

TS TRANSMISSION SPECIALTIES



PRODUCT CATALOG



AHEAD OF THE COMPETITION

Decades Ahead Of The Competition Since 1979



1982 - First spragless racing converter.



1985 - Introduced the "uni-length" PG input shaft to fit both 1.76 and 1.82 gear ratios.



1998 - Proline 6000 System Lock Up trans and converter. *Well before its time, banned the following year as too revolutionary and unfair to competition.*



2001 - Introduced the 1.80 straight cut gears. *Made the helical 1.76 gears obsolete in 12 months.*



2004 - Pioneered the 10.5" Northstar Caddie Pro Mod converter. *Became World's Fastest Converter with ET 5.42 @ 264 mph.*



2005 - Recognized the need for a **300M output shaft** for high HP applications.

2006 - Developed the **one piece super steel stator** which eliminated the potential breakage of 26 individual parts of the stator assembly used in all high HP allocations.



- Launched the **NASA ringed/ringless input shafts** for HP rating to 2500.

2007 - Usage of **forged billet cover** for all racing converters gave dramatic increase in strength and efficiency over the weak OEM stamping.



- The **first spragless bolt together** 10" and 10.5" converter.

2008 - Offered the 100% new **aftermarket Opel pump and turbine** to the Aftermarket Converter Industry.



- Offered the **T-400 output shaft** to Transmission builders needing additional strength for high HP applications.



2009 - Not only offered the finished **PL Stealth 6500** to tranny rebuilders, but sold the finished oversized input shafts, output shafts, hubs and gears to all qualified WDs.



- Pioneered the **first PG solid steel pump** with all steel gears for stock, ringless and Oversized input applications.



- Developed the **ultimate steel stator** for increased converter efficiency.



2010 - SFI approved **aftermarket PG case** with matching tail housing.



- **Aftermarket PG forged yoke** for use with bearing.



- 100% new **aftermarket 9" pump and turbine** for all 9" racing converters.



- Developed the **10" 6L80E high performance torque converter** for the 2010 Camaro.



TRANSMISSION SPECIALTIES RACING CONVERTERS

Why choose a TSI Racing Converter over other manufacturers?



EVERY TSI RACING CONVERTER IS MADE FROM 100% NEW PARTS

All TSI racing converter are made of 100% new parts. This includes:

- ✓ New Billet Front Cover
- ✓ New 4140 Hardened finish ground Impeller hub
- ✓ New 4140 Turbine spline
- ✓ New Custom built 073 aluminum stator or
- ✓ New Custom built steel stator CNC milled or unmilled
- ✓ New Furnace brazed Impeller pump
- ✓ New Furnace brazed turbine
- ✓ New Torrington bearing (3 per converter)
- ✓ New anti ballooning plates
- ✓ New screw on pilot to adjust to midplate

EVERY TSI RACING CONVERTER IS SPRAGLESS

If 90% of converter failures are caused by a slipping or broken sprag, why put one in a racing converter? Since the TSI patent on spragless racing converters expired, every racing converter manufacturer, except one, offers a spragless racing converter, thus dispelling the tired argument that a spragless converter is slower. There is no better form of flattery than imitation of a superior product. With no sprag to fail, a spragless converter is more consistent and durable. We recently did the 1st stall adjustment on an 8" spragless converter built in 1984. That is unsurpassed durability for even a spragless converter.

Transmission Specialties has been building spragless racing converters for 30 years so no one has more experience building this racing converter.

FREE STALL ADJUSTMENTS IN THE FIRST 90 DAYS OF USE

We at TSI want the best MPH and E.T. from your racing converter so we offer a 90 day "free stall adjustment" provided the combination has remained the same. No other company in the Industry offers this service as we want you 100% satisfied with your purchase.

COURTEOUS AND KNOWLEDGEABLE SALES FORCE

We expect every call to be a positive experience for every customer. All the salespeople at TSI appreciate the value of the customer, and treat him or her in a fashion they would expect. Some of our technicians have over 30 year experience in the transmission and converter business so there are very few areas where they are not knowledgeable and helpful. We know how difficult it is to gain a customer and how easy it is to lose one...you will find our sales force to be friendly and appreciative of your business.

EXTENSIVE INVENTORY OF RACING CONVERTERS

Transmission Specialties pours the profits back into the business so we keep a huge inventory of spragless racing converters in stock. 90% of orders placed before 3 pm are shipped same day and the other 10% will ship within 24 hrs. Since we make all our own converter parts, we are never out of stock, so, if necessary, making a new converter from scratch is never an issue.

RACER BONUS PROGRAM

With racers having numerous racing organizations to choose from, Transmission Specialties has chosen to set up a RACER BONUS PROGRAM where cash awards are made to those racers who are winner or runner-up and are using Transmission Specialties converters or transmissions and have a TSI decal displayed on their car.



802/803/804

8" SPRAGLESS RACING CONVERTER

The TSI 8" spragless racing is a custom built converter designed for 400-800 HP and engines in the 327-522 cu in range. It offers the durability and reliability expected by any racer. The 8" spragless features make it very popular with the Pro-Tree and Bracket racers. It is available in GM, Ford, and Chrysler models with stall range of 3500-7000 rpms. All of the 8" converter are available with a steel stator upgrade and a mechanical diode sprag can be installed for street driven race converters.

FEATURES

- New 4140 Hardened Chromoly Impeller Hub
- New 4140 Hardened Pilot, Turbine Hub
- Custom Built Cast 073 Aluminum Stator
- Also Available With Custom Built Steel Stator
- Anti-Ballooning Plates on Pump
- New Billet Cover
- Torrington Bearings
- Screw On Pilot to Adjust to Midplate
- Furnace Brazed Fins
- Computer Balanced and Pressure Leak Tested
- Free Stall Adjustments within the First 90 Days
- Same Day Shipping

8" RACING CONVERTERS

PART #	DESCRIPTION
802	GM 8 RACING SPRAGLESS XHD
803	8 SPRAGLESS STEEL STATOR
804	GM 8 RACING W/MECH DIODE
805	C-4 RACING 8 SPRAGLESS XHD
807	C-6 RACING 8 SPRAGLESS XHD
809	T-F 727 8 SPRAGLESS
811	TF 727 MECHANICAL DIODE



805/807



809/811



FEATURES

- Most Efficient 9" Converter on the Market
- New 4140 Hardened Chromoly Impeller Hub
- New 4140 Hardened Pilot, Turbine Hub
- Custom CNC Ported Cast Aluminum or Steel Stator
- Available with Fabricated Steel Stator for Maximum Efficiency
- Anti-Ballooning Plates on Pump
- New Billet Cover
- Torrington Bearings
- Screw On Pilot to Adjust to Midplate
- Furnace Brazed Fins
- Computer Balanced and Pressure Leak Tested
- Free Stall Adjustments within the First 90 Days
- No Sprag to Slip or Fail
- All Converters Knife Edged for Maximum Efficiency
- Same Day Shipping

Converter is a custom built piece that is designed for 800-1150 HP and engines in the 509-632 cu. in. class. It is assembled with either a custom built aluminum or steel stator depending on HP, nitrous or blower application. It is an ideal converter for the 7.00-8.00 big block dragster and is extremely efficient, durable and consistent. The Super 8" is available in GM, Ford and Chrysler models and can be set to stall between 4000 and 7000 RPM depending on HP and torque. The Super 8" racing converter is available with a mechanical diode or Borg Warner element sprag if requested.

SUPER 8 (9") RACING CONVERTERS	
PART #	DESCRIPTION
813	GM SUPER 8 XHD SPRAGLESS
814	GM SUPER 8 W/STEEL STATOR
815	C-4 SUPER 8 SPRAGLESS
817	C-4 SUPER 8 W/ STEEL STATOR
818	C-6 SUPER 8 SPRAGLESS
819	C-6 SUPER 8 W/ STEEL STATOR
820	T-F 727 SUPER 8 SPRAGLESS
821	727 SUPER 8 W/ STEEL STATOR

For applications over 1000 HP or weight over 3000 lbs., the Steel Stator is recommended.

SUPER 9" SPRAGLESS RACING CONVERTER



FEATURES

- Most Efficient 9" Converter on the Market
- New 4140 Hardened Chromoly Impeller Hub
- New 4140 Hardened Pilot, Turbine Hub
- Custom Cnc Ported Cast Aluminum or Steel Stator
- Available w/Fabricated Steel Stator for Maximum Efficiency
- Anti-Ballooning Plates on Pump and Cover
- New Billet Cover
- Torrington Bearings
- Screw On Pilot to Adjust to Midplate
- Furnace Brazed Fins
- Computer Balanced and Pressure Leak Tested
- Free Stall Adjustments within the First 90 Days
- No Sprag to Slip or Fail
- All Converters Knife Edged for Maximum Efficiency
- Same Day Shipping

The TSI Super 9 is a 9" spragless converter and a custom built piece that is designed for your specific application. This new in 2010 converter contains very unique and proprietary internal parts that make this the 1st technological advance in racing torque converter design in many years. Numerous racers with 1000+ HP have found this converter can gain 2-3 mph and lower E.T. compared to their existing 9" converter.

The Super 9 is available with either custom aluminum or steel stator and is designed for 800-1300 HP racecars. For those special racers who want the Super 9 available for racing and some street driving, it is offered with a heavy duty diode type sprag. A lightened version of the Super 9 is available at an additional cost.

SUPER 9 RACING CONVERTER	
PART #	DESCRIPTION
913	9" SPRAGLESS RACING CONVERTER WITH SUPER TURBINE
913A	9" SPRAGLESS RACING CONVERTER WITH SUPER TURBINE AND HD SPRAG
914	9" SPRAGLES RACING CONVERTER W/ STEEL STATOR AND SUPER TURBINE
914A	9" SPRAGLES RACING CONVERTER W/ STEEL STATOR AND SUPER TURBINE W/HD SPRAG



10.5" SPRAGLESS RACING CONVERTER

The TSI 10.5" Caddie Northstar is for those racers with 1400+ HP. It can brag as the World's quickest and Fastest converter in a Top Alcohol Dragster with an ET of 5.42 and 264 MPH. This converter simply loves power and is amazingly efficient in high horsepower applications. It is available in standard GM 30 spline, or Lenco C-6, 1.25" 29 spline or 27 spline input shafts. If this 10.5" converter does not see a minimum of 1400HP, this is not the right converter for your racecar.

10.5" RACING CONVERTERS

PART #	DESCRIPTION
830	10 CADILLAC STEEL STATOR SPRAGLESS
832	10 " CONV. CADILLAC NORTHSTAR T/A Lenco/BRUNO DONOVAN SPRAGLESS 1400+HP

If you don't own a Transmission Specialties Race Converter, you probably have been beaten by someone who owns one.

Call and order yours today!

FEATURES

- The Most Efficient 10.5" Racing Converter in the World
- Failsafe "Spragless" Design. . . No Sprag to Slip or Fail
- New 4140 Hardened Chromoly Impeller Hub
- New 4140 Hardened Pilot and Turbine Hub
- Custom Built Steel Stator
- Massive 3/16" Anti-Ballooning Plates on Pump
- Torrington Bearings
- Screw On Pilot to Adjust to Midplate
- Knife Edge Design for Maximum Efficiency
- New 6-Pad Billet Cover
- Furnace Brazed Fins
- Computer Balanced and Pressure Tested
- Free Stall Adjustments for 90 Days
- Same Day Shipping



KIT CONTAINS-

- | | |
|-------------------------|-----------------------------|
| 1. Pump Assembly | 7. 17-3/8" Studs |
| 2. Pump Side Bearing | 8. 17-3/8" 12 Point Nuts |
| 3. Stator Assembly | 9. O-Ring |
| 4. Turbine Assembly | 10. Cover Bearing (3Pieces) |
| 5. Turbine Side Bearing | |
| 6. Cover Assembly | |

10" & 10.5" BOLT TOGETHER TORQUE CONVERTER

PART #	DESCRIPTION
831	10" TECH -10 SPRAGLESS BOLT TOGETHER CONVERTER
834	10" CADDIE NORTHSTAR BOLT TOGETHER SPRAGLESS 1400-2500 HP
835	10"NORTHSTAR CADDIE BOLT TOGETHER FOR LENCO/BRUNO SPRAGLESS 1400-2800 HP

NEW!



11" PRO-MOD SPRAGLESS RACING CONVERTER

The newest racing converter to the TSI stable, this 11" is designed for 2500+ HP racecars desiring maximum efficiency and durability.

11" RACING CONVERTERS

PART #	DESCRIPTION
840	11" PRO MOD RACING CONVERTER FOR PG AND T-400 2500+ HP
842	11" PRO MOD RACING CONVERTER FOR LENCO, BRUNO C-6

FEATURES

- The Most Efficient 11" Racing Converter in the World
- Failsafe "Spragless" Design. . . No Sprag to Slip or Fail
- New 4140 Hardened Chromoly Impeller Hub
- New 4140 Hardened Pilot and Turbine Hub
- Custom Built Steel Stator
- Massive 3/16" Anti-Ballooning Plates on Pump and Cover
- Torrington Bearings
- Screw On Pilot to Adjust to Midplate
- Knife Edge Design for Maximum Efficiency
- New 6-Pad Billet Cover
- Furnace Brazed Fins
- Computer Balanced and Pressure Tested
- Free Stall Adjustments for 90 Days



9" 245 MM CORE XHD SPRAGLESS RACING CONVERTER

This 9" spragless racing converter is perfect for the budget minded bracket racer. It is made of the same 245mm core that other converter companies use for their \$1000 race converter, and is perfect for racecars of 400-850 HP. It is available in three models which would offer stall ranges of 3000-6500 rpms depending on HP. With anti ballooning plates standard, this converter is a great value.

This racing converter is available for GM, Ford (C-4,C-6) and Chrysler engines and all models comes with a billet cover, aftermarket stator, and furnaced brazed fins.

9" 245MM CORE XHD SPRAGLESS

PART #	DESCRIPTION	MAKE
901XHDLS	9" 245MM CORE SPRAGLESS LOW STALL	GM
901XHDMS	9" 245MM CORE SPRAGLESS MEDIUM STALL	GM
901XHDHS	9" 245MM CORE SPRAGLESS HIGH STALL	GM
902XHDLS	9" 245MM CORE LOW STALL; SPRAGLESS	FORD C-4/C-6
902XHDMS	9" 245MM MEDIUM STALL; SPRAGLESS	FORD C-4/C-6
902XHDHS	9" 245MM CORE HIGH STALL; SPRAGLESS	FORD C-4/C-6
903XHDLS	9" 245MM CORE LOW STALL; SPRAGLESS	727
903XHDMS	9" 245MM CORE MEDIUM STALL; SPRAGLESS	727
903XHDHS	9" 245MM CORE HIGH STALL; SPRAGLESS	727

900 XHD STREET/STRIP CONVERTERS

This is our best Street/Strip converter for those racers who want an excellent racing converter that can be driven on the street. This 9" converter made from the 245 mm core and comes with a heavy duty race quality sprag for durability. Available is three stall models for a stall range from 3000-6500 rpms. Anti ballooning plates are standard and this converter is rated to 850 HP.

This racing converter is available for GM, Ford (C-4,C-6) and Chrysler engines and all models comes with a billet cover, aftermarket stator, and furnaced brazed fins.



FEATURES

- Best Value in the Industry
- Excellent Choice for Street/Strip or Race Only
- Stall Speeds Available from 3000-6500 RPM
- Extremely Efficient, Less Than 3% Slippage in Most Applications
- Anti-Balloon Plates on Pump
- New Billet Cover
- Heat Treated Pump Hub
- Furnace Brazed and Tig Welded Fins for Maximum Strength
- Mechanical Diode Sprag, Rated At 900 ft/lbs of Torque is Standard
- Computer Balanced
- Three Torrington Bearings

9" STREET/STRIP XHD CONVERTERS

PART #	DESCRIPTION	MAKE
900XHD HS	9" STREET/STRIP; HEAVY DUTY SPRAG	GM
900XHD LS	9" STREET/STRIP; HEAVY DUTY SPRAG	GM
900XHD MS	9" STREET/STRIP; HEAVY DUTY SPRAG	GM
904XHDLS	9" STREET/STRIP; HEAVY DUTY SPRAG	FORD C-4/C-6
904XHDMS	9" STREET/STRIP; HEAVY DUTY SPRAG	FORD C-4/C-6
904XHDHS	9" STREET/STRIP; HEAVY DUTY SPRAG	FORD C-4/C-6
905XHDLS	9" STREET/STRIP; HEAVY DUTY SPRAG	727
905XHDMS	9" STREET/STRIP; HEAVY DUTY SPRAG	727
905XHDHS	9" STREET/STRIP; HEAVY DUTY SPRAG	727



10000 HS

FEATURES



10000 XHD

S/S
 HS 3400-3800 rpm
 LS 3000-3400 rpm

10" GM STREET/STRIP CONVERTERS

PART #	DESCRIPTION	RPMS
10000XHS	GM 10' XTRA HS	4100-4500
10000XHSXHD	GM 10" EXTRA HS XHD	4100-4500
10000HS	GM 10' HS	3700-4100
10000HSXHD	GM TH-350-400 BIG SHOT 10HS XHD	3700-4100
10000LS	GM 10" 2900-3300 RPMS	2900-3300
10000LSXHD	GM T-350-400 BIG SHOT 10 LS XHD	2900-3300
10000MS	GM TH350-400	3300-3700
10000MSXHD	GM TH350-400 XHD	3300-3700
10000XLS	10" XTRA LOW STALL T-350/400	2500-2900
10000LSXHD	10" GM EXTRA LS XHD	2500-2900
10001HS	GM 10" PG SPLINE	3400-3800
10001HSXHD	GM 10' PG SPLINE XHD	3400-3800
10050HS	GM 700R4 BIG SHOT 10; LOCKUP HS	3400-3800
10050LS	GM 700R4 BIG SHOT 10; LOCKUP LS	3000-3400
10050NLHS	GM 700R4 BIG SHOT 10; NON-LOCKUP HS	3400-3800
10050NLLS	GM 700R4 BIG SHOT 10; NON-LOCKUP LS	3000-3400
10060HS	GM 200R4 BIG SHOT 10; LOCKUP HS	3400-3800
10060LS	GM 200R4 BIG SHOT 10; LOCKUP LS	3000-3400
10060NLHS	GM 2004R BIG SHOT 10; NON-LOCKUP HS	3400-3800
10060NLLS	GM 2004R BIG SHOT 10; NON-LOCKUP LS	3000-3400

10" TORQUEFLIGHT STREET/STRIP

PART #	DESCRIPTION	RPMS
10400HS	TORQUEFLIGHT 727 BIG SHOT 10HS	3400-3800
10400HSXHD	TORQUEFLIGHT 727 BIG SHOT 10HS XHD	3400-3800
10400LS	TORQUEFLIGHT 727 BIG SHOT 10LS	3000-3400
10400LSXHD	TORQUEFLIGHT 727 BIG SHOT 10LS XHD	3000-3400
10500HS	CHRYSLER 904	3400-3800
10500LS	CHRYSLER 904	3000-3400

10" FORD STREET/STRIP CONVERTERS

PART #	DESCRIPTION	RPMS
10100HS	FORD C4 1966-69 BIG SHOT 10 HS	3400-3800
10100HSXHD	FORD C4 1966-69 BIG SHOT 10 HS XHD	3400-3800
10100LS	FORD C4 1966-69 BIG SHOT 10 LS	3000-3400
10100LSXHD	FORD C4 1966-69 BIG SHOT 10	3000-3400
10101HS	FORD C4 1970-UP 10 1/2 BC LS XHD	3400-3800
10101HSXHD	FORD C4 1970-UP 10 1/2 BC BIG SHOT 10 HS	3400-3800
10101LS	FORD C4 1970-UP 10 1/2 BC BIG SHOT 10 LS	3000-3400
10101LSXHD	FORD C4 1970-UP 10 1/2 BC BIG SHOT 10 LS XHD	3000-3400
10102HS	FORD C4 1970-UP 11 7/16 BC BIG SHOT 10 HS	3400-3800
10102HSXHD	FORD C4 1970-UP 11 7/16 BC BIG SHOT 10 HS XHD	3400-3800
10102LS	FORD C4 1970-UP 11 7/16 BC BIG SHOT 10 LS	3000-3400
10102LSXHD	FORD C4 1970-UP 11 7/16 BC BIG SHOT 10 LS XHD	3000-3400
10200HS	FORD C6 BIG SHOT 10 HS 1.375 PILOT	3400-3800
10200HSXHD	FORD C-6 BIG SHOT 10 HS XHD 1.375 PILOT	3400-3800
10200LS	FORD C6 BIG SHOT 10 LS 1.375 PILOT	3000-3400
10200LSXHD	FORD C-6 BIG SHOT 10 LS XHD 1.375 PILOT	3000-3400
10201HS	FORD C-6 BIG SHOT 10 HS 1.848 PILOT	3400-3800
10201HSXHD	FORD C-6 BIG SHOT 10 HS XHD 1.848 PILOT	3400-3800
10201LS	FORD C-6 BIG SHOT 10 LS 1.848 PILOT	3000-3400
10201LSXHD	FORD C-6 BIG SHOT 10 LS XHD 1.848 PILOT	3000-3400
10300HS	FORD AOD BIG SHOT 10HS	3400-3800
10300HSXHD	FORD AOD BIG SHOT 10HS XHD	3400-3700
10300LS	FORD AOD BIG SHOT 10LS	3000-3400
10300LSXHD	FORD AOD BIG SHOT 10LS XHD	3000-3400

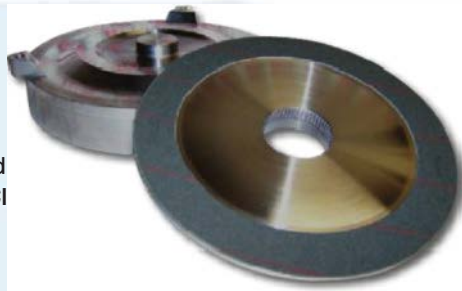


10" 4L60E

No other lock up converter offers this strength and durability at a fair price.

FEATURES

- Three New Torrington Bearings
- New Flanged Impeller Hub
- New Billet Turbine Splines
- Furnace Brazed and Heli Brazed
- XHD Billet Oversized Lock Up Cl
- XHD Billet Front Cover
- Computer Balanced
- Pressure Leak Test
- Best Price in the Industry
- Same Day Shipping



10" 4L80E

10" LOCK UP STREET/STRIP CONVERTERS

FOR 2004R, 700R4, 4L60E, 4L80E AND 6L80 FOR LT1 AND LS1 MOTORS

The heavy duty 10" lock up converter has an oversized Billet lock up piston for exceptional durability in all applications. A Billet Front Cover is standard and all fins are furnace brazed and heli brazed for added strength. Stall speed can be set from 2800-4500 rpms.

10" LOCK UP STREET/STRIP CONVERTERS

PART #	DESCRIPTION	RPMS
10051XLS	10" 4L60/700R4 BILLET COVER AND L/U PLATE; LOCK UP PISTON	2500-2800
10051LS	10" 4L60/700R4 BILLET COVER AND L/U PLATE; LOCK UP PISTON	2800-3200
10051MS	10" 4L60/700R4 BILLET COVER AND L/U PLATE; LOCK UP PISTON	3200-3500
10051HS	10" 4L60/700R4 BILLET COVER AND L/U PLATE; LOCK UP PISTON	3500-3800
10051XHS	10" 4L60/700R4 BILLET COVER AND L/U PLATE; LOCK UP PISTON	3800-4100
10070XLS	10" 4L60E LSI BILLET COVER AND L/U PISTON	2500-2800
10070LS	10" 4L60E LSI BILLET COVER AND L/U PISTON	2800-3200
10070MS	10" 4L60E LSI BILLET COVER AND L/U PISTON	3200-3500
10070HS	10" 4L60E LSI BILLET COVER AND L/U PISTON	3500-3800
10070XHS	10" 4L60E LSI BILLET COVER AND L/U PISTON	3800-4100
10080XLS	10" 6L80 BILLET COVER AND PISTON FOR 6L80 TRANS	2500-2800

PART #	DESCRIPTION	RPMS
10080LS	10" 6L80 BILLET COVER AND PISTON FOR 6L80 TRANS	2800-3200
10080MS	10" 6L80 BILLET COVER AND PISTON FOR 6L80 TRANS	3200-3500
10080HS	10" 6L80 BILLET COVER AND PISTON FOR 6L80 TRANS	3500-3800
10080XHS	10" 6L80 BILLET COVER AND PISTON FOR 6L80 TRANS	3800-4100
10090XLS	10" 4L80E BILLET COVER AND PISTON FOR 4L80E TRAN	2500-2800
10090LS	10" 4L80E BILLET COVER AND PISTON FOR 4L80E TRAN	2800-3200
10090MS	10" 4L80E BILLET COVER AND PISTON FOR 4L80E TRAN	3200-3500
10090HS	10" 4L80E BILLET COVER AND PISTON FOR 4L80E TRAN	3500-3800
10090XHS	10" 4L80E BILLET COVER AND PISTON FOR 4L80E TRAN	3800-4100
10300HS	FORD AOD BIG SHOT 10HS	3400-3800
10300HSXHD	FORD AOD BIG SHOT 10HS XHD	3400-3700
10300LS	FORD AOD BIG SHOT 10LS	3000-3400
10300LSXHD	FORD AOD BIG SHOT 10LS XHD	3000-3400



Ford Big Shot

FEATURES

- Highest Quality Street/Strip on the Market
- New Bearings Between the Stator and Pump
- Rebuilt Sprag Assembly
- New Pump Hub
- New Turbine Hub
- Pump and Turbine Tig Spot Welded for Extra Strength

FORD AND TORQUEFLITE STREET CONVERTERS

Our Ford and Torqueflite street converters are designed for the enthusiast with modified engines such as cam, intake, header, or rear gear modifications. Our Big Shot will improve initial acceleration .2 to .3 tenths of a second over your stock converter by increasing stall speed 600-900 RPM depending on HP and torque.

FORD BIG SHOT

The Ford BIG SHOT Street Converter is available for all of the Ford C-4 and C-6 transmissions. Its mild stall-speed increases allow it to be the choice of many street cruisers and lightly modified street cars. This converter works well in big block applications that are slightly modified and used as a daily driver. Good for slightly modified 4x4s and pick ups. *Stall speed range: 2200-2600 rpms. Rated to 500 HP.*

11" FORD STREET CONVERTERS		
PART #	DESCRIPTION	RPMS
11000	FORD C4 BIG SHOT; 1966-69 10 1/2 BC	2400-2700
11010	FORD C4 BIG SHOT 1970-U; 10 1/2 BC	2400-2700
11020	FORD C4 BIG SHOT 1970-U; 11 7/16 BC	2400-2700
11030	FORD C6 BIG SHOT 1.375	2400-2700
11040	FORD C6 BIG SHOT 1.848; PILOT	2400-2700



TorqueFlite Big Shot

TORQUEFLITE BIG SHOT

The 727 Big Shot Street Converter is primarily used in cars that are slightly modified, and mostly street driven. An excellent converter for mild 440 cu. in. motors. Hydraulic and flat tappet cams with good low-end and mid-range torque work well with this converter. *Stall speed range: 2400-2800 rpms.*

Rated to 500 HP.
Available for Ford and Chrysler applications.

11" TORQUEFLIGHT STREET CONVERTERS		
PART #	DESCRIPTION	RPMS
11050	TORQUEFLITE 727 BIG SHOT	2400-2700
11070	CHRYSLER 904 BIG SHOT	2400-2700

GM 2400 & GM 2800

Transmission Specialties is offering a unique street converter for those enthusiasts who demand only the best. This converter has virtually all new internal parts for strength and durability, including new turbine hub, new pilot, new impeller hub, 360 degree laser cut mounting ring with dual bolt circle, and three roller Torrington bearings. This converter is fully heli brazed, is computer balanced and pressure leak tested. The GM 2400 and GM 2800 are designed to replace the 12" GM street converter as 12" core is quickly becoming extinct.

The 2400 and 2800 are unmatched in quality and workmanship in the industry and a genuine value for the money spent.

12" GM STREET CONVERTERS		
PART #	DESCRIPTION	RPMS
GM 2800	GM STREET CONVERTER XHD 2600-2800 STALL	2600-2800
GM 2400	GM STREET CONVERTER XHD 2300-2600 STALL	2300-2600



GM BIG SHOT 12" 700R4

Available for GM and some Ford applications.

12" STREET CONVERTERS

PART #	DESCRIPTION	RPMS
12010HS	GM 700R4 12 BIG SHOT LOCKUP HIGH STALL	2400-2800
12010LS	GM 700R4 12 BIG SHOT LOCKUP LOW STALL	2000-2400
12020HS	GM 200R4 12 BIG SHOT LOCKUP HIGH STALL	2400-2800
12020LS	GM 200R4 12 BIG SHOT LOCKUP LOW STALL	2000-2400
12030	FORD AOD 12 XHD	2400-2700

12" STREET CONVERTERS

Our 12" Street converters are the standard of the Industry by which all others are measured. Maybe that's why we sell more than all others combined.

Designed for vehicles with mild intake or camshaft changes, our street converters give you the increased stall speed to complement the HP and torque increase of your combination, plus a smooth ride for the daily driver.

FEATURES

- New Pump Hub
- New Bearing Between Stator and Pump
- Computer Balanced and Pressure Leak Tested
- Rebuilt Sprag Assembly
- Pump and Turbine Fins Tig Spot Welded for Extra Strength
- Competitively Priced

HS=High Stall 2400-2800 rpm
LS=Low Stall 2000-2400 rpm

The 12" Street Converter is available in 700R4, 2004R and AOD in both high stall and low stall.

TOWING CONVERTERS

Transmission Specialties Towing Converters improve your fuel economy, reduces transmission temperatures, and give you better top end speed while towing your racecar.

Many of the late models include a new billet cover that eliminates clutch surface warping and mounting pad weakness.

DIESEL MODELS NOW AVAILABLE.



Towmaster

Diesel Converter

10" FORD STREET/STRIP CONVERTERS

PART #	DESCRIPTION
13000	GM TH-400 13 TOWMASTER
13002	GM 700R4 13 TOWMASTER
13003	GM 200R4 13 TOWMASTER
13004	GM1000/2000 ALLISON MULTI CLUTCH GAS W/BILLET COVER
13005	GM1000/2000 ALLISON MULTI CLUTCH DIESEL W/BILLET COVER
13101	FORD C4 12 TOWMASTER 1966-1969
13202	FORD C6 TOWMASTER RV 1.848 PILOT
13301	FORD AOD TOWMASTER

PART #	DESCRIPTION
13401	TORQUEFLITE 727 13 TOWMASTER
13403*	FORD E40D/4R100 TOWMASTER 4 PAD DIESEL MULTI CLUTCH W/BILLET COVER
13404*	FORD E40D DIESEL 6 PAD TRIPLE CLUTCH W/BILLET COVER
13408*	CHRYSLER 46RE/47RE TOWING MULTI CLUTCH GAS WITH BILLET COVER
13409*	CHRYSLER 46RE/47RE CUMMINGS TOWMASTER MULTI CLUTCH DIESEL WITH BILLET COVER

* \$200 CORE CHARGE OR CORE EXCHANGE

TORQUE CONVERTER REPAIR

Transmission Specialties will freshen-up and repair your racing converter using the finest high performance components available and utilizing our 20 years of experience. We will repair all makes and models and have same day service available.



TORQUE CONVERTER REPAIR

PART #	DESCRIPTION
600	FLUSH
600A	CUT, CLEAN, AND INSPECT
601	CUT, CLEAN & WELD
602	CONVERTER FRESHEN UP
603	NEW BAND
603A	NEW BEARINGS
604	NEW HUB
605	MAKE SPRAGLESS
606	NEW TURBINE
606 OS	NEW OVERSIZED TURBINE AND CONVERTER FRESHEN
608	NEW PUMP
609	NEW FRONT COVER
610	MAKE MECHANICAL DIODE
612	MAKE DURA SPRAG
613	ADD ANTI-BALLOONING PLATES
614	PRIORITY SERVICE
615	MAKE STEEL STATOR

REPAIR



TSI attends all national trade shows for performance transmissions and torque converters and are members of **ATRA** (Automatic Transmission Rebuilders Association), **TCRA** (Torque Converter Rebuilders Association), **GEARS** (Gears Magazine), **PRI** (Performance Racing Industry), **IHRA** (International Hot Rod Association), **NHRA** (National Hot Rod Association), **PRI** (Performance Racing Industry), **Atco Raceway** (Track Sponsor of the Year).

TRANSMISSION SPECIALTIES

High Performance Transmissions

Every transmission, whether it's rated for 700 or 2500 HP, is built by one builder to insure unsurpassed quality of workmanship. There are no assembly lines at TSI.

Our primary builder has over 30 years experience and unlimited knowledge when offering technical assistance to customers.



PL1000/1001



PL2000



PL2500

PROLINE 1000/1001

The ProLine 1000 and 1001 are excellent for footbrake applications where the HP is below 750. The only difference in the transmissions is the 1.82 vs. 1.76 gear ratios. Excellent starter transmission that can be modified to higher HP applications at a reasonable price.

PROLINE 2000

The ProLine 2000 is designed for the bracket racer who uses a transbrake. It is rated to 850 HP and the perfect choice for the serious racer on a tight budget. Can be upgraded with a deep aluminum pan and SFI PG shield for \$99.

POWERGLIDE

FEATURES

Proline 1000

- ✓ 1.82 O.E.M. Gear Set
- ✓ O.E.M. Input
- ✓ O.E.M. Output
- ✓ 6 Clutch Direct Drum
- ✓ Billet Clutch Hub
- ✓ Fully Manual
-Forward Pattern
-Valve Body
- ✓ High Flow PG Pump
- ✓ **Rated to 600 HP**

Proline 1001

- ✓ 1.76 O.E.M. Gear Set
- ✓ O.E.M. Input
- ✓ O.E.M. Output
- ✓ 6 Clutch Direct Drum
- ✓ Billet Clutch Hub
- ✓ Fully Manual
-Forward Pattern
-Valve Body
- ✓ High Flow PG Pump
- ✓ **Rated to 750 HP**

FEATURES

- ✓ Prolite Transbrake
- ✓ 4340 Hardened Input
- ✓ New Clutch Hub
- ✓ New Servo
- ✓ 6 Clutch Pack
- ✓ Stock 1.76 Carrier
- ✓ Stock Case
- ✓ High Flow PG Pump
- ✓ High Performance Gasket & Seals
- ✓ **Rated to 850 HP**

PROLINE 1000/1001

PART #	DESCRIPTION
2512-1000	PROLINE GLIDE 1000 STANDARD LENGTH
2512-1000S	PROLINE 1000 SHORTY
2512-1001	PROLINE GLIDE 1001 1.76 FIRST GEAR
2512-1001S	PROLINE 1001 SHORTY

PROLINE 2000

PART #	DESCRIPTION
2512-2000	PROLINE GLIDE 2000
2512-2000S	PROLINE 2000 SHORTY W/ TRANSBRAKE

PROLINE 2500

The Proline 2500 adds **the "unbreakable" 1.80 straight cut gears** into a stock PG output and carrier, **300M input shaft plus a deep aluminum pan** to the PL 2000. This increases the rating to 1150 HP.

FEATURES

- ✓ Prolite Transbrake
- ✓ **300m Input Shaft**
- ✓ New Clutch Hub
- ✓ New Servo
- ✓ 8 Clutch Pack
- ✓ Stock Carrier
- ✓ **New 9310 1.80 Gears**
- ✓ **New 1.80 Ring Gear**
- ✓ **Deep Aluminum Pan**
- ✓ High Flow PG Pump
- ✓ High Performance Gasket and Seals
- ✓ Stock Case
- ✓ **Rated to 1150 HP**

PROLINE 2500	
PART #	DESCRIPTION
2512-2500	PROLINE 2500 WITH 1.80 GEARS DEEP ALUM PAN
2512-2500S	PROLINE 2500 SHORTY W/ 1.80 GEARS, BRAKE & DEEP PAN

PROLINE 3000

This is the same transmission as the PL2500 but with but an SFI approved case.

FEATURES

- ✓ Prolite Transbrake
- ✓ 300m Input Shaft
- ✓ New Clutch Hub
- ✓ New Servo
- ✓ 8 Clutch Pack
- ✓ Stock Carrier
- ✓ New 9310 1.80 Gears
- ✓ **New 1.80 Ring Gear**
- ✓ **Deep Aluminum Pan**
- ✓ High Flow PG Pump
- ✓ High Performance Gasket and Seals
- ✓ **SFI Approved Case**
- ✓ **Rated to 1150 HP**

PROLINE 3000	
PART #	DESCRIPTION
2512-3000	PROLINE 3000 ADDING SFI APPROVED CASE TO PROLINE 2500 STANDARD
2512-3000S	PROLINE 3000 SHORTY SFI APPROVED CASE WITH PROLINE 2500 SHORTY

PROLINE 4000

The Proline 4000 has all the features as the PL 5000 but is built with at stock PG case. It is rated to 1600+ HP.

FEATURES

- ✓ Prolite Transbrake
- ✓ **NASA Input Shaft w/ Rings**
- ✓ New Clutch Hub
- ✓ New Servo
- ✓ 8 Clutch Pack
- ✓ **4340 Output Shaft**
- ✓ 9310 1.80 Gears
- ✓ **New Gear Housing**
- ✓ **New 1.80 Ring Gear**
- ✓ **New Pins**
- ✓ **New Thrust Washers**
- ✓ Deep Aluminum Pan
- ✓ High Flow PG Pump
- ✓ High Performance Gasket and Seals
- ✓ Stock Case
- ✓ **Rated to 1600 HP**

PROLINE 4000	
PART #	DESCRIPTION
2512-4000	PRO-LINE GLIDE 4000 1.80 PLANETARY, NASA SHAFT STOCK CASE
2512-4000S	PROLINE 4000 SHORTY 1.80 PLANETARY, NASA SHAFT STOCK CASE

PROLINE 5000

The Proline 5000 is our most popular transmission and is rated to 1800 HP. It includes all our best parts except those extreme HP options of the PL5500. The PL 5000 has been in more Big Dollar Bracket winner's car than all the other's combined!

FEATURES

- ✓ Prolite Transbrake
- ✓ **NASA Input Shaft w/ Rings**
- ✓ New Clutch Hub
- ✓ New Servo
- ✓ 8 Clutch Pack
- ✓ **New 4340 Output Shaft**
- ✓ 9310 1.80 Gears
- ✓ **New 1.80 Ring Gear**
- ✓ **New Pins**
- ✓ **New Thrust Washers**
- ✓ Deep Aluminum Pan
- ✓ High Flow PG Pump
- ✓ High Performance Gasket and Seals
- ✓ **SFI Approved Case**
- ✓ **Rollerized Tail Housing**
- ✓ **Rated to 1800 HP**

PROLINE 5000	
PART #	DESCRIPTION
2512-5000	PRO-LINE GLIDE 5000 1.80 PLANETARY, SFI APPROVED CASE NASA SHAFT 1800HP
2512-5000S	PROLINE 5000 SHORTY 1.80 PLANETARY, NASA SHAFT, SFI APPROVED CASE 1800HP

POWERGLIDE

PROLINE 5500 ULTIMATE POWERGLIDE

Designed for those racers who want only the best. This PG transmission has every feature available to withstand horsepower applications up to 2500. It is state of the art technology, including CNC designed parts not available elsewhere.

When purchasing a high performance transmission, this old proverb is very applicable. . . "the bitterness of poor quality remains long after the sweetness of low price is forgotten"



**Pro-Line
Glide 5500**

FEATURES

- ✓ **SFI Approved Case and Rollerized Tailhousing**
- ✓ **Pro Mod Pump and NASA "Ringless" Input Shaft**
The pro mod pump is rebuilt with new pump, gears and new hardened T-400 stator tube so cooler can be used. The NASA ringless input shaft is the best steel made with a warranty of one year twisting or breakage.
- ✓ **"Ringless" NASA Input Shaft**
Designed with steel recommended by NASA, this is the real deal. Ringless design means no stress points and NASA steel is stronger and more flexible than VASCO or 300m. Warranty is best in the industry at one year for twisting or breakage.
- ✓ **Pro Mod Drum**
10 clutch pack drum for additional clutch surface.
- ✓ **300M Hardened Output Shaft**
300M is 17% stronger than standard 4340 material. One year warranty on twisting or breaking.
- ✓ **1.80 Straight Cut Gears and Ring Gear**
Made of hardened 9310 material, these are the original "unbreakable" 1.80 gears. These are not timed gears and come with a 2 year warranty.
- ✓ **New Gear Carrier**
- ✓ **Prolite Transbrake Valve Body**
- ✓ **Red Alto Clutches and Steels**
- ✓ **Red Alto or Kevlar Band**
- ✓ **Deep Aluminum Pan**
- ✓ **Dual Ring Lip-Seal Servo**
- ✓ **High Performance Gaskets and Seals**
- ✓ **Newly Designed Thrust Washers to Withstand High HP**

PROLINE 5500

PART #	DESCRIPTION
2512-5500	ULTIMATE POWERGLIDE 1.80 GEARS 300M OUTPUT, PRO MOD PUMP, PRO MOD DRUM 2500HP
2512-5500S	ULTIMATE PG SHORTY 1.80 GEARS PRO MOD DRUM, PRO MOD PUMP 2500HP

UNBREAKABLE

1.80 Gear Set

- ✓ 1.69 Also Availal
- ✓ Includes 300m Output Shaft



Pro-Mod Drum

- ✓ 10 Clutch Pack Drum for Additional Clutch Surface

Ringless NASA Super Shaft & Pro Mod Pump

THE STEALTH 6500

AEROSPACE TECHNOLOGY FOR DRAG RACING APPLICATIONS

The Transmission Specialties Stealth 6500 Powerglide Transmission is designed for the most powerful engine combinations in the Industry.

It is rated up to 3000 HP and has unparalleled quality and strength in each part. The solid steel PG pump has remarkable strength and is clearly stronger and more durable than the aluminum pumps. The T-400 output increases output shaft strength by 31% to handle all horsepower applications and the 1.80 gears, modified to

the oversized input shaft are the best in the Industry. The 1.125" NASA ringless input shaft is 18% stronger than the existing NASA shaft and is a perfect fit with the solid steel PG pump. The Pro Lite Brake, deep pan and dual ring servo are standard on all Racing Transmissions.

We welcome inquiries from Builders.

#2508SS

SOLID STEEL PG PUMP

- ✓ 3 Piece Modular Design
- ✓ Solid Steel Oversized Pump Gears



ONE PIECE HARDENED SOLID STEEL STATOR TUBE

- ✓ PG or Oversized



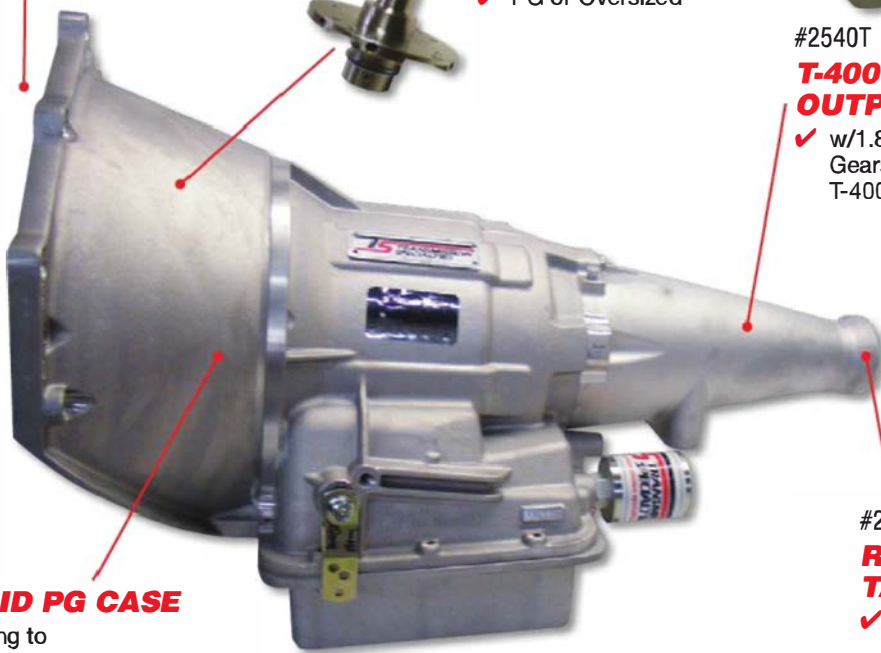
#2540T

T-400 (4340) OUTPUT SHAFT

- ✓ w/1.80 Hardened 9310 Gears Modified to Fit T-400 Output

#2517H

1.125" NASA RINGLESS INPUT SHAFT



#2504/2PG

TWO PIECE REID PG CASE

- ✓ Machined w/Bushing to Fit T-400 Output

#2505B

ROLLERIZED TAIL HOUSING

- ✓ for T-400 Output

POWERGLIDE

PROLINE 6500

PART #	DESCRIPTION
2512-6500	STEALTH PG OVERSIZED SHAFT, GEARS, STEEL PUMP
2512-6500S	STEALTH 6500 SHORTY

Transmission Specialties will offer the Stealth 6500 complete and ready for installation, or sell the individual parts to any racer or transmission builder who wants to build their own 6500 transmission.

PG ACCESSORIES

PART #	DESCRIPTION
2500	1/4 QUICK COUPLING KIT
2501	1/8 QUICK COUPLING KIT
2502	BILLET ALUMINUM SUPPORT W/ BRG
2502B	ALUM SUPPORT W/OVERSIZED BEARING FOR T-400
2503	REPLACEMENT BEARING FOR SUPPORT
2504	REID CASE W/ LINER
2504 2 PC	REID 2 PIECE CASE
2504 2PC OS	REID 2 PIECE CASE FOR T-400 OUTPUTW/BUSHING UTPUT W/BUSHING
2504CS	P/G CASE SAVERS SET OF 6
2505	TSI AFTERMARKET SFI CASE
2505A	P/G ROLLERIZED TAIL HOUSING
2505B	PG TAIL MILLED FOR T-400 OUTPUT W/BEARING
2506D	ALTO THIN CLUTCH DIRECT
2506W	ALTO WAFFLE THIN DIRECT
2507D	ALTO THIN STEELS DIRECT
2508A	POWERGLIDE FRONT PUMP WITH NEW GEARS AND STATOR SUPPORT
2508PH	PG PUMP HALF REVISED W/ OVERSIZED GEARS
2508A PM	PRO MOD PUMP WITH T-400 STATOR TUBE
2508SS	PG SOLID STEEL PUMP WITH OVERSIZED GEARS AND PG STATOR
2508SS NASA	PG SOLID STEEL PUMP W/ T-400 STATOR TUBE NASA
2508SS OS	PG SOLID STEEL PUMP WITH OVERSIZED GEAR AND OVERSIZED STATOR
2508D	ALTO THICK CLUTCH-DIRECT
2508PM	PRO MOD PG PUMP AND 300M RINGLESS SHAFT
2508PM NASA	PRO MOD PUMP WITH NASA RINGLESSINPUT SHAFT
2508R	THICK REV. CLUTCH
2509D	ALTO THICK STEELS DIRECT
2509R	THICK STEELS REVERSE
2510C	PRO MOD CLUTCHES
2510S	PRO MOD STEELS
2511	FRONT PUMP GEARS
2511W	OVERSIZED PG PUMP GEARS
2512	SUN GEAR THRUST BRG.
2513	PG MANUAL SHIFT VALVE BODY
2514	PG PRO-LITE TRANS BRAKE KIT

#2505

TSI SFI APPROVED PG CASE

One piece case with liner eliminates the need for the PG shield.



#2508A

PG REPLACEMENT FRONT PUMP

- Larger Pump Gears
- Extra Clamping Bolts
- Stiffer Castings
- Redesigned Oil Circuitry
- High Strength Stator Support Shaft



#2508PH

PG PUMP HALVES

Reworked PG stock gear side pump half to fit oversized gears. Core needed.

- CNC Machine the Pump Cavity Smooth
- Replace the Existing Gears with Hardened Oversized Gears

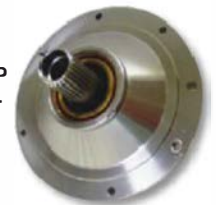


#2508SS

SOLID STEEL PG PUMP

2508SS Solid steel PG pump for high HP applications. Available with one piece stator for standard or ringless input shafts.

- 100% Solid Steel
- Oversized Solid Steel Pump Gears
- Three Piece Modular Design
- Available in PG or T-400 Stator Tube
- Incredible Strength vs Stock or Aluminum Pumps





#2513/2514

PRO-LITE VALVE BODIES

Our PG Valve Body is release in .010 of a sec faster or we don't ship. PG ProLite valve body is Dyno-tested.



#2515/2515A/2515SK

**The Transmission Specialties
REBUILDABLE SOLENOID -
Not the Cheapest,
Just the Best!**

Our high-tech engineered solenoids are produced from scratch in our micro-processor controlled manufacturing facility. They are three times stronger than other solenoids, allowing 1 release pressure and quicker reaction times.



PART #	DESCRIPTION
2514SS	PG STREET/STRIP TRANS BRAKE
2514G	PG VALVE BODY GASKETS (2) SET OF 3
2515	PG REPLACEMENT SOLENOID
2515A	PG REPLACEMENT SOLENOID (FOR PANCAKE STYLE)
2515SK	SOLENOID SERVICE KIT
2516M	PG 300M INPUT HIGH FLOW
2517H1	NASA HOLMES#1 INPUT 1.125" FITS STANDARD GEAR SET
2517H2	NASA HOLMES#2 INPUT 1.125" FIT MODIFIED 1.80 GEARS
2517M	PG TURBO W/BUSHING 300M INPUT
2517NASA	NASA PG INPUT SHAFT TURBO WITH RINGS RATED TO 1800 HP
2517PM NASA	NASA MATERIAL RINGLESS INPUT FOR PRO MOD PUMP
2518	PG SPLINE ALLOY INPUT SHAFT 4340 MATERIAL 850 HP
2519	PG TO TURBO 350-400 SPLINE ALLOY INPUT W/BUSHING 4340 STEEL 850 HP
2520	PG TO TURBO 350-400 SPLINE ALLOY INPUT HIGH FLOW 4340 STEEL 850 HP
2521	PG YOKE FOR BEARING
2522	PG 1.80 BROACHED FLANGE PLATE
2523S	PG 10 CLUTCH DRUM COMPLETE WITH 10 ALTO CLUTCHES AND STEELS
2523D	PG 10 CLUTCH DRUM ONLY
2523P	PISTON FOR 10 CLUTCH DRUM
2524	PG STATOR SUPPORT
2526	PG SHORTY HOUSING W/ BUSHING
2527	SHORTY HOUSING WITH BEARING KIT
2528	REPLACEMENT BEARING FOR SHORTY HOUSING



#2523S

POWERGLIDE 10 CLUTCH DRUM

10 clutch pack drum complete with 10 thins ALTO clutches and steels plus oversized hub.



#2535S/2535SS

**1.69 OR 1.80 STRAIGHT CUT
GEAR SET & RING GEAR**

Highly recommended for applications up to 2500 h.p. Also available in 1.69 ratio.

PART #	DESCRIPTION
2529	STOCK PG DRUM
2529C	STOCK DRUM COMPLETE 6 ALTO CLUTCHES AND CUT PISTON PLUS HUB
2529P	PG CUT PISTON FOR DRUM
2534	ALLOY OUTPUT SHORTY OR STD WITHOUT GEAR PLUS CARRIER
2534G	PG GEAR CARRIER
2534L	LONG OUTPUT SHAFT ONLY, NO CARRIER
2534M	300 M ALLOY OUTPUT SHORTY OR STANDARD WITH GEAR CARRIER
2534S	SHORTY OUTPUT SHAFT NO CARRIER
2534T	T-400 OUTPUT SHAFT FOR PG WITH GEAR CARRIER
2535A	9310 GEAR SET PIN KIT INCLUDES NUTS
2535S OS	1.80 GEARS TO FIT OVERSIZED NASA 1.125 SHAFT
2535S OS SINGLE	MODIFIED 1.80 GEAR TO FIT NASA 1.125" SHAFT
2535FG	1.80 FLANGE GEAR
2535S	1.80 STRAIGHT CUT GEARS 9310 MATERIAL
2535SS	1.69 STRAIGHT CUT GEARS 9310 MATERIAL
2536	PG THRUST WASHER KIT INCLUDES WASHERS AND ROLLER BEARINGS
2536N	PG NEEDLE BEARING KIT
2537F	PRO MOD FLANGE FOR FMX CLUTCHES
2537H	PRO MOD HUB
2537D	PRO MOD DRUM FOR FMX CLUTCHES
2540A	NEW 4140 RING GEAR FOR 1.80 GEAR SET
2540S	PG 1.80 GEAR PLANETARY W/ RING GEAR
2540S 300L	300M OUTPUT W/ 180 GEAR PLANETARY STANDARD
2540S 300S	300M OUTPUT 1.80 PLANETARY SHORTY
2540S SH	SHORTY 1.80 GEAR PLANETARY
2540SS	PG PLANETARY W/1.69 GEARS 9310 MATERIAL & RING GEAR
2540SS 300L/S	PG PLANETARY W/1.69 GEARS WITH 300M OUTPUT
2540SS SH	PG PLANETARY SHORTY W/ 1.69 GEARS
2540T	T-400 OUTPUT PLANETARY WITH MODIFIED 1.80 GEARS
2541LS	DUAL RING SERVO W/LIP SEAL
2542	RING KIT FOR SERVO (2)RINGS
2543	PG STEEL CLUTCH HUB
2543A	LIGHTENED CLUTCH HUB
2544	PG BAND HIGH PRESSURE LININ
2544K	PG BAND W/KEVLAR LINING



#2541LS/2542

DUAL-RING "LIP SEAL" SERVO PISTON

Dual-ring technology reduces pressure leaks, reduces backup when applying transbrake, lowers risk of high gear bind-up, and improves reaction time. CNC-machined from a solid billet of 6061-T6 aluminum.

#2546

PG OVERFLOW TANK

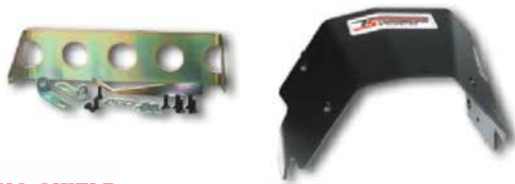
- NHRA Required
- Constructed of T-6061 Aluminum Tubing
- Fully Tig Welded End Caps and Mounting Brackets



#2547

PG U-BUILD IT KIT

-Build-It kits include all necessary ALTO high performance clutches, steels, gaskets, rings, filters, and specialty items needed to rebuild your transmission to the highest level.



#2551
PG SFI TRANS SHIELD

Manufactured from 6061-T6 aluminum alloy, these shields are a better choice than an oil soaked trans blanket. SFI approved.

#2552
SFI FLYWHEEL SAFETY SHIELD

Safety requirement for most racecars by NHRA standards.



#2517H2
OVERSIZED NASA INPUT SHAFTS

The 1.125" NASA ringless input shaft is 18% stronger than the existing NASA shaft and is a perfect fit with the solid steel PG pump.

#2553
CAST ALUMINUM PAN

Additional oil capacity and case reinforcement benefit all racing applications. Includes spacer and bolts.



INPUT SHAFTS FOR EVERY RACER



4340 STEEL

Perfect for the Bracket Racer who needs an input stronger than stock.

- #2518 PG Spline 4340
- #2919 PG to Turbo w/bushing 4340
- #2520 PG to Turbo high flow 4340
- #5009S C-4 4340

CNC machined from hardened 4340 steel, will fit either 1.76 or 1.82 gear set.

Rated to 850 HP.



NEW 300M IS 24% STRONGER THAN 4340. An excellent input shaft for the money spent.

- #2516M 300M PG to Turbo high Flow
- #2517M 300M PG to Turbo w/bushing
- #6005 AOD HD Input

CNC machined from hardened 300M steel. High flow 2516M designed for racing converters with a bushing installed.

Rated to 1150 HP.



UNBREAKABLE

CNC machined from a new aerospace steel recommended by NASA.

NASA PRO MOD RINGLESS

The "ringless" NASA input shaft for the PG pump with T-400 stator tube.

#2517PM NASA

**Rated to 2300 HP.
Warranty one year on
BREAKAGE or TWISTING.**

NASA WITH RINGS

Will fit any Powerglide pump

#2517 NASA

**Rated to 1800 HP.
One year warranty on
breakage.**

PG ACCESSORIES

PART #	DESCRIPTION
2554	PG DIP STICK AND TUBE
2554A	PG DIPSTICK W/LOCKING TUBE SHORTY
2555A	TWO PIECE SHIFT LEVER
2556	PG FILTER AND GASKETS
2557	PAN GASKET
2558I	PG INPUT TEFLON RING SET OF 2
2558P	TEFLON PUMP RING KIT (2 PUMP RINGS)
2558PG	PG PUMP GASKET KIT
2559	PUMP TO DRUM BEARING
2560	FRONT PUMP SEAL
2561	FRONT PUMP BUSHING
2562	EXTENSION HOUSING BUSHING
2563	BUSHING KIT (ALL BUSHINGS)
2564	EXTENSION HOUSING SEAL
2565	DRUM BUSHING
2567	PRESSURE REGULATOR SPRING
2568	PG DOUBLE THRUST WASHERS 100 TO A BAG
2569	PG SINGLE THRUST WASHERS 200 PER BAG
WPRS	WHITE PRESSURE REG. SPRING
2570	PG INTERNAL REBUILD KIT PARTS 2571-2600
2571	SERVO PISTON ROD
2572	RANGE SELECTOR GUIDE PLATE
2573	ROOSTER COMB
2574	ROLLER ASSEMBLY FOR DETENT
2575	PARKING PAWL PIN
2576	SERVO APPLY LINE
2577	BANK APPLY STRUT
2578	BAND WEDGE STRUT
2579	PARK PAWL BRACKET
2580	REVERSE CLUTCH SPRING RETAINER
2581	PARK/LOCK ACTUATOR
2582	PARKING PAWL
2583	SPRING RETAINER FOR CLUTCH DRUM
2584	REVERSE PISTON
2585	SERVO COVER
2585	REVERSE PRESURE PLATE
2586	SERVO PISTON RETURN SPRING
2587	SMALL SERVO SPRING AND WASHER
2588	PARK/LOCK PAWL SPRING

#2554
PG DIP STICK LONG
 PG dipstick w/locking tube



#2554A
PG DIP STICK SHORT
 Comes with locking stick.



PART #	DESCRIPTION
2589	SERVO PISTON ROD RETAINER CLIP
2590	REV CLUTCH RETAINER SNAP RING
2591	RETAINING SNAP RING
2592	REV PISTON HUB SNAP RING
2593	REAR CLUTCH HUB THRUST WASHER
2594	FRONT CLUTCH HUB THRUST WASHER
2595	PAWL BRACKET GUIDE BOLT
2596	DETENT RANGE SELECTOR SPRING
2597	BRACKET FOR DETENT SPRING
2598	RANGE SELECTOR LEVER RETAINING RING
2599	RANGE SELECTOR SCREW/NUT /WASHER
2600	BAND ADJ LOCK NUT



FEATURES

T-350 STREET/STRIP

Rated to 600 HP

- ✓ Retains Automatic Upshifts and O.E.M. Shift Patterns
- ✓ O.E.M. Input and Output Shafts
- ✓ Firm Positive Shift Feel
- ✓ Modified Pistons for Clutch Clearance
- ✓ Rebuilt Pump
- ✓ ALTO Clutches & Steels
- ✓ Heavy Duty Intermediate Sprag Race

T-350 COMPETITION

Rated to 600 HP

- ✓ Forward or Reverse Pattern Manual Valve Body
- ✓ Teflon Sealing Rings
- ✓ Heavy Duty Intermediate Sprag Outer Race

T-350 w/TRANSBRAKE

Rated to 850 HP

- ✓ Transbrake Valve Body
- ✓ 36 Intermediate Sprag and Drum Assembly
- ✓ Deep Aluminum Pan

T-350 TRANSMISSIONS	
PART #	DESCRIPTION
35001	TH-350 CHEVY STREET/STRIP W/6 TAIL HOUSING
35003	TH-350 CHEVY STREET/STRIP WITH 36 ELEMENT DRUM AND SPRAG
35005	TH-350 CHEVY STREET/STRIP 4X4
35008	TH-350 STREET STRIP BOP W/6 TAIL HOUSING
35012	TH-350 CHEVY RACING STD PATTERN MANUAL SHIFT W/6 TAIL HOUSING
35013	TH-350 CHEVY RACING WITH REVERSE PATTERN VALVE BODY
35014	TH-350 CHEVY RACING STD PAT MAN SHIFT W/6 TAIL 36 ELEMENT SPRAG AND DRUM
35027	T-350 W/TRANS BRAKE 36 ELEMENT SPRAG AND DRUM

T-350 TRANSMISSION PARTS	
PART #	DESCRIPTION
3513	U BUILD IT KIT RACE
3514	TRANS SAFETY SHIELD SFI
3515	DIP STICK AND TUBE WITH LOCKING STICK
3518	PAN GASKET
3520	VACUUM MODULATOR
3521	CASE BUSHING
3522	DIRECT DRUM BUSHING
3523	FRONT PUMP O-RING & GASKET
3524	FRONT PUMP BUSHING
3525	REAR TAILHOUSE BUSHING
3526	BUSHING KIT (ALL BUSHINGS)
3527	REAR TAILHOUSE SEAL
3528	STATOR SUPPORT BUSHING
3530	WASHER KIT (ALL WASHERS)
3531	INTERMEDIATE SPRAG (SPRING AND ROLLERS)
3532	HI PERFORMANCE BAND
3533	HIGH GEAR CLUTCHES (SET 5)
3534	INTERMEDIATE CLUTCHES (ST 3)
3535	REVERSE CLUTCHES (SET 5)
3536	STEEL DRUM WITH 36 ELEMENT SPRAG

T-350 TRANSMISSION PARTS	
PART #	DESCRIPTION
3506	T-350 TRANSBRAKE
3507	T-350 STD PATTERN MANUAL VALVEBODY
3507R	T-350 REVERSE PATTERN VALVE BODY
3508	T-350 MANUAL-AUTOMATIC VALVEBODY
3509	HD HEAT TREATED SPRAG RACE
3510	T-350 DEEP ALUMINUM PAN WITH SPACER AND BOLTS

“FAIL SAFE” T-400 W/PRO MOD SPRAG

For those racers who want a three speed rated to 2000HP.

The key to this transmission's strength and durability is the custom built Pro Mod Sprag assembly. While the Borg Warner 34 element sprag is rated to 850 HP, the Pro Mod sprag is designed to withstand 2000HP. Can be built with a transbrake or manual valve body.

FEATURES

- Custom Built Pro Mod Sprag Assembly
- Trans Brake Valve Body
- 5 Clutch Intermediate Pack
- Cast Deep Aluminum Pan
- Rollerized Output Shaft
- Hardened Steel Alloy Main Shaft
- Vasco Input Shaft
- Billet Forward Hub
- High Pressure Pump
- Bushed Center Support
- 2.48 Low Gear Assembly
- Alto Clutches and Steels
- High Pressure, Pump Assembly



TURBO 400

The T-400 is the strongest and most durable of the 3 speed transmissions.

It is available in the Chevy, BOP and Towing models and can be ordered in the short (4") tail housing or long (9.5") tail housing. The T-400 Street/Strip, T-400 w/ reverse manual valve body, and the T-400 with transbrake are all rated to 850 HP. The "Failsafe" T-400 with the Pro Mod Sprag is rated to 2000 HP.

T-400 STREET/STRIP

Rated to 850 HP

- ✓ Retains Automatic Upshifts
- ✓ O.E.M. Input
- ✓ 34 Element Sprag
- ✓ Rollerized Output Shaft
- ✓ ALTO Clutches, Steels
- ✓ Rebuilt Pump

T-400 w/REVERSE MANUAL VALVE BODY

Rated to 850 HP

- ✓ Deep Aluminum Pan
- ✓ Reverse Manual Valve Body
- ✓ Intermediate Drum w/34 Element Sprag

T-400 w/RACING TRANSBRAKE

Rated to 850 HP

- ✓ Transbrake Valve Body
- ✓ Clutch Packs and Unit End Play Cleared for "Low Drag" Friction Free Performance
- ✓ Intermediate Drum w/34 Element Sprag

T-400 TRANSMISSIONS

PART #	DESCRIPTION
40001	TH-400 CHEVY STREET & STRIP W/4 TAIL & SLIP YOKE
40011	TH-400 RACING W/ REVERSE MANUAL VALVE BODY
40013	TH-400 RACING W/TRANS BRAKE VALVE BODY
40015	TH-400 BOP STREET & STRIP
40017	TH-400 BOP RACING W/ REVERS MANUAL VALVE BODY
40019	TH-400 BOP RACING W/TRANS BRAKE VALVE BODY
40021	T-400 FAILSAFE

T-400 TRANSMISSION PARTS

PART #	DESCRIPTION
4007	T-400 SFI TRANS SHIELD
4008	REVERSE MANUAL VALVE BODY
4009	TRAN BRAKE VALVE BODY
4010	TH-400 REPLACEMENT SOLENOID FOR TRANS BRAKE VALVE BODY
4013	DEEP ALUMINUM PAN
4015	34 ELEMENT INTERMEDIATE SPRA
4017	DIP STICK AND TUBE
4019	U BUILD IT KIT RACE
4020	FILTER SERVICE KIT
4022	BAND LOW & REVERSE
4023	HI PERF BAND INTERMEDIATE
4024	HIGH GEAR CLUTCHES (5) HP
4025	INTERMED CLUTCHES (SET 3)
4026	FORWARD CLUTCHES (SET 5)
4028	PAN GASKET
4029	VACUUM MODULATOR
4030	FRONT PUMP BUSHING

continued on next page

T-400 TRANSMISSION PARTS cont.

PART #	DESCRIPTION
4031	REAR TAILHOUSING BUSHING
4032	BUSHING KIT (ALL BUSHINGS)
4033	REAR TAILHOUSING GASKET
4034	STATOR SUPPORT BUSHING
4035	OUTPUT SHAFT BUSHING
4036	REAR CASE THRUST BEARING
4037	MODULATOR PLUG
4038	INTERMEDIATE DRUM W/ 34
4039	T-400 VASCO INPUT ELEMENT SPRAG
4040	T-400 BUSHED CENTER SUPPORT & FORWARD DRUM
4041	T-400 PRO MOD
4042	T-400 ALLOY INTERMEDIATE SPRAG & DRUM
4043	INTERMEDIATE CLUTCH PACK MAIN SHAFT
4044	T-400 BILLET FORWARD CLUTCH

GM 200 4R



FEATURES

Rated to 450 HP

- ✓ 4-Speed with Overdrive High Performance Shift Kit
- ✓ Optional Non-Lockup (Extreme Duty)
- ✓ 2.74 First Gear with .67 Overdrive
- ✓ Rebuilt 10 Vane Pump
- ✓ Billet Servo

(NO WARRANTY)

GM 200 4R TRANSMISSIONS

PART #	DESCRIPTION
4501	2004R STREET & STRIP

GM 200 4R TRANSMISSION PARTS

PART #	DESCRIPTION
4503	TRANSMISSION OIL FILTER KIT
4505	MSTR OVERHAUL KT W/MTL RING
4508	BUSHING KIT (ALL BUSHINGS)
4510	VALVE BODY REPROGRAMMING KI
4511	VALVEBODY MANUAL SHIFT KIT

- ✓ 4-Speed with Overdrive High Performance Manual/ Automatic Valve Body
- ✓ 3:06 Low Gear with .70 Overdrive
- ✓ Rebuilt 10 Vane Pump
- ✓ High Performance 3-4 Clutch Pack
- ✓ Corvette Servo

(NO WARRANTY)

GM 700 R4 TRANSMISSIONS

PART #	DESCRIPTION
47001	700R4 1984-UP STREET & STRIP W/LOCK-UP EXCEPT CORVETTE
47002	700R4 1984-UP STREET & STRIP W/NON LOCK-UP EXCEPT CORVETTE

GM 700 R4 TRANSMISSION PARTS

PART #	DESCRIPTION
4705	700R4 U-BUILD IT KIT
4707	700R4 U-BUILD IT KIT HIGH PERF 1982-1987
	
4710	700R4 ALUMINUM TRANS PAN HIGH PERF 1987-1993
4712	SHIFT KIT
4713	HI-PERFORMANCE SERVO
	

FEATURES

Rated to 500 HP

- ✓ 4-Speed with Overdrive High Performance Manual/ Automatic Valve Body
- ✓ 2:40 Low Gear/1:47 Second Gear with .67 Overdrive
- ✓ Rebuilt Pump
- ✓ High Performance Clutches

(NO WARRANTY)

FORD AOD TRANSMISSIONS

PART #	DESCRIPTION
60001	MUSTANG AOD STREET & STRIP

FORD AOD



FORD AOD TRANSMISSION PARTS

PART #	DESCRIPTION
6003	AOD SHIFT KIT HI-PERFORMANC
6005	AOD HD INPUT
6007	AOD SERVO ASSEMBLY
6008	AOD ALUMINUM TRANS PAN
6009	U-BUILD IT KIT HI-PERFORMANCE

FORD C-4



FEATURES

Rated to 650 HP

- ✓ 3-Speed High Performance Manual/Automatic Valve Body
- ✓ Optional Reverse Manual or Trans Brake Valve Body
- ✓ 2:46 Low Gear/1:46 Second Gear
- ✓ Rebuilt Pump
- ✓ New Rev Servo Piston
- ✓ Large High Performance Front Servo
- ✓ High Performance Clutches
- ✓ Adjustable Vacuum Modulator

FORD C-4 TRANSMISSIONS

PART #	DESCRIPTION
50001	C-4 FORD 1970-UP 289-302 351C & 351W STREET & STRIP W/MAN AUTO VALVE BODY
50003	C-4 FORD 1970-UP 289-302 351C-351W RACING W/ REVERSE MANUAL VALVE BODY
50005	C-4 FORD 1970-UP 289-302 351C-351W RACING W/ TRANS BRAKE VALVE BODY

FORD C-4 TRANSMISSION PARTS

PART #	DESCRIPTION
5006	C-4 REVERSE MANUAL
5007	C-4 TRANS BRAKE VALVEBODY VALVEBODY
5009S	C-4 4340 INPUT SHAFT
5010	U BUILD IT KT HI-PERFORMANC
5011	TRANS SHIELD SFI
5012	HI GEAR CLUTCHES (SET OF 4)
5013	FORWARD CLUTCHES (SET OF 5)
5014	REAR SEAL
5015	TRANSMISSION HV OIL FILTER
5016	FRONT SEAL
5017	MODULATOR PUSH-IN
5018	MODULATOR SCREW IN
5019	CASE BUSHING
5020	FRONT PUMP BUSHING
5021	REAR TAILHOUSING BUSHING
5022	BUSHING KIT 64-69 ALL BUSHN
5023	BUSHING KIT 70-81 ALL BUSHN
5024	REAR TAIL HOUSING GASKET
5025	C-4 ALUMINUM TRANS PAN
5026	C-4 INTERMEDIATE RACING BAN
5027	HI-PERFORMANCE SERVO
5028	DIP STICK AND TUBE WITH LOCKING STICK CASE FILL
5029	DIPSTICK AND TUBE WITH LOCKING STICK CASE FILL

* NOTE: All Ford C-4 transmissions are equipped with a modified Selector Lever to be used with an aftermarket shifter. To retain the stock linkage you must remove the valve body and install your original linkage.



FEATURES

- ✓ 3-Speed High Performance Manual/Automatic Valve Body
- ✓ Optional Reverse Manual or Trans Brake Valve Body
- ✓ 2:46 Low Gear/1:46 Second Gear
- ✓ Rebuilt Front Pump
- ✓ High Performance Intermediate Servo
- ✓ Adjustable Vacuum Modulator

FORD C-6 TRANSMISSIONS

PART #	DESCRIPTION
55001	C-6 FORD WITH MANUAL AUTO VALVE BODY
55002	C-6 FORD WITH REV MANUAL VALVE BODY

FORD C-6 TRANSMISSION PARTS

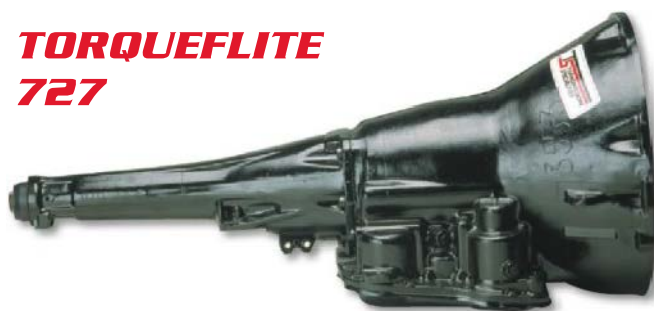
PART #	DESCRIPTION
5504	C-6 REVERSE MANUAL VALVE BODY
5507L	C-6 1967-1975 U BUILD IT HIGH PERF
5509	TRANS SHIELD SFI HIGH PERF
5510	INTERMEDIATE BAND
5512	FRONT PUMP SEAL
5513	DIRECT CLUTCHES (SET OF 5)
5514	REVERSE CLUTCHES (SET OF 5)
5515	FORWARD CLUTCHES (SET OF 5)
5516	FRONT SEAL
5517	MODULATOR PUSH-IN
5518	MODULATOR SCREW-IN
5519	FRONT PUMP BUSHING
5520	REAR TAILHOUSING BUSHING
5521	BUSHING KIT (ALL BUSHINGS)
5522	REAR TAILHOUSING SEAL
5523	WASHER KIT (ALL WASHERS)
5524	C-6 ALUMINUM TRANS PAN
5525	HI-PERF SERVO

FEATURES

Rated to 650 HP

- ✓ 3-Speed Manual/Automatic Valve Body
- ✓ Optional Reverse Manual or Trans Brake Valve Body
- ✓ 2:45 First Gear/1:45 Second Gear
- ✓ Rebuilt Front Pump

**TORQUEFLITE
727**



727 TORQUEFLIGHT TRANSMISSIONS

PART #	DESCRIPTION
70001	727 TORQUE-FLITE STREET & STRIP MANUAL AUTO VALVE BODY
70002	727 TORQUE-FLITE RACING W/ STRIP MANUAL AUTO VALVE BODY

727 TORQUEFLIGHT TRANSMISSION PARTS

PART #	DESCRIPTION
7005	REVERSE MANUAL VALVEBODY
7008	U BUILD IT KIT HI-PERFORMAN
7009	TRANS SHIELD SFI
7010	INTERMEDIATE BAND RACING
7012	PAN GASKET
7013	FRONT PUMP BUSHING
7014	REAR TAILHOUSING BUSHING
7015	BUSHING KIT (ALL BUSHINGS)
7016	WASHER KIT (ALL WASHERS)
7017	DIRECT CLUTCHES (5) HI-PERF
7018	FORWARD CLUTCHES (SET OF 5)
7019	TF 727 ALUMINUM TRANS PAN
7020	BOLT IN REAR SPRAG
7021	727 REAR SUPPORT W/ BEARING

If you don't own a Transmission Specialties Race Converter, you probably have been beaten by someone who owns one.

Call and order yours today!

SPECIALTY APPLICATIONS

TRANSMISSIONS AND CONVERTERS

FOR SPECIALITY APPLICATIONS



8" CONVERTER KITS



FEATURES

PART #	DESCRIPTION
80PGMRK	8" GM OPEL RACE KIT

PART #	DESCRIPTION
80PFDRK	8" FORD OPEL RACE KIT

CONVERTER PARTS



8" CHRYSLER 727 OPEL RACE KIT





**9" GM RACE KIT
- COMPLETE**

FEATURES

- Chrome Molly Hub (8PH1)
- Furnace Brazed Pump (S8FBP)
- Furnace Brazed Turbine (S8TFB)
- Turbine Hub (8TH30)
- Complete Stator Assembly (8073XLS)
- Anti-Ballooning Plate (ABP4A)
- Forged Cover (S8CC)
- Bearing Package (3)
- Steel Stator Option

PART #	DESCRIPTION
9TOGMRK	9" GM RACE KIT



9" SUPER 8 KIT

FEATURES

- Chrome Molly Hub (8PH1)
- Turbine Hub (8TH30)
- Complete Stator Assembly (8073XLS)
- Anti-Ballooning Plate (ABP4)
- Forged Cover (S8CC)
- Bearing Package
- Steel Stator Option

PART #	DESCRIPTION
S8RK	9" SUPER 8 KIT

8"/9" CONVERTER PARTS

FLANGED IMPELLER HUBS

PART #	OAL	JOURNAL
8PH	2.100	1-7/8"
8PH1	2.660	1-7/8"
8PHF4	2.760	2"
8PHF6	2.815	2"
8PH727	2.440	1-7/8"

TURBINE SPLINES

PART #	DESCRIPTION
8TH17	POWERGLIDE 17 SPLINE
8TH30	T-35/T-400 30 SPLINE
8TH27	GM 200 27 SPLINE
8TH24	FORD C-4 EARLY 24 SPLINE
8TH26	FORD C-4 LATE 26 SPLINE
8THC6	FORD C-6 31 SPLINE
8TH727	CHRYSLER 727 T.F. SPLINE
8TH904	CHRYSLER 904 T.F. SPLINE

COVERS

PART #	DESCRIPTION
OPC	OPEL STAMPED COVER
8CC	OPEL DUAL BOLT FORGED COVER
S8C	SUPER 8 STAMPED COVER
10FDCC	FORD BILLET COVER
10CCTF	CHRYSLER BILLET COVER



STATOR ASSEMBLIES

PART #	DESCRIPTION
8063	STOCK ALUM. SMALL WINDOW
8063C	STOCK ALUM. SMALL WINDOW ANGLED MILLED
8073	ALUM. UN-MILLED
8073C	41° ANGLE MILLED
8073SS	STEEL UN-MILLED
8073SSC	ANGLE MILLED 35°, 41°, OR 45°
8083SS	STEEL UN-MILLED 19 BLADE
8083SSC	STEEL ANGLE MILLED 19 BLADE
8073XLS	ALUM. SPRAGLESS STATOR ASSEMBLY
8073XLSS	STEEL SPRAGLESS STATOR ASSEMBLY
8083XLSS	STEEL 19 BLADE SPRAGLESS STATOR ASSEMBLY
8DS	ALUM. UN-CUT STATOR ASSEMBLY W/SPRAG
8DSC	ALUM. CUT STATOR ASSEMBLY W/SPRAG

STATOR PARTS

PART #	DESCRIPTION	OD	HEIGHT
8ALW1	CAP	3-1/4"	.375
8ALW2	CAP	3-1/4"	.275
8ALW3	CAP	3-1/4"	.475
8ALW4	CAP	3-1/4"	.320
8ALW5	TORRINGTON BEARING CAP	3-1/4"	.165
8ALW6	TORRINGTON BEARING CAP	3-1/4"	.465
8ALW7	MD SPRAG CAP	3-1/4"	.270
8ALW8	MD SPRAG CAP	3-1/4"	.585
8SNPR	OPEL STATOR SNAP RING		
8GMMD	GM SPLINE DIODE STYLE SPRAG	3-1/4"	
8FDMD	FORD SPLINE DIODE STYLE SPRAG	3-1/4"	
8GMXLS	GM BROACH SPRAGLESS	3-1/4"	
8FDXLS	FORD BROACH SPRAGLESS	3-1/4"	



245MM CONVERTER KITS

10" 245MM GM RACE KIT

- COMPLETE



FEATURES

- Chrome Molly Hub (10PH)
- Turbine Hub (10TH30)
- Anti-Ballooning Plate (ABP4)
- Forged Cover (10CC)
- Bearing Package
- Furnace Brazed Pump (245FBP)
- Furnace Brazed Turbine (245FBT)

PART #	DESCRIPTION
10GMKCCPT	10" 245MM GM COMPLETE RACE KIT

10" 245MM GM RACE KIT



FEATURES

- Chrome Molly Hub (10PH)
- Turbine Hub (10TH30)
- Anti-Ballooning Plate (ABP4)
- Forged Cover (10CC)
- Bearing Package

PART #	DESCRIPTION
10GMKCC	10" 245MM GM RACE KIT

10" 245MM FORD C-4 RACE KIT

- COMPLETE



FEATURES

- Chrome Molly Hub (10THF4)
- Turbine Hub (10TH24/26)
- Anti-Ballooning Plate (ABP4)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings
- Furnace Brazed Pump (245FBP)
- Furnace Brazed Turbine (245FBT)

PART #	DESCRIPTION
10FDK4CCPT	10" CAST COVER RACE KIT FOR, C-4

10" 245MM FORD C-4 RACE KIT



FEATURES

- Chrome Molly Hub (10THF4)
- Turbine Hub (10TH24/26)
- Anti-Ballooning Plate (ABP4)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings

PART #	DESCRIPTION
10FDK4CC	10" CAST COVER RACE KIT FOR, C-4

245MM CONVERTER KITS

10" 245MM FORD C-6 1.375 - COMPLETE



FEATURES

- Chrome Molly Hub (10PHF6)
- Turbine Hub (10THC6)
- Anti-Ballooning Plate (ABP4)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings
- Furnace Brazed Pump (245FBP)
- Furnace Brazed Turbine (245FBT)

PART #	DESCRIPTION
10FDK6CCPT	10" CAST COVER RACE KIT FOR, C-6

10" 245MM FORD C-6 1.375 RACE KIT



FEATURES

- Chrome Molly Hub (10PHF6)
- Turbine Hub (10THC6)
- Anti-Ballooning Plate (ABP4)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings

PART #	DESCRIPTION
10FDR4CC	10" CAST COVER RACE KIT FOR, C-6

10" 245M FORD C-6 1.848 RACE KIT - COMPLETE



FEATURES

- Chrome Molly Hub (10PHF6)
- Turbine Hub (10THC6)
- Anti-Ballooning Plate (ABP4)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings

PART #	DESCRIPTION
10FDK6CCPT	10" CAST COVER COMPLETE RACE KIT FOR, C-6

10" 245MM FORD C-6 1.848 RACE KIT



FEATURES

- Chrome Molly Hub (10PHF6)
- Turbine Hub (10THC6)
- Anti-Ballooning Plate (ABI)
- One Piece Dual Bolt Circle Billet Cover (10FDCC)
- All Bearings

PART #	DESCRIPTION
10FDK6CC	10" CAST COVER RACE KIT FOR, C-6

CONVERTER PARTS

245MM CONVERTER KITS



10" 245MM 727 TORQUE FLIGHT RACE KIT - COMPLETE

FEATURES

- Chrome Molly Hub (10PH727)
- Turbine Hub (10TH727)
- Chrysler Sprag Center (727SC)
- Billet Front Cover (10CCTF)
- Cover Bushings
- All Bearings
- Furnace Brazed Pump (245FBP)
- Furnace Brazed Turbine (245FBT)

PART #	DESCRIPTION
10TFKPT	10" 245MM 727 TF COMPLETE KIT, BILLET CVR



10" 245MM 727 TORQUE FLIGHT ICE KIT

FEATURES

- Chrome Molly Hub (10PH727)
- Turbine Hub (10TH727)
- Chrysler Sprag Center (727SC)
- Billet Front Cover (10CCTF)
- Cover Bushings
- All Bearings

PART #	DESCRIPTION
10TFK	10" 245MM 727 TF KIT, BILLET COVER



10" 245MM 904 TORQUE FLIGHT RACE KIT

FEATURES

- Chrome Molly Hub (10PH904)
- Turbine Hub (10TH904)
- Chrysler Sprag Center (904SC)
- Billet Front Cover (10CCTF)
- Cover Bushings
- All Bearings

PART #	DESCRIPTION
10TFK904	10" 245MM 904 TF KIT, BILLET COVER

245MM CONVERTER KITS

10" LT1 KIT 700 R4

- Chrome Molly Hub (10PH700)
- Turbine Hub (10THLT1)
- Lock-Up Plate (10LUP)
- "O" Ring
- Forged Cover (10LT1CC)
- Bearing Package
- Converter Bolts
- 27 or 30 Spline



PART #	DESCRIPTION
10LT1	10" LT1 KIT

10" 6L80 KIT

- Chrome Molly Hub (10PH700)
- Turbine Hub (10TH6)
- Lock-Up Plate (10LI)
- "O" Ring
- Forged Cover (10LS)
- Bearing Package
- Converter Bolts
- Sprag Center (6L80SC)



PART #	DESCRIPTION
106L80	10" 6L80 KIT

10" LS1 KIT 4L60E

- Chrome Molly Hul
- Turbine Hub (10TH)
- Lock-Up Plate (10L)
- "O" Ring
- Forged Cover (10L)
- Bearing Package
- Converter Bolts



PART #	DESCRIPTION
10LS1	10" LS1 KIT

10" 245MM 700 R4 KIT

- Chrome Molly Hub (10PH700)
- Turbine Hub (10TH700)
- Mounting Ring (10FCR700)
- Hard Coated Aluminum Input Seal
- Bearing Package
- "O" Ring



PART #	DESCRIPTION
10GMK700	10" 245MM 700 R4 KIT

10" 245MM FORD STREET KIT

- Chrome Molly Hub (8PH4/6)
- Turbine Hub (10TH26/C6)
- Precision Pilot (10P1375/1848)
- Ford Sprag Center
- Mounting Pads (10FFCR)
- New Studs (4) (FDS)
- All Bearings



PART #	DESCRIPTION
10FDK4	10" 245MM COMPONENT KIT, C-4 SPLINE
10FDK6	10" 245MM COMPONENT KIT, C-6 SPLINE

10" 245MM STREET KIT

T-350/400 or PG Spline

- Chrome Molly Hub (10PH)
- Turbine Hub (10TH30)
- Precision Pilot (10GMP)
- Dual Bolt Mounting Ring
- All Bearings



PART #	DESCRIPTION
10GMK	10" 245MM COMPONENT KIT

CONVERTER PARTS

9-1/2" 245MM PARTS

FLANGED IMPELLER HUBS

PART #	OAL	JOURNAL
10PH	2.620	1.875
10PH700	2.180	1.75
10PHLS1	2.615	1.75
10PH6L80	2.320	1.830
10PHF4	2.875	2.00
10PHF6	3.00	2.00
10PH727	2.375	1.875
10PH904	2.484	1.5

245MM OE STATOR ASSEMBLIES

PART #	DESCRIPTION
245ST82	082 245MM STOCK
245ST86	086 245MM STOCK
245ST380	380 245MM STOCK



245mm Sprag Centers

245MM SPRAG CENTERS

PART #	DESCRIPTION
GMSC	GM SPRAG CENTER
FDSC	FORD SPLINE SPRAG CENTER
727SC	CHRYSLER 727 SPRAG CENTER
904SC	CHRYSLER 904 SPRAG CENTER
6L80SC	GM GL80 SPRAG CENTER
10245GMXLS	GM SPRAGLESS INSERT
10245FDXLS	FORD SPLINE SPRAGLESS INSERT



245mm GM Spragless Billet



C-4 Turbine Hub

9-1/2" 245MM TURBINE HUBS

PART #	DESCRIPTION
10TH17	17 SPLINE POWERGLIDE
10TH27	27 SPLINE 200 GM
10TH30	30 SPLINE T-350/400 GM
10TH24	24 SPLINE EARLY C-4 FORD
10TH26	26 SPLINE LATE C-4 FORD
10THFMX	29 SPLINE FMX FORD
10THC6	31 SPLINE C-6 FORD
10TH727	SPLINE 727 T.F. CHRYSLER
10TH904	27 SPLINE 904 T.F. CHRYSLER
10TH700	30 SPLINE OE LOCK-UP GM
10TH200	27 SPLINE OE LOCK-UP GM
10THLS1	30 SPLINE LS1 STYLE GM
10HTLT1	30 SPLINE LT1 STYLE GM
10TH6L80	SPLINE 6L80 STYLE GM
9TH30	30 SPLINE T-350/400 GM AFTER MARKET STATOR
9TH26	26 SPLINE C-4 LATE FORD AFTER MARKET STATOR
9THC6	31 SPLINE C-6 FORD AFTER MARKET STATOR
9TH727	SPLINE 727 T.F. CHRYSLER AFTER MARKET STATOR

258MM/265MM RACE KITS

10" 258MM RACE KIT

- COI



- Chrome Molly Hub (10PHA)
- Turbine Hub (10TH30A)
- Anti-Ballooning Plate (ABP4)
- Forged 3 Pad Cover (10258CC)
- 10 Blade Steel Stator Option
- Furnace Brazed Pump (258FBP)
- Furnace Brazed Turbine (258FBT)

PART #	DESCRIPTION
258RKPT	10" 258MM RACE KIT

10.5" 265MM RACE KIT

- COI



- Chrome Molly Hub (10PHA)
- Turbine Hub (10TH30A)
- Anti-Ballooning Plate (ABP4)
- Forged 6 Pad Cover (10265CC)
- 10 Blade Steel Stator Option
- Furnace Brazed Pump (265FBP)
- Furnace Brazed Turbine (265FBT)

PART #	DESCRIPTION
265RKPT	10.5" 265MM RACE KIT

10" 258MM R KIT

- Chrome Molly Hub (10PHA)
- Turbine Hub (10TH30A)
- Anti-Ballooning Plate (ABP4)
- Forged 3 Pad Cover (10258)
- 10 Blade Steel Stator Optio



PART #	DESCRIPTION
258RK	10" 258MM RACE KIT

10.5" 265MM RACE KIT

- Chrome Molly Hub (10PHA)
- Turbine Hub (10TH30A)
- Anti-Ballooning Plate (ABP4)
- Forged 6 Pad Cover (10265C)
- 10 Blade Steel Stator Option



PART #	DESCRIPTION
265RK	10.5" 265MM RACE KIT

10" BOLT-TOGETHER RACE KIT

- 258MM/265MM

- Chrome Molly Hub (10PHA)
- Turbine Hub (10TH30)
- Anti-Ballooning Plate (ABP4)
- 18-3/8" Studs
- 18-3/8" 12 Point Socket Nuts
- 6-7/16" Converter Bolts
- 2-3/8" Jacking Bolts
- Bearing Package
- Viton "O" Ring
- Billet Aluminum Cover (10BTCC)
- Weld Flange for Impeller
- 10 Blade Steel Stator Option



PART #	DESCRIPTION
10GMK	10" 245MM COMPONENT KIT

CONVERTER PARTS

258MM/265MM PARTS

FLANGED IMPELLER HUBS

PART #	MAKE	OAL	JOURNAL
10PHA	GM	2.630	1.875
10PHB	FORD	2.630	2

258MM OEM STATORS

PART #	DESCRIPTION
258ST14	14 BLADE OEM
258ST15	15 BLADE OEM
258ST19	19 BLADE OEM

265MM OEM STATORS

PART #	DESCRIPTION
265ST14	14 BLADE OEM
265ST16	16 BLADE OEM
265ST19	19 BLADE OEM

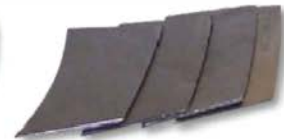
258-265mm Make



258-265mm Billet Aluminum Stator Caps



258-265mm Spragless Insert



Steel Stator Fins

258/265 AFTERMARKET

PART #	DESCRIPTION
10S	10 BLADE SPRAGLESS GM SPLINE
10S	10 BLADE SPRAGLESS FORD SPLINE
10GMXLS	SPRAGLESS GM STEEL INSERT FOR OE STATOR
10FDXLS	SPRAGLESS FORD STEEL INSERT FOR OE STATOR
10SS	GM SPRAGLESS CENTER - MAKE YOUR OWN
10SSF	FORD SPRAGLESS CENTER - MAKE YOUR OWN
SSF	STEEL STATOR FIN
10SSB	STEEL STATOR OUTER BAND

258/265MM TURBINE HUBS

PART #	DESCRIPTION
10TH30A	30 SPLINE GM
10THLS	29 SPLINE 1-1/6" Lenco SPLINES
10THC6A	31 SPLINE C-6 FORD
10THAOD	35 SPLINE AOD FORD
10TH727A	Spline 727 T.F. Chrysler

11" 280MM PARTS

280MM STATOR PARTS

PART #	DESCRIPTION
11SS	GM SPRAGLESS STATOR CENTER
11SSF	FORD SPRAGLESS STATOR CENTER
11SSFMX	FORD EARLY FMX SPRAGLESS CENTER
11SSF	STEEL STATOR FIN
11SSB	STEEL STATOR OUTER BAND

280MM TURBINE HUBS

PART #	DESCRIPTION
11TH30	30 SPLINE GM
11THAOD	35 SPLINE FORD AOD
11THLS	27 SPLINE Lenco 1-1/4" DIA.
11TH27	27 SPLINE GM 1" DIA.

280mm Make Your Own Stator



280mm Turbine Spline

PUMP AND TURBINES

OPEL

- 8" Opel Pump and Turbine



PART #	DESCRIPTION
OPPFB	8" OPEL PUMP
OPTFB	8" OPEL TURBINE

9.5" 245MM

- 9-1/2" 245MM Pump and Turbine

5 PUMPS TO CHOOSE FROM



PART #	DESCRIPTION
245FBP8	#8 BLADE PUMP
245FBP2	#2 BLADE PUMP
245FBP7	#7 BLADE PUMP
245FBP0	#8 BLADE PUMP
245FBP3	#3 BLADE PUMP
245 FBT	TURBINE

10.5" 265MM

- 10-1/2" 265MM Pump and Turbine

2 PUMPS TO CHOOSE FROM



PART #	DESCRIPTION
265FBP0	POS. BLADE
265FBP3	POS. BLADE MAX.
265FBT	TURBINE

SUPER 8

- 9" Super 8 Pump and Turbine



PART #	DESCRIPTION
S8FBP	9" SUPER 8 PUMP
S8FBT	9" SUPER 8 TURBINE

10" 258MM

- 10" 258MM Pump and Turbine

3 PUMPS TO CHOOSE FROM



PART #	DESCRIPTION
258FBP6	NEU. BLADE
258FBP0	POS. BLADE
258FBP3	POS. BLADE MAX.
258FBT	TURBINE



CONVERTER PARTS

BILLET CONVERTER COVERS

CONVERTER PARTS



GM

- Comes with Both GM Bolt Patterns
- Screw On Pilots for Adapter Plates
- Works for 8" or 10" 245 mm Cores

PART #	DESCRIPTION
8CC	8" GM FORGED
10CC	10" 245MM FORGED



1.375 FORD

- Comes with Both Ford Bolt Patterns
- Works for 8" or 10" 245 mm Cores

PART #	DESCRIPTION
10FDCC	1.375 FORD BILLET



1.848 FORD

- Comes with Both Ford Bolt Patterns
- Works for 8" or 10" 245 mm Cores

PART #	DESCRIPTION
10FDCC	1.848 FORD BILLET



9" SUPER 8 GM

- Used for the Very Popular Toyota Core
- Screw On Pilot for Adapter Plates

PART #	DESCRIPTION
S8CC	9" SUPER 8 GM



PART #	DESCRIPTION
10LT1CC	10" 245MM LT1 COVER



PART #	DESCRIPTION
10LS1CC	10" 245MM LS1 COVER

PART #	DESCRIPTION
10258CC	10" 258MM GM

PART #	DESCRIPTION
10CCTF	8"/10" 727 BILLET

PART #	DESCRIPTION
10265CC	10" 265MM GM

PART #	DESCRIPTION
10BTCC	BOLT TOGETHER

OPEL

- Fabricate your own Opel Cover

PART #	DESCRIPTION
OPC	OPEL COVER



SUPER 8 COVER

- Fabricate your own Cover

PART #	DESCRIPTION
S8C	9" SUPER 8 COVER



MISCELLANEOUS PARTS

Screw On Pilots



VARIOUS PARTS

PART #	DESCRIPTION
8FC3	3 LUG LASER CUT RING
8FC4	4 LUG LASER CUT RING
8FC6	6 LUG LASER CUT RING
10FCR	10" DUAL BOLT CIRCLE LASER CUT RING
10FCR1	SINGLE SMALL BOLT CIRCLE LASER CUT RING
10FCR2	700R4 BOLT ON RING
ABP1	6-3/8" OD BY 2.250 ID, FLAT 3/16" THICK
ABP2	7" OD BY 1-1/2" ID, FLAT 1/4" THICK
ABP3	5.500 OD X 1.900 ID, FLAT 3/16" THICK
ABP4	6-7/8" OD X 1.900 ID, CONCAVE 3/16" THICK
ABP4A	5.500 OD X 1.900 ID, CONCAVE 3/16" THICK
ABP5	6.500 BY 2.900 ID, CONCAVE TURBINE 1/8"
CHRP	CHRYSLER 7/16" WELD ON MOUNTING PAD
FDS	3/8" WELD ON FORD STUD
MP1	FORD LARGE BOLT 3/8" - 24 MOUNT PAD
MP2	FORD SMALL BOLT 3/8" - 24 MOUNT PAD
SOP350	SCREW ON PILOT .350 TALL
SOP470	SCREW ON PILOT .470 TALL
SOP600	SCREW ON PILOT .600 TALL
SOP720	SCREW ON PILOT .720 TALL
SOP850	SCREW ON PILOT
WOP250	1/4" WELD ON PILOT
BSH	BRONZE BUSHING
BSH1	ALUMINUM 258/265 BUSHING
BR1	WELD ON BEARING RETAINER TRA
BR2	WELD ON BEARING RETAINER TRB
SP125	1/8" SPACERS BAG OF 25
SP187	3/16" SPACERS BAG OF 25
SP250	1/4" SPACERS BAG OF 25

STATOR CAPS

PART #	DESCRIPTION
8ALW1	3-1/4" X .375 HIGH
8ALW2	3-1/4" X .275 HIGH
8ALW3	3-1/4" X .475 HIGH
8ALW4	3-1/4" X .300 HIGH FOR TORRINGTON BEARING
8ALW5	3-1/4" X .165 HIGH FOR TORRINGTON BEARING
8ALW6	3-1/4" X .450 HIGH FOR TORRINGTON BEARING
8ALW7	3-1/4" X .270 HIGH FOR DIODE SPRAG
10ALW1	258/265MM OEM STATOR



BEARINGS

PART #	TYPE	SIZE	THICKNESS
NTA2233	BEARING	1.375 ID X 2.047 OD	.078
TRA2233	RACE	1.375 ID X 2.047 OD	.030
TRB2233	RACE	1.375 ID X 2.047 OD	.060
NTA3244	BEARING	2.00 ID X 2.730 OD	.078
TRA3244	RACE	2.00 ID X 2.730 OD	.030
TRB3244	RACE	2.00 ID X 2.730 OD	.060
FNTKF-4872	ENCLOSED BEARING	1.900 ID X 2.820 OD	.180
FB-55403	ENCLOSED BEARING	2.498 ID X 3.390 OD	.150
FB-58917-4	ENCLOSED BEARING	2.388 ID X 3.277 OD	.215
NTA2435	BEARING	1.500 ID X 2.175 OD	.078
TRA2435	RACE	1.500 ID X 2.175 OD	.030
TRB2435	RACE	1.500 ID X 2.175 OD	.060

CONVERTER PARTS

Laser Cut Ring



258/265 Stator



Bushings



Ford Pad



Anti-Ballooning Plates



SPEC OUT A RACING CONVERTER ONLINE

One of the TSI techs will either call or email you with a converter recommendation immediately, if during business hours, or the next morning if done during the evening.

Dyno Tested: Yes No

Peak HP: _____ to _____ RPM

Approx. Torque: _____ ft.lbs. at _____ RPM

Cam Specs: (intake) Lift _____ Duration _____

@ .050: (exhaust) Lift _____ Duration _____

Specified Cam RPM (power) range _____ to _____

Carb Setup: Size _____ cfm Qty: 1 or 2 carbs

Alco/Gas: _____ Other intake: _____

Nitrous Oxide: No or Yes Added HP: 1st stage _____

2nd stage _____

Manifold: cast sheet metal Other _____

Type Cylinder Heads: _____

Trans:

Type: _____ 1st Gear Ratio: _____

Input Spline: _____ Trans-brake: Yes No

Flexplate Size: _____ # teeth/dia. Bolt Hole Dia: _____ in.

Vehicle:

Type: _____ Weight (w/driver): _____ lbs.

Rear Axle Ratio: _____

Tire Size: _____ dia x _____ width

Shifter Type: _____ Mid-plate No Yes

Thickness: _____ in.

Operation:

Starting Line RPM: _____ Shift Point RPM: _____

Class: _____ Track Length: _____

GENERAL INFO

Transmission Specialties is open for business Monday through Thursday from 7:30 am until 5:30 pm and Friday from 7:30 am until 4:00 pm. Technical assistance is available from 9:30 am until closing, Monday through Friday.

Warehouse Distributors are welcome but must achieve established requirements set by T.S.I.

All orders are shipped UPS COD with certified check or money order unless other financial arrangements have been approved prior to shipping. Mastercard, VISA, and Discover card are accepted.

Transmission Specialties insures all shipments and claims for damage must be made with the freight company. Do not return damaged merchandise to T.S.I. unless you have been issued a Returned Goods Authorization. All products returned for credit must have prior approval and will be subject to a 15% restocking charge. Credit will be issued upon inspection. NO CASH REFUNDS.

All prices are subject to change without notice.

TRANSMISSION SPECIALTIES **RACER BONUS PROGRAM**

With racers having numerous racing organizations to choose from, Transmission Specialties has chosen to set up a RACER BONUS PROGRAM where cash awards are made to those racers who are winner or runner-up and are using Transmission Specialties converters or transmissions and have a TSI decal displayed on their car.

TRANSMISSION SPECIALTIES **WARRANTY**

All Transmission Specialties products are to be free from defects in material and workmanship for a period of 90 days from date of invoice.

Transmission Specialties guarantees satisfaction with their product for the first 30 days after purchase. Race converters will be allowed one stall speed adjustment within the first 90 days of purchase.

Any product that is to be returned for warranty must be pre-approved by Transmission Specialties. After the product is returned and inspected, TSI will notify customer of allowances. All allowances will be in a credit form - no cash refunds.

All unused products returned for credit are subject to a 15% restocking charge.

NOT COVERED

- Normal Wear And Tear
- Removal And Installation Labor
- Damage To Other Components
- Shipping, Down Time And Fluid Costs
- Failure Due To Improper Installation Or Maintenance