



35 YEARS



A&A

TRANSMISSION

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2015

catalog

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The History of A&A Transmission

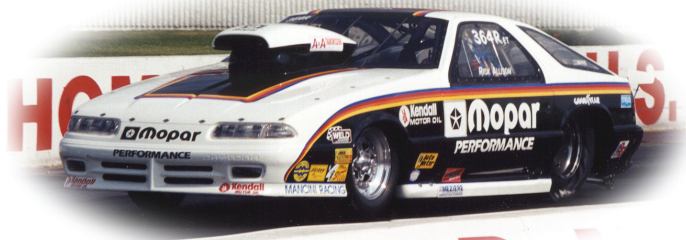
A&A Transmission started drag racing in 1976. Our shop began as a 1,000 square foot garage heated with a wood burning stove. By 1980, we decided that there was a need for a high-performance transmission shop to serve drag racers on a national scale. We have now progressed to a 30,000 square foot facility with some of the finest equipment available to better serve your needs.

In the beginning, we offered rebuilt street and race transmissions. We then developed manual valve bodies, aluminum drums, low-gear sets and needle-bearings for various components within the transmission. We now have progressed to a state-of-the-art TorqueFlite Transbrakes and other components for the new millennium racers. New components are constantly under development; there is no "standing still" in our business.

We use a variety of cars as test beds for our parts and components. Most research and development is race-proven before it is offered to you as a customer. You are assured of top quality parts and components each and every time you buy from us.

2015 brings much excitement at A & A as we celebrate the beginning of our 35th year in business. It has been five years since our last catalog and we are excited to be adding many new pages to it with the addition of some 60 different new products. With all these additions, it shows A & A's enduring quest to keep developing, manufacturing and supplying the best parts available to our customers. We continue to strive to be a Torque-flight Transmission leader and a specialty intake and accessories manufacturer.

MADE WITH PRIDE IN THE U.S.A.



(Pictured Above)

1993 Dodge Daytona

572 CI ICH Engine, A&A Ultimate 727

1050 HP NO NITROUS

Best E.T.:

1/4 Mile 7.50 Sec - 182.10 MPH

1/8 Mile 4.80 Sec - 144.50 MPH

(Pictured Below)
1964 Plymouth Fury
499 CI Indy Cylinder Head Engine
A&A Cross-Ram Intake
Best E.T.:
1/4 Mile 10.70 Sec - 127 MPH



Machine Shop



Front of our Buildings (30,000 Square Feet)



On the Cover:

Owner: Joe Midile
 1964 Dodge 440
 Weight: 3,640 lbs. with driver
 Engine: 572 Indy Cylinder Head
 Transmission: 727 Ultimate with A&A Parts
 Class: Nostalgia Super-Stock
 Best E.T.: 9.40 @ 144.50 MPH 1/4 mile

Table of Contents

New Products 2
Hot Products 6
Performance Transmissions 8
Torque Converters (Torque Converter and Dust Shields) 10
Flex Plates , Race Prepped Cases (Bolts, Bellhousing Bolt Kits, Extension Housings) 12
Labor, Gear Vendors, Front Pumps & Supports 14
Front Pumps & Supports, Hardened Shafts (Hardened Front Pump Gears, Vents, Input Hubs) 16
Shorty Kits, Reconditioned Drums & Parts (Reconditioned Output Shafts & Bearings) 18
Aluminum Drums, Steel Drums (Drum Accessories) 20
Roller & Needle Bearing Components 22
Billet Aluminum Park Gears, Sun Shells, 727 Front & Rear Planetaries (Rear Roller Kits) 24
904 Front Planetaries, 904 Helical Rear Planetaries, 727 Front & Rear Stock Planetaries 26
727 Helical Low Gear Sets, 727 Straight-Cut Planetary Gears 28
Bolt-In Sprags (Ultimate Sprag, Sprag Inner Races, Installation Tools) 30
Accessories (Transmission Blankets, Shields) 31
Valve Bodies (Street, Race and Reconditioned Stock Valve Bodies, 500/518/618 Valve Bodies) 32
Valve Body Accessories (Rooster Comb, Plastic Insulator, Special Rear Support, Transbrake Switch, Connector, Solenoid, Shift Improver Kits, Split Shift Fix, Accum. Blocker, Kick-Down Module, Band Levers, Struts, Neutral Safety Switches) 36
Governor Kits, Billet Aluminum Low/Reverse Piston Kits 39
2nd Gear Billet Servos 40
Torqueflite Rebuild Components (Overhaul Kits, Overdrive Overhaul Kits, Gaskets, Seals, Rings) ... 41
Torqueflite Rebuild Components (Clutch Plates, Steels and Bands) 43
Torqueflite Rebuild Components (Geartrain Shims, Clutch Drum Press, Diaphragm Spring Plates, Individual. Seals, Gaskets, Bushings, Thrust Washers) 45
Torqueflite Components (Pans, Filters and Extensions, Bolt and Stud Kits) 47
Accessories (Speedometer Gears, Blockers, Transmission Mounts and Coolers, Shifters) 49
Accessories (Cables, Transmission Slip Yokes, Rear End Yokes, Replacement Ring Gears) 51
Transmission Dipstick & Tubes 53
Front Wheel Drive Rebuild Components (New Trans-Axle Transmissions) 54
Kickdown Linkages & Accessories, Engine Accessories 55
Engine Accessories (Engine Brackets and Mounts) 57
Hemi In-Line Intake & Accessories, Fuel Line Kits 58
Hemi Cross-Ram Intakes & Accessories 60
Max-Wedge Cross-Ram Intakes & Accessories 62
Distributors for A&A Transmissions, Jobber Program 64
Cores, Policies & Information 65
Thank You (Thought of the Year) 66
Torque Converter & Transmission Specification Sheet 67

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New Products

727 Lightened Models of Billet Steel Drum

With all of the overwhelming success of our billet steel series of drums, we have added a new series of them in a lightened version. The high quality of 4140 steel far outweighs the stock sintered iron/powder metal cast process that is just full of air, but the 4140 is far superior in strength and with our lightened models, gets them to within ounces of the original cast ones. Designed and manufactured in the USA by A & A, we are proud to continue this tradition and bring this whole new series of lightened billet steel drums to the market.

2255SSL	727 Billet Steel Small Piston (Regular Size) Lightened Front/High Gear Clutch Drum	\$795.00
2255SBL	727 Billet Steel Big Piston Lightened Front/ High Gear Clutch Drum	\$875.00



2255SSL

2255SSL

727 & 904 Billet Aluminum Forward Drum Pistons

In an effort to solve the cracking that sometimes happens as pressures are increased, A & A is proud to release four new billet aluminum pistons manufactured in different heights to properly set up the forward clutch drum. The 727 has excess play and looseness in the forward drum clutch pack often contributing to the Belleville(diaphragm) spring plate over-centering and causing the lip seals to fail or the piston to travel far enough to rub against the front planetary.

727 Pistons 727 Billet Aluminum Forward Drum Piston:

22964BA-825 (Standard Height)	\$95.00
22964BA-850 (.025 Taller Height)	\$95.00
22964BA-875 (.050 Taller Height)	\$95.00
22964BA-900 (.075 Taller Height)	\$95.00



22964BA

904 Pistons *Coming Summer of 2015*

12964BA.000	\$Call
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904 Billet Steel Drums

With A & A offering aluminum drums for many years and the development of billet steel drums, it brings great pleasure to complete our whole series of billet steel drums with these 904 models. Manufactured in-house from the same high quality 4140 steel makes these drums ideal for both serious street and for the bracket racer who likes less maintenance over an aluminum drum. Naturally, the most important thing is protecting yourself from a stock drum explosion no matter which drum you go with. We recommend our big piston model for it solves the lack of clamping force in trans-brake applications while improving both the quality of the 3rd-gear shift and extending the life of the friction and steels.

12555BS	904 Billet Steel Small Piston (Regular Size) Front/High Gear Clutch Drum	\$595.00
12555BSBP	904 Billet Steel Big Piston Front/High Gear Clutch Drum (Includes Light-weight Billet Aluminum Piston)	\$695.00

Recommend: K12985BA 904 Multi-Spring Retainer Kit \$100.00



12555BSBP

K12985BA

12555BSBP

New Products

727 & 904 Steel Sleeved & Lightened Aluminum Drum Models

Steel Sleeved Aluminum Drums

With over 25 years of offering billet aluminum drums to our customers A & A is proud to announce two new series. The first of these series is a steel-sleeved version which allows the use of Teflon rings and saves the wear in the ring area of the front pump stator support that is often caused by the metal snap-together rings. This eliminates the wear of trying to use the Teflon rings eating into the softer aluminum drum surface. We repair aluminum drums to save them from worn ring areas by machining them and installing a steel sleeve to give them more life. A new procedure of manufacturing and machining operations allows us to release this new series of steel-sleeved billet aluminum drums to the market.

22555ASS	727 Aluminum Small Piston (Reg. Size) Steel Sleeved Front/High Gear Clutch Drum	\$675.00
22555ABS	727 Aluminum Big Piston Steel Sleeved Front/High Gear Clutch Drum	\$795.00
12555ASS	904 Aluminum Small Piston (Reg. Size) Steel Sleeved Front/High Gear Clutch Drum	\$Call
12555ABS	904 Aluminum Big Piston Steel Sleeved Front/High Gear Clutch Drum	\$Call



22555ASS

Lightened Aluminum Drums

The second series is taking our already-proven billet aluminum drums and adding some lightening machining programs to them. The most significant of these is machining in a second set of the steel plate notches on the inside giving our customers twice the wear factor, as well as reducing the overall weight of the drum especially around the outer diameter of the drum. A second lightening machining operation to the outside of the front makes this new series of billet aluminum drums not only lighter overall but now longer lasting.

22555ASL	727 Aluminum Small Piston (Reg. Size) Lightened Front/High Gear Clutch Drum	\$675.00
22555ABL	727 Aluminum Big Piston Lightened Front/High Gear Clutch Drum	\$795.00
12555ASL	904 Aluminum Small Piston (Reg. Size) Lightened Front/High Gear Clutch Drum	\$Call
12555ABL	904 Aluminum Big Piston Lightened Front/High Gear Clutch Drum	\$Call



22555ASL

Combination Drums

Our customers can now combine the steel-sleeved version with the lightened version to create the "Ultimate Billet Aluminum Drum."

Note: Please note that "longer life" still requires regular fluid and filter changes.

22555ASSL	727 Aluminum Small Piston (Reg. Size) Steel Sleeved & Lightened Front/High Gear Clutch Drum	\$775.00
22555ABSL	727 Aluminum Big Piston Steel Sleeved & Lightened Front/High Gear Clutch Drum	\$895.00
12555ASSL	904 Aluminum Small Piston (Reg. Size) Steel Sleeved & Lightened Front/High Gear Clutch Drum	\$Call
12555ABSL	904 Aluminum Big Piston Steel Sleeved & Lightened Front/High Gear Clutch Drum	\$Call



22555ASSL

Billet Accumulator Pistons

Basically, all of the Torqueflight transmissions use the same style accumulator piston. A&A manufactures these from billet aluminum and are offered in four models now. The first model is a two-ring design to replace the original worn cast aluminum style and the often-found broken plastic style in the later transmissions. The second model is manufactured using a dual-ring design like some of our other servos. This helps eliminate the leakage of fluid past the ring area. The third model is back to the two-ring design but with a blocker built into it. The fourth model is the dual ring with the blocker built into it.



22927BA	2-Ring Accumulator Piston	\$50.00
22927BAWB	2-Ring Accumulator Piston with Blocker	\$60.00
22927BADR	Dual Ring (4-Rings) Accumulator Piston	\$55.00
22927BADRWB	Dual Rings (4-rings) Accumulator Piston w/ Blocker	\$65.00

New Products

727/518 14-Roller Sprag Design Billet Aluminum Low/Reverse Drum Models

In 1989, the 727 case was redesigned in the back half area by Chrysler to accommodate a new larger 14-roller sprag outer race, which replaced the original 12-roller design. This 14-roller design followed into the 518 transmission line up, so A & A has designed three new versions of these low/reverse drums to make use of the later model 727 transmission cases, as well as give some of the 518 customers an option for going lightweight in their drag vehicles. The first model is basically the standard replacement 8-tab 727/518 rear planetary model shedding off over 2 ¾ pounds of weight over the stock cast one. The second model is for when 904 internals are used inside the 727 and this one is for the standard 12-tab 904 rear planetary while the third model is for ProTrans's and A & A's 6-tab 904 rear planetary.



22556BA-14-6

22556BA-14

22556BA-14

22556BA-14-12

22556BA-14	727/518 Low/Reverse Billet Aluminum 14-Roller Drum w/Inner Race w/8 tab 727 Rear Planetary	\$595.00
22556BA-14-12	727/518 Low/Reverse Billet Aluminum 14-Roller Drum w/Inner Race w/12 tab 904 Rear Planetary	\$595.00
22556BA-14-6	727/518 Low/Reverse Billet Aluminum 14-Roller Drum w/Inner Race w/6 tab 904 Rear Planetary	\$595.00

904 Bolt-In Sprags

The 904 has been gaining popularity and with the power levels ever increasing, this puts a lot of pressure and demands on the low sprag. A & A has developed and offers two new sprags to answer to these demands.

904 "Ultimate" Sprag 30 Element

The first model utilizes a very heavy duty special 30 element style inner sprag. This type of sprag has over 900 ft/lb capacity and has way more surface contact than the original 10-roller stock sprag. That is why we call this model our "Ultimate" sprag for the 904.

K12961US-30 904 Ultimate Sprag 30 Element w/Inner Race Bolt-In Sprag \$425.00

904 "12-Roller" Sprag

The second model is more economically minded over our "Ultimate" model but is far more superior to the stock 10-roller. Utilizing a metal sprag cage, it captures and surrounds the 12 rollers and the springs keeping them far more stable than the stock 10-roller finger plate design.

K12961-12	904 12-Roller Bolt-In Sprag w/Inner Race (1966-73) 4.710" Dia. X .775	\$Call
K12961A-12	904 12-Roller Bolt-In Sprag w/Inner Race (1974-88) 4.810" Dia. X .775	\$Call



K12961US-30

K12961US-30 Apart

K12961A-12

K12961A-12 Apart

New Products

904 Billet Steel & Aluminum Planetaries

A & A wanted to solve the age-old problem with the cast aluminum planetaries stripping out the splines in the center of the earlier models and then with Chrysler's later model planetaries being manufactured with a non-serviceable bent plate and then welded design. The designed-from-scratch model far surpasses anything that has been manufactured before. We offer many different combinations of this series of 904 planetaries and just like our 727 line-up, we have them available in billet aluminum and billet steel with the planetary carrier available in 3-, 4-, and 6-pinions. We have the helical style in 2.45 and 2.74 ratios. These are manufactured with Torrington bearings instead of the stock factory-type thrust washers.



(See page 26 for more details.)

904 Shorty Kits

With all of our development of 904 parts and the requests for a shorter -ength transmission, A & A has engineered and manufactured a shorty kit for the 904. Similar to its big brother, the 727, our overall length of the housing and the output shaft measured from the back of the case is 4 1/4". The output shaft is manufactured from 300M material and has a 727 yoke/coupler spline. It is a 1.312" diameter where the shaft goes through the rear support requiring the use of a roller bearing rear support and the low/reverse drum to be rollerized as well both of which are included in our base kit.



Note: There are a couple of different kit options depending upon which model of the low/reverse drum you would want to use. The base kit uses a modified stock cast steel one with the proper Torrington bearing already installed. The other two options include a billet aluminum drum in either a 12-tab for the stock style rear planetary or a 6-tab for use with a ProTrans or A & A billet aluminum rear planetary.

K12205S-904

(See page 18 for more details)

48RE Rooster Combs & Plastic Insulator

48RE Insulator

The 48RE transmission was introduced in the Dodge truck line in 2003. After a few years and higher mileage wear, there became a problem with the small plastic insulator that is attached to the rooster comb/shift lever that tells the PRND21 switch what gear it is in and the signal is then sent to the computer. A & A has had the tooling manufactured and we are reproducing this small but very important piece in a better material to help outlast the original.



48RE

22770PIL New Plastic Insulator Late 2003-Up 48RE. Quantity Discounts Available \$25.00
(See page 36 for more details)

Rooster Combs

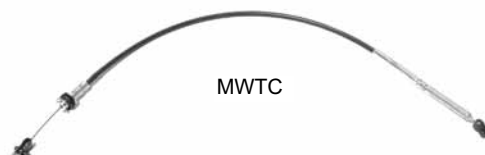
Just like the insulator, the rooster comb/shift lever has become an item that wears over time. A & A took on the challenge of having the tooling created to reproduce this much-needed part. These rooster combs are manufactured to the same quality as the original, making this just the answer to restoring the transmission's shift mechanism and signal to the computer back to better-than-new condition.



Note: This picture shows different rooster combs from 1966-Up for the 727 and the later 518/48RE models.
(See page 36 for more details)

Throttle Cables (Reproduction)

A very fine reproduction manufactured with quality black cable and stainless steel ends. We offer two part numbers that are 1" longer for taller intakes. See Page 57 for a complete listing available.



MWTC

Hot Products

Rigid 2nd Gear 727 Band

Chrysler quit manufacturing the 727 rigid band in the 1970s. After more than 35 years, the supply has finally become extinct. A&A had this band reproduced and is 10% wider and will work in all 727 drum applications. It is available in many combinations of materials and grooving. It will also fit 518/618 transmissions. After 10 years since its introduction, A&A continues reproducing this band and has added some Kevlar material lined band part numbers to its list.



22825CG 727 2nd Gear Band Red Racing with Grooves
(See page 44 for other combinations available)

\$145.00

Helical Low Gear Sets

In an effort to end some of the failures that occurred with our 727 low gear sets (which were factory welded 904 planetaries converted to be used in a 727), A&A has developed a whole new series of low gear planetary sets. These planetary kits have many features such as the planetary carriers are available in billet aluminum and billet steel. They will be available in 3, 4 and 6 pinion designs. The new design supports the ring gear (annulus) and are manufactured with Torrington bearings between the planetary and the ring gear (annulus) and between the ring gear (annulus) and the sun shell.



22134H6SB-62

They also will be available in two models concerning the small pinion gears. The standard version will have thrust washers on both sides of the pinion gears with the second version going over the top with Torrington bearings being placed on the thrusting side of the pinion gears. An additional feature is the ring gears (annulus) and sun gears have been shot peened and RIM finished in an effort to stress relieve them and give them a superior finish for longer lasting durability.

Will work with Transbrakes.

(See page 28 for details.)

“As Cast” Port 440 Manifold

With an overwhelming response, since its introduction, the 440 “As Cast” Port Cross-Ram Intake Manifold remains one of the hottest products. It was voted as one of the best new products for the Big-Block Chrysler engine by MOPAR Collector’s Guide magazine. It looks like the original 1964 Stage III Max-Wedge Intake on the outside but has been designed to fit stock 440 Ports without modifications and easily bolts onto the Stock 440 head bolt pattern. This intake will fit many of the available after-market aluminum heads for even more performance gain.



RMWACRIM-14 440 Aluminum Max Wedge Intake Manifold

\$1,495.00

(Price is for manifold only. Manufactured to block heat crossover port, will work on heads with or without heat crossover. See page 62 for complete listing, accessories and linkages.)

Hot Products

Whole Top End Package Deal

Due to the overwhelming success of our Cross-Ram Intake Manifolds, we have listed some complete packages with special pricing.

440 "As Cast" Cross-Ram Intake Manifold Package

Regular Purchase Price Total \$3,305.00

Special Package Deal Total \$3,095.00

Includes:

440 "As Cast" Manifold	Intake to Head Bolts
Intake Gaskets	Screw-In Plugs with Seals
Linkage Kit	Air Cleaners with Decals
90 Degree Fuel Fittings	Carburetor Stud Kit
(2) 500 CFM Edelbrock Carburetors	Coil Bracket
Fuel Line Kit (Original Style Material)	



426 Max-Wedge Cross-Ram Intake Manifold Package

Regular Purchase Price Total \$3,460.00

Special Package Deal Total \$3,250.00

Includes:

426 Max-Wedge Cross-Ram Manifold	Intake to Head Bolts
Intake Gaskets	Screw-In Plugs with Seals
Linkage Kit	Air Cleaners with Decals
90 Degree Fuel Fittings	Carburetor Stud Kit
(2) 500 CFM Edelbrock Carburetors	Coil Bracket
Fuel Line Kit (Original Style Material)	

Additional Products for Above Packages

MWTC Quality reproduction throttle cable, 1962-65 models	\$95.00
MWKDR Max-Wedge Kickdown Rod	\$180.00

(See pages 62-63 for other accessories)

Ultimate Sprag

One of the best innovations on improving the performance and reliability of the 727 Torqueflite transmission is with A&A's 16 roller Bolt-in-Sprag. A direct fit for the 1962-65 cable-shift transmission and the ability to be bolted in the 1966 and later transmissions, makes this Bolt-in-Sprag far superior in strength and reliability.



K22961US-6 727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt Design. (1966-88)	\$195.00
Tech: In some cases, requires an installation tool to utilize all six bolts.	
K22961EUS-6 727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt Design. (1962-65) Cable-Shift Cases.	\$205.00

(See page 30 for more details)

Ultimate Steel 727 Drum

Manufactured in-house from 4140 steel, this high-clutch drum will be a must for pro-street and bracket transmissions. This drum helps prevent the violent explosion that occurs when the overrunning clutch (the sprag) fails. This offers more protection than the stock drum, without the service intervals of the aluminum drum. Spin testing is the most reliable way to evaluate stresses of an object as it is turning. We had stock drums tested and they all failed before 12,840 RPM. We had our competition's tested and it began to fail at 18,000 RPM. Then, we had our drum tested and it went to 32,000 RPM without failure.

22555BSWR 727 Steel Front/High Clutch Drum w/ Retainer	\$695.00
22555BSBPWR 727 Big Piston Steel Drum w/ Piston and Retainer	\$775.00

(See page 21 for details)



Performance Transmissions

We have spent much time developing the TorqueFlite transmission back into a reliable transmission, as it was once known for. As engine builders and manufacturers developed new parts for the wedge and hemi engines, the horsepower levels rose. Unfortunately the transmission was playing catch-up. A&A takes great pride in the developing of many race parts to bring the TorqueFlite back to handle the horsepower.

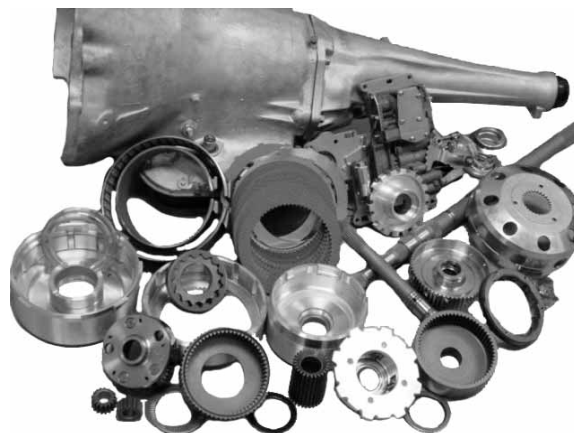
Prices are approximate, depending upon options.

Ultimate Competition

This transmission is nicknamed the "ultimate" competition for its extensive list of available components used to build this version into a serious race transmission. It can be assembled with components for the high horsepower, nitrous or blown applications, as well as assembled with lighter weight aluminum and extensive needle bearings throughout for reduced rotating weight and friction. With horsepower levels reaching 1,600 hp and 1,000 ft/lbs of torque, A&A has continued developing parts to withstand this kind of abuse. It has become the transmission of choice for the serious racer. There are many options for this transmission. Below are some of the popular choices.

Components: Race prepped case with external pressure adjustment, aluminum or steel high drum with retainer, new springs, upper plate, 4-7 clutches, lightweight sunshell, aluminum or steel rear drum with new lower and upper plates, 4-5 clutches, aluminum or steel low/reverse drum with bearing, rear roller bearing support, aluminum or steel park gear, billet 2nd gear servo and low/reverse piston kit, 300M hardened input shaft, aluminum or stainless steel input hub, 300M output shaft with new bearing (has no speedometer gear provisions), straight cut/needle bearing planetaries in available ratios of 2.77/1.57/1:1, 2.45/1.45/1:1, 2.28/1.45/1:1, 2.24/1.39/1:1, or 2.10/1.39/1:1. A&A's ultimate sprag, red, Kevlar or carbon bands and clutches, reinforced band strut and lever, modified front pump and support with A&A's hardened front pump gears, A&A's Ultimate Reverse Pattern Transbrake valve body which features sprag protection, instant apply and a quick release, A&A's billet filter extension and deep steel or aluminum pan.

1	ULT-1BB727	727 Big Block Steel (1966-Up)	\$6,750.00
	ULT-1BBBA727	727 Big Block Aluminum (1966-Up)	\$6,750.00
	ULT-1SB727	727 Small Block Steel (1966-Up)	\$6,700.00
	ULT-1SBB727	727 Small Block Aluminum (1966-Up)	\$6,700.00
	ULT-1SB904	904 Small Block Steel (1966-Up)	\$6,500.00
	ULT-1SBB904	904 Small Block Aluminum (1966-Up)	\$6,500.00
		<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>



Super Competition Plus

This transmission is our Super Competition model with upgrades added to it to make it an even more reliable unit, especially when the integrity (strength) of the stock input shaft, input hub and output shaft become questionable. The upgrades consist of adding A&A's 300M input shaft, steel or aluminum input hub, modified stock forward drum or A&A's aluminum forward drum (Part #22554BA) and a 300M output shaft. This transmission with these upgrades, makes it a popular choice in high horsepower applications and offers a cost savings over our Ultimate Competition model, which comes with straight-cut planetaries.

Components: Race prepped case with external pressure adjustment, aluminum or steel high drum with retainer, new springs, 4-5 clutches, lightened sun shell, steel low/reverse drum with bearing, rear roller support, billet 2nd gear servo and low/reverse piston kit, 300M input shaft, aluminum or steel input hub, modified stock forward drum or A&A's aluminum forward drum, 300M output shaft, choice of helical steel 5-pinion, 3- or 4-pinion steel capped front planetary and 3- or 4-pinion rear planetary, depending on application, all machined for Torrington bearings, stock ratio is 2.45/1.45/1:1, A&A's ultimate sprag, red, Kevlar or carbon bands and clutches, heavy duty band strut and lever, modified front pump and support with A&A's race pump gears, A&A Transmission's Ultimate Reverse Pattern Transbrake valve body, A&A's billet filter extension and deep steel or aluminum pan.

	22004B	727 Big Block Aluminum High (1966-Up)	\$5,250.00
1	22004BBS	727 Big Block Steel High (1966-Up)	\$5,450.00
	22004A	727 Small Block Aluminum High (1966-Up)	\$5,250.00
	22004ABS	727 Small Block Steel High (1966-Up)	\$5,450.00
	12004A	904 Small Block Aluminum High (1966-Up)	\$4,500.00
	12004ABS	904 Small Block Steel High (1966-Up)	\$4,750.00
		<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>

★ **New Products** ↓ **Lower Prices** **1** **Most Popular**

Super Competition

This transmission is one of our most popular models! It covers many applications while keeping the cost down from our all-out ultimate competition type transmission. This transmission is considered the best value for your money. This unit can handle high horsepower in lighter cars and makes a great bracket race transmission with both durability and reliability built into it. There are many options for this transmission, but here are some of the popular choices.

Components: Race prepped case with external pressure adjustment, aluminum or steel high drum with retainer, new springs, 4-5 clutches, lightened sun shell, steel low/reverse drum with bearing, rear roller support, billet 2nd gear servo and low/reverse piston kit, choice of helical steel 5-pinion, 3- or 4-pinion steel capped front planetary and 3- or 4-pinion rear planetary, depending on application, all machined for Torrington bearings, stock ratio is 2.45/1.45/1:1, A&A's ultimate sprag, red, Kevlar or carbon bands and clutches, heavy duty band strut and lever, modified front pump and support with A&A's race pump gears, A&A Transmission's Ultimate Reverse Pattern Transbrake valve body, A&A's billet filter extension and deep steel or aluminum pan.

22003B	727 Big Block Aluminum High (1966-Up)	\$3,750.00
22003BBS	727 Big Block Steel High (1966-Up)	\$3,950.00
22003A	727 Small Block Aluminum High (1966-Up)	\$3,700.00
22003ABS	727 Small Block Steel High (1966-Up)	\$3,900.00
12003A	904 Small Block Aluminum High (1966-Up)	\$3,550.00
12003ABS	904 Small Block Steel High (1966-Up)	\$3,750.00
	<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>

Competition Plus

This transmission is our most popular transmission for the serious street and strip racer or for the serious bracket racer. It has the most common upgrades built into it from our basic competition unit. It features A&A's manual reverse pattern valve body with (Low Band Apply) technology. There are some options for this transmission. Below are some of the popular choices.

Components: Race prepped case with external pressure adjustment, aluminum or steel high gear drum, 4-5 clutches, billet low/reverse piston, A&A's ultimate sprag or regular bolt-in sprag, choice of steel 5-pinion, 3- or 4-pinion steel capped front planetaries and 3- or 4-pinion rear planetaries that use stock type thrust washers, stock ratio is 2.45/1.45/1:1, modified front pump and support, A&A manual reverse pattern valve body, red, Kevlar or carbon clutches and bands, reinforced band strut and lever, A&A's billet filter extension and deep steel or alum. pan.

22002B	727 Big Block Aluminum High (1966-Up)	\$2,500.00
22002BBS	727 Big Block Steel High (1966-Up)	\$2,600.00
22002A	727 Small Block Aluminum High (1966-Up)	\$2,450.00
22002ABS	727 Small Block Steel High (1966-Up)	\$2,550.00
12002A	904 Small Block Aluminum High (1966-Up)	\$2,250.00
12002ABS	904 Small Block Steel High (1966-Up)	\$2,350.00
	<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>

Competition

This transmission is our basic reverse pattern manual shift transmission. It has no low gear braking in 1st gear. This is where it all began. Still today, a very good choice for mild bracket racing. There are many options for this transmission, but here are some of the popular choices.

Components: Race prepped case, billet low/reverse piston, bolt-in sprag, 3- or 4-pinion aluminum planetaries that use stock thrust washers, stock ratio is 2.45/1.45/1:1, modified front pump and support, A&A reverse pattern valve body, high performance clutches and bands, reinforced band strut and lever, Mopar deep pan and filter extension.

22001B	727 Big Block (1966-Up)	\$1,295.00
22001A	727 Small Block (1966-Up)	\$1,250.00
12001A	904 Small Block (1966-Up)	\$1,250.00
	<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>

Street and Restoration

A&A has long been recognized for its quality transmission rebuilds. We offer basic rebuilt high performance and restoration style transmissions. We offer a blasting operation to these units for a superior finish look and clean transmission. There are some options for this transmission. Below are some of the popular choices.

Components: Blasted and prepped case, bolt-in sprag when applicable, 3- or 4-pinion aluminum planetaries that use stock thrust washers, stock ratio is 2.45/1.45/1:1, reconditioned front pump and support, A&A modified valve body, which retains automatic shifts and applies the low band when in manual low gear, billet low/reverse piston, high performance clutches and bands, reinforced band strut, lever, and choice of steel transmission pan.

22000B	727 Big Block Street Performance (1966-Up)	\$1,295.00
22000BR	727 Big Block Restoration. (1966-Up)	\$1,295.00
22000A	727 Small Block Street Performance (1966-Up)	\$1,295.00
22000AR	727 Small Block Restoration. (1966-Up)	\$1,195.00
12000A	904 Small Block Street Performance (1966-Up)	\$1,095.00
	<i>Cable Shift Transmissions and Core Prices</i>	<i>\$Call</i>



Torque Converters

With the increase in horsepower, comes the need for better torque converters with anti-ballooning plates, special sprags, diodes and stators. Transbrakes and N.O.S. take their toll. These torque converters are specially built for each application.

Part	Description	Price
5301	904 Stock Replacement 11" (1962-67) 18 Spline Thick Pads 5/16 Bolts	\$125.00
5301SS	904 Street Performance 11" (1962-67) 18 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5301SSMX	904 Street/Competition 11" (1962-67) 18 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
5301SPEC	904 Special Late 1.810 Engine Crank Pilot with Early 18 Spline (1962-67) Transmission 5/16 Bolts	\$175.00
5302	904 Stock Replacement 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts	\$125.00
5302SS	904 Street Performance 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5302SSMX	904 Street/Competition 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
5302SPEC	904 Special Early 1.550 Engine Crank Pilot with Late 27 Spline 1968-up Transmission 5/16 Bolts	\$175.00
5303	904 Stock Replacement 11" (1968-76) 27 Spline Thin Pads 5/16 Bolts	\$125.00
5303SS	904 Street Performance 11" (1968-76) 27 Spline Thin Pads 5/16 Bolts 2000/2200	\$375.00
5303SSMX	904 Street/Competition 11" (1968-76) 27 Spline Thin Pads 5/16 Bolts 2200/2400	\$375.00
5330	904 AMC Stock Replacement 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts	\$125.00
5330SS	904 AMC Street Performance 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5330SSMX	904 AMC Street/Competition 11" (1968-76) 27 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
12314XLS XHD	904 Street/Competition 10" Extra Heavy Duty 2500/3000 Billet One-Piece Front Cover	\$695.00
12314LS XHD	904 Street/Competition 10" Extra Heavy Duty 3000/3400 Billet One-Piece Front Cover	\$695.00
12314HS XHD	904 Street/Competition 10" Extra Heavy Duty 3400/3800 Billet One-Piece Front Cover	\$695.00
12315	904 Competition 9 1/2" 3000/4500 6-Models	\$695.00
12509	904 Competition 9" 3800/4500	\$895.00
12508	904 Competition 8" 4200/5400	\$895.00
5401	727 Stock Replacement 12" (1962-66) 19 Spline Thick Pads 5/16 Bolts	\$125.00
5401SS	727 Street Performance 12" (1962-66) 19 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5401SSMX	727 Street/Competition 12" (1962-66) 19 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
5408	727 Stock Replacement 11" (1962-66) 19 Spline Thick Pads 5/16 Bolts	\$125.00
5408SS	727 Street Performance 11" (1962-66) 19 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5408SSMX	727 Street/Competition 11" HEMI (1962-66) 19 Spline Thick Pads 5/16 Bolts 2400	\$375.00

*These converters listed above have many options (i.e., 19 spline, billet steel front covers, steel stators, Mechanical Diode by E.P.X., weights for engine balance and stall options). Some converters require 7/16" mounting bolts and correct Flex Plates.

For all part numbers above that begin with 5:

Core Charge \$125

Add \$75.00 for Anti-Ballooning Flange Neck if desired.

Part	Description	Price
5406	727 Stock Replacement 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts	\$125.00
5406SS	727 Street Performance 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5406SSMX	727 Street/Competition 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
5409	727 Stock Replacement 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts	\$125.00
5409SS	727 Street Performance 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts 2000/2200	\$375.00
5409SSMX	727 Street/Competition 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts 2200/2400	\$375.00
5410	727 Stock Replacement 11" (1967-Up) 24 Spline Thick Pads 7/16 Bolts	\$195.00
5410SS	727 Street Performance 11" (1967-Up) 24 Spline Thick Pads 7/16 Bolts 2000/2200	\$375.00
5410SSMX	727 Street/Competition 11" HEMI (1967-Up) 24 Spline Thick Pads 7/16 Bolts 2400	\$395.00
5430	727 AMC Stock Replacement 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts	\$125.00
5430SS	727 AMC Street Performance 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts 2000/2200	\$375.00
5430SSMX	727 AMC Street/Competition 12" (1967-Up) 24 Spline Thick Pads 5/16 Bolts 2200/2400	\$375.00
5431	727 AMC Stock Replacement 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts	\$125.00
5431SS	727 AMC Street Performance 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts 2000/2200	\$375.00
5431SSMX	727 AMC Street/Competition 11" (1967-Up) 24 Spline Thin Pads 5/16 Bolts 2200/2400	\$375.00
22768P	727 Competition 11" 2200/2400 7/16 Bolts	\$450.00
22768MX	727 Competition 11" 2400/2800 7/16 Bolts	\$475.00
22769	727 Reproduction 11" Hemi Style 7/16 Bolts	\$595.00
22312XLS XHD	727 Street/Competition 10" Extra Heavy Duty 2500/3000. Billet One-Piece Front Cover 24 Spline 7/16 Bolts	\$695.00
22312LS XHD	727 Street/Competition 10" Extra Heavy Duty 3000/3400. Billet One-Piece Front Cover 24 Spline 7/16 Bolts	\$695.00
22312HS XHD	727 Street/Competition 10" Extra Heavy Duty 3400/3800. Billet One-Piece Front Cover 24 Spline 7/16 Bolts	\$695.00
22314	727 Competition 9 1/2" 3000/4500* 6-Models	\$695.00
22509	727 Competition 9" (custom application) 5000	\$895.00
22509J	727 Competition 9" "J" style, built from original Ford Cortina core. It features a Billet Stator, Big Sprag and machined for Torrington Bearings.	\$895.00 (Base)
22508	727 Competition 8" (custom application) Built Off Opel Core (Not Cheaper Cores) 4400/6800*	\$895.00 (Base)
2351812	518 Street Performance 2400/2800	\$459.00
2351895	518 9 1/2" Custom Street/Competition Models Available. Stall Ratings from 3,000 to 5,000.	\$795.00
23518NS	518 Gas Lockup, Various Stalls Available. Billet Cover, Billet Piston, 2x Wider Lockup Woven Carbon Lining. No Spacer Adaptor Needed	\$850.00
23518TD	518 Gas Lockup, Triple Disc, Various Stalls Range from 2500/5300	\$995.00

*These converters listed above have many options (i.e., 19 spline, billet steel front covers, steel stators, Mechanical Diode by E.P.X., weights for engine balance and stall options). Some converters require 7/16" mounting bolts and correct Flex Plates.

For all part numbers above that begin with 5:

Core Charge \$125

Add \$75.00 for Anti-Ballooning Flange Neck if desired.



Replacement Torque Converter Ring Gears

RG-130C Replaces Chrysler #3515203 11.93" I.D. 1974-83 V-8 \$45.00

RG-122T Replaces Chrysler #2121196 11.25" I.D. 1962-83 6-V-8 \$45.00

Torque Converter Dust Shields

TCS-1 Big Block 727 Dust Shield (1962-Up) New O.E. \$45.00

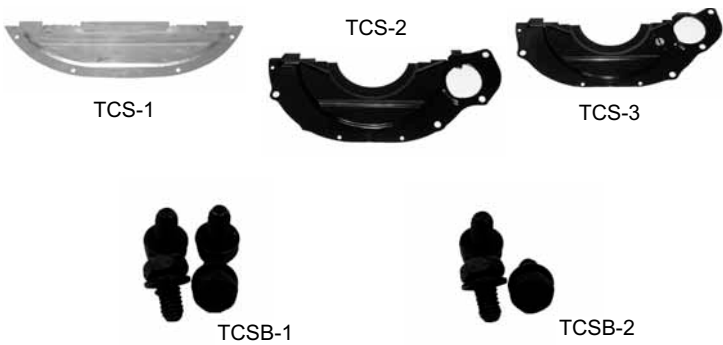
TCS-2 Small Block 727 Dust Shield (1962-Up) New O.E. \$35.00

TCS-3 Small Block 904/999 Dust Shield (1966-Up) New O.E. \$40.00

Tech: Depending on starter used, some modifications may be necessary.

TCSB-1 Big Block/Hemi Dust Shield Bolt Set (Qty 4) \$20.00
1/4-20x1/2" Black Phosphate

TCSB-2 Small Block 727/904 Dust Shield Bolt Set (Qty 3) \$15.00
1/4-20x1/2" Black Phosphate



Flex Plates & Bolt Kits

Torque Converter Bolts

22591	5/16" Torque Converter Bolts-4 Per Pack	\$10.00
22591A	ARP 5/16" Torque Converter Bolts-4 Per Pack	\$15.00
22592	7/16" Torque Converter Bolts-4 Per Pack	\$25.00
22592C	7/16" Crank Only Bolts-6 Per Pack	\$30.00
22593C	1/2" Crank Only Bolts-8 Per Pack	\$45.00
22464	Flex Plate and Torque Converter Bolts 8-1/2" Crank Bolts 4-7/16" Torque Converter Bolts	\$65.00
22465	Flex Plate and Torque Converter Bolts 6-7/16" Crank Bolts 4-7/16" Torque Converter Bolts	\$45.00
22820	Flex Plate and Torque Converter Bolts 6-7/16" Crank Bolts 4-5/16" Torque Converter Bolts	\$40.00

Flex Plates - MOPAR Style

22326	6 Bolt Stock Flex Plate 5/16" TC Holes. 10" Bolt Pattern	\$25.00
22327	6 Bolt Stock Flex Plate 5/16" TC Holes. 11" Bolt Pattern	\$25.00
AA378	S.F.I. 8 Bolt Flex Plate 5/16" TC Holes 10" Bolt Pattern	\$100.00
AA751	S.F.I. 6 Bolt Flex Plate 7/16" TC Holes 10" Bolt Pattern	\$65.00
AA752	S.F.I. 8 Bolt Flex Plate 7/16" TC Holes 10" Bolt Pattern	\$95.00

Flex Plates - MOPAR Style 360 Magnum

AA706	360 Magnum (1993-2001) 5/16" and Lockup Torque Converter	\$120.00
AA821	360 Magnum (Up to 1991) 5/16" and Lockup Torque Converter	\$60.00

Flex Plates - MOPAR Style 5.7/6.1 New Generation Hemi

AA685	S.F.I. 8 Bolt 5.7/6.1 Hemi Flex Plate Dual 7/16" 10" Bolt Pattern STD and 90 degree Crank and Torque Converter Bolts)	\$175.00
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Flex Plates - Round Style

Round Dual Bolt Pattern 10" and 11 1/8" Except AA231

AA230	S.F.I. 6 Bolt Crank (1962-Up) for 727/904	\$95.00
AA230-8	Special S.F.I. 6 Bolt Crank, 8 Torque Converter Holes on 10" Pattern	\$250.00
AA231	S.F.I. 8 Bolt Crank (1962-Up) for 727/904	\$95.00
AA231-8	Special 8 Bolt Crank, 8 Torque Converter Holes on 10" Pattern	\$250.00
AA234	S.F.I. 6 Bolt Crank (1971-73) Externally Balanced 340 with a 904	\$95.00
AA235	S.F.I. 6 Bolt Crank (1971-73) Externally Balanced 340 with a 727	\$95.00
AA236	S.F.I. 6 Bolt Crank (1971-92) Externally Balanced 360 with a 727	\$95.00
AA237	S.F.I. 6 Bolt (1971-Up) Externally Balanced 383, 400, 440 with Cast Crank and 727	\$95.00
AA238	S.F.I. 6 Bolt 1970-Up (Except 1973-74) Externally Balanced High Performance 440 with Forged Crank and 727	\$95.00
AA239	S.F.I. 6 Bolt Crank (1971-92) Externally Balanced 360 with a 904	\$95.00
★ AA241	S.F.I. 6 Bolt Crank (1993-99) Externally Balanced 360 with a 904	\$95.00
AA242	360 Magnum (1993-99) Externally Balanced 360 with a 727	\$95.00

Billet Flex Plates - Round Style (Require Mid-Plate)

AA230BM	Billet Steel S.F.I. 6-Bolt Crank/4 Bolt Torque Converter (.185 Thick)	\$550.00
AA230BM-8	BilletSteel S.F.I. 6 Bolt Crank/8 Bolt Torque Converter (.185 Thick)	\$550.00
AA231BM	Billet Steel S.F.I. 8 Bolt Crank/4 Bolt Torque Converter (.185 Thick)	\$550.00
AA231BM-8	Billet Steel S.F.I. 8 Bolt Crank/8 Bolt Torque Converter (.185 Thick)	\$550.00



Transmission Bellhousing to Engine Bolt Kits

Original Style		
<i>Tech: Some bolt heads may not pass concourse judging</i>		
Part	Description	Price
BBHTBKOE	Big Block/Hemi Original Style Bellhousing to Engine Bolts. Includes Starter Bolt and Stud, Torque Converter Dust Cover Bolts	\$85.00
SBTBKOE	Small Block Original Style Bellhousing to Engine Bolts. Includes Starter Bolt and Stud, Torque Converter Dust Cover Bolts	\$75.00
Aftermarket Style		
BBHTBKA	Big Block/Hemi Aftermarket Style Bellhousing to Engine Bolts. Includes Starter Bolt and Stud, Torque Converter Dust Cover Bolts	\$45.00
SBTBKA	Small Block Aftermarket Style Bellhousing to Engine Bolts. Includes Starter Bolt and Stud, Torque Converter Dust Cover Bolts	\$45.00

Race Prepped Cases

These cases are machined to allow pressure adjustments while still in the car. These cases have a cut-out in the bell housing for easier converter bolt access. Lubrication and venting has been improved. Each case is glass beaded, bores are honed, bolt holes are tapped and looks brand new.

*Specify if you would like cut for use of a CSR trans-shield.



22760RPB	727 Big Block Race Prepped Case	\$350.00
22760RPBE	727 Big Block Race Prepped Case (1962-65) Cable Shift	\$425.00
22760RPBN	727 New Big Block Race Prepped Case	\$495.00
22760RPA	727 Small Block Race Prepped Case	\$350.00
22760RPAE	727 Small Block Race Prepped Case (1962-65) Cable Shift	\$275.00
12760RPA	904 Race Prepped Case	\$295.00

Brand New Cases

These are new cases with no modifications.

22760B	727 Big Block New Case (1966-Up)	\$400.00
22760A	727 Small Block New Case (1966-Up)	\$350.00
22760AMC	727 AMC Block New Case 14-Roller Sprag Design	\$350.00

Reconditioned Extension Housings

These housings have been cleaned and blasted, the transmission mount pad has been machined and a new bushing and seal installed.

Part	Description	Price
12770EH	*904 Extension Housing (1966-72) 2.250" Dia. Seal	\$75.00
12770EHA	*904 Extension Housing (1973-Up) 2.375" Dia. Seal. Has Weight Bracket Holes.	\$75.00
12770EHB	904 Extension Housing Heavy Duty. Van/Truck. Thicker Webbing. Has Weight Bracket Holes.	\$125.00
22770EH	727 Extension Housing (1962-64) Bolt-on Yoke.	\$75.00
22770EHA	727 Extension Housing. (1965 only). Slip Yoke.	\$ Call
22770EHB	*727 Extension Housing (1966-72) Medium Duty.	\$100.00
22770EHC	*727 Extension Housing. (1973-Up) Has Weight Bracket Holes.	\$85.00
22770EHD	727 Extension Housing. (1970-Up) Heavy Duty Van/Truck. Thicker Webbing.	\$125.00

*Has provision for original floor shifter bracket.



Transmission Adapter Plate Kits

These are billet aluminum mid plate transmission adapter kits. They allow you to take a 518 or 904 and bolt it to a big block/Hemi engine, without having to cut the lower driver side ear off the block. *Kit includes adapter plate, crank adapter, flex plate and necessary bolts.*

Tech: Flex plates are not SFI certified.

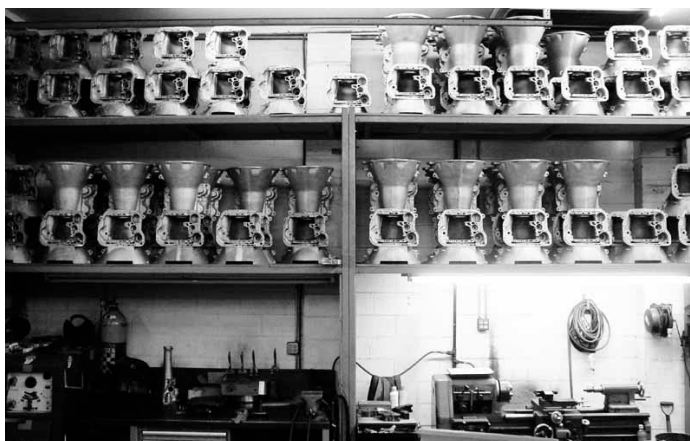
44520	Profiled Billet Aluminum Adapter Kit. It is shaped the same as the transmission bell housing for a sleeker look. Includes 6-Bolt Flex Plate.	\$695.00
44522	Profiled Billet Aluminum Adapter Kit. It is shaped the same as the transmission bell housing for a sleeker look. Includes 8-Bolt Flex Plate.	\$695.00
44524	5.7/6.1 Hemi to 518 O.D. Unit or 904 Transmission Profiled Steel Adapter Kit. It is shaped the same as the transmission bell housing for a sleeker look. Includes 8-Bolt Flex Plate.	\$295.00
AA526	5.7/6.1 Hemi Spacer Plate and Flex Plate (AA685)	\$250.00
AA5260	5.7/6.1 Hemi (Gen III Hemi) Transmission Case to Engine Block .060 Spacer Only.	\$95.00

Reconditioned & Stock Cases

Stock cases have been cleaned and visually inspected. Reconditioned cases have been glass beaded, servo bores honed and all bolt holes tapped or repaired.

Part	Description	Price
1276DU	904 Small Block Used Case (1966-71)	\$100.00
1276DUL	904 Small Block Used Case (1972-88)	\$125.00
1276DRS	904 Small Block Reconditioned Case (1966-71)	\$225.00
1276DRSL	904 Small Block Reconditioned Case (1972-88)	\$250.00
2276DUAE	727 Small Block Used Case (1962-65)	\$100.00
2276DUA	727 Small Block Used Case (1966-70)	\$125.00
2276DUAL	727 Small Block Used Case (1971-94)	\$125.00
2276DR	727 Small Block Reconditioned Case (1962-65)	\$225.00
SAE		
2276DRSA	727 Small Block Reconditioned Case (1966-70)	\$250.00
2276DRSAL	727 Small Block Reconditioned Case (1971-94)	\$250.00
2276DUBE	727 Big Block Used Case (1962-65)	\$150.00
2276DUB	727 Big Block Used Case (1966-70)	\$150.00
2276DUBL	727 Big Block Used Case (1971-79)	\$150.00
2276DR	727 Big Block Reconditioned Case (1962-65)	\$275.00
SBE		
2276DRSB	727 Big Block Reconditioned Case (1966-70)	\$275.00
2276DRSBL	727 Big Block Reconditioned Case (1971-79)	\$275.00

*Has provision for original floor shifter bracket.



Labor to Repair or Modify

A&A can repair your case where the rear sprag inner race sometimes will eat into the back of the case. This is especially helpful when dealing with Matching Number cases for specific cars. A&A can modify your case by machining it for a Torrington bearing at the rear inner sprag race area. This is particularly appealing for race-built transmissions to have this Torrington bearing installed into the case. A&A can modify your case for an external pressure adjustability port where you can simply remove the 1/8" pipe fitting and go through the case with an Allen head key and be able to adjust the valve-body pressure without removing the pan (providing you have enough room from the driver's side of the case to any obstruction.)

Labor to machine case for bearing.

Labor #1 One at a time upon demand. \$275.00 ea.

Labor #2 Waiting for a quantity of three or more with no timeframe. \$175.00 ea.

22556BRG Torrington Bearing \$50.00.

Labor #3 External Pressure Adjustment Port \$200.00

New Gaskets for Tail Housings

Tired of that pesky tailhousing leak? Most likely it's the two-screw cover gasket above the transmission mount. A&A engineered a new style gasket for a better seal around the screws that hold the plate in place.

22305SC 727/904 2-Screw Cover Gasket (1966-Up) \$7.00

22305ESC 727 2-Screw Cover Gasket (1965) \$7.00



22305SC



22305ESC



Gear Vendors Underdrive/Overdrive Units

Now your Torqueflite can cruise on the highway with ease. This unit bolts on to your transmission and lowers RPM. This also saves fuel by changing your final drive ratio from 1:1 to .78:1. An example would be when cruising at 60 MPH and an RPM of 3,000, when the overdrive unit is added, it will reduce the RPM to 2,340 when still going 60 MPH. This will allow you to keep your steep rear end gears for quicker take-offs and still have a top gear like that of a higher ratio.

Available for 1966-Up 727, 1967-Up 904.
1962-65 Call.

Call for pricing and application. As shown, price is \$2,795.00. Price is for OD unit and tail housing only. Standard warranty up to 1,000HP and two years unlimited mileage.

Extended warranty up to 2,000HP and two years unlimited mileage, comes with nite-trited gear set and deep pan. Add \$200.00.

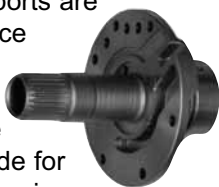
Gear Vendors Tail Housings (Call) \$750.00

Available for 1966-Up 727, 1967-Up 904 and call for 1962-65.



Front Pumps & Supports

Our outer front pump bodies and supports are cleaned, blasted, inspected and on race models, the outer bodies are machined to clear Turbo-Action "J" and some 10" torque converters. The supports are machined on the gear side for trueness, the bushing replaced and the ring and drum bushing surfaces polished. On our modified supports, the 3rd gear feed hole is enlarged.



727 Tech: 1962-66 supports use a 1.125" dia. 19 spline input shaft and a narrow bushing surface for the high gear drum. 1967-70 supports use a 1.175" dia. 24 spline input shaft and a narrow bushing surface for the high gear drum. 1971-77 supports use a 1.175" dia. 24 spline input shaft and a wide bushing surface for the high gear drum. 1978-97 supports use a 1.175" dia. 24 spline input shaft and a wide bushing surface for the high gear drum but utilizes three sealing rings.

904 Front Pumps & Supports

Part	Description	Price
12781	904 Modified Front Pump Support (1968-77)	\$135.00
12781CPS	904 Complete Front Pump Stock (1968-77) Retains Original Vent and Chrysler Pump Gears, 1.500" Forward Drum Sealing Ring	\$225.00
12781CPR	904 Complete Front Pump Race (1968-77) Vent Blocked, Modified Front Pump Support, A&A's Race Pump Gears, 1.500" Forward Drum Sealing Ring	\$425.00
12781L	904 Modified Front Pump Support (1978-Up)	\$135.00
12781LCPS	904 Complete Front Pump Stock (1978-89) Retains Original Vent and Chrysler Pump Gears, 1-Ring Input Shaft, 1.560" Forward Drum Sealing Ring, Non Lock-Up Model.	\$195.00
12781LCPR	904 Complete Front Pump Race (1978-89) Vent Blocked, Modified Front Pump Support, A&A's Race Pump Gears, 1-Ring Input Shaft, 1.560" Forward Drum Sealing Ring, Non Lock-Up Model.	\$375.00
12520CPS	904 Complete Front Pump Stock (1978-89) Retains Original Vent and Chrysler Pump Gears, 2-Ring Input Shaft, 1.560" Forward Drum Sealing Ring, Non Lock-Up Model.	\$195.00
12520CPR	904 Complete Front Pump Race (1978-89) Vent Blocked, Modified Front Pump Support, A&A's Race Pump Gears, 2-Ring Input Shaft, 1.560" Forward Drum Sealing Ring, Non Lock-Up Model.	\$425.00



22758CPR

727 Front Pumps & Supports

Part	Description	Price
22540	727 Modified Front Pump Support (1962-66)	\$75.00
22540RS	727 Reconditioned Stock Front Pump Support (1962-66)	\$65.00
22540CPS	727 Complete Front Pump Stock, (1962-66) Retains original vent and Chrysler Pump Gears.	\$165.00
22763	727 Modified Front Pump Support (1967-70)	\$75.00
22763RS	727 Reconditioned Stock Front Pump Support (1967-70)	\$65.00
22763CPS	727 Complete Front Pump Stock, (1967-70) Retains original vent and Chrysler Pump Gears.	\$165.00
22763CPSH	727 Complete Front Pump Stock, (1967-70) Retains original vent and Chrysler Pump Gear Set. For Hemi High Gear Drum Applications. Add \$200 for Race Pump Gears.	\$250.00
22763CPR	727 Complete Front Pump Race. (1967-70) Vent Blocked, Modified Support and has A&A's Race Pump Set.	\$385.00
22758	727 Modified Front Pump Support (1971-77)	\$150.00
22758RS	727 Reconditioned Stock Front Pump Support (1971-77)	\$125.00
22758CPS	727 Complete Front Pump Stock. (1971-77) Retains original vent and Chrysler Pump Gears	\$195.00
22758CPRC	727 Complete Front Pump Race. (1971-77) Vent Blocked, Modified Support and has Chrysler Pump Gear Set.	\$295.00
22758CPR	727 Complete Front Pump Race. (1971-77) Vent Blocked, Modified Support and has A&A's Race Pump Set.	\$495.00
22758CPSH	727 Complete Front Pump Stock. (1971-77) Retains original vent and Chrysler Pump Gear Set. For Hemi High Gear Drum Applications. Add \$200 for Race Pump Gears.	\$225.00
22520B	727/518 Modified Front Pump Support (1978-97) 1.175" Input Shaft Dia, Non Lock-Up Model.	\$85.00
22520BCPS	727/518 Complete Front Pump Stock (1978-97) Retains Original Vent and Chrysler Pump Gears, 3-Ring Model, 1.175" Input Shaft Dia, Non Lock-Up Model.	\$165.00
22520BCPR	727/518 Complete Front Pump Race (1978-97) Vent Blocked, Modified Front Pump Support, A&A's Race Pump Gears, 3-Ring Model, 1.175" Input Shaft Dia, Non Lock-Up Model.	\$495.00
22520BCPRC	727/518 Complete Front Pump Race (1978-97) Vent Blocked, Modified Front Pump Support, Chrysler Pump Gears, 3-Ring Model, 1.175" Input Shaft Dia, Non Lock-Up Model.	\$275.00
22520C	518 Modified Front Pump Support (1992-Up) Lock-Up Model. For 1.250" Input Shaft.	\$95.00
22520L	727/518 Modified Front Pump Support (1990-97) 1.250" Input Shaft Dia, Non Lock-Up Model.	\$125.00
22520LLU	727/518 Modified Front Pump Support (1990-97) 1.250" Input Shaft Dia, Lock-Up Model.	\$125.00
22520LCPS	727/518 Complete Front Pump Stock (1990-97) Retains Original Vent and Chrysler Pump Gears, 3-Ring Model, Non Lock-Up Model.	\$195.00
22520LCPR	727/518 Complete Front Pump Race (1990-97) Vent Blocked, Modified Front Pump Support, A&A's Race Pump Gears, 3-Ring Model, 1.250" Input Shaft Dia, Non Lock-Up Model.	\$495.00
22520LCPRC	727/518 Complete Front Pump Race (1990-97) Vent Blocked, Modified Front Pump Support, Chrysler Pump Gears, 3-Ring Model, 1.250" Input Shaft Dia, Non Lock-Up Model.	\$275.00

For all lock-up models, call for price.

★ New Products ↓ Lower Prices 1 Most Popular

Front Pumps & Supports

Hardened Front Pump Gears

Due to the ears breaking off of the inner gear during acceleration or deceleration, A&A Transmission has solved the problem by redesigning them and manufacturing them two different ways. The first, our original designs, are made from 4140 steel, and the latest designs are made with more lubricating properties and have become a very popular choice for longevity (comes in most of A&A's Transmissions as an upgrade). They feature larger and thicker lugs and a thicker register (I.D.). This is a must for many applications. New to the lineup are 904 gear sets with drive-type lugs. The advantage here is less torque converter neck cracking problems that have long plagued the stock design. These are available in a flat drive and the other is an angled flat drive similar to Chrysler's design for the A500.



Hardened Front Pump Gears 4140 Inners

Part	Description	Price
AA22530	727 Inner 4140 Gear Set Lug Design	\$250.00
AA12530	904 Inner 4140 Gear Set Lug Design	\$250.00
AA12530F	904 Inner 4140 Gear Set Flat Drive Design	\$250.00
AA12530AF	904 Inner 4140 Gear Set Angled Flat Design	\$250.00

Steel Front Pump Gears (Better Lubricating)

Part	Description	Price
① AA22530 AWL	727 Steel Gear Set Lug Design	\$250.00
★ AA12530 AWL	904 Steel Gear Set Lug Design	\$250.00
★ AA12530AF	904 Steel Gear Set w/ Flat Drive Design	\$250.00
★ AA12530 AAF	904 Steel Gear Set Angled Flat Design	\$250.00

Replacement Front Pump Gears

Part	Description	Price
AA22530CS	727 New Chrysler Pump Gear Set	\$125.00
AA22530AS	727 Aftermarket Pump Gear Set	\$30.00
AA12530CS	904 New Chrysler Pump Gear Set	\$125.00
AA12530AS	904 Aftermarket Pump Gear Set	\$30.00
① AA22530RS	727 Reconditioned Chrysler Pump Gear Set	\$60.00
① AA12530RS	904 Reconditioned Chrysler Pump Gear Set	\$60.00

Front Pump Baffle Vent

This new plastic baffle and rivet will replace that broken one when retaining the pump vent.



AAPBV 727/518 Front Pump Baffle Vent (1970-Up) \$5.00

Plastic Vent

This plastic vent can be used when relocating vent to the back of the case.



AAPV Plastic Vent \$3.00

Push-Lock Vent Fittings

These nice 1/8" pipe thread fittings make it a snap to install an external vent system on your transmission. The 1/4" tubing can easily be removed by simply pushing in on the fittings collar.

AAPLVFST Push-Lock Vent Fitting Straight \$12.50
 AAPLVF90 Push-Lock Vent Fitting 90 Degree \$15.00
 AAPLVT Push-Lock Vent Fitting Tubing (Per Foot) \$3.00



727-904 Hardened Shafts



22678HS

22670HS



Made from 300M steel, these shafts are a must for any high horsepower in front of a 727 and 904 transmission. They feature a thrust Torrington bearing between the input and output shaft and a Torrington roller bearing inside the input shaft, which rides on a hardened pin on the output shaft. The output shaft also features a tapered design from the bearing to the yoke splines.



22670CHS

Part	Description	Price
22670HS	727 Input Shaft. (1967-89) 2-Ring. Made from 4340 series steel called 300M.	\$375.00
22670HSL	727 Input Shaft .(1978-Up to be used as a 3-ring setup) Used when HP exceeds 1,200. 300M Steel. Call for details.	\$395.00
22678HS	727 Output Shaft New Design (1962-89) Front planetary splines are 1962-75 model. Made from 4340 series steel called 300M. It is four times stronger than original shaft. A must for high horsepower applications. This shaft has no provisions for speedometer gear.	\$695.00
22678HS 4X4	727 Output Shaft. Three lengths.	\$Call
22678HS BY	727 Output Shaft. Bolt-up yoke design.	\$Call
12670HS	904 Input Shaft. (1968-77) (1-Ring, 27-Spline) Made from 4340 series steel called 300M.	\$350.00
12670HS 2R	904 Input Shaft. (1978-Up) (2-ring, 27-spline) Made from 4340 series steel called 300M.	\$375.00
12678HS	904 Output Shaft. (1966-89) Made from 4340 series steel called 300M. This shaft has no provisions for speedometer gear. Tech: Requires rear-bearing support, shaft size is 1.312. Race transmission slip yoke available in a 1350 series U-joint.	\$695.00
22670CHS	*518/618 Input Shaft and Hub Assembly. (1994-Up) Lock-up Only. Diameter 1 1/4"	\$795.00
22674	*518/618 Intermediate Shaft (1994-Up)	\$795.00
22678FHS	*518/618 Output Shaft (4x4 only)	\$795.00

*These shafts are not manufactured by A&A



727 Input Hubs

This is the piece that the input shaft splines into and the rear clutch retainer drum goes over.

Tech: Requires a billet aluminum high gear drum piston when used with stock or billet small piston drums due to the longer splines of the input hubs.

727 Aluminum Input Shaft Hub

Made from 7075 T-6 aluminum stock. Works well in many applications - Light but strong. It is used mostly in Stock, Super Stock, and lower horsepower applications. (Requires one of the five available A&A forward drum choices: Aluminum Drum 22554BA or 22554HBA, billet steel 22554BS or 22554HBS, or a modified stock cast steel drum 22554S to retain spiral snap ring in the hub.)



22575A

\$395.00

727 Steel Input Shaft Hub

A must for high horsepower, heavy cars. Since A&A made the input & output shafts this was the next weakest link in the picture. (Requires one of the five available A&A forward drum choices: Aluminum Drum 22554BA or 22554HBA, billet steel 22554BS or 22554HBS, or a modified stock cast steel drum 22554S to retain spiral snap ring in the hub.)



Modified stock cast steel drum for use with aluminum or steel hubs above. See page 20 and 21 for billet drums.

22554S Modified Steel Rear Clutch Drum

\$150.00

22575SS 727 Steel Short Splines (can use stock high gear drum piston) \$495.00

22575SL 727 Steel Long Splines (requires billet piston for high gear drum) \$495.00

New to our 727 steel input hubs list has been the addition of two new hubs manufactured with the factory style stepped spline retaining the use of the stock factory type forward drums (also called rear clutch drums) and not requiring the purchase of our modified rear clutch drum.

★ 22575- 727 Steel Short Splines with Step. \$495.00

SSWS (Can use with stock high gear drum piston)

★ 22575- 727 Steel Long Splines with Step. \$495.00

SLWS (Requires billet piston for clearance)



727 Shorty Kits

Overall lengths of housing and shaft is 4 1/4." Planetary spline is 1962-75 type. The output shaft yoke spline is available in two splines. The first option is a 727 spline and the second option is the Chevrolet 400 spline.



Tech: Fits 1966-Up cases.

Part	Description	Price
K22205S-727	Shorty Kit for 727 with 727 Splined Output Shaft. (1962-75) Front Planet Splines.	\$795.00
K22205S-400	Shorty Kit for 727 with 400 Chevy Splined Output Shaft. (1962-75) Front Planet Splines.	\$795.00
K22754KSS	Rear Roller Kit for Use with Shorty Kit. Kit includes our modified steel drum with bearing and modified rear support with bearing.	\$250.00
K22754KSBA	Rear Roller Kit for Use with Shorty Kit. Kit includes A&A's Billet Aluminum Low/Reverse drum with bearing and a modified rear support with bearing.	\$595.00
<i>Combination for above kits.</i>		
K22205S-727-S	Includes Kits K22205S-727 and K22754KSS	\$995.00
K22205S-727-BA	Includes Kits K22205S-727 and K22754KSBA	\$1350.00
K22205S-400-S	Includes Kits K22205S-400 and K22754KSS	\$995.00
K22205S-400-BA	Includes Kits K22205S-400 and K22754KSBA	\$1350.00



904 Shorty Kits

With all our development of 904 parts and the requests for a shorter length transmission A & A has engineered and manufactured a shorty kit for the 904. Similar to its big brother the 727 our overall length of the housing and the output shaft measured from the back of the case is 4 1/4".



The output shaft is manufactured from 300M material and has a 727 yoke/coupler spline. It is a 1.312 diameter where the shaft goes through the rear support requiring the use of a roller bearing rear support and the low/reverse drum to be rollerized as well both of which are included in our base kit

Note: There are a couple of different kit options depending upon which model of the low/reverse drum you would want to use. The base kit uses a modified stock cast steel one with the proper Torrington bearing already installed. The other two options include a billet aluminum drum in either a 12 tab for the stock style rear planetary or a 6-tab for use with a ProTrans or A & A billet aluminum rear planetary.

Part	Description	Price
K12205S-904	Shorty Kit for 904 with 727 Splined Output Shaft. (1967-88)	\$895.00
K12782KDSS-12	Rear Roller Kit for use with Shorty Kit. Kit includes our Modified Stock Steel 12-Tab Low/Reverse Drum with Bearing and Modified Rear Support with Bearing. For use with stock type 12-Tab 904 rear Planetaries)	\$250.00
K12782KSBA-12	Rear Roller Kit for use with Shorty Kit. Kit includes A&A's 12-Tab Billet Aluminum Low/Reverse Drum with Bearing and Modified Rear Support with Bearing. For use with stock type 12-Tab 904 rear Planetaries)	\$575.00
K12782KBSA-6	Rear Roller Kit for use with Shorty Kit. Kit includes A&A's 6-Tab Billet Aluminum Low/Reverse Drum with Bearing and Modified Rear Support with Bearing. (For use with 6-Tab A&A's & ProTrans's 904 rear Planetaries)	\$575.00
<i>Combination for above kits.</i>		
K12205S-904-S	Includes Kits K12205S-904 and K12782KSS-12	\$1,050.00
K12205S-904-BA-12	Includes Kits K12205S-904 and K12782KSBA-12	\$1,425.00
K12205S-904-BA-6	Includes Kits K12205S-904 and K12782KBSA-6	\$1,425.00

Reconditioned Drums & Parts

These stock replacement drums and parts are inspected, cleaned, blasted and then reinspected. They are then polished on the band and ring surfaces and have had new bushings installed where applicable.

727 Reconditioned Drums & Parts

Part	Description	Price
22555RSE	727 Cast Steel Front/High Clutch Drum (1962-70) w/ Narrow Bushing, Holds 4-.095" Thick Frictions or 5-.061 Thin Frictions	\$55.00
22555RSL	727 Cast Steel Front/High Clutch Drum (1971-Up) w/ Wide Bushing, Holds 4-.095" Thick Frictions or 5-.061 Thin Frictions	\$75.00
22554RS	727 Cast Steel Rear (Forward Gears) Clutch Drum (1962-2002)	\$30.00
22556RS	727 Cast Steel Low/Reverse Drum (1962-88)	\$45.00
22145RS	727 Sun Shell w/ Sun Gear (1967-Up)	\$65.00
22634RSE	727 Rear Support (1962-65) 6-Bolt	\$65.00
22634RSM	727 Rear Support (1966-75) 4-Bolt	\$50.00
22634RSL	727 Rear Support (1976-88) 4-Bolt	\$45.00
<i>22634RSM and 22634RSL are interchangeable.</i>		



12554RSET



12555RSL



12555RSE

904 Reconditioned Drums & Parts

Part	Description	Price
12555RSE	904 Cast Steel Front/High Clutch Drum (1968-79) Holds 4-.095" Thick Frictions or 5-.061 Thin Frictions	\$55.00
12555RSL	904 Cast Steel Front/High Clutch Drum (1976-92) Holds 5-.095" Thick Frictions or 6-.061 Thin Frictions. (Requires a Beveled or Modified Front Pump Stator to Fit.)	\$75.00
12554RSES	904 Cast Steel Rear (Forward Gears) Clutch Drum (1968-77) 1.500" Ring Diameter, Short Splines	\$75.00
12554RSET	904 Cast Steel Rear (Forward Gears) Clutch Drum (1976-78) 1.500" Ring Diameter, Tall Splines	\$85.00
12554RSLs	904 Cast Steel Rear (Forward Gears) Clutch Drum (1978-88) 1.560" Ring Diameter, Short Splines	\$65.00
12554RSLT	904 Cast Steel Rear (Forward Gears) Clutch Drum (1978-88) 1.560" Ring Diameter, Tall Splines	\$65.00
12556RSE	904 Cast Steel Low/Reverse Drum (1962-67) Will Only Fit 4.710" Sprag	\$45.00
12556RSL	904 Cast Steel Low/Reverse Drum (1968-88)	\$45.00
12634RSM	904 Rear Support (1967-73) 4-Bolt	\$50.00
12634RSL	904 Rear Support (1974-88) 4-Bolt	\$45.00
<i>12634RSM and 12634RSL are interchangeable.</i>		

Replacement Output Shaft Bearings

12272	904 Output Shaft Bearing (1.163" I.D.) (1972-Up)	\$30.00
12272A	904 Output Shaft Bearing (1.230" I.D.) (1962-71)	\$25.00
12272AJ	904 Output Shaft Bearing (1.230" I.D. x 2.835 OD) Jeep	\$65.00
22272E	727 Output Shaft Bearing (1962-64) Bolt-Up Yoke	\$50.00
22272A	727 Output Shaft Bearing (1965-89) New	\$60.00
① 22272AU	727 Output Shaft Bearing (1965-89) Used	\$30.00
22272B	727 Output Shaft Bearing Truck Bolt-Up Yoke	\$50.00

Reconditioned Output Shafts

Tech: 904 must specify what type of end thrust washer style pin (i.e., round pin, 1-cut flat, 2-cut flat).

12678RSA	904 Output Shaft (Brg 1.163" I.D.) (1972-Up)	\$75.00
12678RSB	904 Output Shaft (Brg 1.230" I.D.) (1962-71)	\$75.00
12678	904 Machined Output Shaft (1.312") (Bearing 1.163" I.D.)	\$150.00
22678RSA	727 Output Shaft (1962-64)	\$75.00
22678RSB	727 Output Shaft (1965)	\$Call
22678RSC	727 Output Shaft (1966-75)	\$75.00
22678RSD	727 Output Shaft (1976-93)	\$75.00

Aluminum Drums

727 Drums



22555BAWR 727 Front/High Clutch Drum With Retainer
\$575.00
Tech: Requires (1971-Up) Wide Bushing Front Pump Support.



22555BA 727 Front/High Clutch Drum without Retainer
\$495.00
Tech: Requires (1971-Up) Wide Bushing Front Pump Support.



22554BA 727 Rear (Forward Gears) Clutch Drum
\$450.00



22556BA 727 Low/Reverse Drum with Bearing Only
\$475.00
(Requires A&A Rear Bearing Support Part #22634 or 22634E; and Modified Steel Park Gear or A&A's Aluminum Park Gear Part #22685BA or 22685BAE) See page 24 for details.

Aluminum drums do two things: first and foremost, is the safety issue for the 727/904 high gear drum that can have a violent explosion that could occur when the overrunning clutch (the sprag) fails. When the sprag doesn't hold, it spins the high gear drum at the engine RPM times the reverse gear ratio (stock is 2.20:1). An example would be if someone let out of the throttle at 5,000 RPM. The speed of the high gear drum is $5,000 \times 2.20:1 = 11,000$ RPM. The stock drums usually come apart about 9,000 RPM on a free rev. The stock steel drums are a powder metal forging. The factory uses this because it is a cheaper, high-production process. These billet aluminum drums are stronger than the stock cast metal units because they are cut from 7075 T-6 Aluminum.

Now past the safety issue, is the E.T. gain from the reduction of weight, both static and rotating, compare the weight difference of the aluminum drums to their counter part.

Recommendation: When using aluminum drums, use the Dacron filter for extra filtration of the oil.

Part: **12776A** (1962-65)
Part: **12776C** (1966-Up)

Also recommended are smooth red racing bands
See the bands section on page 44.

High Gear Drums With Big Piston

The big piston drum is required when more clamping force of high gear is needed. With the larger diameter piston, it applies more force on the clutches, both for more holding power during transbrake mode and a more positive high gear shift. *Most 904 applications require the spring retainer kit pictured to right.*



Part: **22555BABPWR**
\$695.00

904



Part: **12555BABP**
\$695.00

904 Drums



12555BA 904 Front/High Clutch Drum
\$495.00



12554BA 904 Rear (Forward Gears) Aluminum Clutch Drum (New Design)
\$595.00



12556BA 904 Low/Reverse Drum with Bearing Only
\$450.00

Tech: Requires output shaft to be machined to 1.312 or purchase 12678 or 12678HS (see pages 17 and 19). Also requires A&A Rear Bearing Support 12634.



K12985BA 904 Multi-Spring Retainer Kit
\$100.00

The original 904 return spring is wound the wrong way so at higher RPMs, the spring collapses. This allows the piston to come out, causing drag on the clutches. This multi-spring kit eliminates the movement by stiffening the pressure applied to the piston. This also helps the 2-3 shift timing.

★ **New Products** ↓ **Lower Prices** 1 **Most Popular**

Steel Drums

Ultimate Steel 727 Drum



Manufactured in-house from 4140 steel, this high-clutch drum will be a must for pro-street and race transmissions. This drum helps prevent the violent explosion that occurs when the overrunning clutch (the sprag) fails. This offers more protection than the stock drum, without the service intervals of the aluminum drum. Spin testing is the most reliable way to evaluate stresses of an object as it is turning. We had stock drums tested and they all failed before 12,840

RPM. We had our competition's tested and it began to fail at 18,000 RPM. Then, we had our drum tested and it went to 32,000 RPM without failure.

Tech: Requires 1971-Up style front pump support.

22555BSWR 727 Steel Front/High Clutch Drum w/ Retainer \$695.00

22555BSBPWR 727 Big Piston Steel Front/High Clutch Drum w/ Piston and Retainer \$775.00



Reproduction 727 Hemi Drums

The shortage of the original Hemi clutch drums has prompted A&A to reproduce these drums for those who want to repair or duplicate their Hemi transmission with the proper replacement parts. Made from 4140 billet steel, these reproduction drums will far exceed the original cast drums.

Tech: It uses 5 thick .095 frictions like original or you can use 6 thin .061 frictions for added capacity. Part number 22554HBS or original forward drum must be used when using this replacement drum. Requires 1971-Up style front pump support.



22555HBS Hemi 727 Front/High Steel Clutch Drum \$625.00



Made from 4140 billet steel. This drum is reproduced to be a replacement for the Hemi original drum. It is necessary to use this drum whenever using the original Hemi or A&A's Hemi high gear drum. It has a 45 degree angle on the backside to clear the Hemi high gear drum while all other models have a step which can interfere.

22554HBS Hemi 727 Rear (Forward Gears) Steel Clutch Drum \$575.00

Drum Accessories



22985BA

Made from 7075-T6, this spring retainer captures the snap ring so it cannot come loose or blow off.

22985BA 727 Front/High Clutch Retainer \$75.00



22975

These new springs replace the old worn out originals to bring the proper spring pressure back up to spec. This greatly enhances transbrake release and improves 2-3 shift timing on all valve bodies.

22975 727 High Clutch Drum Spring Kit \$30.00 for Standard Piston Drums Qty. 15

22975-18 727 High Clutch Drum Spring Kit \$35.00 for Big Piston Drums Qty. 18



22965BPL

22965 727 Billet Aluminum Piston for Regular Size Aluminum or Steel Front/High Clutch Drums \$85.00

This piston can be used to replace the original cast one.

22965BPL 727 Billet Aluminum Piston for Big Piston Aluminum or Steel Front/High Clutch Drum. Use with Stock Input Shaft Hub (Tall Piston) \$95.00

22965BPS 727 Billet Aluminum Piston for Big Piston Aluminum or Steel Front/High Clutch Drum. Use with A&A Aluminum or Steel Input Shaft Hub (Short Piston) \$95.00

727 Billet Steel Drums

After making the Hemi reproduction drum, A&A got the great idea to manufacture it in a big piston model. This will give more clamping force for holding power during Transbrake mode as well as a more positive high gear shift.

Tech: Will hold 6-7 friction combinations when using A&A's extended length input hubs.

22555BSHPWR Hemi 727 Big Piston Front/High Steel Clutch Drum w/ Piston and Retainer \$795.00

Made from 4140 billet steel like the original step design (non-Hemi) with a modified snap-ring groove, a special lower pressure plate and A&A's extended tooth design straight cut front ring gear gives the ability to install five friction plates.

22554BS 727 Rear (Forward Gears) Steel Clutch Drum \$575.00

The last drum to be added to our billet steel drums, finishes off the lineup. Manufactured from 4140 billet steel, makes this low/reverse drum indestructible.

22556BS 727 Low/Reverse Steel Drum w/ Bearing \$595.00



22555BSHPWR

★ **New Products** ↓ **Lower Prices** ① **Most Popular**

Roller & Needle Bearing Components

Our needle bearing kits help reduce the friction in the transmission. Each component is machined to take a Torrington Needle Bearing to replace the stock thrust washers. Our needle bearing kits have a large advantage over much of our competition. We assemble most of our 727 planetaries with all new internal components (i.e., gears, shafts, pins, needle bearings and washers).

904 Complete Kits Include: Front Planetary Reinforced Welded, Front Annulus, Sun Gear w/ Lightened Sun Shell, Rear Planetary, Rear Annulus, Steel Low/Reverse Drum with Bearing, Rear Support with Bearing, Modified Steel Park Gear and Governor Housing Spacer.

Tech: 904 kits require output shaft to be machined to 1.312 or purchase **12678** or **12678HS** (see pages 14 and 15).

12678 904 Machined Output Shaft (1.312 OD) \$150.00

727 Complete Kits Include: Front Planetary, Front Annulus, Rear Planetary, Steel Low/Reverse Drum with bearing, Rear Support with Bearing, Modified Steel Park Gear and Governor Housing Spacer.

Note: For 1962-65 complete roller kits, add \$20.00 to the kit price.

Tech: 727 has three different spline angles, which is why we will ask what year the transmission/output shaft is. (1962-75, 1976-93, 1994-Up)

Roller rear kits cannot be used with automatic shift valve bodies.



22224BK5P

22224BKSS



22223BKSS



727 Complete Kits

Part	Description	Price
22223BKAC-62	727 Complete Kit 3-Pinion Billet Alum. Front w/ 3-Pinion Cast Alum. Rear. (1962-75)	\$825.00
22223BKAC-76	727 Complete Kit 3-Pinion Billet Alum. Front w/ 3-Pinion Cast Alum. Rear. (1976-93)	\$825.00
22223BKAC-94	727 Complete Kit 3-Pinion Billet Alum. Front w/ 3-Pinion Cast Alum. Rear. (1994-Up)	\$825.00
22223BKSC-62	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Cast Aluminum Rear. (1962-75)	\$850.00
22223BKSC-76	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Cast Aluminum Rear. (1976-93)	\$850.00
22223BKSC-94	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Cast Aluminum Rear. (19694-Up)	\$850.00
22223BKAA-62	727 Complete Kit 3-Pinion Billet Aluminum Front and Rear. (1962-75)	\$975.00
22223BKAA-76	727 Complete Kit 3-Pinion Billet Aluminum Front and Rear. (1976-93)	\$975.00
22223BKAA-94	727 Complete Kit 3-Pinion Billet Aluminum Front and Rear. (1994-Up)	\$975.00
① 22223BKSA-62	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Billet Aluminum Rear. (1962-75)	\$995.00
22223BKSA-76	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Billet Aluminum Rear. (1976-93)	\$995.00
22223BKSA-94	727 Complete Kit 3-Pinion Billet Steel Front w/ 3-Pinion Billet Aluminum Rear. (1994-Up)	\$995.00
22223BKSS	727 Complete Kit 3-Pinion Steel Spline Front w/ 3-Pinion Cast Aluminum Rear. (1962-75)	\$795.00
22224BKAC-62	727 Complete Kit 4-Pinion Billet Alum. Front w/ 4-Pinion Cast Alum. Rear. (1962-75)	\$895.00
22224BKAC-76	727 Complete Kit 4-Pinion Billet Alum. Front w/ 4-Pinion Cast Alum. Rear. (1976-93)	\$895.00
22224BKAC-94	727 Complete Kit 4-Pinion Billet Alum. Front w/ 4-Pinion Cast Alum. Rear. (1994-Up)	\$895.00
22224BKSC-62	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Cast Aluminum Rear. (1962-75)	\$925.00
22224BKSC-76	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Cast Aluminum Rear. (1976-93)	\$925.00
22224BKSC-94	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Cast Aluminum Rear. (1994-Up)	\$925.00
22224BKAA-62	727 Complete Kit 4-Pinion Billet Aluminum Front and Rear. (1962-75)	\$1050.00
22224BKAA-76	727 Complete Kit 4-Pinion Billet Aluminum Front and Rear. (1976-93)	\$1050.00
22224BKAA-94	727 Complete Kit 4-Pinion Billet Aluminum Front and Rear. (1994-Up)	\$1050.00
① 22224BKSA-62	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Billet Aluminum Rear. (1962-75)	\$1075.00
22224BKSA-76	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Billet Aluminum Rear. (1976-93)	\$1075.00
22224BKSA-94	727 Complete Kit 4-Pinion Billet Steel Front w/ 4-Pinion Billet Aluminum Rear. (1994-Up)	\$1075.00
22224BKSS	727 Complete Kit 4-Pinion Steel Spline Front w/ 4-Pinion Cast Aluminum Rear. (1962-75)	\$895.00
22225BKSC-62	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Cast Aluminum Rear (1962-75)	\$895.00
22225BKSC-76	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Cast Aluminum Rear (1976-93)	\$895.00
22225BKSC-94	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Cast Aluminum Rear (1994-Up)	\$895.00
① 22225BKSA-62	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Billet Aluminum Rear (1962-75)	\$925.00
22225BKSA-76	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Billet Aluminum Rear (1976-93)	\$925.00
22225BKSA-94	727 Comple Kit 5-Pinion Steel Front w/ 4-Pinion Billet Aluminum Rear (1994-Up)	\$925.00

★ New Products ↓ Lower Prices ① Most Popular

904 Complete Kits

Part	Description	Price
12123BKA	904 Complete Kit-Planetary Back-3 Pinion Aluminum 2.45/1.45/1:1	\$595.00
12123BKS	904 Complete Kit-Planetary Back-3 Pinion Steel 2.45/1.45/1:1	\$695.00
12124BKA	904 Complete Kit-Planetary Back-4 Pinion Aluminum 2.45/1.45/1:1	\$695.00
12124BKS	904 Complete Kit-Planetary Back-4 Pinion Steel 2.45/1.45/1:1	\$850.00
1 12124BKLG	904 Complete Kit-Planetary Back-4 Pinion Steel Low-Gear 2.74/1.54/1:1	\$995.00

**904 Complete Kits
2.45/1.45 Ratio**

Part	Description	Price
123BKBAC	904 Complete Kit- Planetary Back-Billet Aluminum 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & Rear Roller Kit.)	\$995.00
123BKBSC	904 Complete Kit- Planetary Back-Billet Steel 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Medium Thick Sun-Shell & Rear Roller Kit.)	\$995.00
124BKBAC	904 Complete Kit- Planetary Back-Billet Aluminum 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & Rear Roller Kit.)	\$1,075.00
124BKBSC	904 Complete Kit- Planetary Back-Billet Steel 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Medium Thick Sun-Shell & Rear Roller Kit.)	\$1,095.00
123BKBA CAR	904 Complete Kit- Planetary Back-Billet Aluminum 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & ALUMINUM Rear Roller Kit.)	\$1,395.00
124BKBA CAR	904 Complete Kit- Planetary Back-Billet Aluminum 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & ALUMINUM Rear Roller Kit.)	\$1,475.00

**904 Billet Complete Kits
2.74/1.54 Ratio**

Part	Description	Price
123BKLG BAC	904 Complete Kit- Planetary Back-Billet Aluminum 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & Rear Roller Kit.)	\$995.00
123BKLG BSC	904 Complete Kit- Planetary Back-Billet Steel 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Medium Thick Sun-Shell & Rear Roller Kit.)	\$995.00
124BKLG BAC	904 Complete Kit- Planetary Back-Billet Aluminum 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & Rear Roller Kit.)	\$1,075.00
124BKLG BSC	904 Complete Kit- Planetary Back-Billet Steel 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Medium Thick Sun-Shell & Rear Roller Kit.)	\$1,095.00
126BKLG BAC	904 Complete Kit- Planetary Back-Billet Aluminum 6-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & Rear Roller Kit.)	\$1,195.00
126BKLG BSC	904 Complete Kit- Planetary Back-Billet Steel 6-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Medium Thick Sun-Shell & Rear Roller Kit.)	\$1,225.00
123BKLG BACAR	904 Complete Kit- Planetary Back-Billet Aluminum 3-Pinion Front & Cast Aluminum 3-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & ALUMINUM Rear Roller Kit.)	\$1,395.00
124BKLG BACAR	904 Complete Kit- Planetary Back-Billet Aluminum 4-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & ALUMINUM Rear Roller Kit.)	\$1,475.00
126BKLG BACAR	904 Complete Kit- Planetary Back-Billet Aluminum 6-Pinion Front & Cast Aluminum 4-Pinion Rear Planetaries. (Includes Ring Gears, Bearings, Sun-Gear, Lightened Sun-Shell & ALUMINUM Rear Roller Kit.)	\$1,575.00



Roller & Needle Bearing Components

Steel Rear Roller Kits

Tech: 904 kits require output shaft to be machined to 1.312 or purchase 12678 or 12678HS (see pages 17 and 19).

- 1** **12782K** 904 Rear Kit only-Low/Reverse Steel Drum, Rear Support, Park Gear, Spacer (1966-88) \$275.00
- 1** **22754K** 727 Rear Kit only-Low/Rev. Steel Drum, Support, Park Gear, Spacer (1966-88) (Pictured Below) \$275.00
- 22754EK** 727 Rear Kit only-Low/Rev. Steel Drum, Support, Park Gear, Spacer (1962-65) \$295.00



Replacement Parts for Roller & Needle Bearing Kits

- 12556S** 904 Low/Reverse Drum w/ Bearing \$175.00
- 12634** 904 Roller Bearing Rear Support (1966-88 4-Bolt) \$125.00
- 12680SP** 904 Spacer to Replace Governor Housing \$17.50
- 22556S** 727 Low/Reverse Drum w/ Bearing \$150.00
- 22634** 727 Roller Bearing Rear Support (1966-88 4-Bolt) \$125.00
- 22634E** 727 Roller Bearing Rear Support (1962-65 6-Bolt Cable Shift) \$150.00
- 22634S** 727 Rear Roller Bearing Rear Support (1966-88) for Shorty Kit Only \$150.00
- 22680SP** 727 Spacer to Replace Governor Housing \$17.50

Aluminum Rear Roller Kits

Tech: 904 kits require output shaft to be machined to 1.312 or purchase 12678 or 12678HS (see pages 17 and 19).

12782KBA-12 Aluminum Combination Rear Roller Kit. 904 Rear Kit Only-Low/Reverse 12 Tab Aluminum Drum w/ Bearing, Rear Support w/ Bearing, Aluminum Park Gear w/ Spacer (For Use w/ 12 Tab Rear Planetaries) (1966-88). \$750.00

12782KBA-6 Aluminum Combination Rear Roller Kit. 904 Rear Kit Only-Low/Reverse 6 Tab Aluminum Drum w/ Bearing, Rear Support w/ Bearing, Aluminum Park Gear w/ Spacer (For Use w/ 6 Tab Rear Planetaries) (1966-88). \$750.00



22754KBA Aluminum Combination Rear Roller Kit. 727 Rear Kit Only-Low/Reverse Aluminum Drum w/ Bearing, Rear Support w/ Bearing, Aluminum Park Gear w/ Spacer (1966-88). \$775.00



Rear Roller Supports (Only)

A&A was one of the first to invent a complete rear roller bearing system that worked well and became the industry standard for years. With so much of our competition offering just a rear roller bearing support by itself, A&A has added this economical rear roller bearing support to its lineup. It does allow the output shaft to ride on a Torrington bearing; however, the low reverse drum still rides on the aluminum part of the support.

Tech: This part cannot be used with automatic shift valve bodies.

Part	Description	Price
12634SPO	904 Rear Roller Bearing Support (Only) (1968-88)	\$95.00
22634ESPO	727 Rear Roller Bearing Support (Only) (1962-65)	\$95.00
22634SPO	727 Rear Roller Bearing Support (Only) (1966-88)	\$95.00
22634SPOL	727 Rear Roller Bearing Support (Only) (1989-94)	\$95.00

Billet Aluminum Park Gears

This is another way to save weight by getting rid of the steel park gear that is currently there.



- 12685BA** 904 Aluminum Park Gear with Spacer (1966-88) \$195.00
- 12680SP** 904 Spacer to Replace Governor Housing \$17.50
- 22685BA** 727 Aluminum Park Gear with Spacer (1966-88) \$195.00
- 22685BAE** 727 Aluminum Park Gear with Spacer (1962-65) \$225.00
- 22680SP** 727 Spacer to Replace Governor Housing \$17.50

Sun Shells



12144-1

22145-1

22145-2

Part	Description	Price
12144-1	904 Sun Shell with Holes Large Diameter for 2.74 Ratio Front Planetary. Will Also Work with 2.45 Ratio Front Planetary (1966-Up)	\$175.00
12144-2	904 Sun Shell with Holes Small Diameter for 2.45 Ratio Front Planetary (1966-Up)	\$125.00
12144-1SC	904 Sun Shell with Holes for Straight Cut Sun Gears (1966-Up)	\$225.00
22145-1	727 Lightened Sun Shell without Holes (1965-Up)	\$125.00
22145-1SC	727 Lightened Sun Shell without Holes for Straight Cut Sun Gears (1965-Up)	\$175.00
22145-2	727 Lightened Sun Shell with Holes (1965-Up)	\$225.00
22145-2SC	727 Lightened Sun Shell with Holes for Straight Cut Sun Gears (1965-Up)	\$275.00

★ New Products **↓ Lower Prices** **1 Most Popular**

727 Front Planetaries

Billet Steel, Billet Aluminum, Steel Splines

A&A Transmission offers many different combinations of planetaries. These front helical planetaries are available in billet aluminum, billet steel, and some utilize the stock thrust washer while others are machined for Torrington bearings, which frees up horsepower from the thrusting of helical gears. The steel-spline planetaries will be available for a limited time for those on a tighter budget but need the reliability over the stock cast aluminum planetaries.

These parts resist the splines stripping where they fit the output shaft. This is a common problem with the stock cast aluminum planetary carrier. They are machined separately and assembled with new parts unless noted as reconditioned.

Tech: 727 has three different spline angles, which is why we will ask what year the transmission/output shaft is. (1962-75, 1976-93, 1994-Up). Will work in some 518/618 applications.

Front planetaries listed are all 2.45 ratio.

Part	Description	Price
AA3SS-62	727 3-Pinion Steel-Spline Planetary. Uses Thrust Washer (1962-75)	\$295.00
AA3SSGB-62	727 3-Pinion Steel-Spline Planetary w/ Annulus Gear. Machined for Torrington Bearings. (1962-75)	\$400.00
AA3BATW-62	727 3-Pinion Billet Aluminum Planetary Uses Thrust Washer (1962-75)	\$375.00
AA3BAGB-62	727 3-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$450.00
AA3BSTW-62	727 3-Pinion Billet Steel Planetary Uses Thrust Washer (1962-75)	\$395.00
AA3BSGB-62	727 3-Pinion Billet Steel Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$475.00
AA3BATW-76	727 3-Pinion Billet Aluminum Planetary Uses Thrust Washer (1976-93)	\$375.00
AA3BAGB-76	727 3-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1976-93)	\$450.00
AA3BSTW-76	727 3-Pinion Billet Steel Planetary Uses Thrust Washer (1976-93)	\$395.00
AA3BSGB-76	727 3-Pinion Billet Steel Planetary w/ Annulus Gear Machined for Torrington Bearings (1976-93)	\$475.00
AA4SS-62	727 4-Pinion Steel-Spline Planetary. Uses Thrust Washer (1962-75)	\$350.00
AA4SSGB-62	727 4-Pinion Steel-Spline Planetary w/ Annulus Gear. Machined for Torrington Bearings. (1962-75)	\$450.00
AA4BATW-62	727 4-Pinion Billet Aluminum Planetary Uses Thrust Washer (1962-75)	\$400.00
AA4BAGB-62	727 4-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$475.00
AA4BSTW-62	727 4-Pinion Billet Steel Planetary Uses Thrust Washer (1962-75)	\$425.00
AA4BSGB-62	727 4-Pinion Billet Steel Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$495.00
AA4BATW-76	727 4-Pinion Billet Aluminum Planetary Uses Thrust Washer (1976-93)	\$400.00
AA4BAGB-76	727 4-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1976-93)	\$475.00
AA4BSTW-76	727 4-Pinion Billet Steel Planetary Uses Thrust Washer (1976-93)	\$425.00
AA4BSGB-76	727 4-Pinion Billet Steel Planetary w/ Annulus Gear Machined for Torrington Bearings (1976-93)	\$495.00

Part	Description	Price
AA5S-62	727 5-Pinion All-steel Planetary. Uses Thrust Washer and Phenolic Ring. (1962-75)	\$350.00
AA5SGB-62	727 5-Pinion All-steel Planetary w/ Annulus Gear Machined for Torrington Bearings. (1962-75)	\$450.00
AA5S-76	727 5-Pinion All-steel Planetary. Uses Thrust Washer and Phenolic Ring. (1976-93)	\$350.00
AA5SGB-76	727 5-Pinion All-steel Planetary w/ Annulus Gear Machined for Torrington Bearings. (1976-93)	\$450.00
AA5S-94	727 5-Pinion All-steel Planetary. Uses Thrust Washer and Phenolic Ring. (1994-Up)	\$315.00
AA5SGB-94	727 5-Pinion All-steel Planetary w/ Annulus Gear Machined for Torrington Bearings. (1994-Up)	\$415.00
AA6S-94	727/518/618 6-Pinion All Steel Planetary. Uses Thrust Washer and Phenolic Ring. (1994-Up)	\$395.00
AA6SGB-94	727/518/618 6-Pinion All-Steel Planetary w/ Annulus Gear Machined for Torrington Bearings. (1994-Up)	\$495.00

727 Rear Planetaries

A&A Transmission offers these rear helical gear planetaries in many different combinations like the front planetaries. These rear helical planetaries are available in stock cast aluminum, billet aluminum, and a few in steel. They are machined for Torrington bearings and are great for those wanting to add them to their existing front planetary combinations or building a new transmission.

Tech: Will work in some 518/618 applications. There is a price break when you purchase an entire planetary kit in combination with a rear roller kit. See pages 22-23 for details.

For thrust washer design rear planetaries, see page 27 for details.

Part	Description	Price
22584C3B	727 3-Pinion Stock Cast Aluminum New Pins, Needles, Washers Machined for Bearings	\$200.00
22584BA3B	727 3-Pinion Billet Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$375.00
22584N4B	727 4-Pinion New Stock Cast Aluminum Replacement Machined for Bearings	\$300.00
22584C4B	727 4-Pinion Stock Cast Aluminum New Pins, Needles, Washers Machined for Bearings	\$275.00
22584BA4B	727 4-Pinion Billet Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$425.00
22584N6	727/518/618 6-Pinion New All Steel Planetary. Includes Required Rear Annulus and Washers.	\$350.00
22584N6B	727/518/618 6-Pinion New All Steel Planetary. Machined for Bearings. Uses Stock Rear Annulus	\$400.00

★ New Products ↓ Lower Prices ⓘ Most Popular

904 Front Planetaries

Billet Steel & Billet Aluminum

A & A wanted to solve the age old problem with the cast aluminum planetaries stripping out the splines in the center on the earlier models and then with Chrysler's later model planetaries being manufacture with a non-serviceable bent plate and then welded design to a designed from scratch model that far surpass anything that has been

manufactured before.

We offer many different combinations of this series of 904

planetaries and just like our 727 line-up we have them available in billet aluminum and billet steel with the planetary carrier available with 3, 4, and 6 pinions. As far as ratio's go we have a variety of helical cut style with 2.45 and 2.74 ratio's and in the straight-cut models there is a long list soon to be published. Due to the cost of manufacturing these new planetaries from scratch as well as the customers end cost in mind we did only design them with the use of Torrington bearings instead of the stock factory type thrust washers.



Low-Gear Ratio: 2.74/1.54

Part	Description	Price
12135H3 BSMS	904 Billet Steel 3-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$575.00
12135H4 BSMS	904 Billet Steel 4-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$675.00
12135H6 BSMS	904 Billet Steel 6-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$775.00
12135H3 BSLS	904 Billet Steel 3-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$675.00
12135H4 BSLS	904 Billet Steel 4-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$775.00
12135H6 BSLS	904 Billet Steel 6-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$875.00
12135H3 BAMS	904 Billet Aluminum 3-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$525.00
12135H4 BAMS	904 Billet Aluminum 4-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$625.00
12135H6 BAMS	904 Billet Aluminum 6-Pinion Front Planetary. Includes Ring Gear, Bearings & Medium Thick Sun-Shell w/ Sun-Gear	\$725.00
12135H3 BALS	904 Billet Aluminum 3-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$625.00
12135H4 BALS	904 Billet Aluminum 4-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$725.00
12135H6 BALS	904 Billet Aluminum 6-Pinion Front Planetary. Includes Ring Gear, Bearings & Thin Lightened Sun-Shell w/ Sun-Gear	\$825.00

Standard Ratio: 2.45/1.45

Part	Description	Price
12582 H3BS	904 Billet Steel 3-Pinion Front Planetary. Includes Ring Gear & Bearings	\$475.00
12582 H4BS	904 Billet Steel 4-Pinion Front Planetary. Includes Ring Gear & Bearings	\$495.00
12582 H3BA	904 Billet Aluminum 3-Pinion Front Planetary. Includes Ring Gear & Bearings	\$450.00
12582 H4BA	904 Billet Aluminum 4-Pinion Front Planetary. Includes Ring Gear & Bearings	\$475.00

904 Helical Rear Planetaries

Works with Standard Ratio: 2.45/1.45 & Low-Gear Ratio: 2.74/1.54

A&A Transmission offers these rear helical gear planetaries in many different combinations like the front planetaries. These rear helical planetaries are available in stock cast aluminum and a few in billet aluminum.

They are machined for Torrington bearings and are great for those wanting to add them to their existing front planetary combinations or building a new transmission.

Tech: There is a price break when you purchase an entire planetary kit in combination with a rear roller kit.

(See page 23 for details.)

For thrust washer design rear planetaries \$Call

Part	Description	Price
12584 H3C	904 Cast Aluminum 3-Pinion Rear Planetary (Includes Bearings)	\$200.00
12584 H4C	904 Cast Aluminum 4-Pinion Rear Planetary (Includes Bearings)	\$275.00
12584 H3BA	904 Billet Aluminum 3-Pinion Rear Planetary (For 6-Tab Low/Reverse Drums Only) (Includes Bearings)	\$375.00
12584 H4BA	904 Billet Aluminum 4-Pinion Rear Planetary (For 6-Tab Low/Reverse Drums Only) (Includes Bearings)	\$425.00



727 Front and Rear Stock Replacement Planetaries

Used planetaries are cleaned and inspected. Reconditioned ones are disassembled, inspected and reassembled with good parts.

Tech: Will work in some 518/618 applications.

727 Front Stock Helical Replacement

Front planetaries listed are all 2.45 ratio.

Part	Description	Price
22582U3-62	727 3-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer (1962-75)	\$50.00
22582U3-76	727 3-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer (1976-93)	\$50.00
22582R3-62	727 3-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer (1962-75)	\$125.00
22582R3-76	727 3-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer (1976-93)	\$125.00
22582U4-62	727 4-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer (1962-75)	\$75.00
22582U4-76	727 4-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer (1976-93)	\$75.00
22582U4-94	727 4-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer (1994-Up)	\$75.00
22582R4-62	727 4-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer (1962-75)	\$150.00
22582R4-76	727 4-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer (1976-93)	\$150.00
22582R4-94	727 4-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer (1994-Up)	\$150.00
22582U5-94	727 5-Pinion Stock Investment Cast Steel Used Replacement. Uses Thrust Washer (1994-Up)	\$75.00
22582R5-62	727 5-Pinion Stock Investment Cast Steel Reconditioned Replacement. Uses Thrust Washer (1962-75)	\$200.00
22582R5-76	727 5-Pinion Stock Investment Cast Steel Reconditioned Replacement. Uses Thrust Washer (1976-93)	\$200.00
22582R5-94	727 5-Pinion Stock Investment Cast Steel Reconditioned Replacement. Uses Thrust Washer (1994-Up)	\$150.00

727 Helical Low Gear Sets

Part	Description	Price
22584U3	727 3-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer	\$50.00
22584R3	727 3-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer	\$125.00
22584U4	727 4-Pinion Stock Cast Aluminum Used Replacement. Uses Thrust Washer	\$75.00
22584R4	727 4-Pinion Stock Cast Aluminum Reconditioned Replacement. Uses Thrust Washer	\$150.00
22584N4	727 4-Pinion New Stock Cast Aluminum Replacement. Uses Thrust Washer	\$175.00

Helical Low Gear Sets

These low gear sets lower the 1st and 2nd gear ratios while retaining 1:1 in 3rd. Some are machined for Torrington bearings and are included in the sets. These are ideal for heavier cars and lower horsepower engines. They also help improve the 60 ft. times.



22134LG

These original helical gear sets are being discontinued and will only be available for a limited time. See page 28 for a listing of the new helical gear sets.

Tech: 727 and 904 stock ratios are 2.45/1.45/1:1.

727 Helical Low Gear Sets

Part	Description	Price
22134LG	727 Low gear set 2.74/1.54/1:1 (1962-75)	\$525.00
22134LGL	727 Low gear set 2.74/1.54/1:1 (1976-93)	\$525.00
22134LGN	727 Low gear set 2.74/1.54/1:1 (1962-75) <i>This gear set is brand new.</i>	\$695.00
22134LGLN	727 Low gear set 2.74/1.54/1:1 (1976-93) <i>This gear set is brand new.</i>	\$695.00

904 Helical Low Gear Sets

Part	Description	Price
12135LG	904 Low gear set 2.74/1.54/1:1 Includes Sunshell and New Thrust Washers	\$175.00
12135LGW	904 Low gear set 2.74/1.54/1:1 Includes Sunshell, New Thrust Washers and the Planetary is Heli-Arc'd to Reinforce the Center Hub	\$295.00
12135LGN	904 Low gear set 2.74/1.54/1:1 Includes Sunshell and New Thrust Washers <i>This gear set is brand new.</i>	\$295.00
12135LGNW	904 Low gear set 2.74/1.54/1:1 Includes Sunshell, New Thrust Washers and the Planetary is Heli-Arc'd to Reinforce the Center Hub. <i>This gear set is brand new.</i>	\$395.00

Replacement Parts for Helical Low Gear Sets

Part	Description	Price
12582RP	904 Front Planetary w/ Washer (Reconditioned)	\$100.00
12582RPN	904 Front Planetary w/ Washer (New)	\$175.00
12582RA	904 Front Annulus Outer Gear w/ Washer	\$75.00
12582RS	904 Sun Gear (Reconditioned)	\$50.00
12582RSN	904 Sun Gear (New)	\$100.00
22582RPE	727 Front Planetary w/ Bearing. (1962-75 Spline)	\$200.00
22582RPEN	727 Front Planetary w/ Bearing. (1962-75 Spline) (New)	\$395.00
22582RPL	727 Front Planetary w/ Bearing. (1976-93 Spline)	\$200.00
22582RPLN	727 Front Planetary w/ Bearing. (1976-93 Spline) (New)	\$395.00
22582RA	727 Front Annulus Outer Gear w/ Bearing	\$200.00
22582RS	727 Sun Gear	\$100.00

727 Helical Low Gear Sets

It is A&A's intention to cover many applications from lightweight low horsepower to high horsepower heavyweight vehicles. The planetaries are available in 3-, 4- and 6-pinion designs with the standard model having thrust washers on each side of the small pinion gears; and our second model has small Torrington bearings on the thrusting side of the small pinion gears. The new design supports the ring gear and is manufactured with Torrington bearings between the planetary and the ring gear and between the ring gear and the sun shell.

To add a Torrington bearing rear planetary to go with these low gear sets, see page 25.

Tech: Planetaries listed are 2.74/1.54/1:1 ratios.

Part	Description	Price
22134H3AT-62	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1962-75)	\$575.00
22134H3AT-76	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1976-93)	\$575.00
22134H3AT-94	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1994-Up)	\$575.00
22134H3AB-62	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1962-75)	\$675.00
22134H3AB-76	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1976-93)	\$675.00
22134H3AB-94	727 3-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$675.00
22134H3ST-62	727 3-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1962-75)	\$675.00
22134H3ST-76	727 3-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1976-93)	\$675.00
22134H3ST-94	727 3-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1994-Up)	\$675.00
22134H3SB-62	727 3-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1962-75)	\$775.00
22134H3SB-76	727 3-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1976-93)	\$775.00
22134H3SB-94	727 3-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$775.00
22134H4AT-62	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1962-75)	\$675.00
22134H4AT-76	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1976-93)	\$675.00
22134H4AT-94	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1994-Up)	\$675.00
22134H4AB-62	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1962-75)	\$775.00
22134H4AB-76	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1976-93)	\$775.00
22134H4AB-94	727 4-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$775.00
22134H4ST-62	727 4-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1962-75)	\$775.00
22134H4ST-76	727 4-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1976-93)	\$775.00
22134H4ST-94	727 4-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1994-Up)	\$775.00
22134H4SB-62	727 4-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1962-75)	\$875.00
22134H4SB-76	727 4-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1976-93)	\$875.00
22134H4SB-94	727 4-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$875.00



22134H63B-62



Part	Description	Price
22134H6AT-62	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1962-75)	\$875.00
22134H6AT-76	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1976-93)	\$875.00
22134H6AT-94	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Thrust Washers (1994-Up)	\$875.00
22134H6AB-62	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1962-75)	\$975.00
22134H6AB-76	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1976-93)	\$975.00
22134H6AB-94	727 6-Pinion Billet Aluminum Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$975.00
22134H6ST-62	727 6-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1962-75)	\$975.00
22134H6ST-76	727 6-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1976-93)	\$975.00
22134H6ST-94	727 6-Pinion Billet Steel Front Planetary. Pinions have Thrust Washers (1994-Up)	\$975.00
22134H6SB-62	727 6-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1962-75)	\$1075.00
22134H6SB-76	727 6-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1976-93)	\$1075.00
22134H6SB-94	727 6-Pinion Billet Steel Front Planetary. Pinions have Torrington Bearings (1994-Up)	\$1075.00

New 2:28 Helical Higher Gear Sets

Also new to our helical low gear sets, is the helical higher gear sets.

Part	Description	Price
22753H3AT	727 3-Pinion Billet Aluminum Rear Planetary. Pinions have Thrust Washers (1962-Up)	\$625.00
22753H3AB	727 3-Pinion Billet Aluminum Rear Planetary. Pinions have Torrington Bearings (1962-Up)	\$725.00
22753H4AT	727 4-Pinion Billet Aluminum Rear Planetary. Pinions have Thrust Washers (1962-Up)	\$725.00
22753H4AB	727 4-Pinion Billet Aluminum Rear Planetary. Pinions have Torrington Bearings (1962-Up)	\$825.00
22753H6AT	727 6-Pinion Billet Aluminum Rear Planetary. Pinions have Thrust Washers (1962-Up)	\$925.00
22753H6AB	727 6-Pinion Billet Aluminum Rear Planetary. Pinions have Torrington Bearings (1962-Up)	\$1025.00

727 Straight Cut Planetary Gears

These planetary gears are cut with a straight tooth instead of the helical cut tooth. This offers strength and no thrusting while torque is applied. The pinion gears and ring gears (annuluses) are made from 8620-gear steel. The aluminum planetary carriers in some of the kits are constructed from 7075 T-6 billet aluminum. The 6-pinion front planetary carrier is made from 4140 steel. The 5-pinion front planetary is constructed from investment cast steel.

Tech: A major benefit of using our straight cut gears is the front ring gear (annulus) has longer clutch splines, so in combination with our billet aluminum and steel rear clutch drums, you can now run five rear/forward clutches.

All these kits consist of the following: Front planetary, front annulus, rear planetary, rear annulus, sun gear, slide on gear where applicable, needle bearings and lightened sun shell with holes.

*Tech: All front straight-cut planetaries are splined to fit a 1962-75 output shaft which includes our race shaft (**22678HS** see Hardened Shafts Section). Some ratios are available in different splines - call.*

SC5C4AC



SC5C3CA



SC6S3AB



SC3A3AB

2.45/1.45/1:1 Ratio		
Part	Description	Price
SC3A3AA	727 3-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$1750.00
SC3S3AA	727 3-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$1850.00
SC4A4AA	727 4-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$1950.00
SC4S4AA	727 4-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$2050.00
SC5C3CA	727 5-Gear Cast Steel Front w/ 3-Gear Cast Aluminum Rear 2.45/1.45/1:1	\$1750.00
SC5C4CA	727 5-Gear Cast Steel Front w/ 4-Gear Cast Aluminum Rear 2.45/1.45/1:1	\$1850.00
SC5C3AA	727 5-Gear Cast Steel Front w/ 3-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$1850.00
SC5C4AA	727 5-Gear Cast Steel Front w/ 4-Gear Billet Aluminum Rear 2.45/1.45/1:1	\$1950.00
2.77/1.57/1:1 Ratio		
SC3A3AB	727 3-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2050.00
SC3S3AB	727 3-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2150.00
SC4A4AB	727 4-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2250.00
SC4S4AB	727 4-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2350.00
SC6A3AB	727 6-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2250.00
SC6A4AB	727 6-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2350.00
SC6S3AB	727 6-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2350.00
SC6S4AB	727 6-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.77/1.57/1:1	\$2450.00
2.28/1.45/1:1 Ratio		
SC3A3AC	727 3-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$1950.00
SC3S3AC	727 3-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$2050.00
SC4A4AC	727 4-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$2150.00
SC4S4AC	727 4-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$2250.00
SC5C3AC	727 5-Gear Cast Steel Front w/ 3-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$2050.00
SC5C4AC	727 5-Gear Cast Steel Front w/ 4-Gear Billet Aluminum Rear 2.28/1.45/1:1	\$2150.00
2.24/1.39/1:1 Ratio		
SC3A3AE	727 3-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.24/1.39/1:1	\$1850.00
SC3S3AE	727 3-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.24/1.39/1:1	\$1950.00
SC4A4AE	727 4-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.24/1.39/1:1	\$2050.00
SC4S4AE	727 4-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.24/1.39/1:1	\$2150.00
2.10/1.39/1:1 Ratio		
SC3A3AD	727 3-Gear Billet Aluminum Front w/ 3-Gear Billet Aluminum Rear 2.10/1.39/1:1	\$2050.00
SC3S3AD	727 3-Gear Billet Steel Front w/ 3-Gear Billet Aluminum Rear 2.10/1.39/1:1	\$2150.00
SC4A4AD	727 4-Gear Billet Aluminum Front w/ 4-Gear Billet Aluminum Rear 2.10/1.39/1:1	\$2250.00
SC4S4AD	727 4-Gear Billet Steel Front w/ 4-Gear Billet Aluminum Rear 2.10/1.39/1:1	\$2350.00

★ New Products ↓ Lower Prices ① Most Popular

Bolt-In Sprags

Our bolt-in sprags are CNC machined, providing you with a high quality replacement component.



Part	Description	Price
K12961	904 Complete with Springs and Rollers (1966-73) 10-Roller Design 4.710" Dia. X .775"	\$95.00
K12961A	904 Complete with Springs and Rollers (1974-Up) 10-Roller Design 4.810" Dia. X .775"	\$95.00
K12961L	904 Complete with Steel Caged Springs and Rollers (1989-Up) 12-Roller Design	\$125.00
12654	904 Replacement Springs and Rollers Kit 10-Roller Design	\$15.00
12654L	904 Replacement Caged Spring and Roller Kit 12-Roller Design (1989-Up)	\$30.00
K22961	727 Complete with Springs and Rollers (1966-88) 12-Roller Design. This sprag is brand new.	\$125.00
K22961R	727 Complete with Springs and Rollers (1966-88) 12-Roller Design. Quality Inspected.	\$95.00
K22961E	727 Complete with Springs and Rollers (1962-65) 6-Bolt, 12-Roller Design. This sprag is brand new.	\$135.00
K22961ER	727 Complete with Springs and Rollers (1962-65) 6-Bolt, 12-Roller Design. Quality Inspected.	\$115.00
22960	727 Replacement Aftermarket Springs and Roller Kit	\$15.00
22960C	727 Chrysler Replacement Spring and Roller Kit	\$25.00
22961P	727 Replacement 12 Tang Plate. 4-Bolt	\$20.00
22961PE	727 Replacement 12 Tang Plate. 6-Bolt	\$27.50
K22961US-6	727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt, 16-Roller Design. (1966-89) <i>Tech: In some cases, requires an installation tool to utilize all six bolts. See Installation Tools.</i>	\$195.00
K22961EUS-6	727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt, 16-Roller Design. (1962-65) Cable-Shift Cases.	\$205.00
22960US	727 Replacement Spring and Roller Assembly for A&A's Ultimate Sprag, 16-Roller Design	\$40.00
K22518	518 14-Roller Design. Complete with Caged Spring and Roller Kit. (1992-Up) <i>Requires Installation Tool. See Below.</i>	\$115.00
22654A	518 14-Roller Design Replacement Spring and Roller Kit	\$30.00

Transmission Assembly Lube

Assembly lube to aid in sprag installation and general transmission assembly.

B TAL Blue Transmission Assembly Lube (Tub) \$10.00

Ultimate Sprag

One of the best innovations on improving the performance and reliability of the 727 Torqueflite Transmission is with A&A's 16 roller Bolt-in-Sprag. A direct fit for the 1962-65 cable-shift transmission and the ability to be bolted in the 1966 and later transmissions, makes this Bolt-in-Sprag far superior in strength and reliability.



K22961US-6 727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt Design. (1966-89) \$195.00
Tech: In some cases, requires an installation tool to utilize all six bolts.

K22961EUS-6 727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt Design. (1962-65) Cable-Shift Cases. \$205.00

Sprag Inner Races

Part	Description	Price
12664R	904 Reconditioned Inner Race (24 teeth)	\$20.00
22664R	727 Reconditioned Inner Race (1962-89)	\$25.00
22664US	727 Ultimate Sprag Replacement Inner Race (1962-89)	\$50.00
22664NL	727/518/618 New Inner Race 14-Roller Design Press-On. (1991-Up)	\$35.00
22664C	518 New Inner Race (Sold w/ Drum only) without Lip. 14-Roller Design. (1991-Up)	\$100.00
22664CS	518/618 New Inner Race (Sold w/ Drum only) with Lip. 14-Roller Design. (1991-Up)	\$100.00

Special Tools for Installation of Sprags

The Economy Tool uses transfer punches for location of the extra holes. The Professional Tool utilizes hardened drill inserts for direct drilling of the case.

Part	Description	Price
AAT9250USP	727 Professional Installation Tool. Used for the 6-Bolt designed Ultimate Sprag.	\$150.00
AAT9250USE	727 Economy Installation Tool. Used for the 6-Bolt designed Ultimate Sprag.	\$75.00
AAT9250USPL	727 Professional Installation Tool for 1989-91 6-Bolt Rear Supports Only.	\$150.00
AAT9250USEL	727 Economy Installation Tool for 1989-91 6-Bolt Rear Supports Only.	\$75.00
AAT9250E	518 Economy Installation Tool	\$75.00
AAT9250P	518 Professional Installation Tool	\$150.00



AAT9250USP



AAT9250E



AAT9250P

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Accessories

Transmission Blankets

With all the different combinations of cars being built or restored, A&A saw the need for a variety of transmission blankets to fit different racers' applications. Sometimes engine and body combinations make it difficult for a transmission shield to fit into the space available. A&A already offers two models in transmission blankets: one being short; and the other longer to cover more of the torque converter area. Now A&A has added two more choices that help with all "the extra material" due to different transmission pan choices. A&A now offers four different combinations of transmission blankets. Custom made for A&A, these blankets feature small buckles, are SFI approved and are made to fit Torqueflite transmissions.

TF-S	Custom Trans-Blanket Short Up to 2" Deep Pan	\$180.00
TF-SDP	Custom Trans-Blanket Short with Deep Pans to 4" Deep	\$190.00
TF-L	Custom Trans-Blanket Long Up to 2" Deep Pan	\$230.00
TF-LDP	Custom Trans-Blanket Long with Deep Pans to 4" Deep	\$245.00



TF-S Short

Covers Tail Housing to Front Pump



TF-L Long

Covers Tail Housing to Mid Bell-Housing



Shields

Super Shield

CSR Performed Products has created a transmission shield that is completely state of the art. It is an incredibly light, one piece flex plate/transmission shield. Each unit is made from today's toughest aerospace composites and weighs less than 5 lbs. Will fit under most OEM floorboards. Meets S.F.I. specifications 30.1 flex plate shield and specification 4.1 transmission shield. A&A recommends the use of our aluminum or steel high gear drum to protect from a stock drum explosion.

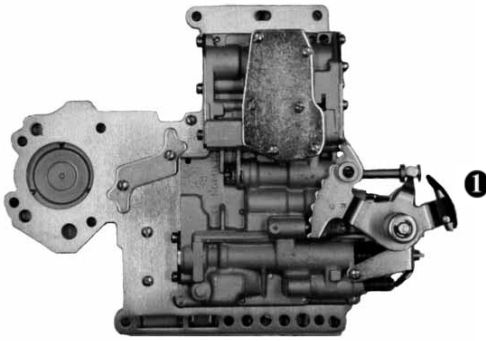


22834	727 Small Block Transmission Super Shield	\$325.00
22836	727 Big Block Transmission Super Shield	\$325.00
22838	904 Small block Super Shield	\$325.00
22826	Pro-Flite for AMC Torqueflite	\$325.00



Valve Bodies

A&A Transmission was not the first to produce a reverse pattern valve body. We were the first to offer a "Low-Band Apply" valve body that protects the sprag and increases reliability. By applying the low band in first gear, it helps hold the low/reverse drum along with the sprag. This increases safety from a sprag failure which could potentially spin the high gear clutch drum well over 12,000 RPM. A stock drum may come apart at 9,000 RPM.



We have improved fluid flow in all our valve bodies for a firmer shift and also for better lubrication. Because of these modifications, we have greatly improved the shift when applying third gear.

We have added many new models of valve bodies to our list. We have done a lot of research and development in the past seven years to add these models. One of the big areas of new development was to help control the high pressure circuit in reverse that has plagued the Torqueflight transmission for years. As you raise forward line pressure, there is a direct correlation to the reverse pressure. This is a result of how many factory valve bodies incorporate the reverse boost system in their valve bodies and transmissions. A&A has now assigned part numbers to each of the different models available.

(Note: There may be some delay in delivery of some models as we try to ramp up production. Please call to check stock and status.)

With past sales of our valve bodies now well over 2,250, we are implementing for the lower 48 states a "Return Service" UPS tag, another bag and an instruction sheet to follow for the return of a used valve body core. For out of country, Hawaii and Alaska, there will be a \$25.00 core charge added to the valve body price for non-cable shift valve bodies and a \$200.00 core charge for cable shift valve bodies.

New in 2014, was the process of machining our valve bodies. We have built new fixtures with special fly cutters and machine most of our valve bodies this way instead of the old-fashioned way of flat sanding them on granite blocks. The surface machining gives it a very fine finish and helps with the elimination of cross leaks between the channels.

Standard manual reverse pattern valve bodies for 727 or 904. These valve bodies have no gear braking in 1st gear. (PRN123) The high pressure reverse circuit has been eliminated.

22770-1 LPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80) (non-lockup)	\$195.00
22770-1EP LPR	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Push Button (Core Required)	\$295.00
22770-1EC LPR	727/904 Race Manual Rev. Pattern Valve Body (1964 1/2-65) Column/Console (Core Required)	\$295.00

Standard manual reverse pattern valve bodies for 727 or 904. These valve bodies have no gear braking in 1st gear. (PRN123) They feature a controlled pressure circuit in reverse so the pressure does not get too high as the forward gear line pressure is raised. These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-1 CPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80) (non-lockup)	\$250.00
22770-1EP CPR	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Push Button (Core Required)	\$350.00
22770-1EC CPR	727/904 Race Manual Rev. Pattern Valve Body (1964 1/2-65) Column/Console (Core Required)	\$350.00

This special valve body is a manual reverse pattern with no gear braking in 1st gear, the high pressure reverse circuit has been eliminated and is a clean neutral model. (PR123N) Requires special shifter. (See page 50)

22770-1 CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80) (non-lockup)	\$350.00
22770-1EP CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Push Button (Core Required)	\$450.00
22770-1EC CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1964 1/2-65) Column/Console (Core Required)	\$450.00

This special valve body is a manual reverse pattern with no gear braking in 1st gear, the high pressure reverse circuit has been eliminated and is designed to be used in a lockup torque converter application. (PRN123)

22770-1 LULPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80)	\$395.00
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These manual reverse pattern valve bodies feature the low-band on, in 1st gear, so that it gives 1st gear braking and extra sprag protection. It is ideal for many applications. Call if you would like to find out if this is for you. The Street version has a softer downshift from 2nd to 1st without losing firmness on the upshift. The high pressure reverse circuit has been eliminated. (PRN123) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-2 LPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$295.00
22770-2WB LPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$295.00

These valve body features are the same as above but are designed for 4x4 trucks, rock-crawlers or vehicles where the high pressure reverse circuit needs to be controlled in reverse so the pressure does not get too high as the forward gear line pressure is raised. (PRN123) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-2 CPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$350.00
22770-2WB CPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$350.00

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These manual valve bodies feature the same low-band technology, but are designed to be used in cable shift transmissions. The high pressure reverse circuit has been eliminated. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)
Tech: Cannot use rear pump.

22770-2EP LPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$295.00
22770-2WBP LPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$295.00
22770-2EC LPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (Core Required)	\$295.00
22770-2WBC LPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (Core Required)	\$295.00

These manual valve bodies feature the same low-band technology, but are designed to be used in cable shift transmissions. They have a controlled pressure circuit in reverse. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)
Tech: Cannot use rear pump.

22770-2EP CPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$350.00
22770-2WBP CPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$350.00
22770-2EC CPR	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (Core Required)	\$350.00
22770-2WBC CPR	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (Core Required)	\$350.00

This special valve body is a manual reverse pattern with 1st gear braking, the high pressure reverse circuit has been eliminated and is a clean neutral model. (PR123N) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40) Requires special shifter. (See page 50)
Tech: Cannot use rear pump on 1962-65.

22770-2 CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80) (non-lockup)	\$350.00
22770-2EP CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Push Button (Core Required)	\$450.00
22770-2EC CNLPR	727/904 Race Manual Rev. Pattern Valve Body (1964 1/2-65) Column/Console (Core Required)	\$450.00

This special valve body is a manual reverse pattern with the low band on in 1st gear, it has a controlled pressure circuit in reverse and is designed to be used in a lockup torque converter application. (PRN123) This valve body requires a low/reverse piston kit. (See Servo sections pages 39-40)

22770-2 LUCPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80)	\$495.00
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This special valve body is a manual reverse pattern with 1st gear braking. The high pressure reverse circuit has been eliminated and is designed to be used in a lockup torque converter application. (PRN123) This valve body requires a low/reverse piston kit. (See Servo sections pages 39-40)

22770-2 LULPR	727/904 Race Manual Rev. Pattern Valve Body (1966-80)	\$450.00
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Not recommended for high horsepower applications, but works well when a reverse pattern can't be used. Applies low band when in manual 1st. The high pressure reverse circuit has been eliminated. (PRN321) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-3 LPR	727/904 Manual Forward Pattern Valve Body (1966-80)	\$295.00
22770-3EP LPR	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. Cannot be Used with Rear Pump (Core Required)	\$295.00
22770-3EC LPR	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. Cannot be Used with Rear Pump (Core Required)	\$295.00
22770-3EPWRP LPR	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. To be Used with Rear Pump (Core Required)	\$295.00
22770-3ECWRP LPR	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. To be Used with Rear Pump (Core Required)	\$295.00

Not recommended for high horsepower applications, but works well when a reverse pattern can't be used. Applies low band when in manual 1st. They have a controlled pressure circuit in reverse. (PRN321) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-3 CPR	727/904 Manual Forward Pattern Valve Body (1966-80)	\$350.00
22770-3EP CPR	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. Cannot be Used with Rear Pump (Core Required)	\$350.00
22770-3EC CPR	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. Cannot be Used with Rear Pump (Core Required)	\$350.00
22770-3EPWRP CPR	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. To be Used with Rear Pump (Core Required)	\$350.00
22770-3ECWRP CPR	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. To be Used with Rear Pump (Core Required)	\$350.00

This special valve body is a manual forward pattern with the low band on in 1st gear, it has a controlled pressure circuit in reverse and is designed to be used in a lockup torque converter application. (PRN123) This valve body requires a low/reverse piston kit. (See Servo sections pages 39-40)

22770-3 LUCPR	727/904 Manual Forward Pattern Valve Body (1966-80)	\$450.00
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★ **New Products** ↓ **Lower Prices** ① **Most Popular**

Valve Bodies

These valve bodies are modified to give good shift quality while retaining automatic shifts. Standard upgrade from stock. (PRN321) We offer these valve bodies in different versions. The first version is more of a mild-shift kit application where the customer wants improved shifts and some firmness, but not necessarily the real aggressive version. The second is the more firm-shifting version and has a firmer 2nd gear shift and an extra pathway machined into it to firm up 3rd gear as well. M is for medium and F is for firm. These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)
(Requires working & correctly adjusted kick-down linkage.)

Tech: Depending upon how you install the accumulator piston will also affect the shift firmness. It can be installed as stock with a spring. The spring left out and the accumulator will float firming it up but keeping it softer in town and at light throttle. And last would be to block it so that it can give as firm as a shift as possible.

22770-4LM	727/904 Modified Valve Body, Automatic Shifts Retains Part Throttle Kick-Down (1970-Up) Medium Shifts	\$295.00
22770-4LF	727/904 Modified Valve Body, Automatic Shifts Retains Part Throttle Kick-Down (1970-Up) Firm Shifts	\$295.00
22770-4EM	727/904 Modified Valve Body, Automatic Shifts without Part Throttle Kick-Down (can be added with 22740-32SI) (1966-69) Firm Shifts	\$275.00
22770-4EF	727/904 Modified Valve Body, Automatic Shifts without Part Throttle Kick-Down (can be added with 22740-32SI) (1966-69) Firm Shifts	\$275.00
22770-4EP	727/904 Modified Valve Body, Automatic Shifts with Part Throttle Kick-Down. Only Fits (1962-64 1/2) Push Button Transmissions without Rear Pump. Requires part number 22634BASRS special rear support. (See page 37) (Core Required)	\$395.00
22770-4EC	727/904 Modified Valve Body, Automatic Shifts with Part Throttle Kick-Down. Only Fits (1964 1/2-65) Column/Console Transmissions without Rear Pump. Requires part number 22634BASRS special rear support. (See page 37) (Core Required)	\$395.00
22770-4EPSKM	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1962-64 1/2) Push Button Transmissions with Rear Pump Retained. Medium Shifts (Core Required)	\$295.00
22770-4EPSKF	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1962-64 1/2) Push Button Transmissions with Rear Pump Retained. Firm Shifts (Core Required)	\$295.00
22770-4ECSKM	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1964 1/2-65) Column/Console Transmissions with Rear Pump Retained. Medium Shifts (Core Required)	\$295.00
22770-4ECSKF	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1964 1/2-65) Column/Console Transmissions with Rear Pump Retained. Firm Shifts (Core Required)	\$295.00

For serious racers, this is the ultimate TransBrake. This manual reverse pattern valve body features the "Low Band Apply" technology to help protect the sprag. It has an instant apply to prevent the car from rolling when staging and a quick release to get you off the line. (PRN123) This valve body requires a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-5	727/904 Trans-brake Valve Body (1966-80)	\$650.00
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Same as our -5 above with an added feature for those racers wanting a clean neutral position after third gear. (PR/N123N) Requires special shifter. (See page 50)

22770-5CN	727/904 Trans-Brake Valve Body (1966-80)	\$695.00
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These Trans-Brake Valve Bodies have the same feature as our -5, but are designed to be used in Cable Shift Transmissions. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)

Tech: Cannot use rear pump.

22770-5EP	727/904 Trans-Brake Valve Body Reverse Pattern (1962-64 1/2) Push Button (Core Required)	\$695.00
22770-5EC	727/904 Trans-Brake Valve Body Reverse Pattern (1964 1/2-65) Column/Console (Core Required)	\$695.00

Standard manual reverse pattern valve bodies for cable shift type transmissions. These valve bodies have no gear braking in 1st gear. The high pressure reverse circuit has been eliminated. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)

Tech: Cannot use rear pump.

22770-6LPR	727/904 Early (1962-64 1/2) Push-Button Reverse Pattern Race Manual Valve Body (Core Required)	\$295.00
22770-7LPR	727/904 Early (1964 1/2-65) Column/Console Reverse Pattern Race Manual Valve Body (Core Required)	\$295.00

Standard manual reverse pattern valve bodies for cable shift type transmissions. These valve bodies have no gear braking in 1st gear. They feature a control pressure circuit in reverse. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 39-40)

Tech: Cannot use rear pump.

22770-6CPR	727/904 Early (1962-64 1/2) Push-Button Reverse Pattern Race Manual Valve Body (Core Required)	\$350.00
22770-7CPR	727/904 Early (1964 1/2-65) Column/Console Reverse Pattern Race Manual Valve Body (Core Required)	\$350.00

Still In The Works: Race forward pattern valve bodies. This series will be similar to that of our reverse pattern valve bodies. In that, we will offer "Standard Forward Pattern," "Low Band Apply Forward Pattern," and "TransBrake Forward Pattern."

22770-8/9/10	727/904 Race Manual Forward Pattern Valve Body (1962-80)	\$Call
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This special valve body is designed mostly for Race Boats that want a 2-speed Manual Reverse Shift Valve Body and cannot retain 1st gear do to sprag issues. The high pressure reverse circuit has been eliminated. (RN23) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-15LPR	727/904 2-Speed Race Manual Reverse Pattern Valve Body (RN23) (1966-80) Low Pressure Reverse	\$595.00
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This special valve body features are the same as above but are designed for the high pressure reverse circuit to be controlled in reverse so the pressure does not get too high as the forward gear line pressure is raised. (RN23) These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 39-40)

22770-15CPR	727/904 2-Speed Race Manual Reverse Pattern Valve Body (RN23) (1966-80) Controlled Pressure Reverse	\$595.00
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727/904 Reconditioned Stock Valve Bodies

A&A Transmission offers these stock replacement valve bodies. They are disassembled, blasted, flat sanded, cleaned and re-assembled.

Part	Description	Price
22740R-1	727/904 Reconditioned Stock (1962-64 1/2) Push Button (Core Required)	\$175.00
22740R-2	727/904 Reconditioned Stock (1964 1/2-65) Column/Console (Core Required)	\$175.00
22740R-3	727/904 Reconditioned Stock (1966-69) without Part Throttle Kick-Down (can be added with 22740-32SI)	\$175.00
22740R-4	727/904 Reconditioned Stock (1970-77) with Part Throttle Kick-Down (Non Lock-Up)	\$175.00
22740R-5	727/904 Reconditioned Stock (1978-Up) with Part Throttle Kick-Down (Non Lock-Up)	\$175.00
22740R-6	727/904 Reconditioned Stock (1978-Up) with Part Throttle Kick-Down (Hydraulic Lock-Up)	\$175.00
22740R-7	727/904 Reconditioned Stock (1978-Up) with Part Throttle Kick-Down (Electric Lock-Up)	\$175.00



500/518/618 Automatic Shift Valve Bodies

Heavy Duty - Medium Firmness Shift

A&A Transmission offers these modified valve bodies. They are disassembled, blasted, flat sanded, cleaned and re-assembled. The steel pressure regulator valve and separator plate are replaced when necessary, new T.C.C. boost clip and 3-4 accumulator spring. Other modifications are performed and springs changed.

Tech: Requires Billet Low/Reverse Servo Piston. (See Servo sections pages 39-40) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

Due to many variations of these valve bodies, please call. \$325.00

500/518/618 Automatic Shift Valve Bodies

High Performance - Aggressive Shift

Same as heavy duty valve bodies, but with more modifications for a much firmer shift.

Tech: Requires Billet Low/Reverse Servo Piston. (See Servo sections pages 39-40) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

Due to many variations of these valve bodies, please call. \$375.00

500/518/618 Forward Pattern Manual Shift Valve Bodies

These valve bodies are heavily modified.

Tech: Requires Billet Low/Reverse Servo Piston. (See Servo sections pages 39-40) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

Due to many variations of these valve bodies, please call. \$425.00

500/518/618 Reverse Pattern Manual Shift Valve Bodies

These valve bodies are heavily modified.

Tech: Requires Billet Low/Reverse Servo Piston. (See Servo sections pages 39-40) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

Due to many variations of these valve bodies, please call. \$600.00

500/518/618 Reconditioned Stock Valve Bodies

A&A Transmission offers these stock replacement valve bodies. They are disassembled, blasted, flat sanded, cleaned and re-assembled. The steel pressure regulator valve and separator plate are replaced when necessary, new T.C.C. boost clip and 3-4 accumulator spring.

Tech: All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

Due to many variations of these valve bodies, please call. \$250.00

Valve Body Accessories

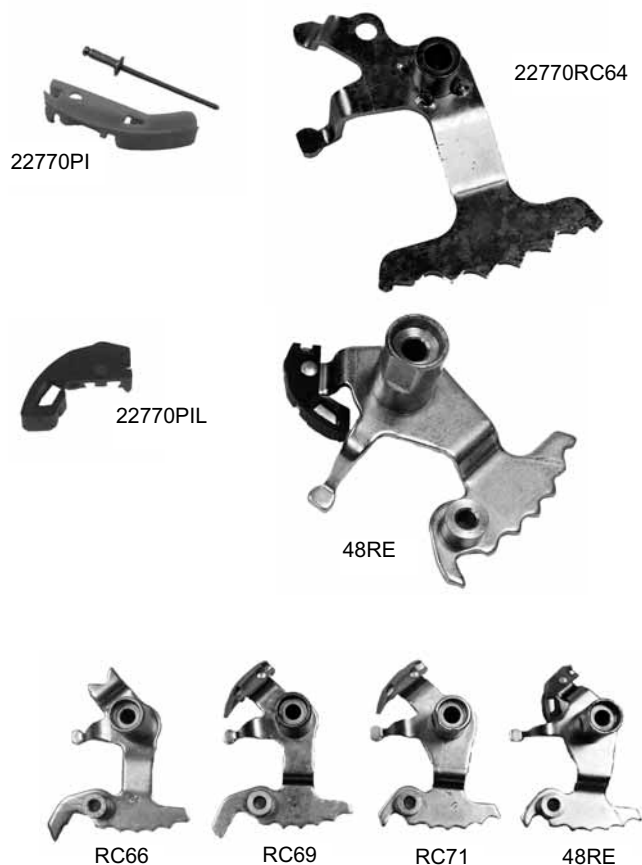
Part	Description	Price
22770 RC64	727/904 Stock Replacement Rooster Comb Push-Button (1962-64 1/2)	\$95.00
22770 RC65	727/904 Stock Replacement Rooster Comb Column/Console (1964 1/2-65)	\$95.00
22770 SLE64	727/904 Cable Sleeve Push-Button (1962-64 1/2)	\$75.00
22770 SLE65	727/904 Cable Sleeve Column/Console (1964 1/2 - 65)	\$95.00
22770 PSLE	727/904 Park Sleeve (1962-65)	\$75.00
22770 PSLES	727/904 Park Sleeve Spring (1962-65)	\$20.00
22770 PCB	727/904 Park Cable Pinch Bolt	\$25.00
22770 RPH	727/904 Reconditioned Park Housing (727 1962-65 & 904 1962-67)	\$75.00
22770 MV64	727/904 New Manual Valve for Push Button (1962-64 1/2)	\$60.00
22770 MV65	727/904 Reconditioned Manual Valve for Column/Console (727 1964 1/2-65 & 904 1962-67)	\$35.00
22770 MV66	727/904 Reconditioned Stock Manual Valve (727 1966-up & 904 1968-Up)	\$25.00
22770 MV66M	727/904 Reconditioned Manual Valve Modified for Race Valve-Bodies (727 1966-Up & 904 1968-Up)	\$35.00
22770 MVCN	727/904 New Manual Valve Clean Neutral Model (Requires some modification)	\$75.00
22770 RC66	727/904 Reconditioned Rooster Comb (1966-69 Early)	\$25.00
22770 RC69	727/904 Reconditioned Rooster Comb (1969 Late-70)	\$45.00
22770 RC71	727/518/904/500 Reconditioned Rooster Comb (1971-92)	\$35.00
22770 RC93	727/518/904/500 New Rooster Comb (1993-2002)	\$75.00
22770 RC48	48RE New Rooster Comb (2003-2008)	\$125.00
22770RC CN66	727/904 Rooster Comb Clean Neutral Allows to Start in Park & Clean Neutral Position (1966-69)	\$95.00
22770RC CN71	727/904 Rooster Comb Clean Neutral Allows to Start in Park & Clean Neutral Position (1971-92)	\$95.00
22770 VBW	New Rooster Comb Washer (Special Correct Size)	\$3.00
22770EC	Valve-Body Rooster Comb Clip (Stock O.E. size .025)	\$1.00
22770 ECHD	Valve-Body Rooster Comb Clip (Heavy Duty size .035)	\$2.00
22072E	Valve Body Case Seal (727 1962-65 & 904 1962-67)	\$3.00
22072	Valve Body Case & Kick-Down Shaft Seals (727 1966-Up & 904 1968-Up)	\$7.00
22770 PRSL	New Pressure Regulator Spring Long (For increased pressure) (1962-Up)	\$20.00
22770 PRVE	727/904 Special Pressure Regulator Valve (Helps control converter drain-back while still providing line to lube oil) (1962-77)	\$50.00
22770 PRVL	727/518/904/500 Special Pressure Regulator Valve (Helps control converter drain-back while still providing line to lube oil) (1978-Up)	\$50.00

Part	Description	Price
22770 CBS-1	Valve-Body Check Ball Steel 1/4"	\$1.00
22770 CBS-2	Valve-Body Check Ball Steel 11/32"	\$2.00
22770 CBS-3	Valve-Body Check Ball Steel 3/8"	\$2.00
22770 CBT-1	Valve-Body Check Ball Torlon 1/4"	\$2.00
22770 CBT-2	Valve-Body Check Ball Torlon 11/32"	\$3.00
22770 CBT-3	Valve-Body Check Ball Torlon 3/8"	\$3.00
22770RS LW7	Reconditioned Shift Lever Linkage Welded 727	\$30.00
22770 RSL9	Reconditioned Shift Lever Linkage 904	\$20.00
22770 RTVLS	Reconditioned Throttle Valve Lever Short	\$20.00
22770 RTVLL	Reconditioned Throttle Valve Lever Long	\$20.00

New Plastic Insulator

727/518/618/904/500 new plastic insulator that contacts the neutral safety switch. Qty discounts available

22770PI	New Plastic Insulator (1970-2002)	\$15.00
227701PIL	New Plastic Insulator (2003-Up)	\$25.00



★ New Products ↓ Lower Prices ⓘ Most Popular

Transbrake Switch

This transbrake switch is a heavy duty switch with a heavy duty coiled cord.

AATBS	Transbrake Switch	\$65.00
AATBSBB	Transbrake Switch with Big Button	\$65.00



Transbrake Connector

This connector goes in the case to allow the transbrake valve body wire to pass through the case. Thread is 1/4" pipe.

AATBC	Transbrake Connector	\$30.00
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Transbrake Solenoid

727/904 replacement solenoid for A&A Transmission's Transbrake valve body.

22770-SOL	Transbrake Solenoid	\$95.00
22770-SOLM	Transbrake Solenoid Mount (Regular type)	\$50.00
22770-SOLMT	Transbrake Solenoid Mount (O-Ring type)	\$75.00
22770-SOLB	Transbrake Solenoid Blocker (O-Ring type)	\$25.00



Special Rear Support

As A&A has broadened its variety of valve bodies for so many applications, it had before it a challenge to give the street/strip cable shift type transmission enthusiast an option to have a part throttle valve body system for their transmission. After three years of testing, the first production run of the missing link (special rear support) should be done late fall 2015. With A&A's heavily modified valve body and its special new rear support and a good working kickdown linkage, the push button or column/console enthusiast can now enjoy a part throttle kickdown transmission system.

Tech: Requires the transmission to be disassembled to remove existing support and rear pump to install special new rear support.

22634BASRS 727 Special Rear Support for 1962-65 Cable Shift Transmissions \$200.00



Valve Body Accessories

Shift-Improver Kits

For the Do-It-Yourselfer, we have kits that allow you to improve the shifting qualities of your valve body.

Part	Description	Price
AATF-1	727-904 Mild Shift Improver Kit (1962-89) Good for Mild, R.V. and Light Truck	\$35.00
AATF-2	727-904 Street/Strip Heavy Duty Shift-Kit (1962-89)	\$90.00
AATF-3	727-904 Manual-Control Shift-Kit (1962-89)	\$120.00
AATF-165G	518 O.D. Mild Shift Improver Kit (Gas Engine)	\$75.00
AATF-165D	518/618 O.D. Mild Shift Improver Kit (Diesel)	\$115.00
AATF-HDOD	518/618 O.D. Heavy Duty Shift Improver Kit. (Gas and Diesel)	\$120.00

Split Shift Fix

This Spring Kit helps adjust wide open throttle shift RPM's to match each other. Most common problem is that the 1-2 shift occurs at a lower RPM than the 2-3 shift. (Even after a governor change)

AASVS-1 1-2 Shift Valve Spring Kit \$25.00

Accumulator Blocker

This piece prevents the accumulator piston from moving therefore improving shift firmness.

AA927 727/904 Billet Aluminum Accumulator Blocker \$7.50



727 1966-69 3-2 Kick Down Module

This allows your 1966-69 727 TorqueFlite to have partial kickdown from 3rd to 2nd gear without depressing the accelerator pedal to the floor. It came on some 904 transmissions, but the supply has run out. Chrysler changed the entire valve body in 1971 and incorporated a similar design, but the later model will not fit the early valve body. A&A recreated the design for the Pre-1970 TorqueFlites and have them available for you. This bolts directly on the valve body.



22740-32SI \$95.00

2nd Gear Band Levers

The 4.2 lever has long been discontinued by Chrysler. A&A considers this as the ideal ratio and has re-created the tooling to make this lever again. Our Billet Steel Levers are manufactured in-house from "True Heat Treated" steel on our own Mitsubishi EDM wire machine. A&A offers you the very best "Billet Steel Levers" on the market.



Part	Description	Price
22916-38	3.8 2nd Gear Band Lever	\$30.00
22916-42	4.2 2nd Gear Band Lever	\$30.00
22916-50	5.0 2nd Gear Band Lever	\$30.00
22916BS-38	3.8 2nd Gear Band Lever Billet Steel	\$65.00
22916BS-42	4.2 2nd Gear Band Lever Billet Steel	\$65.00
22916BS-50	5.0 2nd Gear Band Lever Billet Steel	\$65.00
32916BS-40	4.0 2nd Gear Band Lever Billet Steel Front Wheel Drive Models 404, 413, 470, 670	\$150.00
Qty. Breaks Available		\$Call

Band Struts

Manufactured by A&A from 4140, then heat treated, make these band struts a must in any high performance application.



Front Band Struts

12916-2 904 Heavy Duty Band Strut \$30.00
22916-2 727 Heavy Duty Band Strut \$30.00

Front Band Adjustors

22916-AS 727 Longer Adjustor Screw \$15.00

Front Band Anchors

22916-A 727 Stock Anchor (1962-Up) \$10.00
22916-BA 727 Billet Steel Anchor (1962-Up) \$37.50

Reverse Band Struts

22917-100 727 .100" Longer Rev. Strut \$10.00
22917-150 727 .150" Longer Rev. Strut \$10.00

Neutral Safety Switches

12410R Reconditioned (1962-64 1/2) Cable Shift Single Prong \$75.00
12410 New Old Stock (1962-64 1/2) Cable Shift Single Prong \$Call
NOS Prong
12410AR Reconditioned (1965-69) Single Prong \$50.00
12410A- New Old Stock (1965-69) Single Prong \$Call
NOS
12410BR Reconditioned (1970-Up) 3 Prong \$10.00
12410BN New Chrysler O.E. (1970-Up) 3 Prong \$35.00
12410CN New Aftermarket (1970-Up) Long 3-Prong \$20.00
12410W Replacement 3 Prong Wiring Kit (1970-Up) \$25.00
12410B Blocker Plug with O-Ring \$10.00



Neutral Safety Switches

★ New Products ↓ Lower Prices ⓘ Most Popular

Governor Kits

A&A Transmission offers a variety of governors to tailor to your automatic shifting transmission to higher RPM shift points. Changing rear gear ratios, tire sizes or internal fluid pressures from shift kits result in inefficient shift points.



Governors, when purchased separate from kits, will come with a tailhousing gasket and 2-screw cover plate gasket.

Tech: If we spec out and miss your desired RPM, we will exchange until correct. Customer responsible for all freight charges.

22204-50	5,000 RPM Medium Performance	\$70.00
22204-52	5,200 RPM High-Performance	\$70.00
22204-54	5,400 RPM Hemi	\$70.00
22204-56	5,600 RPM	\$70.00
22204-58	5,800 RPM Max Wedge	\$70.00
22204-60	6,000 RPM Ultra	\$80.00
22204-60+	6,000+ RPM Plus	\$90.00

Series for Late Model 727's and Early 518's with 1.070 diameter governors.

22204L-50	5,000RPM Medium Performance	\$70.00
22204L-52	5,200 RPM High Performance	\$70.00
22204L-54	5,400 RPM Hemi	\$70.00
22204L-56	5,600 RPM	\$70.00
22204L-58	5,800 RPM Max Wedge	\$70.00

12680SP	904 Spacer to Replace Governor Housing When Not Using A Governor	\$17.50
22680SP	727 Spacer to Replace Governor Housing When Not Using A Governor	\$17.50

Billet Accumulator Pistons

Basically, all of the Torqueflight transmissions use the same style accumulator piston. A&A manufactures these from billet aluminum and are offered in four models now. The first model is a 2-ring design to replace the original worn cast aluminum style and the often-found broken plastic style in the later transmissions. The second model is manufactured using a dual ring design like some of our other servos. This helps eliminate the leakage of fluid past the ring area. The third model is back to the 2-ring design but with a blocker built into it. The fourth model is the dual ring with the blocker built into it.

22927BA	2-Ring Accumulator Piston	\$50.00
22927BAWB	2-Ring Accumulator Piston with Blocker	\$60.00
22927BADR	Dual Ring (4-Rings) Accumulator Piston	\$55.00
22927BAD-RWB	Dual Rings (4-rings) Accumulator Piston w/ Blocker	\$65.00

★ **New Products** ↓ **Lower Prices** ① **Most Popular**

Billet Aluminum Low/Reverse Pistons

A&A was the first to bring these billet aluminum low/reverse pistons to the market. These solve the problem of original pistons cracking due to increased pressures of shift kits and race valve bodies. These piston kits retain the cushioning design to help soften the harsh reverse engagement. Made from 6061 T-6 aluminum, this kit contains billet aluminum piston, heavy duty spring that may enhance the 1-2 shift, reinforced spring retainer, Teflon coated lip seal and small retaining clip.



AA296



AA296EBA

Part	Description	Price
AA296 EBA	727 Billet Alum. Low/Rev. Piston Kit (1962-66)	\$85.00
AA296	727/518 Billet Alum. Low/Rev. Piston Kit (1967-Up)	\$75.00
AA397	904 Billet Alum. Low/Reverse Piston Kit (1967-Up)	\$75.00
AA498	618 Billet Alum. Low/Reverse Piston (1994-Up)	\$50.00
AA498K	618 Billet Alum. Low/Rev. Piston Kit (1994-Up)	\$90.00
AA296SR	727/518 Reinforced Steel Spring Retainer Only	\$35.00
AA397SR	904/500 Reinforced Steel Spring Retainer Only	\$35.00
AA296AR	727/518 Billet Aluminum Spring Retainer Only	\$30.00
AA397AR	904/500 Billet Aluminum Spring Retainer Only	\$30.00
AA296S	727/518 Heavy Duty Low/Reverse Spring (1962-Up)	\$15.00
AA397S	904/500 Heavy Duty Low/Reverse Spring (1962-Up)	\$15.00



AA296-1S



AA296EBA-1S

Billet Low/Reverse Solid Servo Pistons

A&A designed these billet aluminum servo pistons to be used with reverse pattern and transbrake valve bodies. They feature a solid design which minimizes fluid leakage past the piston. This will ensure a positive holding of the low/reverse band when applied. These kits contain a billet aluminum piston, heavy duty spring that may enhance the 1-2 shift, reinforced spring retainer, and a Teflon coated lip seal.

AA296-1S	727/518 Low/Reverse Piston Kit (1967-Up)	\$80.00
AA296EBA-1S	727 Low/Reverse Piston Kit (1962-66)	\$90.00
AA397-1S	904 Low/Reverse Piston Kit (1967-Up)	\$80.00

2nd Gear Billet Servo Parts & Kits

A&A was the first to bring aluminum billet servos to the market. With the more popular early (1962-1970) servos getting harder to come by, A&A has reproduced them from billet aluminum and has added them to our list of servos.

Tech: Both 727 servos will work in 1962-89 cases. Will also work in 1989-Up 518/618 cases when desired.

Part	Description	Price
22905EBA	727 Early 2-Spring Model w/ Heavy Duty Inner and Outer Springs Included (Small Rod Diameter 3/8")	\$100.00
22905LBA	727 Late 1-Spring Model w/ Heavy Duty Spring Included (Large Rod Diameter 5/8")	\$100.00
22905LBA WH	727 Late 1-Spring Model w/ Heavy Duty Spring Included. Has Original Style Small Pee Hole to Cushion 2nd Gear Apply (Large Rod Dia. 5/8")	\$100.00
12905LBA	904 Late 1-Spring Model w/ Spring (1971-Up) Small Dia. 1.000" & Large Dia. 2.375"	\$100.00



22905EBA



22905LBA



12905LBA

2nd Gear Original Servo Parts and Kits

Part	Description	Price
22905E	727 Original 2-Spring Model with Both Heavy Duty Inner and Outer Springs Included. Small Rod Diameter 3/8" (1962-70)	\$65.00
22905L	727 Original 1-Spring Model with A&A's "Red" Spring, Modified Piston and Rod Blocked. Large Diameter 5/8" (1971-Up)	\$65.00
22906E	727 2nd Early Heavy Duty Inner and Outer Spring Only for Small Rod 3/8" Servo Only (1962-70)	\$25.00
22906L	727 2nd Late Heavy Duty "Red" Spring Only for Large Rod 5/8" Servo (1971-Up)	\$20.00



22905E



22905L



22905EBADR



22905LBADR

727 Dual Ring Billet 2nd Gear Servo Pistons

A&A has added to its extensive list of billet aluminum servos with these new dual ring servo pistons. Designed to eliminate the leakage of fluid past the ring area and servo cover, these servo pistons will ensure a more positive shift to 2nd gear and a more firm 3rd gear shift.

- 1 22905EBADR** 727 Dual Ring (4-Rings) 2nd Gear Early 2-Spring Model w/ Heavy Duty Inner and Outer Springs Included (Small Rod Dia. 3/8") \$125.00
- 22905LBADR** 727 Dual Ring (4-Rings) 2nd Gear Late 1-Spring Model w/ Heavy Duty Spring Included (Large Rod Dia. 5/8") \$125.00
- 22905LBADRWH** 727 Dual Ring (4-Rings) 2nd Gear Late 1-Spring Model w/ Heavy Duty Spring Included. Has Original Style Small Pee Hole to Cushion 2nd Gear Apply (Large Rod Dia. 5/8") \$125.00



12905LBADR

904 Dual Ring Billet 2nd Gear Servo Piston

Designed to eliminate the leakage of fluid past the ring area and servo cover, these billet aluminum servo pistons will ensure a more positive shift to 2nd gear and a more firm 3rd gear shift. This servo fits the 1971 and later cases that have a 1.000" and 2.375" diameter bores.

- 1 12905LBADR** 904 Dual Ring (4-Rings) 2nd Gear Late Model with Heavy Duty Spring Included \$125.00

2nd Gear Servo Tool

This tool helps with the installation of the 2nd Gear Servo when heavier duty springs are used. New improved design works with 727/518/618 and 904/500.



AAFST

AAFST 2nd Gear Servo Tool

\$100.00

★ New Products ↓ Lower Prices 1 Most Popular

Torqueflite Rebuild Components

Overhaul Kits



There are many variations of overhaul kits because of the vast number of combinations in each transmission. We can build one to fit your needs. Kits consist of paper gaskets, rubber seals, rings, front and rear seals, steel plates and clutches.

(Frictions can be referred to as clutches.)

Part	Description	Price
MK12000A	904 Overhaul Kit w/ Red Clutches and Regular Steels (1966-71)	\$120.00
MK12000AK	904 Overhaul Kit w/ Red Clutches and Kolene Steels (1966-71)	\$130.00
MK12000A-5	904 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1966-71)	\$130.00
MK12000AK-5	904 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1966-71)	\$140.00
MK12000B	904 Overhaul Kit w/ Red Clutches and Regular Steels (1972-Up)	\$120.00
MK12000BK	904 Overhaul Kit w/ Red Clutches and Kolene Steels. (1972-Up)	\$130.00
MK12000B-5	904 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1972-Up)	\$130.00
MK12000BK-5	904 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1972-Up)	\$140.00
MK12000C	904 Overhaul Kit w/ Red Clutches and Regular Steels (1966-Up) Combo	\$130.00
MK12000CK	904 Overhaul Kit w/ Red Clutches and Kolene Steels (1966-Up) Combo	\$140.00
MK12000C-5	904 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1966-Up) Combo	\$140.00
MK12000CK-5	904 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1966-Up) Combo	\$150.00
MK22000A	727 Overhaul Kit w/ Red Clutches and Regular Steels (1962-70)	\$130.00
MK22000AK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1962-70)	\$140.00
MK22000A-5	727 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1962-70)	\$140.00
MK22000AK-5	727 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1962-70)	\$150.00
MK22000B	727 Overhaul Kit w/ Red Clutches and Regular Steels (1971-Up)	\$130.00
MK22000BK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1971-Up)	\$140.00
MK22000B-5	727 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1971-Up)	\$140.00
MK22000BK-5	727 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1971-Up)	\$150.00
MK22000C	727 Overhaul Kit w/ Red Clutches and Regular Steels (1962-Up) Combo	\$140.00
MK22000CK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1962-Up) Combo	\$150.00
MK22000C-5	727 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1962-Up) Combo	\$150.00
MK22000CK-5	727 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum (1962-Up) Combo	\$160.00

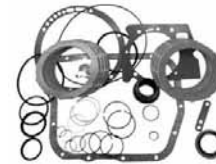


Overdrive Overhaul Kits

Part	Description	Price
MK12000E	500 Overhaul Kit w/ Red Clutches and Regular Steels (1988-Up)	\$180.00
MK12000EK	500 Overhaul Kit w/ Red Clutches and Kolene Steels (1988-Up)	\$250.00
MK12000ER	500 Overhaul Kit w/ Raybestos Clutches and Regular Steels (1988-Up)	\$140.00
MK22000E	518/618 Overhaul Kit w/ Red Clutches and Regular Steels (1990-2002)	\$200.00
MK22000E-5	518/618 Overhaul Kit w/ Red Clutches and Regular Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum. 10 Thin Frictions for O.D. Direct (1990-2002)	\$235.00
MK22000EK	518/618 Overhaul Kit w/ Red Clutches and Kolene Steels (1990-2002)	\$275.00
MK22000EK-5	518/618 Overhaul Kit w/ Red Clutches and Kolene Steels. Includes 5 Thin Frictions for High Gear Drum. Will Fit In Stock Drum. 10 Thin Frictions for O.D. Direct (1990-2002)	\$285.00
MK22000ER	518/618 Overhaul Kit w/ Raybestos Clutches and Regular Steels (1990-97)	\$150.00
MK22000E48	48RE Overhaul Kit w/ Red Clutches and Regular Steels (2003-Up)	\$250.00
MK22000EK48	48RE Overhaul Kit w/ Red Clutches and Kolene Steels (2003-Up)	\$325.00



MK12000 Series



MK22000 Series



Red Clutches

727 w/ 904 Internals Overhaul Kits

Part	Description	Price
MK22PT-5	727/904 Overhaul Kit for a 727 w/904 Internals. Includes 5 Thin Red Frictions & Regular Steels for High Gear Drum & 4 Red Frictions & Regular Steels for Forward drum.	\$150.00
MK22PTK-5	727/904 Overhaul Kit for a 727 w/904 Internals. Includes 5 Thin Red Frictions & Kolene Steels for High Gear Drum & 4 Red Frictions & Regular Steels for Forward Drum.	\$160.00
MK22PTBK-5	727/904 Overhaul Kit for a 727 w/904 Internals. Includes 5 Thin Blue Frictions & Kolene Steels for High Gear Drum & 4 Red Frictions & Regular Steels for Forward Drum.	\$175.00
MK00000	We have many stock 727 and 904 Overhaul Kits available with Raybestos and Borg Warner type Frictions.	\$Call

★ New Products ↓ Lower Prices ① Most Popular

Torqueflite Rebuild Components

904 Gaskets, Seals, & Rings

A&A designed these quality kits and they include a metal ring kit and original long boot rear seal. (Includes Stainless Steel Rings for Stator.)

904 Kits

- 12900A** 904 Gaskets, Seals & Rings (1966-71) \$55.00
 - 12900B** 904 Gaskets, Seals & Ring (1972-Up) \$55.00
 - 12900C** 904 Gaskets, Seals & Rings Combo (1966-88) \$65.00
- Individual Gaskets and Seals Are Available, See Page 46.*

904 Snap Rings

- AASRP904** 904 Selective Clutch Drum Snap Ring Package Qty.5 (2-.086, 2-.074, 1-.060) \$37.50
- AASRP904GT** 904 Selective Gear Train Snap Ring Package Qty.3 (.040, .062, .085) \$10.50

904 Sealing Rings

- 12500** 904 Chrome Rings (Stator and Input Shaft) (1968-79) \$20.00
- 12500T** 904 Teflon Scarf Cut Rings (Stator Only) (1968-79) \$10.00
- 12500TW** 904 Teflon Wide Scarf Cut Rings (Stator only) (1968-79) \$10.00
- 12500SS** 904 Stainless Steel (Stator Only) (1960-Up) \$10.00
- 12500TK** 904 Teflon Ring Kit. (1972-Up) \$20.00

904/500 Gaskets (All Interchangeable)

- 3795** 904 Regular Cork Pan Gasket \$3.00
- 3795R** 904 Rubber Pan Gasket \$3.50
- 3795SC** 904 Steel Core Pan Gasket \$10.00
- 3795MR** 904 Re-useable Molded Pan Gasket (The Best) \$20.00

727 Gaskets, Seals, & Rings

A&A designed these quality kits and they include a metal ring kit and original long boot rear seal. (1971-Up Includes Stainless Steel Stator Rings.)

727 Kits

- 22950** 727 Gaskets, Seals & Rings (1962-70) \$55.00
 - 22950U** 727 Gaskets, Seals & Rings (1971-Up) \$55.00
 - 22950C** 727 Gaskets, Seals & Rings Combo (1962-88) \$65.00
- Individual Gaskets and Seals Are Available, See Page 46.*

727 Snap Rings

- AASRP727** 727 Selective Clutch Drum Snap Ring Package Qty.6 (.061, .074, 2-.088, .098, .106) \$37.50
- AASRP727GT** 727 Selective Gear Train Snap Ring Package Qty.3 (.052, .060, .065) \$10.50

727 Sealing Rings

- 22500** 727 Chrome Rings (Input & Stator) (1962-66) \$35.00
- 22501** 727 Chrome Rings (Input & Stator) (1967-70) \$35.00
- 22502** 727 Chrome Rings (Input & Stator) (1971-Up) \$35.00
- 22502T** 727 Teflon Rings (Input & Stator) (1971-Up) \$15.00
- 22502TS** 727 Teflon Rings (Stator Only) (1971-Up) \$10.00
- 22502SS** 727 Stainless Steel (Stator Only) (1971-Up) \$10.00

727/518/618 Gaskets (All Interchangeable)

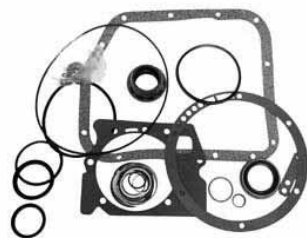
- 3859** 727 Regular Cork Pan Gasket \$3.00
- 3859R** 727 Rubber Pan Gasket \$9.50
- 3859SC** 727 Steel Core Pan Gasket \$10.00
- 3859MR** 727 Re-useable Molded Pan Gasket (The Best) \$25.00

518/618 Kits (Includes Stainless Steel Stator Rings)

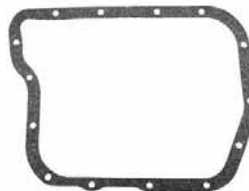
- 22004E** 518/618 Gaskets, Seals, and Rings (1990-97) \$65.00
- 22004G** 518/618 Gaskets, Seals, and Rings (1998-2003) \$65.00
- 22004H** 518/618 Gaskets, Seals, and Rings (2004-Up) \$75.00



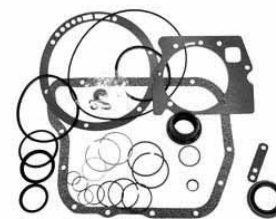
3795



12900A



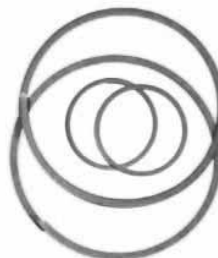
3859



22950



22502



22502T



22502TS

★ **New Products** ↓ **Lower Prices** ⓘ **Most Popular**

Clutch Plates, Steels & Bands



Ask about using our grooved clutches for a faster shift because it prevents hydroplaning.



727 Clutches (518/618)

Part	Description	Price
22595B-2	727 Direct Friction Raybestos Checkered Thick	\$5.00
22595B-3	727 Direct Friction Grooved Borg-Warner Thick	\$5.00
22595B-4	727 Direct Raybestos Blue Plate Specials Thin	\$15.00
22595B-5	727 Direct Friction Red Racing Checkered Thin	\$8.00
① 22595B-6	727 Direct Friction Red Racing Grooved Thin	\$8.00
22595B-7	727 Direct Friction Red Racing Grooved Thick	\$8.00
22595B-8	727 Direct Friction Red Racing Grooved Thick .085	\$8.00
22642A-2	727 Forward Friction Raybestos Thin	\$5.00
22642A-3	727 Forward Friction Borg-Warner Thin	\$5.00
22642A-4	727 Forward Raybestos Blue Plate Specials Thin	\$15.00
① 22642A-5	727 Forward Friction Red Racing Smooth Thin	\$7.00
22642A-6	727 Forward Raybestos High Energy Thin	\$7.00
22642A-7	727 Forward Raybestos Red Racing Smooth Thin	\$7.00
27744A	Overdrive Direct Red (500/518/618/48RE)	\$7.00
27744R	Overdrive Direct Raybestos (500/518/618/48RE)	\$6.00
27744B	Overdrive Direct Borg Warner (500/518/618/48RE)	\$6.00
27746A	Overdrive Red (500/518/618/48RE)	\$8.00
27746R	Overdrive Raybestos (500/518/618/48RE)	\$7.00
27746B	Overdrive Borg Warner (500/518/618/48RE)	\$7.00

Thick Frictions are .095" thick. Thin Frictions are .061" thick. Price per each.

727 Steels (518/618)

Part	Description	Price
22594	727 Direct & Forward Steel Standard .068	\$3.00
22594K	727 Direct & Forward Kolene Steel Std. .068	\$5.00
22594A	727 Direct & Forward Steel Thick .080	\$6.00
22594AK	727 Direct & Forward Kolene Steel Thick .080	\$7.00
22594X	727 Direct & Forward Steel Thick .086	\$6.00
22594XK	727 Direct & Forward Kolene Steel Thick .086	\$7.00
22146	727 Upper Pressure Plate for Clutch Drums (High and Rear) Brand New O.E.	\$50.00
22126	727 Lower Pressure Plate for Rear Clutch Drum. Brand New O.E.	\$50.00
22146R	727 Upper Pressure Plate for Clutch Drums (High and Rear) Reconditioned	\$30.00
22126R	727 Lower Pressure Plate for Rear Clutch Drum. Reconditioned	\$30.00
22126SPL	727 Special Lower Pressure Plate for Rear Clutch Drum for Adding 5th Clutch to A&A's Special Series of Rear (Forward Gears) Drums	\$55.00
22700SS	727 Steel Shim for Taking Up Play in Stock Rear (Forward Gears) Drums	\$25.00
27721	Regular Overdrive Direct Steel Thick	\$4.00
27721A	Regular Overdrive Direct Steel Thin	\$5.00
27721K	Kolene Overdrive Direct Steel Thick	\$6.00
27721AK	Kolene Overdrive Direct Steel Thin	\$7.00
27723	Regular Overdrive Steel	\$4.00
27723K	Kolene Overdrive Steel	\$6.00

Price per each.

904 Clutches (500)

Part	Description	Price
12750A-2	904 Direct Friction Raybestos Thick	\$4.50
12750A-3	904 Direct Friction Borg-Warner Thick	\$4.50
12750A-4	904 Direct Raybestos Blue Plate Specials Thick	\$12.50
12750A-5	904 Direct Friction Red Racing Checkered Thin	\$8.00
① 12750A-6	904 Direct Friction Red Racing Grooved Thin	\$8.00
12750A-7	904 Direct Friction Red Racing Grooved Thick	\$8.00
12750A-8	904 Direct Raybestos Red Racing Grooved Thin	\$8.00
12760B-2	904 Forward Friction Raybestos Thin	\$4.50
12760B-3	904 Forward Friction Borg-Warner Thin	\$4.50
12760B-4	904 Forward Raybestos Blue Plate Specials Thin	\$12.50
① 12760B-5	904 Forward Friction Red Racing Smooth Thin	\$7.00
12760B-6	904 Forward Raybestos Red Smooth Thin	\$7.00

Thick Frictions are .095" thick. Thin Frictions are .061" thick. Price per each.

904 Steels (500)

Part	Description	Price
12751	904 Direct & Forward Steel Standard .068	\$3.00
12751K	904 Direct & Forward Kolene Steel Std .068	\$5.00
12751A	904 Direct & Forward Steel Thick .080	\$6.00
12751AK	904 Direct & Forward Kolene Steel Thick .080	\$7.00
12751X	904 Direct & Forward Steel Thick .086	\$6.00
12751XK	904 Direct & Forward Kolene Steel Thick .086	\$7.00
12146	904 Upper Pressure Plate for Clutch Drums (High & Rear) Brand New O.E.	\$45.00
12149	904 Lower Pressure Plate for Rear Clutch Drum Brand New O.E.	\$45.00
12146R	904 Upper Pressure Plate for Clutch Drums (High and Rear) Reconditioned	\$25.00
12126R	904 Lower Pressure Plate for Rear Clutch Drum. Reconditioned	\$25.00

Price per each.



12146



22595B-6



22642A-4

★ New Products ↓ Lower Prices ① Most Popular

Torqueflite Rebuild Components

Clutch Plates, Steels & Bands

* There will be a \$25-\$200 refundable core charge on some bands purchased. Because there are a limited number of bands, we would like to continue supplying these parts to you but need the parts to re-condition. We also purchase bands. Please contact us.

727 Bands (518/618)

Part	Description	Price
22825A	727 - 2nd Gear Band Red Racing Flex	\$30.00
22825ASB	727 - 2nd Gear Flex Snap Band (Can be installed without disassembly of the transmission)	\$50.00
22825AK	727 - 2nd Gear Band Kevlar Flex	\$35.00
① 22825BG	727 - 2nd Gear Band Red Racing Solid w/ Grooves *	\$55.00
22825BS	727 - 2nd Gear Band Red Racing Solid Smooth *	\$55.00
① 22825CG	727 New Wider 2nd Gear Red Racing w/ Grooves	\$145.00
22825CS	727 New Wider 2nd Gear Red Racing Smooth	\$145.00
22825CCG	727 New Wider 2nd Gear Carbon w/ Grooves	\$145.00
22825CKG	727 New Wider 2nd Gear Kevlar w/ Grooves	\$145.00
22825CRG	727 New Wider 2nd Gear Raybestos Pro-Lining w/ Grooves	\$145.00
22825KG	727 - 2nd Gear Band Kevlar Solid with Grooves *	\$55.00
22825KS	727 - 2nd Gear Band Kevlar Solid Smooth *	\$55.00
① 22825HS	727 "Hemi" 2nd Gear Band Red Smooth (Core Required or \$200 Core Charge)	\$90.00
22825HKS	727 "Hemi" 2nd Gear Band Kevlar Smooth (Core Required or \$200 Core Charge)	\$90.00
22900AG	727 Reverse Band Red Racing with Grooves*	\$40.00
22900AS	727 Reverse Band Red Racing Smooth*	\$40.00
22900KG	727 Reverse Band Kevlar with Grooves*	\$45.00
22900KS	727 Reverse Band Kevlar Smooth*	\$45.00
22900BG	518 Reverse Band Red. (1989-91) 6" dia. WideLug Ends*	\$50.00
22900CG	518 Reverse Band Red. (1991-Up) 6 1/4" dia. *	\$50.00
22900CKG	518 Reverse Band Kevlar. (1991-Up) 6 1/4" dia.	\$55.00
22900D	618 Reverse Band Red. (1996-Up) 6 1/4" dia. Double Wrap *	\$60.00
22900DCG	618 Reverse Band Carbon Groove. (1996-Up) 6 1/4" dia. Double Wrap *	\$65.00
22900DK	618 Reverse Band Kevlar. (1996-Up) 6 1/4" dia. Double Wrap	\$65.00

904 Bands (500)

Part	Description	Price
12905A	904 2nd Gear Band Red Racing Flex 1.375" Wide	\$25.00
12905BG	904 2nd Gear Band Red Racing Solid with Grooves * 1.375" Wide	\$30.00
12905BKG	904 2nd Gear Band Kevlar with Grooves * 1.375" Wide	\$35.00
12905BS	904 2nd Gear Band Red Racing Solid Smooth * 1.375" Wide	\$30.00
12905BGW	904 2nd Gear Band Wide Red Racing Solid with Grooves * 1.750" Wide (Core Required)	\$75.00
12905BSW	904 2nd Gear Band Wide Red Racing Solid Smooth * 1.750" Wide (Core Required)	\$75.00
12905KGW	904 2nd Gear Band Wide Kevlar with Grooves * 1.750" Wide (Core Required)	\$75.00
12905KSW	904 2nd Gear Band Wide Kevlar Smooth * 1.750" Wide (Core Required)	\$75.00
① 12905C	904 2nd Gear Band Semi Rigid Red Racing Reinforced Welded 1.600" Wide	\$50.00
12905CK	904 2nd Gear Band Semi Rigid Kevlar Reinforced Welded 1.600" Wide	\$55.00
12905R	904 2nd Gear Band Semi Rigid Red Racing	\$40.00
12905K	904 2nd Gear Band Semi Rigid Kevlar Racing	\$45.00
12820AG	904 Reverse Red Racing Single Wrap w/ Grooves*	\$40.00
12820AS	904 Reverse Red Racing Single Wrap Smooth*	\$40.00
12820AKG	904 Reverse Kevlar Single Wrap with Grooves*	\$45.00
12820AKS	904 Reverse Kevlar Single Wrap Smooth*	\$45.00
12820BG	904 Reverse Red Racing Double Wrap with Grooves*	\$40.00
① 12820BS	904 Reverse Red Racing Double Wrap Smooth*	\$40.00
12820BKG	904 Reverse Kevlar Double Wrap with Grooves	\$45.00
12820BKS	904 Reverse Kevlar Double Wrap Smooth*	\$45.00



22825BG



22825KG



12820BS



12905C



22900AG



22825BS



12820AG

★ New Products ↓ Lower Prices ① Most Popular

Geartrain Shims

These new shims help in adjusting geartrain end play when using original planetaries that use thrust washers.

Tech: See 904 and 727 Snap Ring Section for Selective Gear Train Snap Ring Packages on page 42.

12239 904 3 and 4 Tab Thrust Washer Shim .010" Qty. 2 \$6.00

22239 727 3 and 4 Tab Thrust Washer Shim .010" Qty. 2 \$6.00

22239NB 727/904 Roller Bearing Shim Assortment Qty. 6 \$15.00

Forward Clutch Diaphragm Spring Plate



22974A

22974B

12974

Part	Description	Price
12974	904 Forward Drum Spring Plate. (1962-Up) New Chrysler	\$25.00
12974T	904 Forward Drum Spring Plate. (1962-Up) New Aftermarket	\$15.00
22974A	727 Forward Drum Spring Plate. (1962-73) New Chrysler	\$25.00
22974AT	727 Forward Drum Spring Plate. (1962-73) New Aftermarket	\$15.00
22974B	727 Forward Drum Spring Plate. (1974-90) New Chrysler	\$35.00
22974BT	727 Forward Drum Spring Plate. (1974-90) New Aftermarket	\$15.00
22974C	727 Forward Drum Spring Plate. (1991-Up) New Chrysler	\$25.00
22853S	727 Steel Cushion Spacer (1962-73) Goes under waved snap ring	\$25.00
22853P	727 Plastic Cushion Spacer (1974-Up) Goes under waved snap ring	\$10.00

AACDP



Clutch Drum Press

This universal clutch drum press is a must for anyone rebuilding transmissions.

AACDP Clutch Drum Press \$150.00

Transmission Pressure Gauge

One of the most important tools of the trade.

AATPG Transmission Pressure Gauge \$100.00



★ **New Products** ↓ **Lower Prices** ① **Most Popular**

Torqueflite Components

Individual Seals, Gaskets, Bushings & Washers

When only doing partial inspections or repairs, these individually priced seals and gaskets offer a savings over the purchase of an entire kit.

727 Seals & Gaskets

22070	727/518 Front Pump Seal (1962-Up)	\$10.00
22310	727/518 Front Pump Gasket (1962-Up)	\$7.00
22311	727/518 Front Pump O-Ring (1962-Up)	\$7.00
22305E	727 Tailhousing Gasket (1962-65)	\$7.00
22305L	727 Tailhousing Gasket (1966-Up)	\$7.00
22074BY	727 Tailhousing Rear Seal with Bolt-On Yoke (1962-92)	\$12.50
22074SB	727 Tailhousing Rear Seal Short Boot (1966-Up)	\$8.00
22074LB	727 Tailhousing Rear Seal Long Boot (1966-Up)	\$12.50

904 Seals & Gaskets

12070	904/500 Front Pump Seal (1960-Up)	\$9.00
12310	904/500 Front Pump Gasket (1960-Up)	\$7.00
12311	904/500 Front Pump O-Ring (1960-Up)	\$7.00
12305E	904 Tailhousing Gasket (1962-65)	\$7.00
12305L	904 Tailhousing Gasket (1966-Up)	\$7.00
12074EE	904 Tailhousing Rear Seal with Bolt-On Yoke (1962-64) 1.692" O.D.	\$18.50
12074E	904 Tailhousing Rear Seal with Bolt-On Yoke (1965) 2.051" O.D.	\$19.50
12074SB	904 Tailhousing Rear Seal Short Boot (1966-72)	\$8.50
12074LB	904 Tailhousing Rear Seal Long Boot (1966-72)	\$15.00
12074LSB	904 Tailhousing Rear Seal Short Boot (1973-Up)	\$8.50
12074LLB	904 Tailhousing Rear Seal Long Boot (1973-Up)	\$12.50

727/904 Seals

22072	727/904 Valve Body Seal Kit (Comes Through Case) (1966-Up) Qty. 2 Seals	\$7.00
22371	727/904 Dipstick Tube O-Ring	\$1.00
22371A	727/904 Dipstick Tube Boot Style Seal	\$2.00

727 Bushings

1 22034	727/518 Front Pump Bushing Babbit (1962-Up)	\$6.00
22034A	727/518 Front Pump Bushing Bronze (1962-Up)	\$7.00
22034B	727/518 Front Pump Bushing Ball Dented Bronze (1962-Up)	\$9.50
22046	727 Direct/High Gear Drum Narrow (1962-70)	\$17.50
22046B	727/518 Direct/High Gear Drum Wide (1971-Up)	\$12.50
36066	727 Tailhousing Bushing Bronze (1965-Up)	\$12.50

904 Bushings

1 12034	904/500 Front Pump Bushing Babbit (1960-Up)	\$5.00
12034A	904/500 Front Pump Bushing Bronze (1960-Up)	\$6.00
12046	904/500 Direct/High Gear Drum (1960-92)	\$8.50
12066	904 Tailhousing Bushing (1966-Up)	\$10.50

Transmission Assembly Lube

Assembly lube to aid in general transmission assembly.

BTAL	Blue Transmission Assembly Lube (Tub)	\$10.00
AADE	Door Ease (Stick) (For Lip Seal Installation)	\$8.00

727 Thrust Washers

22211KF	727/518 Front Pump to Direct/Direct to Rear Drum. Selective Kit (Fiber) Qty. 5 (1962-Up)	\$15.00
22211KP	727/518 Front Pump to Direct/Direct to Rear Drum. Selective Kit (Plastic) Qty. 5 (1962-Up)	\$10.00
22232	727 Input to Output Shaft Bronze Washer (1962-77)	\$5.00
22238	727 Planetary 3-Pinion (1962-Up)	\$5.00
22238A	727 Planetary 4-Pinion (1962-Up)	\$6.00
22238B	727 Planetary 5-Pinion (1962-Up)	\$7.00

904 Thrust Washers

12211	904 Front Pump to Direct/Direct to Rear Drum. Selective Kit (Fiber) Qty. 5 (1960-Up)	\$15.00
12211KP	904 Front Pump to Direct/Direct to Rear Drum. Selective Kit (Plastic) Qty. 5 (1960-Up)	\$10.00
12232	904 Input to Output Shaft Washer. Specify Style	\$Call
12238	904 Planetary Washer. Specify Pinion Count and Steel or Aluminum	\$Call



Bearings, Bushings, & Thrust Washer Kits

Part	Description	Price
12951S	904 Master Thrust Washer with Selectives Kit (1960-77) (Steel 3 & 4 gear planetaries)	\$40.00
12951A	904 Master Thrust Washer with Selectives Kit (1960-77) (Aluminum 4 gear planetaries only)	\$40.00
12951L	904 Master Thrust Washer with Selectives Kit (1978-Up)	\$40.00
12952E	904 Master Bushing Kit (1960-65)	\$20.00
12952	904 Master Bushing Kit (1966-90)	\$30.00
1 12272	904 Output Shaft Bearing 1.163" (1972-Up)	\$30.00
12272A	904 Output Shaft Bearing 1.230" (1962-71)	\$25.00
22272E	727 Output Shaft Bearing. Bolt-Up Yoke. (1962-64)	\$50.00
22272A	727 Output Shaft Bearing New (1965-89)	\$60.00
22272AU	727 Output Shaft Bearing Used (1965-89)	\$30.00
22272B	727 Output Shaft Bearing Truck. Bolt-Up Yoke.	\$50.00
1 22951F	727 Master Thrust Washer with Fiber Selectives Kit (1962-Up) (Includes Washers for both 3 & 4 Gear Planetaries)	\$40.00
22951P	727 Master Thrust Washer with Plastic Selectives Kit (1962-Up) (Includes Washers for both 3 & 4 Gear Planetaries)	\$30.00
22952E	727 Master Bushing Kit Early Models (1962-66)	\$40.00
22952	727 Master Bushing Kit (1967-70) with Narrow High Gear Drum Bushing	\$40.00
1 22952L	727 Master Bushing Kit (1971-Up) with Wide High Gear Drum Bushing	\$40.00
12030E	A500 Master Bushing Kit (1988-E92)	\$40.00
12030L	A500 Master Bushing Kit (L1992-Up)	\$40.00
22030E	A518/618 Master Bushing Kit (1990-E92)	\$40.00
22030L	A518/618 Master Bushing Kit (L1992-Up)	\$40.00



Pans



12730E



A&A's Pan Package
22730D and 22730DE



A&A's Aluminum Pan Package
22730E and 22730EE



12886B

Tech: Most manual shift 1962-65 valve bodies eliminate the rear pump; therefore, requiring only a single-hole type filter and extension.

Part	Description	Price
1 12730E	904 A&A's New Cast Aluminum Pan. 3 Qts. Extra. (Includes A&A Transmission Billet Aluminum Extension 22321A, Molded Pan Gasket 3795MR, Bolts, Dacron Filter 12776C, Drain Plug) (1967-Up)	\$165.00
12730EE	904 A&A's New Cast Aluminum Pan. 3 Qts. Extra. (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE, Molded Pan Gasket 3795MR, Bolts, Dacron Filter 12776A, Drain Plug) (1962-66)	\$175.00
12886A	904 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$90.00
12886	904 Deep Transmission Steel Pan (Includes Mopar Extension 22321) (1966-Up)	\$70.00
12162A	904 Deep Transmission Chrome Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$125.00
12162	904 Deep Transmission Chrome Pan (Includes Mopar Extension 22321) (1966-Up)	\$80.00
1 12886B	904 Deep Steel Pan (Includes A&A's Billet Alum. Extension 22321B, Molded Pan Gasket 3795MR, Bolts, Dacron Filter 12776C, Drain Plug) (1966-Up)	\$125.00
12886C	904 TCI Deep Cast Aluminum Pan. (Includes A&A Transmission Billet Aluminum Extension) (1966-Up)	\$190.00
12886CE	904 TCI Deep Cast Aluminum Pan. (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension) (1962-65)	\$200.00
22730A	727 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$90.00
22730	727 Deep Transmission Steel Pan (Includes Mopar Extension 22321) (1966-Up)	\$70.00
22730AE	727 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE) (1962-65)	\$100.00
22161A	727 Deep Transmission Chrome Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$100.00
22161	727 Deep Transmission Chrome Pan (Includes Mopar Extension 22321) (1966-Up)	\$125.00
22161AE	727 Deep Trans. Chrome Pan (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE) (1962-65)	\$110.00
22730B	727 Deep Cast Aluminum Pan. 4 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321G) (1966-Up)	\$190.00
22730BE	727 Deep Cast Aluminum Pan. 4 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321GE) (1962-65)	\$200.00

Part	Description	Price
1 22730D	727 Deep Steel Pan (Includes A&A Trans Billet Aluminum Extension 22321B, Molded Pan Gasket 3859MR, Bolts, Dacron Filter 12776C, Drain Plug) (1966-Up)	\$125.00
22730DE	727 Deep Steel Pan (Includes A&A Trans Billet Alum. Ext. 22321BE, Molded Pan Gasket 3859MR, Bolts, Dacron Filter 12776A, Drain Plug) (1962-65)	\$135.00
1 22730E	727 A&A's New Cast Aluminum Pan. 3 1/2 Qts. Extra. (Includes A&A Transmission Billet Aluminum Extension 22321A, Molded Pan Gasket 3859MR, Bolts, Dacron Filter 12776C, Drain Plug) (1966-Up)	\$165.00
22730EE	727 A&A's New Cast Aluminum Pan. 3 1/2 Qts. Extra. (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE, Molded Pan Gasket 3859MR, Bolts, Dacron Filter 12776A, Drain Plug) (1962-65)	\$175.00
★ 22730F	727 Deeper than Mopar Performance's pan but a little shallower than A&A's 22730D Steel Pan. (Includes A&A Billet Aluminum Extension 22321G, Farpak Pan Gasket, Bolts, Dacron Filter 12776C, Drain Plug) (1966-Up)	\$80.00
★ 22730FE	727 Deep Steel Pan like above 22730F except for 1962-65 transmissions w/ 2-hole filter extension. (Includes all the same parts as above)	\$90.00
★ 22730FC	727 Same as 22730F except in Chrome (Includes all the same parts as above) (1966-Up)	\$100.00
★ 22730FEC	727 Deep Steel Chrome Pan like above 22730FC except for 1962-65 transmissions w/ 2-hole filter extension. (Includes all the same parts as above)	\$110.00
22080	727 Lightweight Aluminum Transmission Pan Featuring One Piece Billet Rail and Dual Magnetic Drain Plugs. Hardware Included.(1966-Up)	\$170.00
22730C	518 Deep Cast Aluminum Pan. 2 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321C) (1989-99)	\$180.00
22730R	727 100% Authentic Reproduction Steel Transmission Pan w/ Rectangular Depression (1966-Up)	\$100.00

Options for Above Pans:

Add following part numbers to the end when ordering.

PC - Powder Coated Black	\$40.00
EF - 1/8" NPT Fitting for Electric Temp Gauge	\$15.00
MF - Fitting for Mechanical Autometer/Stewart Warner	\$25.00

★ New Products ↓ Lower Prices 1 Most Popular

Torqueflite Components

Filter Extensions

Our billet aluminum extensions are machined for an O-ring seal between the extension and the valve body. This eliminates the hassle of the tubes, cheap castings or extensions that require gaskets.



Tech: Most manual shift 1962-65 valve bodies eliminate the rear pump; therefore, requiring only a single-hole type filter and extension.

Part	Description	Price
1 22321A	727/904 Billet Aluminum Filter Extension for Mopar Deep Steel Pan and Moroso Lightweight Pan. Extension is 1.125" (1966-Up)	\$30.00
22321AE	727/904 Billet Aluminum Filter Extension for Mopar Deep Steel Pan and Moroso Lightweight Pan. Extension is 1.125" (1962-65) 2-hole	\$40.00
1 22321B	727 Billet Aluminum Filter Extension for TCI Deep Cast Aluminum Pan and MOPAR's 52118780AD pan. Extension is 1.800" (1966-Up)	\$40.00
22321BE	727 Billet Aluminum Filter Extension for TCI Deep Cast Aluminum Pan. Extension is 1.800" (1962-65) 2-hole	\$45.00
22321C	518 Billet Aluminum Filter Extension for use with TCI Deep Cast Aluminum Pan. Extension is .730"	\$30.00
22321D	727 Billet Aluminum Filter Extension for TCI Shallow Cast Aluminum Pan. Extension is .980" (1966-Up)	\$30.00
22321DE	727 Billet Aluminum Filter Extension for TCI Shallow Cast Aluminum Pan. Extension is .980" (1962-65) 2-hole	\$40.00
22321E	A500 Billet Aluminum Filter Extension for MOPAR Deep 4" Cast Pan. Extension is 1.480"	\$40.00
22321F	727 Billet Aluminum Filter Extension for MOPAR's Black Steel Pan (Part # 52118804) and 904 with A500 Steel 2.5" Deep Steel Pan. Extension is 1.350"	\$40.00
1 22321G	727 Billet Aluminum Filter Extension for B&M Cast Aluminum Pan with Ribs Inside Bottom (1966-Up) Extension is 1.600"	\$40.00
22321GE	727 Billet Aluminum Filter Extension for B&M Cast Aluminum Pan with Ribs Inside Bottom (1962-65) 2-Hole. Extension is 1.600"	\$45.00



Filter & Extension Gaskets

Part	Description	Price
12776FG-1	727/904 Filter and Extension Gasket 1-Hole (1966-Up)	\$4.00
12776FG-2	727/904 Filter and Extension Gasket 2-Hole (1962-66)	\$5.00



12776FG-2

Filters

12776A



12776B



Part	Description	Price
12776A	727/904 Dacron Small Filter 2-hole (1962-65)	\$5.00
12776B	727/904 High-Flow Brass Small Filter 2-hole (1962-65)	\$15.00
12776C	727/904 Dacron Large Filter (1966-Up)	\$5.00
12776D	727/904 High-Flow Brass Large Filter (1966-Up)	\$15.00

12776C



12776D



Pan Bolt & Stud Kits

Part	Description	Price
1 TPSKS	Transmission Pan Stud Kit (1" Length)	\$28.00
TPSKL	Transmission Pan Stud Kit (1 1/2" Length) ARP	\$50.00
TPBKS	Transmission Bolt Kit (.475" Length). For Steel Pans Using Regular Style Pan Gaskets.	\$15.00
TPBKL	Transmission Bolt Kit (.575" Length). For Steel Pans Using Molded Rubber Pan Gaskets.	\$15.00
TPABKS	Transmission Stainless Steel Allen Bolt Kit (1" Length). For Aluminum Pans Using Regular Style Pan Gaskets. Includes S.S. Lock Washers	\$15.00
TPABKL	Transmission Stainless Steel Allen Bolt Kit (1 1/4" Length). For Aluminum Pans Using Molded Rubber Pan Gaskets. Includes S.S. Lock Washers	\$20.00

* New Products ↓ Lower Prices **1** Most Popular

Accessories

Reproduction Speedometer Gears

As we know, speedometer gears for the 1962-65 have all but dried up and the 1966-up models have been getting scarce for years. A & A has taken on the challenge and is in the process of having the injection mold die sets manufactured so that we can reproduce the more popular ones to start off with, and manufacture them to be just like the originals. We are concentrating on the 1966-up models first and will follow with the 1962-65 models second.

1962-65 Speedometer Gears (1962-65) *\$Call*
1966-Up Speedometer Gears (1966-Up) *\$Call*



1962-65



1966-Up

Transmission Mounts

- | | | |
|---------------|--|----------|
| AA145 | 727-904 A/T and M/T Rear Trans Mount
1966-70 B-Body OR 1967-72 A-Body | \$20.00 |
| AA295 | 727-904 A/T and M/T Rear Trans Mount
1970-74 E-Body OR 1971-74 B-Body | \$20.00 |
| AA295S | <i>Special Heavy Duty (Polyurethane)</i>
727-904 A/T and M/T Rear Trans Mount
1970-74 E-Body OR 1971-74 B-Body | \$75.00 |
| AA101 | 727-904 A/T and M/T 1962-65 B-Body (2 Studs) | \$100.00 |
| AA102 | 727-904 A/T and M/T 1962-66 A-Body
1964-65 B-Body M/T (2 Studs Like Originals) | \$100.00 |
| AA103 | 727-904 A/T and M/T 1966-72 A-Body
1966-70 B-Body, 1966-68 C-Body
(Except 4 Speed) (Single Stud) | \$100.00 |
| AA104 | 727-904 A/T and M/T 1965 C-Body | \$110.00 |
| AA105 | M/T 1966-68 C-Body (2 Studs) Can Be Used
in 1965 C-Body By Drilling Extra Hole In Your
Cross Member | \$110.00 |
| AA106 | M/T 1965-68 C-Body (Single Stud) | \$110.00 |
| AA107 | Conversion Mount 1962-65 B-Body Car Using
A 1966-Up Transmission | \$110.00 |



AA295S



AA145

Speedometer Gears

(Others Available)

Mopar's price is now between \$72.00 - \$105.20, depending upon tooth count. For a limited time, A&A's price is \$60.00.

AA28T	28 Tooth Small Blue	(1966-Up)	\$60.00
AA29T	29 Tooth Small Black	(1966-Up)	\$60.00
AA30T	30 Tooth Small Yellow	(1966-Up)	\$60.00
AA31T	31 Tooth Small Green	(1966-Up)	\$60.00
AA32T	32 Tooth Medium Black	(1966-Up)	\$60.00
AA33T	33 Tooth Medium Yellow	(1966-Up)	\$60.00
AA34T	34 Tooth Medium Green	(1966-Up)	\$60.00
AA35T	35 Tooth Medium Orange	(1966-Up)	\$60.00
AA36T	36 Tooth Medium Red	(1966-Up)	\$60.00
AA37T	37 Tooth Medium White	(1966-Up)	\$60.00
AA38T	38 Tooth Medium Blue	(1966-Up)	\$60.00
AA39T	39 Tooth Large Green	(1966-Up)	\$60.00
AA40T	40 Tooth Large Orange	(1966-Up)	\$60.00
AA41T	41 Tooth Large Red	(1966-Up)	\$60.00
AA42T	42 Tooth Large White	(1966-Up)	\$60.00
AA43T	43 Tooth Large Blue	(1966-Up)	\$60.00

Some used ones available.

\$Call

AARA	Speedometer Standard Ratio Adapter (1962-65)	\$150.00
AARAL	Speedometer Standard Ratio Adapter (1966-76)	\$110.00

Speedometer Hole Blockers



AASBFP	Freeze Plug 904/727 (1966-Up)	\$3.00
AASBBA	Alum Plug Incls. Clamp & Bolt 904/727 (1966-Up)	\$25.00
AASBBAE	Alum Plug Incls. Clamp & Bolt 904/727 (1962-65)	\$25.00
12774	Reconditioned Housing (1966-Up) 21-25 Tooth	\$25.00
12774A	Reconditioned Housing (1966-Up) 26-45 Tooth	\$20.00
SSK	Speedometer Housing Seal Kit	\$3.50
SBCK	Speedometer Housing Clamp & Bolt Kit (1966-Up)	\$10.00
SBCKE	Speedometer Housing Clamp & Bolt Kit (1962-65)	\$15.00

Steering Coupler Kit

Restore your steering coupler with this kit for 1962-89 cars and 1979-93 trucks

SCK-1 \$30.00



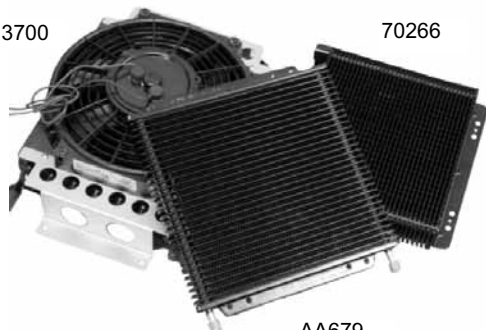
Accessories

Transmission Coolers

This race cooler has two tube coolers mounted together with an electric fan to increase cooling efficiency. It is equipped with 6AN male ports. Kit includes anodized billet aluminum brackets. (8AN ports also available)

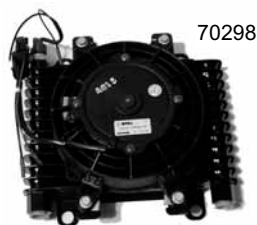
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|----------------|--|----------|
| 13700 | Race Cooler with 6AN Male Ports
10"H x 12 1/2"W x 4"D | \$200.00 |
| AA679 | Large Transmission Cooler 11"X11"X.75"
Plate Style with Rubber Hose Nipples GVW: 30,000 | \$75.00 |
| 1 70266 | B&M Super Cooler 11"X8"X1.5"
Plate Style Cooler with 1/2" Pipe Female Connectors
GVW: 28,000 | \$95.00 |
| 1 70297 | Hi-Tek Transmission Cooler w/ Fan
13 1/2"H x 9"W, 9 1/2" Fan, 17 Rows
Features Self-Regulating Flow, Thermostatically
Controlled to Automatically Come On At 175 Degrees. | \$295.00 |
| 70298 | Hi-Tek Transmission Cooler w/ Fan
10"H x 7"W, 7" Fan, 12 Rows
Features Self-Regulating Flow, Thermostatically
Controlled to Automatically Come On At 175 Degrees. | \$275.00 |

13700



70266

AA679



70298



Shifters

- | | | |
|-----------------|---|----------|
| 207-1B | Winters Race Shifter for 727. Stock Shift Pattern with Lock-Out and Console | \$295.00 |
| 257-1B | Winters Race Shifter for 904. Stock Shift Pattern with Lock-Out and Console | \$295.00 |
| 207-2B | Winters Race Shifter for 727, Reverse Pattern with Lock-Out and Console | \$295.00 |
| 257-2B | Winters Race Shifter for 904, Reverse Pattern with Lock-Out and Console | \$295.00 |
| 70011 | Turbo-Action Race Shifter for 727 and 904, Reverse Pattern | \$310.00 |
| 70001B | Turbo-Action Race Shifter for 727 and 904, Forward Pattern | \$310.00 |
| 70011ACD | Turbo-Action Race Shifter with A.C.D. Split RPM. CO2 Air Shifter | \$950.00 |



70011ACD

207-1B

AAPP

Winters Replacement Parts

- | | | |
|-------------------------------------|---|---------|
| 6014-60 | 60" Replacement Shift Cable (Standard Length) | \$75.00 |
| 6014-72 | 72" Replacement Shift Cable | \$75.00 |
| <i>Additional Lengths Available</i> | | |
| 2095 | 727 Shifter Hardware Kit | \$75.00 |
| 2795 | 904 Shifter Hardware Kit | \$75.00 |

Precision Performance Products Shifter

Engineered for serious racers - designed from the ground up as the ultimate shifter, this no-compromise solution provides optimum shift control and long-term reliability. In a word, it is simply the BEST shifter money can buy!

Important features include:

Reverse lock-out operated without removing hand from shift lever. Built-in neutral/park start switch. Super quick 6ms trans brake switch. Individual shift pattern for specific transmission application. No plates! Weighs less than 1 1/2 lbs. complete. Quick disconnection to facilitate rapid between-rounds trans access.

And there is more. Compare, and you will see why Kwik-Shift is absolutely the best pure competition shifter on the market!

- | | | |
|-------------|--|--------|
| AAPP | Precision Performance Products Shifter | \$Call |
|-------------|--|--------|

★ **New Products** ↓ **Lower Prices** 1 **Most Popular**

Shift Cables

AASCS-403	Shift Cable for 1962-65 A, B, C Bodies and Imperials. All New Stainless Steel Construction	\$195.00
AASCS-404	Shift Cable for 1962-63 Plymouth B w/ 318 w/ Buttons	\$230.00
AASCS-405	Shift Cable for 1962-63 B, 62 C, 62-3 Imperial w/ B/RB w/ Buttons	\$230.00
AASCS-410	Shift Cable for 1965 Imperial	\$230.00
AASCS-412	Shift Cable for 1965 A w/ Console	\$230.00
AASCS-413	Shift Cable for 1965 A, B w/ column	\$230.00
AASCS-428	Shift Cable for 1964-65, 65 C w/ Console	\$230.00
AASCS-430	Shift Cable for 1964 C w/ Console	\$230.00
AASCS-452	Shift Cable for 1964 C w/ Buttons	\$230.00
AASCS-477	Shift Cable for 1963 C w/ Buttons	\$230.00
AASCS-483	Shift Cable for 1963-64 Imperial, 64 B w/B/RB	\$230.00
AASCS-484	Shift Cable for 1965 C w/ Column	\$230.00
AASCS-494	Shift Cable for 1964 A V8	\$230.00
12305SCOR	Shift Cable O-Ring	\$2.00
SCAW	Shift Cable Adjuster Wheel	\$20.00

Park Cables

AASCP-411	Park Cable for 1962-65 A, B, C Bodies and Imperials. All New Stainless Steel Construction	\$175.00
AASCP-415	Park Cable for 1965 A w/ Console	\$210.00
AASCP-425	Park Cable for 1965 Imperial	\$210.00
AASCP-429	Park Cable for 1964-65 B, 65 C w/ Console	\$210.00
AASCP-431	Park Cable for 1964 C w/ Console	\$210.00
AASCP-455	Park Cable for 1965 A, C w/ Column	\$210.00
AASCP-456	Park Cable for 1961-62 A, 63 C w/ Buttons, Imperial	\$210.00
AASCP-464	Park Cable for 1964 C, Imperial	\$210.00
AASCP-482	Park Cable for 1965 Dodge D-100	\$230.00
AASCP-491	Park Cable for 1963-64 A, 1962-64 Plymouth B, 63 300J w/ Buttons	\$210.00
AASCP-492	Park Cable for 1962-64 Dodge B, w/ Buttons	\$210.00
12305PH	Park Cable Housing Gasket	\$6.00
12305PCOR	Park Cable O-Ring	\$2.00

Conversion Shift Cables

AACSCP-354	1962-64 Push Button Shifter Conversion Kit for 1966-Up TorqueFlite in a 1962-64 Vehicle. (Requires shift mechanism to be sent in for modification)	\$495.00
AACSCC-352	1965 Console Shifter Conversion Kit for 1966-Up TorqueFlite in a 1965 Vehicle	\$250.00
AACSCC-353	1965 Column Shifter Conversion Kit for 1966-Up TorqueFlite in a 1965 Vehicle	\$250.00
AACSCC-357	1965 A-Body Console Shifter Conversion Kit for 1966-Up TorqueFlite in a 1965 A-Body Vehicle	\$250.00
AACSCC-358	1965 A-Body Column Shifter Conversion Kit for 1966-Up TorqueFlite in a 1965 A-Body Vehicle	\$250.00

Speedometer Cables

AASC-650	57" Stock Type for 1962-65 Ratio Adapter (Metal Casing)	\$140.00
AASC-651	69" Stock Type for 1962-65 Ratio Adapter (Metal Casing)	\$140.00
AASC-652	76" Stock Type for 1962-65 Ratio Adapter (Metal Casing)	\$140.00
AASC-653	57" Stock Type for 1962-65 Ratio Adapter OR works on 1966-up Transmission (Black Casing)	\$115.00
AASC-654	69" Stock Type for 1962-65 Ratio Adapter OR works on 1966-Up Transmission (Black Casing)	\$115.00
AASC-655	76" Stock Type for 1962-65 Ratio Adapter OR works on 1966-Up Transmission (Black Casing)	\$115.00
AASC-659	59" Speedo Cable 1962-65 A-Body	\$140.00
AASC-661	59" Speedo Cable 1965 A-Body (Black Casing)	\$115.00
AASC-663	63" Speedo Cable 1968-72 Most Applications (Black Casing)	\$95.00
AASC-664	63" Speedo Cable 1966-67 A & B Body	\$95.00
AASC-670	71" Speedo Cable for 1965 (Black Casing)	\$120.00
AASC-671	71" Stock Type for 1964-65 B-Body (Metal Casing)	\$140.00
AASC-678	78" Stock Type for 1962-63 B-Body (Metal Casing)	\$140.00



Accessories

Transmission Slip Yokes



Transmission Slip Yokes

22727HDQR 727/4-Speed Forged 1350 Series U-Joint with Quick Release Caps and Bolts \$200.00

1	22727HD	727/4-Speed 1350 Series U-Joint	\$100.00
	22727MD	727/4-Speed 7290 Series U-Joint	\$90.00
	22727LD	727/4-Speed Cast 7260 Series U-Joint	\$80.00
		Standard Equipment on Most Small Block Cars	
1	12904HDQR	904 1350 Series U-Joint with Quick Release Caps and Bolts	\$225.00
	12904MD	904 7290 Series U-Joint	\$90.00
	12904LD	904 Cast 7260 Series U-Joint	\$80.00
	12904	904 Cast 1330 Series U-Joint	\$110.00

Rear End Yokes

Billet Chrome Moly Yokes (Best)

1	A8750-1350S10	Billet Steel 8 3/4 Yoke 10 Spline 1350 Series U-Joint	\$175.00
	A8750-1350S29	Billet Steel 8 3/4 Yoke 29 Spline 1350 Series U-Joint	\$175.00
	A8750-7290S10	Billet Steel 8 3/4 Yoke, 10 Spline 7290 Series U-Joint	\$175.00
	A8750-7260S10	Billet Steel 8 3/4 Yoke, 10 Spline 7260 Series U-Joint	\$175.00
	A8750-7290S29	Billet Steel 8 3/4 Yoke, 29 Spline 7290 Series U-Joint	\$175.00
	A8750-7260S29	Billet Steel 8 3/4 Yoke, 29 Spline 7260 Series U-Joint	\$175.00
	A9756-1350S29	Billet Steel 9 3/4 Yoke, 29 Spline 1350 Series U-Joint	\$175.00
	A9756-7290S29	Billet Steel 9 3/4 Yoke, 29 Spline 7290 Series U-Joint	\$175.00
	A9756-7260S29	Billet Steel 9 3/4 Yoke, 29 Spline 7260 Series U-Joint	\$175.00

Forged Steel Yokes (Better)

1	A8750-1350F10	Forged Steel 8 3/4 Yoke 10 Spline 1350 Series U-Joint	\$100.00
	A8750-1350F29	Forged Steel 8 3/4 Yoke 29 Spline 1350 Series U-Joint	\$100.00
	A8750-7290F10	Forged Steel 8 3/4 Yoke 10 Spline 7290 Series U-Joint	\$100.00
	A9756-1350F29	Forged Steel 9 3/4 Yoke 29 Spline 1350 Series U-Joint	\$100.00

Cast Steel Yokes (Good)

	A8750-7290C10	Cast Steel 8 3/4 Yoke 10 Spline 7290 Series U-Joint MOPAR Part #P4876804	\$110.00
	A8750-7260C10	Cast Steel 8 3/4 Yoke 10 Spline 7260 Series U-Joint MOPAR Part #P4876803	\$110.00
	A8750-7290C29	Cast Steel 8 3/4 Yoke 29 Spline 7290 Series U-Joint, B/B Restoration	\$110.00
	A8750-7260C29	Cast Steel 8 3/4 Yoke 29 Spline 7260 Series U-Joint, S/B Restoration	\$110.00
	A9756-1350C29	Cast Steel 9 3/4 Yoke 29 Spline 1350 Series U-Joint	\$80.00
1	A9756-7290C29	Cast Steel 9 3/4 Yoke 29 Spline 7290 Series U-Joint Hemi and 440-6 Pack Restoration	\$125.00

U-Joints

7260	Stock Replacement	with Grease Fitting	\$20.00
7290	Stock Replacement with Grease Fitting		\$25.00
7290HD	Heavy Duty Solid without Grease Fitting		\$40.00
1350	Stock Replacement with Grease Fitting		\$30.00
1350HD	Chrome-Moly Heavy Duty without Grease Fitting		\$45.00

Tech: U-Joint strap torque settings.
 1/4" = 9-10 ft. lbs.
 5/16" = 12-14 ft lbs.
 3/8" = 16-18 ft. lbs.



Drive Shafts

Mild Steel

MSDS	Mild Steel 1020 Driveshaft w/ Regular Slip Yoke	\$325.00
MSDSBY	Mild Steel 1020 Driveshaft w/ Billet Slip Yoke	\$450.00

Chrome Moly

CMDS	Chrome Molly Steel 1020 Driveshaft w/ Regular Slip Yoke	\$475.00
CMDSBY	Chrome Molly Steel 1020 Driveshaft w/ Billet Slip Yoke	\$595.00

Mark Williams Billet Yokes

MW727-7290	727 Slip Yoke 7290 U-Joint	\$250.00
MW727-1350	727 Slip Yoke 1350 U-Joint	\$250.00
MW904-7290	904 Slip Yoke 7290 U-Joint	\$250.00
MW904-1350	904 Slip Yoke 1350 U-Joint	\$250.00

Replacement Ring Gears

Stick Flywheel Ring Gears

RG-122T	Replaces Chrysler #2121196 11.25" I.D. 1962-83 6-V-8	\$40.00
RG-130T	Replaces Chrysler #1941648 12.22" I.D. 1962-83 6-V-8	\$40.00
RG-143N	Replaces Chrysler #2843214 13.50" I.D. 1967-69 383-440	\$40.00
RG-172N	Replaces Chrysler #1673646 1959-64 Non-High-Performance and 1967 High-Performance	\$40.00

★ New Products ↓ Lower Prices 1 Most Popular

Transmission Dipsticks & Tubes

Reproduction Models

AA901	904 Small Block Transmission Dipstick and Tube (1966-Up)	\$55.00
AA405	727 Small-Block Transmission Dipstick and Tube (1968-Up)	\$55.00
AA405C	727 Small-Block Transmission Chrome Dipstick and Tube (1968-Up)	\$65.00
AA716	727 Big-Block Transmission Dipstick and Tube (1962-65) Original Equipment Style	\$65.00
AA919	727 Big-Block Transmission Dipstick and Tube (1967-69) Original Equipment Style	\$65.00
AA967	727 Big-Block Transmission Dipstick and Tube (1970-Up) Original Equipment Style	\$55.00
AA967C	727 Big-Block Transmission Chrome Dipstick and Tube (1970-Up)	\$65.00
AA951	727/904 Transmission Dipstick for Above Models	\$35.00
AA951H	727/904 Hemi Transmission Dipstick	\$35.00
AA139	727 Street Hemi Transmission Dipstick and Tube (1966-71)	\$65.00
AA426	727 Max-Wedge Transmission Dipstick and Tube (1962-65)	\$150.00
AA426H	727 Race Hemi Transmission Dipstick and Tube (1964-65)	\$150.00

NHRA Approved Locking Dipsticks and Tubes

AATS901	904 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$45.00
AATS901C	904 Small-Block Locking Tab Dipstick and Chrome Tube(1966-Up)	\$65.00
AATS405	727 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$45.00
AATS405C	727 Small-Block Locking Tab Dipstick and Chrome Tube (1966-Up)	\$65.00
AATS967	727 Big-Block Locking Tab Dipstick and Tube (1962-Up)	\$45.00
AATS967C	727 Big-Block Locking Tab Dipstick and Chrome Tube (1962-Up)	\$65.00
AATS139	727 HEMI Locking Tab Dipstick and Tube (1966-Up) Fits to right-side of head.	\$45.00
AATS139C	727 HEMI Locking Tab Dipstick and Chrome Tube (1966-Up) Fits to right-side of head.	\$65.00
AATS139LT	727 HEMI and 440 Locking Tab Dipstick and Tube (1966-Up) Fits to left-side of head.	\$45.00
AATSDL	727/904 Locking Tab Dipstick and Tube for Dragsters and Custom Applications Where A Short Tube and Dipstick are Desired. 8" Long	\$45.00
AATSDS	727/904 Locking Tab Dipstick and Tube for Dragsters and Custom Applications Where A Short Tube and Dipstick are Desired. 3" Long	\$45.00

NHRA Approved Locking Dipsticks (Only)

AA951L	Locking Tab Dipstick (Only) Fits Factory Big Block 727, Small Block 727, Small Block 904 and Most 6 Cylinder Tubes	\$25.00
AA951LH	Locking Tab Dipstick (Only) Fits Factory Hemi 727	\$25.00
AA951LC	Locking Tab Dipstick (Only) Custom Fit to Your Desired Length (Call)	\$30.00

NHRA Approved Locking Dipsticks and Tubes Using a CSR Transmission Shield

AATS901CSR	904 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$45.00
AATS405CSR	727 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$45.00
AATS967CSR	727 Big-Block Locking Tab Dipstick and Tube (1962-Up)	\$45.00
AATS139CSR	727 HEMI Locking Tab Dipstick and Tube (1966-Up) Fits to right-side of head.	\$45.00
AATS139LTCSR	727 HEMI and 440 Locking Tab Dipstick and Tube (1966-Up) Fits to left-side of head.	\$45.00



LOCKAR Locking Dipsticks

AATSLOKB	Lockar Locking Dipstick & Flexible Line Black	\$135.00
AATSLOKS	Lockar Locking Dipstick & Flexible Line Silver	\$135.00



AA951L

Front Wheel Drive Rebuild Components

Front Wheel Drive Overhaul Kits



Part	Description	Price
MK32000A	413/470/670 Overhaul Kit w/ Red Frictions and Regular Steels (1983-Up)	\$135.00
MK32000AK	413/470/670 Overhaul Kit w/ Red Frictions and Kolene Steels (1983-Up)	\$155.00
MK32000AKHP	413/470/670 Overhaul Kit w/ Red Frictions and Kolene Steels. Includes Extra Thin Frictions To Add To Clutch Packs (1983-Up)	\$175.00

Front Wheel Drive Gaskets, Seals, & Rings

32000 413/470/670 Gaskets, Seals, & Rings (1983-Up) \$45.00

Front Wheel Drive Bands



Part	Description	Price
32022	2nd Gear Kickdown Flex	\$25.00
32022A	2nd Gear Kickdown Semi-Rigid Red	\$40.00
32022AK	2nd Gear Kickdown Semi-Rigid Kevlar	\$45.00
32024	Reverse Band Stock	\$30.00
32024A	Reverse Band Red	\$40.00
32023AK	Reverse Band Kevlar	\$45.00

Bearings, Bushings, and Thrust Washers

Part	Description	Price
32030	404/413/470/670 Master Bushing Kit	\$30.00
32200	404/413/470/670 Master Thrust Washer Kit	\$30.00

Billet Levers & Band Struts

Increasing the valve body pressure also increases the stresses on the band strut, causing them to bend. These re-inforced band struts take out another weak link.

- ★ **32916BS-40** Billet Steel 2nd Gear Band Lever 4.0 Ratio \$150.00
- 32916-2** 2nd Gear Re-Inforced Band Strut \$25.00
- 32917-2** Reverse Re-Inforced Band Strut \$25.00

Gaskets and Filters

Gaskets

32300	404/413/470/670 Bottom Pan Regular Cork	\$6.00
322300SC	404/413/470/670 Bottom Pan Steel Core	\$12.50
32303	404/413/470/670 Differential Cover Regular Cork	\$7.00
32303SC	404/413/470/670 Differential Cover Steel Core	\$12.50
32304	404/413/470/670 Side Cover Regular Cork	\$7.00
32304SC	404/413/470/670 Side Cover Steel Core	\$12.50

Filters

32010	404/413 Felt Filter (1978-82)	\$6.00
32010A	413/470/670 Plastic Filter (1983-Up)	\$15.00

Clutches

Part	Description	Price
32106-7	Direct Red Thick .083" 47 Teeth (Each)	\$9.00
32108-5	Forward Red Thin .071" 49 Teeth (Each)	\$9.00
32108-6	Direct/Forward Red Thin .071" 47 Teeth (Each)	\$9.00

Steels

Part	Description	Price
32126	Direct/Forward Regular Steel .065" X 4.100 O.D.	\$3.00
32126A	Direct/Forward Regular Steel .101" X 4.100 O.D.	\$4.00
32126K	Direct/Forward Kolene Steel .065" X 4.100 O.D.	\$5.00
32126AK	Direct/Forward Kolene Steel .101" X 4.100 O.D.	\$6.00
32128	Forward Regular Steel .068" X 4.255 O.D.	\$3.00
32128K	Forward Kolene Steel .068" X 4.255 O.D.	\$5.00

Pressure Plates

Part	Description	Price
32146A	Direct/Forward Upper Pressure Plate .265"	\$20.00
32146B	Direct/Forward Upper Pressure Plate .186"	\$20.00
32146C	Direct/Forward Upper Pressure Plate .207"	\$20.00
32149	Forward Lower Pressure Plate Beveled	\$20.00
32149A	Forward Lower Pressure Plate Beveled .110"	\$20.00
32148	Forward Upper Pressure Plate .200"	\$20.00
32148A	Forward Upper Pressure Plate .263"	\$20.00

POWERPACK Kits



- 32755** Alto POWERPACK Kit for Forward Drum. (*Thicker friction cores resist stripping the friction splines*) A must for Hi-Performance Transaxles. \$85.00
- 32756** Alto POWERPACK Kit for Direct Drum. Adds more frictions in the stock drum for added capacity. Incls. 6 Red thin frictions, 6 Kolene Steel w/ Turbulator Holes, 1 Pressure Plate and 4 Selective Snap Rings. \$110.00

Billet Low/Reverse Piston Kit

Made from 6061 T-6 aluminum, this kit contains a billet aluminum piston, heavy duty spring that enhances the 1-2 shift, re-inforced spring retainer, spacer, lip-seal and small retaining clip.

AA32912 Low/Reverse Billet Piston Kit \$85.00

New Trans-Axle Transmissions

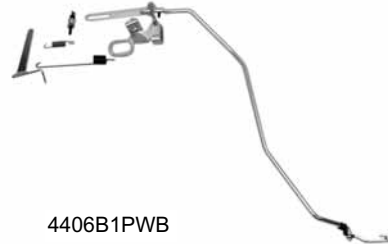
AA32760 470 Neon Transmission 1999 \$995.00



Kickdown Linkages



4406B3PWB



4406B1PWB

Kickdown Linkages

Originally brought to the market about 15 years ago with A&A's reproduction Hemi kickdown linkage, A&A has extended that coverage. In an effort to create a more correct line of kickdown linkage kits for the 383 and 440, we previously only offered a universal 383 and 440 kit with the split being an early model 1966-68 and a 1969-70 kit. We now have broke it up with correct likeness and now have four kits.

Those that are restoring these cars have asked for a correct replica. We here at A&A Transmission are customer-service oriented and have listened and tooled up for the different middle rods and upper bell cranks to answer that request. Now for those customers that just want a working kickdown for their car and are not replica sensitive, then as you may know either the early or late of each model will work (i.e., 383 early will work on a 383 late and vice versa, same with 440 early will work on a 440 late and vice versa).

The last change in our current kickdown linkage kit list, with exception of the Hemi kickdown linkage kit and the Max-Wedge kickdown rod, will be that all kickdown linkages will come with the throttle cable bracket. Due to the amount of tech calls regarding trying to use A&A's kickdown linkage kits with competitor's inferior throttle cable brackets, we here at A&A Transmission have made the decision for the throttle cable bracket to be part of the kickdown linkage kits. This will help alleviate most of the tech calls and really further the quality of the entire product in its kit form. The following reflects the new price and part number changes.

A&A's kickdown linkages were voted Best Reproduction Product of the Year by MOPAR Collector's Guide Magazine. (For a complete list of all kickdown linkages, see page 56)



3406B1PWB



44014B3PEWB



34014B3PEWB

★ New Products ↓ Lower Prices ⓘ Most Popular

Kickdown Linkages & Accessories

Kickdown Linkages

Note: All Kick-Down Linkage Kits come complete with Throttle Cable Bracket, Linkage Rods, Upper & Lower Bell Cranks if applicable, Return Spring & Bracket, Transmission Lever, and Hardware unless noted differently.

Part	Description	Price
42624B3P	426 Hemi 2x4BBL 3-Piece. Fits 1966-71 B&E Bodies. (Throttle Cable Bracket Not Included) (Fits Most Aftermarket Carbs)	\$295.00
★ 42614B3PWB	426 Hemi 1x4BBL 3-Piece. Fits 1966-71 B&E Bodies. Complete Linkage Kit. (Fits Most Aftermarket Carbs)	\$350.00
4406B3PWB	440 Six Pack 3-Piece. Fits 1969-70 B&E Bodies with Original 3-Piece Style. Complete Linkage Kit	\$350.00
4406B1PWB	440 Six Pack 1-Piece. Fits 1971-Up. B&E Bodies 440 Six Pack Cudas and Challengers with Original 1-Piece Style. Complete Linkage Kit	\$350.00
38314B3PEWB	383 One 4 Barrel Carb. 3-Piece. Fits 1966-68 B-Bodies with Original 3-Piece Style. Complete Linkage Kit	\$350.00
38314B3PLWB	383 One 4 Barrel Carb. 3-Piece. Fits 1969-71 B and 1970-74 E Bodies with Original 3-Piece Style. Complete Linkage Kit	\$350.00
44014B3PEWB	440 One 4 Barrel Carb. 3-Piece. Fits 1966-68 B-Bodies with Original 3-Piece Style. Complete Linkage Kit	\$350.00
44014B3PLWB	440 One 4 Barrel Carb. 3-Piece. Fits 1969-71 B and 1970-74 E Bodies with Original 3-Piece Style. Complete Linkage Kit	\$350.00
MWKDR	Max-Wedge 1-Piece. Fits 1962-65 Max-Wedge Cross-Ram. Kit Includes Kickdown Rod with Transmission Throttle Lever and Hardware.	\$180.00
★ 42614B1P	426 Street Wedge 1-Piece. Fits 1964-65. One 4 Barrel Carb. Kit Includes Kickdown Rod with Transmission Throttle Lever, Throttle Cable Bracket, Return Spring and Bracket	\$275.00



Part	Description	Price
34014B3PEWB	318/340/360 One 4 Barrel Carb. 3-Piece. Fits 1967-74 A-Body, 1970-71 E-Body, 1967-74 B-Body with Original 3-Piece Style like 1968 340 w/ AVS Carb. Complete Linkage Kit	\$350.00
34014B3PLWB	318/340/360 One 4 Barrel Carb. 3-Piece. Fits 1967-74 A-Body, 1970-71 E-Body, 1967-74 B-Body with Original 3-Piece Style like 1969-70 340 w/AVS carb. Complete Linkage Kit.	\$350.00
34014B3PTHWB	318/340/360 One 4 Barrel Carb. 3-Piece. Fits 1967-74 A-Body, 1970-71 E-Body, 1967-74 B-Body with Thermo-Quad or Holly Carburetor and Original 3-Piece Style. Complete Linkage Kit	\$350.00
3406B1PWB	340 Six Pack 1-Piece. Fits 1970 340 Six Pack AAR & TA Cudas and Challengers with Original 1-Piece Style. Will Also Fit 1971-74 E Bodies. Kit Includes Linkage Arm, Throttle Cable Bracket, Transmission Throttle Lever, Return Spring, and Hardware	\$350.00
★ 38314B3PAB	383 One 4 Barrel Carb. 3-Piece. Fits 1967-75 A-Body with Original 3-Piece Style. Complete Linkage Kit	\$350.00
★ 44014B3PAB	440 One 4 Barrel Carb. 3-Piece. Fits 1967-75 A-Body with Original 3-Piece Style. Complete Linkage Kit	\$350.00
3406B3PABWB	340/360 6 Pack. 3-Piece. Fits 1967-75 A-Body 3-Piece Style.	\$Call

TorqueFlite Kickdown Cable & Accelerator Cable Bracket Kits



This kit fits all A/T models. It is a great universal kit, which allows the installation of the throttle valve cable kit in many non-stock applications (i.e., taller manifolds, headers or chassis interference problems). For an added touch use #3395 Accelerator Cable Mounting Bracket for taller manifolds or unusual placement of the carburetor. The length of your accelerator cable will be your only limit.

3350	Throttle Valve Cable Kit	\$165.00
3395	Accelerator Cable Bracket	\$37.50
6745	Combination of Both	\$195.00
PN3250	Replacement Cable	\$85.00

★ New Products ↓ Lower Prices 1 Most Popular

Engine Accessories

Throttle Cable Brackets (Reproduction)

Part	Description	Price
383/440TB3P	383/440 One 4 Barrel Throttle Bracket for 3-Piece Style Trans. Kickdown Linkage, Comes with Spring and Spring Bracket. Fits most 1966-74 Applications.	\$75.00
340/360TB3P	340/360 One 4 Barrel Throttle Bracket for 3-Piece Style Trans. Kickdown Linkage, Comes with Spring and Spring Bracket. Fits most 1967-74 Applications.	\$75.00
3406BTB	340 Six Barrel (1970) and 440 6 Barrel (1971) Bracket. Fits Both M/T or A/T Models with Single Linkage Rod Kickdown.	\$75.00
4406BTB	440 Six Barrel (1969-70) Bracket. Fits Both M/T or A/T Models with 3-Piece Style Kickdown.	\$75.00
42624TBM	426 Two 4 Barrel (1966-71) Bracket. Fits M/T with 3-Piece Style Kickdown.	\$65.00
42624TBA	426 Two 4 Barrel (1966-71) Bracket. Fits A/T with 3-Piece Style Kickdown.	\$65.00

383/440TB3P



340/360TB3P



3406BTB



4406BTB

Throttle Cables (Reproduction)

A very fine reproduction manufactured with quality black cable and stainless steel ends. We offer two part numbers that are 1" longer for taller intakes.

Part	Description	Price
AA366	(1966-70) Street Hemi Throttle Cable	\$95.00
AA369	(1969-70) 6-Pack Throttle Cable	\$95.00
AA368	(1966-70) B-Body B/RB with Both 2 & 4 Barrel Carburetors	\$95.00
AA371	(1966-70) B-Body B/RB w/ Both 2 & 4 Barrel Carburetors 1" Longer	\$95.00
AA372	(1962-65) B-Body B/RB with Both 2 & 4 Barrel Carburetors	\$95.00
AA373	(1962-65) B-Body B/RB w/ Both 2 & 4 Barrel Carburetors 1" Longer	\$95.00
AA531	(1968-75) A-Body 318, (1968-70) A-Body 340	\$95.00
RHTC	Race Hemi Throttle Cable	\$95.00
RHTC-68	Race Hemi Throttle Cable (1968)	\$95.00
MWTC	Max Wedge Throttle Cable	\$95.00

★ New Products ↓ Lower Prices ⓘ Most Popular

Hemi & Max-Wedge Engine Brackets & Mounts (Reproduction)

Hemi Steel Brackets

(Includes Hardware Kit)

HSEB64	1964-65 B-Body Set	\$250.00
HSEB66	1966-70 B-Body Set	\$250.00
HSEB70	1970-71 E-Body and 1971-Up B-Body Set	\$250.00

(Will also fit 1972-74 E-Body)

Hemi Rubber Mounts

HRI66	1966-70 B-Body Set	\$150.00
HRI70	1970-71 E-Body and 1971-Up B-Body Set	\$150.00

(Will also fit 1972-74 E-Body)

HRI66L	1966-70 B-Body Left Mount Only	\$125.00
HRI70L	1970-71 E-Body and 1971-Up B-Body Left Mount Only	\$125.00

(Will also fit 1972-74 E-Body)

Max-Wedge Steel Brackets

MWSB	1962-64 Max-Wedge Set	\$75.00
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Max-Wedge Rubber Mounts

MWRM	1962-64 Max Wedge Set	\$75.00
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HRI70

Schumacher Magnum Polyloc Engine Mounts

We've added Schumacher Creative Services' new polyurethane locking mounts for the most popular muscle-car year applications to our line of engine mounts. These all new mounts were computer designed with a heavy duty interlocking feature that allows engine movement while providing a rugged mechanical lock to keep your engine in place under hard acceleration.

Tech: All mounts sold in pairs.

SC-1	1962-65 B-Body. All Engines Except S6 & Hemi	\$160.00
SC-2	1967-72 A-Body. 273/318/340/360	\$160.00
SC-3	1966-72 B-Body, 1966-73 C-Body, 1970-74 E-Body. All Engines Except S6 & Hemi	\$160.00
SCH-66	1966-70 B-Body 426 Hemi	\$260.00
SCH-70	1970-71 B-Body, 1970-71 E-Body (Will Work with 1972-74 E-Body with Correct K-Member)	\$260.00
SCT	1972-93 Truck B, D, W, All Engines Except Diesel	\$160.00

Hemi In-Line Intake & Accessories

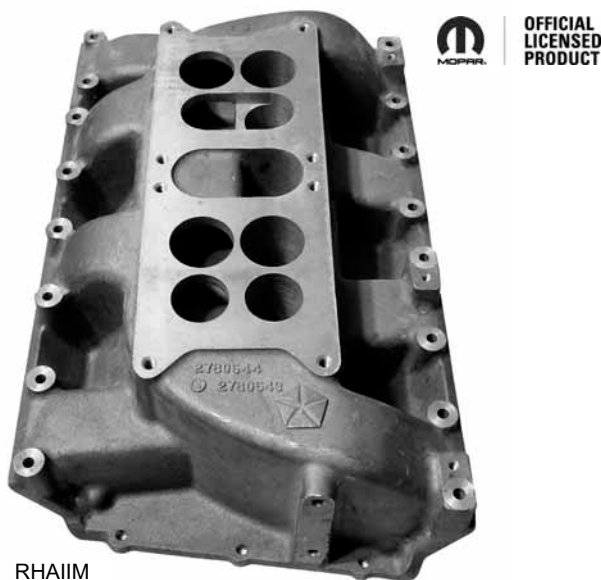
Hemi In-Line Intake Manifold (Reproduction) 1966-71

This is an excellent reproduction of the 426 Hemi Inline Intake Manifold. A&A, through licensing with MOPAR has reproduced this intake to look like the original and carry the original part number and penstar like the 1967-71 models.

A&A's intake includes the lower oil splash pan (MOPAR part number P4529431).

RHAIIM 426 Hemi Aluminum In-Line Intake Manifold \$695.00

Tech: Conversion linkage levers to modify readily available Edelbrock carburetors or for repairing Carter original carburetors are now available.



RHAIIM

Hemi Exhaust Manifolds (Reproduction)

HEMR These reproduction exhaust manifolds are not machined for the heat riser or tubes, but are a great choice over headers when building a clone car or non-matching number restoration. (1966-71) (pair) \$795.00

HEMH Hemi Exhaust Manifold to Engine Hardware Kit \$50.00

HEMG Hemi Exhaust Manifold Gaskets (Pair) \$25.00



HEMR

Hemi In-Line Hardware (Reproduction)

ICG-2	Intake to Carburetor Gaskets (Pair)	\$15.00
CSK	Hemi Inline Carburetor Stud Kit, Stainless Steel Nuts and Washers (1966-71) Excellent for Non-Original Applications	\$40.00
HCCFF-2	Hemi Carter/Edelbrock Carburetor Fuel Fittings (Pair)	\$45.00
HIBS66	Hemi Inline Intake Manifold Intake to Head Bolt Set (1966-67) Quality Reproduction of Original Allen Head Bolts, Studs and Nuts	\$120.00
HIBS68	Hemi Inline Intake Manifold Intake to Head Bolt Set (1968-71) Quality Reproduction of Original Hex Cap Bolts, Studs and Nuts	\$150.00
HICSK66	Hemi Inline Carburetor Stud Kit (1966-69) Quality Reproduction of the Original Style	\$40.00
HICBK70	Hemi Inline Carburetor Bolt Kit (1970-71) Quality Reproduction of the Original Style	\$55.00
DHDC	Distributor Holddown Clamp and Bolt	\$35.00
CB	Coil Bracket	\$25.00



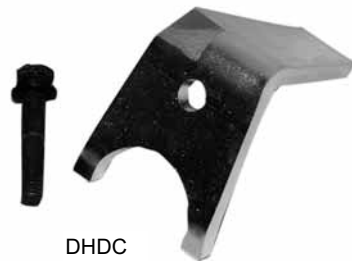
HIBS66



HICSK70



CB



DHDC

Intake Manifold Gaskets

Part	Description	Price
HIMG086	Hemi Intake Manifold to Head Gaskets Qty. 2 MOPAR Performance .060" Thick	\$25.00
HIMG534	Hemi Intake Manifold to Head Gaskets Qty. 2 MOPAR Performance .100" Thick	\$25.00
HIMG303	Hemi Intake Manifold to Head Gaskets Qty. 2 Mr. Gasket .062" Thick	\$25.00
HIMG311	Hemi Intake Manifold to Head Gaskets Qty. 2 Mr. Gasket .115" Thick	\$25.00

★ New Products ↓ Lower Prices ① Most Popular

Fuel Line Kits

These quality fuel line kits come complete with fuel filters and brass fittings from the fuel pump to carburetors. They are available in original style material or non-original stainless steel and include fuel filters.

Hemi In-Line Carburetor Linkage Hardware (Reproduction)

HILA	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets. For Automatic Transmissions	\$125.00
HILM	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets. For Manual Transmissions	\$115.00
HILP	Hemi In-Line Progressive Linkage. (Bar that connects carburetors)	\$125.00
HILPA	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets and Progressive Linkage. For Automatic Transmissions	\$210.00
HILPM	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets and Progressive Linkage. For Manual Transmissions	\$200.00
HTCBA	Hemi Throttle Cable Bracket for Automatic Transmission	\$75.00
HTCBM	Hemi Throttle Cable Bracket for Manual Transmission	\$65.00
HSB	Hemi Spring Brackets (Pair)	\$30.00
HS	Hemi Springs	\$7.50
HICL-2	Reproduction Hemi Inline Carburetor Levers (Pair) (These levers are used to replace defective original levers or for converting Carter/Edelbrock carbs to function like originals.)	\$180.00
LABOR	Installation of Levers on Carburetors	\$70.00ea



HILA



HILM



HILP



HILPA



HILPM

MWFLK-EDE	A&A's 440 Cross-Ram Fuel Line Kit for Stock Edelbrock Carburetors (Original Material)	\$95.00
MWFLKSS-EDE	A&A's 440 Cross-Ram Fuel Line Kit for Stock Edelbrock Carburetors (Stainless Steel)	\$115.00
MWFLK-3705	Max-Wedge Fuel Line Kit for Stock Carter 3705 Carburetors (Original Material)	\$95.00
MWFLKSS-3705	Max-Wedge Fuel Line Kit for Stock Carter 3705 Carburetors (Stainless Steel)	\$115.00
MWFLK-3447	Max-Wedge Fuel Line Kit for Stock Carter 3447 Carburetors (Original Material)	\$100.00
MWFLKSS-3447	Max-Wedge Fuel Line Kit for Stock Carter 3447 Carburetors (Stainless Steel)	\$120.00
HCRFLK-3861	Hemi Cross-Ram Fuel Line Kit for Stock Carter 3861 Carburetors (Original Material)	\$100.00
HCRFLKSS-3861	Hemi Cross-Ram Fuel Line Kit for Stock Carter 3861 Carburetors (Stainless Steel)	\$120.00
HCRFLK-HOLLEY	Hemi Cross-Ram Fuel Line Kit for Holley 3116, 4235 and 4236 Carburetors (Original Material)	\$110.00
HCRFLKSS-HOLLEY	Hemi Cross-Ram Fuel Line Kit for Holley 3116, 4235 and 4236 Carburetors (Stainless Steel)	\$130.00
HIFL66	Hemi Inline Fuel Line Kit for Stock Carter Inline Carburetors (1966-67) (Original Material)	\$110.00
HIFL66SS	Hemi Inline Fuel Line Kit for Stock Carter Inline Carburetors (1966-67) (Stainless Steel)	\$130.00
HIFL68	Hemi Inline Fuel Line Kit for Stock Carter Inline Carburetors (1968-71) (Original Material)	\$100.00
HIFL68SS	Hemi Inline Fuel Line Kit for Stock Carter Inline Carburetors (1968-71) (Stainless Steel)	\$120.00
FF-1	Fuel Filter 5/16" (1968-71) Qty. 1	\$10.00
FF-2	Fuel Filter 5/16" (1966-67) Qty. 2	\$20.00
FLTB	Max-Wedge and Hemi Inline Fuel Line T Block 5/16 x 5/16 x 5/16	\$12.00
HCRFT	Hemi Cross-Ram Fuel Line T Block 3/8 x 5/16 x 5/16	\$40.00

Hemi Carburetor Levers

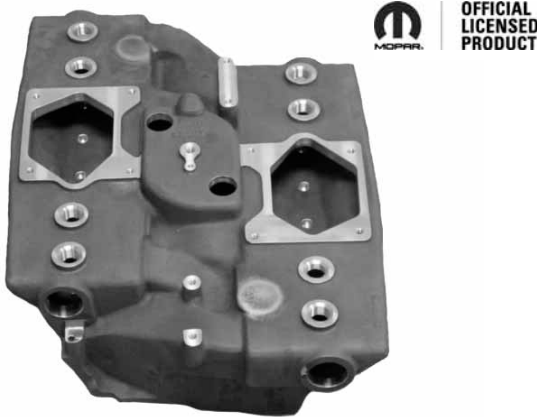
These reproduction carburetor levers can be used to repair existing carburetors or make aftermarket carburetors look more original.

HICL-2	Reproduction Hemi Inline Carburetor Levers (Pair) (These levers are used to replace defective original levers or for converting Carter/Edelbrock carbs to function like originals.)	\$180.00
LABOR	Installation of Levers on Carburetors	\$75.00ea

★ New Products ↓ Lower Prices ① Most Popular

Hemi Cross-Ram Intakes & Accessories

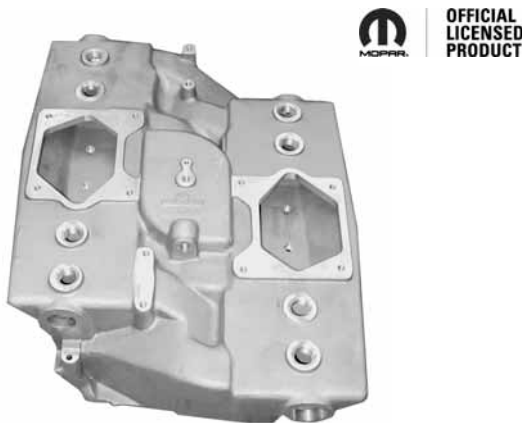
Hemi Cross-Ram Magnesium Intake (Reproduction)



We first introduced the magnesium version of the 1965 and 1968 race Hemi Cross-Ram in 1994. It is now available with the original part number. This reproduction has had improvements to the gasket sealing surfaces while retaining its exact original look. This intake weighs 25 lbs.

RHMCRIM 426 Hemi Cross-Ram Magnesium Intake Manifold.
Price is for Manifold Only \$2,495.00

Hemi Cross-Ram Aluminum Intake (Reproduction)



This is the new aluminum version of the 426 Hemi Cross-Ram Intake. We first introduced the magnesium version of the 1965 and 1968 race Hemi Cross-Ram in 1994, now with the growth of building clones, it only made sense to complete the list of our reproduction manifolds with the introduction of the 1964 aluminum 426 Hemi Cross-Ram Intake. It looks like the original and even retains the original part number. The weight of the aluminum manifold is 37 lbs. verses the magnesium manifold of 25 lbs. (Another advantage of the aluminum intake is that it can be polished to a high-lustre.)

RHACRIM 426 Hemi Cross-Ram Aluminum Intake Manifold.
Price is for Manifold Only \$2,250.00

Hemi Cross-Ram Hardware (Reproduction)

CLKC	Complete Linkage Kit (Carter Carbs)	\$295.00
CLKH	Complete Linkage Kit (Holley Carbs)	\$295.00
FPS-64	Freeze Plug Set for 1964 Aluminum Cross-Ram	\$15.00
FPS-65	Freeze Plug Set for 1965 Magnesium Cross-Ram	\$15.00
BCC	Bell Crank (Carter Carbs)	\$80.00
BCH	Bell Crank (Holley Carbs)	\$80.00
BCS	Bell Crank Stud with Hardware	\$20.00
CPG-2	Carburetor to Adaptor Plate Gaskets (Pair)	\$10.00
CRSC-2	Carburetor Return Springs (Carter Carbs) (pair)	\$25.00
CRSH-2	Carburetor Return Springs (Holley Carbs) (Pair)	\$25.00
IMBP-S	Intake Manifold Bolt Package (set)	\$90.00
IMP-1	Intake Manifold Plug with Seals Qty. 1	\$20.00
IMP-8	Intake Manifold Plugs with Seals. Qty.8 (set)	\$135.00
IMPST-8	Intake Manifold Plug Seals Qty. 8	\$15.00
LRC-2SS	Linkage Rods (Carter Carbs) Stainless Steel (Pair)	\$80.00
LRH-2SS	Linkage Rods (Holley Carbs) Stainless Steel (Pair)	\$80.00
RSBC-2	Return Spring Bracket (Carter) (Pair)	\$50.00
RSBH	Return Spring Bracket (Holley)	\$25.00
TCBC	Throttle Cable Bracket (Carter)	\$80.00
TCBH	Throttle Cable Bracket (Holley)	\$80.00
RHTC	Race Hemi Throttle Cable (1964-65)	\$95.00
RHTC-68	Race Hemi Throttle Cable (1968)	\$95.00
CRACD	Cross Ram Air Cleaner Decal Qty. 1	\$20.00
NWD	Non-Warranty Decal Qty. 1	\$20.00
HHCFF-2	Hemi Holley Carb Fuel Fittings with Small Filters and 90 degree Elbows (Pair)	\$45.00
MCLKH-AMH	MOPAR's Hemi Cross-Ram Intake Linkage Kit with Non-Original Holley Carbs	\$250.00
DHDC	Distributor Holddown Clamp and Bolt	\$35.00
CB	Coil Bracket	\$25.00



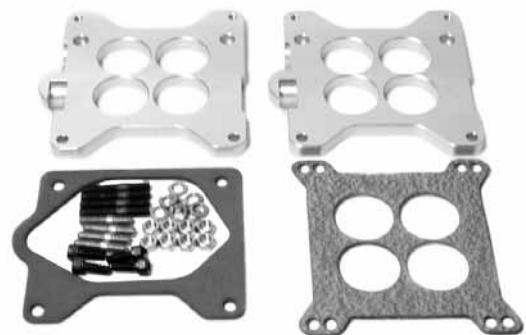
HHCFF-2

Billet Aluminum Carburetor Plates

These reproductions end the problem of the original cast aluminum plates from cracking/breaking. Also available, the special gaskets that go between the plates and manifold.

Made from 6061 T-6 aluminum. Kits include all hardware and are clear anodized for a long-lasting finish.

AAP-1	Aluminum Adapter Plate with Gaskets Qty. 1	\$150.00
AAP-2	Aluminum Adapter Plates with Gaskets Qty. 2	\$275.00
APG-2	Aluminum Plate to Manifold Gaskets (Pair)	\$25.00
CPG-2	Carburetor to Adaptor Plate Gaskets (Pair)	\$10.00
CSKRH	Carburetor Stud Kit and Adaptor Hardware	\$50.00

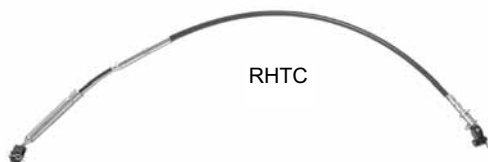


AAP-2

Hemi Cross-Ram Hardware (Reproduction)



CLKH



RHTC



CLKC



IMP-8



IMBP-S

Hemi Cross-Ram Air Horns

RHAH-2	Race Hemi Air Horn	\$450.00
RHHP65	Race Hemi Hood Plate	\$350.00
HPTP	Hood Plate Template	\$75.00

Hemi Cross-Ram Holley Carburetors (Reproduction)

Holley reproduction of the original equipment carburetors.

AA4235	Holley 770 cfm Vac. Sec. w/ Correct Linkage Arm	\$875.00
AA4236	Holley 770 cfm Vac. Sec. w/ Correct Linkage Arm	\$875.00



Hemi Cross-Ram Chrome Air Cleaner (Reproduction)



Comes with a top, K&N air filter, mounting hardware and a choice of a base.

CRAC64	Complete Air Cleaner with Base for Carter Carburetors	\$1,995.00
CRAC65	Complete Air Cleaner with Base for Holley Carburetors	\$1,995.00
CRTOP	Chrome Top Only (Includes Hardware)	\$1,295.00
CRBC	Base Only for Carter Carburetors	\$900.00
CRBH	Base Only for Holley Carburetors	\$900.00
CRAF	Replacement K&N Air Filter Element	\$175.00

★ **New Products** ↓ **Lower Prices** ① **Most Popular**

Max-Wedge Cross-Ram Intakes & Accessories

Max-Wedge Cross-Ram Intakes (Reproduction)



The manifolds are currently available in two versions. The first version is a reproduction of the original 1964 Stage III Max-Wedge intake. It looks exactly like the original and even retains Max-Wedge port sizes. It weighs 37 lbs.

The second version is the most popular among street enthusiasts and clone restorations. It looks like the original 1964 Stage III Max-Wedge intake on the outside, but has been re-designed to fit stock 440 ports without modifications. This manifold will bolt directly onto the stock 440 bolt pattern. That means no more welding or looking for Max-Wedge heads. It also means you can use other after-market 440-style heads if you want more performance than the stock heads offer. It also weighs 37 lbs.

Part	Description	Price
RMWACRIM-10	Aluminum Max Wedge Intake Manifold (Small Carburetor) 500-625cfm Carbs Fit	\$1,795.00
RMWACRIM-11	Aluminum Max Wedge Intake Manifold (Large Carburetor) 500-850cfm Carbs Fit	\$1,795.00
RMWACRIM-13	440 Aluminum Max Wedge Intake Manifold C.N.C. Ported, Hand Blended and Polished 500-850cfm Carbs Fit. (For Heads with or without Heat Cross-Over)	\$1,995.00
<i>The above intake prices include Intake Bolts, Intake Gaskets, Screw-In Plugs with Seals and Core Plugs.</i>		
RMWACRIM-14	440 Aluminum Max-Wedge Intake Manifold "As Cast" Port. 500-850cfm carbs fit (For Heads with or without Heat Cross-Over) Price (Manifold Only)	\$1,495.00



MWDCC

MWDCC Max Wedge Dual Choke Cable \$225.00
 (One of the finest reproductions available. Complete with grommet and instructions.)

Max-Wedge Cross-Ram Hardware (Reproduction)

Part	Description	Price
MWCLK	Complete Linkage Kit	\$295.00
MWMK	Master Kit (Complete Linkage Kit, Bolts and plugs)	\$395.00
MWFPB-S	Replacement Brass Freeze Plug Set	\$15.00
MWBCC	Bell Crank	\$80.00
BCS	Bell Crank Stud With Hardware	\$20.00
CSK	Carburetor Stud Kit	\$40.00
CPG-2	Carburetor to Manifold Gaskets (Pair)	\$10.00
CPGT-2	Carburetor to Manifold Gaskets 1/4" Thick (Pair)	\$30.00
CRS-CH	Carburetor Return Springs (Carter-Holley)	\$25.00
MWCL-2	Max-Wedge Carburetor Levers (Pair)	\$150.00
MWIMB-S	Intake Manifold Bolts (Set of Eight)	\$45.00
IMP-1	Intake Manifold Plug With Seal Qty. 1	\$20.00
IMP-6	Intake Manifold Plugs With Seals Qty. 6	\$100.00
IMPST-6	Intake Manifold Plug Seals Qty. 6	\$12.00
MWTLRSS	Throttle Linkage Rods Stainless Steel (Pair)	\$80.00
RSBC-2	Return Spring Bracket (Carter) (Pair)	\$50.00
MWTCB	Throttle Cable Bracket	\$80.00
MWTC	Max Wedge Throttle Cable (1962-65)	\$90.00
MWCB3447	Choke Brackets (3447) (Pair)	\$70.00
MWCB3705	Choke Brackets (3705) (Pair)	\$70.00
MWACD	Air Cleaner Decals (Pair)	\$35.00
NWD	Non-Warranty Decal Qty. 1	\$20.00
MWKDR	Max Wedge KickDown Rod	\$180.00
MWAC-2S	Max Wedge Air Cleaners (Pair) Small Base	\$450.00
MWAC-2SKN	Max Wedge Air Cleaners (Pair) Small Base with K&N Air Filters	\$495.00
MWAC-2L	Max Wedge Air Cleaners (Pair) Large Base	\$450.00
MWAC-2LKN	Max Wedge Air Cleaners (Pair) Large Base with K&N Air Filters	\$495.00
MWACL	Max Wedge Air Cleaner Lid Only	\$175.00
MWACBL	Max Wedge Air Cleaner Base Large	\$75.00
MWACBS	Max Wedge Air Cleaner Base Small	\$75.00
MWAF	Max Wedge Replacement Air Filter (Each)	\$25.00
MWAFKN	Replacement K&N Air Filters (Each)	\$85.00
MWCF-2	Max Wedge Carb Fuel Fittings with Small Filters and 90 degree Elbows for 3705 and Most AfterMarket Carter and Edelbrock Carbs (Pair)	\$45.00
DHDC	Distributor Holddown Clamp and Bolt	\$35.00
CB	Coil Bracket	\$25.00
MWBS-2	Max Wedge Ball Studs for Carburetors (Pair)	\$20.00
MWACSW-2	Max Wedge Air Cleaner Stud and Wing Nut (Pair)	\$20.00
MWOD	Max Wedge Engine Oil Dipstick and Tube (1962-64)	\$75.00



Max-Wedge Cross-Ram Intake

★ New Products ↓ Lower Prices 🏆 Most Popular



MWCLK



IMP-6



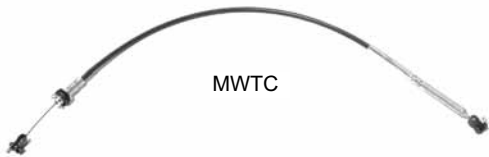
MWCFF-2



MWIMB-S



MWAC



MWTC



MWKDR

Max-Wedge Exhaust Manifolds & Accessories

- MWEMR** Max-Wedge Exhaust Manifold - Reproduction. These reproduction exhaust manifolds are similar to the originals and offer a cost-savings over the original ones when the part numbers aren't important. (pair) (1962-64) **\$950.00**
- MWEMH- OE** Max-Wedge Exhaust Manifold Nuts, Hardware Kit Original Equipment Manifolds **\$50.00**
- MWEMH- AM** Max-Wedge Exhaust Manifold Nuts, Hardware Kit After Market Manifolds **\$50.00**
- MWEMG** Max Wedge Exhaust Manifold Gaskets (Pair) **\$25.00**
- MWEMG- F** Max Wedge Exhaust Manifold Flange Gaskets (Pair) **\$25.00**
- MWEMG- OE** Max Wedge Exhaust Manifold Head & Flange Gaskets **\$40.00**



MWEMU

Max-Wedge Cross-Ram Aftermarket Carburetor

A&A modifies the lower part of the linkage to clear the Cross-Ram Intakes.

- AA1404** Edelbrock 500 cfm Manual Choke **\$350.00**
- AA1405** Edelbrock 600 cfm Manual Choke **\$350.00**
- AA1407** Edelbrock 750 cfm Manual Choke **\$350.00**

Max-Wedge Carburetor Levers

These reproduction carburetor levers can be used to repair existing carburetors or make aftermarket carburetors look more original.

- MWCL-2** Max-Wedge Carburetor Levers (Pair) **\$150.00**
- LABOR** Labor to Install Arm on Carburetor (Each) **\$75.00**
- LABOR** Labor to Machine Fuel Inlet on Opposite Side of Carburetor (Each) **\$75.00**
- FIB** Fuel Inlet Blocker (Each) **\$15.00**

Max Wedge Cross-Ram Air Horns

MWAH-2 Max Wedge Air Horn **\$450.00**

Intake Manifold Gaskets

Part	Description	Price
MWIMG-030	Max-Wedge Style Port Intake Gaskets .030". Qty 2	\$25.00
MWIMG-045	Max-Wedge Style Port Intake Gaskets .045". Qty 2	\$25.00
MWIMG-060	Max-Wedge Style Port Intake Gaskets .060". Qty 2	\$25.00
440-030	440 Style Port Intake Gaskets .030". Qty 2	\$25.00
440-045	440 Style Port Intake Gaskets .045". Qty 2	\$25.00
440-060	440 Style Port Intake Gaskets .060". Qty 2	\$25.00



AA1404

Modified Edelbrock Carburetor

These carburetors have had the linkage lever installed and machined for original location fuel lines like the 1963-64 Max-Wedge carburetors.

- AA1404M** Modified Edelbrock 500 cfm Manual Choke **\$550.00**
- AA1405M** Modified Edelbrock 600 cfm Manual Choke **\$550.00**
- AA1407M** Modified Edelbrock 750 cfm Manual Choke **\$550.00**



Distributors for A&A Transmissions

Andrews Racing Transmission

Chris Andrews
10175 Park Meadows Dr 119
Littleton, CO 80124
(720) 939-0183

Brian Dickey Cars

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San Juan Capistrano, CA 92675
(949) 489-9416

Classic Industries

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(219) 374-0100

Dynamic Convertors

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Newark, DE 19713-1188
(877) 846-5876

Dynamic Racing Transmissions

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North Branford, CT 06471-1355
(203) 315-0138

For Hemi's Only

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5173 Race Lake Drive
Bewdley, Ont. Canada
K0L1E0
(905) 797-2459

Hensley Racing

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Knoxville, TN 37921-1003
(865) 947-0426

HTS

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Lowell, MI 49331
(616) 897-6237

Larry Sheppard Race Engines

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Akron, OH 44319-4121
(330) 644-2000

Magnum Autosports

Secam Brooners
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(450) 378-6993

Mancini Racing

33524 Kelly
Clinton TWP, MI 48035
(586) 790-4100

Mazzolini Racing

Bob Mazzolini
3199 Columbia
Riverside, CA 92501-1617
(951) 787-8783

Moshers Musclecars

Bob Mosher
900 S. Magnolia Ave. East
Monrovia, CA 91016
(626) 303-2427

Muscle Motors

Eric or Mike
2085 Glenn St.
Lansing, MI 48906
(888) 482-4900

Option Automotive

Jay Slobodnyak
2130 Streets Run Rd.
Pittsburgh, PA 15236
(412) 885-0621

Pro Trans

Dave Smith
42156 10th St. West #D
Lancaster, CA 93534-7064
(661) 940-7400

South Oak Dodge

Dave Olson
4550 West Lincoln Highway
Matteson, IL 60443
(708) 747-3353

T.S.R.

Chris or Craig Monroe
179 Belvedere Rd.
Keene, NH 03431
(800) 394-5889

Jobber Program

A&A has become a nationally recognized leader committing itself in producing quality transmissions and components. Our line of cross-ram intakes being licensed by Chrysler Group LLC brings a great addition to our ever increasing product line. A&A Transmissions has many advantages for those seeking to become a distributor of its full line of quality products.

By becoming a distributor, you will benefit from A&A's strong advertising program, quality catalog, fair mark-up pricing and free tech support. There are two ways to become a jobber. The first program and most popular is a "Buy-In" of \$7,500.00 at one time towards transmission parts only. Complete transmissions, torque convertors and gear vendor units are excluded. You are then considered a "jobber" for A&A Transmission.

The second program is a "Buy-In" of three of A&A Transmssion's Hemi, Max-Wedge or 440 Port Cross-Ram Intakes or seven Hemi Inline Intakes. You are then considered a "jobber" for A&A Transmission.

Once you are a jobber, you can benefit from price breaks for all of our products. If you have any questions, please call (317) 831-3066.

Cores

A&A Transmission is always looking to purchase cores. Without cores, we could not continue to research and develop new ways to improve upon the automotive hobby. We purchase 727, 904, 518, Powerglide, TH350, TH400 and many other transmissions, torque converters, 8 3/4" rear end parts, valve bodies, band cores, etc. Please feel free to call or stop by with whatever parts you have available for sale.

Policies & Information

Hours: Monday - Friday: 8:00 AM - 6:00 PM (Eastern)

Technical Advice: Available by calling (317) 831-5610 Monday - Friday, between the hours of 9 AM - 6:00 PM (Eastern), faxing (317) 831-9710, emailing us at info@aandatrans.com or writing to A&A Transmission, 5061 E. N. County Line Road, Camby, IN 46113.

Payments: We accept Visa, MasterCard, Discover, American Express, money order, cash and certified checks. Some sales subject to a credit card service fee.

Shipping: UPS Delivery within the US. Packages to Canada are shipped with UPS or US Postal Service. Heavy shipments must be handled by truck or airfreight. Transmissions are shipped in crates with a \$75 handling charge and it includes crate and box. If delivery to airport is required, an additional \$75 will be charged.

Returned Shipments: Customer is liable for all freight charges and is susceptible to a 15% restocking fee.

Prices and Accuracy: Prices are subject to change without notice. While all attempts have been made, A&A assumes no liability for the accuracy of this catalog or price list.

Warranty: All products sold or manufactured by A&A Transmission are covered by a limited warranty to the original purchaser for a period of 180 days from the date of sale. Products and transmissions carry a warranty to be free from defects in material and workmanship. The warranty is expressly limited to the repair or replacement, at the discretion of A&A, of materials found to be defective. It does not include misuse, neglect, abuse, improper installation or modifications by others. Under no circumstances will A&A Transmission be held liable or responsible for incidental and consequential damages or losses from the installation or use of any A&A Transmission product. In no event shall A&A Transmission liability exceed the selling price of the product found to be defective. A&A Transmission is not responsible for any labor charges incurred in such instances.

Special Orders: A 50% non-refundable deposit is required on all special orders.

A&A Transmission
5061 E. N. County Line Road
Camby, IN 46113

TEL: (317) 831-3066
TECH: (317) 831-5610
FAX: (317) 831-9710

<http://www.aandatrans.com>

A&A T-SHIRT

AATS-S, M, L, XL \$20.00
AATS-XXL,XXXL \$25.00

A&A HAT

AAH-B Black Hat \$20.00
AAH-R Red Hat \$20.00
AAH-BL Blue Hat \$20.00



Thank You

I would like to take this opportunity here to thank all of my customers, vendors, racers, employees, friends and family.

To those customers who have purchased transmissions, torque converters, componenets and all the way down to a single seal or pan gasket.

To those customers who our staff has personally worked with or helped with your vehicle, race car, transmission, projects or parts.

To the vendors who supply us with quality products, outside machine work and/or technical support.

To the racers, without you, A&A Transmission would have never had the need to develop the transmissions and components we have to offer today.

To our employees who put in a great deal of time, effort and ideas everyday.

To a friend, Danny Crawley, who had the confidence in me and got me started in the transmission business.

To a colleague and a friend, Dave Smith, from ProTrans, someone I can share ideas with, helps me with design decisions, for his encouraging words in difficult times and just overall support in many ways.

To my dad, who I still have the pleasure of him working and spending time with me during each week. Thanks dad for all that you have done.

To my wife, there can't be enough said for all of the sacrifices and support that you give.

To our many friends and family, who without their help, encouragement, support, sacrifices and love, none of this would have ever been possible.

Last but not least, to my savior, Jesus Christ. Without His sacrifice and love, this life here on earth is all we would have, but by putting your trust in Him, we all can live in heaven with God forever.

Thank You!



Rick Allison

Thought of the Year

I cannot believe it has been five years since we published a catalog and I got to write a "Thought Of the Year" statement. Where does the time go? We had been consistently doing a catalog every other year for some time. Scheduled to do one in 2012, I fell 8' finding myself in a foot cast for two months disrupting that year's completion. In 2013, we finished the breezeway building that connected the two main buildings together creating some additional space and solving the "open to the weather elements" in the pathway between the two main buildings. We finished up 2013 with our first-ever auction in December to get rid of excess accumulated "stuff" from over the years and to sell some older machinery to be able to upgrade and make more room for newer equipment. With a large area cleared out, we were able to install two car lifts and add some more work benches to finish up our plan for the "High Performance" area to be able to work on race cars and high performance cars that customers wanted us to personally work on. This additional space, as well as I have now been in my new special build room for four years, is starting to pay off with a more organized plan for accommodating the various tasks at hand and the demand for more of our products.

2014 came way too fast and before we knew it, we had missed preparing for the beginning of the year with a new catalog again. With so many new products along with additions to some of our current product lines, I felt very driven to get a new catalog done with as many of those new products into it as we could. I would like to thank Robin Heldman and the gals at Direct Connect Printing, George Nassar and the gang at Printing Partners and especially Crystal Rogers who does most of the catalog preparation and was so diligent as I was to complete it. A great big THANK YOU goes to all of them!! - Rick Allison

Torque Converter and Transmission Specification Sheet

This information will be very helpful in building your converter or transmission. Fax it to us at (317) 831-9710, or mail it to: A&A Transmissions 5061 E. N. County Line Road Camby, IN 46113. This page is also located on our website for an electronic submission.

Customer Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Fax: _____

% Drag Racing: _____ % Street Use: _____ Type of Car: _____

Type of Transmission: _____ Transbrake?: _____ NOS: _____

Engine Size: _____ Compression: _____ HP: _____ Bore: _____

Stroke: _____ Torque: _____ Crank Flange: (6 or 8 Bolt) _____

Type of Heads: _____ Ported: _____ Carburetor: _____ Header Size: _____

Camshaft Lift Intake: _____ Exhaust: _____ Center Line: _____

Duration at .050: _____ Type of Cam: (Roller, Solid, Hydraulic) _____

Advertised Duration: _____ Intake Valve Size: _____ Exhaust Valve Size: _____

Type of Rear End: _____ Ratio: _____ Tire Size: _____

Vehicle Weight: _____ Weight With Driver: _____

Normal Launch RPM: _____ Shift RPM: _____ Trap RPM: _____

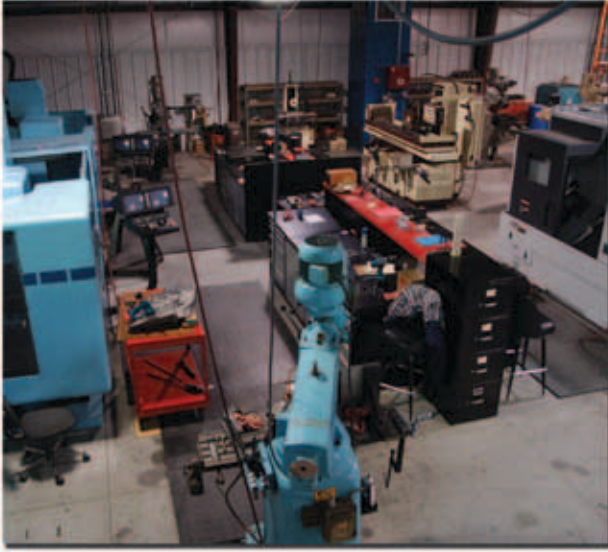
Midplate: (Between Engine & Transmission?) _____ Thickness: _____

Suspension Type: _____ Class: _____ ¼ ET: _____ MPH: _____ 60' Time: _____

Current Converter: _____ Size: _____ Stall: _____

Information Requested: _____

14,000 sq. ft. Machine Shop





Harry Schillings
1970 Plymouth Cuda



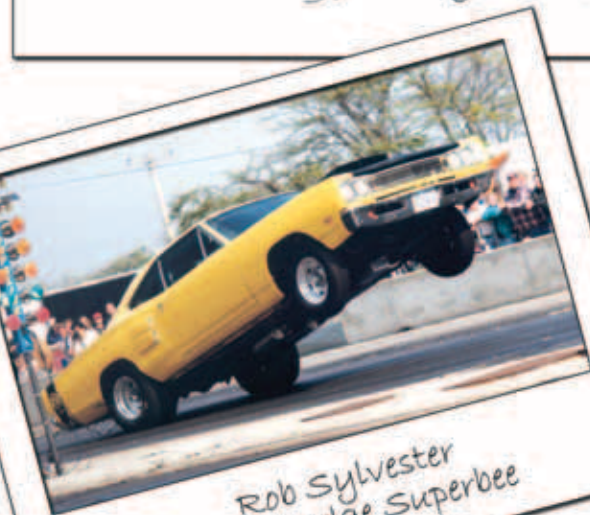
Don Edelstein
1968 Dodge Dart



Andy Mayes
1970 Dodge Challenger



Bill Horn
1964 Plymouth Fury



Rob Sylvester
1969 Dodge Superbee



Mark Claypoole
1970 Plymouth GTX

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