



JW
PERFORMANCE TRANSMISSION INC.

Building Quality Since 1976

OUTLAW PERFORMANCE TORQUE CONVERTERS

**For *EXTREME* Levels of Horsepower!
2000+hp**



- ***Roots and Screw Blown***
- ***Centrifugally Blown***
- ***Single and Twin Turbo***
- ***Multiple Stage Nitrous***
- ***700+ cu in***

P/N	Type	Blade Count	Cut Stator
G2000CX10	Weld Together	10	No
G2000CX10S	Weld Together	10	Yes
G2000CX14	Weld Together	14	No
G2000CX14S	Weld Together	14	Yes
G2000CX18	Weld Together	18	No
G2000CX18S	Weld Together	18	Yes
B2000CX10	Bolt Together	10	No
B2000CX10S	Bolt Together	10	Yes
B2000CX14	Bolt Together	14	No
B2000CX14S	Bolt Together	14	Yes
B2000CX18	Bolt Together	18	No
B2000CX18S	Bolt Together	18	Yes

Above Torque Converters are 6 pad: 3 pad on 10.750" and 3 pad on 11.500", must have correct flexplate to use all 6 pads

- ***Billet Cover***
 - ***Available in Welded or Bolt-Together***
 - ***HD Steel Stator, multiple blade combinations available***
- ***280mm, 265mm, and 258mm versions to suit your application***
 - ***Multiple Input Shaft Options available***

ULTRA-COMP 10" TORQUE CONVERTERS

Many Options Available

- **Multiple Stator Options**
 - **Full Steel Stator**
 - **Steel Banded Stator**
 - **Aluminum Stator**
- **Anti-Balloon Plates Available**
- **Fully Furnace Brazed Pump and Turbine**
- **Heavy Duty Steel Hubs**
- **Chromoly Neck**
- **Full Torrington Bearings**
- **Spragless and Sprag Options Available**
- **Precision Assembled In-House**
- **High Speed Balanced**
- **Fully Guaranteed**



P/N	Stator Type	Stall	HP Level	Bolt Pattern	Anti-Balloon Plates	Trans-Brake Compatible
20443-SSS	Full Steel	Varies	Up to 1800	10.750"	2	Yes
30443-SSS	Full Steel	Varies	Up to 1800	11.5"	2	Yes
20443ABND	Banded Steel	3800	Up to 1000	10.750"	2	Yes
20443BBND	Banded Steel	3400	Up to 1000	10.750"	2	Yes
20443CBND	Banded Steel	3200	Up to 1000	10.750"	2	Yes
30443ABND	Banded Steel	3800	Up to 1000	11.5"	2	Yes
30443BBND	Banded Steel	3400	Up to 1000	11.5"	2	Yes
30443CBND	Banded Steel	3200	Up to 1000	11.5"	2	Yes
20443A	Aluminum	3800	Up to 800	10.750"	1	No
20443B	Aluminum	3400	Up to 800	10.750"	1	No
20443C	Aluminum	3200	Up to 800	10.750"	1	No
30443A	Aluminum	3800	Up to 800	11.5"	1	No
30443B	Aluminum	3400	Up to 800	11.5"	1	No
30443C	Aluminum	3200	Up to 800	11.5"	1	No

Torque Converter Tech

It is very important to check your torque converter to flexplate clearance when installing the torque converter. With the transmission fully bolted to the engine block, there should be 1/8" to 3/16" of spacing between the torque converter and the flexplate. This spacing will ensure the torque converter is engaged into the front pump of the transmission correctly.

If your vehicle is equipped with a mid engine plate, please let us know when ordering so we can ensure the height of the torque converter is correct for your application.



ULTRA-COMP 9" TORQUE CONVERTERS

Ultra-Comp 9" Torque Converter Features:



- **Fully Transbrake Compatible**
- **Anti-Balloon Plates**
- **Aluminum or Steel Stators Available**
- **Spragless or Sprag Options Available**
- **Fully Furnace Brazed Pump and Turbine**
- **Full Torrington Bearings**
- **Many Stall Options Available**
- **Custom Built to Order**

P/N	Stator Type	HP Level	Bolt Pattern	Spline	Application
10448-SPL	Aluminum	1200	10.750"	PG	GM
10448-SPL-SSS	Steel	1600	10.750"	PG	GM
20448-SPL	Aluminum	1200	10.750"	Turbo	GM
20448-SPL-SSS	Steel	1600	10.750"	Turbo	GM
30448-SPL	Aluminum	1200	11.5"	Turbo	GM
30448-SPL-SSS	Steel	1600	11.5"	Turbo	GM
40448-SPL	Aluminum	1200	10.5" or 11.375"	26	Ford C4
40448-SPL-SSS	Steel	1600	10.5" or 11.375"	26	Ford C4
50448-SPL	Aluminum	1200	TF727 4 bolt	24	Mopar TF727
50448-SPL-SSS	Steel	1600	TF727 4 bolt	24	Mopar TF727
60448-SPL	Aluminum	1200	11.375" 4 bolt	C6	Ford C6
60448-SPL-SSS	Steel	1600	11.375" 4 bolt	C6	Ford C6

Ideal For:

- **Bracket and Index Racing**
- **Super Pro (Electronics)**
- **Super-Comp**
- **Super Gas**
- **500+ Cu in, all-motor applications**
- **Pro-Street**



Tony Morris and his Undercover Rear Engine Dragster runs a complete J.W. Performance drive train with 9" Ultra-Comp Torque Converter.

ULTRA-COMP 8" TORQUE CONVERTERS

Ultra-Comp 8" Torque Converter Features:

- **Fully Transbrake Compatible**
- **Anti-Balloon Plates**
- **Aluminum or Steel Stators Available**
- **Spragless or Sprag Available**
- **Fully Furnace Brazed Pump and Turbine**
- **Full Torrington Bearings**
- **Many Stall Options Available**
- **Custom Built to Order**



P/N	Stator Type	HP Level	Bolt Pattern	Spline	Application
10432	Aluminum	1000	10.750"	PG	GM
10432-SSS	Steel	1200	10.750"	PG	GM
20432	Aluminum	1000	10.750"	Turbo	GM
20432-SSS	Steel	1200	10.750"	Turbo	GM
30432	Aluminum	1000	11.5"	Turbo	GM
30432-SSS	Steel	1200	11.5"	Turbo	GM
40432	Aluminum	1000	10.5" or 11.375"	26	Ford C4
40432-SSS	Steel	1200	10.5" or 11.375"	26	Ford C4
50432	Aluminum	1000	TF727 4 bolt	24	Mopar TF727
50432-SSS	Steel	1200	TF727 4 bolt	24	Mopar TF727
60432	Aluminum	1000	11.375" 4 bolt	C6	Ford C6
60432-SSS	Steel	1200	11.375" 4 bolt	C6	Ford C6



Jon M. Pickering, winner of the 2011 NMRA Open comp Class runs a J.W. Performance 8" Ultra-Comp Converter in his Mustang II

Ultra-Comp 7" Torque Converters

These very specialized converters work well in many comp eliminator applications. 283, 327, 6 cylinder and 4 cylinder applications work well with these 7" converters.

P/N	Application
10432-7	Powerglide
20432-7	TH350
30432-7	TH400
40432-7	C4

For more information on our 7" torque converters contact us today with your application specs!

SPORTSMAN 10" TORQUE CONVERTERS

These performance torque converters are great for any small block, foot brake application. Cost effective, with stall ranges between 3000 – 3800 rpms these torque converters are great for those looking to upgrade for better E.T.'s and MPH.



P/N	Stall	HP Level	Bolt Pattern	Spline	Application
10445A	3800	550	10.750"	PG	GM
10445B	3500	550	10.750"	PG	GM
10445C	3200	550	10.750"	PG	GM
20445A	3800	550	10.750"	Turbo	GM
20445B	3500	550	10.750"	Turbo	GM
20445C	3200	550	10.750"	Turbo	GM
20445CC	2800	450	10.750"	Turbo	GM – Circle Track
30445A	3800	550	11.5"	Turbo	GM
30445B	3500	550	11.5"	Turbo	GM
30445C	3200	550	11.5"	Turbo	GM
40445A	3800	550	10.5" or 11.375"	26	Ford C4
40445B	3500	550	10.5" or 11.375"	26	Ford C4
40445C	3200	550	10.5" or 11.375"	26	Ford C4

STREET LETHAL 11" TORQUE CONVERTERS

These torque converters are ideally suited for your hot rod. With stall ranges between 2200 – 3000 RPM's these converters are sure to be a great performance upgrade to any street/strip machine.

P/N	Stall	HP Level	Bolt Pattern	Spline	Application
10442A	2800-3000	500	10.750"	PG	GM
10442B	2400-2700	500	10.750"	PG	GM
10442C	2200-2400	500	10.750"	PG	GM
20442A	2800-3000	500	10.750"	Turbo	GM
20442B	2400-2700	500	10.750"	Turbo	GM
20442C	2200-2400	500	10.750"	Turbo	GM
30442A	2800-3000	500	11.500"	Turbo	GM
30442B	2400-2700	500	11.500"	Turbo	GM
30442C	2200-2400	500	11.500"	Turbo	GM
40442-6	2400-2700	500	10.500"	26	Ford C4
40442-6A	2400-2700	500	11.375"	26	Ford C4
50442	2400-2700	500	TF727	24	Mopar TF727
60442-LP	2400-2700	500	11.375"	C6	Ford C6 Large Pilot
60442-SP	2400-2700	500	11.375"	C6	Ford C6 Small Pilot
85441-L3	2100-2300	500	10.750"	30	700R4 - Lockup - 12"
85441-N3	2100-2300	500	10.750"	30	700R4 - Non Lockup - 12"
85441-L7	2100-2300	500	10.750"	27	700R4 - Lockup - 12"
85441-N7	2100-2300	500	10.750"	27	700R4 - Non Lockup - 12"
85442-L3	2300-2500	500	10.750"	30	700R4 - Lockup - 12"
85442-N3	2300-2500	500	10.750"	30	700R4 - Non Lockup - 12"
85442-L7	2300-2500	500	10.750"	27	700R4 - Lockup - 12"
85442-N7	2300-2500	500	10.750"	27	700R4 - Non Lockup - 12"

12" PERFORMANCE / MILEAGE TORQUE CONVERTERS

J.W. Performance offers a series of 12" converters for performance and mileage/towing applications.

Performance 12" Converters

Designed for Mild Street Performance vehicles, these torque converters provide an increased stall over factory for better launches and 60 foot times, while still providing efficiency for highway driving.

Mileage 12" Converters

Designed for RV and towing vehicles. With enhanced torque multiplication and an improved lockup, they provide better pulling power, lower RPM's, and more miles per gallon.



P/N	Stall	Bolt Pattern	Spline	Application	Use
10441	1600-1800	10.750"	PG	GM	Mileage
20441	1600-1800	10.750"	Turbo	GM	Mileage
20442-12	2000-2200	10.750"	Turbo	GM	Performance
30441	1600-1800	11.500"	Turbo	GM	Mileage
30442-12	2000-2200	11.500"	Turbo	GM	Performance
40441-2	1600-1800	11.375"	26	Ford C4	Mileage
50441	1600-1800	TF727 4 Bolt – large style	24	Mopar TF 727	Mileage
60441	1600-1800	11.375"	C6	Ford C6	Mileage

Torque Converter Components



Bare Stators

P/N	Type	Broach Type
1000455	031	Unbroached
1000455-1	031	Mechanical Diode
1000455-2	031	X-5
1000456	073	Unbroached
1000456-1	073	Mechanical Diode
1000456-2	073	X-5

Complete Stator Assemblies

P/N	Type	Sprag Type
1000459	031	Borg Warner
1000459-1	073	Borg Warner
1000460	031	X-5
1000460-1	073	X-5

Stator Caps

P/N	
100461	Impeller / Pump Side
100462	Turbine Side



POWERGLIDE RACING TRANSMISSIONS

The aluminum case Powerglide transmission has been the #1 choice of racers for over 50 years. With many options available the Powerglide is a perfect choice for many forms of motorsport competition. We offer many variations of the Powerglide transmission to suit various power levels, contact J.W. Performance today to have a Powerglide transmission customized for you! As with all of our transmissions, these units come fully dyno tested and thoroughly inspected so you can rest assured knowing the transmission you receive will perform flawlessly.

Competition Stock Case Powerglide Transmissions:

J.W. Performance offers Powerglide transmissions with complete OEM cases. These cases utilize an OEM bellhousing, and will require shields for competition use. We also offer options that utilize the "Ultra-Bell" so no flexplate shield is required, "Ultra-Bell" sold separately, many options available.



Q10000L shown w/ 92450 Ultra-Bell

P/N	HP Rating	Pan	Input Shaft	Planetary	Valve Body	Case Type	Length
Q10000L	750hp	Deep	Turbo	1.76 OEM	Pro-Tree Brake	OEM Ready for Ultra-Bell	Long
Q10001L	900hp	Deep	Turbo	1.76 Chromoly	Pro-Tree Brake	OEM Ready for Ultra-Bell	Long
Q10002L	1500hp	Deep	Turbo	1.80 Straight	Pro-Tree Brake	OEM Ready for Ultra-Bell	Long
Q10001S	900hp	Deep	Turbo	1.76 Chromoly	Pro-Tree Brake	OEM Ready for Ultra-Bell	Short
Q10002S	1500hp	Deep	Turbo	1.80 Straight	Pro-Tree Brake	OEM Ready for Ultra-Bell	Short
10221-80-F	600hp	Stock	PG	1.76 OEM	Full-Tree Brake	Full OEM, Stock Bellhousing	Long
10221-80-FB	750hp	Deep	Turbo	1.76 OEM	Full-Tree Brake	Full OEM, Stock Bellhousing	Long
10221-84-FB	600hp	Stock	PG	1.76 OEM	Pro-Tree Brake	Full OEM, Stock Bellhousing	Long
10221-84-FB	750hp	Deep	Turbo	1.76 OEM	Pro-Tree Brake	Full OEM, Stock Bellhousing	Long
10220-F	450hp	Stock	PG	1.82 OEM	Forward Manual	Full OEM, Stock Bellhousing	Long
10221-F	600hp	Stock	PG	1.76 OEM	Forward Manual	Full OEM, Stock Bellhousing	Long

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Circle Track Stock Case Powerglide Transmissions:

We offer a full series of circle track Powerglide transmissions. Instead of using a torque converter, these transmissions use a direct drive coupling (available separately P/N 10775 or 10775-S) between the transmission and crank shaft.



10775-S Direct Drive Coupling

P/N	Valve Body	Neutral
10240	Forward Manual	Manual Control - sold separate
10240-85	Electric Neutral	Electric Solenoid Control

POWERGLIDE RACING TRANSMISSIONS

Ultra-Case Powerglide Transmissions:

Quite possibly the BEST powerglide transmission you can get your hands on! With multiple combinations available we can build you a transmission that can handle any amount of power up to 3000hp! These transmissions utilize the latest in technology and quality materials. All Ultra-Case Transmissions come SFI 4.1 certified so no additional shields are needed. Couple these transmissions with your choice of an Ultra-Bell SFI 30.1 bellhousing that will allow you to mount these great Powerglides behind Chevrolet, Ford, and Mopar applications (Ultra-Bell Sold Separately).

Basic Features Include: Turbo Spline Input Shaft, Deep Pan, Forward Pattern Pro-Tree Transbrake, Universal Shifter Arm, Billet High Gear Hub, Race Modified Front Pump, Fully Dyno Tested, and ready for Ultra-Bell Installation.



Ultra-Case Powerglide, shown with Small Block Ford Bellhousing

P/N	HP Rating	Gearset	Output	High Gear	Input	Length	Tailhousing
PG92345	750hp	1.76 Chromoly	Chromoly	5 Clutch	Hardened	Long	Stock
PG92345R	800hp	1.76 Chromoly	Chromoly	5 Clutch	Hardened	Long	Stock
PG92345-80	1200hp	1.80 Straight	Chromoly	5 Clutch	300M	Long	Ultra-Tail
PG92347R	800hp	1.76 Chromoly	Chromoly	8 Clutch	Hardened	Short	Billet Cover
PG92348R	900hp	1.76 Chromoly	Chromoly	8 Clutch	Hardened	Long	Stock
PG92348-80	1600hp	1.80 Straight	Chromoly	8 Clutch	300M	Long	Ultra-Tail
PG92349-80	1600hp	1.80 Straight	Chromoly	8 Clutch	300M	Short	Billet Cover
PG92350-V69	2800hp	1.69 Straight	Vasco	10 Clutch	300M Oversized*	Short	Billet Cover
PG92350-V80	2800hp	1.80 Straight	Vasco	10 Clutch	300M Oversized*	Short	Billet Cover
PG92351-V69	2800hp	1.69 Straight	Vasco	10 Clutch	300M Oversized*	Long	Ultra-Tail
PG92351-V80	2800hp	1.80 Straight	Vasco	10 Clutch	300M Oversized*	Long	Ultra-Tail

*Uses standard Turbo spline torque converter. Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Ultra-Components:



#92310: The Original 2 piece SFI Certified Powerglide Case, strongest PG case available!



#92309: Ultra-Tail Roller Bearing Tailhousing, greatly strengthened mount area.



#10786: 15% Greater Fluid Volume, Billet Steel Pump Gears.

TH400 PERFORMANCE TRANSMISSIONS

The workhorse of all 3 speeds! Originally released in 1964, the TH400 has proven again and again to be an ideal racing automatic. From Hot Rods to Pro-Mods, the TH400 can be built in many combinations. You can choose from any of our standard units.

Competition TH400 Transmissions:

These transmissions include: 4 inch "Short" Tailhousing (others available via special order) Hand Selected Core Unit, Performance Clutches and Steels, 34 Element Sprag, Intermediate Clutch Power Pack, Rear Roller Bearing, Fully Dyno Tested, Speedometer Plugged, Vent Tapped to 1/8" NPT.



TH400 with OEM Chevrolet Bellhousing and Deep Pan Option

P/N	HP Rating	Pan	Sprag	Drag Free	Bellhousing	Valve Body
30221-50-BR	800hp	Stock	34 Element	No	Chevrolet OEM	Trans-Brake Rev. Manual
30221-50-BRB	800hp	Stock	34 Element	No	BPO OEM	Trans-Brake Rev. Manual
30221-50-BRBD	1000hp	Deep	34 Element	Yes	Ready for Ultra-Bell	Trans-Brake Rev. Manual
30221-R	800hp	Stock	34 Element	No	Chevrolet OEM	Reverse Manual
30221-RB	800hp	Stock	34 Element	No	BPO OEM	Reverse Manual
30221-RD	1000hp	Stock	34 Element	Yes	Chevrolet OEM	Reverse Manual
30221-RBD	1000hp	Stock	34 Element	Yes	BPO OEM	Reverse Manual
30221-RDUB	1000hp	Stock	34 Element	Yes	Ready for Ultra-Bell	Reverse Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Ultra-Comp TH400 Transmissions:

These transmissions include the same features as above with the following upgrades: Drag Free Assembly, Upgraded Direct Drum w/ Pro-Mod 36 element sprag, Vasco Input Shafts and Hardened Forward Drums, Deep Pans and Upgraded forward clutch hubs.



TH400 cut and ready for Ultra-Bell, shown with Deep Pan option

P/N	HP Rating	Bellhousing	Intermediate Shaft	Valve Body
30220-FMG	2000hp	Ready for Ultra-Bell	300M	Forward Manual
30221-50-G	1500hp	Ready for Ultra-Bell	OEM	Trans-Brake Rev. Manual
30221-50-MG	2000hp	Ready for Ultra-Bell	300M	Trans-Brake Rev. Manual
30221-RG	1500hp	Ready for Ultra-Bell	OEM	Reverse Manual
30221-RMG	2000hp	Ready for Ultra-Bell	300M	Reverse Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

TH400 PERFORMANCE TRANSMISSIONS

Pro-Comp TH400 Transmissions:

These transmissions build on the same features as the Ultra-Comp Series but add: Pro-Tree Aluminum Valve Bodies and many other upgrades, for extreme levels of horsepower. Double neutral, and 1st and 2nd gear trans-brake options available.



#30221-53-MG-AL shown with optional speedometer drive, and 92451 Ultra-Bell (sold separately)

P/N	HP Rating	Bellhousing	Intermediate Shaft	Valve Body	Direct Drum
30221-51-BRBD*	1000hp	Ready for Ultra-Bell	OEM	Pro-Tree	Steel
30221-53-BRBD*	1000hp	Ready for Ultra-Bell	OEM	1st and 2nd gear brake	Steel
30221-51-G	1500hp	Ready for Ultra-Bell	OEM	Pro-Tree	Steel
30221-53-G	1500hp	Ready for Ultra-Bell	OEM	1st and 2nd gear brake	Steel
30221-51-MG	2000hp	Ready for Ultra-Bell	300M	Pro-Tree	Steel
30221-53-MG	2000hp	Ready for Ultra-Bell	300M	1st and 2nd gear brake	Steel
30221-52-MG-AL	2800hp	Ready for Ultra-Bell	300M	Double Neutral**	Aluminum
30221-53-MG-AL	2800hp	Ready for Ultra-Bell	300M	1st and 2nd gear brake	Aluminum

* Uses 34 element intermediate sprag, and OEM input and forward drum. **Requires Special Shifter. Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Street Lethal TH400 Transmissions:

These transmissions are ideally suited for your pro-street or pro-tour application. Quality performance clutches and steels ensure longevity and multiple valve body choices give you the options you need.

P/N	HP Rating	Bellhousing	Sprag	Valve Body	Drag Free
30205-500	700hp	Chevrolet OEM	34 Element	Automatic / HD	No
30205-500B	700hp	BPO OEM	34 Element	Automatic / HD	No
30210-500	700hp	Chevrolet OEM	34 Element	Manual/Auto Street/Strip	No
30210-500B	700hp	BPO OEM	34 Element	Manual/Auto Street/Strip	No
30220-F	700hp	Chevrolet OEM	34 Element	Forward Manual	No
30220-FB	700hp	BPO OEM	34 Element	Forward Manual	No
30220-FD	900hp	Chevrolet OEM	34 Element	Forward Manual	Yes
30220-FBD	900hp	BPO OEM	34 Element	Forward Manual	Yes

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Valve Body Tech

There are many options available when choosing a valve body for your TH400. When using a true "automatic" valve body you must have a constant minimum source of 14in/lbs of vacuum going to the modulator at all times. This especially holds true in Turbo-Charged or Super-Charged engine applications that run little to no vacuum. If you have one of these engines we strongly suggest running a Full Manual valve body which will eliminate all need for vacuum, or at the very least utilizing a vacuum pump.

We offer "automatic" valve bodies in 2 variations: Manual/Auto which is a firm shift that can be manually shifted, and will hold manual 1st and 2nd gears, great for a hot rod application. Also offered is the "Fully Automatic" HD shift which removes the delay out of the shift, ideally suited for RV or towing type applications.

TH350 PERFORMANCE TRANSMISSIONS

Often referred to as the "Little Brother" of the TH400, the TH350 is an ideal transmission for many applications. From street cars to race cars, circle track to drag race use the TH350 with great results! J.W. Performance offers many options for the TH350 to make this great transmission even better!

Competition TH350 Transmissions:



TH350 Transmission Shown with OEM Chevrolet Bellhousing

P/N	HP Rating	Bellhousing	Drag Free	Valve Body	Pan	Direct Drum
20221-R	400hp	Chevrolet OEM	No	Reverse Manual	OEM	OEM
20221-RB	400hp	BPO OEM	No	Reverse Manual	OEM	OEM
20221-RD	450hp	Chevrolet OEM	Yes	Reverse Manual	OEM	OEM
20221-RBD	450hp	BPO OEM	Yes	Reverse Manual	OEM	OEM
20221-50-BR	450hp	Chevrolet OEM	No	Trans-Brake Rev. Manual	OEM	OEM
20221-50-BRB	450hp	BPO OEM	No	Trans-Brake Rev. Manual	OEM	OEM
20221-50-BRD	450hp	Chevrolet OEM	Yes	Trans-Brake Rev. Manual	OEM	OEM
20221-50-BRBD	450hp	BPO OEM	Yes	Trans-Brake Rev. Manual	OEM	OEM
20221-50-BRMG	650hp	Ready for Ultra-Bell	Yes	Trans-Brake Rev. Manual	Deep	Steel 36 Element
20220-C*	450hp	Ready for Ultra-Bell	Yes	Forward Manual	Deep	OEM
20220-FC*	450hp	Chevrolet OEM	Yes	Forward Manual	Deep	OEM

* Circle Track Use includes oiling modifications. Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

Street Lethal TH350 Transmissions:

P/N	HP Rating	Bellhousing	Valve Body
20205	400hp	Chevrolet OEM	Automatic / HD
20205B	400hp	BPO OEM	Automatic / HD
20210-500	400hp	Chevrolet OEM	Manual/Auto Street/Strip
20210-500B	400hp	BPO OEM	Manual/Auto Street/Strip
20220-F	400hp	Chevrolet OEM	Forward Manual
20220-FB	400hp	BPO OEM	Forward Manual
20220-FD	400hp	Chevrolet OEM	Forward Manual
20220-FBD	400hp	BPO OEM	Forward Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

700R4 STREET LETHAL TRANSMISSIONS

Introduced in 1982, over time the 700R4 has proved to be an excellent choice for those looking for an overdrive option for their hot rod. Available in Lockup or Non-Lockup versions these 700R4's are built utilizing performance clutches and steels, Corvette servos, and 3-4 clutch power packs. All J.W. Performance 700R4's are built with 30 spline input shafts, and require the use of a TV Cable.

P/N	HP Rating	Lockup / Non Lockup	Input Spline	Valve Body
85205-L	500hp	Lockup	30	Automatic / HD
85205-N	500hp	Non-Lockup	30	Automatic / HD
85210-L	500hp	Lockup	30	Manual/Auto Street/Strip
85210-N	500hp	Non-Lockup	30	Manual/Auto Street/Strip

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

FORD C4 PERFORMANCE TRANSMISSIONS

Over the years the Ford C4 transmission has proven to be a quick and reliable transmission for all forms of racing. J.W. Performance offers the Ford C4 in Reverse Manual and Reverse Manual with trans-brake options. All J.W. Performance C4's feature a 26 spline input shaft, billet servo cover and performance clutches. Many upgrades are available to make this transmission handle horsepower levels up to 650hp! All C4's come ready for your choice of bellhousing (bellhousing sold separately).



C4 Transmission shown with #92462-157 Ultra-Bell (sold separately)

P/N	HP Rating	Drag Free	Valve Body	Input Shaft	Pan	Type
40220-R	450hp	No	Reverse Manual	26 Spline	OEM	Case Fill
40220-RD	500hp	Yes	Reverse Manual	26 Spline	OEM	Case Fill
40221-50-R	450hp	No	Trans-Brake Rev. Manual	26 Spline	OEM	Case Fill
40221-50-BRD	500hp	Yes	Trans-Brake Rev. Manual	26 Spline	OEM	Case Fill
40221-50-RM	650hp	Yes	Trans-Brake Rev. Manual	26 Spline 300M	Deep	Case Fill

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

FORD C6 PERFORMANCE TRANSMISSIONS

The big brother of the Ford C4, the Ford C6 is a great transmission for racing, 4 x 4, street use and towing. The C6 is available for Small Block, and Big Block (385 series) Ford Engines.

P/N	HP Rating	Bellhousing	Drag Free	Valve Body
60205	400hp	Small Block	No	Automatic / HD
60205BB	400hp	Big Block	No	Automatic / HD
60210	400hp	Small Block	No	Manual/Auto Street/Strip
60210BB	400hp	Big Block	No	Manual/Auto Street/Strip
60221-RA	500hp	Small Block	No	Reverse Manual
60221-R	500hp	Big Block	No	Reverse Manual
60221-RAD	550hp	Small Block	Yes	Reverse Manual
60221-RD	550hp	Big Block	Yes	Reverse Manual
60220-50-BRA	500hp	Small Block	No	Trans-Brake Rev. Manual
60220-50-BR	500hp	Big Block	No	Trans-Brake Rev. Manual
60220-50-BRAD	550hp	Small Block	Yes	Trans-Brake Rev. Manual
60220-50-BRD	550hp	Big Block	Yes	Trans-Brake Rev. Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

CHRYSLER TORQUE-FLITE 727

Often considered to be "the original racing automatic", the TF727 or TF8 continues to be a formidable transmission for all kinds of racing applications. With its simple design, the Torque-Flite can be built to handle horsepower levels up to 700. J.W. Performance offers the TF727 in both Big Block, and Small Block variations.



P/N	HP Rating	Bellhousing	Drag Free	Valve Body
50220-F	550hp	Small Block	No	Forward Manual
50222-F	550hp	Big Block	No	Forward Manual
50220-FD	550hp	Small Block	Yes	Forward Manual
50222-FD	550hp	Big Block	Yes	Forward Manual
50220-R	550hp	Small Block	No	Reverse Manual
50221-R	550hp	Big Block	No	Reverse Manual
50220-RD	550hp	Small Block	Yes	Reverse Manual
50221-RD	550hp	Big Block	Yes	Reverse Manual
50220-50-BR	550hp	Small Block	No	Trans-Brake Rev. Manual
50220-50-BRD	550hp	Small Block	Yes	Trans-Brake Rev. Manual
50221-50-BR	550hp	Big Block	No	Trans-Brake Rev. Manual
50221-50-BRD	550hp	Big Block	Yes	Trans-Brake Rev. Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

CHRYSLER TORQUE-FLITE 904

One of the best kept secrets in drag racing, the Chrysler Torque-Flite 904 or TF6 is the lighter duty, lighter weight version of the TF727. Originally available in 6 cylinder and small V8 vehicles, these transmissions are great for many small block applications making 500 or less horsepower; we also offer bellhousings that will allow you to bolt these to Big Block applications.

P/N	HP Rating	Drag Free	Valve Body
55220-F	400	No	Forward Manual
55220-FD	450	Yes	Forward Manual
55220-R	400	No	Reverse Manual
55220-RD	450	Yes	Reverse Manual
55220-50-BR	500	No	Trans-Brake Rev. Manual
55220-50-BRD	500	Yes	Trans-Brake Rev. Manual

Horsepower ratings are approximates, other factors contribute to transmission horsepower ratings, i.e. vehicle weight, torque, driving habits, etc.

TRANSMISSION COMPONENTS

Trans-Brake Valve Body:

Trans-Brake valve bodies allow your race car to leave the starting line like a stick shift car. Available for many transmissions, these trans-brakes are manufactured and dyno tested in house. All trans-brake valve bodies come complete with a solenoid and complete instructions.



10284: Powerglide Fluid Exhaust

- 10284** – Powerglide Pro-Tree Fluid Exhaust – Forward Pattern
- 10280BF** – Powerglide Bracket Brake – Forward Pattern
- 20550BR** – TH350 Trans-Brake – Reverse Pattern
- 30550BR** – TH400 Trans-Brake – Reverse Pattern
- 30551BR** – TH400 Aluminum Pro-Tree Trans-Brake – Reverse Pattern
- 30552BR*** – TH400 Double Neutral Aluminum Pro-Tree Trans-Brake – Reverse Pattern
- 30553BR** – TH400 Aluminum Pro-Tree Trans-Brake 1st and 2nd brake – Reverse Pattern
- 40550BR** – C4 Pro-Tree Trans Brake – Reverse Pattern
- 50550BR** – TF727 Billet Aluminum Trans Brake
- 60550BR** – C6 Billet Aluminum Pro-Tree Trans Brake – Reverse Pattern

* Requires use of 30789AL or similar

Full Manual Valve Body:

Manual valve bodies completely eliminate all automatic features of the transmission. These valve bodies eliminate the need for vacuum, and also remove the governor from the transmission. Most valve bodies are available in Forward or Reverse patterns and come completely dyno tested.



30218R: TH400 Reverse Manual

- 10260F** – Powerglide Forward Pattern
- 10261R** – Powerglide Reverse Pattern
- 10285E** – Powerglide Circle Track Electric Neutral Forward Pattern
- 20217F** – TH350 Forward Pattern
- 20218R** – TH350 Reverse Pattern
- 30217F** – TH400 Forward Pattern
- 30218R** – TH400 Reverse Pattern
- 30218RN** – TH400 Reverse Pattern Aluminum
- 40218R** – C4 Reverse Pattern
- 50217F** – TF727 Forward Pattern
- 50218R** – TF727 Reverse Pattern
- 60218R** – C6 Reverse Pattern

Replacement Trans-Brake Solenoids:

Always good to have a spare!

- 10290-1** - Powerglide
- 30290-1** – TH350/TH400
- 40290-1** – Ford C4
- 60290-1** – Ford C6



10290-1: Powerglide Solenoid

Ultimate Overhaul Kits

These kits come complete with everything you will need to overhaul your transmission! Performance Clutches, Steels, Bands, Gaskets, Teflon® Sealing Rings, Seals, Bushings and a High Flow Filter.



30110-U: TH400 Ultimate Overhaul Kit

- 10110-U** – Powerglide 5 Clutch High Gear
- 20110-U** – TH350
- 30110-U** – TH400 (includes intermediate power pack upgrade)

Master Overhaul Kits

These kits include Performance Clutches, Steels, Bands, Gaskets, Teflon® Sealing Rings, and seals.

- 10110** – Powerglide 5 Clutch High Gear
- 10110-8** – Powerglide 8 Clutch High Gear
- 20110** – TH350
- 30110** – TH400
- 40110** – Ford C4 (1964-1969)
- 40111** – Ford C4 (1970+)
- 50110** – TF727 (1962-1970)
- 50111** – TF727 (1971+)
- 60110** – Ford C6 (1968-1975)
- 60110A** – Ford C6 (1976+)
- 85110** – 700R4 (1982-1984)
- 85110-A** – 700R4 (1985-1987)
- 85110-B** – 700R4 (1987-1992)

Short Overhaul Kits

These basic kits include all gaskets, Teflon® sealing rings and a front and rear seal.

- 10090** – Powerglide
- 20090** – TH350
- 30090** – TH400
- 40090** – Ford C4 (1964-1969)
- 40091** – Ford C4 (1970+)
- 50090** – TF727 (1962-1970)
- 50091** – TF727 (1971+)
- 60090** – Ford C6
- 85090** – 700R4



10090: PG Short Overhaul Kit

TRANSMISSION COMPONENTS

Bushing Kits

- 10115 – Powerglide
- 20115 – TH350
- 30115 – TH400
- 40115-1 – Ford C4 (1964-1969)
- 40115-2 – Ford C4 (1970+)
- 50115 – TF727
- 60115 – Ford C6
- 85097 – 700R4



10115: Powerglide Bushing Kit

Hi-Flow Filters

- 10006 – Powerglide
- 20006 – TH350
- 30006 – TH400
- 40044 – Ford C4 (1965-1969)
- 40046 – Ford C4 (Late Style)
- 40047 – Ford C4 (Pinto Style)
- 50230 – TF727 Large Felt
- 50231 – TF727 Large Brass Screen
- 55230 – TF727 Small Felt
- 55231 – TF727 Small Brass Screen
- 60229 – C6 Early Filter
- 60230 – C6 Late Filter
- 60231 – C6 4 x 4 Filter
- 85006 – 700R4
- 85006A – 700R4 Late Style

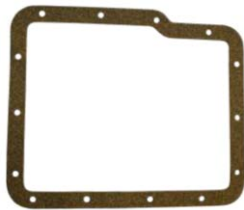


10006: Powerglide Hi Flow Filter

Pan Gaskets

When installed correctly a Cork/Rubber pan gasket seals best. If you intend to reuse your pan gasket the duraprene gaskets work best for multiple uses.

- 10004 – Powerglide - Cork
- 10004-A – Powerglide - Duraprene
- 20004 – TH350 - Cork
- 30004 – TH400 - Cork
- 30004-A – TH400 - Duraprene
- 40011 – C4 - Cork
- 50011 – TF727 - Cork
- 50011D – TF727 - Duraprene
- 55011 – TF904 - Cork
- 60011 – C6 - Cork
- 85004 – 700R4 - Cork



10004: Powerglide Cork Pan Gasket

Deep Pans

An essential upgrade to any transmission, not only do deep pans provide increased fluid capacity, they greatly reduce the possibility of cavitation by submerging the oil pickup deeper into the fluid. Cooling is also aided by the integrated cooling fins and the better heat dispersion of the cast aluminum. All deep pans include a drain plug to speed up fluid changes.



30660: TH400 Deep Pan Kit

- 10660 – Powerglide – 2 quart additional
- 20660 – TH350 – 2 quart additional
- 30660 – TH400 – 2 quart additional
- 40660 – C4 – 2 quart additional
- 50660 – TF727 – 1 quart additional
- 60660 – C6 – 2 quart additional

Input Shafts

J.W. Performance offers a multitude of input shaft options for many automatic transmissions. 300M, Vasco and Hy-Tuff material options are available for horsepower applications up to 3000hp!



10176-2M: Powerglide 300M Turbo Spline Input Shaft

P/N	Application	HP Rating	Material	Spline
10176	PG - 1.76	750hp	Hy-Tuff	17
10176-2	PG - 1.76	750hp	Hy-Tuff	30
10176-2M	PG - 1.76	1600hp	300M	30
10176-2V	PG - 1.76	1400hp	Vasco	30
10176-4*	PG - 1.76	3000hp	300M	30
10182	PG - 1.82	750hp	Hy-Tuff	17
10182-2	PG - 1.82	750hp	Hy-Tuff	30
30200**	TH400	3000hp	Vasco	30
40176	C4	750hp	300M	26

* Requires #10031-M Stator Support, and additional machining
 ** Complete assembly, includes Forward Drum

TRANSMISSION COMPONENTS

Planetary Sets

Powerglide:

Available in short or long variations, and for applications up to 3000hp! Many ratios available!



P/N	Rating	1st Ratio	Type	Length	Output
10777-L	1400hp	1.76 : 1	Helical	Long	Chromoly
10777-S	1400hp	1.76 : 1	Helical	Short	Chromoly
10777-LV	1400hp	1.76 : 1	Helical	Long	Vasco
10777-SV	1400hp	1.76 : 1	Helical	Short	Vasco
10180-LO	1400hp	1.80 : 1	Straight	Long	Chromoly
10180-SO	1400hp	1.80 : 1	Straight	Short	Chromoly
10180-LC	1800hp	1.80 : 1	Straight	Long	Chromoly
10180-SC	1800hp	1.80 : 1	Straight	Short	Chromoly
10180-L	3000hp	1.80 : 1	Straight	Long	Vasco
10180-S	3000hp	1.80 : 1	Straight	Short	Vasco
10169-S	3000hp	1.69 : 1	Straight	Short	Vasco
10169-L	3000hp	1.69 : 1	Straight	Long	Vasco

TH400:

The 2.75 gear sets are great for low hp cars looking to improve 60 ft. times. The 2.10 gear sets are great for cars that may be too violent on the starting line.

P/N	1st Ratio	2nd Ratio
30774	2.10 : 1	1.40 : 1
30775	2.75 : 1	1.57 : 1

TH350:

The 2.75 gear set for the TH350 is great for low hp applications as well as circle track use.

P/N	1st Ratio	2nd Ratio
20775	2.75 : 1	1.57 : 1

Powerglide Planetary Parts

Carrier and Output Shaft

Welded Assemblies:

These assemblies are completely welded and ready for you to install your gear set of choice (sold separate). Thoroughly inspected and precision welded, these make the task of assembling a complete planetary simple. Not for use with 1.82 style gears.



#10783W

P/N	Output Shaft	Length
10783W	Chromoly	Short
10783WV	Vasco	Short
10784W	Chromoly	Long
10784WV	Vasco	Long

Powerglide Planetary Gear Kits:

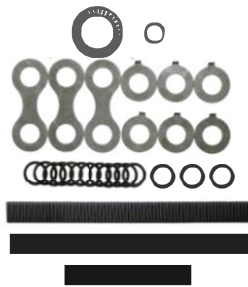
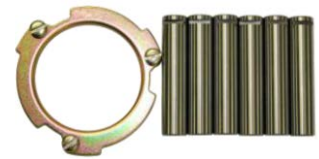
Piece your own planetary together and save! J.W. Performance offers 1.80, 1.76 and 1.69 gear sets for those looking to build their own gear sets.



P/N	Ratio	Style
10180-K	1.80 : 1	Straight Cut
10777CM	1.76 : 1	Helical Cut
10169	1.69 : 1	Straight Cut

10788W – Pin Set

Complete 6 Pin (axle)
Set with Locking Ring



10777-K – Parts Kit

Planetary Small Parts kit, includes, needle bearings, Front and Rear Thrust Washers, center brass thrust washer, and Planetary Thrust Bearing.

TRANSMISSION COMPONENTS

Drums

Powerglide:

10905 – 10 Clutch Drum

10905C – 10 Clutch Drum Complete w/ Bearing

10905CBF – 10 Clutch Drum Complete / no Bearing



TH400:

30200 – Hardened Forward Drum with Vasco Input Shaft

30789 – Steel Direct Drum with Oversized 36 element sprag, includes intermediate clutch pack

30789AL – Billet Aluminum Direct Drum with Oversized 36 element sprag, includes intermediate clutch pack

TH350:

20760 – Heavy Duty Direct Steel Drum with 36 element sprag

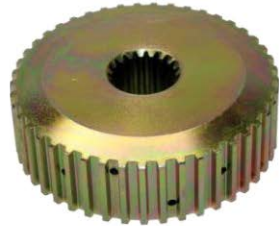


Clutch Hubs

Powerglide:

10400-S: Upgrade #1 for ANY Powerglide! Billet Steel High Gear Clutch hub

10400-S10: Billet Steel High Gear Clutch hub, use with drum part number 10905



TH400:

30790: Billet Steel Design greatly reduces center intermediate spline damage (1967 and newer)



Specialty Powerglide Parts

10779-DFN – Powerglide Shorty End Cap

Billet Aluminum short end cap incorporates a needle bearing for drag-free operation. Bearing retained by snap ring to prevent “walk-out”. Use with hardened yoke or coupler, includes hardware.



Specialty Powerglide Parts



10787 – Powerglide Billet Servo Piston

Billet Aluminum Dual O-Ring Provides positive low band apply. Features include dual o-ring seals, and increased volume. Replace O-Rings (each) #10021

10789 – Powerglide Billet Servo Cover

Billet Aluminum Servo Cover Provides increased rigidity to minimize leaks at the servo cover. Includes: O-ring seal, gasket, hardware, and 1/8”NPT pressure port.



10300 – Powerglide Billet Rear Support

Save weight, and drag with our billet aluminum governor support. Needle bearing replaces OEM bushing to reduce parasitic loss. No need to modify, ready for trans-brake use, includes hardware.

10907 – Powerglide High Gear Piston

Our billet aluminum high gear piston includes upgraded springs. May require additional machine work to achieve proper clutch clearance.



10908 – Powerglide Reverse Gear Piston

Our billet aluminum reverse gear piston includes upgraded springs. May require additional machine work to achieve proper clutch clearance.

10460 – Powerglide HD Band Adjuster

A must upgrade for any racing powerglide! Grade 8 type material reduces chance of band adjuster from bending, larger diameter less prone to backing out.



92014-U – Powerglide Shifter Arm

Universal fit for most aftermarket shifters. Can be installed in either the up or down position.

TRANSMISSION COMPONENTS

Specialty TH400 Parts

30791 – HD Intermediate Main Shaft

300M Material Provides incredible strength when compared to the OEM design, recommended for any application over 1500hp.



32309 – TH400 Roller Tailhousing

Billet Aluminum Design provides increased strength over OEM. Double Roller bearing greatly reduces drag. Snap ring retainer prevents bearing "walk-out"

30780 – TH400 Intermediate Spiral Lock

Spiral lock retaining ring reinforces the intermediate sprag area by reducing the chance for sprag failure.



Transmission Shields

J.W. Performance transmission shields are designed from 0.250" thick T6 quality aluminum. Transmission shields are SFI 4.1 certified, and are designed to fit closely to the transmission case to virtually eliminate any fitment issues. All hardware included.



#92007 – TH400, Blue Shown, other color options available

- 92006** – Powerglide
- 92005** – TH350
- 92007** – TH400
- 92009** – C4
- 92004** – C6
- 92008** – TF727
- 92008-9** – TF904

Flexplate Shields

Made from the same quality materials as our transmission shields, these shields are SFI 30.1 certified for safety.

- 92021** – Buick, Pontiac, Olds
- 92022** – Chevrolet
- 92023-1** – Big Block Ford 429 / 460
- 92023-2** – Small Block Ford
- 92023-3** – Big Block Ford FE Series
- 92023-BB** – Big Block Mopar
- 92023-SB** – Small Block Mopar

Shift Improver Kits

Our shift improver kits are a great cost effective way to increase the performance from your automatic transmission. We offer most of these kits in 2 variations:

Street/Strip: Great for any hot rod application, substantially increases line pressure, and removes the delay out of the shift.

Heavy Duty: Great for any towing or RV application, removes the delay out of the shift and not quite as harsh as the street/strip version.

All shift improver kits include necessary valve body plates, as well as gaskets and complete instructions.



Powerglide:

10003-3: Manual Performance Kit, provides full manual control, eliminates all automatic features of the valvebody.

TH400:

- 30001-1:** Heavy Duty
- 30002-2:** Street Strip

TH350:

- 20001-1:** Heavy Duty
- 20002-2:** Street Strip

Other Specialty Transmission Components

C4 Billet Servo Cover

40555: Provides positive seal for intermediate band apply. An essential upgrade for any C4 transmission!



TF727 Reverse Billet Piston

50778: Eliminate rear band servo piston breakage! Made of billet 6061 Aluminum, incorporates a separate stem design to eliminate breakage.



"THE WHEEL" SFI CERTIFIED FLEXPLATES

The BEST! Flexplate available for your engine PERIOD! Made from 0.188" thick Chromoly steel with a hand fitted and welded ring gear, these flexplates are the most winning flexplate in NHRA competition. Applications from 200hp to over 4000hp have used "The Wheel" with great success. "The Wheel" is one of the only flexplates available to pass the strict SFI 29.2 requirements. Available for GM, Ford and Chrysler applications.



#93005



#93005 - L



#93017

"The Wheel" General Motors

Make	Engine	Tooth Count	Internal Balance	External Balance
Chevrolet 1986+ 2.000" Crank	305-350	168	93000 / 93000-L	93000-X
	one piece rear main seal	153	93000-1	93000-1X
Chevrolet 2.487" Crank	454 BB Gen IV	168	93005	93004
	400 SB			93004-L
				93013
	454 - 502 BB Gen V			93013-L
				93017
	BB Gen VI			93017-L
327 - 427	93019			
Chevrolet 2.65" Crank	265 - 283 - 327	153	93006	93006-X
	All	139	93005-139*	N/A
	LS1, LS2, LS3	168	93019-LS-D	N/A
LS6, LS7	93019-LSA-D			
LSA, LSX	93019-LS9-D			
LS9				
Pontiac	400	166	93012	93012-X
	455		93012-L	
Oldsmobile	455	166	N/A	93012-O
				93012-OL
Buick	V6	160	93007 / 93007-L	93007-X / 93007-XL
	455	166	93008 / 93008-L	93008-X / 93008-XL
	350	160		93016 / 93016-L

*Requires use of special starter (93043) or starter pinion drive (93043-139)

"THE WHEEL" SFI CERTIFIED FLEXPLATES

"The Wheel" Ford

Make	Engine	Tooth Count	Internal Balance	External Balance	Converter Bolt Patterns
Ford	429-460	164	N93001*	N93001-X* - 24oz	GM: 11.500" Ford: 11.375"
	351 Windsor Cleveland Modified		N93002**	N93002-X** - 28oz N93002-XX** - 50oz	GM: 11.500" & 10.750" Ford: 10.500" & 11.375"
	289 - 302	157	N93003**	N93003-X** N93003-XX**	GM: 10.750" Ford: 11.375"
	Modular 4.6L - 6 bolt	164	N93002-466**	N/A	GM: 11.500" & 10.750" Ford: 10.500" & 11.375"
	Modular 4.6L - 8 Bolt				GM: 11.500" & 10.750" Ford: 10.500" & 11.375"
	5.4L / V10 5.0L Coyote		N93002-468**		GM: 11.500" & 10.750" Ford: 10.500" & 11.375"

* Requires use of 80002-1 crank adapter for GM torque converters ** Requires use of 80002-3 crank adapter for GM torque converters

"The Wheel" Mopar

Make	Engine	Tooth Count	Internal Balance	Use w/ Ultra-Bell
Chrysler to GM trans	6 Bolt	130	93009-C or 93009-CCM	Yes*
			93009	No
	8Bolt		93010-C or 93010-CCM	Yes**
			93010	No
	New Hemi 5.9 and 6.1		93010-CH	Yes***

* Requires use of 80012 crank adapter ** Requires use of 80013 crank adapter *** Requires use of 80027 crank adapter

Crank Adapters

Crank Adapter	Engine	Transmission	Wheel
80002-1	Ford 429-460	GM	N93001 series
80002-3	Small Block Ford	GM	N93002 or N93003 series
80002-4	392 Hemi 1.855" pilot	GM	93010-C or 93010-CCM
80002-5	392 Hemi 1.935" pilot	GM	93010-C or 93010-CCM
80002-6	AMC	GM	N/A
80012	Chrysler 6 Bolt	GM	93009C or 93009-CCM
80013	Chrysler 8 Bolt	GM	93010C or 93010-CCM
80013-H	Chrysler 8 Bolt "Fuel" Crank	GM	93010C or 93010-CCM
80014	LS1, LS2, LS3, LS6, LS7	GM	93005
80015	Small Block Ford	GM	93002 or 93003 series (old style)
80027	New Hemi 5.9, 6.1	GM	93010-CH

ULTRA COMPONENTS

Ultra-Bell

Over 5 times stronger than OEM, since 1993 the Ultra-Bell has been an excellent safety alternative to bulky external shields. Made from high quality T6 cast Aluminum these bellhousings come SFI 30.1 certified. Many versions are available for mounting a variety of transmissions to different engine combinations. Installation of the Ultra-Bell does require removal of the OEM bellhousing which is a simple task that can be performed with ordinary hand tools. All hardware and complete instructions are included with each Ultra-Bell.



	Powerglide	TH400 / TH350	700R4	C4	AOD	TF727 / A518	TF904
GM V8	92450	92451 / 92452	92450-700	92463	92450-AOD		
GM LS Engine	92450LS	92451LS					
Ford SB (157 tooth)	92453-157	92453-A157		92462-157			
Ford SB (164 tooth)	92453-164	92453-A164		92462-164	92453-164AOD		
Ford Modular	92462-46P	92462-46TH		92462-46			
Small Block Chrysler	92455	92455-A				92458	92460
Big Block Chrysler	92456	92456-A				92457	92459
392 Early Hemi	92456-H*	92456-H4*					
AMC	92462	92464-A					

* Requires use of 92456-HP adapter plate (sold separate)

ULTRA COMPONENTS

Powerglide Ultra-Case #92310

The original 2 piece aftermarket powerglide case! The first powerglide case to pass SFI 4.1 certification with no additional shields needed, internally or externally! We designed the Ultra-Case with safety in mind from the ground up, unlike other versions out there that are re-designed OEM pieces that barely pass SFI certification standards. There are many great features that set the Ultra-Case apart from the competition:

- **The first case with an adjustable trans-brake release, since day 1!**
- **Many bellhousing options available for GM, Ford, and Chrysler engines**
- **Uses any standard Powerglide Ultra-Bell manufactured after October 2010**
- **Governor area completely removed, and strengthened for safety**
- **Extra material on the pan rail, top and sides of case for added strength**
- **¼" NPT cooler line fittings**
- **Case vent tapped for 1/8" NPT, allows installation of catch can**
- **Pressure Ports for checking Reverse, High Gear, and Low Servo**
- **Equipped with a rear needle bearing**
- **Improved oiling passages aid in fluid flow and overall cooling**
- **Comes prepped and ready for trans-brake installation, no extra drilling needed!**
- **All OEM components fit 100%**
- **Made from quality T6 cast aluminum**
- **Self-centers to all Ultra-Bells manufactured after October 2010**
- **Trans-Brake Solenoid O-ring seal, reduces rear leakage, no gasket needed**
- **SFI Certified 4.1**



ULTRA COMPONENTS

TH400 Ultra-Case #32310

The first of its kind! Just like the Powerglide Ultra-Case, the TH400 Ultra-Case is designed from the ground up to be the LAST TH400 transmission case you will ever need! Fully SFI 4.1 certified the Ultra-Case does not require any additional shields what-so-ever!

- **2 – piece design with self centering bellhousing, allows bolting transmission directly to Chevrolet, BPO, Big (385 series) and Small Block Ford, Modular Ford, Big and Small Block Chrysler and 392 Hemi, no other adapters required (bellhousing sold separately).**
- **The bellhousing is self centering, all Ultra-Bells manufactured after December, 2010 will center onto the front section of the transmission case, older Ultra-Bells can be modified to accomplish this, see J.W. Performance for details.**
- **Extensively strengthened over OEM, major areas include:**
 - **Center Case Lugs – patent pending**
 - **Pump Area Boss – patent pending**
 - **Rear Tailhousing Area – patent pending**
 - **Rear Bushing Area – patent pending**
 - **Top and Sides of Case – patent pending**
 - **Pan Rail – patent pending**
- **Precision casting using a permanent mold process.**
- **High Quality 6061 T6 Aluminum**
- **Optional Rear Bearing Installed in Case as opposed to factory bushing**
- **Additional Oil Pressure check Points added to allow checking of various pressures in addition to main line pressure, gives the ability to check each gear individually – patent pending**
- **Oil circuitry modified to improve oiling and cooling, additional rear oiling circuitry available – patent pending.**
- **SFI 4.1 Certified**
- **No Additional Shields needed**
- **All brands/types of manual valve bodies will work, will not work with any auto-shift valvebodies – eliminates governor assembly completely**



ULTRA COMPONENTS

Ultra-Tail #92309

An excellent upgrade to any powerglide transmission, the Ultra-Tail is greatly improved over the OEM tailhousing. Cast from T6 aluminum the Ultra-Tail is greatly strengthened throughout, especially in the mount area. All Ultra-Tail tail housings include a needle bearing in the rear to reduce drag. Designed primarily for competition use the Ultra-Tail does not have a provision for a speedometer. It is recommended to utilize a hardened driveshaft yoke with the Ultra-Tail.



Ultra-Pump #10786

By increasing volume 15% the Ultra-Pump is capable of running pressures above 300psi if needed. Made of military hard-coated T6 cast aluminum the Ultra-Pump is the last pump you will ever need. Sold as the front half only, and designed to work with an OEM stator support half, the Ultra-pump includes a set of oversized billet steel gears.



TRANSMISSION ACCESSORIES

Books and Videos

The J.W. Performance "How to Build a Racing Powerglide" book is chock full of useful, hard to find information on the aluminum case powerglide. Over 90 pages of great information, including transmission identification, tear down, re-assembly, modifications, torque converter theory, and tool fabrication guidelines. Includes many pictures and diagrams.



92077 – "How to Build a Racing Powerglide" Book

J.W. Performance offers a series of instructional DVD's that offer great technical information on the Powerglide, TH350, and TH400 transmissions. These DVD's show a complete teardown, rebuild and reassembly of each transmission.



92077-CD – Powerglide

92077-T3D – TH350

92077-T4D – TH400

Transmission Fluid

J.W. Performance racing synthetic transmission fluid uses a proprietary blend of additives to keep your transmission running cool, and the fluid from breaking down. With its increased flashpoint, and lubricating properties, our fluid is sure to make your transmission perform great! 4 gallons to 1 case.



92105 – Transmission Fluid – 1 gallon

Bolt Kits

Converter Bolts

- 93027** – GM 8" and 10"
- 93028** – GM 11" and 12"
- 93029** – GM 9" and 9.5"
- 93030** – Ford (all sizes)
- 93031** – Chrysler 8" and 10"
- 93032** – Chrysler 11" and 12"



#93027

Flexplate Bolts

- 93020** – GM
- 93021** – Small Block Ford
- 93022** – Big Block Ford
- 93024** – Small Block Chrysler
- 93025** – Big Block Chrysler
- 93026** – Chrysler Hemi



#93020

Bellhousing Bolts

- 92467** – GM
- 92468** – Small Block Ford
- 92469** – Big Block Ford
- 92470** – Small Block Chrysler
- 92471** – Big Block Chrysler



#92467

Ultra-Bell to Pump Bolts

- 92465** – Powerglide Transmission
- 92466** – TH350 and TH400

GV GEAR VENDORS UNDER/OVERDRIVE

J.W. Performance is proud to be an authorized Gear Vendors Overdrive Dealer. Gear Vendors overdrive units are available for every transmission we sell. These units are built tough to withstand serious amounts of torque. Contact J.W. Performance today to have a Gear Vendors overdrive unit custom ordered for your application!



TRANSMISSION ACCESSORIES

Transmission Coolers

92000 – Basic Cooler 7.5" x 17" x 0.750" Barb Fittings, 18500GVW rating

92000-A – Double Stack 16 Passage 10" x 16" x 4.875" 10" 650cfm fan -6AN lines, 25,000 GVW rating



92000-B – Aluminum Fin and Plate 10" x 12.5" x 4" 8" 400cfm fan -6AN lines, 25,000 GVW rating



92000-C – Tube and Fin 7.5" x 12" x 3.875" 87" 400cfm fan Barb Fittings, 15,500 GVW rating



Shifters



Quite possibly one of the nicest shifters made, J.W. Performance is a proud dealer of the Precision Performance Products line of performance shifters. These shifters feature a billet aluminum design, and are one of the simplest, cleanest shifters available. Contact J.W. Performance today for a quote on a shifter for your vehicle.

SideWinder Shifters



A great economical alternative, the SideWinder shifters are great for use in a variety of vehicles from street cars, to full out race cars. Contact J.W. Performance for one for your car today!

Starters

J.W. Performance offers performance starters designed to work with our series of 139 tooth GM flexplates. These starters are designed for severe use on vehicles with large CID, and high compression. Pinion gear also available separate to work with your existing Hitachi style starter.



93043 – Starter for 139 Tooth Ring Gear

93043-139 – Replacement Pinion for 139 Tooth Ring Gear