



Patrick McGuire
Owner, Wilcap Company

331-318 Install Into Chrysler Imperial

This particular customer was located about 200 miles away and asked if we could install the adapter for him. There are 2 issues with Wilcap doing installations:

1. We are not a California Bureau of Automotive Repair licensed facility, we are a manufacturer and so we cannot legally do “repairs” or installations
2. We are very busy making our parts.

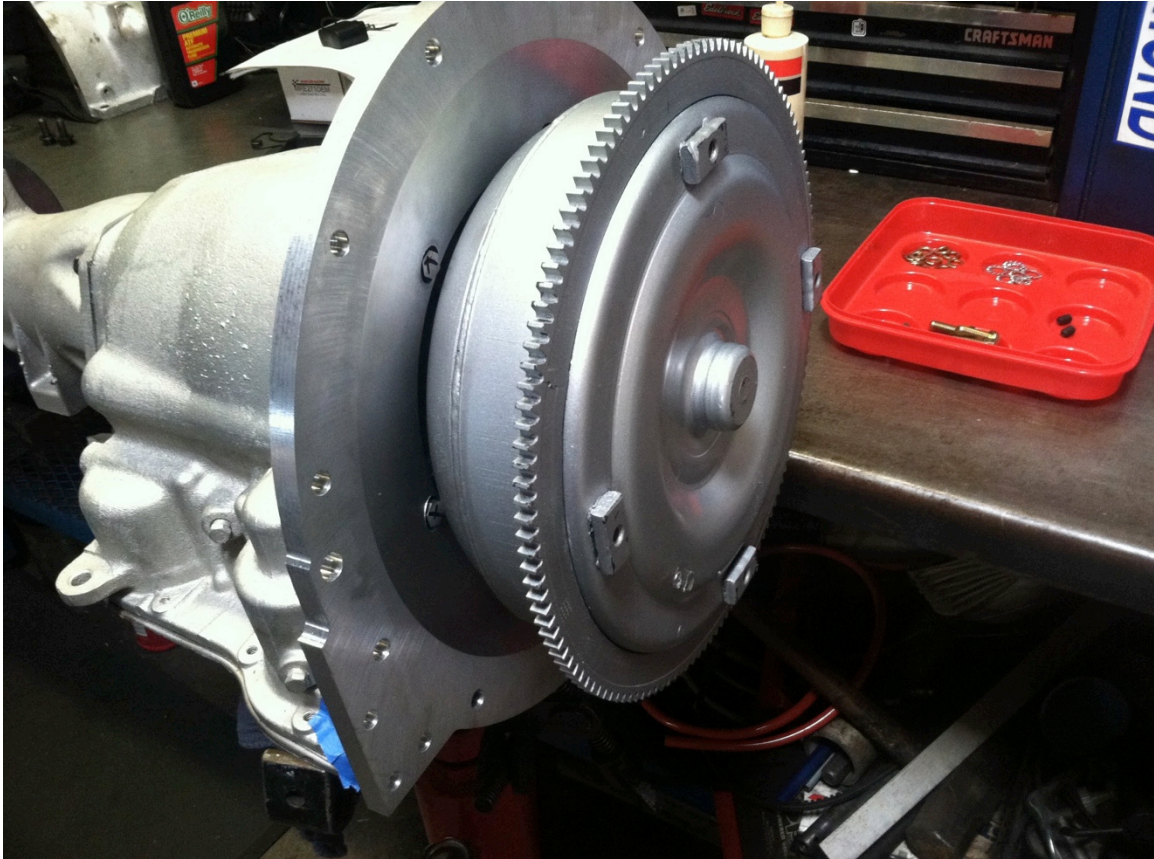
I put the customer in touch with my friend and neighbor, Andy Brown, owner of Troxells Brake and Front End. Andy has more than 30 years experience and specializes in MOPARs.

The end customer was tired of the issues with the 2 speed Power-Flite and needed to upgrade to a modern transmission. But he also wanted the car to have a stock appearance and function, meaning he needed the parking brake to work and the selector to function. Andy and the customer worked out a deal and the car was delivered to his shop in Grover Beach.

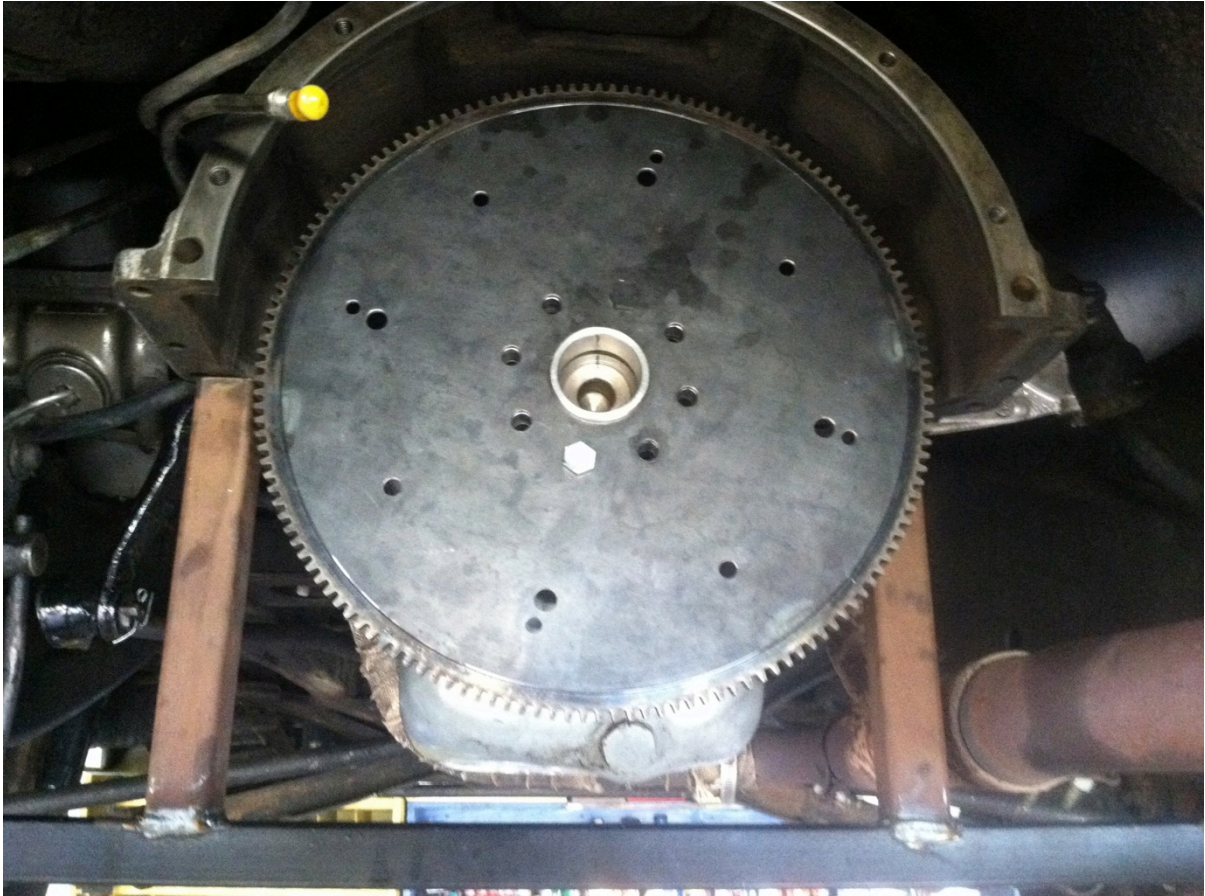
First step was to pull the old transmission. Because the vehicle would be up and down on the hoist and needed to roll, Andy fabricated a temporary support from the frame rails to support the engine at the rear.



The next step was to get the adapter installed on the new A-727 transmission..



Using the supplied Wilcap instructions, Andy cut the case down and installed the aligned front pump and adapter plate. Wilcap includes instructions on aligning the front pump to the adapter plate or ,as in this case, can perform the service for you.

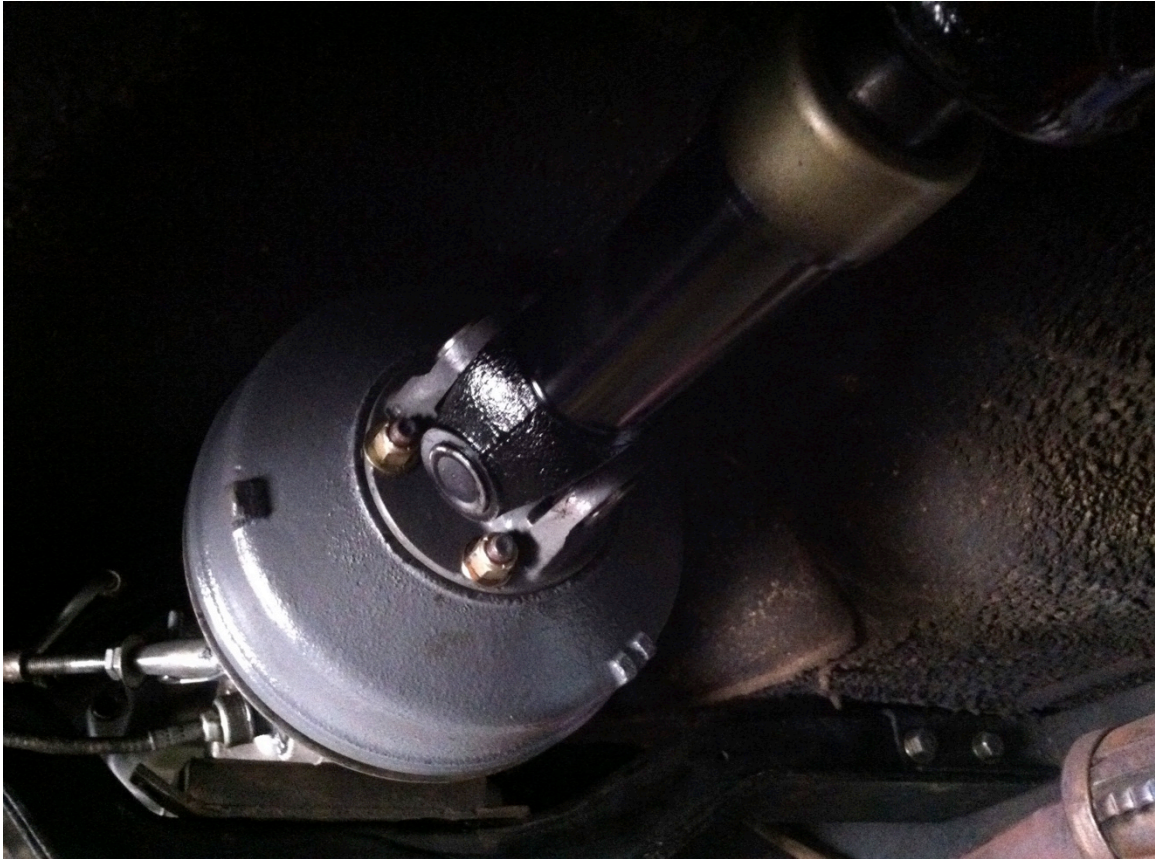


He then temporarily installed the new transmission and took measurements for the rest of the work.

Next were the details such as the parking brake, shift linkage, kick-down linkage, reverse lights, neutral safety, driveline, etc. Wisley Andy tackled the most difficult detail first; the parking brake.



The original Power-Flite has a rear mounted drum parking brake operated by a cable. Andy, having been a MOPAR fanatic forever, knew that many of the Big Block/A-727 motor homes had a similar setup. Using his long list of MOPAR parts suppliers he tracked down the tailhousing, backing plate, drum and other parts needed and with a few modification was able to get the 1970s parking brake hardware onto the back of the new transmission.



A few more hours in and he had the linkage, wiring, driveline and rear transmission mount done.



Then the test drive. The new 3 speed performed flawlessly and allowed the old Chrysler to hum down the highway with traffic. A quick check under the car revealed no leaks or problems and a day or 2 later the happy customer came and picked up the car.

We have been making the 331-318AT for more than a decade and even though I've been involved with a lot of the installations this was the first time I got to observed from start to finish on a stock car. I also would say that this is the most involved adapters we make so I am very pleased to see 1st hand how well it went especially when done by an expert such as Andy.

Troxells can be reached at (805) 489-0499.