

TRANSMISSIONS AUTOMATIC, CONVERTERS AND FLEXPLATES

TRA-0054 Adapter to use a Chevrolet transmission behind an Oldsmobile engine. Fits 330-455 Oldsmobile engines.

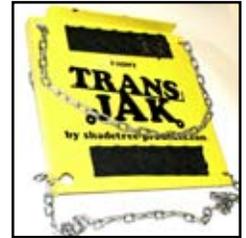
ALL-38070 Solid steel transmission mount. Will fit GM T-350, T-400 or Powerglide. Use with DMR-5300-SM or DMR-5400-SM when using a full roll cage. Not recommended for street use.



ALL-38070

ENE-3-1108-G Polyurethane transmission mount for street use. Will fit GM T-350, T-400 or Powerglide.

DMR-5333 Replace the lift pad on your floor jack with this transmission adapter and convert your floor jack into a transmission jack. The transmission is securely fastened to the jack plus it has a front lip to prevent the transmission from sliding off the jack while you tip it to roll it under the car. Great for the do it yourselfer. If you have ever replaced an automatic transmission while lying on the floor under a car (that you can't get jacked up high enough to roll the transmission under without tipping it and having it fall off the jack) you will really appreciate this adapter.



DMR-5333

TECH TIP: *Standard shift patterns are P-R-N-3-2-1. Reverse patterns are P-R-N-1-2-3. A trans break with the press of a button will apply reverse while the transmission is in 1st gear locking up the transmission so the engine RPM can be raised to the desired level and then the car launched with the release of the button.*

DMR-350-AUTO Turbo 350 transmission for street performance with standard pattern automatic shift. Core charge extra.

DMR-350-AUTO-R Turbo 350 transmission for Pro street performance with standard pattern automatic shift. Includes heavy duty 36 element sprag. Core charge extra.

DMR-350-AUTO-M Turbo 350 transmission for competition performance with reverse pattern manual shift. Includes extreme duty sprag. Core charge extra.

DMR-350-AUTO-M-B Same as DMR-350-AUTO-M except also includes a transmission brake. Core charge extra.

DMR-400-AUTO Turbo 400 transmission for street performance with standard pattern automatic shift. Core charge extra.

DMR-400-AUTO-R Turbo 400 transmission for Pro street performance with standard pattern automatic shift. Includes heavy duty 34 element sprag. Core charge extra.

DMR-400-AUTO-M Turbo 400 transmission for competition performance with reverse pattern manual shift. Includes extreme duty sprag. Core charge extra.

DMR-400-AUTO-M-B Same as DMR-400-AUTO-M except also includes a transmission brake. Core charge extra.

DMR-22020 Transmission brake T-400 valve body.

The following transmission and flexplate shields are mandatory with an automatic transmission in Comp Eliminator, Super Gas, Super Comp and similar classes and are NHRA and IHRA accepted. Fits Buick-Olds-Pontiac-Chevrolet.

CSR-837 This combination flexplate/transmission shield meets SFI 30.1 flexplate shield specifications and SFI 4.1 transmission shield specifications. This "Super Shield" composite one piece flexplate/transmission shield is designed to fit under factory floorboards. Installation is fast and simple utilizing just 4 special bolts and a Kevlar strap. Certification valid 5 years.



CSR-827

ATI-940070 Approved to SFI 30.1 specifications. This flexplate shield is fabricated of high strength steel and will contain flexplate or starter ring gear failure.

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BAM-22151 Approved to SFI 4.1 specifications. This transmission shield is manufactured of lightweight 6061-T6 red anodized aluminum alloy and include necessary mounting hardware.

HUR-550-0002 To install a T-400 transmission into a 3RD generation “F” Body Camaro or Firebird 1982-1991. Designed to assist in replacing the stock automatic or manual transmission in V-8 applications, these kits eliminate having to fabricate custom brackets and adaptors, allowing for a relative hassle-free, bolt in installation. Each kit is complete with a new torque arm bracket, two transmission arms, cable brackets, spacers, related hardware and a new transmission crossmember. Drive shaft will need to be shortened and a new front yoke for a T-400 will need to be installed.

The following torque converters are some of the more popular converters we sell. We can custom design a converter for your application.

COA-90111-1 Coan 2200-2400 RPM stall speed 12” torque converter. This lock up converter fits 700R-4 transmissions with 30 spline input shaft.

COA-90111-0 Same as COA-90111-1 except fits 700R-4 transmissions with 27 spline input shaft.

COA-20202 Coan “Pro Street and Competition” 11” torque converters are designed for high torque, street high performance pro street and racing applications. Features include: Furnace brazed impeller and turbine blades, selected impeller/stator combinations for desired stall speed, three sets of heavy duty thrust bearings, billet steel turbine hubs, balanced and pressure tested, bolt in installation with no modifications. Available to 2500 RPM stall speed.

COA-20213 Same as COA-20202 except available in 2700-2800 RPM stall speed.

COA-20210 Same as COA-20202 except available up to 3200 RPM stall speed.

COA-20306 Coan “Street Performance” 10” torque converters are designed for use in moderate performance street applications requiring more stall speed than stock converters. Features welded impeller blades, heavy duty impeller bearings (instead of thrust washer), selected impeller/stator combinations for desired stall speed, balanced and pressure tested, bolt-in installation with no modifications. Available up to 3000 RPM stall speed.

COA-20307 Same as COA-20306 except available up to 3500 RPM stall speed.

COA-20316 Coan “Pro Street and Competition” 10” torque converters are designed for high torque, street high performance, pro street and racing applications. Features include: Furnace brazed impeller and turbine blades, selected impeller/stator combinations for desired stall speed, three sets of heavy duty thrust bearings, billet steel turbine hubs, balanced and pressure tested, bolt in installation with no modifications. Available up to 3000-3500 RPM stall speed.

COA-20317 Same as COA-20316 except available up to 3500-4000 RPM stall speed.

COA-20325 Coan “High Performance” 10” torque converters are designed for severe racing and other off road applications. Features include: Furnace brazed impeller and turbine, impeller ballooning plates and heavy duty bearing supports, selected impeller/stator combinations for desired stall speeds. Heavy duty one way clutch (sprag) assembly required for transbreak use. Billet steel turbine hub, three sets of heavy duty thrust bearings, front cover structurally designed and reinforced to prevent ballooning. Balanced and pressure tested, bolt in installation. Motor plate applications may require spacer. Available up to 3500-4000 RPM stall speed.

COA-20328 Same as COA-20325 except available up to 4000-4500 RPM stall speed.

COA-20320 Coan “Maximum Performance” 10” torque converters are Coan’s most popular converters custom built to customers specifications for bracket, pro tree, and class racing. Maximum Performance Converters are designed to match engine output to driveline chassis/engine combination to result in the best possible reaction and elapsed times. These converters have all the features of the High Performance units plus special stator machining to enhance performance and provide the option for modification should your combination ever change. Motor spacers are included at no extra charge. Custom built for your application.

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COA-20330 Coan “Maximum Performance Steel Stator” 10” race torque converters are Coan’s top of the line and are CAD designed, custom fabricated, and CNC machined. Steel stators replace cast aluminum versions used in other models, making this Coan’s strongest converter with unlimited stator designs allowing for fine tuning. Recommended for blown, injected, or nitrous equipped engines. Available 3000-4500 RPM stall speed.



COA-20330

COA-20410 Coan “High Performance “9” torque converters are designed for severe racing and other off road applications. Features include: Furnace brazed impeller and turbine, impeller ballooning plates and heavy duty bearing supports, selected impeller/stator combinations for desired stall speeds. Heavy duty one way clutch (sprag) assembly required for transbreak use. Billet steel turbine hub, three sets of heavy duty thrust bearings, front cover structurally designed and reinforced to prevent ballooning. Balanced and pressure tested, bolt in installation. Motor plate applications may require spacer. Available up to 3500-4000 RPM stall speed.

COA-20501 Coan “Maximum Performance” 8” torque converters are Coan’s most popular converters custom built to customer specifications for bracket, pro tree, and class racing. Maximum Performance Converters are designed to match engine output to driveline chassis/engine combination to result in the best possible reaction and elapsed times. These converters have all the features of the High Performance units plus special stator machining to enhance performance and provide the option for modification should your combination ever change. Motor spacers are included at no extra charge. Available 4000-4500 RPM stall speed.

COA-20504 Same as COA-20501 except available up to 4500-5500 RPM stall speed.

COA-20510 Same as COA-20501 except custom built for your application.

COA-20530 Coan “Maximum Performance Steel Stator” 8” race torque converters are Coan’s top of the line and are CAD designed, custom fabricated, and CNC machined. Steel stators replace cast aluminum versions used in other models, making this Coan’s strongest converter with unlimited stator designs allowing for fine tuning. Recommended for blown, injected, or nitrous equipped engines. Available 4000-6500 RPM stall speed. Recommended for big blocks up to 600 C.I.

BAM-20416 Hole Shot 2000. 1900-2100 rpm. Small and big blocks. Mild performance applications. Furnace brazed and fully balanced. Fits T-350 and T-400.

BAM-20412 Hole Shot 2400. 2300-2500 rpm. Small and big blocks. Mild to medium serious performance applications. Furnace brazed and fully balanced. Fits T-350 and T-400.

BAM-20413 Hole Shot 3000. 2800-3200 rpm. Small and big blocks. Serious performance and pro street applications. Furnace brazed and fully balanced. Fits T-350 and T-400.

BAM-20425 Hole Shot 3600. 3400-3800 rpm. Pro street applications. Furnace brazed and fully balanced. Fits T-350 and T-400.

BAM-70416 Hole Shot 2000. 1900-2100 rpm. Small and big blocks. Mild performance applications. Furnace brazed and fully balanced. Fits 82-84 T-700-R4 and all T-200-C and T-200-4R(27 spline). V-8 only. Retains lockup features. This converter will not fit V6 or 4 Cylinder (except 4.3L V6).

BAM-70417 Hole Shot 2000. 1900-2100 rpm. Small and big blocks. Mild performance applications. Furnace brazed and fully balanced. Fits 84-91 T-700-R4 (30 spline). V-8 only. Retains lockup feature. This converter will not fit V6 or 4 Cylinder (except 4.3L V6).

BAM-70419 Hole Shot 2400. 2300-2500 rpm. Small and big blocks. Mild to medium serious performance applications. Furnace brazed and fully balanced. Fits 84-91 T-700-R4 (30 spline).

BAM-70421 Hole Shot 3000. 2800-3200 rpm. Small and big blocks. Serious performance and pro street applications. Furnace brazed and fully balanced. Fits 84-91 T-700-R4 (30 spline).

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TECH TIP: Flexplates for an automatic transmission were named that because they need to flex. The machining tolerances from all the parts involved (transmission case, the back of the block, the back of the crank, transmission input shaft, etc.) guarantee that an exact space dimension for the flexplate cannot be assured. Add to that the fact that torque converters can grow and change dimensions during use and it soon becomes apparent that a non flexing flexplate will not work without sacrificing in other areas. While an inertia style flexplate may hit the tires harder (not always what is needed) it can't flex due to it's rigidity. On engines for other than race a "flexible" flexplate is mandatory. A few potential problems can be cracked crank flanges, prematurely worn rear and thrust main bearings, transmission front pump failure, torque converter failure, torque converter mounting pads cracking, and many other areas. As far as inertia flexplates are concerned, do you need the extra hit on the tire? If so an inertia style flexplate can very well be the answer. I have used them with great success to achieve 60' times in the low 1.10s in my NHRA Super Comp 91 Cutlass. Tests have shown 200 to 300 less RPM drop during shifts with an inertia style flexplate. However most performance engines are built with lightweight parts to reduce reciprocating weight. Therefore consider if you want to bolt on an additional 6-8# of extra weight to hit the tires harder after just reducing the crank rotating weight. Whether you use an inertia flexplate or not an area very often missed by engine builders is flexplate runout. It is important to measure with a dial indicator the amount of vertical runout of your flexplate. It should not be more than .005" at the outer edge. If so, the same problems as above may occur. Measures must be taken to correct severe runout. When tightening the flexplate onto the crank be sure to work in a star pattern (not just a circle with one bolt after the other). This will torque the flexplate to the crank with an even load to help prevent runout.

VIC-RG-1660 Ring gear replacement for automatic flexplate or stick flywheel. Is your engine externally balanced with the flywheel or flexplate attached? No need to rebalance. Replace those worn starter ring gears with a new one. Welding required. OD=13.88". ID=12.90". .438" thick. 166 teeth. Fits 330-455 Oldsmobile engines.

VIC-FW-105 Stock replacement automatic flexplate with new starter ring. Available for 260-307-350-late400-403-455 Oldsmobile engines. 166 tooth for external balanced engines.

VIC-FW-20-166 Inertia flexplate designed to hit the tire harder than a stock style flexplate. Will not flex and not recommended for street use. Fits 330-early400-425 Oldsmobile engines. 166 tooth for external balanced engines.

VIC-FW-20-169 Same as VIC-FW-20-166 except fits 260-307-350-late400-403-455 Oldsmobile engines.



VIC-FW-20-169

DMR-5565 SFI certified stock style flexplate. Fits 260-307-350-late400-403-455 Oldsmobile 166 tooth external balanced engines.

DMR-5561 Same as DMR-5565 except fits 330-early400-425 Oldsmobile external balanced engines.

DMR-5564 Same as DMR-5565 except fits 260-307-350-late400-403-455 Oldsmobile internal balanced engines.

DMR-5562 Same as DMR-5565 except fits 330-early400-425 Oldsmobile internal balanced engines.

SPC-7401 Chrome transmission dipstick tube.

COA-23401 Correct fit Chevrolet transmission dipstick tube for a T-400.

COA-33401 Correct fit Chevrolet transmission dipstick tube for a T-350.

COA-M02-8410-11 Correct fit BOP transmission dipstick tube for a T-400.

COA-M02-8410-15 Correct fit BOP transmission dipstick tube for a T-350.



DMR-5562