



Performance & Off-Road



QTY	DESCRIPTION
1	PAN, DEEP CAST ALUMINUM, A727
1	FILTER
1	GASKET, PAN A727
1	EXTENSION, 3/8" (4-SPEED)
1	GASKET, EXTENSION
1	EXTENSION, 1-1/4" (3-SPEED)
1	DRAIN PLUG, MAGNETIC
1	GASKET, DRAIN PLUG
2	SCREW, HEX HEAD, 5/16-18 x 1-1/4"
1	PLUG, BRASS, 1/8" NPT
3	SCREW, 10-24 x 2-1/2"
3	SCREW, 10-24 x 2-3/4"
14	SCREW, ALLEN HEAD, 5/16-18 x 7/8"
14	WASHER, FLAT, 5/16"

INTRODUCTION

The B&M Hi-Tek deep transmission pan (PN 10280) fits all Mopar vehicles with Torqueflite A727 (36RH & 37RH), A518 (46RH & 46RE), and A618 (47RH, 47RE & 48RE) automatic transmissions. The pan features:

- **Internal and external fins, and increased fluid capacity** (4 extra quarts) for improved cooling;
- **Cast aluminum construction** for increased rigidity;
- **A magnetic drain plug** captures ferrous particles in fluid, and offers easier fluid changes; and
- **A 1/8" NPT port** for installation of an optional temperature gauge.

INSTALLATION INSTRUCTIONS

Part No. 10280

HI-TEK DEEP TRANSMISSION PAN for MOPAR TORQUEFLITE TRANSMISSIONS: A727 (36RH & 37RH); A518 (46RH & 46RE); and A618 (47RH, 47RE & 48RE)

Before starting, take the time to read and understand these instructions. Installation can be accomplished by anyone with minimal mechanical experience.

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.

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

We recommend that you retain all factory parts.

SAFETY

- **WORK SAFELY!** Park the vehicle on a clean, level surface, and chock the wheels to prevent vehicle movement.
- **AVOID SERIOUS INJURY OR DEATH BY CRUSHING!** If additional clearance is required, securely support the vehicle on a lift or jack stands.

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

- **AVOID BURNS!** Automatic transmissions typically operate at 150-250°F. Allow the transmission to cool down sufficiently before starting work.

RELATED B&M PRODUCTS

To compliment your Hi-Tek deep pan, please consider these B&M products:

SuperCooler Transmission Oil Cooler: Any vehicle used in a performance application should have a transmission oil cooler. Heat is the major cause of transmission failures, and B&M SuperCoolers are an effective safeguard against overheating. See our web page or your B&M dealer for a wide range of SuperCoolers to suit every need.

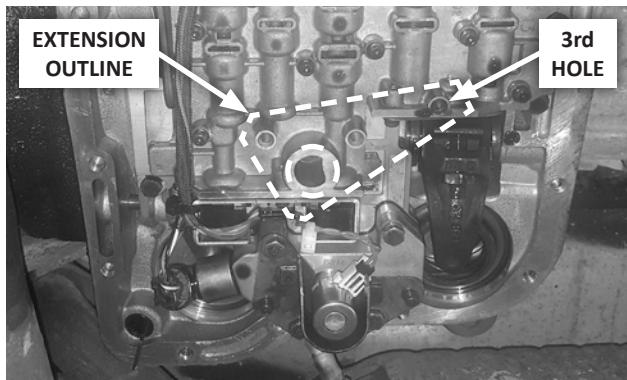
Transmission Temperature Gauge Kit (PN 80212): The B&M transmission temp gauge can help you avoid costly repairs with advance warning of transmission overheating. Accurate and dependable, this kit is easy to install and includes all the necessary hardware.

Trick Shift Performance Automatic Transmission Fluid: B&M Trick Shift is the industry's leading performance ATF. A specially blended oil with foam inhibitors, extreme pressure agents and shift improvers, TrickShift assures protection while delivering the fastest possible shifts. *Pour in the performance!*

INSTALLATION

- 1. Drain the oil pan.** If your transmission has a drain plug, remove it and allow the fluid to drain. If not, loosen and remove the oil pan screws one at a time, working rear-to-front. If the pan sticks to the old gasket, gently break the seal with a screwdriver before loosening the last two screws. Remove the last two screws slowly, allowing the pan to tilt down and drain the remaining fluid. After the last screw is removed, set the old pan aside.
- 2. Clean the case flange.** Old gasket material can cause leaks, so scrape off any gasket material that may be stuck to the transmission case.
- 3. Remove the old fluid filter.** Remove the filter screws and discard the filter.
- 4. DIESEL VEHICLES: Do not use the fluid filter or extensions in this kit.** Use only an OEM-type filter, without an extension.
- 5. GASOLINE VEHICLES: Install the B&M filter.** This kit includes a 3-screw Dacron filter with 2 ports, designed for dual-pump (1962-65) transmissions. It can also be used to replace 1-port Dacron filters on single-pump (1966+) transmissions.

If your transmission has a 2-screw encased filter, remove the valve body screw from the 3rd hole location (as shown) and use the B&M filter.



- A. 1966 and newer (single-pump) transmissions:** Install the filter, applicable extension (3/8" thick for 4-speeds; 1-1/4" thick for 3-speeds), and extension gasket on the valve body using the appropriate length screws.

NOTE: The gasket goes between the valve body and the filter extension.

- B. 1962-65 (dual-pump) transmissions:** Install only the filter, using the original screws.

NOTE: To avoid starving the rear oil pump, do not use a filter extension and gasket. While a filter extension is useful for high-performance/racing use (to prevent pump starvation under extreme acceleration, braking and cornering), an extension is not required for street-driven vehicles. If the fluid level is set correctly, the filter will be sufficiently submerged for proper fluid pickup and pump operation.

- 6. Install the B&M pan.** Make sure the inside of the pan is free of debris. Install the gasket and pan using the 12 Allen screws and washers, and tighten in an alternating pattern to 150 in-lbs.

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

Make sure drain plug is tight. (The two 1-1/4" hex head screws are used to attach the linkage.)

- 7. Temp sensor port.** At the 1/8" port on the driver side of the pan, install either a temperature sensor, or the included brass plug, using thread paste or PTFE tape.

SERVICE TRANSMISSION WITH FLUID

CAUTION: Avoid foaming and overheating! Do not overfill!

- With the vehicle sitting on level ground, add 6 quarts of B&M Trick Shift, or your transmission's specified fluid.
- Start the engine, and run the shifter slowly through its entire range and back. With the engine still running and the shifter in NEUTRAL, check the fluid level. Also check for pan leaks.
- Each time you add fluid, run the shifter slowly through its entire range, then recheck the fluid level with the engine running and shifter in NEUTRAL.
- Add fluid as needed to bring the level to the COLD LOW mark on the dipstick.
- Take the vehicle for a short drive (5-10 mins.) to bring the transmission up to operating temperature.
- Stop the vehicle on level ground, and run the shifter slowly through the entire gear range.
- Fluid level should be between the HOT LOW and HOT FULL marks with the transmission at operating temperature, the vehicle on level ground, the engine running, and the shifter in NEUTRAL.
- 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. Also check for pan leaks.

Congratulations, your B&M Hi-Tek deep transmission pan 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.

