



2244 W McDowell  
Phoenix, AZ 85009  
1-800-274-RACE  
FAX: 602-340-8429  
602-257-9591

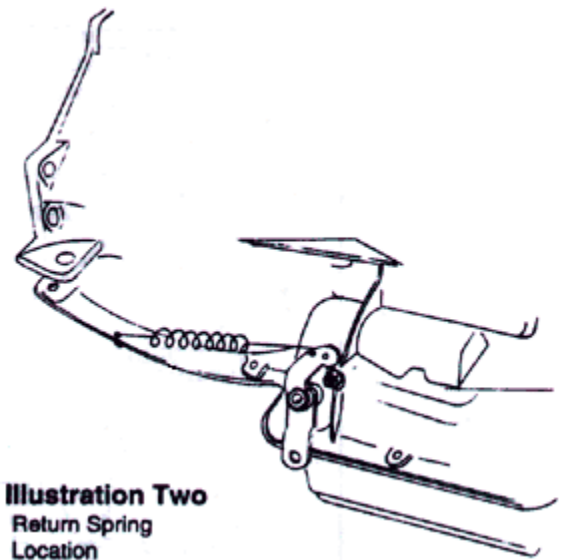
## HP6272 – part description

### Circle Track Valve Body

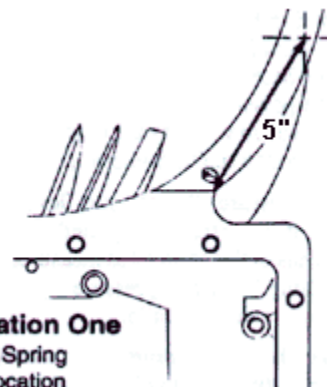
The Valve Body does not require complete disassembly of your Powerglide transmission. For severe duty use however, we highly recommend building your transmission according to the guidelines provided.

### Bolt-In Instructions

- Step 1** Remove and discard the modulator valve and vacuum modulator. Install the modulator plug.
- Step 2** Remove transmission oil pan and gasket.
- Step 3** Remove the detent guide plate bolts and the detent roller spring.
- Step 4** Remove the valve body making sure to disengage the servo tube from the case.
- Step 5** Remove your TV lever assembly and replace it with the modified TV lever.
- Step 6** Drill a 1/8" hole in your transmission bellhousing flange as shown in **Illustration One**. Install the return spring between the case and TV lever as shown in **Illustration Two**.
- Step 7** Install original manual valve in your valve body. Reverse removal procedure to install valve body being sure that the groove in the manual valve is indexed with the pin in the selector range cam. Tighten bolts to 10 foot-pounds.
- Step 8** Disconnect the driveshaft from output shaft and the speedometer cable fitting from the tailhousing.
- Step 9** Unbolt the tailhousing from crossmember and transmission case and remove.
- Step 10** Remove and discard the governor assembly and speedometer gear.
- Step 11 1962-1966:** Remove rear pump housing and discard the pump gears and drive pins. Reassemble pump housing leaving the wear plate in place. Replace O-ring and install tailhousing.
- 1966-1973:** Replace O-ring and install tailhousing.
- Step 12 Low Band Adjustment:** Loosen jam nut. Torque band adjusting screw to 72 Inch-pounds and back off four (4) turns counter-clockwise. Retighten jam nut.
- Step 13** A simple clutch style pedal maybe used to control the line pressure in the transmission. The TV lever on the transmission only needs about one (1) inch of travel so set the pedal up so as not to over extend the return spring.
- Important:** Verify that the lever returns to the point where the plunger is fully engaged in the valve body. Full line pressure should be checked with a 200 psi gauge. Pressure should read at least 140-170 psi or clutch damage may result.



**Illustration Two**  
Return Spring  
Location



**Illustration One**  
Return Spring  
Hole Location

### Recommended Rebuild Procedures

- Step 1** Install a steel high gear clutch hub and five (5) clutches. Set clearance between .080"-.100".
- Step 2** Install three (3) clutches in reverse and set clearance between .060" - .090".
- Step 3** Planetary: 1.82 Ratio, Loctite® all planetary screws and tighten to 30-36 inch-pounds.
- Step 4** Check the front pump gear for wear on crest and ring lands. If you see an excessive amount of wear then discard and replace as needed.
- Step 5** Thoroughly inspect case for cracks and stripped threads. Be sure dowel holes are not damaged. Reassemble transmission and adjust endplay to .010" - .025".

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