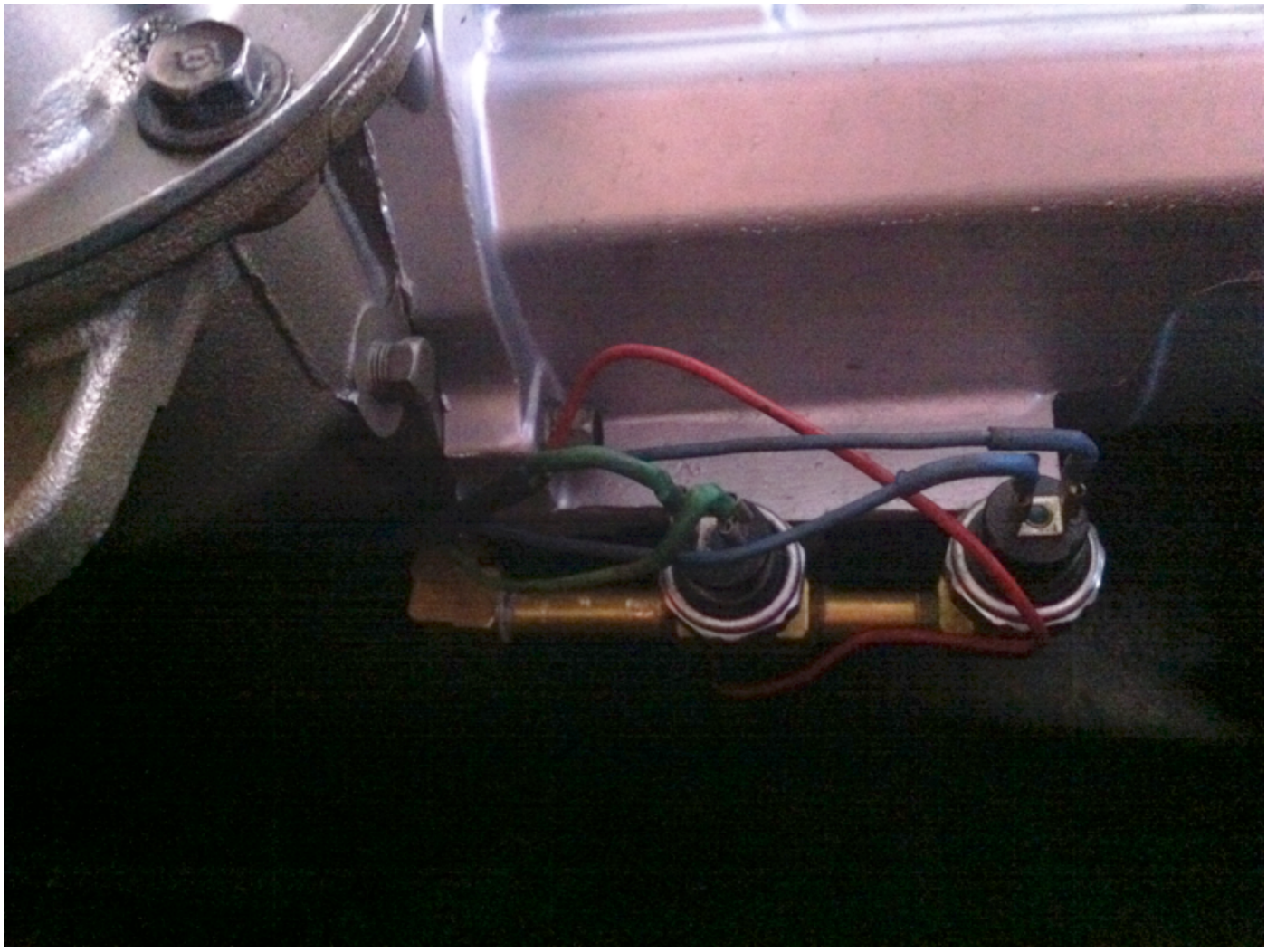
A488, A904, A727 Conversion To Overdrive A518 (46RH)

Part 1 Overview

The 46RH (A518) transmissions, used from 1990-'95, are used in this conversion. These 518s have a three-pin electrical connector on the driver's side of the transmission that is connected to and control two pressure switches, one to control the overdrive solenoid and one for torque converter (Lock Up) clutch solenoid. These two units are mounted on one common bracket. These are installed in a pipe tee in the governor pressure port, which has a pipe plug in this hole from the factory. This is on the passenger side of the transmission case, on a thick mounting rib, just below the upper tail shaft-mounting bolt.



If your vehicle has a gear selector in the console or on the steering column you do not need an actuator to shift the transmission. Your gear selector, back-up lights, neural safetynswitch will connect to the A518 as it did on your A727 or prior Torqueflite.

If you have to use an actuator with a new push button controller, then refer to:

A518 Part 2: PCS GSM Push Button Shifter Utilizing A Motorized Shift Actuator

If you want to use your original push buttons, then refer to:

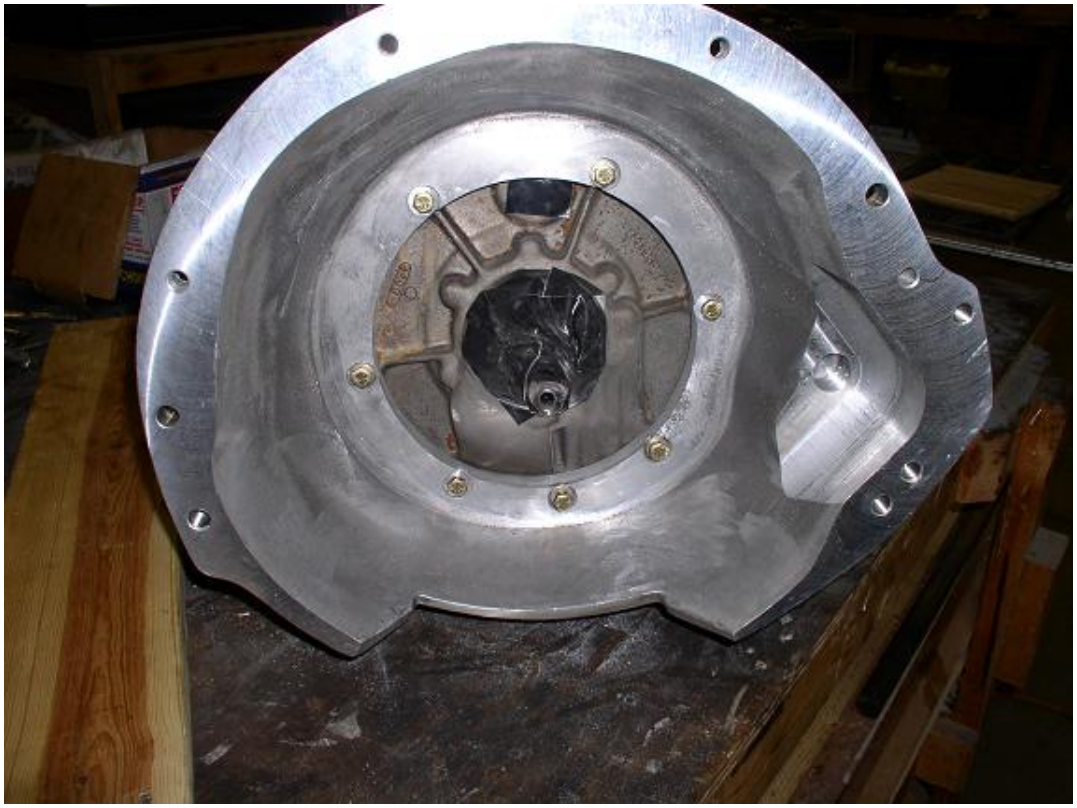
A518 Part 3: Retaining Original Push Button Function Utilizing A Motorized Shift Actuator

Bellhousing to convert an A518 for use with a large block MOPAR engine.

J.W. Performance Ultra Bell Bellhousings 92457

Stock bellhousing must be cut off of transmission. Ultra Bell bolts directly to front pump.

Do not use small block to big block adaptor kits. There can (and in my case did) cause failure from rotational torque.



Starter/engine lobe

360° Clockable Powermaster VS Torque 9523 starter works with Ultra Bell housing. 1992 Dodge Dakota Starter might work. No need to cut off a lobe of the engine as in Dodge Charger article.

Speedometer cable

Needed right angle adapter to allow connection of cable. Roger Luckow Speedometer Services fabricated one- 414-493-6660.

Also available from PATC:

https://transmissioncenter.net/shop/42-90-degree-direct-or-continuous-rotation/

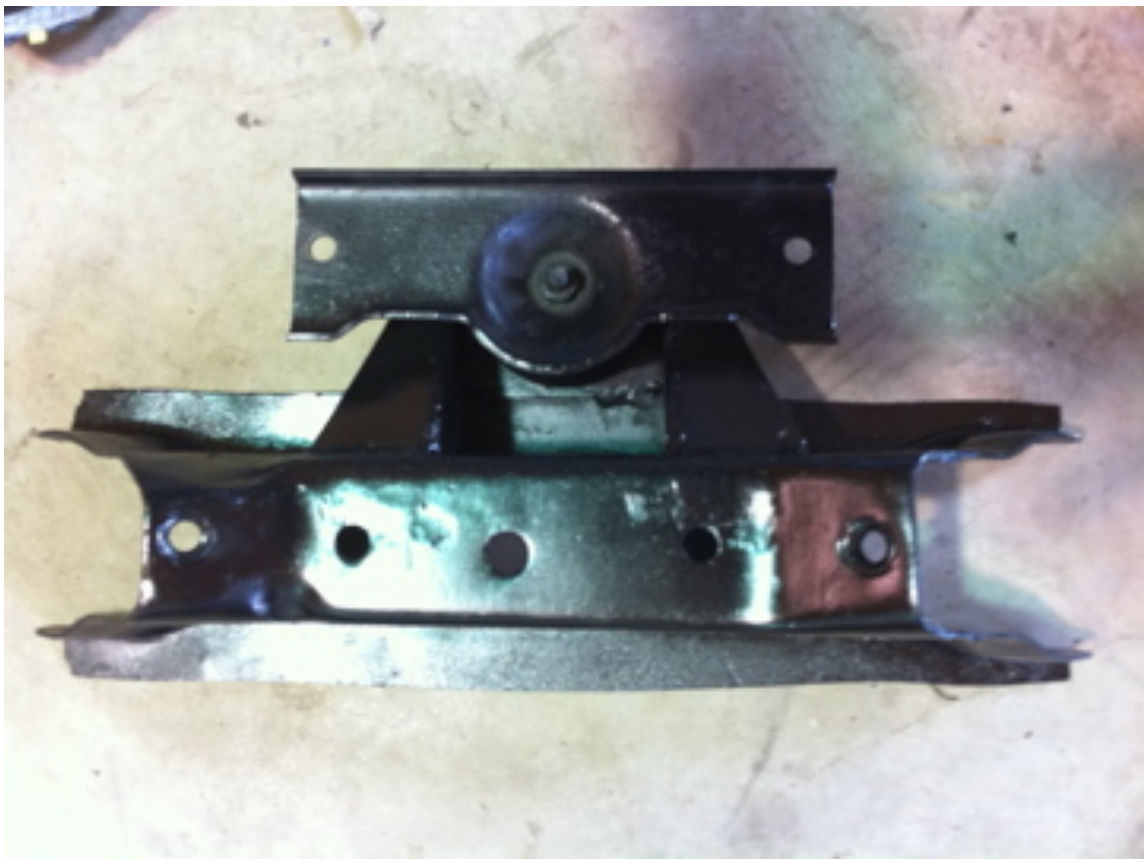
Emergency brake

Need conversion to rear brakes that accept parking brake cable

Lokar extra long (custom ordered) front universal cable and rear cables

Transmission Mount

Need to fabricate new one. We modified the original transmission mount.

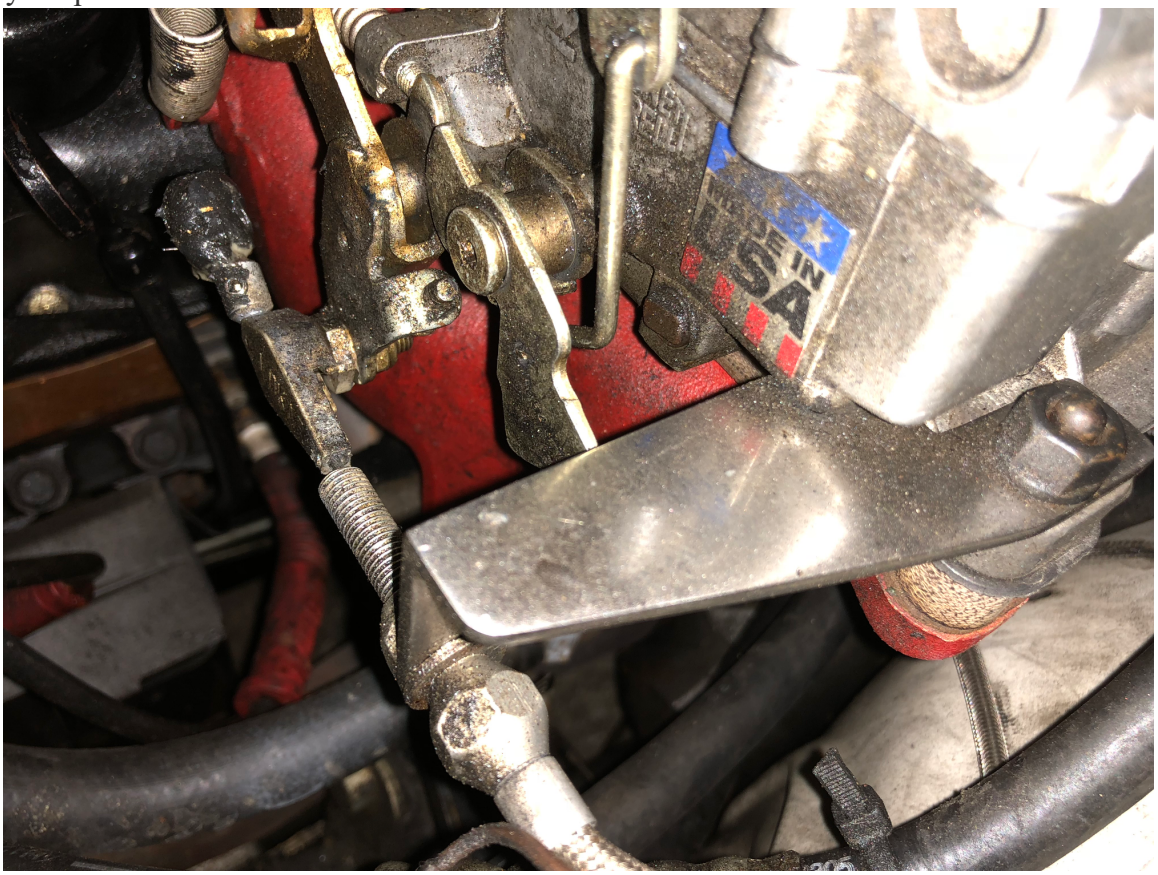


Kick down throttle cable

Lokar KD-2727U Chrysler 727 Trans Universal Kickdown Cable Kit

Stainless Steel Carburetor Bracket and Return Springs (sold separately).

My adaptation on Edelbrock Carburetor is shown below.



An alternative kick down cable kit is available from Bouchillon:

https://www.bouchillonperformance.com/inc/sdetail/589

Transmission Tunnel

In full size “C” bodies, A518 fits in without modification. Others, it depends?

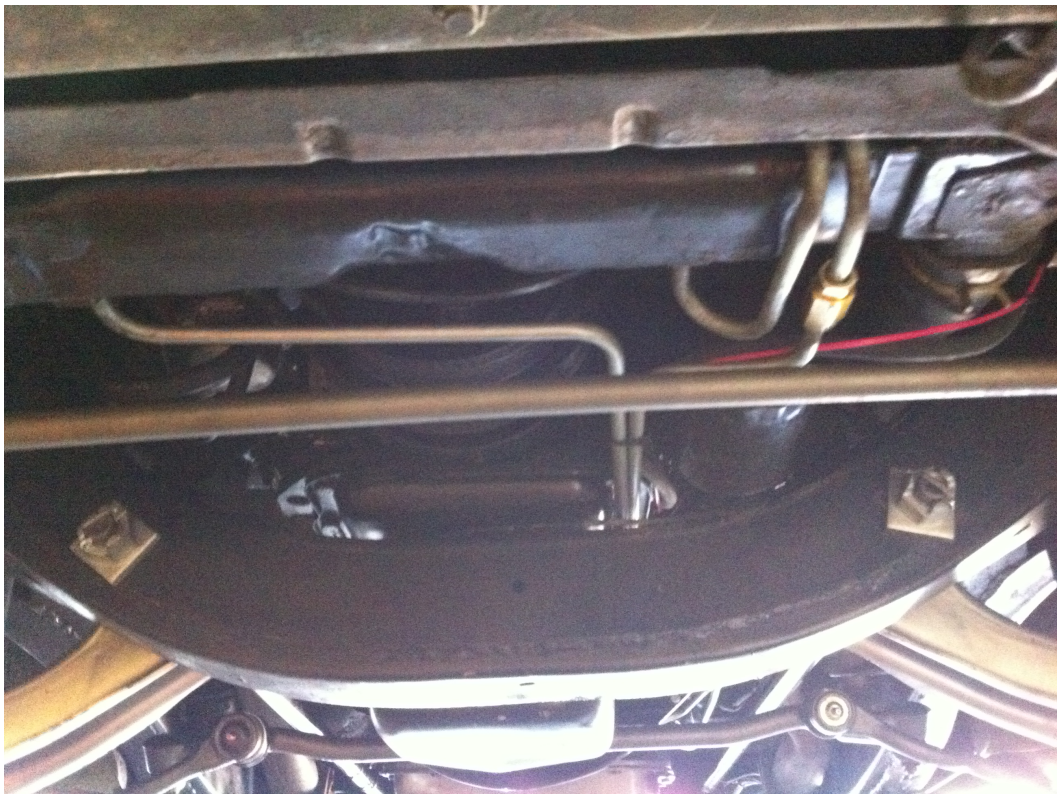
Driveshaft

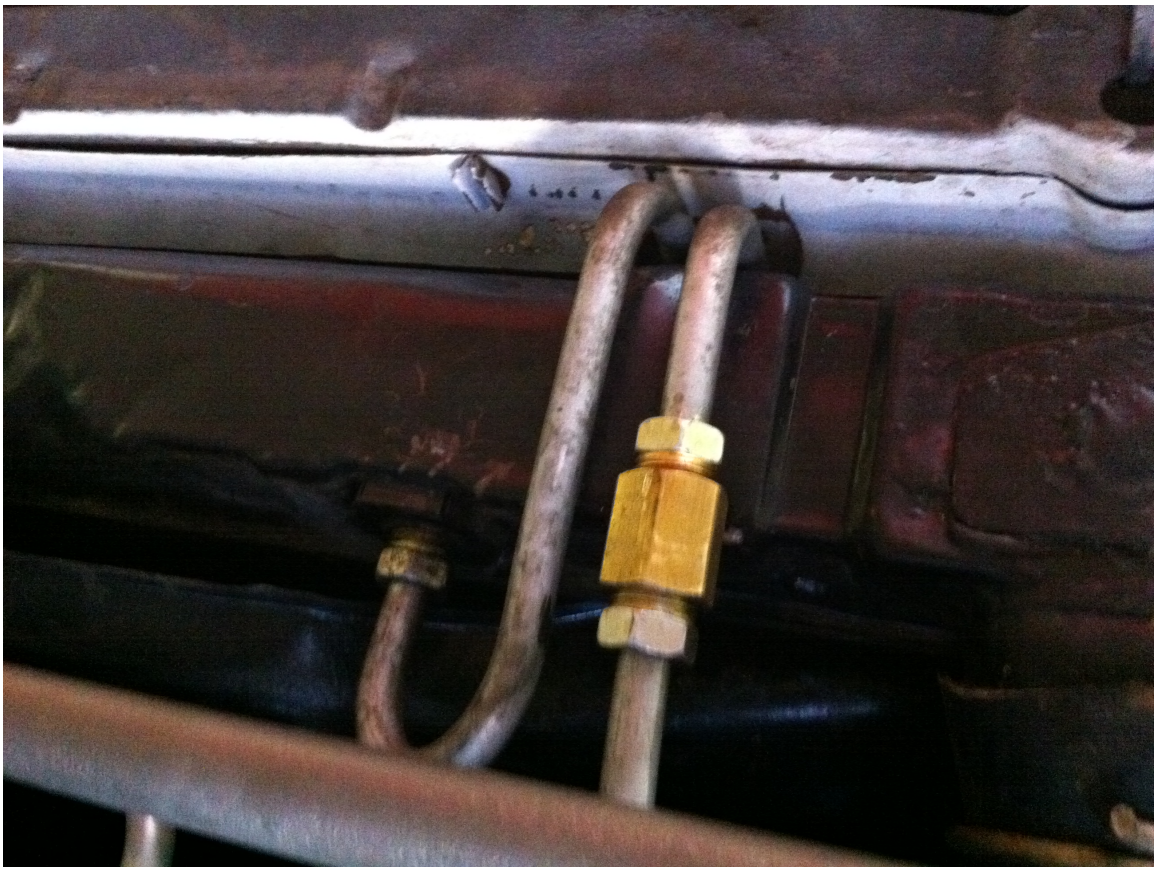
Transmission cooler lines.

Larger on A518. Need to modify fittings on bottom of radiator.

Use stock A518 cooling lines as a short cut.

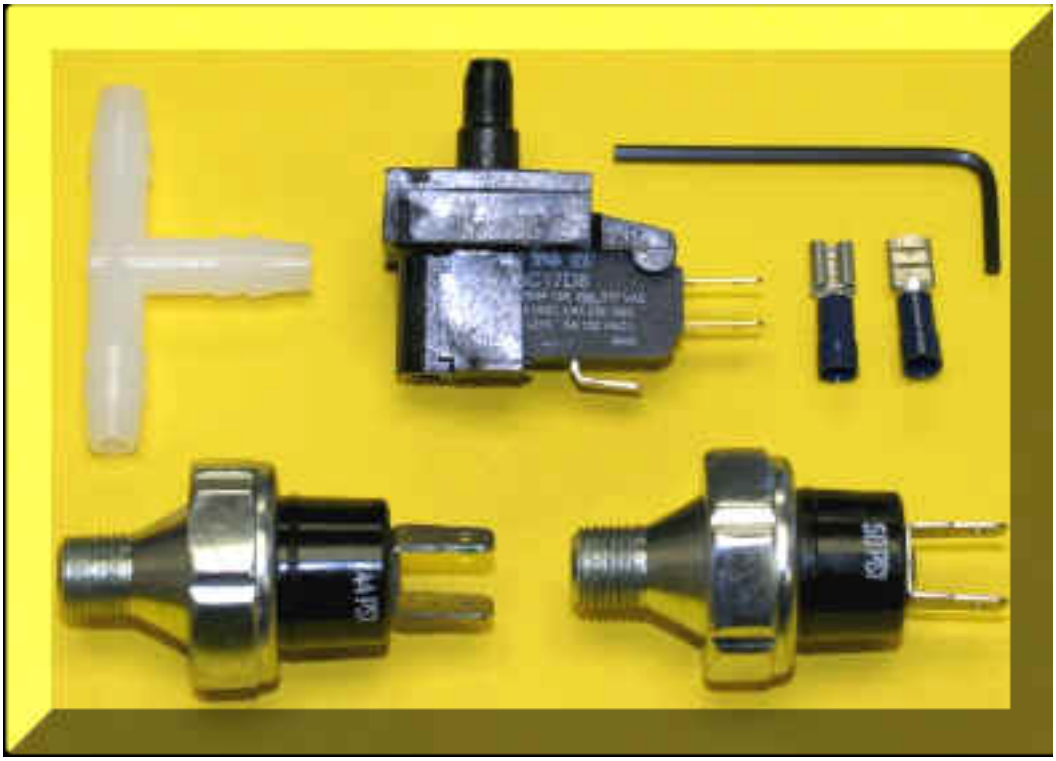
Note A518 flywheel cover had to be modified





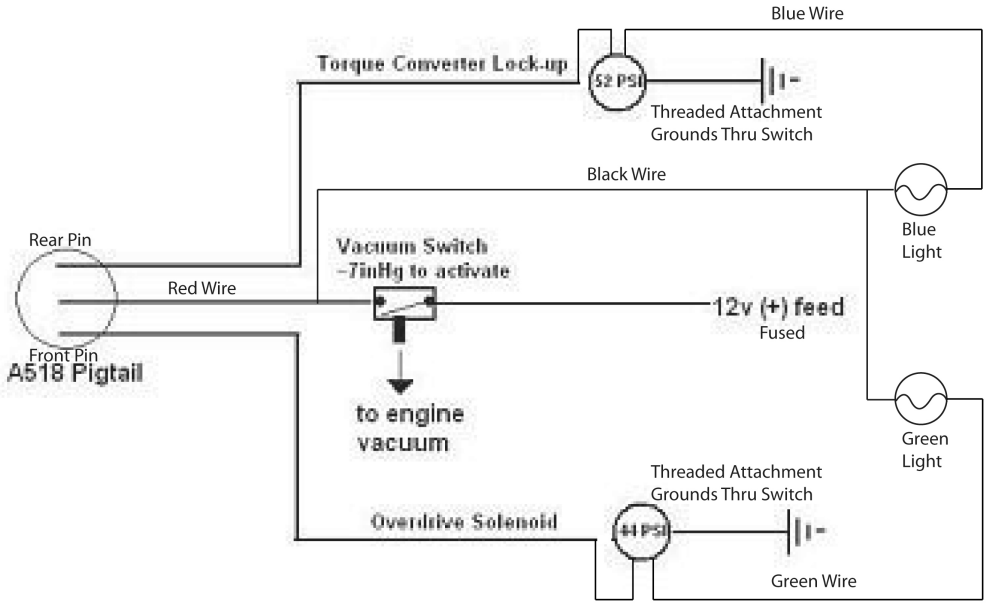
Vacuum controlled Overdrive & Lock Up Converter

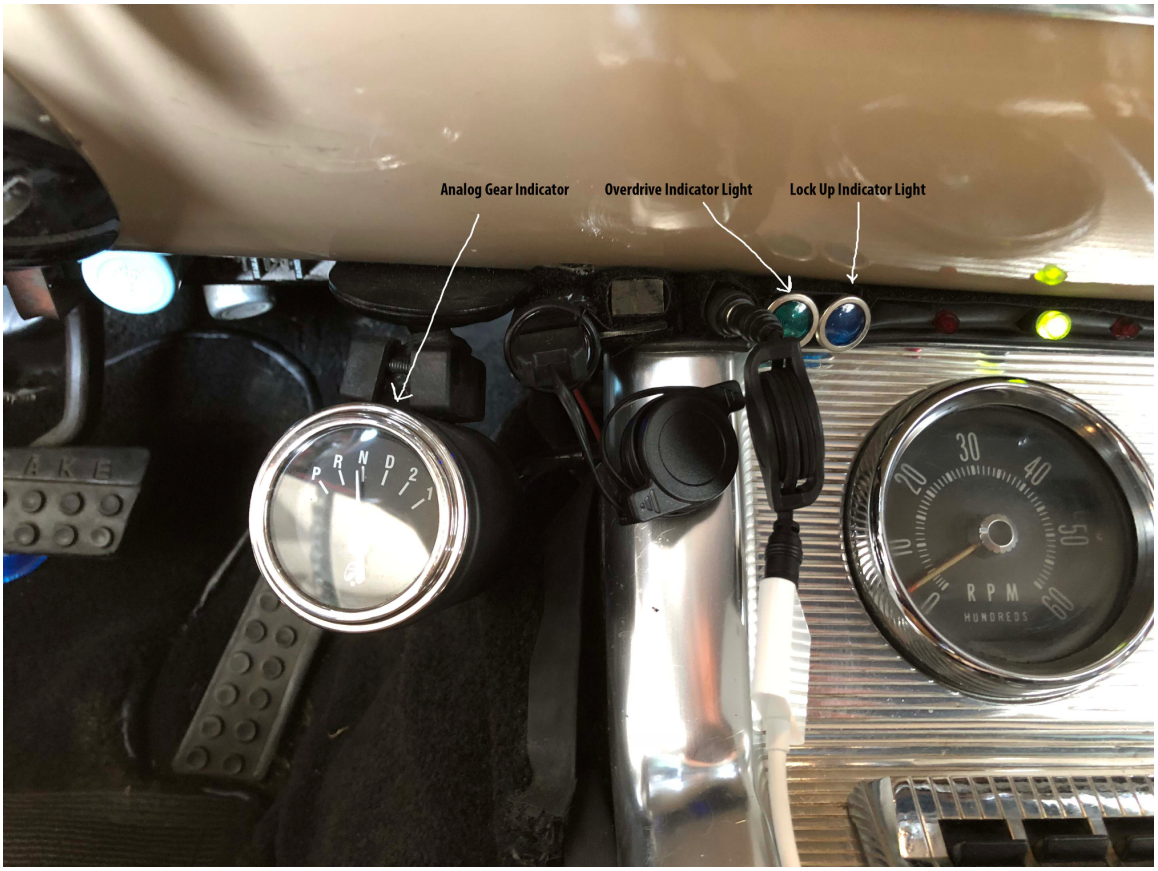
https://transmissioncenter.net/shop/patc-727-to-518-46rh-conversion-kit-click-here-for-727-to-46rh-swap-wiring-diagram/



#727518. With these four parts you can convert your 727 transmission to a 518 overdrive transmission with locking torque converter. What this kit does is makes a 518 transmission shift without a computer. Lets say you drive an average of 400 highway miles per week, at that rate you could save as much as $1000.00 per year on gas, not to mention the 31% reduction in RPM. Your new 518 will have automatic shifts into overdrive and lock-up, no toggle switch needed. Now with adjustable vacuum switch. The instructions are at the bottom of this page. This kit will not work on a diesel engine without vacuum or gas motors with large cams and very low vacuum at light throttle. Buy kit #727518DK for no or low vacuum.

Keyed power available before ballast resistor. Indicator lights can be installed inside the cabin to indicate when overdrive and lock up occur. See wiring diagram for controls below.





Analog Gear Indicator Shown; Overdrive and Lock Up Torque Convertor Indicator Lights; iPod input and USB power.

Overview One (Hemmings)

https://www.hemmings.com/magazine/mus/2006/07/Chrysler-A-518-Overdrive-Transmission/1301453.html

Chrysler A-518 Overdrive Transmission- Converting to a gas sipping overdrive.

Chrysler A-518 Overdrive Transmission from Hemmings Muscle Machines

July, 2006 - Jim O'Clair

With gasoline prices teetering around the $3 mark, it makes sense to replace your old automatic transmission with a more modern overdrive unit so you and your car won't have to visit the pumps as often. In previous articles, we've touched on the use of an overdrive transmission to replace Ford and GM automatics. With the introduction of the A-518 Chrysler transmission in 1990, it's possible to perform this conversion with many Mopar, 1972-'78 AMC and two-wheel drive Jeeps that were originally equipped with a Chrysler 727 transmission.

The A-518 is also known as a 46RH transmission and was used extensively by Chrysler in the early to mid-'90s as a replacement for the A-727. It is the heavier-duty cousin of the A-500 overdrive, typically used behind V-6 engines in the mid-'90s. However, the A-518 is based on the A-727 and they share some things in common, which makes this conversion relatively easy and an economical alternative to converting to a different rear end or to a five-speed manual transmission. With an overdrive ratio of .069:1, the A-518 may save you up to 30 percent in gas mileage at highway speeds, but it also reduces wear and tear on the engine because it's turning 600 fewer rpm while in overdrive.

A later version of the A-518 is known as the 46RE, with E designating electronic. This computer-controlled transmission first appeared on 1996 models. The first generation 46RH transmission controls were hydraulically activated similar to the A-727 in appearance. Internals are different, however, and not many components are interchangeable. The overdrive gear was added to the tail shaft, explaining the longer tail shaft than the A-727. The A-518 also incorporated other internal upgrades. This transmission came in both two-wheel drive and four-wheel drive configurations but there is plenty of work involved in converting from one to the other, so we recommend you find a unit matching your existing drivetrain. Our article this month will focus on conversion to the 1990-'95 two-wheel-drive units. Gear ratios are as follows: first gear, 2.45:1; second gear, 1.45:1; third gear, 1.00:1; overdrive, 0.069:1; reverse, 2.21:1.

This transmission and the A-727 use the same 14-bolt oil pan and the oil screen inside the pan also is identical. This makes identification a little more difficult when the unit is removed. In this case, a tape measure comes in handy. The A-518 will be about 38 inches long, whereas the A-727 is about 35 inches. Also, the measurement from the block flange to the transmission-mounting block is 24-7/8 inches on the newer transmission instead of the 23-1/2 inches that was standard to the A-727. The 46RH transmissions that were used from 1990-'95 have a three-pin electrical connector on the driver's side of the transmission which controls two solenoids, the overdrive solenoid and the torque converter clutch solenoid. These two units are mounted inside the valve body on one common bracket. The 1996 and up model 46RE units have an 8-pin connector instead of the 3-pin, and are less desirable for converting into a non-computerized vehicle.

You can locate the A-518/46RH transmissions in these donor vehicles:

1990-'95 Dodge van with a 318 or 360 engine

1992-'95 Dakota with a 318 engine

1990-'91 Ramcharger with a 318 or 360 engine

1990-'95 Dodge pickup two-wheel drive (1/2- through 1-ton) with a 318 or 360

When finding one of these units, it's wise to take the shifting linkage in the case of a column-shift vehicle or the floor shifter because linkage on the A-727 is not exactly the same as the A-518 and requires modification. The six-spline yoke on your existing A-727 driveshaft is the same for both units, although your existing driveshaft will have to be shortened about 3-1/2 inches to compensate for the longer tail shaft on the A-518. You'll also need the torque converter, which is of a lockup design. You cannot use your existing A-727 torque converter for this swap. Both transmissions used the standard Detroit 7260-style universal joint (Spicer # 5-1306X) on the front of the driveshaft. Rear U-joints would be the same unit for a 2-1/8-inch pinion yoke or could also be the Detroit 7290 series U-joint (Spicer # 5-1309X) if you have a 2-5/8-inch pinion yoke on the rear end. The starter and the flexplate are shared units, saving you time and money. The cross member will need to be modified, by cutting off the end sections of the crossmember and the fabrication of a new center section to compensate for the lower mounting location on the A-518. You can use a GM stud-type transmission mount (#10473052) to fabricate a crossmember that would have less offset than it will with the taller Mopar mount (#52019615).

What about the three wires hanging there? The overdrive and the torque converter lockout won't work unless you hook them up. Install a toggle switch on the dash and run the hot wire to the center pin on the 3-pin connector (the two outer connections are ground for the TCC solenoid and the OD solenoid) and run the two ground wires to the brake light switch. A more efficient way of doing it has been devised by Performance Automatic Transmission Center in Bossier City, Louisiana. Install a vacuum switch and two oil pressure switches, which allows the overdrive to engage before releasing torque-converter lockup. PATC's design calls for installing a 7-pound normally open vacuum switch, similar to those used to drive an hour meter, to a direct hot wire (with an inline fuse) off of the ignition switch. The hot wire out of this vacuum switch will run to the center pin of the three-pin connector. The vacuum switch will allow you to engage the torque converter lockup and the overdrive solenoid, if engine vacuum has reached seven pounds. It will also disengage both when you kick the throttle up and engine vacuum drops below 3 pounds. This allows you to revert back to third gear to pass a car or help the vehicle negotiate a hill. If you install two oil pressure switches, this will fine-tune the speeds at which the torque converter lockup engages (this keeps the transmission running cooler) and when the overdrive solenoid engages. These are installed in a pipe tee in the governor pressure tap, which has a pipe plug in this hole from the factory. This is on the passenger side of the transmission case, on a thick mounting rib, just below the upper tail shaft mounting bolt.

This article originally appeared in the July, 2006 issue of Hemmings Muscle Machines.

Overview Two (Transmission Center)

https://transmissioncenter.net/shop/patc-727-to-518-46rh-conversion-kit-click-here-for-727-to-46rh-swap-wiring-diagram/

This is how to replace your three speed transmission with a 1995 back A518 overdrive transmission with a three wire connector (gas). A 518 transmission has a 31% overdrive and will produce a 30 to 40% increase in gas mileage on the road over a three speed transmission. Remember overdrive is only 3rd gear high range anyway. There are two wire 518 transmissions out there, these have a non-lock-up torque converter. With this three wire setup you have a four speed transmission plus a torque converter lock-up feature. The extra gear is 3rd high range. We've been asked this question for years, so I decided to put it down in black and white. What we're actually going to do here is control the overdrive and torque converter lock-up normally controlled by the computer using one vacuum and two oil pressure switch. Instead of using an electronic speed sensor and throttle position sensor we will use a mechanical / hydraulic / electronic speed sensor and a vacuum / electronic throttle position sensor. This will be accomplished with the use of three GM parts and some trick wiring. The Chevy and Ford guys make the swap to overdrive all the time, it's time for the Dodge people to have the same option. Lets say you drive an average of 400 highway miles per week, at that rate you could save as much as $1000.00 per year on gas. This can be made to work with a diesel motor also with or without a vacuum pump and vacuum regulator.

#1. The center wire on the transmission is the hot wire and the two other wires are ground wires for overdrive and the lock-up torque converter. The front wire is the overdrive ground and the rear wire is the torque converter lock-up ground. You can get a three wire female connector from a junk yard or buy one from us.
#2. Run a 12 volt fused wire that turns on and off with the key to the vacuum switch, then to the center wire on the transmission connector. This is a normally open vacuum switch that takes 7 inches or more of vacuum to shift into overdrive and lock-up the torque converter and 3 inches or less of vacuum to down shift and unlock the torque converter. Lets say you're in overdrive going 54 miles per hour at very light throttle, when you press on the throttle and the vacuum drops below 3 inches the transmission will immediately shift back to 3rd gear low range without lock-up or even a lower gear depending on the throttle position.
#3. At the governor pressure tap on the transmission install a tee fitting for two oil pressure switches. Say a 44 PSI oil pressure switch for overdrive and a 52 PSI oil pressure switch for the torque converter lock-up. Or any other combination of switches you may want. At light throttle the transmission will shift into overdrive at 44 MPH and the torque converter will lock-up at 52 MPH. The pressure switches go on the outside of the transmission case in the governor pressure port. It's located on the right side, at the upper rear of the main transmission case. The figures on the pressure switch will only be correct if you have a stock tire size and rear end ratio.
#4. Run a wire from the front pin on the transmission connector to the 44 PSI oil pressure switch and a second wire from the rear pin on the transmission connector to the 52 PSI oil pressure switch. Now at 52 MPH when you step on the gas the transmission will shift back to third gear and the torque converter will unlock at the same time. It can't get any easier than this.
#5. Install a toggle switch in the overdrive ground wire. When the switch is turned off you will have 1st, 2nd and 3rd low range, exactly like a 727 transmission with the same ratios. When the switch is turned on you will have 1st, 2nd and 3rd gear low range plus 3rd high range. When the toggle switch is on the transmission will immediately shift into overdrive at light throttle over 44 miles per hour whenever it's in drive range on the gear selector. Once in overdrive the transmission will not come out of overdrive until the overdrive solenoid is turned off, or the vehicle speed goes below 44 miles per hour, or the vacuum drops below 3 inches. The only electronic parts on a 518 transmission are the overdrive and torque converter lock-up solenoids.
NOTE: People make this swap all the time, but I've never heard of anyone doing it correctly. They drive

down the street flipping a toggle switch on and off at every stop. This setup works automatically.
NOTE: The way governor pressure works is 1 pound of pressure per square inch equals 1 mile per hour unless someone has changed the tire size, or rear end ratio, or governor springs and weights. The vacuum switch acts as a throttle position sensor and the oil pressure switch acts as a speed sensor.
NOTE: Use a lock-up type torque converter if possible, this could get you as much as 5% better gas mileage and the transmission will run much cooler. Running cooler will make the transmission last longer.
NOTE: You can also run the torque converter ground wire through the brake switch if needed.

Build Up Options For A518 (Transmission Center) PATC

https://transmissioncenter.net/shop/x/

They incorporate stronger parts (interchangeable) from A618 Diesel. Install racing clutches and more.

The level 2 Viper transmission comes with all four sets of Alto Red Eagle clutches with Kolene steels plus a direct clutch PowerPack, a Fairbanks TransAction Kit, Sonnax high performance low / reverse servo, Carbon fiber band and a heavy duty intermediate band strut, Sonnax Billet Aluminum 4 Ring Accumulator Piston, Sonnax 16% Oversize Intermediate Servo with Cover and the Power Wedge Intermediate Band Anchor. The heavy duty / high performance torque converter that comes with this package deal can be ordered in stall speeds up to 2800 RPM (gas #6D). This transmission (46RH, 46RE, 46RE, 47RE) is good for any type heavy duty / high performance use up to 500 (gas) horse power using pump gasoline, towing, 4WD, high performance and others. Add torque converter upgrade if needed. The Viper transmission has 7 major performance upgrades. All of this can be yours without a trade-in for $2769.00. Add $250.00 for a Diesel or V10. Add $100.00 for 1996 up 4WD. Add $299.00 for a diesel single clutch billet converter and $576.00 for a diesel triple clutch billet converter. Add $334.00 for a gas single clutch billet converter. The freight runs from $150.00 to $300.00 in most cases. If you buy a 3 clutch diesel torque converter you must buy a billet input shaft otherwise the stock shaft will break. Also a 3 clutch diesel converter will break a stock flexplate. Click on the pictures below to see the Viper performance upgrades.
Performance Automotive and Transmission Center offers our high performance / heavy duty Dodge rear-wheel-drive transmissions on the web. This transmission can be installed in older 3-speed non-computer cars and trucks for a 30 to 40% increase in gas mileage on the road.

Transmission	Level 2 – Viper	Level 3 – Mega Viper	Level 4 & 5 – Ramzilla
All Red Eagle Clutches and Kolene Steels	Yes	Yes	Yes
Extra Clutches in Direct Clutch Set	Yes – 1	Yes – 1 to 2	Yes – 2 to 4
Direct Clutch Drum	Stock	Stock 4 Clutch	5 Clutch #8D6 or Billet 5 Clutch #5X
Carbon Fiber Flex Band	—	—	—
Extreme Duty Brass Impregnated Carbon Fiber Flex Band	Yes	Yes	Yes
Fairbanks TransAction Kit, Transgo in 48RE	Yes	Yes	Yes
Performance Low / Reverse Servo	Yes	Yes	Yes
Heavy Duty Intermediate Band Strut	Yes	Yes	Yes
Core Charge Included	Yes except diesel converter	Yes except diesel converter	Yes except diesel converter
7 Clutch Direct Clutch Drum, 40% more clutch apply area than a 48RE, 75% more clutch apply area than a	4 / 5 Clutch	5 Clutch	Yes 7

47RE			
Performance 3-4 Accumulator Spring	Extra	Yes	Yes
Sonnax Billet Aluminum 4 Ring Accumulator Piston, Sonnax 16% Oversize Intermediate Servo with Cover and the Power Wedge Intermediate Band Anchor	Yes	Yes	Yes
5 to 1 Intermediate Band Apply Lever on Diesel Models	Extra	Yes	Yes
4.2 to 1 Intermediate Band Apply Lever on Gas Models	Extra	Yes	Yes
Converter Fluid Charge in Park	Yes	Yes	Yes
Mega Spring for Overdrive Direct Clutch	Extra	Yes	Yes
Deep Finned Cast Aluminum Pan	Extra	Extra	Yes
Performance Torque Converter, Gas	Yes, #6D Gas	Yes, #6D Gas	—
Full Size Billet Lock-Up Converter, Gas	Extra	Extra	Yes, #6V
Billet 10 Inch Lock-Up Converter, Gas	Extra	Extra	Yes, #6B
Triple Clutch Billet Torque Converter, Diesel / V10. Add $165.00 for Billet Stator / Add $329.00 for Steel Stator	Extra	Yes, #8DXX	Yes, #8DXX
Billet Lock-Up Torque Converter, Diesel	Extra	—	—
Gas Horse Power Rating without Nitrous or Supercharger	500	700 with #6B Converter	800+ Gas, Over 1000 Torque on Diesel
All Three OEM 48RE 6 Pinion Planet Gears	—	—	Yes
Steel Front Planet	—	Yes	N/A
48RE Sun Gear and Shell	—	—	Yes
Sonnax or TCS Hard Input Shaft. You must have a hard shaft if you have a 3 clutch converter.	Extra with 3 Clutch Diesel Converter	Yes with Diesel / Extra on Gas	Yes
10 Performance Alto Red Eagle Overdrive Direct Clutches	Diesel / V10	Diesel / V10	Yes
7 Overdrive Clutches, 20% more clutch apply area than a 48RE	—	—	Yes
5 Forward Clutches, 25% more clutch apply area than a 48RE	—	—	Yes
22% more total clutch apply area than a 47RE transmission	—	—	Yes
2003 Up 48RE Internal Parts, Gas or Diesel	—	Some	Yes
Level 5 Only – Big Daddy Direct Drum	—	—	Yes
Level 5 Only – Hard Intermediate Shaft	—	—	Yes

Overview Three (Hot Rod)

https://www.hotrod.com/articles/43323-mopar-overdrive-transmission-swap/

Shifting A Classic Mopar Into The ’90s

If you took part in our first Power Tour or read our coverage in the September ’95 issue, you may remember this ’70 Plymouth GTX. It was one of the HOT ROD Tour vehicles that couldn’t complete the 2900-mile trip. While the Ford and Chevy guys might get a kick out of that, it should be noted that the car’s demise was caused by a cracked aftermarket torque converter—the only non-Mopar part of its drivetrain.

While the obvious fix would be to simply replace the lame torque converter with a Mopar unit, 1500 miles of high-rpm Power Tour driving before the breakdown suggested there might be a better alternative. Why not install one of Chrysler’s new four-speed overdrive automatics in place of the original 727 Torqueflite? The reduced engine noise and improved fuel economy would make it even better for Power Tour ’96.

First introduced for the Dakota trucks in 1988, the A500 and A518 automatic overdrive transmissions are based on Chrysler’s 904 and 727 Torqueflites, respectively. Either transmission can be found in the Mopar Performance catalog, (part No. P5249165 for the A500 and P5249166 for the A518), and the gear ratios are identical to the older trannies, with the exception of the overdrive. However, the catalog listing included the ominous warning, “requires major modifications on A-B-C-E body.” After a quick call to Art Carr Transmissions in Fountain Valley, California, to confirm that he would help us perform the “major modifications,” we had Mopar Performance ship one out.

As mentioned before, either tranny is available, but because it would be dealing with a 400-plus-hp 440, we went with the beefier A518 and sent it directly to JVX, Inc., in Memphis, Tennessee. An adapter kit from JVX allows these new overdrive transmissions to bolt directly to Mopar B/RB engines. Besides supplying the adapter kit, JVX’s John Vinson went through the A518 to give it “crisper” shifts and increased durability.
The first thing we noticed when the new unit arrived at Art Carr was how closely it resembled an old 727. The tranny’s front half is identical to the old Torqueflite, and the A518 is only a few inches longer, with a thicker tailshaft housing for the overdrive mechanism. How tough could this install really be?

Well, we can’t say we weren’t warned. As the Mopar catalog stated, a fairly “major” chunk of the driveshaft tunnel had to be “modified” before the tailshaft housing would clear the body. About 1.5 inches from each side of the crossmember housing was shaved off, but even more challenging was fabricating a new crossmember to hold the overdrive unit securely in place. Rather than creating a new piece from scratch, Art Carr’s technicians used the original crossmember end pieces and fabricated a center section designed to match up with the A518’s lower rear mount. Finally, the A518’s increased length required cutting the driveshaft down from 51.5 inches to 48 inches.

On the plus side, the original starter, tranny cooler lines and throttle linkage worked with the new transmission. So while not exactly a “bolt-in” upgrade, getting the A518 to physically fit into an old B-body (or E-body) Mopar can be done, and much of the original hardware will bolt directly to the new unit.
But getting it to fit was only half the battle. Now we had to figure out how to make the GTX shift into a gear it was never meant to have. As with the physical installation, it was almost as if Chrysler planned on people doing this conversion. First, the A518 continues to use only six shifter-selector positions rather than having the “OD” position that GM and Ford use. This means that with a column-shift musclecar, the shift linkage will completely bolt up.

The GTX’s floor shift, however, required some additional custom fabrication to get the shifter to operate the

A518. Once bolted up, the linkage banged into an unused ear on the tranny's case, so it was ground off, giving the linkage plenty of clearance to operate smoothly from Park to First gear.

While Chrysler employs a number of sensors, switches and engine controllers to operate its overdrive transmissions, all you really need is one dash/console-mounted switch to energize the overdrive solenoid. When switched on, the solenoid closes and the tranny will immediately shift into overdrive whenever it's in Third gear. Once in overdrive, the transmission will not come out until the solenoid is switched open again, or vehicle speed is slow enough to cause a First gear downshift (less than 5 mph), or the vehicle is floored at a speed low enough to catch First gear. JVX and Mopar Performance are working on a system that uses engine vacuum to operate the solenoid. Until that's available, just keep the switch off during stop-and-go driving.

Of course, the real benefits of overdrive can't be experienced in the city anyway. It takes a cross-country road trip like Power Tour to fully appreciate the overdrive tranny. Since that's still a few months away, we ran some numbers to give you an idea of what highway travel is like in this "old" musclecar. With the GTX's 3.55 gears and 27-inch-tall rear tires, it used to turn 2654 rpm at 60 mph. With the A518's 0.69 overdrive, that number drops to 1832! Now that's assuming a factory stall torque converter, which we did not use. But even with an additional 200-rpm worth of converter slippage, that still figures out to around 2032.

Here's another way to look at it: If we installed a set of 4.56 gears, the car would get all the increased benefits of monster low-speed launches and turn only 2603 rpm at 60 mph with a factory stall converter. That's still less rpm than it used to turn at the same speed with 3.55s. Finally, let's not forget about the positive effects on gas mileage and engine life. If you figure a 30-percent across-the-board decrease in highway rpm, engine wear and noise, plus the increased gas mileage that goes with it, you start to see why the benefits of overdrive can't be overstated.

Before you start planning this summer's family vacation in your overdrive Hemi Charger, remember that this is not a project for the faint of heart—or wallet. The retail price for an A518 is around $1600 (not including the torque converter), and the JVX adapter kit adds another $495. That's more than two grand, and you haven't even started grinding metal or fabricating linkage pieces, which can cost in the neighborhood of $800, according to Art Carr. But if you're willing to spend the time and money, this is a great way to give an old Mopar new shifts.

Overview Four (Dodge Charger Forum)

http://www.dodgecharger.com/forum/index.php/topic,83724.0.html

Finished the install today. I had a local shop in Surprise, AZ, All About Auto, John Sholtz, do the heavy work for me. He overhauled the A518 core I picked up on Craigslist. It has a 3 wire plug on the tranny, 2 wire tranny's dont have lock up, watch for that. We used a Hughes 11" lock up converter. He did the swap, and then back at home I wired in the automatic overdrive and lock up converter myself. I used pressure switches and the three pin plug from PATC, the switches plumbed in to the pressure port on the passenger side of the tranny. Picked up a B&M throttle position switch, and a generic relay from Summit Racing. Picked up an angle bracket from Ace Hardware to mount the switch. It mounted under the Bouchilon kick down cable bracket perfectly and connects to the throttle linkage. Works well. Relay is mounted to the firewall behind the Distributer (small block).

Basically we had to widen the trans tunnel a little bit to accommodate the wider body of the A518. Just hammered out the sides a little. Not really noticeable inside the car.

Mounted the pressure switches to the tranny before it went up.

Cut the old mount off the cross member and welded in a new plate to hold the tranny, used a cheap tranny mount for a Chevy pickup. It was an easier fit to modify the cross member for the Chevy mount. And the mount bolted right up the bottom of the A518.

Linkage went in with no problems, it is a column shifter, and the Bouchillon kick down cable makes it very simple.

- Shortened the drive shaft about 3 ½".
- Wired it all in and it works very well.
- Pressure switches from PATC mounted to the trans.
- The 3 pin plug from PATC plugged in.
- Floor hammered out a little. I could go back to the inside and move the floor back out a little. We went just a bit too far I think.
- Modified cross member with the Chevy truck trans mount.
- Throttle linkage with the throttle position switch mounted under the Bouchillon bracket. You can barely see the relay on the firewall.

All finished and ready for the test drive.

Overview Five (Moparts.com)

Good article for use of Ultra-Bell instead of large block to small block adapter.

https://board.moparts.org/ubbthreads/ubbthreads.php/topics/35994.html