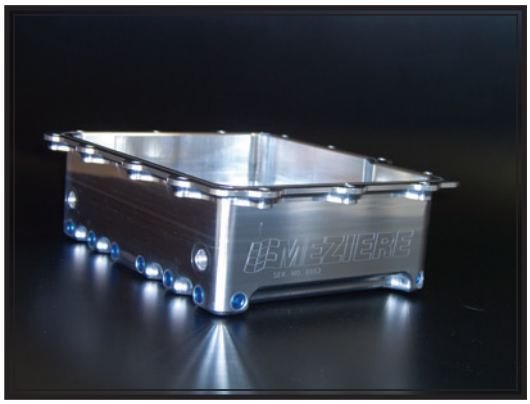
WTP310 Billet Powerglide
Transmission Pan with heat exchanger

In The Box:	
1	Instruction sheet
1	Transmission pan with fluid passage
1	O-Ring for top surface (installed)
1	Drain plug with fibre washer(installed)
14	5/16-18 x 1.0” SS Bolts
14	5/16 AN Washers
1	1/8 NPT flush Port Plug
1	Filter Extension
2	1/4-20 x 1.125” Filter Bolts
2	1/4 AN Washers
2	-6AN ORB to -6AN Flare adapters
2	Contingency decals



Safety Tip:
Please think carefully and protect yourself at all times. If the vehicle must be elevated, secure using jack stands on a flat surface.

Caution:
If you need to support the transmission by means of a floor jack, be sure to use wood to protect the water passages from puncture.

Installation Instructions:

1. Remove existing pan from your transmission and clean any old gasket material from the pan rail area. It is critical that the o-ring have a perfectly flat area to seal against.

2. Remove the filter. Reinstall the filter using the spacer supplied with the pan. Use the hardware supplied; (2) filter bolts ¼-20 x 1.125”, (2) ¼ AN washers.

3. Inspect the new pan to be sure the o-ring is well situated in the pan rail groove. It should be about .02 above the machined surface.

4. Put a light film of trans fluid on the o-ring. Place the pan up against the transmission and install all of the bolts hand tight. Before final torque, visually inspect that the o-ring is in place. Tighten all pan bolts in a sequential manner and double check the torque after the pan is seated against the transmission.

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5. Check that the drain plug is tight. Install a 1/8 NPT plug or temperature probe into the port at the back of the pan. Use Teflon tape or any appropriate sealer on the threads.

6. Screw the O-Ring boss to AN adapters into the front ports on the pan. At this point you need to plumb the pan for coolant that runs through the base of the pan. To do this you must identify two specific points in your cooling system to tie into. The two connection points must have a pressure differential in order to drive coolant through the pan.

High pressure connection: Keeping in mind that the water pump is the source of pressure in the system, a good place to find high pressure will be on the outlet side of the water pump, before the fluid enters the engine. On a typical Chevrolet engine that will be on one of the legs that bolts to the front of the engine block.

Low pressure connection: Within the cooling system the fluid will experience two pressure drops or areas of restriction. One is the passages of the engine itself and the other is as the fluid passes through the radiator. After the radiator is a good place to find low pressure to tap into. You may use the lower tank of the radiator, somewhat near the lower hose connection, you may tee into the lower hose or you may tap into your water pump in the chamber that is before the impeller cavity.

7. Run two lines -06AN or equivalent to the transmission pan. Double check all connections for tightness.

8. Fill the system and start the engine to build heat. Continue to check all connections for leaks until the engine is completely up to operating temperature.

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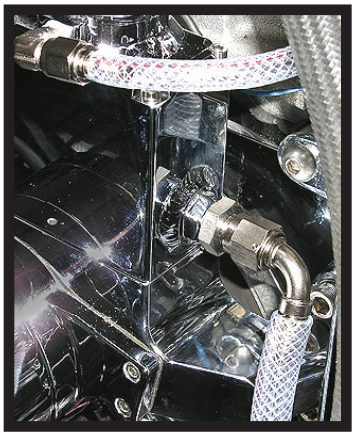

This photo shows one possible location for the low pressure return into the tank of a “200” style Meziere water pump.

This photo shows a high pressure connection into the side of our WP337 or radiator mounted WP362 water pump.

This photo shows a port welded into the lower tank of the radiator, just before the water pump, as a low pressure return connection.

This photo shows one of our standard WP100 water pumps with an optional center section. The WP155 center section has a high pressure port ready to accept a #6 fitting (shown here as the blue fitting toward the front of the pump). This WP100 body also has the optional low pressure port on the inlet side (the polished fitting toward the back of the pump). This will offer both connections for your transmission pan plumbing.