



PERFORMANCE TRANSMISSION PRODUCTS 2015



www.tcsproducts.com Toll Free: 1-800-960-1177

Phone Orders

Toll-Free: 1-800-960-1177

Phone: 604-533-8675

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Internet: www.tcsproducts.com

Business Hours: Monday through Friday 8:00 a.m. to 5:00 p.m. pacific time.

We will ship most parts via UPS within 24 hours of receiving your order.

Credit Card Orders

If you are paying via credit card – (Visa or Master Card), the following information is required:

- The name as it appears on the credit card.
- The credit card number and expiry date plus 3 digit security number.
- The credit card billing address including the zip or postal code.
- The ship to address, including the zip or postal code.
- The phone number of the ship to address.

Sorry no C.O.D. Shipments.

Return of Goods

All returned items are subject to prior approval by authorized TCS personnel. We will accept returns, other than warranty related returns, within 7 working days of the original purchase. The returned item must be accompanied with the supporting documentation, invoice and shipping receipt. Depending on the reason, returned items may be subject to a 15% restocking charge that will be deducted from the credit. Items that TCS has made according to a purchase order to customers specifications, are not returnable unless, the product does not represent the item ordered per the specifications provided to TCS.

Warranty Information

TCS Performance Products Warranty is limited to the repair or replacement of any TCS product that fails due to a defect in materials or workmanship. This Warranty applies to the strict replacement of the faulty product.

- TCS warrants that all performance products will be free from defects in material and workmanship for a period of 90 days from the original date of purchase.
- 1 YEAR WARRANTY on all street and high stall converters.
- 2 YEAR WARRANTY on all race converters equipped with steel stators.

This warranty does not cover:

- Costs incurred during downtime or towing.
- Loss or injury incurred from use or operation.
- Removal or replacement parts.
- Transmission fluid.
- Damage to related components.
- Damage caused as a result of misuse, abuse, unauthorized repairs or modifications.
- Damage due to improper cooling, or maintaining of fluid levels.
- Shipping costs.

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Since the early 60's our focus remains committed to manufacture the best possible performance transmission parts for racers and performance enthusiasts alike. By being in the forefront of changes and technological advancements in the performance transmission industry, we at TCS are especially proud of the part we play in manufacturing improved products for many RACING AND OFF-ROAD applications.

In addition to the Performance Parts listed in this catalog, much of our success is realized through carrying a large stock of competitively priced OEM and Aftermarket Performance Parts. Whether you are rebuilding the transmission on your daily driver or competition warrior, we can deliver the right part every time.

CONTACT US:

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Hard Parts

Part No.	Description
123001	A518/A618/47RE/48RE Aluminum dual ring kick-down servo... (see kit #K1469CP)
123002	A518/A618/47RE/48RE Aluminum accumulator piston..... (see kit #K1469CP)
123004	47RE/48RE Aluminum low/reverse servo kit, 2.47" O.D. 1997-ON
12886G	A518/A618/47RE/48RE Aluminum 4-spool switch valve
129600L	A518/A618/47RE/48RE Lockup input shaft & hub
129600N	A518 Non-lockup input shaft & hub
129700	A518/A618/47RE/48RE Intermediate shaft
129700M	A518/A618/47RE/48RE Intermediate shaft
146900	A518/A618/47RE/48RE 4.2 ratio band lever..... (see kit #K1469CP)
22717HD	A518/A618/47RE/48RE Heavy duty band strut..... (see kit #K1469CP)
22718HD	A518/A618/47RE/48RE Steel band anchor..... (see kit #K1469CP)
618100	A518/A618/47RE/48RE HD 23 spline 4X4 output shaft (electronic transmission)
618101	47RH Heavy duty 4X4 output shaft, hydraulic governor style transmission
618102	A518/A618/47RE/48RE XHD 29 spline 4X4 output shaft, electronic transmission
K123900P	A518/A618/47RE/48RE 5-clutch pack kit
K123900SH	A518/A618/47RE/48RE Steel front drum & extra large aluminum piston
K1469CP	A518/A618/47RE/48RE Combo kit

Transmission Rebuild Kits & Components

149310	A518/46RH/RE 1990-97 also 47RH/RE 1997-ON..... Racing Master Kit (*see footnote)
149310R	A518/618 1990-ON w/6 Direct plates & GPZ frictions.. Xtreme Rebuild Kit (*see footnote)
149320	48RE 2003-ON w/Direct power pack..... Racing Master Kit (*see footnote)
149320R	48RE 2003-ON w/7 Direct plates & GPZ frictions..... Xtreme Rebuild Kit (see footnote)
PS22825	High performance non-Kevlar band w/high energy lining

***Racing Master Kits include;** Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;** Gasket & seal kit, red frictions, Kolene steels, filter, bushing & washer kits, modulator, front band & high flow filter.

***The Xtreme transmission rebuild kits include;** Overhaul gasket & seal kit, frictions & steel plates and direct piston w/GPZ frictions.



A518 Non Lockup Input Shaft & Hub: #129600N
Designed for high torque engines with non-lockup torque converter.



A518/618/47&48RE Lockup Input Shaft & Hub: #129600L
Designed for high torque engines and/or multi-disc torque converter.

Input shafts are made from 300 Maraging billet steel. Hubs are made from 4140 HTSR steel. Shaft to hub splines increased from OEM 28 to 35 splines for 25% more surface contact. Tested to 2,700 ft/lbs of torque.

Output Shafts made from 9310 Vacumelt Steel, radius increased to protect areas prone to stress fractures

47RH 4x4 Output Shaft: #618101
For hydraulic governor style transmission only.



A518/A618/47/48RE 23 Spline 4x4 Output Shaft for the Electronic Transmission: #618100



A518/A618/47RE/48RE 29 Spline 4X4 Output Shaft for the Electronic Transmission: #618102
Shaft diameter increased from 1.230" dia. to 1.480" diameter. Must use with 29 spline input gear from NV 271 transfer case. Part #05086311-AA



CHRYSLER A518-A618-47RH/RE-48RE



A518/A618/47RE/48RE/A727 Steel Front Drum & X-Large Piston: #K123900SH
Made from billet 1040-1045 medium carbon steel. Will hold 5-6 friction plates. 55% MORE piston apply area! This results in double the clamping force needed in third gear. Engineered with dual oil apply passages for even piston apply.



A518, A618, 47RE/48RE/A727 5-Clutch Pack Kit: #K123900P
For performance Dodge diesel & gas applications! Add one more clutch plate to the 3rd gear drum. This billet aluminum clutch piston provides a positive and balanced clutch application with more friction area. Raybestos frictions and steels are used with this kit.

A518/A618/47RE/48RE Intermediate Shaft: #129700 (300M material) Intermediate Shaft: #129700M (300 Maraging material)

Designed for high torque and heavy towing. Heat treated for superior surface toughness and durability. Spline machined with large blended radius to reduce common fractures associated with the OEM version.



A518/A618/47RE/48RE/A727 Combo Kit: #K1469CP
Kit includes all 5 parts listed below.

A518/A618/47RE/48RE/A727 Dual Ring Kick-down Servo Assembly: #123001
Billet aluminum dual ring kick-down servo delivers zero leakage 2nd gear apply. Produces longer band and 3rd gear clutch life.

A518/A618/47RE/48RE/A727 Accumulator Piston: #123002
Billet aluminum zero leakage dual ring accumulator piston provides an exceptional sealing function.

A518/A618/47RE/48RE/A727 4.2 Ratio Band Lever: #146900
Made from billet 4140 HTSR steel and provides greater clamping force over the OEM 3.8 ratio lever. Placing 1 pound of application force produces 4.2 pounds of force on the band.

A518/A618/47RE/48RE/A727 Band Strut: #22717HD
HD. band strut eliminates bending and failure which causes excessive band clearances that can result in premature transmission failure. Made from case hardened 1018 carbon steel and thicker, (.240" versus .120") than the OEM product.

A518/A618/47RE/48RE/A727 Band Anchor: #22718HD
Billet steel band anchor is heat treated and zinc plated for heavy duty performance applications. No more broken anchors in the pan.



47RE/48RE Aluminum Low/Reverse Piston: #123004
Precision machined from billet aluminum. This is the best Low/Reverse upgrade you can install. Utilizes wiper rings for superior bore stabilization. Fits 47/48RE 1997-ON.



A518/A618/47RE/48RE 4-Spoiled Switch Valve: #12886G
Replaces the O.E.M. switch valve. This valve improves the timing and flow to the TCC apply and release circuits. Made from billet aluminum. Improves flow for better TCC apply. Prevents TCC shudder. Hardcoat anodized to increase hardness.

Hard Parts

Part No.	Description
299300	68RFE Input hub
299600	68RFE Input shaft

Transmission Rebuild Kits & Components

149350	45RFE 1999-05.....	Racing Master Kit.....	(*see footnote)
149360	45/5-45RFE 2006-ON.....	Racing Master Kit.....	(*see footnote)
149370	68RFE 2007-ON.....	Xtreme Rebuild Kit.....	(*see footnote)
44957-LB2	45/5-45 RFE Line pressure booster wiring harness w/connectors..... (Gas)		
44957-LB1	68RFE Line pressure booster wiring harness w/connectors..... (Diesel)		

***Racing Master Kit includes;**

Gasket and seal kit, red racing frictions and Kolene steels.

***Xtreme Transmission Rebuild Kit includes;**

Overhaul gasket & seal kit, frictions & plates. UD, OD, 2nd & 4th X-Packs and molded pistons



68RFE Input Hub: #299300

Manufactured from 4140 HTSR billet steel versus the OEM cast version, which has an inherent problem at the input shaft spline area. This product is a 100% drop-in part. No modifications necessary.



68RFE Input Shaft: #299600

Precision machined from billet 300M alloy steel. For high horsepower and high torque applications.

Hard Parts

Part No.	Description
121450	727 Ultra-light sun shell
123001	727 Aluminum dual ring kick-down servo assembly
123002	727 Aluminum accumulator piston
123003	727 Aluminum low/reverse piston
123404	727 Max lug pump gear set
123805	727 Aluminum low/reverse drum
123900DSR	727 Front drum spring retainer. (15 spring)
123900PA	727 Aluminum pressure plate- extra thick allows machining to thickness needed
123901	727 Aluminum rear drum
123901PA	727 Forward drum aluminum pressure plate
127000	727 Bolt-in sprag kit (not shown)
1275-1-BW/EW	727 4-Pinion front planetary w/steel splined top hat ("BW" 75 & older or "EW" 1976-93)
128001A	727 Bottom feeder kit- includes pan, filter adapter, filter, pan gasket, plug & fittings
129600	727 High torque input shaft & hub
146900	727 4.2 ratio band lever
22717HD	727 Heavy duty band strut
22718HD	727 Steel band anchor
22833S	727 5-Pinion steel front planet kit (76-93)
K120005	727 Sportsman support kit
K123900	727 Aluminum front drum, aluminum piston & pressure plate
K123900AS	727 Full metal jacket steel sleeved aluminum front drum
K123900P	727 5-clutch pack kit
K123900S	727 Steel front drum, aluminum piston & pressure plate
K123900SH	727 Steel front drum & X-large aluminum piston
K123902R	727 Bottom feeder adapter
K127500 B/E	727 Sportsman planetary assembly. ("B" 75 & older or "E" 1976-93)
K1469CP	727 Combo kit
K727C	727 Weight Loss kit; aluminum front drum, piston, rear drum & ultra-light steel sun shell

Transmission Rebuild Kits & Components

149300	727 1971-ON.....	Racing Master Kit	(*see footnote)
149300DL	727 1971-ON.....	Deluxe Racing Master Kit	(*see footnote)
PS22825	HP non Kevlar band		

***Racing Master Kits include;**

Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.





A727 Input Shaft & Hub: #129600

Designed for high torque engines with non-lockup torque converter. Shaft is made from 300 Maraging billet steel. Hub is made from 4140 HTSR steel for additional durability. Shaft to hub splines increased from OEM 28 to 35 splines for 25% more surface contact.

Tested to 2,700 ft/lbs. of torque.



A727/A518/A618/48RE Steel Front Drum and X-Large Piston: #K123900SH

Made from billet 1040-1045 medium carbon steel. Will hold 5-6 friction plates. 55% MORE piston apply area! This results in double the clamping force needed in third gear. Engineered with dual oil apply passages for even piston apply.



A727 Full Metal Jacket Steel Sleeved Aluminum Front Drum & Piston: #K123900AS

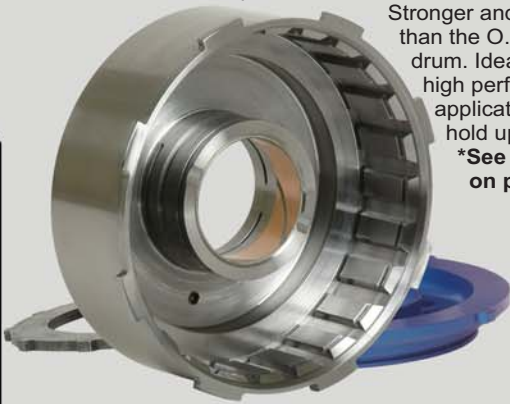
Ideal for street and strip. 2 lbs lighter than the O.E.M. 5.5 lb drum. Kit includes; A billet aluminum 7075 T6 drum with a steel sleeve band apply surface, replaceable brass bushing, a billet aluminum piston, steel pressure plate and sealing rings. ***See Material Testing on page 27.**

A727 Steel Front Drum & Piston: #K123900S

Drum is made from billet 1040-1045 medium carbon steel & includes a new steel pressure plate and a TCS billet aluminum piston.

Stronger and more reliable than the O.E.M. cast iron drum. Ideal for street and high performance applications. Drum will hold up to 5 frictions.

***See Material Testing on page 27.**

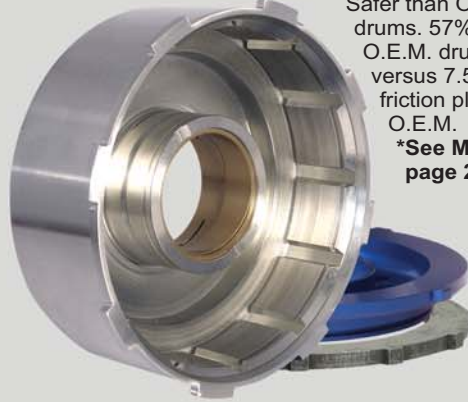


A727 Aluminum Front Drum & Piston: #K123900

Drum is made from 7075 T6 billet aluminum. Kit includes a steel pressure plate, teflon sealing rings and, a TCS billet aluminum piston.

Safer than O.E.M. cast Iron drums. 57% lighter than the O.E.M. drum at 3-1/4 lbs versus 7.5 lbs. Holds up to 5 friction plates versus 4 O.E.M.

***See Material Testing on page 27.**



A727 Weight Loss Kit: #K727C

Total weight loss using this combo over the OEM components is 7.27 lbs.

- 1- Billet aluminum front drum #K123900.
- 1- Billet aluminum rear drum #123901.
- 1- Ultra light sun shell #121450.



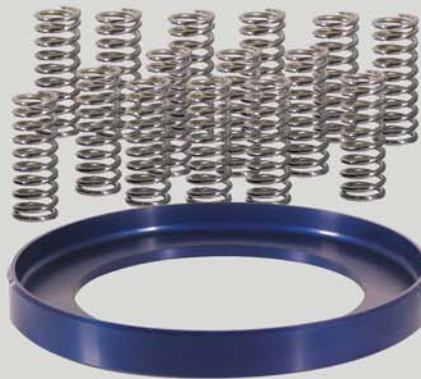
A727 Aluminum Rear Drum: #123901

The rear drum is made from 6061 T6 billet aluminum. 60% lighter than the stock rear drum - 1.45 lbs. versus 3.65 lbs. A direct replacement for the O.E.M. drum and is ideal for both street and strip.



A727 Aluminum Low/Rev Drum: #123805

The drum is made from 7075 T6 billet aluminum and comes with a needle roller bearing. 71% lighter at 1.40 lbs. compared to the OEM drum weighing 4.79 lbs.



A727 Front Drum Spring Retainer: #123900DSR

Kit contains; A billet aluminum spring retainer and 15 springs @ 1.40" height. This kit stops snap ring failure.

A727/A518/A618/47RE/48RE 5-Clutch Pack Kit: #K123900P

For performance Dodge diesel & gas applications! Add one more clutch plate to the 3rd Gear Drum. The billet aluminum Clutch Piston provides a positive and balanced clutch application with more friction area. Raybestos frictions and steels are used with this kit.



A727 Aluminum Pressure Plate: #123900PA

Made from Billet aluminum, weighs 0.45 lbs. versus 1.05 lbs. OEM. at .318 thick.

A727 Rear Drum Beveled Aluminum Pressure Plate: #123901PA

Made from billet aluminum. 65% lighter than the OEM pressure plate 0.30 lbs. versus 0.85 lbs. No modifications required.



A727 Ultra-Light Sun Shell: #121450

29% lighter than the OEM sun shell. Gold dichromate plated.

A518/A618/47RE/48RE/A727 Combo Kit: #K1469CP

Kit includes all 5 parts listed below.

A518/A618/47RE/48RE/A727 Dual Ring Kick-down Servo Assembly: #123001

Billet aluminum dual ring kick-down servo delivers zero leakage 2nd gear apply. Produces longer band and 3rd gear clutch life.

A518/A618/47RE/48RE/A727 Accumulator Piston: #123002

Billet aluminum zero leakage dual ring accumulator piston provides an exceptional sealing function.

A518/A618/47RE/48RE/A727 4.2 Ratio Band Lever: #146900

Made from billet 4140 HTSR steel and provides greater clamping force over the OEM 3.8 ratio lever. Placing 1 pound of application force produces 4.2 pounds of force on the band.

A518/A618/47RE/48RE/A727 Band Strut: #22717HD

HD. band strut eliminates bending and failure which causes excessive band clearances that can result in premature transmission failure. Made from case hardened 1018 carbon steel and thicker, (.240" versus .120") than the OEM product.

A518/A618/47RE/48RE/A727 Band Anchor: #22718HD

Billet steel band anchor is heat treated and zinc plated for heavy duty performance applications. No more broken anchors in the pan.





A727 Low/Reverse Aluminum Piston: #123003
Made from billet aluminum.
Eliminates cracking failures common to the O.E.M. part in a transbrake application. Eliminates spring and messy shims.



A727 Bottom Feeder Deep Pan Kit: #128001A
Filter is offset to rear for big wheel stands. Billet aluminum filter adapter, 4 quart deep pan with drain plug, pan gasket and custom filter.
All necessary mounting hardware and detailed installation instructions included.
***Note; Filter adapter also available separately. #K123902R**



A727 4-Pinion Sportsman Planetary Assembly: #K127500B (75 & older) #K127500E (76-93)
4 enclosed Torrington needle bearing assemblies. New front planetary steel top-hat - for maximum spline strength. Radial ball bearing output support made from billet steel. Stock ratio 2.45/1:45. roller bearing installed in a refurbished O.E.M. 1st/reverse drum reduces friction. TCS governor elimination sleeve, plus lightened park gear. Available as a 4 pinion assembly.
***Note: Use only with a manual valve body or transbrake valve body.**



A727 Sportsman Support Kit: #K120005
TCS has modified the steel OEM low/reverse drum to incorporate a caged needle bearing to reduce drag and friction. Output support made from billet steel with large radial ball bearing. Lightened parking gear. Governor elimination sleeve.
***Note: Use only with a manual valve body or transbrake valve body.**

A727 Sportsman Support Kit: #K120005A
Same as above, replaced with a TCS billet aluminum Low/Reverse drum. (see part #123805 on page 8)
***Note: Use only with a manual valve body or transbrake valve body.**



A727 4-Pinion Front Planet Assembly: #1275-1-BW (1975 & older) or #1275-1-EW (1976-93)
This is a direct replacement front planet assembly that has been manufactured with a steel spline instead of aluminum as in the OEM version. The unit uses the OEM thrust washer for easy installation.



A727 5-Pinion Steel Front Planet Kit: #22833S (1976-93)
Heavy duty steel planetary carrier assembly c/w 5-tang thrust washer and front annulus gear support plastic bushing.



A727 Max Lug Pump Gear Set: #123404
This redesigned pump gear set has the largest and strongest pump drive lugs in the industry. With 45% more contact, it will greatly reduce the possibility of pump failure.

Hard Parts

Part No.	Description
121451	A904 Ultra-light sun shell
123002	A904 Aluminum (6061-T6) dual ring accumulator piston
123003	ProTrans/ProFlight Aluminum (7075 T6) low/reverse piston (not show)
123500	A904 Aluminum (6061-T6) dual ring kick-down servo
123804	A904 Aluminum pressure plate kit
123813PT-1	A904/ProTrans/ProFlight Aluminum (7075 T6) rear drum
123813PT	ProTrans/ProFlight Aluminum rear drum (7075 T6) & input shaft (300 Maraging)
123815PT	ProTrans/ProFlight Ultra light aluminum sun shell
123817PT	A904/ProTrans/ProFlight Aluminum rear drum piston (6061 T6)
12717HD	A904 Heavy duty band strut (1018 carbon steel, case hardened)
128216	A904 Aluminum front drum 24 spring return module
146900	ProTrans/ProFlight HD 4.2 ratio band lever (4140 HTSR steel) (not shown)
22717HD PT	ProTrans/ProFlight 3-notch band strut
K123800PT	A904/ProTrans/ProFlight aluminum front drum & piston (7075 T6) & 24 spring module
K123800S	A904 Steel (1040-1045) front drum & aluminum piston & 24 spring module
K123818PT	ProTrans/ProFlight Pump stator tube with "Max Lug" gear set
K129704PT	ProTrans/ProFlight shorty output shaft assembly

Transmission Rebuild Kits & Components

125600	904 Kevlar flex band
148900	A904 1972-ON..... Racing Master Kit (*see footnote)
148900DL	A904 1972-ON..... Deluxe Racing Master Kit (*see footnote)

*Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels.

*Deluxe Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



A904/ProTrans/ProFlight Aluminum Rear

Drum: #123813PT-1

The drum is made from 7075 T6 billet aluminum.

Piston available seperately (#123817PT)



ProTrans/ProFlight Aluminum Rear Drum & Input

Shaft: #123813PT

Drum is made from 7075 T6 billet aluminum. Shaft is made from 300 Maraging steel with 30 tooth spline. Shaft & drum weighs 3.75 lbs. Drum is available with 904 or Powerglide clutch splines. **Piston available seperately (#123817PT).**



A904, ProTrans, ProFlight Aluminum Front Drum, Piston & 24 Spring Return Module: #K123800PT

Drum is made from 7075 T6 billet aluminum & weighs 2.30 lbs. 6061 T6 billet aluminum piston. Will hold up to 6 friction plates. Billet aluminum 24 spring return module.



A904 Steel Front Drum, Piston & 24 Spring Return Module: #K123800S

Drum is made from billet 1040-1045 steel. Kit contains a billet 6061 T6 aluminum piston. Holds up to 5 frictions. Dual feed/apply passages. 2 solid sealing rings and billet aluminum 24 spring return module.



A904 Front Drum 24 Spring Return Module: #128216

Machined from billet aluminum. This module comes with a snap ring. Provides just the right spring pressure for positive piston return. Reduces overlap lag between the apply/release phase. This is a must for high RPM engines.



A904/ProTrans/ProFlight Aluminum Rear Drum Piston: #123817PT

New part for the ProTrans & ProFlight transmissions. Made from 6061 T6 billet aluminum.



ProTrans/ProFlight Ultra Light Aluminum Sun Shell: #123815PT

Made from 7075 T6 billet aluminum. Reduces sun shell weight by 71%. Weighs only 1.09 lbs.



A904 Ultra-Light Sun Shell: #121451

Weighs 2.85lbs versus the 3.75 lbs. stock unit. Almost 1lb. of weight reduction! Gold dichromate plated. Please specify outside diameter of sun shell when ordering; (6" O.D.), (6-1/8" O.D.) or, (6-3/8" O.D.)

ProTrans/ProFlight Pump Stator Tube & Gear Set: #K123818PT

The FIRST 1-piece billet stator tube for the ProTrans/ProFlight transmissions. Made from 4140 HTSR steel. Eliminates breakage commonly associated with the 2-piece (welded) stator tube assembly. Comes with the TCS "MAX LUG" gear set with 45% larger drive lugs to reduce pump failure.



A904 Aluminum Pressure Plate Kit: #123804

Machined from billet aluminum. Kit includes; 1- aluminum beveled pressure plate (#123901PP) is 65% lighter than the O.E.M. version, 0.30 lbs. versus 0.85 lbs. 2- aluminum pressure plates (#123900PA) weighs 0.45 lbs. versus 1.05 lbs. O.E.M.

ProTrans/ProFlight Shorty Output Shaft Assembly: #K129704PT

This assembly is made as direct replacement parts for the ProTrans & ProFlight transmissions. Billet aluminum output shaft support housing. Output shaft is made from 300 Maraging steel. Bearings, gasket & all necessary parts included for a complete assembly.



ProTrans/ProFlight Band Strut: #22717HD PT

Case hardened 1018 carbon steel for superior strength & durability.



A904 Band Strut: #12717HD

Case hardened 1018 carbon steel for added strength and durability. 100% thicker than O.E.M. version at .240".

A904 Dual Ring Accumulator Piston: #123002

Billet aluminum 6061-T6 Zero leakage dual ring accumulator piston provides an exceptional sealing function.



A904 Dual Ring Kick-down Servo: #123500

Billet aluminum 6061-T6 dual ring kick-down servo delivers zero leakage. Hard anodized to resist wear.



FORD AOD-AODE-4R70/75W-6R80



Hard Parts

Part No.	Description
439700	AOD Lockup direct shaft
439705	AODE Intermediate shaft
380700	6R80 Intermediate shaft
K011	AOD Aluminum "A Plus" super servo

Transmission Rebuild Kits & Components

439100	AOD 1980-93.....	Racing Master Kit (*see footnote)
439100DL	AOD 1980-93.....	Deluxe Racing Master Kit (*see footnote)
439110	AODE 1992-95.....	Racing Master Kit (*see footnote)
439160	AODE/4R70W 1996-03.....	Racing Master Kit (*see footnote)
439170	4R75W 2004-ON.....	Racing Master Kit (*see footnote)
435500	AOD Kevlar flex band	

*Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels.

*Deluxe Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



AOD Lockup Direct Shaft: #439700

A Must for high Horsepower applications. Manufactured from 300M material. Heat treated and precision ground, this shaft is a 100% drop-in product.



AOD "A Plus" Super Servo: #K011

The Super Servo helps to eliminate premature overdrive band failure. Delivers better holding capacity. Positive 4th gear shift. Perfect for heavy duty and high performance applications. Made from billet aluminum. 11% more apply area.



AODE Intermediate Shaft: #439705

This shaft is a direct replacement part for the AODE transmission. Made from 300M material, much stronger and more durable than the OEM version. Precision CNC machined and heat treated for additional toughness.



6R80 Intermediate Shaft: #380700

This shaft is made from 300M material. Ideal for high horsepower. A must when power adders such as superchargers, turbo's and nitrous systems are used. The shaft is a 100% drop-in product.

Hard Parts

Part No.	Description
521450	C-4 Ultra-light steel sun shell
523005	C-4 Aluminum intermediate servo "H" piston
523600	C-4 Steel forward clutch drum
K523600A	C-4 Aluminum forward clutch drum with input shaft
523900	C-4 Aluminum direct drum
549700	C-4 Hardened input shaft - "budget priced"
549700A	C-4 Input shaft

Transmission Rebuild Kits & Components

529000	C-4 1964-69.....	Racing Master Kit	(*see footnote)
529000DL	C-4 1964-69.....	Deluxe Racing Master Kit	(*see footnote)
529500	C-4 1970-81.....	Racing Master Kit	(*see footnote)
529500DL	C-4 1970-81.....	Deluxe Racing Master Kit	(*see footnote)
K26965	C-4 Performance pump gear set		
525500	C-4 High performance Kevlar flex band		

***Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.

C-4 Aluminum Forward Clutch Drum & Input Shaft: #K523600A

Forward drum is made from 7075 T6 billet aluminum. Input shaft is made from 300 Maraging steel. Shaft is located by a shoulder stop and snap ring. Spline count between shaft and drum increased to 35T from the OEM count of 24T plus the spline diameter is increased by 25%.



C-4 Aluminum Direct Drum: #523900

Made from billet 7075-T6 aluminum with 60% weight reduction, weighs 1.38 lbs. vs 3.40 lbs. OEM. Holds up to 6 frictions. Ring bore utilizes a steel sleeve. Increased piston apply feed holes. Uses OE support bushings. 100% drop-in product. No modifications required.



C-4 Steel Forward Clutch Drum: #523600

This C4 forward drum made from 4140 HTSR billet steel for superior strength and durability. The drum comes with one .090" thick steel plate for clearance adjustment and, one pressure plate. Made for drag racing and off-road applications. This drum can hold 5 frictions.

C-4 Input Shaft: #549700A

This high strength billet steel 300 Maraging input shaft is made to handle high horsepower applications in cars using performance enhancers such as turbochargers, nitrous, superchargers as well as competition off-road trucks. Comes with 24x26 spline and installs as easy as the stock input shaft.



C-4 Hardened Input Shaft: #549700

Budget priced Billet Input Shaft for Hot Rod/Street/Strip C4's. 24/26 Spline Combination.



C-4 Aluminum Intermediate Servo: #523005

This Billet Aluminum C-4 Servo Cover eliminates leakage and pressure loss. The kit comes with Gasket, "O" Ring and installation hardware. The use of a high performance Ford "H" piston delivers more band clamping force and provides sharp shifts into 2nd gear.



C-4 Ultra-Light Sun Shell: #521450

For the serious enthusiast looking to reduce every possible ounce of weight from the transmission. Weighs 1.58lbs. Gold Dichromate plated.

Hard Parts

Part No.	Description
421450	C-6 Ultra-light sun shell
427600	C-6 Input shaft
493600	C-6/E4OD/4R100 Steel forward clutch drum
427000A	C-6 Aluminum direct drum
K36528R	C-6 High performance "R" servo kit

Transmission Rebuild Kits & Components

449100	C-6 1976-ON..... Racing Master Kit	(*see footnote)
449100DL	C-6 1976-ON..... Deluxe Racing Master Kit	(*see footnote)
449100P	C-6 1976-ON..... Racing Master Kit with direct powerpack	(*see footnote)
425500	C-6 High performance Kevlar flex band	
K36965	C-6 Pump gear set	

***Racing Master Kits include;**

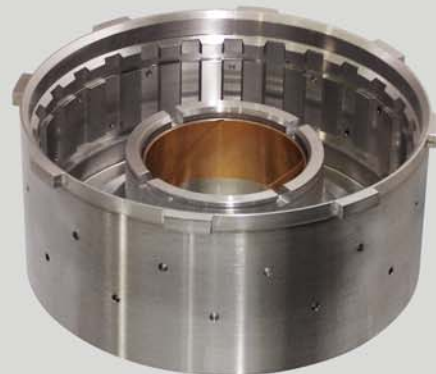
Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



C-6/E4OD/4R100 Steel Forward Clutch Drum: #493600
4140 HTSR billet steel drum for EXTREME performance applications such as off-road and drag racing. Eliminates spline failure and snap ring blowout.



C-6 Aluminum Direct Drum: #427000A
This direct drum is made from 7075 T6 billet aluminum.



C-6 Input Shaft: #427600

Made from 300M billet steel for maximum torsional strength. For high torque diesel and off-road applications. Heat treated and precision ground. The shaft is rated to 2000 ft/lbs. of torque.



C-6 R Servo Kit: #K36528R

The kit provides all parts needed to upgrade to R-Code servo piston for maximum band life. The kit features a billet aluminum servo cover which eliminates fluid leakage and pressure loss that can occur under hard driving conditions.



C-6 Ultra-Light Sun Shell: #421450

For the serious enthusiast looking to reduce every possible ounce of weight from the transmission. Weighs only 2.08 lbs. versus 2.72 lbs. on the OEM part. Gold Dichromate plated.

Hard Parts

Part No.	Description
389742	4R100 4-pinion overdrive planetary housing
493600	E4OD/4R100/C-6 Steel forward clutch drum
499100	4R100 Output shaft
499700	4R100/5R110 Input shaft
499700M	4R100/5R110 Extra heavy duty input shaft
499701	4R100 Intermediate shaft
K498600	4R100 Intermediate assembly (made for drag racing & sled pulling)

Transmission Rebuild Kits & Components

499150P	4R100 1998-ON..... Xtreme rebuild kit (*see footnote)
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*Xtreme Transmission Rebuild Kit includes;

Direct, intermediate & overdrive power packs and molded pistons.



4R100 Intermediate Assembly: #K498600

Specifically manufactured for drag racing and sled pulling. The largest intermediate/center shaft available today. Boasts a spline/shaft diameter of 1.198" vs .986" O.E., resulting in a 21% increase in diameter. Shaft is made from 300M material.

The forward drum is made from 4140 HTSR steel and comes with both cast and teflon sealing rings.

The intermediate/center shaft support is made from 4140 HTSR steel and incorporates a dual bushing support system for increased stability over the O.E. bearing.



E4OD/4R100/C-6 Steel Forward Clutch Drum: #493600

Made from 4140 HTSR billet steel for EXTREME performance applications such as off-road and drag racing. Eliminates spline failure and snap ring blowout.

4R100/5R110 Input Shaft: #499700



4R100/5R110 Input Shaft: #499700

Made from 300M billet steel for maximum torsional strength. For high torque diesel and off-road applications. Heat treated and precision ground. Shaft is rated to 2000 ft/lbs. of torque.

4R100/5R110 Input Shaft: #499700M



4R100/5R110 Input Shaft: #499700M

Made from 300 Maraging billet steel for maximum torsional strength. For high torque diesel and off-road applications. Heat treated and precision ground. Shaft is rated to 2500 ft/lbs. of torque.



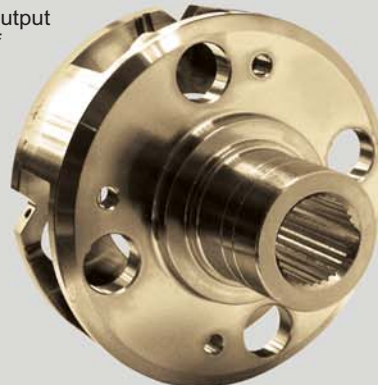
4R100 4X4 Output Shaft: #499100

Made from 300M billet steel. This 4X4 output shaft meets the high torque demands of today's performance diesels. 1995-ON.



4R100 Intermediate Shaft: #499701

Made from 300M billet steel. Addressing the weakest part of the 4R100 transmission, This intermediate shaft is ideal for diesel and off-road applications.



4R100 Four Pinion Overdrive Planetary Housing: #389742

This overdrive housing is made from 4140 HTSR billet steel for high horsepower and extreme use. No more exploding planets or spline failure. Includes assembly pin to make needle bearing installation easy. Pinion staking pins supplied, no welding required to retain pinion pin.

Hard Parts

Part No.	Description
389701D	5R110 Late 99 tooth intermediate shaft
389701E	5R110 Early 94 tooth intermediate shaft
389743	5R110 5-pinion planetary housing for the 99 tooth ring gear
389744	5R110 4-pinion planetary housing for the 94 tooth ring gear
427604	5R110 Low/Reverse ring gear hub
499700	5R110/4R100 Input shaft
499700M	5R110/4R110 Extra heavy duty input shaft

Transmission Rebuild Kits & Components

499160	5R110W 2005-ON w/Forward & direct power packs....Racing Master kit (*see footnote)
499160R	5R110W 2005-ON..... Xtreme rebuild kit (*see footnote)

*Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels.

*Xtreme Transmission Rebuild Kit includes;

Direct, intermediate & OD X-Packs, GPZ frictions and molded pistons.

5R110 Low/Reverse Hub: #427604

The OEM 5R110 rear ring gear hub failure has been addressed by TCS with our 4140 HTSR billet steel hub. Withstands the demands of high torque and heavy duty applications.



5R110 (Early 94 tooth) Intermediate Shaft: #389701E

5R110 (Late 99 tooth) Intermediate Shaft: #389701D

These shafts are made from 300M billet steel then heat treated for added strength & durability. This is an upgrade for your diesel, off-road and drag racing applications. Radius increased in critical load areas to withstand the increased torque output of today's vehicles.



4R100/5R110 Input Shaft: #499700

Made from 300M billet steel. For high torque diesel and off-road applications. Heat treated and precision ground. 30/31 spline count. Shaft is rated to 2000 ft/lbs. of torque.



4R100/5R110 Input Shaft: #499700M

Made from 300 Maraging billet steel alloy for maximum yield strength. For high torque diesel and off-road applications. Heat treated and precision ground. 30/31 spline count. Shaft is rated to 2500 ft/lbs. of torque.



5R110 5-Pinion Planetary Housing (Late model 29T Pinion) for 99 tooth ring gear only: #389743

5R110 4-Pinion Planetary Housing (Early model 28T Pinion) for 94 tooth ring gear only: #389744

These overdrive housings are made from 4140 HTSR billet steel for high horsepower and extreme use. No more exploding planets or spline failure. Includes assembly pin to make needle bearing installation easy. Pinion staking pins supplied, no welding required to retain pinion pin.



Hard Parts

Part No.	Description
720005	PG Aluminum output shaft support & bearing
723001S	PG Aluminum dual sealing ring servo piston
728000	PG Aluminum servo cover (uncoated)
728000B	PG Aluminum servo cover (black anodized)
743400B	PG Aluminum regular volume pump body & gears
743400BH	PG Aluminum high volume pump body & gears
743400PH	PG Super pump, aluminum pump body & stator back..... (for ring type input shaft)
743400PR	PG Super pump, aluminum pump body & stator back..... (for ringless input shaft)
743920A	PG Aluminum high gear clutch drum c/w piston
743920AB	PG Removable & serviceable bushing/sealing ring for the aluminum drum (not shown)
743920PG	PG Aluminum high clutch piston .547" thick
743920PR	PG Aluminum high clutch piston .700" thick
743920SH	PG Steel drum & large aluminum piston
744000PS	PG Aluminum extra short clutch piston..... (designed for use with K743920S)
746401	PG Aluminum shorty housing
748300S	PG Standard steel clutch hub for 8 clutches
748300SL	PG Long steel clutch hub for 9 clutches
749601	PG 30 spline input shaft, ring type
749603	PG 30 spline ringless input shaft
K743400RS	PG Ringless input shaft stator support & stator back
K743920A	PG Complete high gear aluminum clutch drum kit
K743920S	PG Steel clutch drum kit
K743920SH	PG Complete steel drum & large aluminum piston kit
R28154B	PG Race prepped reconditioned stator tube & back (not shown)

Transmission Rebuild Kits & Components

749000	PG Racing Master Kit (*see footnote)
749000DL	PG Deluxe Racing Master Kit (*see footnote)
749000P	PG Racing Master Kit w/Direct powerpack (*see footnote)
749000PDL	PG Deluxe Racing Master Kit w/Direct powerpack..... (*see footnote)
28999-01K	PG Boost valve assembly
625100BS	PG Band adjustment bolt & lock nut
625101	PG High energy band
625102	PG Extra wide racing band
K11965	PG Pump gear set
TCS 220	PG Pressure regulator spring (blue)
TCS 240	PG Pressure regulator spring (red)
TCS 260	PG Pressure regulator spring (yellow)

***Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter..





PG Super Pump:
#743400PH (Ring Type)
#743400PR (Ringless)

Superior Transbrake operation at low RPM. Billet aluminum pump body & stator back. 20% lighter than stock pump (11.5 lbs. vs 14.4 lbs.). Positive stop bushing area. Area for staking bushing- prevents bushing spin. Snap ring to prevent seal "blow out". Lube reliefs on outer gear pockets. Billet 4140 HTSR steel stator shaft will never spin out. Parts available separately.



PG High Volume Pump Body & Gears:
#743400BH

The TCS Powerglide billet aluminum pump body is precision CNC machined.

PG Standard Volume Pump Body & Gears:
#743400B



PG Ringless Input Shaft and Stator Support:
#K743400RS

This kit includes the TCS ringless input shaft made from Aermet 100 high strength fracture resistant billet steel, billet aluminum stator back and one piece billet 4140 HTSR billet steel stator tube. This unit is a 100% drop-in assembly for the OEM pump as well as the TCS Super Pump.



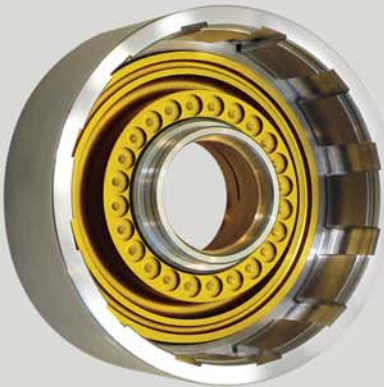
PG 30-Spline Input Shaft: #749601

Made from 300 Maraging billet steel with increased diameters for added strength. Extra large radius machined at all possible high fracture points. Machined to enhance the cooling circuit and lubrication.



PG 30-Spline Ringless Input Shaft: #749603

Made from Aermet 100 billet steel. This fracture resistant ringless input shaft is designed for huge horsepower applications. CNC precision machined with increased diameters for added strength and durability.



PG Aluminum High Gear Clutch Drum: #743920A
High gear clutch drum is made from billet aluminum 7075 T6. Extra short billet aluminum piston will hold 9 Alto Red clutch plates. Weighs 2.18 lbs. versus OEM at 5.90 lbs.



PG Aluminum High Gear Clutch Drum Kit: #K743920A
Drum is made from billet 7075 T6 aluminum. Billet aluminum piston is extra short to hold up to 9 Alto Red frictions. Weighs 2.18 lbs. vs 5.90 lbs OEM. Includes 1-spring retainer and 24-springs, 1- snap ring, 1- large wear plate, 1- small wear plate, 1- steel clutch hub, 10- steels and 9-red frictions.



PG Steel Drum & Large Aluminum Piston: #743920SH
Steel drum with 29% more piston apply area! This billet aluminum piston delivers the most clamping force available today. Features Include: 9 or 10 plate design, dual apply feed slots. 100% drop-in assembly.



PG Steel Drum & Large Piston Kit: #K734920SH
Steel drum with 29% more piston apply area! Complete steel drum kit includes; 1- billet aluminum clutch piston, 10- steels, 9- red frictions, 1- spring retainer and 24- springs, 1- snap ring, 1- large wear plate, 1- small wear plate, 1- steel clutch hub. Assembled and ready to drop in.



PG Steel Clutch Drum Kit: #K743920S
Kit contains: 9 Alto Red frictions & 10 steels. 15% greater clutch area than the 7&8 plate clutch packs. 1-- billet aluminum clutch piston. 1- steel clutch hub, 1- spring retainer and 24- springs, 1- snap ring, 1- large wear plate, 1- small wear plate.



PG Long Steel Clutch Hub: #748300SL
Will hold up to 9 clutches, providing 15% more clutch apply area.



PG Aluminum High Clutch Piston (red): #743920PR
Measures .700" thick. Holds 6 frictions.

PG Aluminum High Clutch Piston (gold): #743920PG
Measures .547" thick. Holds 9 frictions. Made from 6061 T6 billet aluminum and use OEM lip seals. For use in OEM drums.

PG Standard Billet Steel Clutch Hub...Part #748300S
Will hold up to 8 clutches. Slotted for weight reduction. Hubs are machined from 4140 HTSR billet steel.



PG Output Shaft Support: #720005

The TCS billet aluminum output shaft support reduces weight and rotational friction. A needle bearing assembly replaces the traditional bushing arrangement. The TCS output shaft support is designed for race applications and is 53% lighter than the stock unit 1.1 lbs. versus 2.35 lbs.



PG Aluminum Servo Cover: #728000B

The TCS black anodized servo cover is made from billet aluminum as a nice "Dress-Up" item for Powerglide transmissions. Comes with mounting bolts and gasket. PG Aluminum Servo Cover: #728000

Same design as above, does not include anodizing or logo placement.



PG Shorty Housing: #746401

Machined from billet aluminum. This unit utilizes a low drag needle bearing and, comes complete with all bolts, washers and gasket.

The snap ring seal and bearing have been added for safety. Will retrofit to all Powerglide transmission cases.



PG Boost Valve Assembly: #28999-01K

High performance design .489 diameter at the small spool. Provides excellent hydraulic sealing results.



PG Dual Sealing Ring Servo Piston: #723001S

Zero leakage billet aluminum dual sealing ring servo piston.



PG Pressure Regulator Springs:

- #TCS-260 (yellow).... 260 p.s.i.
- #TCS-240 (red)..... 240 p.s.i.
- #TCS-220 (blue)..... 220 p.s.i.



PG Band Adjustment Bolt & Locknut: #625100BS

This Powerglide band adjustment bolt & nut is manufactured from hardened and tempered steel. Prevents bending and deflections that cause band failure.

Hard Parts

Part No.	Description
223400B	TH400 Aluminum pump body with gears
223400S	TH400 Aluminum stator back & stator tube
223400P	TH400 Complete pump assembly
223600	TH400 Refurbished forward drum with input shaft
223600A	Turbo 400 Aluminum forward drum & input shaft
223601A	Turbo 400 Aluminum forward drum & input shaft..... (modified lube circuit)
223600B	Turbo 400 Steel forward drum & input shaft
223601B	Turbo 400 Steel forward drum & input shaft..... (modified lube circuit)
223700	TH400 Intermediate shaft
223704	TH400 Center support & oversize piston
223704A	TH400 Aluminum Center Support & Oversize Piston
223900A	TH400 Aluminum direct drum with 34 element sprag & piston
223900B	TH400 Aluminum direct drum with XL 36 element sprag & piston
224511	TH400 Intermediate steel pressure plate (K224511 c/w 4 frictions & steels & snap ring)
228300B	TH400/4L80 Steel forward clutch hub
327600	TH350 Steel forward drum & input shaft
327400	TH350 Aluminum pump body
33803	TH400 Heavy duty OE direct clutch drum, up to 6 clutches, 34 element sprag sold separate

Transmission Rebuild Kits & Components

259000	TH400..... Racing Master Kit
259000DL	TH400..... Deluxe Racing Master Kit
259000P	TH400..... Racing Master Kit with intermediate powerpack
259000PDL	TH400..... Deluxe Racing Master Kit w/intermediate powerpack
225100	TH400 Kevlar flex band with welded ends
34418HD	TH400 Intermediate sprag heavy duty 34 element
34782	TH400 Heavy duty aluminum accumulator piston (not shown)
K34350HP	TH400 Intermediate (second) Alto powerpack
329000	TH350..... Racing Master Kit
329000DL	TH350..... Deluxe Racing Master Kit

***Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**
Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



TH350 Aluminum Pump Body: #327400
Billet aluminum 6061-T6 pump body. Much lighter than the OEM version. Added lubrication in the gear area. The body is built with an anti-spin feature in the front bushing area and snap ring retains the front seal to prevent "Seal Blow-out".

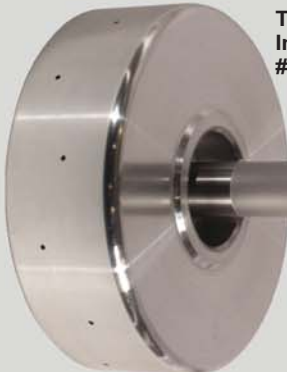


TH350 Steel Forward Drum & Input Shaft Assembly: #327600
This is a 2nd Generation drum and shaft assembly and 18% lighter than OEM. Input shaft is made from 300M material. Drum is made from 4140 HTSR billet steel. Designed for off-road racing and extreme duty applications. Weighs 6.79 lbs. versus 8.23 lbs. O.E.M. This is a 100% drop-in assembly. No modifications required.

GENERAL MOTORS TH350-TH400

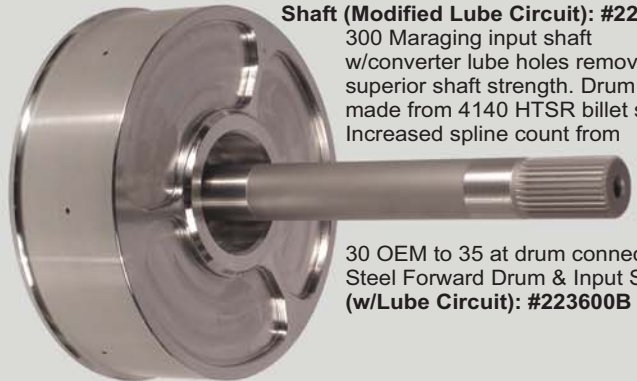


TH400 Input Shafts are machined with a Posi-Stop shoulder area for precise positioning in the drum plus a snap ring to prevent any shaft movement.



Turbo 400 Aluminum Forward Drum & Input Shaft (Modified Lube Circuit): #223601A
300 Maraging input shaft w/converter lube holes removed for superior shaft strength. Billet aluminum 7075 T6 drum

with steel sleeve. Increased spline count from 30 OEM to 35 at drum connection.
Aluminum Forward Drum & Input Shaft (w/Lube Circuit): #223600A

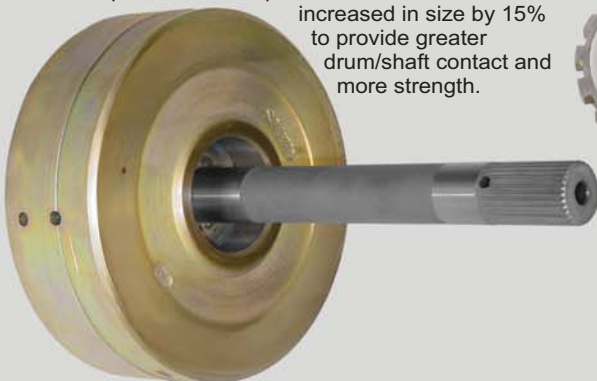


Turbo 400 Steel Forward Drum & Input Shaft (Modified Lube Circuit): #223601B
300 Maraging input shaft w/converter lube holes removed for superior shaft strength. Drum is made from 4140 HTSR billet steel. Increased spline count from

30 OEM to 35 at drum connection. Steel Forward Drum & Input Shaft (w/Lube Circuit): #223600B

TH400 Refurbished Forward Drum with Input Shaft: #223600

Heavy duty O.E. forward drum with 300 Maraging steel input shaft. The spine area has been increased in size by 15% to provide greater drum/shaft contact and more strength.



Turbo 400 Aluminum Direct Drum w/XL Sprag: #223900B

Drum is made from 7075 T6 billet aluminum. Holds up to 6 frictions with a new billet apply piston. 1/4" locking dowels to stop inner race movement. Steel sleeve for sealing ring. 3 sealing rings. 5 intermediate frictions, steels and pressure plate. X-Large 36 element sprag. Drum and sprag weighs 6.13 lbs. 45% lighter than the OEM assembly.

TH400 Aluminum Direct Drum: #223900A

Drum is made from 7075 T6 billet aluminum. Weighs 3.39 lbs. 55% less than the OE drum. Holds up to 6 frictions with a new billet apply piston. Utilizes a 34 element high performance sprag. 1/4" locking dowels to stop inner race movement. Steel sleeve for sealing ring. 3 SURE SEAL sealing rings.



TH400 Direct Clutch Drum: #33803

This O.E. cast iron direct drum is for high performance and heavy duty towing applications. The drum can hold up to 6 clutches and utilizes a 34 element performance sprag (part #34418HD).

TH400 Intermediate Shaft: #223700

Machined from 300 Maraging steel. Designed for high horsepower and off-road use. The shaft is a 100% bolt-in product.



TH400/4L80 Steel Forward Clutch Hub: #228300B

Machined from 4140 HTSR billet steel to eliminate spline failures in high horsepower applications. Two Torrington thrust bearings replace the conventional thrust washers.



TH400 Center Support & Oversize Piston: #223704
For high power applications e.g. supercharged, turbocharged, nitrous and mega cubic inch engines. Piston and bore diameter increased 1/4" for more clamping force on the intermediate clutch pack.



TH400 Aluminum Center Support & Oversize Piston: #223704A
Billet aluminum support is for high performance applications. Much lighter than the OEM version. Piston and bore diameter increased 1/4" for more clamping force on the intermediate clutch pack.



TH400 Complete Pump Assembly: #223400P
Billet aluminum pump body & stator back. Positive stop bushing area. Area for staking bushing prevents bushing spin. Snap ring to prevent seal "blow out". Billet 4140 HTSR steel stator shaft. Parts available separately.



TH400 Intermediate Steel Pressure Plate: #224511
The XHD pressure plate provides superior strength and durability for drag racing and extreme off-road applications.
***Note: Available as kit with 4 frictions, 4 steels and snap ring. part #K224511.**



TH400 Stator Back & Stator Tube Assembly: #223400S
Billet aluminum 7075 stator back and billet 4140 HTSR stator tube. 100% drop-in assembly.



TH400 Aluminum Pump Body: #223400B
The TCS billet aluminum 6061 body is 42% lighter than the OEM assembly. Bolts together with the OEM stator support. Added lubrication in gear area, Anti-spin features in front bushing area and snap ring retains front seal. "NO Blowout". 100% drop-in assembly.

GENERAL MOTORS 4L80E-6L80E/90E



Hard Parts

Part No.	Description
228300B	4L80E Steel clutch hub
279600	4L80E Input shaft
279700	4L80E Heavy duty intermediate shaft
620817	6L80E/6L90E Steel 13 vane pump rotor
623100R	6L80E/6L90E Steel splined planetary Top Hat
623701	6L80E Intermediate shaft & hub
623702	6L90E Intermediate shaft & hub

Transmission Rebuild Kits & Components

279000P	4L80E 1991-ON..... Racing Master Kit w/intermediate powerpack & steels
629000	6L80/6L90E..... Racing Master Kit w/powerpacks

*Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels.

*Deluxe Racing Master Kits include;

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



4L80E Steel Clutch Hub: #228300B

Made from 4140 HTSR billet steel to eliminate spline failures in high horsepower applications. Two Torrington thrust bearings replace the conventional thrust washers.



4L80E Input Shaft: #279600

This billet input shaft is a 100% drop-in replacement for the OEM shaft. Made from 300M steel and vastly stronger than the OEM shaft. Made for high horsepower, pro-street and off-road applications.



4L80E Intermediate Shaft: #279700

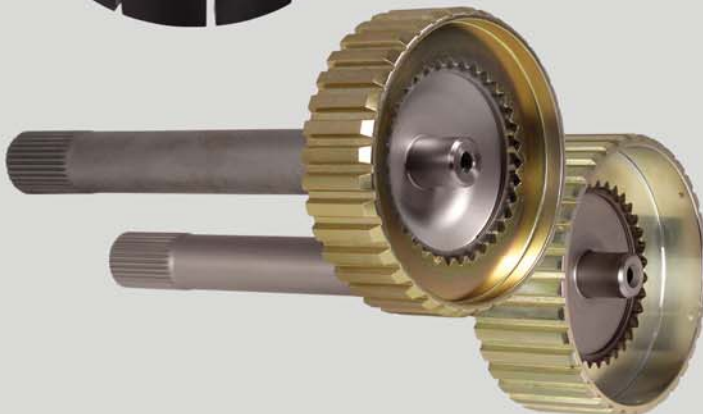
The billet intermediate shaft is made from 300 Maraging steel. The shaft is a 100% drop-in product. Designed for high horsepower, pro-street and off-road applications. The shaft is made without lubrication holes to give it added strength and durability.



6L80E/90E Steel 13 Vane Pump Rotor: #620817

This billet steel vane pump rotor is made from 4140 HTSR billet steel for high performance applications. The pump rotor is a 100% drop-in part.

6L80E/90E Planet Top Hat: #623100R Call for details.



6L80E Intermediate Shaft & Hub: #623701 6L90E Intermediate Shaft & Hub: #623702

These 6L80E/90E intermediate shafts eliminate the hub dampener and increased the contact area between the hub and shaft by 300%. The intermediate shafts are a 100% drop-in product made from 300M billet alloy steel. The hub is made from 4140 HTSR billet steel. Design also incorporates the locating groove for the OE bearing. Comes with a heavy duty Torrington bearing with twice the roller count of the OEM bearing.

Hard Parts

Part No.	Description
373404	TH700-R4/200-4R/4L60E Steel 10 vane pump rotor
373405	TH700-R4/200-4R/4L60E Steel 13 vane pump rotor
378100	4L60 4X4 output shaft
378101	4L60 2-Wheel drive output shaft

Transmission Rebuild Kits & Components

379100	TH700-R4 1982-93 Racing Master Kit w/Reds & Kolenes(*see footnote)
379100DL	TH700-R4 1982-93..... Deluxe Racing Master Kit (*see footnote)
379110	4L60E 1993-ON..... Racing Master Kit (*see footnote)
375100	TH700-R4 High energy band - 2-5/8" wide
51810B	TH700-R4 Hardened sun shell "The Beast"
7CCV	TH700-R4 Non-lockup conversion valve
K51828C	TH700-R4 2-4 Corvette servo piston
K51828HP	TH700-R4 2-4 servo piston -40% more holding power
K51889HP	TH700-R4 T.V. boost valve .500 inch (in pump), raises pressure in drive & overdrive
K012	TH700-R4 4th gear super servo - largest apply surface available
K013	TH700-R4 4th gear lockup package, allows 4th gear lockup only
K015	TH700-R4 3-4 up-shift sleeve
K017	TH700-R4 Hydraulic lock-up package
K018	TH700-R4 Shift point package, includes governor weights
K020	TH700-R4 Low/intermediate boost valve
K51353Z	TH700-R4 3-4 Z-Pack, takes heat without coning
K51946H	TH700-R4 Hardened steel pump rings, for engines that rev over 5,500 rpm

***Racing Master Kits include;**

Gasket and seal kit, red racing frictions and Kolene steels.

***Deluxe Racing Master Kits include;**

Gasket and seal kit, red racing frictions and Kolene steels, filter, bushing kit, washer kit, modulator, front band and high flow filter.



4L60/700R4/200-4R 10 & 13 Vane Pump Rotor:

#373404... 10 Vane

#373405... 13 Vane

These billet steel vane pump rotors are made from 4140 HTSR billet steel for high performance applications. The pump rotors are 100% drop-in parts.



4L60 2 Wheel Drive Output Shaft: #378101

Made from 300M material, this shaft is heat treated and precision ground and is a 100% drop-in part. Must have for heavy duty, high horsepower applications.

Note* Will Not fit the C-5 Corvette



4L60 4X4 Output Shaft: #378100

Made from 300M material, this shaft is heat treated and precision ground and is a 100% drop-in part. Must have for heavy duty, high horsepower applications.

Hard Parts

Part No.	Description
109100	Allison 1000/2000/2400 4x4 output shaft (2001-2010)
109102	Allison 1000/2000/2400 4x4 output shaft (2011-ON)
109300	Allison 1000 C-4 clutch hub
109600	Allison 1000/2000/2400 input shaft
109700	Allison 1000/2000/2400 intermediate shaft

Transmission Rebuild Kits & Components

539000P	A1000 Xtreme transmission rebuild kit w/Powerpacks - molded pistons.....2001-05
539001P	A1000 Xtreme transmission rebuild kit w/Powerpacks - molded pistons.....2006-ON
539000PR	A1000 Xtreme transmission rebuild kit w/Torqkits Reybestos - molded pistons 2001-05
539001PR	A1000 Xtreme transmission rebuild kit w/Torqkits Reybestos - molded pistons 2006-ON

***The Xtreme transmission rebuild kits include:**

Overhaul gasket, seal kit with molded pistons, both filters, all performance friction & steel plates with powerpacks for the C1, C2, C3 & C4 clutches.



Allison 1000 Input Shaft: #109600

Shaft is made from 9310 Vacumelt billet steel. 50% stronger than the OEM version. Input shaft is machined with larger than OEM radius at the turbine spline for added strength. Ideal for heavy duty service applications.



Allison 1000 Intermediate Shaft: #109700

Shaft is made from 300M billet steel. Stronger than the OEM intermediate shaft. Added lubrication hole for P-3 sun gear. CNC machined and precision ground, the shaft is heat treated for increased strength and durability.



Allison 1000 2001-10

4X4 Output Shaft: #109100

Shaft is made from 300M billet steel. 50% stronger than the OEM version. Ideal for heavy duty service applications.



Allison 1000 2011-ON

4X4 Output Shaft: #109102

Shaft is made from 300M billet steel. 50% stronger than the OEM version. Ideal for heavy duty service applications.



Allison C-2 Clutch Hub: #109300

Made from 4140 HTSR billet steel for competition and high torque/horsepower applications. The shaft spline is .125" longer for more contact plus a spline boss diameter increase of .100" for added strength. Clutch spline lengthened to accommodate one more clutch. The TCS hub is within 2 oz of the OEM clutch hub.



OEM
14,000 RPM
equal to:
6,300 engine RPM
FAILURE SPEED



K123900S
25,000 RPM
equal to:
11,363 engine RPM
FAILURE SPEED



K123900
36,550 RPM
equal to:
16,614 engine RPM
FAILURE SPEED



K123900AS
22,640 RPM
equal to:
10,290 engine RPM
FAILURE SPEED

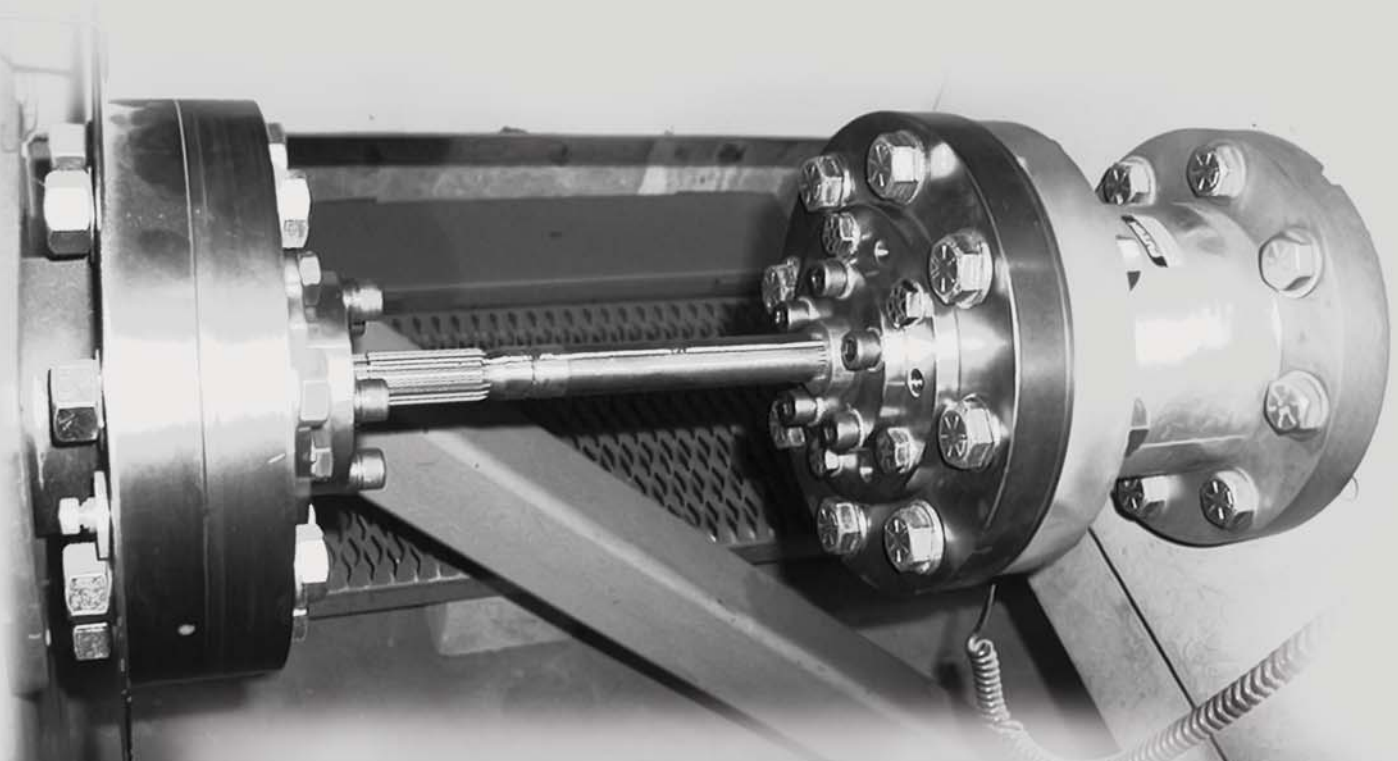


DRUM TEST RESULTS:

TCS submitted three of our 727 high gear drums along with a cast OEM drum, (see above) for destructive testing by an independent testing lab. We did this to ensure that the products we manufactured could endure the environments that they are intended for. Specifically what could happen in a 727 transmission if the sprag were to fail (sprag failure can cause the front drum to increase in rpm by a factor of 2.2 times engine speed). The product photos and corresponding part numbers above show the end results of these tests. Visit www.tcsproducts.com for a complete analysis of these tests, including when drum distortion begins.

SHAFT TESTING:

TCS input, output and intermediate shafts are tested for torsional strength and fracture resistance to enable us to accurately determine which metal alloy is best suited for each horsepower and torque application.



**CUSTOM RACE
CONVERTERS**



Custom Built Race & Street Converters

SUPERIOR TECHNOLOGY
SERVICE
PRODUCTS
WARRANTY



TCSPRODUCTS.COM 2015

Super Street 12" Converter	1,800 Plus Stall
Not to be used with a Transbrake	
Pro Street 11" Converter	2,200 Plus Stall
Not to be used with a Transbrake	
Bracket Master 9.5" & 10.5" Converter	2,800 Plus Stall
Race Master 7", 8" & 9" Converter	4,000 Plus Stall
(Custom Build)	

- Unbreakable TCS steel stator • Optional stall speeds • Electronically balanced



Steel Stator, Custom to suit your application

Furnace & Silicone Tig Brazed Pump Vanes

Anti-Ballooning Plate

Steel Drive Splines Welded 360° to Turbine

Furnace & Silicone Tig Brazed Turbine Vanes

Billet Steel or Spun Front Cover

Fully Enclosed Heavy Duty Needle Bearings

**2 Year Warranty
*Lifetime Warranty on the Steel Stator Housing**

WARRANTY

OFF-ROAD, TOWING, RACING, RV, HIGHWAY & CITY DRIVING

TCS diesel torque converters are made from the highest quality parts and materials available to the industry. With over 50 years as a converter builder, TCS Products leads the way in providing customers with performance and heavy duty solutions for every driving need and application.



- Optional stall speeds
- Electronically balanced

XTREME PERFORMANCE TRANSMISSION REBUILD KITS



Part No.	Transmission Model
148900	A904
148900DL	A904 Deluxe
149300	A727
149300DL	A727 Deluxe
149310	A518/618 1990-ON w/Direct Power Pack
149310R	A518/618 1990-ON w/6 Direct Plates, Billet Piston & GPZ Frictions..... Xtreme Kit
149320	48RE 2003-ON w/Direct Power Pack
149320R	48RE 2003--ON w/7 Direct Plates, Billet Piston & GPZ Frictions..... Xtreme Kit
149350	45RFE 1999-05 w/UD, OD, 2nd & 4th Power Packs
149360	45RFE 2006-ON w/UD, OD, 2nd & 4th Power Packs
149370	68RFE 2007-ON w/UD, OD, 2nd & 4th X-Packs - Molded Pistons..... Xtreme Kit
259000	TH400
259000DL	TH400 Deluxe
259000P	TH400 w/Intermediate Power Pack
259000PDL	TH400 Deluxe w/Intermediate Power Pack
279000P	4L80E w/Intermediate Power Pack
329000	TH350
329000DL	TH350 Deluxe
379100	TH700R4 1987-ON w/3-4 Power Pack
379100DL	TH700R4 Deluxe 1987-ON w/3-4 Power Pack
379110	4L60E
389000	TH2004R w/Forward & Direct Power Pack
439100	AOD w/Direct Power Pack
439160	4R70W 1996-03 w/Direct Power Pack
439170	4R75W 2004-ON w/Direct Power Pack
449100	C-6 1976-ON
449100DL	C-6 Deluxe 1976-ON
449100P	C-6 1976-ON w/Direct Power Pack
499150P	4R100 1998-ON w/Direct, Intermediate & OD Power Packs - Molded Pistons..... Xtreme Kit
499160	5R110W 2005-ON w/Forward & Direct Power Packs
499160R	5R110W 2005-ON w/Direct, Intermediate & OD X-Packs & GPZ Frictions - Molded Pistons... Xtreme Kit
529000	C-4 1965-69
529500	C-4 1970-ON
539000P	A1000 2001-05 w/C1, C2, C3 & C4 Power Packs - Molded Pistons..... Xtreme Kit
539000PR	A1000 2001-05 w/C1, C2, C3 & C4 Torqkits Raybestos - Molded Pistons..... Xtreme Kit
539001P	A1000 2006-ON w/C1, C2, C3 & C4 Power Packs - Molded Pistons..... Xtreme Kit
539001PR	A1000 2006-ON w/C1, C2, C3 & C4 Torqkits Raybestos - Molded Pistons..... Xtreme Kit
629000	6L80/90E w/3-5-Rev, 4-5-6, 2-6 Power Packs. No Pistons
749000	Powerglide
749000DL	Powerglide Deluxe
749000P	Powerglide w/High Power Pack
749000PDL	Powerglide Deluxe w/High Power Pack



ONLINE ORDERING

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or
Phone Toll Free: 1-800-960-1177

Performance Driven





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