

SILVER SPORT

Transmissions

Special A41 Tunnel Rework for 1964-1967 El Camino/Chevelle

The A41 requires some significant hammer bumping to the tunnel in order to provide the required clearance needed for attaining the correct driveline angle.

Due to the removeable bell housing of the A41, the A41 exterior is larger than the original integral bell housing case design for which the tunnel was designed to fit.

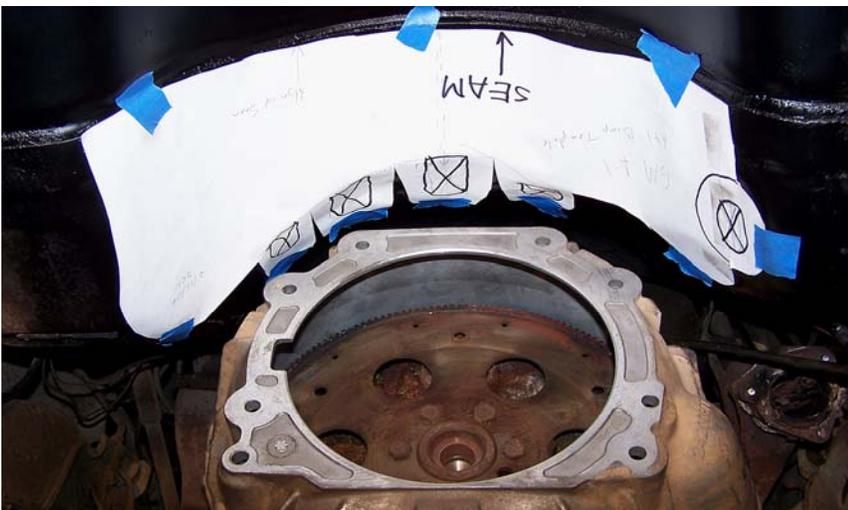
A template is provided to guide the installer to hammer the required areas.

The following picture shows the tunnel with transmission removed. The paper template has been taped to the tunnel aligned with centerline of tunnel and along the body weld seam as shown. The "X" areas are the primary targeted spots for hammering.



The next picture shows the A41 bell housing installed and illustrates the flange bolt boss areas that are the problem points that create interference.

Note: Do NOT remove bell housing from your A41. Picture is shown for illustrative purposes only.



Using a paint marker, outline the template that has been taped in place on the tunnel. Using a ball peen hammer or similar tool, strike the tunnel area to bump the "X" areas. It will require several hits to bump the tunnel sheet metal in small increments until the original tunnel has been moved approximately 1/2 to 1".

It is a good idea to spray paint the freshly bumped tunnel area. Once the A41 has been installed and raised in tunnel, the painted area will be scratched by the A41 contact points and indicate where more bumping may still be required.

For ease of handling the A41 unit during this procedure, remove the torque converter and set aside. Temporarily install the A41 to check for tunnel clearance. Raise the installed transmission using the the transmission jack until the A41 is solidly contacting the tunnel. Measure the distance from centerline of tunnel to centerline of the A41 output shaft. If you have been successful with tunnel bumping, this measurement should be 2-1/2" or less.



If additional bumping is required, raise and lower the A41 to contact the tunnel for 2 or 3 more times. This will assure that the contacting points make good scratch marks in the painted tunnel. Still supporting the engine, remove the A41 to check for contact points scratched into the painted tunnel.

Repeat the hammer bumping on the scratched paint contact areas and repaint the tunnel. Re-install the A41 and check for the 2-1/2" dimension again. It could take more than one iteration to achieve the required clearance. Once the 2-1/2" has been reached, the A41 installation process can be completed.

The following picture shows the completed tunnel with bumped areas. The original template outline is marked on tunnel.

