

## AUTOMATIC TRANSMISSION WORKSHEET

Check crankshaft pilot hole is correct size for converter (FIGURE 1) ☐

Install Block Plate ☐ FORD'S CHECK FOR PROPER STARTER FITMENT INTO PLATE BEFORE INSTALL ☐

Flexplate Balance ☐ Internal (Neutral Oz) ☐ External ☐ Oz's

Test fit flexplate to converter bolt pattern ensuring mounting holes don't need-(De-burring OR opening up) ☐

The test above is verified a 2<sup>nd</sup> time when the transmission is test fit and we verify proper converter endplay

Inspect crank & flexplate for burrs on mating surfaces and torque ☐ Ft/Lbs \_\_\_\_\_ ( 7/16x20=80Ft/Lbs )

### CHECKING PROPER ENDPLAY (FIGURE 2)

ACCEPTABLE ENDPLAY(.060 TO .187 CLEARANCE)

Measure from bellhousing face to converter mounting pad ☐

Dimension "A" \_\_\_\_\_

Measure through hole in flexplate for converter pad to Block plate ☐

Dimension "B" \_\_\_\_\_

Dimension A \_\_\_\_\_ - (Minus)

Dimension B \_\_\_\_\_ =

Converter endplay clearance \_\_\_\_\_

**Test fit transmission ensuring all is aligned and freely moving before final install!**

FIGURE 1

Chrysler 727 = **1.250"** from bellhousing to Ring Gear.

GM TH350, Powerglide = **1.125"** from bellhousing to converter pads.

GM TH400 = **1.187"** from bellhousing to converter pads.

GM 700 R4, 4L60E, 4L80E, = **1.125"** from bellhousing to converter pads.

GM 4L80E = **1.030"** from bellhousing to converter pads.

Ford C6/C4 = **1.125"** from bellhousing to converter pads.

AODE = **1.030"** from bellhousing to converter pads.

AOD = **1.000"** from bellhousing to converter pads.

**Distance may vary +/- .050". and should ALWAYS be re-checked by customer**

FIGURE 2

"A" MUST BE GREATER THAN "B"

