Fmj bodies only

F Body General Discussion. Treating undercarriage F Body General Discussion. Apr 13, 1. Messages: 60 Likes Received: 8. I treated the inside floor pans with Por with a brush and it worked fairly well, however when it comes to underneath the car I cant imagine brushing is going to get at all the areas. Can anyone recommend a product in a spray can for under the vehicle? I saw that zero rust has some in a can, also what about the eastwoods rust products? I saw that rust-oleum also has an epoxy paint for appliances, i wonder if that would work for under the vehicle after some POR metal prep is applied? I believe the POR metal prep is a rust converter aswell as an etching agent to help paint stick, so regardless of the paint under the car i will likely still use metal prep. Apr 13, 2. Messages: Likes Received: I'm using a paint on Gempler's rust converter and Amsoil metal protector HD for my surface rust. Only the latter is in a spray can though. Beware of any rubber painted "coating" type protectants, they rarely adhere well enough to stop moisture from getting behind them and quietly rotting your car. I prefer these cosmoline style coatings Apr 13, 3. Apr 13, 4. I always get everything oil under coated. Hard under coating is only good if vehicles are new. If there is any spot where it's started to rust already or where there is anything scrape or chip or damage to the paint at all it only ends up trapping moisture and causing rust like you said. POR15 and other paint like that is only as good as the prep work before it is applied. Depending on how bad the rust was before it was cleaned up and the paint is applied it can continue rusting under the paint like there's no protection at all. Im working on a trailer now that has problems from that. Apr 13, 5, Apr 13, 6. No it's an older one that the previous owner cleaned up and POR15d. I don't know how much prep work was done so I'm not blaming the product I'm just using that as an example since it's one more thing I'm dealing with right now. You can get various undercoating oils in bulk and spray can. Check out what Canadian Tire has if you can still go into the stores out your way. Rust Check has a think version for top areas and thicker stuff for underneath. Krown probably does too. Both are pretty similar. They usually have other stuff too both spray can and in bulk. Parts stores can get the same stuff but Canadian Tire usually has some small supply already there instead of having to order it. Apr 13, 7. Apr 13, 8. That's when it all comes down to opinion. I've always gone the oil route and never bothered with converter. Just about all of those oil products were formulated to prevent rust with winter driving and when they pretty much stop rust in it's tracks in those harsh conditions it's good enough to keep it under control for the rest of the time. I usually get the cars that don't see winter done every few years and it lasts long enough to still protect things. I've got a project now that has the southern style rust in the wheel wells and some other places and I haevn't decided yet if I want to go the rust converter route on it or not. I think I'll do a mix of both. Apr 13, 9. Apr 13, Messages: 5, Likes Received: Eastwood also makes a product you spray inside the frame rails and other hidden areas. They claim it converts the rust and seals it from oxygen so it can;t rust anymore. You must log in or sign up to reply here. Show Ignored Content. Log in Your name or email address: Password: Forgot your password? Welcome to our site! Please take a moment and Register today! Engines, Exhaust and Fuel Systems. Wagon frustration Engines, Exhaust and Fuel Systems. Jan 17, 1. Messages: 59 Likes Received: 7. Well I was hoping to have the wagon back to life I used ether and got some excellent quick runs Charged it overnight and went back at it today trying to fill the carb bowl with some fuel, the stater just turned the engine a bit, now nothing happening Or maybe list the wagon! Jan 17, 2. Messages: Likes Received: You sure the battery took the charge? What noises is it making Did you put a meter on the battery to be sure you had the voltage? Replacing a starter is 2 bolts to the bell housing and 2 bolts securing the wires to the starter. Not rocket science Note, this is if you do not have headers. If you have headers, double the time and aggravation. Jan 17, 3. No clicking I hooked up jumper cables to my car just to make sure- still the same - but good to know only two bolts! Jan 17, 4. Messages: 5, Likes Received: You can check for voltage on the small wire at the starter, when the key is in the crank position. If there is none, check again at the relay on the firewall. The relay should click not very loud though when the key is turned to crank. If you were cranking for an extended period, there is a good chance the starter overheated and failed though, most likely the solenoid itself, as you say it doesn't even click. As long as there voltage on the battery cable the starter, and the cable can carry the amperage under load, you can "short" the two terminals together with a screwdriver to bypass the vehicle start circuit. If nothing happens or all you get are sparks, it is the starter that's failed. Worst part about changing the starter if it's the stock large size starter is, wrestling the seemingly lb thing around while laying on you back under the car. Justwondering and like this. Jan 17, 5. Thanks, no clicking so I will have to check the relay - is that drivers side with a multi wire plug going into it? Jan 17, 6. Messages: 4, Likes Received: It is not far from the brake booster, and yes, it has a black multi-wire plug-in and a single wire black plug -which goes to the starter. In most cases, you get down to 9 volts - its not doing anything. If you find you need to replace the starter, get one for a '90 Dodge pickup or so which

will get you one of the mini starters. So much smaller, lighter and much easier to install. When you get one, don't bring your old one with you. Take the core back at a later date - or the parts clerk will get you the larger one instead. The mini starter will crank the engine over faster, which is another plus. The mini starter will fit without any issues, but sometimes you need to force the electrical connector on before attaching the two nuts. The mini starter nuts are metric and the large one is SAE, but every new starter I've bought came with new correct nuts. Justwondering, SuicideRider and Kramer79 like this. Jan 22, 7. Messages: 3, Likes Received: The only thing is, I did not put back the oh-so-elegant- shield. And you need to really tighten the bolts or they will back out. And yes, hardest part was wrestling out the old heavy starter. Jan 22, 8. I replaced the relay and nothing, starter came in the mail, I will see if I want to brave the cold weekend in the garage! Jan 25, 9. New starter in, new relay Does the brake light on the dash normally go on when trying to start? Jan 26, Messages: 1, Likes Received: Is it turning over when you turn the key? It turns over like a few times, randomly. Starter has the same voltage as the battery, replaced the starter, relay I even tried to jump start it. When I first hooked everything up before new starter it cranked over. Unless the econcraft cheap battery is bad? Gets like Not sure what else to test, I did the brown wire to the battery and the starter tried to move a bit Just short across the two terminals of the starter at the starter, with a screwdriver or anything metallic. If it doesn't immediately crank like crazy, then jumper cable from the starter case to the battery ground to prove the ground-loop is good, then try again. If it still does not crank properly,then clean all the connections between the starter post and the battery positive post, and the negative as well, but leave the jumper cable ground loop.. If it still does not crank properly, now you can replace the starter. The engine will not start during this test, unless the key is in the run position, and the ignition circuit is working. But it sure as heck should crank! Unless of course the battery is defective, but that is easy to loadtest. Kramer79 and MiradaMegacab like this. Jan 27, Solution, ground engine. Replace Negative battery cable. Thanks bad ground would explain the occasional crank or two I get The starter does crank when directly jumped Messages: 2, Likes Received: Directly jumped how? Jan 28, I put a wrench briefly on the starter to connect both terminals- cranked away If the starter works the way it should when you do that you can rule out negative cable and ground. Its down to either the starter relay or ignition switch or the wiring that powers that stuff. You can jump the wires at the relay to bypass ignition switch to check the relay. You can can also check for consistent power from the wire from ignition switch to relay, if that's not consistent you now it's a problem with the switch or that part of the wiring. This diagram is a bit different but general idea. If you unplug the relay it should be labelled what the different terminals are for. Kramer79 likes this. You must log in or sign up to reply here. Show Ignored Content. Log in Your name or email address: Password: Forgot your password? Welcome to our site! Please take a moment and Register today! J Body General Discussion. Mirada Daytona? Jan 2, 1. Messages: 58 Likes Received: A friend sent me this picture with no other information. Does anyone know anything about this car? MoparDan likes this. Jan 3, 2. Messages: 5, Likes Received: First I've ever seen it. Not the best looking car ever built JMO. Oldiron likes this. Jan 3, 3. Messages: 1, Likes Received: It is pretty bad. I think it is actually a Cordoba, if I remember correctly. Jan 3, 4. Messages: Likes Received: To each his own, I guess. Jan 3, 5. Yes, that was a secret skunkworks at Chrysler to bring Petty back to mopar. Was said to go at Talladega with only a slant six. Jan 4, 6. Jan 5, 7. That car has been kicking around for a while. I may have even posted it years ago. Last edited: Jan 6, Jan 5, 8. He sent you that photo? I don't think he's really your friend. Jan 5, 9. Jan 6, Bet it was fast though Messages: 52 Likes Received: Nope, I have seen quite a few pictures of it. Messages: 10 Likes Received: 4. Ben -I saw that white Mirada on eBay. Nice car. The double body-side molding was a little weird though. Jan 7, Messages: 2, Likes Received: Jan 8, You must log in or sign up to reply here. Show Ignored Content. Log in Your name or email address: Password: Forgot your password? Welcome to our site! Please take a moment and Register today! Transmissions and Rear Ends. Apr 30, 1. Messages: 36 Likes Received: 3. Looking to rebuild a out of a doba for my Lebaron. But have some questions. Do I need to worry about tailshaft or transmission overal length? How can I determine what series of it is for parts without the tag? What rebuild kit, shift kit, and upgrades do you guys recommend? Thanks in advance guys!! Apr 30, 2. Messages: Likes Received: Tail shaft from one car to the other is the same. But the transmission needs to come from the same engine family. No using big block transmission on small block for example. Look for the part number on the transmission housing on the lip over the pan. Get the most durable parts that you can and hope for the best. Like I said in the previous engine post for durability you're better off using a over a if you're making any kind of power in a street application. Apr 30, 3. They do everything from stock rebuild kits to complete high performance race transmissions and everything in between. Apr 30, 4. Apr 30, 5. John Cope is a good guy to deal with. Can't blame you there. That's why I've used s in the past too. May 1, 6. I would only use a transgo shift

kit Gil Young pretty much pioneered the shit kits One thing he does is corrects the factory screw ups when reprogramming the valve body I am using a TF3 shift kit and absolutely love it. The car lunges forward even at lower RPMS when sifting into But the rear spragg is a week link in the transmission if taking off in drive I converted the valve body to a full manual Just my humble opinion I do plan on building a spare cause I know I will kill this one at some point Also put a A pan on it, much deeper with drain plug May 2, 7. So would you rebuild with one of the cope kits and then suggest running a trans go shift kit? Upgrade the rear sprag for insurance? And this should live behind a mild small block on the street? May 2, 8. If you're going to use Cope parts, call the guy and ask. He builds s for use behind big blocks in balls out race applications. He'll set you on the right path. Davesmopar likes this. May 2, 9. Messages: 2, Likes Received: May 2, May 6, Messages: 4, Likes Received: During the time frame of FMJ's, they made 3 different styles of the A for two different engine classes. No A's from factory were ever made to fit behind a big block. Note: I have conflicting data about when the A and A were no longer available for M-bodies. Most of the A and A but not all have the more desirable low gear ratio in it which is what many racers use or will modify to make fit into the above mentioned big block. All of the cars on dealer lots all came with lockup transmissions after a build date of early The wide ratio gear set the desirable one came out in and was fully integrated into the A family by â€" so all '81 and newer A appearing transmissions have the good gear set in them. None of the '79 or older transmissions have it. Some of the '80s have it - but not all. The best way to tell â€" as well as to make sure of any other replacement parts is to get the numbers which are stamped on the oil pan rail on drivers side under the shifter levers which is called the TIN Transmission ID number â€" which ties into your question 2. SuicideRider likes this. May 12, I also have 3 other slant six s that I could rob of internals correct? Bud you seem to know your stuff so maybe you can answer that question? And do you mind explaining your reasoning for not answering my 3rd question earlier? The case is the biggest difference, but there are a few other differences, but minor. Another difference is planetary carrier pinions. There is not really any difference other than more moving parts â€" other than more pinions can carry more torque. The planets used for Diesels have 6-pinions but for a A or A If you noticed the planets are made out of either steel or aluminum. I don't know the material makes them any stronger or not â€" but the aluminum are lighter and just feel better to me. If I needed a planet and had a good steel and aluminum ones in front of me, I would grab the aluminum one, providing the pinion count was the same or higher. I have had thousands of Chrysler planetary's in my hands before. Sense I'm a Chrysler trained transmission tech, I prefer to use factory parts for performance engines engines that make more power at higher RPM's â€" over using aftermarket shift kits â€" but that is my opinion only. I have many friends who has used the popular shift kits with good results. Lastly â€" there are numerous changes of minor parts over the years. Most of which would not stop a person from changing all of the guts, or major subsections from one year to another or one engine size to another â€" but sometimes it can. Like in the case of the rear planets, there was a spline count change made in the mid '80's I think , so a person has to use the output shaft with rear planet â€" if a difference in year of parts was being considered. Items like front pumps, Input and output shafts, and many other parts are exactly the same within the two different transmission sizes â€" except for the minor between-year differences BudW. Thanks again bud! Any chance I could bug you one more time lol? My spare trans i finally got the numbers off the side of it- is this trans gonna give me any surprises when I go to order rebuild parts or anything I need to look out for sense your the man it seems when it come to Chrysler transll There should be a "PK" stamped first, which means built from Kokomo assembly plant. Note: this should be the very same transmission I have in my '77 wagon. In this case, that transmission was built on Wednesday, September 13, "" th unit built that day. I have an '84 police A in my garage that I've been considering rebuilding instead and installing into my wagon. If I was building an A series transmission â€" I would definitely strive for the '80 and up low-gear set. May 13, Messages: 8 Likes Received: 6. The three best family transmissions to start with are these part numbers. These are all non lockup and have the five clutch front drum as long as someone hasn't changed the parts with another trans. May 15, Messages: 43 Likes Received: 7. No lockups! But they are great for stealing the lower first gear. Alto red clutches, Kolene steels, and kevlar bands. Trans go shift kits are the only way to go unless you got to Cheetah and buy their valve body. If you want to retain auto shifting put use the TF-2 kit. Don't waste time with TF If you do go with a TF-3 full manual make sure you pin the kickdown back in the case vs externally. Had a guy pin it back externally with a ziptie Stupid and the ziptie broke. Cope is a good dude. Messages: 58 Likes Received: My preference is to start out with a or later lockup transmission. Then get an early 's I take the converter, pump and valve body from the and put it in the There is a small amount of lathe work to accomplish this. The result is a transmission with no lockup and lower ratios. Part numbers are listed above but

I've never seen one. What I'm suggesting is easy and cheap and provides the best drivability and fun. May 26, Messages: 61 Likes Received: After mid-year , the only way to NOT get lockup was to special order the car or cars with towing package. I know people avoided them when a transmission replacement was due â€" but I think they got a bad rap. That is a huge plus for me. The torque converters look the same from the outside. The factory put a paper stickers on them when built â€" but for most of us, who expects a paper sticker to stay in place 40some years later? The input shaft spline count are different between lockup and non-lockup. Here is a picture transmission assembled, and really dirty and clean picture of shaft itself to show differences: the shaft with longer splines are non-lockup. Because of the input shaft spline difference â€" the torque converters are also very different inside and will not interchange. The front pumps and valve body are different. I'm also thinking the case is also different â€" but can't remember exactly. The A lockup shares the same front pump as its 4-speed cousins, as well as the A series lockup with its 4-speed cousins with one in

74 cj5 jeep
2002 honda civic tail light bulb
2008 ford taurus transmission

 terchangeable difference. In the early '90's they changed the torque converter hub from a slot to a flat. This is a good thing sense the slots are known to crack over time causing problems. What this means is ANY A or its 4-speed cousins lockups or ANY A series or its cousins with lockup will interchange as long as you replace the front pump gear set to correspond with the torque converter hub design hint, go with the flat design. If I was building or getting rebuilt a transmission and you wanted a specific stall converter â€" call a torque converter specialty shop like TCI or others like them and give them your car weight, engine size, HP, gear ratio and maybe other details and they will make a converter just for you. It won't be cheap but it will last forever and it will do what you want it to. You must log in or sign up to reply here. Show Ignored Content. Log in Your name or email address: Password: Forgot your password? Welcome to our site! Please take a moment and Register today!