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EVENT COORDINATION

Everett Lee, Activities
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Robert Vaughan, Cruise & Race

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Volume 32, Issue 10

October 2014

Dallas Mopar Club, Inc.

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dallasmoparclub@gmail.com

Membership Dues are Pro-rated at Mid-Year
(See application for details)

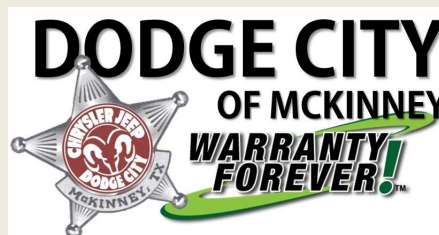
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MEETING INFORMATION

Club Meeting 2nd Sunday, 2:00 pm
Spring Creek Barbeque 12835 Preston
Rd. SW Corner of Preston & LBJ
972-726-9002



Jerry Reed, President

Wow what a show!

The MiniNats this year was our biggest show ever. We had a 165 registered entrants 95 of which were pre-registered, of which we had about 105 judged vehicles.

I want to thank Everett Lee for all his hard work organizing and getting things done and all of the people that worked all of the tasks that they were given (and volunteered for). I cannot say enough about the people working the show. So many I can't call them by name, but I do thank every one of the volunteers.

The show went very well but as in all large projects we had a few hiccups. I know we can iron those out next year. I am working on some solutions currently to take care of the problem areas. We hope to have a bigger and even better show next year, which will be a difficult task. If the club members work together know we can accomplish this goal.

The layout of the park was different and workout better this year. We will work on tweaking it and further improve the lay out. I will order some nice weather for next year to better this years (Ha). We did have a really good day considering the forecast of rain, and it did not get extremely hot. We still have some 30th Anniversary cups and DMC Patches left over and for sale. Let us know if you want anything.

Changing Gears Now (punt intended):

- The next club meeting will be on October 19, instead of October 12th due to the Texas State Fair Classic Car Corral being on the 12th as of this writing I still have a few openings. Call me at 214-755-6942 to get signed up. You have until the October 11th.
- On another note we have club elections coming up so think about being on the Board of Directors, President, Vice President, Treasurer or Secretary.

We would like some new input, ideas and blood in the club leadership. You only need to be a full Club member for a year in good standing to be eligible. It is members like you that can make a difference. We older members will be there to help guide you through the process. If you have someone in mind for a position talk to them and see if they would be interested in serving a term.

Jerry Reed, President - Truck on till "The MiniNat's" Jerry



Minutes of the September Club Meeting

Dallas Mopar Club Meeting September 14th, 2014 Spring Creek Bar-B-Que

The meeting was called to order at 2:10 PM by President, Jerry Reed.

Jerry went over our results of the MiniNats, and it was a great show this year. There were 103 judged cars, and 91 of cars were pre-registered. Clint Cash had a couple of suggestions for next years' show. (1) Find judges who know the different Mopars, such as the LX group, and get them to judge those cars. The cars are usually brand new and have a lot of modifications on them. (2) Clint has contacted a Head Judge from the Mopar Nationals up in Columbus, Ohio. He could come down and teach us how to judge. Everett read to us some of the positive comments he received about this years' MiniNats.

Jerry asked for a show of hands as to how many people are going to show their car at the Texas State Fair on October 12th. He passed out the passes they will need to get into the Fair that morning. If there is anyone else that wants to show their car at the State Fair, please contact Jerry and you can pick up your Fair pass from him that morning at the Fair Gate.

We have several guests attending the meeting today. Michael Barkley drove his Dodge Prowler to the meeting and it is for sale. Jeremey Horvath and his son Dylan were here. Jeremey has a 67 Dodge Satellite and a Dodge Power Wagon. Stewart and Sandra Cloer came to visit our club and Stewart works for Huffines Dodge in Plano. He told us that Huffines was getting in 2 Hellcats next week, and if you are interested in buying one of these limited editions, give him a call, and come out to Huffines and look them over.

Tracy's' board seat is now open, his term expired last month. Bill opened nominations by nominating Tracy and Everett 2nd it. There were no more nominations from the floor so we voted and Tracy is on the board again this year.

Our current officers, President, Vice President, Treasurer, and Secretary have all served their 2 year terms. We will be taking nominations the next couple of months for new officers to fill these positions. If you are a current full paid member of one year or more in good standing with the club and would like to fill one of the positions, please contact Jerry and let him know you would like help run our club for the next 2 years. It's not hard, and you work with a lot of really great people.

Kevin Mattice is our website guru and he has revamped and redesigned our website. He has all of the pictures that were taken at the MiniNats and he is currently adding them to our webpage. So go there and take a look and maybe you'll see your car there.

Frank Llano bought a new 2014 Dodge Charger SRT8 and has all sorts of things planned for it. Ron Rendleman got his '34 Plymouth Sedan repainted and it is now back in his garage.

Jerry told us about the problem Peggy Woodrow had with her '66 Dodge Polara when she got to the MiniNats. The car was running real hot and she was losing coolant all over the ground. Jerry borrowed some tools from Robert and went to fix her car. She had just had it in the shop the week before the show, and Jerry found that they had put her fan on backwards and the car heated up on the way down here from Oklahoma and blew the radiator hose. So Jerry fixed it right.

The Christmas party will be on Saturday December 6th from 6 to 9pm at the Garland Senior enter. As always there will be a map on our website giving directions on how to get there.

There will be a number of car cruises coming up the rest of this year and you can see them all listed on our website.

We had our 50/50 pot drawing for \$14 and it was won by our guest Dylan Horvath.

The other half of the 50/50 pot was won by a vote of the favorite car in the parking lot and todays' winner was Clint Cash.

The meeting was adjourned at 3:15pm.

Respectfully submitted,

Lee Elms



www.dodgetruckworld.com (©2006 William Commu)

IN CASE YOU MISSED IT...



Up and Coming Mopar Events:

MONTHLY CRUISE UPDATE

Looking forward to seeing you on the road: Brad.buttermore@cadallas.com

214-202-7480-Cell

2014 Dallas Mopar Club Events Schedule

Grand Street Fall Festival: (November 1), Whitewright, TX. Contact Brad.buttermore@cadallas.com

Heritage Festival and Car Show: (November 8), Edgewood. Contact Brad.buttermore@cadallas.com

<Club Member Projects>



Brian Sailor, Exatorq Tuning and Performance, 10947 Chilmark Ct, Frisco TX 75035 214-529-3951

We specialize in EFI conversion and Gen3 application in classic Mopars







New Stuff from the Mopar Brand

2015 Dodge Challenger Drag Pak Test Vehicle by Mopar

Posted on 08.29.2014 15:00 by **Justin Cupler** www.topspeed.com



The second coming of the muscle car era in the late 2000s and early 2010s has brought about the reintroduction of factory-built drag cars. And Chrysler is no stranger to this realm. Hell, its Challenger Hellcat could hold its own against plenty of amateur dragsters, but for semi-pro and lower-level pro drag racing, you need a little more. This is where the Challenger Drag Pak comes in to play, and Chrysler and Mopar have just shown off the first test vehicle for this upcoming rig.

What is so awesome about these factory-built drag cars is that they are true-to-the-original racers. Unlike so many race cars these models have real headlights, taillights and other details, and not just stickers in the places where these items would be.

We've already seen what the latest Mustang Cobra Jet and COPO Camaro have to offer, now it's time to see what Mopar and Chrysler can do to get the new 2015 Challenger down the quarter mile as quickly as possible.



Exterior

On the outside, it is noticeable that this is not your typical 2015 Dodge Challenger, but not overly obvious. It is draped in all white, save for the black hood and the "vintage stripe" on each of the rear quarters. It is also adorned with plenty of "426 HEMI" badges to go along with the front and rear trim borrowed from the Challenger SRT.

Laying the power to the asphalt is a set of 15-inch wheels wrapped up in 30-by-9-inch rubber. Up front, the Challenger Drag Pak test car has 15-inch wheels embraced by 28-by-4.5-inch skinnies. Even with only a quick glance at the wheels and rubber, it is obvious that this Challenger is set up to go in a straight line really fast. Short of the drag-racing rubber and the hood scoop, the Challenger Drag Pak test car looks like little more than a warmed-over road-going model. I actually prefer this near-sleeper look to the racier COPO and Cobra Jet.

Interior

On the inside, the Challenger Drag Pak tester is based on the 2015 Challenger [SRT](#). The only items that give it away as a racer are its Mopar gauges, racing front seats, racing shifter, safety nets, five-point harnesses and the NHRA-spec full roll cage. Open up the trunk and there are a few more racing bits, including a weight box and a 12-volt battery.



Drivetrain & Suspension

Under the hood of the Challenger Drag Pak tester, there is a 426-cubic-inch Rage HEMI engine. This custom-calibrated engine features an aluminum block to help keep the weight as low as possible. Unfortunately,

Mopar chose not to reveal its output, but given the Mopar 426 HEMI crate engine pumps out 540 horses, I think nearly 600 ponies is about right for this application.



The engine mates to a 727 automatic transmission. This transmission features a line lock for expert burn outs and an aluminum driveshaft to reduce weight. The suspension system includes a Mopar K-Member up front and adjustable struts. Around back, there is a four-link suspension setup with a Panhard bar, a solid axle and a nine-inch, aluminum third member. The rear end also features adjustable shocks. Braking this beast is a precision performance front and rear brake kit with updated rotors, calipers, and master cylinder.

2015 DODGE CHALLENGER DRAG PAK TEST VEHICLE - DRIVETRAIN SPECIFICATIONS

Engine	426 C.I. HEMI V-8
Output (HP @ RPM)	TBA
Torque (LB-FT @ RPM)	TBA
Acceleration (0-60 MPH)	TBA

Competition

The Mustang Cobra Jet is a thing of beauty, thanks to its 5.0-liter V-8 with a 2.9-liter supercharger strapped to it. There are no official specs on it, but a good estimate is somewhere in the 550-to 600-horsepower range. But it's not all about power here, as the Cobra Jet also receives a lightened body. This car is tuned specifically to handle the quarter-mile and is limited to only 50 units in 2014. **The grand total for this mighty dragster is a relatively affordable \$97,990.**



Conclusion

Sure, the Challenger Drag Pack is nowhere near as insane looking as the Cobra Jet and COPO Camaro, but chances are that it is just as fast. I only wish Dodge would have released some basic output figures, but I guess it doesn't want the world knowing what its buyers have under their hoods. A Hellcat engine would likely fit nicely under the hood too, but it probably wouldn't be up to the stress of constant drag racing.

Mopar Press Release August 28, 2014, Indianapolis

When looking to build a better, more competitive race car for the quarter-mile drag strip, who better to ask for feedback than the Sportsman drivers and the drag racing legends who have helped Chrysler Group's Mopar brand build the reputation and heritage it has in motorsports?

The best place for that to happen of course would be at the prestigious 60th annual National Hot Rod Association (NHRA) U.S. Nationals event as the largest contingent of Sportsman and professional racers get set to compete at Lucas Oil Raceway in Indianapolis, Indiana, this weekend.

On Thursday evening, Sportsman racers were invited to meet many of the Mopar legends in the sport of drag racing including Don Garlits, Roland Leong, Ted Spehar, Herb McCandless, as well as members of the original Ramchargers — Tom Coddington, Al Adams and John Wehrly — at Mopar's racers reception held at Lucas Oil Raceway. All then got the chance to preview the first 2015 Mopar Challenger Drag Pak test vehicle

and to talk with Mopar Performance Parts and SRT Motorsports engineers about the proposed next generation drag pak.

Representing the Mopar Motorsports program at the reception are Tricia Hecker – Director Marketing, Dale Aldo – Motorsports manager, and Ed Hessel – Mopar Performance Parts manager. Engineers on hand to take the Sportsman racers' questions and feedback include David Bailey –SRT Motorsports Engineering Senior Manager, Patrick Baer – SRT Motorsports Engine Group Engineering Supervisor, Steven Kouzoujian – SRT Motorsports Engine Group Senior Engineer, and Richard Talbot – SRT Motorsports Engine Group Engineering Specialist.

Mopar celebrates the 50th anniversary of the introduction of the Gen II 426 Race HEMI® this year. More than 45 years after the 1968 Dodge Dart and Plymouth Barracuda Mopar package cars contributed to building the brand's reputation at the drag strip, Mopar still lives up to its heritage by continuing to add to the lineage of high performance quality products.

Remaining true to its roots, the brand is continuing its commitment to Sportsman racing with the development of the next generation Mopar Drag Pak. The 2015 Mopar Challenger Drag Pak test vehicle is the next step in the evolution of the modern day package car whose earlier incarnations include more than 150 V8 Challenger Drag Paks, an additional fifty V10 versions, as well as 426 Race HEMI® upgrade kits. The Mopar Challenger Drag Pak is the only modern era package car to win the Stock Eliminator title at the U.S. Nationals and has also won Factory Shootout races.

The test vehicle is built on the 2015 Dodge Challenger platform and sports a white body, a vintage stripe package, and 426 HEMI® identification. The drag pak test vehicle also includes the 2015 Dodge Challenger SRT front and rear fascia trim, rear spoiler and a full roll cage fabricated to NHRA specifications.

Under the hood, Sportsman racers saw a 426 cubic-inch Race HEMI® engine with an aluminum block, steel liners and custom engine calibration. The car boasts a Chrysler-based 727 automatic transmission, a race-style stick shifter with integral line lock, and an aluminum driveshaft. The vehicle also is equipped with a weigh box in the trunk and a trunk-mounted 12 volt battery.

The interior is currently based on the 2015 Dodge Challenger SRT interior with the addition of Mopar gauges, driver and passenger lightweight racing seats, along with safety nets and five-point harnesses.

The Mopar drag pak test car also is equipped with 15-inch front and rear wheels, 28-inch diameter drag style front tires (4.5 inches wide) and 30-inch diameter rear tires (9-inches wide). It currently features precision performance front and rear brake rotors, calipers and master cylinder.



The test vehicle's front suspension currently sports the 2015 Mopar K-Member and strut suspension geometry, front struts with adjustable compression and rebound. At the back of the car, racers will find a four-link rear suspension with Panhard bar, rear solid axle with 9-inch aluminum third member, rear shocks with adjustable compression and rebound, and an anti-sway bar.

All specifications on the 2015 Mopar Challenger Drag Pak test vehicle are still preliminary and being evaluated, as they are pending NHRA approval as well as feedback from the Sportsman themselves. The vehicle will be shown at the Mopar display in the manufacturer's midway area on Friday and Saturday during the NHRA U.S. Nationals event weekend for racers and fans to view. Also on display will be an original 1968 HEMI® Dodge Dart package car.

As proud supporter of Sportsman racing within the NHRA, Mopar continues to recognize its roots with a robust contingency program, support of the Mopar HEMI® Challenge for a 14th consecutive year and last year's addition of the "Tom Hoover Sportsman Challenge" that rewards a Sportsman class racer that amasses the most points earned in a season during NHRA sanctioned races at the wheel of a Chrysler Group vehicle, competing in either Stock or Super Stock classes nationwide.



About Mopar Motorsports

Mopar's commitment to professional motorsports competition was established in the 1950s when a partnership ignited with drag racing pioneer Don Garlits, resulting in the breaking of numerous speed and performance barriers in HEMI®-powered vehicles over the next several decades. In 2013, Mopar looks to defend its two NHRA 2012 World Championship titles in Pro Stock and Funny Car categories, and celebrates 25 consecutive years as title sponsor of the Mopar Mile-High NHRA Nationals in Colorado. While Mopar remains involved in a various professional motorsports series, it continues to honor its roots by being a proud supporter of amateur racing within the NHRA with its sponsorship of the HEMI® Challenge and Mopar Sportsman Cup.

Mopar Brand

Mopar (a simple contraction of the words Motor and Parts) was trademarked in 1937 with the launch of an antifreeze product but truly made its mark in the 1960s during the muscle-car era. From Mopar Performance Parts to enhance speed and handling for both road and racing use, the brand soon expanded to include technical service and customer support.

Today, Mopar is Chrysler Group LLC's service, parts and customer-care brand and distributes more than 500,000 parts and accessories in more than 130 markets, integrating service, parts and customer-care operations in order to enhance dealer and customer support worldwide. Mopar is the source for genuine parts and accessories for Chrysler Group brands as well as FIAT brands.

Mopar parts are unique in that they are engineered with the same teams that create factory-authorized vehicle specifications for Chrysler Group and FIAT vehicles – a direct connection that no other aftermarket parts company can provide. A complete list of Mopar accessories and performance parts is available at www.mopar.com.



Mopar-first Features

Mopar has introduced numerous industry-first features including:

- Vehicle-information apps: first to introduce smartphone vehicle-information applications, a new channel of communication with customers
- Electronic owner manuals: first to introduce traditional owner manuals in a DVD and brief user-guide format. First to offer complete vehicle-information kits in Spanish
- Wi-Fi: first to offer customers the ability to make their vehicle a wireless hot spot
Wireless charging: first to introduce in-vehicle wireless charging for portable devices
- Electronic Vehicle Tracking System (EVTS): first to market with interactive vehicle tracking device that sends owner a text when vehicle is driven too fast or too far based on pre-set parameters
- wiAdvisor: first to provide factory-connected tablet technology in the service lane for instant vehicle diagnosis
- wiTech: first to support vehicle diagnosis and software updates leveraging off-the-shelf personal computers and a dedicated wireless tool network
- 2011 Mopar Challenger Drag Pak: first to introduce a 500-plus cubic-inch V-10 drag-race package car

<http://www.topspeed.com/cars/dodge/2015-dodge-challenger-drag-pak-test-vehicle-by-mopar-ar165137.html>



Feature Car / Truck: Rick Peacor, 2010 Hurst Challenger

The summer rains of 2011 had caused major flooding of the Missouri River into Eastern Nebraska. I was deployed for Disaster Relief work to help bring aid to the residents of this area, as I had done many times in the past for other natural disasters. When time permitted during my travels, I would check out the local Dodge Dealerships to see if there were any Mopars that would catch my eye or that would be different from what I would see here in the Dallas.



Leaving my hotel in Omaha, I drove north to the area that I would be working for the next month. Entering the small town of Blair, Nebraska, I passed by a rather large Dodge Dealership, especially for the size of this town, approximately 7,000 people. What caught my eye was not 1 but 7 Dodge Challengers that I had never seen before. There were 2 red ones with flat black stripes, a black one with flat black stripes, a white one with gold stripes and 4 silver ones with flat black stripes. After performing my daily duties canvassing the area affected by the flooded river, I drove back by the Dodge Dealership on my way back to the hotel that evening. Though it was late and I was tired, I had to stop and get a closer look.

What are these Hurst Challengers? I had never even heard of these or seen one in a magazine at this time. I talked with SRT Manager and he gave me the skinny on these special edition hot rods. He was very informative and tried no high pressure sales pitch. He actually thanked me for the work that I was doing for the town and the people that had been affected from the disaster. I said that it was my honor and privilege and I was happy to be of some assistance. He asked if I wanted to go for a test drive! I mentioned that I would never be able to afford one of these Hurst Challengers; way out of my price range. "That's alright; let's go for a drive." I wasn't going to argue. I was able to test drive both a 5.7L 6-speed and a 6.1L 6-speed (I like shifting gears). The 6.1L got my attention☺ I thanked him for the test drive and headed back to the hotel for

the night. For the next month, I would drive by this dealership on my way to work every day. The time came for me to rotate back home. I would think of these cars often.



Well, I kept the business card of the SRT Manager that I spoke with and that let me take the 2 cars for test drives. I would check the website of this dealership many times when I got back home. It was now November and these cars were starting to disappear. I called and talked with him and he remembered me from my deployment. He was able to make a great deal with me and I traded in my Dodge Caliber SRT.



They delivered the car in an enclosed trailer to my home in Carrollton. I was like a little kid in a candy store wearing a permanent smile. I actually purchased the same 6.1L 6-speed, silver with flat black stripes that I had test driven 4 months earlier! I've enjoyed it thoroughly and am very happy to own a 2010 Hurst Challenger. I still have that kid in the candy store smile whenever I take it for a drive. I dig the stance of the car, the wheels, suspension upgrades, exhaust, interior, etc. It all makes this Hurst Challenger a joy to drive. I feel very blessed to have had the opportunity to bring this car to Texas to my home. On the first night I got the car, my wife and I went to our favorite drive-in (Addison Airport) and watched a movie on the navigation system. She picked out "Gone in 60 Seconds." How cool is that? I married an awesome women ☺ By the way; she digs the car, too.

Semper Fi,
Rick Peacor

Edited by: Ray Z 09/23/14



Technical Article:

Mopar Four Speed Transmission Rebuild - Four Gear Freshen Rebuilding a Four-Speed Transmission A-883

By Mark Ehlen, Photography by Mark Ehlen

Mopar Muscle, November 28, 2006



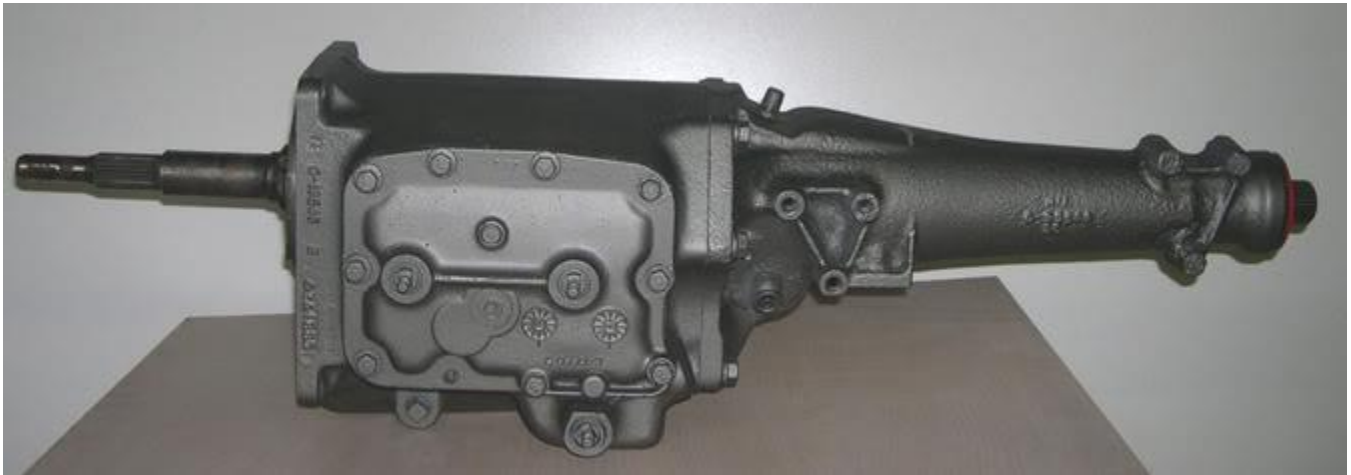
We are displaying about project cars this issue, so I thought this picture was perfect!

It goes back to the root of who we are. It's part of the core of our souls. It was the drive of the earliest shade tree mechanics. It's in the makeup of every motor head. I'm talking about the desire to do-it-yourself. We all know the deep satisfaction that comes from successfully tackling a project we've never done before. We take great pleasure in being able to say, "I did that myself." for most of us, there is also the need to know the job was done right. After all, no one cares as much about your project as you do.

Of course, things have changed a lot since the early days. We need a lot more than a box of basic hand tools today. There's more specialty equipment and special skills needed now. Who would have ever dreamed that some of us would be tuning our muscle cars with a laptop computer? Whatever

skill level you possess, there will always be things that are best left for a professional. Still, there are a lot of basics that will always stay the same, so we want to take you back to those basics and show you one of the things that most anyone can do.

For you old timers, this will be a good review of something you might not have done in a while. If you are new to Mopar muscle, this may be just the thing to get you started down the road of a very satisfying hobby.



We put the word out we were looking for a back-to-basics-type project we could detail for our readers, and John Balow, owner of Muscle car Restorations, was quick to respond with the offer of an A-833 (Hemi four-speed) rebuild. He was kind enough to wait for us to get out to his Chippewa Falls, Wisconsin, and shop so we could follow one of his expert technicians through each step of the teardown and rebuild. Probably the best advice we can give you is to take your time and to carefully notice how each part or subassembly goes together. Keep everything in order as you go and especially keep all the slider assemblies together until you are ready to replace whatever you need to. If you do one at a time you'll have the other one for a reference. It's also a good idea to take some photos just in case you need to step away from the job for a while.

Zumbrota Bearing and Gear in Zumbrota, Minnesota, supplied the parts necessary for this rebuild. They also provide countershafts for the cluster gear and can rebuild the input shaft to good-as-new condition.

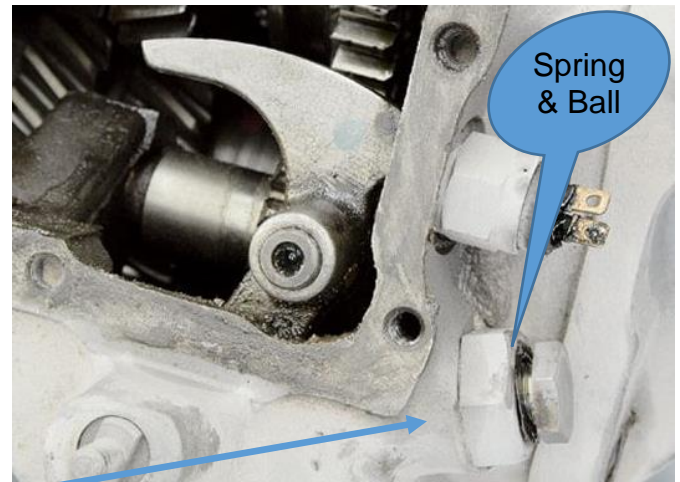
Another service Muscle Car Restorations takes advantage of is their transmission dyno. They are able to thoroughly test a transmission, simulating in-car conditions, so when it's finally installed in your car you know it will work perfectly.

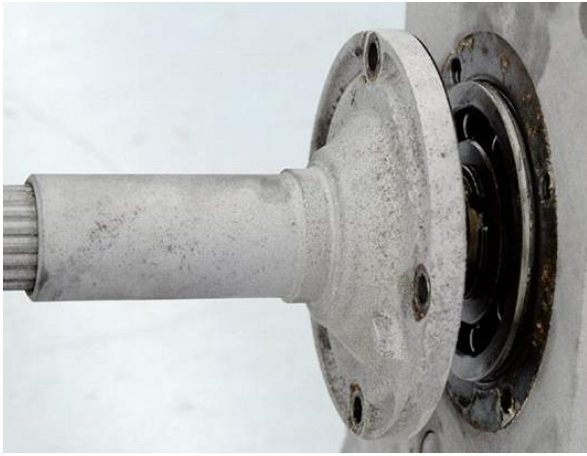
The first thing you will want to do is remove the side cover, so you can take a close look at everything inside and make sure your transmission is repairable. Check for broken teeth, worn shift forks, damaged engagement teeth, and so on. You can see everything this way, but if you do find a damaged gear, you might want to get what you need before you start. A dead giveaway is a pile of metal shavings sitting in the bottom of the case.



One thing to take note of is the shift forks as they are not the same, so do not get them mixed up. The bottom one is for 1st – 2nd gear slider, and the top is for the 3rd – 4th. Check for excessive wear on the contact surfaces, but unless they have been abused, these rarely need to be replaced.

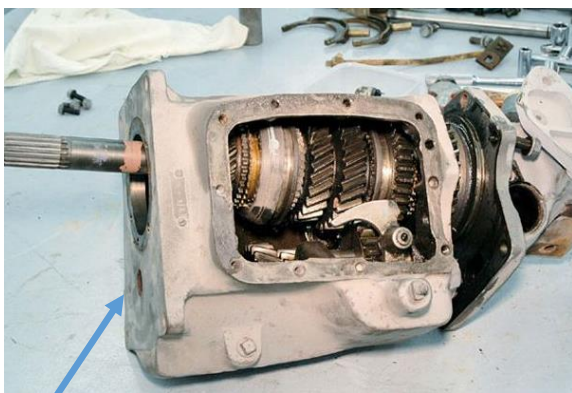
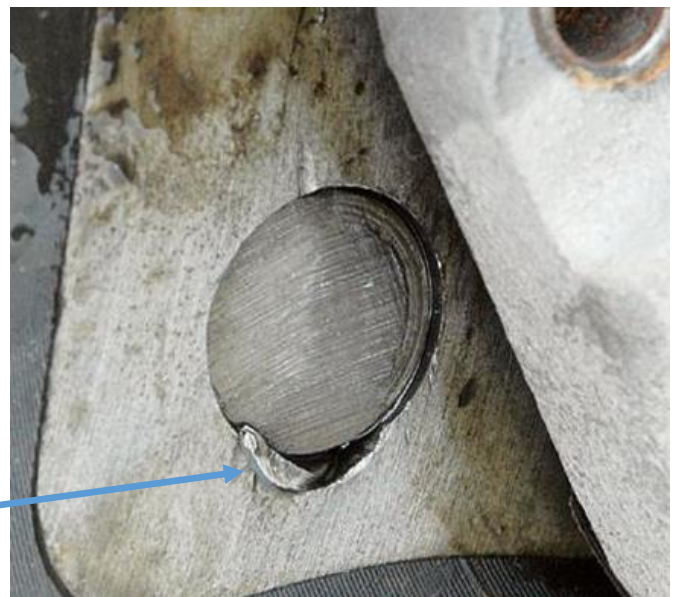
This is the order that you need to follow to remove the reverse detent ball. Unscrew the cap and then remove the spring. Then, using a magnet, pull out the ball. Finally, you can unscrew the tube. If you try to take the whole assembly out at once, you will drop the detent ball into the case. Note the reverse light switch above.





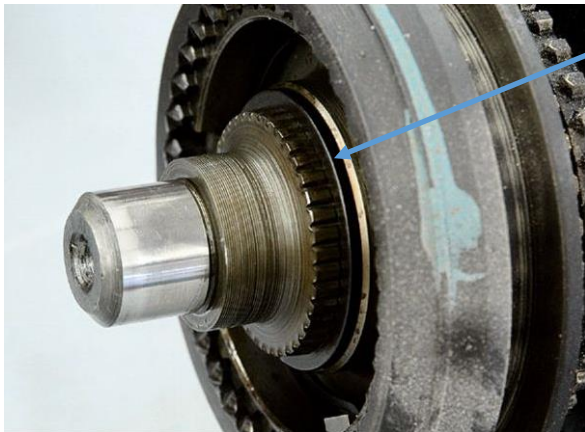
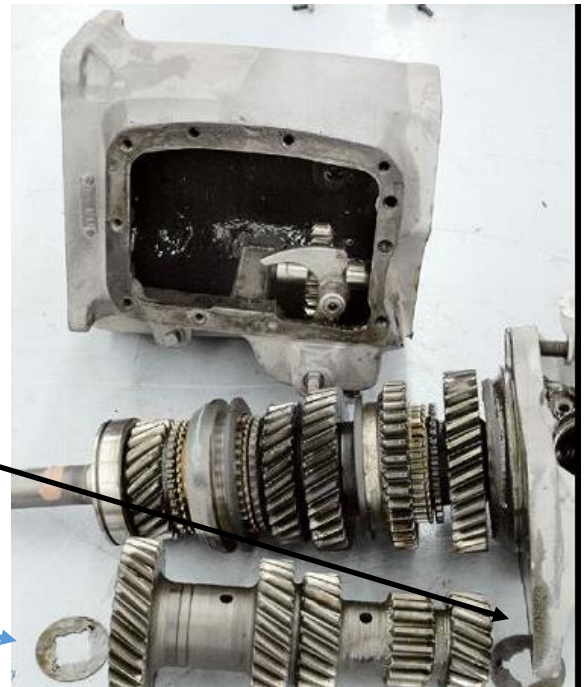
Removing the input bearing retainer will uncover the snap ring that holds the input shaft in place. The input shaft and bearing can be pulled out of the front, but often it is easier to tap it into the case and remove it with the main shaft.

The first step in removing the main shaft is to unbolt the tail-housing and rotate it to uncover the countershaft. The small key is supposed to keep the countershaft from rotating, but as you can see by the out of place key, this shaft has started to turn anyway. This could be an indication of bad bearings.



First, knock the countershaft out from the front of the case to the back. When you do, the cluster gear will drop down enough to disengage from the main shaft gears so you can pull the whole assembly out the tail shaft end of the housing.

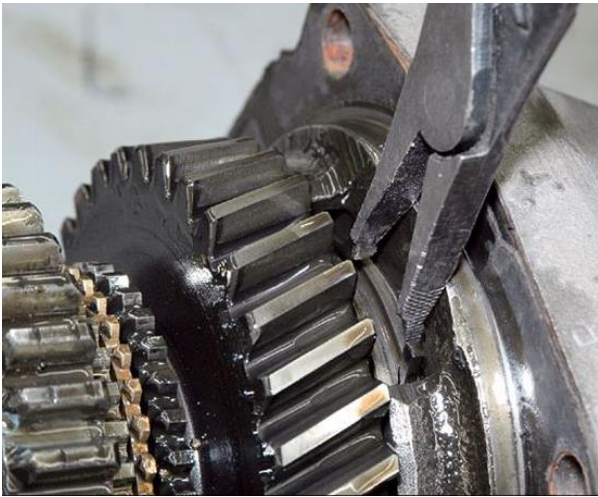
This shot shows you the main-to-cluster shaft relationship. Notice there are thrust washers on both ends of the cluster. Make sure that you recover them



The input shaft, which is also 4th gear, simply slides off the end of the main shaft. The roller bearings inside the input shaft ride on the very end of the main shaft. Remove the snap ring slide the 3-4 slider and 3rd gear off the front of the shaft. The rest of the gears slide off the back of the shaft.

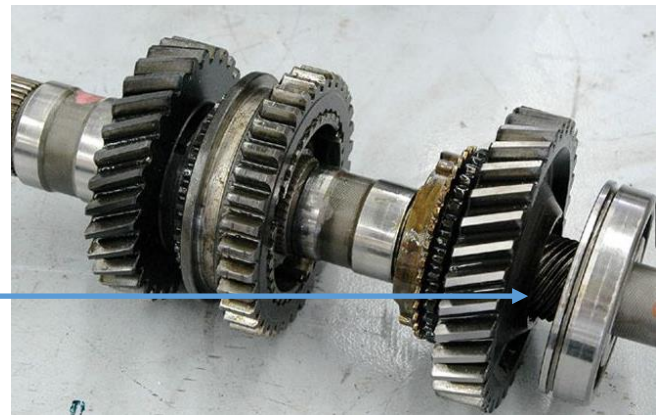
This is a good shot of the roller bearings in the shaft.





The main shaft is held in the tail housing by a snap ring that fits into a groove in the rear main bearing. You will need to hold it open while you or a friend taps the main shaft with a soft hammer to pop the bearing out of the housing.

The rear bearing has snap ring, but it is also pressed onto the shaft so it is best to find a shop to help you press it off the shaft. The bearing holds 1st gear in place, so it slides right off with the bearing. Note the groove for the speedometer gear just above the bearing. (Tough to see)

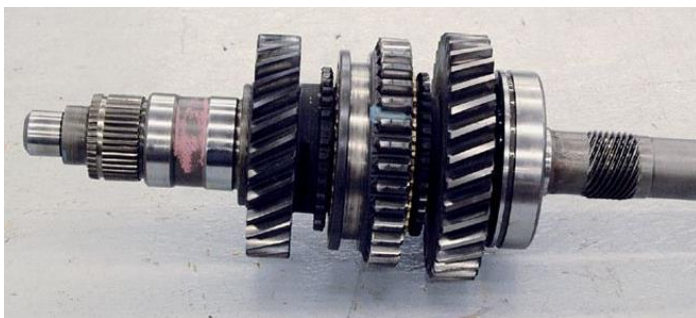


Just one more snap ring and you can pull the 1 – 2 slider and 2nd gear off the shaft. The straight cut gear attached to the 1 – 2 slider is for reverse. The main shaft in these transmissions seldom need replacing, but still check each bearing surface for any damage.



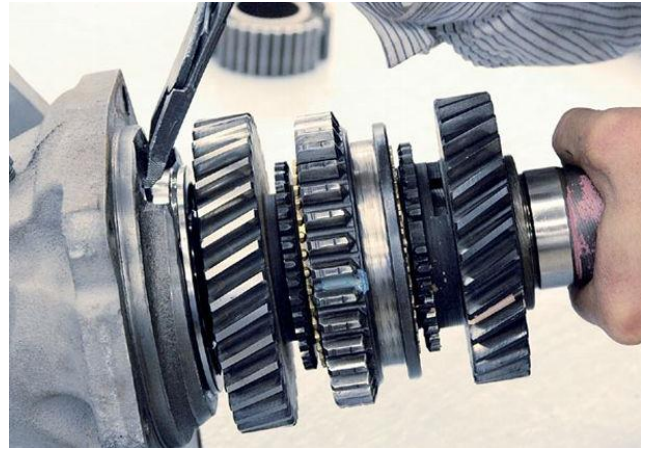
The kit from Zumbruto Bearing and Gear comes with everything you will need to return your transmission to like new operation. The countershaft is an extra cost item, but in our case it was a good idea to replace it.

Do not forget to replace the seal inside the bearing retainer.
Note: Check / replace the drive shaft yolk bushing before replacing the tail shaft seal as well.



OK, now you are ready for main shaft assembly. It is just the reverse of disassembly. Before you start sliding all the parts back onto the shaft, be sure to smear high-temp grease on each of the machines surfaces that the gears / sliders ride on.

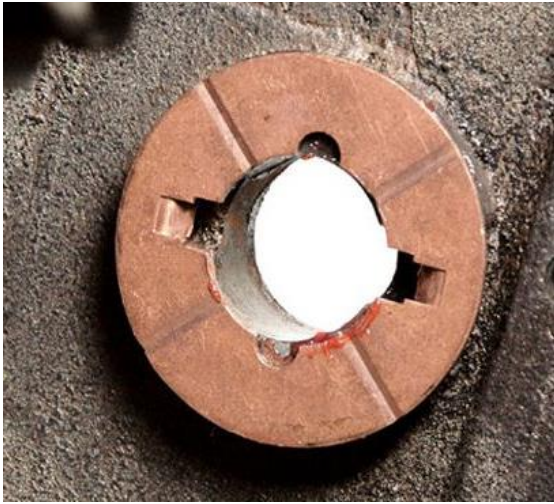
You may need extra hands here. Install the main shaft into the tail housing by wiggling the bearing into place while holding the snap ring open. Now is also a good time to place the tail housing gasket in place, so you do not forget it when you slide the main shaft into the case.



The 3 – 4 slider slips in next. The main and input shafts are now ready to be installed into the case.

The counter shaft has a long spacer the separates the double set of roller bearings that support each end of the cluster gear. Make sure the key slot is towards the rear.





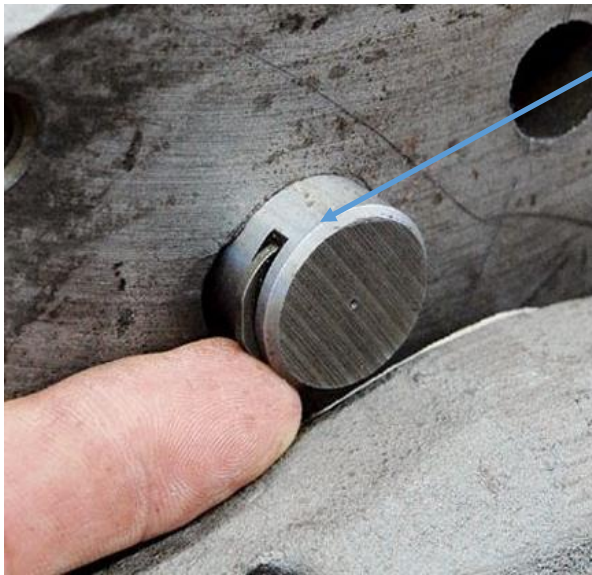
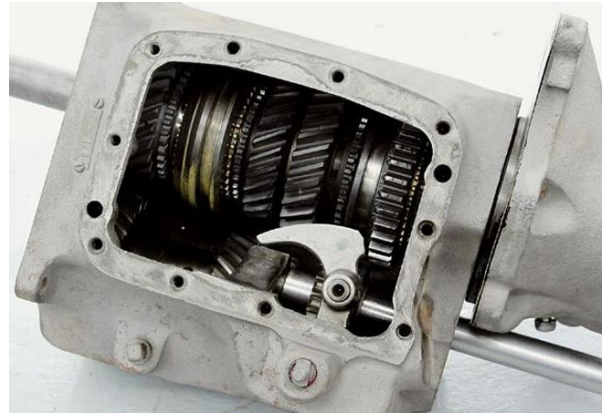
Here is a tip that will save you some frustration. As soon as you are finished cleaning the case, glue the cluster gear thrust bearing to the inside of the case with some adhesive – type silicone.

The next step is one that can test your patience and even be a little intimidating, but it is really not too tough. There are two sets of roller bearings supporting both ends of the cluster that are separated by a spacer. Using regular high-tem wheel bearing grease, stick the first set into the cluster and then push them far enough down with the spacer to make room for the next set. Put in another set of rollers followed by another spacer. Be generous with the grease. Make certain to put the long spacer in behind the first set before you grease the rest of the rollers into the other end. If you are using a new counter shaft, cut the old one to the same length as the cluster and push it into the cluster so that it is flush on both ends. This is tricky!



The input shaft has just one set of rollers. Grease them in place the same as the others, and then tap the input shaft partway into the case. You may need a little extra room to line up the main shaft. Once the main shaft is in place, you can install the snap ring and tap it all the way on.

Shot of the assembly finally coming together and installing the counter shaft.



Everything goes into the case in reverse order it came out. Set the cluster into the bottom of the case, put the main shaft in, making sure it engages the input, and then lift the cluster into place and finally slip the counter shaft. Do not forget the key before you tap the shaft in flush with the case.

Generously squirt everything with gear lube. Move the sliders back and forth in order to get some of the oil under them as well. Also lube up the input bearing before you bolt on the bearing retainer. Rotate the shaft a few times, engaging each of the gears, including reverse, to make sure everything is working smoothly.





The only thing left to do is to install the side cover and reverse detent assembly



Now did that not sound easy? You tell me!

SOURCE

Muscle Car Restorations
7-15/-834-2223
musclecarrestorations.com

Zumbrota Bearing and Gear
Zumbrota
MN
800-658-2537
www.zbag.com

www.moparmuscle magazine.com/techarticles/drivetrain/mopp_0606_dodge_transmission_rebuild/#ixzz3Ds4GSqS3

Edited by: Ray Z 09/19/14

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BOARD MEETING INFORMATION

(Based on current officer and board positions)

<i>January – Jerry Reed, President</i>	<i>July – Bill Bonney, Director</i>
<i>February – Everett Lee, Vice President</i>	<i>August – Jerry Reed, President</i>
<i>March – Open, Secretary</i>	<i>September – Everett Lee, Vice President</i>
<i>April – Brad Buttermore, Treasurer</i>	<i>October – Open, Secretary</i>
<i>May – Tracy Barenz, Director</i>	<i>November – Brad Buttermore, Treasurer</i>
<i>June – Lee Elms, Director</i>	<i>December – Tracy Barenz, Director</i>

Board meetings are open to all club members: Board meetings are usually held at an Officer's or Director's home starting at 7:30PM the Friday before the Sunday monthly Club meeting and all members are encouraged to attend. Check the DMC website for any last minute time or location changes.

Our Sincere thanks go to Jim Proctor and the staff of **Chrysler Jeep Dodge City of McKinney** their support of the Dallas MOPAR Club



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