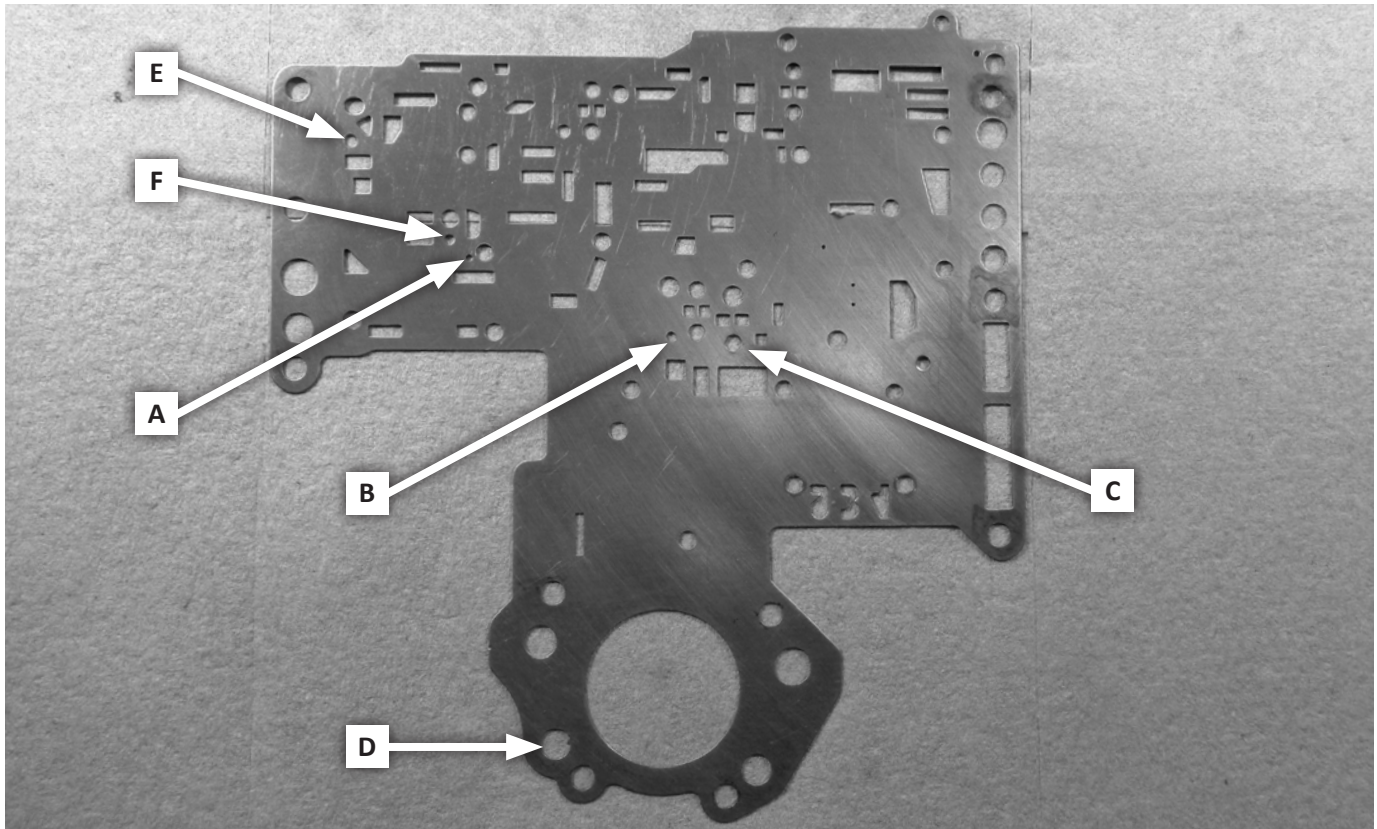
CAUTION: Do not drill through the valve body casting! Drill only until the tape touches the drill guide. The drill tip should not touch the bottom of the passage.



26. If your valve body has a restriction at the passage shown (typically 1966-68 models), use the #32 drill bit [21] to open it.

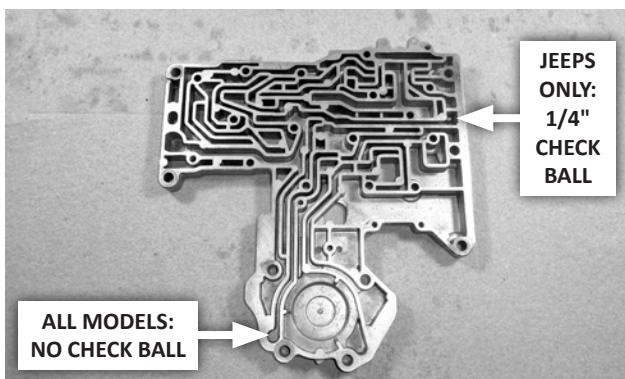
CAUTION: Work carefully to remove the restriction only! Do not drill through the valve body!

27. Thoroughly flush the valve body with a suitable solvent to remove all chips, and allow to dry.

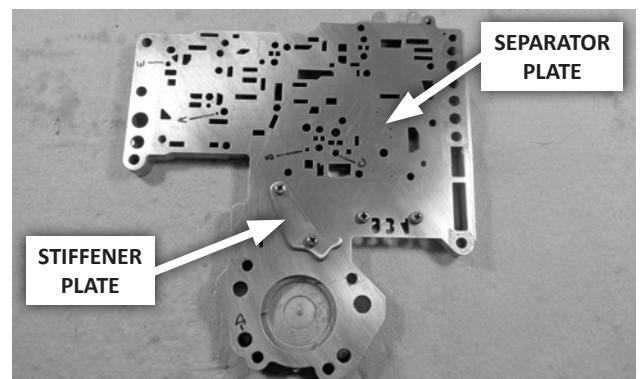


28. Drill the separator plate according to the desired performance level, then deburr and wipe clean with suitable solvent.

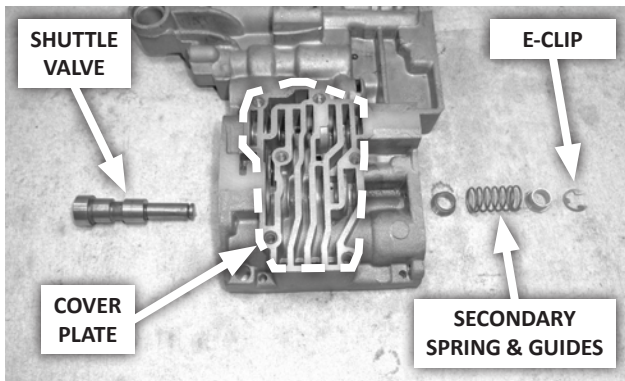
HEAVY DUTY	STREET	COMPETITION
A: #32	A: 1/8"	A: Do not drill
B: 1/8"	B: 3/16"	B: 3/16"
C: 3/16" (Jeep: Do not drill)	C: 3/16" (Jeep: Do not drill)	C: 3/16" (Jeep: Do not drill)
D: 5/32" (Jeep: Do not drill)	D: 5/32" (Jeep: Do not drill)	D: 5/32"
E: 5/32" (If triangular, do not drill)	E: 5/32" (If triangular, do not drill)	E: 5/32" (If triangular, do not drill)
F: 1/8"	F: 1/8"	F: 1/8"



29. **JEEPS ONLY:** Reinstall one 1/4" check ball in the transfer plate as shown.
ALL OTHER APPLICATIONS: DO NOT reinstall either 1/4" check ball.

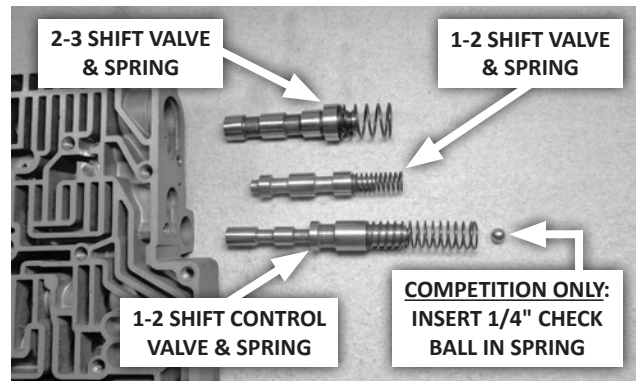


30. Reinstall the separator plate and stiffener plate on the transfer plate with the 4-6 screws removed at Step 16. Be sure to orient the stiffener plate the same way it was when it was removed.

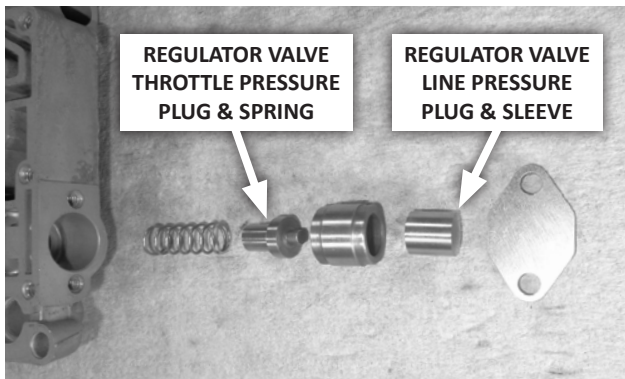


31. Reinstall the shuttle valve, secondary spring & guides, and e-clip. Verify ease of valve travel, then reinstall its cover plate (6 screws).

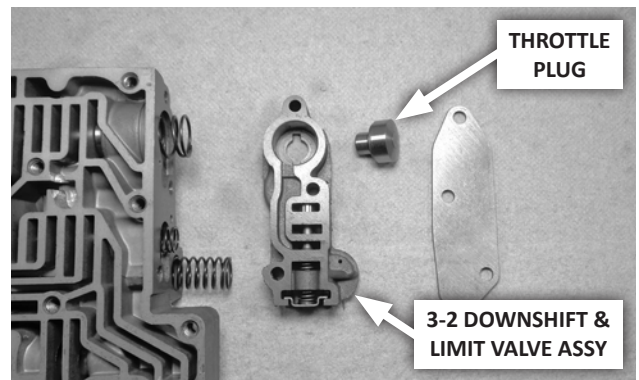
NOTE: When reassembling the valve body, lubricate all valves, springs, check balls, etc. with a light coat of transmission fluid.



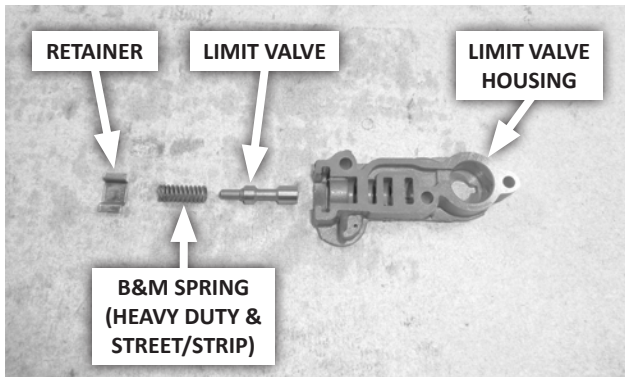
34. Reinstall the 2-3 shift valve & spring, 1-2 shift valve & spring, and 1-2 shift control valve & spring in the valve body. **COMPETITION APPLICATIONS ONLY:** Insert the B&M 1/4" steel check ball [10] in the 1-2 shift control valve spring (NOT in the 1-2 shift valve spring).



32. Reinstall the regulator valve assembly & spring, followed by its end plate (2 screws).

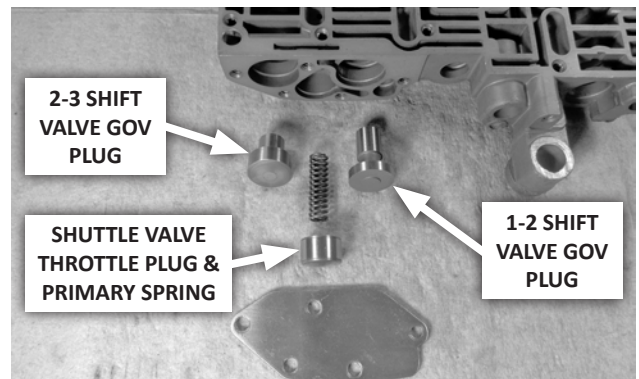


35. Reinstall the throttle plug in the 3-2 downshift & limit valve assembly (some models, as shown), then reinstall the valve assembly and end plate on the valve body (3 screws).



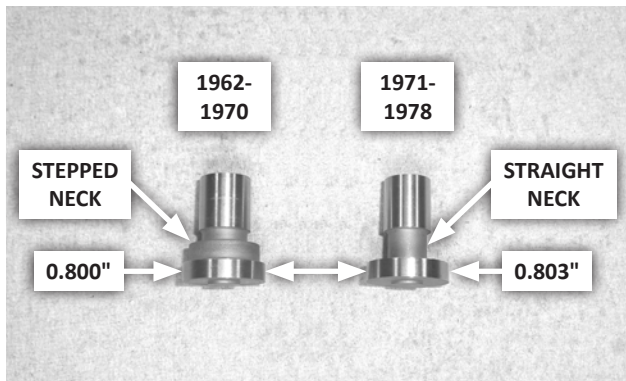
33. Reassemble the 3-2 downshift & limit valve assembly (some models, as applicable).

For **HEAVY DUTY** and **STREET/STRIP** applications, replace the stock limit valve spring with the B&M spring [9]. The B&M spring restricts operation of the limit valve to below 35-40 MPH.

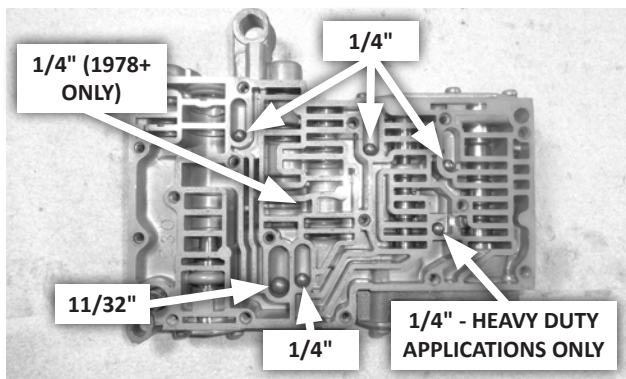


36. Reinstall the 2-3 shift valve governor plug, shuttle valve throttle plug & primary spring, and 1-2 shift valve governor plug, followed by the governor plug end plate (5 screws).

COMPETITION APPLICATIONS ONLY: The B&M 1-2 shift valve governor plug in this kit (item [3] or [4], described on next page), allows downshifting to LOW at any speed. If you desire this capability, choose the B&M plug which fits the bore most closely.

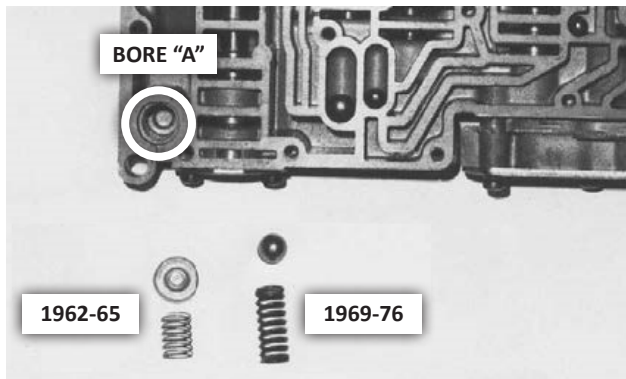


- The **1962-1970 plug [4]** has a stepped neck, and its face measures 0.800" dia.
- The **1971-1978 plug [3]** has a straight neck, and its face measures 0.803" dia.



37. Reinstall the steel check balls as shown.

STREET/STRIP AND COMPETITION APPLICATIONS: DO NOT reinstall the 1/4" check ball at the location "Heavy Duty Applications Only."

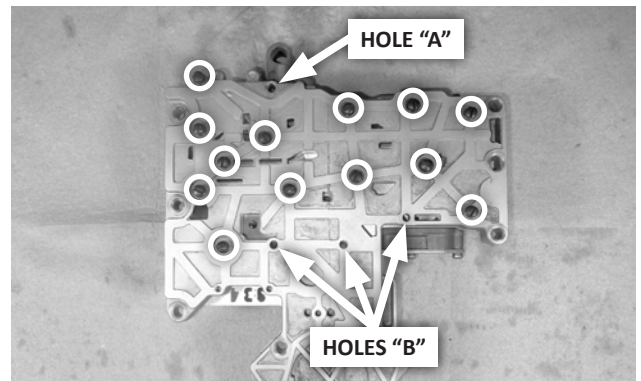


38. At bore "A":

1962-65: Install the check valve & spring.

1969-76: Install the 3/8" check ball & spring.

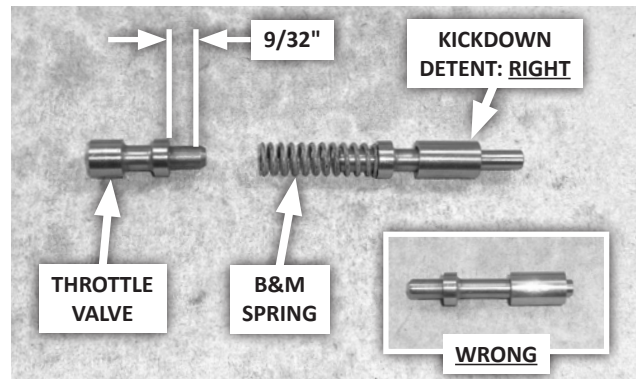
1966-68, 1977+: There is no valve, ball, or spring at bore "A".



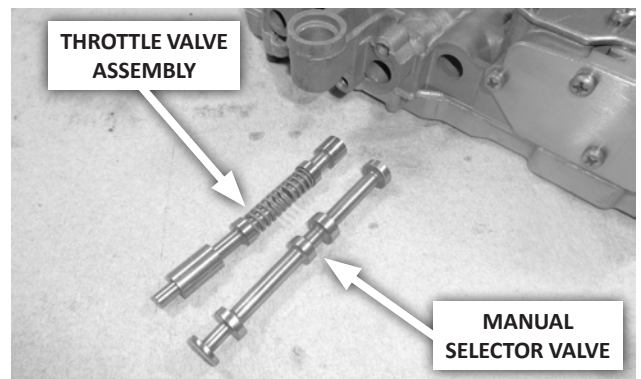
39. With the valve body lying flat, carefully place the transfer plate on top of it. Hand start, then tighten, the 13 or 14 transfer plate screws.

NOTES:

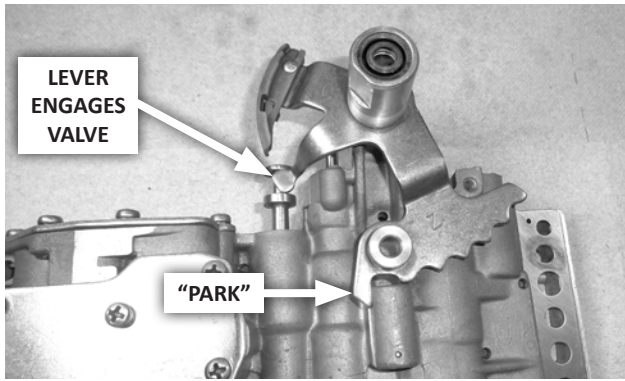
- For 1973+ valve bodies with large spring retainer (see **Step 8**), do not install the last screw at hole "A".
- Do not install screws at three filter holes "B".



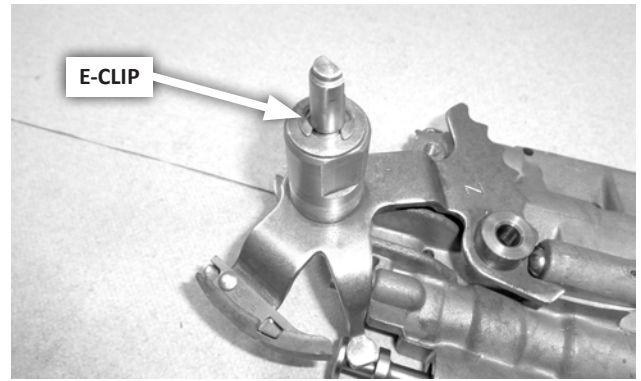
40. Grind the throttle valve stem to 9/32" long and deburr. Then reassemble the throttle valve using the **B&M throttle pressure spring** (item [7, red] or [8, green], depending on which spring best fits the valve and bore). Ensure that the kickdown detent is correctly installed on the kickdown valve as shown.



41. Reinstall the throttle valve assembly and the manual selector valve in the valve body.



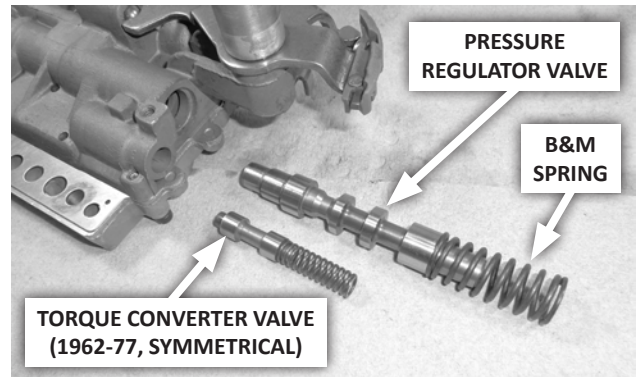
42. Temporarily insert the manual selector lever, but NOT the detent spring & ball, in the valve body, engaging the lever and selector valve. Move the lever to the PARK position, then carefully pull the lever straight out of the valve body, so as not to move the valve.



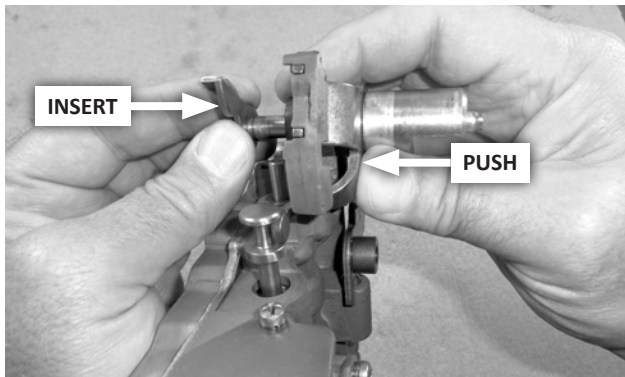
45. Secure the throttle lever inside the selector lever with the e-clip.



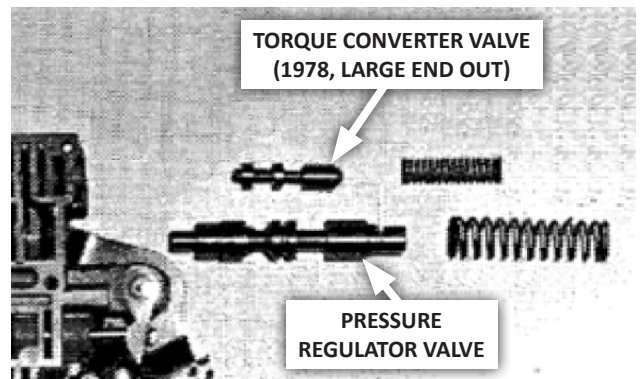
43. Insert the detent spring & ball in the valve body, compress them with a small flat-tip screwdriver, and carefully insert the manual selector lever in the valve body, engaging it with the selector valve.



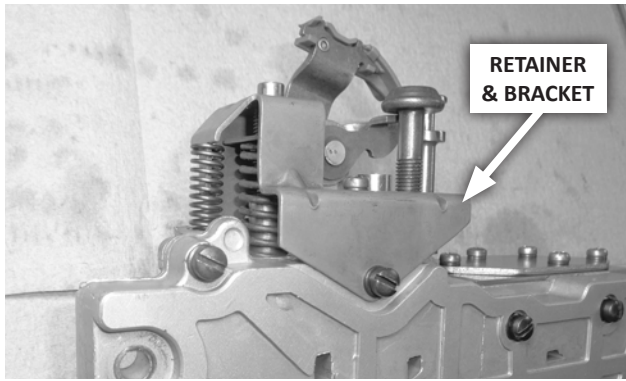
46. Install the B&M pressure regulator spring [6] on the pressure regulator valve. Then reinstall the pressure regulator spring & valve, in the valve body, followed by the torque converter spring & valve.



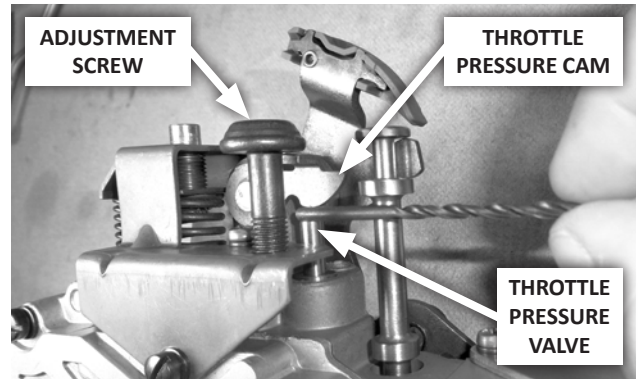
44. While pushing the selector lever to keep it from popping out of the valve body, push the throttle lever through the selector lever from the other side.



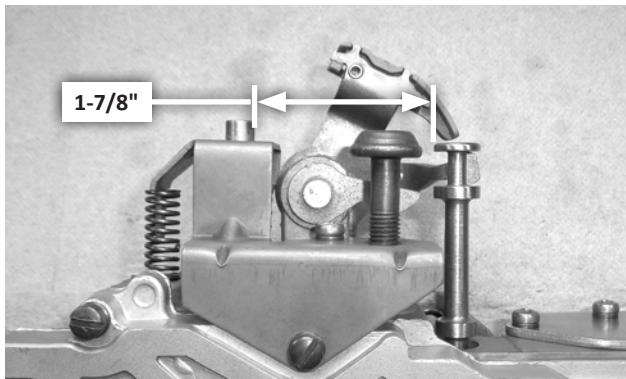
For 1978 valve bodies, install the torque converter valve large end out.



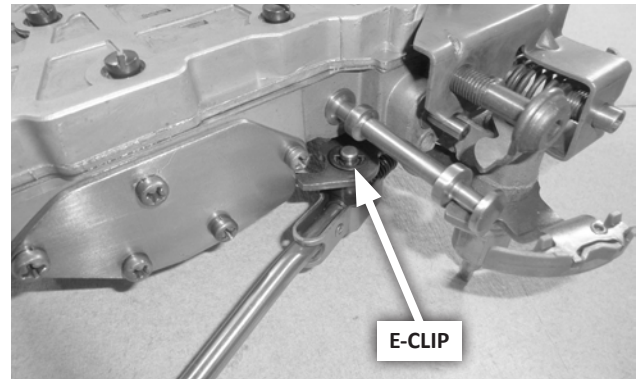
47. Move the spring retainer & adjusting screw bracket into place, capturing both the torque converter spring and pressure regulator spring. Push the retainer & bracket down against the springs, align the 3 screw holes, and hand start all 3 screws. While continuing to push the retainer & bracket, gradually tighten the screws in an alternating manner.



50. Adjust the throttle pressure screw so that the 1/8" drill bit [20] just fits between the throttle pressure cam and throttle pressure valve.

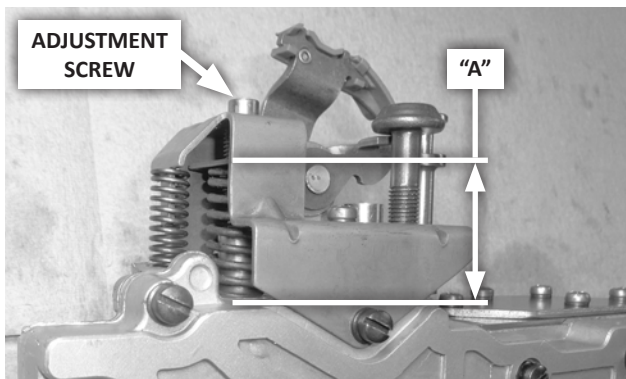


48. Verify bracket alignment: Distance from the edge of the manual selector valve to the pressure adjusting screw must be 1-7/8". If the dimension is off, loosen the 3 screws, adjust the bracket, re-tighten the screws, and re-measure.



51. Move the selector lever to LOW, and install the park rod in the selector lever with the e-clip.

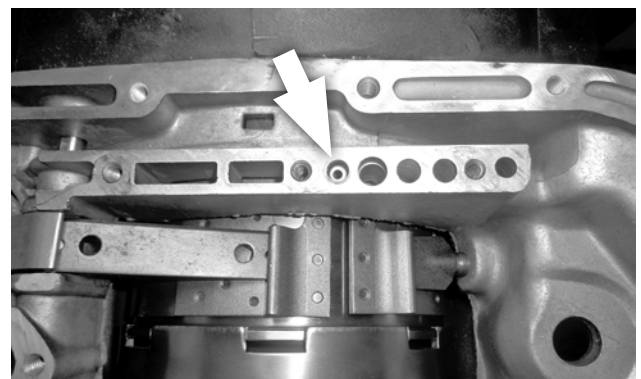
Leave the selector lever in LOW, and set the assembled valve body aside.



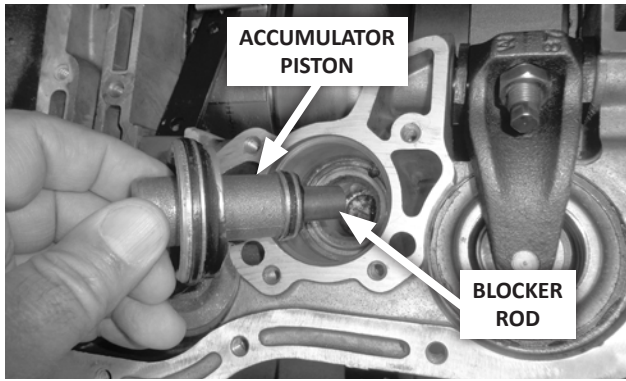
49. Adjust pressure regulator: Set Dimension "A" (from the edge of the edge of the valve body casting to the inside face of the pressure regulator adjusting plate) as follows:

- Heavy Duty: 1-1/4"
- Street/Strip: 1-3/16"
- Competition: 1-1/8"

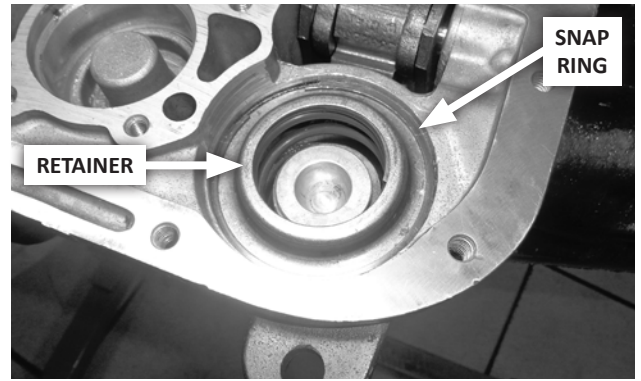
MODIFY CASE AND TRANSMISSION



52. A727 CASE ONLY: Install the steel orifice plug [14] in the hole indicated. The edge of the plug must sit just below the case surface.

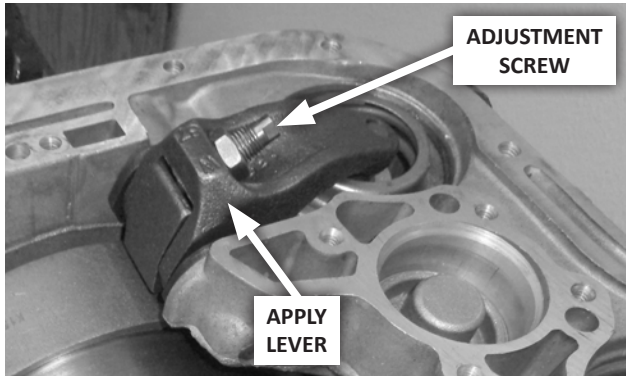


53. Remove the accumulator piston from the case, and insert the blocker rod [13] in the middle of the piston. Then install the piston and blocker rod in the case.

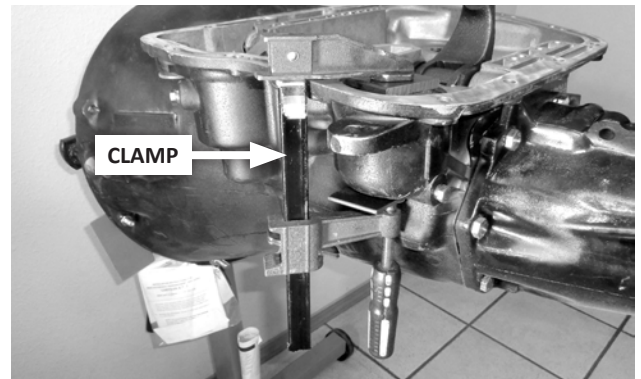


56. Compress the spring retainer, then remove the snap ring and retainer, followed by the spring and piston assembly underneath.

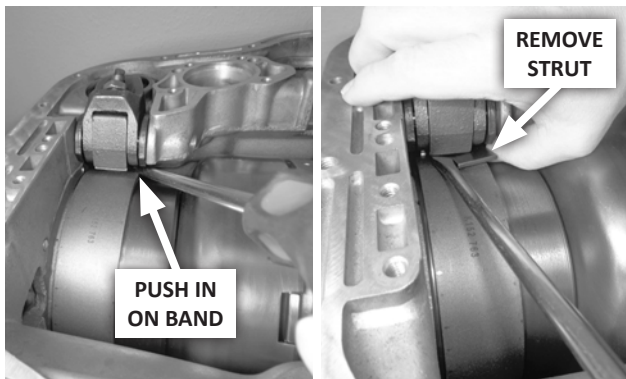
PERFORM STEPS 54-59 FOR COMPETITION APPLICATIONS ONLY. Allows manual downshifts to low gear at any speed; not recommended for street use.



54. Loosen the rear (low/reverse) servo band adjuster locknut, then back the adjustment screw out until the tip is flush inside the apply lever (typically 3-4 turns).

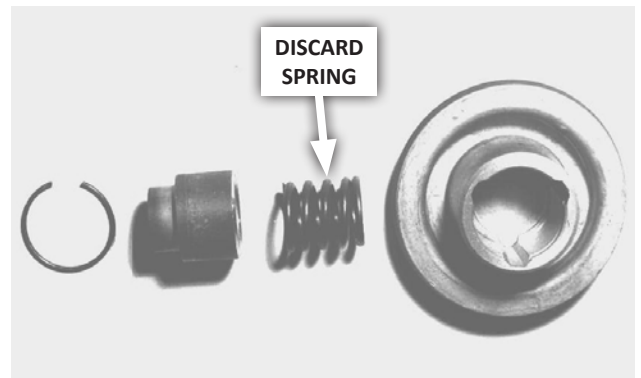


CAUTION: Avoid injury or lost parts! The rear servo piston spring is very strong. The spring retainer must be compressed until the snap ring is fully removed from its groove. A jack or clamp is recommended for both disassembly and reassembly.



55. Use a long thin screwdriver to push in on the rear band. The band apply strut will pop out. Use a second screwdriver to remove the strut, then swing the apply lever clear of the servo.

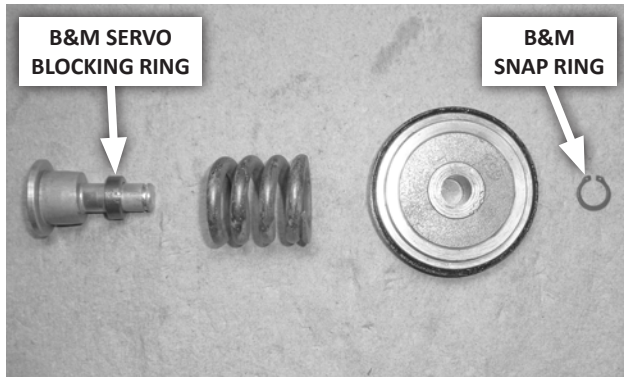
57. Modify the piston as follows:



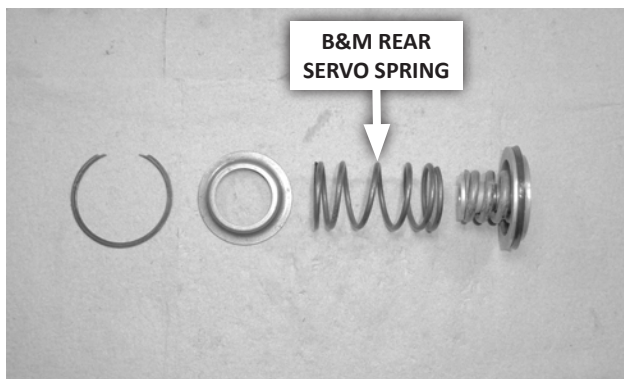
A. **1962-1966 (LARGE OUTER PISTON AND SMALL INNER PISTON):** Depress the inner piston, pry the snap ring out with a screwdriver, and remove and discard the inner spring. Then reinstall the inner piston and snap ring.



- B. 1967+ (FLAT PISTON WITH LARGE EXTERNAL SPRING):**
Use a vise to compress the spring slightly. Remove and discard the snap ring, then disassemble the piston.



Install the B&M servo blocking ring [16] over the servo shaft, then reassemble the piston, using the B&M external snap ring [15].



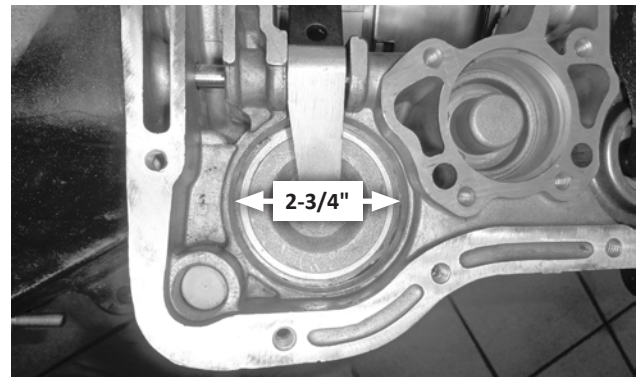
- 58. Reinstall the rear servo piston in the case,** taking care not to damage its rubber lip seal. Then install the **B&M rear servo spring [11]**, compress the spring retainer (a jack or clamp is recommended), and reinstall the snap ring.

CAUTION: Avoid injury or lost parts! Be sure the snap ring is fully seated in its groove before releasing the retainer.

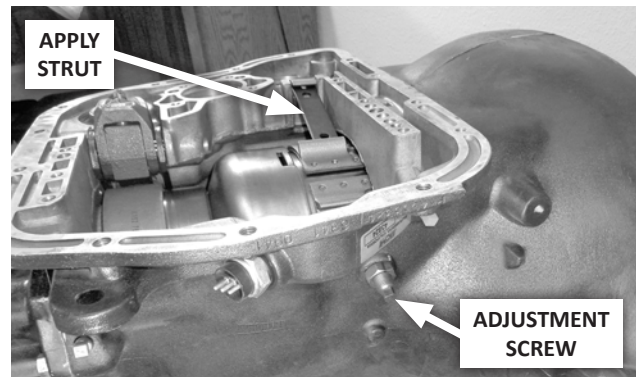


- 59. Rotate the rear band apply lever back into place,** then use a screwdriver to reinstall the apply strut between the lever and the band. Tighten the adjuster screw to 72 in-lbs (snug), then back it off as follows:
- **A727 (all):** Back off 3 turns
 - **A904 w/single-wrap band:** Back off 3-1/4 turns
 - **A904, A998 & A999 w/double-wrap band:** Back off 4 turns
- Finally, tighten the locknut while holding the adjuster screw stationary.

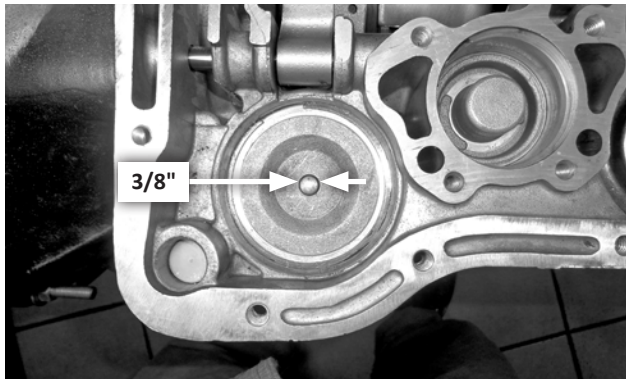
PERFORM STEPS 60-64 ON 1966-1969 A727 TRANSMISSIONS ONLY. Determine applicability as shown in Steps 60-62.



- 60. If the front (kickdown) servo cover measures 2-3/4" dia., proceed to the next step.** If the cover measures 2" dia., do not perform Steps 61-64.

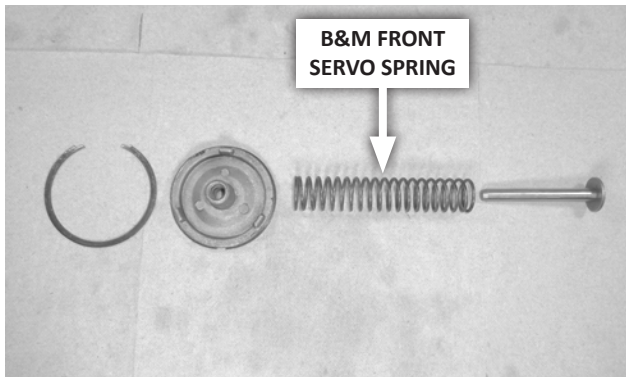


- 61. Loosen the front band adjuster locknut,** then back the adjustment screw out far enough to remove the apply strut and swing the apply lever clear of the servo.



62. If the front servo center rod measures 3/8" dia., compress the servo cover, then remove the snap ring, cover, spring, and rod. (If the rod measures 5/8" dia., it is a later-model servo and requires no modification. Skip to Step 64.)

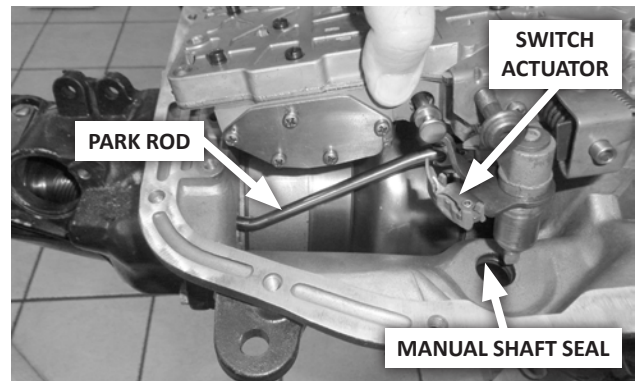
CAUTION: Avoid injury or lost parts! The front servo cover is under spring tension. Keep your hand over the cover until the snap ring is removed and the spring tension is relieved.



63. Reinstall the front servo rod in the case, followed by the B&M front servo spring [12] and the servo cover. Compress the servo cover, and reinstall the snap ring.

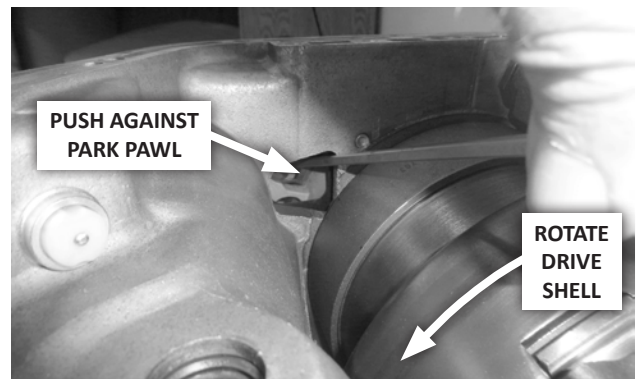
64. Swing the apply lever back over the servo, and reinstall the apply strut between the lever and the band. Tighten the adjuster screw to 72 in-lbs (snug). Then back it off 1-1/2 turns, and hold it stationary while tightening the locknut.

REINSTALL VALVE BODY & REASSEMBLE TRANSMISSION

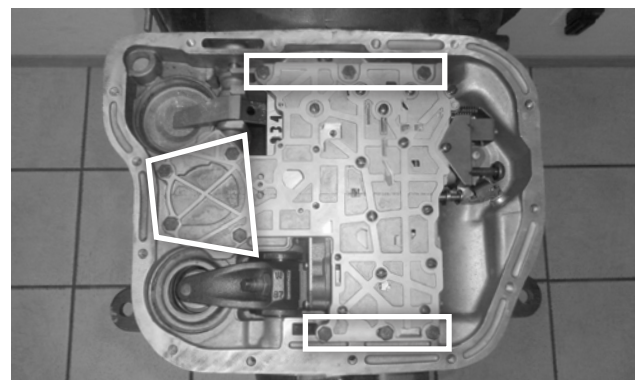


65. Inspect the manual shaft seal, and replace if necessary. With the selector lever still in LOW (for maximum extension of the park rod), carefully guide the valve body into the transmission, inserting the park rod into its hole in the case.

CAUTION: Be careful not to damage the neutral safety switch with the switch actuator on the selector lever.



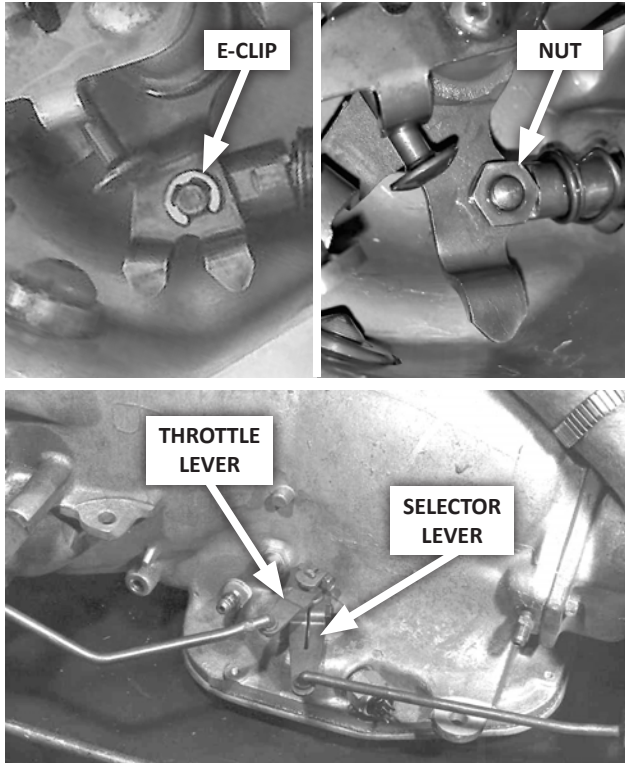
NOTE: If the transmission has not been rotated since the valve body was removed, the park rod should slip past the park pawl. If it doesn't, rotate the drive shell counter-clockwise (viewed from the front) while pushing against the pawl with a screwdriver until the pawl falls into notch.



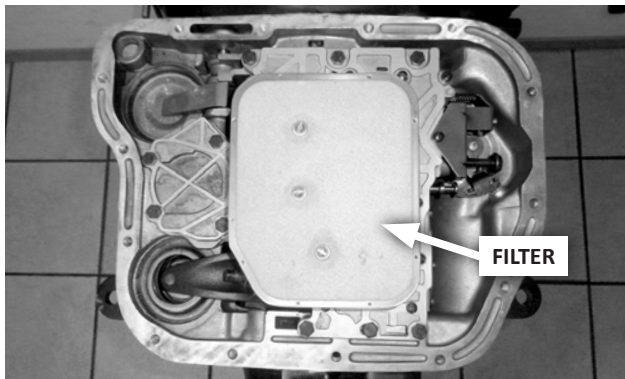
66. Secure the valve body to the transmission with the 10 shorter screws. First run the screws in finger-tight, and

verify the valve body sits flat against the case. Then tighten the screws in an alternating pattern to 100 in-lbs.

CAUTION: Prevent valve body damage! It must sit flat against the case with no interference! Anything that prevents the valve body from making even contact with the case must be corrected.



67. Reconnect the shift linkage and throttle linkage to the transmission (reverse of Steps 2 & 3).



68. Install the new B&M filter [5] with the 3 longer screws. Tighten the screws to 25 in-lbs.

69. Install the oil pan and new gasket [1] or [2] with 14 pan screws. Tighten screws in an alternating pattern to 150 in-lbs.

CAUTION: Prevent oil pan leaks! Do not over-tighten the pan screws.

70. Throttle Pressure Adjustment: Verify the carburetor is off the fast idle cam so that throttle is in the normal idle (hot idle) position. Have a helper push the throttle lever on the transmission all the way forward. Adjust the throttle pressure rod so there is no back lash between the operating stud on the carburetor and the back of the slot on the throttle pressure linkage.

CAUTION: All vehicles must have throttle pressure linkage regardless of intended use! Running the transmission without the throttle pressure linkage will damage it.

SERVICE TRANSMISSION WITH FLUID

CAUTION: Do not overfill! This will cause foaming and overheating.

1. With the vehicle sitting on level ground, add 5 quarts of transmission fluid.
2. Start the engine, and run the shifter slowly through the entire gear range and back. With the engine still running and the shifter in NEUTRAL, check the fluid level.
3. Each time you add fluid, run the shifter slowly through the entire gear range, then recheck the fluid level in NEUTRAL.
4. Add fluid as needed to bring the level to the COLD LOW mark on the dipstick.
5. Take the vehicle for a short drive (5-10 mins.) to bring it up to operating temperature.
6. Stop the vehicle on level ground, and run the shifter slowly through the entire gear range.
7. Fluid level should be between the HOT LOW and HOT FULL marks with the transmission at operating temperature, the vehicle on level ground, and the shifter in NEUTRAL.
8. If not, gradually add fluid, run the shifter through its range, and recheck until the fluid level is between the HOT LOW and HOT FULL marks.

Minor adjustments in shift points can be made once filling is complete. Shortening the throttle pressure rod will lower the shift points; lengthening the rod will raise them.

TROUBLESHOOTING GUIDE

1. Slipping (general)

- Low fluid level (starvation).
 - Valve body screws loose.
 - Servo piston lip seals cut.
 - Check balls improperly installed.
 - Throttle pressure linkage disconnected or improperly adjusted.
-

2. 1-2 shift slipping

- Check #1 items first.
 - Front (kickdown) servo seal rings damaged.
 - Front servo bore damaged.
 - Front band assembly strut bent.
-

3. No drive in "D" range

- Low fluid level (starvation).
 - Shifter misadjusted.
 - Manual valve disengaged from manual lever on valve body.
-

4. No upshift (general)

- Throttle pressure linkage adjusted too high.
 - 1-2 and/or 2-3 shift valves burred, sticking, or improperly assembled.
 - Loose valve body screws.
 - 1/4" steel ball installed behind 1-2 shift valve instead of 1-2 shift control valve.
-

5. No 1-2 upshift

- Check #4 items first.
 - Front (kickdown) servo damaged.
 - Front band linkage disengaged or broken.
-

6. No 3-2 downshift (no engine braking)

- Check #5 items first.
 - Check balls improperly installed in valve body.
-

7. No 2-1 downshift (no engine braking)

- Rear (low reverse) servo seal damaged or missing.
 - Rear band broken, misadjusted, or not engaged in apply lever.
 - Valve body assembled improperly.
-

8. No reverse

- Check #7 items first.
 - Shifter misadjusted.
-

9. Late / hard shifts

- Throttle pressure linkage misadjusted.
 - Kickdown valve stuck.
 - Kickdown detent sleeve installed backwards.
 - Track modifications being driven on the street.
-

10. Early shifts

- Throttle pressure linkage misadjusted.
-

11. Erratic shifting

- Low fluid level (starvation).
 - High fluid level (foaming).
 - Throttle pressure link sloppy, loose or misadjusted.
 - Shifter misadjusted.
 - Valve body screws or end plates loose.
-

12. Soft shifts under power

- Throttle pressure linkage adjusted too high.
 - Low fluid level (starvation).
 - High fluid level (foaming).
 - Pressure regulator valve stuck.
-

13. Engine revs on 2-3 shift

- Check band adjustment.
 - Remove cupped orifice plug.
-

14. Overheating, foaming oil at dipstick or bellhousing/breather

- High fluid level.
 - Clogged or blocked cooler.
 - Insufficient cooler capacity
-

15. No movement

- On 1978, reversed torque converter valve.
 - Restricted or plugged cooler lines.
-

16. Pump buzz or whine

- Low fluid level (starvation).
 - High fluid level (foaming).
 - Filter defective or restricted.
 - Oil pan crushing filter.
-

17. Leaks

- Clean transmission first and observe; check pan gasket and screw torque.
-

Congratulations, your B&M Transpak kit is now installed and ready to enjoy!

KEEP THESE INSTRUCTIONS FOR FUTURE REFERENCE

B&M Performance maintains a highly-trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.

B&M TECHNICAL SUPPORT: (866) 464-6553

