

2008 **C**at**a**l**o**g

A & A

TRANSMISSION

HIGH PERFORMANCE TRANSMISSIONS & COMPONENTS

To Order Call (317) 831-3066 Fax: (317) 831-9710



aandatrans.com



(317) 831-3066

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 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 our own cars as test beds for our parts and components. All research and development is fully 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.

2008 brings new excitement at A&A as we have added one more five-axis CNC lathe and moved into our new facility. All of our manufacturing equipment is now in its own 14,000 square foot facility. This new building will enable A&A to stretch out to manufacture more of its products in-house to help with the volumes of product we run short of from time to time, and to continue A&A's commitment to be a torqueflite transmission leader and supplier of transmissions, components, and accessories.

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 7.59 Sec - 179.98 MPH

1/8 Mile 4.86 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 Building (16,000 Square Feet)



On the Cover:

Owner: Nick Toro
 1970 Plymouth GTX
 Weight: 2,600 lbs. with driver
 Engine: 655 CI Indy Cylinder Wedge
 Transmission: A&A Ultimate 727
 Class: Quick 16
 Best E.T.: 7:46 @ 186 MPH 1/4 mile

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Featured Products



TF-S



TF-L

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	\$159.00
TF-SDP	Custom Trans-Blanket Short with Deep Pans to 4" Deep	\$169.00
TF-L	Custom Trans-Blanket Long Up to 2" Deep Pan	\$210.00
TF-LDP	Custom Trans-Blanket Long with Deep Pans to 4" Deep	\$225.00

(See page 28 for details)



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 and retainer, and a teflon coated lip seal.

AA296-1S	727/518 Low/Reverse Piston Kit (1967-Up)	\$69.95
AA296EBA-1S	727 Low/Reverse Piston Kit (1962-66)	\$79.95
AA397-1S	904 Low/Reverse Piston Kit (1967-Up)	\$69.95

(See page 21 for details)



22305SC



22305ESC

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)	\$6.95
22305ESC	727 2-Screw Cover Gasket (1965)	\$6.95



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.

22905EBADR	727 Dual Ring 2nd Gear Early 2-Spring Model with Heavy Duty Inner and Outer Springs Included (Small Rod Diameter 3/8")	\$99.95
22905LBADR	727 Dual Ring 2nd Gear Late 1-Spring Model with Heavy Duty Spring Included (Large Rod Diameter 5/8")	\$99.95

(See page 22 for details)



12905LBADR

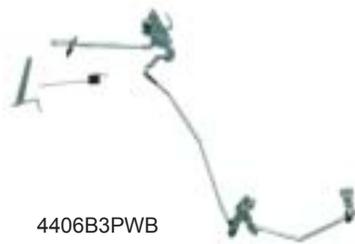
904 Dual Ring Billet 2nd Gear Servo Piston

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.

12905LBADR	904 Dual Ring 2nd Gear Late Model with Heavy Duty Spring Included	\$ 99.95
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(See page 22 for details)

Featured Products



4406B3PWB



4406B1PWB

Kickdown Linkages

Originally brought to the market about five 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 32.



3406B1PWB



44014B3PEWB



34014B3PEWB

Coming 2008:

New Helical 727 Front Low Gear Planetaries

The new design will support the annulus gear and has needle bearings installed against the pinion gears for a far more durable piece. Will work with Transbrakes.

Straight Cut Planetary Gear Kits

This new design will provide great strength with its straight cut gear design, yet is manufactured to a helical sun gear to use with existing rear planetaries. This will provide a cost savings to our complete straight cut planetary gear kits.

2:28 Helical 727 Low Gear Sets

As a cost savings to our straight cut planetary gear kits, A&A is offering these new planetaries in a helical design.

Hot Products



Rigid 2nd Gear 727 Band

Chrysler quit manufacturing the 727 rigid band in the 1970s. After 30 years, the supply has finally become extinct. A&A had this band reproduced and will be 10% wider and will work in all 727 drum applications. It will be available in many combinations of materials and grooving. Will also fit 518/618 transmissions.

22825CG 727 2nd Gear Band Red Racing with Grooves \$99.95
(See page 25 for other combinations available)

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
22555BSPWR 727 Big Piston Steel Drum w/ Piston and Retainer \$775.00

(See page 13 for details)



22555BSWR



OFFICIAL LICENSED PRODUCT

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 \$595.00
(See page 34 for details)

Tech: Conversion linkage levers to modify readily available Edelbrock carburetors or for repairing Carter original carburetors are now available, see page 35 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 \$1,395.00

(Price is for manifold only. Manufactured to block heat crossover port, will work on heads with or without heat crossover. See page 38 for complete listing, accessories and linkages.)



OFFICIAL LICENSED PRODUCT

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 \$3,000.00

Special Package Deal Total \$2,850.00

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 \$3,255.00

Special Package Deal Total \$3,075.00

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	\$79.95
MWKDR Max-Wedge Kickdown Rod (See pages 38-39 for other accessories)	\$170.00

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) \$175.00

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. \$185.00

(See page 17 for more details)

904 Hardened Shafts

Made from 300M steel, these shafts are a must for any high horsepower in front of a 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.



12670HS 904 Input Shaft (1968-77) (1-Ring, 27 Spline) \$250.00

126708HS 904 Output Shaft (1966-89) (This shaft has no provisions for speedometer gear.) \$595.00

Tech: Output shaft requires rear-bearing support, shaft size is 1.312".

Race transmission slip yoke available in a 1350 series U-joint.

(See page 10 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.

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 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 or 2.28/1.45/1:1, 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.
New ratios coming soon.

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-1SBBA727	727 Small Block Aluminum (1966-Up)	\$6,700.00
ULT-1SB904	904 Small Block Steel (1966-Up)	\$6,500.00
ULT-1SBBA904	904 Small Block Aluminum (1966-Up)	\$6,500.00
<i>Cable Shift Transmissions</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 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
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</i>		<i>\$Call</i>



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 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</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</i>	<i>\$Call</i>
	<i>Core Price</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</i>		<i>\$Call</i>
	<i>Core Price</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)	\$895.00
	<i>Cable Shift Transmissions</i>	<i>\$Call</i>
	<i>Core Price</i>	<i>\$Call</i>



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.

Call for pricing and application. As shown, price is \$2,695.00. 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.



Flex Plates & Bolt Kits

Torque Converter Bolts

22591	5/16" Torque Converter Bolts-4 Per Pack	\$10.00
22592	7/16" Torque Converter Bolts-4 Per Pack	\$20.00
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	\$30.00

Flex Plates - MOPAR Style

22326	Six Bolt Stock Flex Plate 5/16" TC Holes	\$19.95
AA751	S.F.I. Six Bolt Flex Plate 7/16" TC Holes	\$39.95
AA752	S.F.I. Eight Bolt Flex Plate 7/16" TC Holes	\$89.95

Flex Plates - Round Style

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

AA230	S.F.I. Six Bolt Crank (1962-Up) for 727/904	\$85.00
AA231	S.F.I. Eight Bolt Crank (1962-Up) for 727/904	\$85.00
AA235	S.F.I. Six Bolt Crank (1971-73) Externally Balanced 340 with a 727	\$85.00
AA234	S.F.I. Six Bolt Crank (1971-73) Externally Balanced 340 with a 904	\$85.00
AA236	S.F.I. Six Bolt Crank (1971-92) Externally Balanced 360 with a 727	\$85.00
AA239	S.F.I. Six Bolt Crank (1971-92) Externally Balanced 360 with a 904	\$85.00
AA237	S.F.I. Six Bolt (1971-Up) Externally Balanced 383, 400, 440 with Cast Crank and 727	\$85.00
AA238	S.F.I. Six Bolt 1970-Up (Except 1973-74) Externally Balanced High Performance 440 with Forged Crank and 727	\$85.00
AA242	360 Magnum	\$85.00

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
12203	904 Street Performance 11" 2200/2400	\$229.00
12312	904 Competition 11" 2200/2400	\$389.00
12313	904 Street Performance 10" 2300/3200*	\$489.00
12314	904 Competition 10" 3000/3500	\$599.00
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
22766	727 Street Performance Size 11" 2400/2600	\$289.00
22767	727 Competition 11" 2600/2800* 5/16 Bolts	\$389.00
22768	727 Competition 11" 2600/2800 7/16 Hemi Bolts	\$425.00
22769	727 Reproduction 11" Hemi Style 7/16 Bolts	\$589.00
22312	727 Street Performance Size 10" 2800/3200	\$489.00
22313	727 Competition 10" 3000/3500*	\$589.00
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
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
236181-1D	518/618 Diesel Custom Billet Steel Low Stall Lockup Torque converter drastically improves power to ground that is lost in the wrong factory stall. Has a MUCH larger lock up clutch plate. (\$200 Core Charge) Custom Built - Please Call	\$995.00
236181-3D	518/618 Diesel Custom Billet Steel Low Stall Lockup. Drastically improves power to ground that is lost in the wrong factory stall. Triple disc lockup clutch plates. (\$200 core charge) Custom built for your application. Please call.	\$1,295.00

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

Replacement Torque Converter Ring Gears

RG-130C	Replaces Chrysler #3515203 11.93" I.D. 1974-83 V-8	\$39.95
RG-122T	Replaces Chrysler #2121196 11.25" I.D. 1962-83 6-V-8	\$39.95

Torque Converter Dust Shields

TCS-1	Big Block 727 Dust Shield (1962-Up) New O.E.	\$35.00
TCS-2	Small Block 727 Dust Shield 1(962-Up) New O.E.	\$25.00
TCS-3	Small Block 904/999 Dust Shield (1966-Up) New O.E.	\$20.00

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



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	\$325.00
22760RPBE	727 Big Block Race Prepped Case (1962-65) Cable Shift	\$425.00
22760RPBN	727 New Big Block Race Prepped Case	\$400.00
22760RPA	727 Small Block Race Prepped Case	\$275.00
22760RPAE	727 Small Block Race Prepped Case (1962-65) Cable Shift	\$275.00
12760RPA	904 Race Prepped Case	\$275.00

Brand New Cases

These are new cases with no modifications.

22760B	727 Big Block New Case (1966-Up)	\$300.00
22760A	727 Small Block New Case (1966-Up)	\$225.00
22760AMC	727 AMC Block New Case 14-Roller Sprag Design	\$250.00

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.

12770EHA 12770EHB

22770EHC 22770EHD



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. \$555.00
- ★ **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. \$595.00
- **44524** 5.7 Hemi to 518 O.D. Unit or 904 Transmission. Profiled Billet Aluminum Adapter Kit. It is shaped the same as the transmission bell housing for a sleeker look. Includes 8-Bolt Flex Plate. \$295.00



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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.



Part	Description	Price
K22205S-727	Shorty Kit for 727 with 727 Splined Output Shaft. (1962-75) Front Planet Splines.	\$695.00
K22205S-400	Shorty Kit for 727 with 400 Chevy Splined Output Shaft. (1962-75) Front Planet Splines.	\$695.00
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	\$895.00
K22205S-727-BA	Includes Kits K22205S-727 and K22754KSBA	\$1250.00
K22205S-400-S	Includes Kits K22205S-400 and K22754KSS	\$895.00
K22205S-400-BA	Includes Kits K22205S-400 and K22754KSBA	\$1250.00

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 (1966-89)	\$195.00
12680SP	904 Spacer to Replace Governor Housing	\$15.00
22685BA	727 Aluminum Park Gear with Spacer (1966-89)	\$195.00
22685BAE	727 Aluminum Park Gear with Spacer (1962-65)	\$225.00
22680SP	727 Spacer to Replace Governor Housing	\$15.00



Hardened Shafts



Part	Description	Price
22670HS	727 Input Shaft. (1967-89) 2-Ring. Made from 4340 series steel called 300M.	\$325.00
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.	\$375.00
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.	\$625.00
12670HS	904 Input Shaft. (1968-77) (1-Ring, 27-Spline) Made from 4340 series steel called 300M.	\$250.00
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.	\$595.00
22670CHS	*518/618 Input Shaft and Hub Assembly. (1994-Up) Lock-up Only. Diameter 1 1/4"	\$695.00
22674	*518/618 Intermediate Shaft (1994-Up)	\$695.00
22678FHS	*518/618 Output Shaft (4x4 only)	\$695.00
<i>*These shafts are not manufactured by A&A</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
22272E	727 Output Shaft Bearing (1962-64) Bolt-Up Yoke	\$50.00
22272A	727 Output Shaft Bearing (1965-89)	\$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.)	\$125.00
22678RSC	727 Output Shaft (1966-75)	\$75.00
22678RSD	727 Output Shaft (1976-93)	\$75.00

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.

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	\$185.00
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	\$360.00
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.	\$175.00
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.	\$350.00
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.	\$175.00
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.	\$350.00
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 \$110 for Race Pump Gears.	\$215.00
22763CPR	727 Complete Front Pump Race. (1967-70) Vent Blocked, Modified Support and has A&A's 4340 Pump Set.	\$315.00
22758	727 Modified Front Pump Support (1971-77)	\$85.00
22758RS	727 Reconditioned Stock Front Pump Support (1971-77)	\$75.00

22758CPS	727 Complete Front Pump Stock. (1971-77) Retains original vent and Chrysler Pump Gears	\$175.00
22758CPRC	727 Complete Front Pump Race. (1971-77) Vent Blocked, Modified Support and has Chrysler Pump Gear Set.	\$225.00
22758CPR	727 Complete Front Pump Race. (1971-77) Vent Blocked, Modified Support and has A&A's 4340 Pump Set.	\$325.00
22758CPSH	727 Complete Front Pump Stock. (1971-77) Retains original vent and Chrysler Pump Gear Set. For Hemi High Gear Drum Applications.	\$225.00
22520B	727/518 Modified Front Pump Support (1978-97) 1.175" Input Shaft Dia, Non Lock-Up Model.	\$65.00
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.	\$325.00
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.	\$225.00
22520C	518 Modified Front Pump Support (1992-Up) Lock-Up Model. For 1.250" Input Shaft.	\$65.00
22520L	727/518 Modified Front Pump Support (1990-97) 1.250" Input Shaft Dia, Non Lock-Up Model.	\$85.00
22520LCPS	727/518 Complete Front Pump Stock (1990-97) Retains Original Vent and Chrysler Pump Gears, 3-Ring Model, Non Lock-Up Model.	\$185.00
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.	\$325.00
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.	\$225.00

For all lock-up models, call for price.

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 making them from 4340 steel. They feature larger and thicker lugs and a thicker register (I.D.). This is a must for many applications.



Part	Description	Price
AA22530	727 Inner 4340 Steel and Stock Outer Gear Set	\$179.95
AA12530	904 Inner 4340 Steel and Stock Outer Gear Set	\$179.95

Replacement Front Pump Gears

AA22530CS	727 New Chrysler Pump Gear Set	\$90.00
AA22530AS	727 Aftermarket Pump Gear Set	\$30.00
AA12530CS	904 New Chrysler Pump Gear Set	\$90.00
AA12530AS	904 Aftermarket Pump Gear Set	\$30.00
AA22530RS	727 Reconditioned Chrysler Pump Gear Set	\$60.00
AA12530RS	904 Reconditioned Chrysler Pump Gear Set	\$60.00

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Aluminum Drums

727 Drums



22555BAWR 727 Front/High Clutch Drum With Retainer
\$569.00

Tech: Requires (1971-Up) Wide Bushing Front Pump Support. See page 11 for details.



22555BA 727 Front/High Clutch Drum without Retainer
\$495.00

Tech: Requires (1971-Up) Wide Bushing Front Pump Support. See page 11 for details.



22554BA 727 Rear/Forward Clutch Retainer 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 14 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 following pages.

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.*

904 Drums



12555BA 904 High Gear Drum
\$495.00



12554BA 904 Rear/Forward Clutch Retainer Drum
\$550.00



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

(Output Shaft Must Be Machined to 1.312 or purchase **12678** see page 10; and Requires A&A Rear Bearing Support **12634**)



K12985BA 904 Multi-Spring Retainer Kit
\$99.95

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.

727



Part: **22555BABPWR**
\$695.00

904



Part: **12555BABP**
\$695.00

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Steel Drums

Ultimate Steel 727 Drum



Manufactured in-house from 4140 steel, this high-clutch drum will be a must for pro-street 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 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 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



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 Forward Steel Clutch Retainer Drum \$575.00



Drum Accessories

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 \$69.95



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 for Standard Piston Drums Qty. 15 \$29.95
- 22975-18** 727 High Clutch Drum Spring Kit for Big Piston Drums Qty. 18 \$34.95



22965 727 Billet Aluminum Piston for Regular Size Aluminum or Steel Front/High Clutch Drum \$75.00
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) \$85.00

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) \$85.00

727 Input Hubs

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

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 A&A Aluminum Drum 22554BA or a modified steel drum 22554S to retain spiral snap ring in 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 A&A Aluminum Drum 22554BA or a modified steel drum 22554S to retain spiral snap ring in hub.)



- 22575S** \$495.00

Modified stock steel drum for use with aluminum or steel hubs above.

- 22554S** Modified Steel Rear Clutch Drum \$150.00

Roller & Needle Bearing Components

Our needle bearing kits help reduce the friction in the parts. 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 our 727 planetaries with all new internal components (i.e., gears, shafts, pins, needle bearings and washers).

On 904 Kits, Output Shaft Must Be Machined To 1.312 for Low/Reverse Drum and Rear Support or can be purchased 12678.

12678 904 Machined Output Shaft (1.312 OD) \$125.00

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

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.

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

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

Part	Description	Price
12123BKA	904 Complete Kit-Planetary Back-3 Pinion Aluminum	\$495.00
12123BKS	904 Complete Kit-Planetary Back-3 Pinion Steel	\$595.00
12124BKA	904 Complete Kit-Planetary Back-4 Pinion Alum	\$595.00
12124BKS	904 Complete Kit-Planetary Back-4 Pinion Steel	\$695.00
12124BKLG	904 Complete Kit-Planetary Back-4 Pinion Steel Low-Gear	\$895.00
22223BK	727 Complete Kit-Planetary Back-3 Pinion Billet Aluminum. Specify Spline.	\$895.00
22223BKSS	727 Complete Kit-Planetary Back-3 Pinion Steel Spline. (1962-75 Spline)	\$795.00
22224BK	727 Complete Kit-Planetary Back-4 Pinion Billet Aluminum. Specify Spline.	\$995.00
22224BKSS	727 Complete Kit-Planetary Back-4 Pinion Steel Spline. (1962-75 Spline)	\$895.00
22224BKSS-KBA	727 Complete Kit-Planetary Back-4 Pinion Steel Spline. (1962-75 Spline) Includes Part #22754KBA (Aluminum Rear Roller Kit).	\$1,395.00
22224BKLG-4R	727 Complete Kit-4-Pinion Steel Helical Low Gear Set Bearinged with 4-Pinion Alum. Bearinged Rear Planet. Specify Spline.	\$895.00
22224BK5P	727 Complete Kit-Planetary Back-5 Pinion Steel Frt. Planetary with 4-Pinion Alum. Rear. Specify Year for Splines. (1962-75, 1976-93, 1994-Up Call)	\$895.00



22224BK5P

22224BKSS



22223BKSS

Replacement Parts for Roller & Needle Bearing Kits

- 12556S** 904 Low/Reverse Drum w/ Bearing \$125.00
- 12634** 904 Roller Bearing Rear Support (1966-89 4-Bolt) \$125.00
- 22556S** 727 Low/Reverse Drum w/ Bearing \$125.00
- 22634** 727 Roller Bearing Rear Support (1966-89 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 (1966-89) for Shorty Kit Only \$150.00
- 22680SP** 727 Spacer to Replace Governor Housing \$15.00

Steel Rear Roller Kits

- 12782K** 904 Rear Kit only-Low/Reverse Steel Drum, Rear Support, Park Gear, Spacer (1966-89) \$250.00
- 22754K** 727 Rear Kit only-Low/Rev. Steel Drum, Support, Park Gear, Spacer (1966-89) (Pictured Above) \$250.00
- 22754EK** 727 Rear Kit only-Low/Rev. Steel Drum, Support, Park Gear, Spacer (1962-65) \$295.00



22680SP

Aluminum Rear Roller Kits

- 12782KBA** Aluminum Combination Rear Roller Kit. 904 Rear Kit Only-Low/Reverse Aluminum Drum w/ Bearing, Rear Support w/ Bearing, Aluminum Park Gear w/ Spacer (1966-89). \$725.00



12782KBA

- 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 (1966-89). \$750.00



22754KBA



727 Front Planetaries

A&A Transmission offers the steel front helical gear planetaries for those on a budget but need the reliability over the stock aluminum planetaries. These parts resist the splines stripping where they fit the output shaft. This is a common problem with the stock aluminum planetary carrier. They are machined separately and assembled with all new parts unless noted as reconditioned.

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

Part	Description	Price
AA3SS	727 3-Pinion Steel-Spline Planetary. Uses Thrust Washer (1962-75)	\$300.00
AA3SSGB	727 3-Pinion Steel-Spline Planetary w/ Annulus Gear. Machined for Torrington Bearings. (1962-75)	\$400.00
AA3BAGB	727 3-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$375.00
AA4SS	727 4-Pinion Steel-Spline Planetary. Uses Thrust Washer (1962-75)	\$350.00
AA4SSGB	727 4-Pinion Steel-Spline Planetary w/ Annulus Gear. Machined for Torrington Bearings. (1962-75)	\$450.00
AA4BAGB	727 4-Pinion Billet Aluminum Planetary w/ Annulus Gear Machined for Torrington Bearings (1962-75)	\$425.00
AA5S	727 5-Pinion All-steel Planetary. Uses Thrust Washer and Phenolic Ring. Specify Year.	\$395.00
AA5SGB	727 5-Pinion All-steel Planetary w/ Annulus Gear Machined for Torrington Bearings. Specify Year.	\$495.00
AA6S	727/518/618 6-Pinion All Steel Planetary. Uses Thrust Washer and Phenolic Ring. Specify Year.	\$395.00
AA6SGB	727/518/618 6-Pinion All-Steel Planetary w/ Annulus Gear Machined for Torrington Bearings. Specify Year.	\$495.00

727 Rear Planetaries

A&A Transmission offers these rear helical gear planetaries for replacement or for those adding them to their existing front planetary combinations.

Part	Description	Price
22584	727 3-Pinion Stock Aluminum Replacement. Uses Thrust Washer	\$45.00
22584B	727 3-Pinion Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$200.00
22584A	727 4-Pinion Aluminum Reconditioned Stock Replacement. Uses Thrust Washer	\$125.00
22584AN	727 4-Pinion New Stock Aluminum Replacement. Uses Thrust Washer	\$175.00
22584AB	727 4-Pinion Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$250.00
22584BBA	727 3-Pinion Billet Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$375.00
22584ABBA	727 4-Pinion Billet Aluminum New Gears, Pins, Needles, Washers Machined for Bearings	\$425.00
22584C	727/518/618 6-Pinion New All Steel Planetary. Includes Required Rear Annulus and Washers.	\$250.00
22584CB	727/518/618 6-Pinion New All Steel Planetary. Machined for Bearings. Uses Stock Rear Annulus	\$400.00

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

Coming 2008: New Helical 727 Front Low Gear Planetaries

The new design will support the annulus gear and has needle bearings installed against the pinion gears for a far more durable piece. Will work with Transbrakes.

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

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	\$250.00
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>	\$370.00

727 Helical Low Gear Sets

727 Planetaries Machined for and Includes 2 Torrington Bearings.

Tech: No warranty when used with Transbrakes.

22134LG	727 Low gear set 2.74/1.54/1:1 (1962-75)	\$475.00
22134LGL	727 Low gear set 2.74/1.54/1:1 (1976-93)	\$475.00
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

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 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 gears and 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 4340 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 annulus has longer clutch splines, so in combination with our aluminum rear clutch drum, you can now run five rear/forward clutches.

Part	Description	Price
22582S3AL	727 3 Gear Aluminum Front and Rear Straight Cut Planetaries 2.77/1.57/1:1	\$1,950.00
22582S3A	727 3 Gear Aluminum Front and Rear Straight Cut Planetaries 2.45/1.45/1:1	\$1,750.00
22582S3AH	727 3 Gear Aluminum Front and Rear Straight Cut Planetaries 2.28/1.45/1:1	\$1,950.00
22582S4AL	727 4 Gear Aluminum Front and Rear Straight Cut Planetaries 2.77/1.57/1:1	\$2,050.00
22582S4A	727 4 Gear Aluminum Front and Rear Straight Cut Planetaries 2.45/1.45/1:1	\$1,850.00
22582S4AH	727 4 Gear Aluminum Front and Rear Straight Cut Planetaries 2.28/1.45/1:1	\$2,050.00
22582S5SA	727 5 Gear Steel Front Straight Cut Planetary and 3 Gear Aluminum Rear Planetary. 2.45/1.45/1:1	\$1,600.00
22582S5SB	727 5 Gear Steel Front Straight Cut Planetary and 4 Gear Aluminum Rear Planetary. 2.45/1.45/1:1	\$1,650.00
22582S5SC	727 5 Gear Steel Front Straight Cut Planetary and 4 Gear Aluminum Rear Planetary. 2.28/1.45/1:1	\$1,750.00
22582S6SL	727 6 Gear Steel Front Straight Cut Planetary and 4 Gear Aluminum Rear Planetary. 2.77/1.57/1:1	\$2,250.00

(New Ratios Coming Soon! 1.99:1, 2.10:1, 2.56:1)

All these kits consist of the following: Front planetary, front annulus, rear planetary, rear annulus, sun gear, slide on gear where applicable (with 2.77:1 and 2.28:1 ratios), needle bearings and lightened sun shell with holes pictured below.

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)

904 Straight Cut Planetary Gears are available in many ratios. Call!



22582S6SL

22582S3AL



Sun Shells



22145-1 727 Light Sun Shell without Holes (1965-Up)
\$125.00



22145-2 727 Sun Shell with Holes (1965-Up)
\$225.00



12144-1 904 Sun Shell with Holes (1966-Up)
\$125.00

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"	\$89.95
K12961A	904 Complete with Springs and Rollers (1974-Up) 10-Roller Design 4.810" Dia. X .775"	\$89.95
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	\$14.95
12654L	904 Replacement Caged Spring and Roller Kit 12-Roller Design	\$29.95
K22961	727 Complete with Springs and Rollers (1966-Up) 12-Roller Design. This sprag is brand new.	\$109.95
K22961R	727 Complete with Springs and Rollers (1966-Up) 12-Roller Design. Quality Inspected.	\$89.95
K22961E	727 Complete with Springs and Rollers (1962-65) 6-Bolt, 12-Roller Design. This sprag is brand new.	\$129.95
K22961ER	727 Complete with Springs and Rollers (1962-65) 6-Bolt, 12-Roller Design. Quality Inspected.	\$109.95
22960	727 Replacement Aftermarket Springs and Roller Kit	\$14.95
22960C	727 Chrysler Replacement Spring and Roller Kit	\$24.95
22961P	727 Replacement 12 Tang Plate. 4-Bolt	\$19.95
22961PE	727 Replacement 12 Tang Plate. 6-Bolt	\$24.95
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>	\$175.00
K22961EUS-6	727 Complete with Springs and Roller Assembly, Inner Race, 6-Bolt, 16-Roller Design. (1962-65) Cable-Shift Cases.	\$185.00
22960US	727 Replacement Spring and Roller Assembly for A&A's Ultimate Sprag, 16-Roller Design	\$39.95
K22518	518 14-Roller Design. Complete with Caged Spring and Roller Kit. (1992-Up) <i>Requires Installation Tool. See Below.</i>	\$99.95
22654A	518 14-Roller Design Replacement Spring and Roller Kit	\$24.95

Transmission Assembly Lube

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

BTAL Blue Transmission Assembly Lube (Tub) \$12.95

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) \$175.00

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. \$185.00

Sprag Inner Races

Part	Description	Price
12664R	904 Reconditioned Inner Race (24 teeth)	\$15.00
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.

AAT9250USP	727 Professional Installation Tool. Used for the 6-Bolt designed Ultimate Sprag.	\$125.00
AAT9250USE	727 Economy Installation Tool. Used for the 6-Bolt designed Ultimate Sprag.	\$75.00
AAT9250E	518 Economy Installation Tool	\$75.00
AAT9250P	518 Professional Installation Tool	\$125.00



AAT9250USP

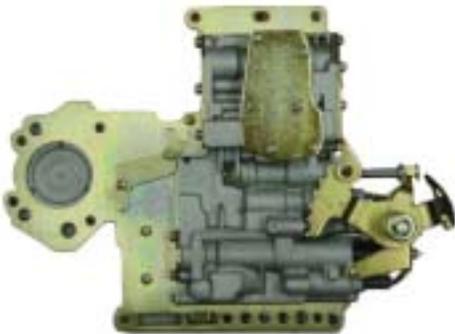
AAT9250E

AAT9250P

New Products **Lower Prices** **Most Popular**

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.

The TransBrake valve body has the same sprag protection as the "Low-Band Apply" model. The way ours is engineered, it has an instant apply to prevent the car from rolling when staging and a quick release to get you off the line.

Standard 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	727/904 Race Manual Rev. Pattern Valve Body (1966-80) (non-lock-up)	\$175.00
22770-1EP	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Push Button (Core Required)	\$225.00
22770-1EC	727/904 Race Manual Rev. Pattern Valve Body (1962-64 1/2) Column/Console (Core Required)	\$225.00

These 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. (PRN123) The high pressure reverse circuit has been eliminated. These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 21-22)

22770-2	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$275.00
22770-2WB	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1966-80)	\$275.00

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. These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 21-22)

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

These valve bodies feature the same low-band technology, but are designed to be used in cable shift transmissions. (PRN123) These valve bodies require a low/reverse piston kit. (See Servo sections pages 21-22)

22770-2EP	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$295.00
22770-2WBP	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1962-64 1/2) Push Button (Core Required)	\$295.00
22770-2EC	727/904 Race Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (Core Required)	\$295.00
22770-2WBC	727/904 Street Manual Reverse Pattern Valve Body (Low Band Apply) (1964 1/2-65) Column/Console (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 (PRN321).

These valve bodies require a low/reverse billet piston kit. (See Servo sections pages 21-22)

22770-3	727/904 Manual Forward Pattern Valve Body (1966-80)	\$225.00
22770-3EP	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. Cannot be Used with Rear Pump (Core Required)	\$225.00
22770-3EC	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. Cannot be Used with Rear Pump (Core Required)	\$225.00
22770-3EPWRP	727/904 Manual Forward Pattern Valve Body (1962-64 1/2) Push Button. To be Used with Rear Pump (Core Required)	\$225.00
22770-3ECWRP	727/904 Manual Forward Pattern Valve Body (1964 1/2-65) Column/Console. To be Used with Rear Pump (Core Required)	\$225.00

These valve bodies are modified to give good shift quality while retaining automatic shifts. Standard upgrade from stock. (PRN321)

These valve bodies require a low/reverse piston kit. (See Servo sections pages 21-22)

22770-4L	727/904 Modified Valve Body, Automatic Shifts Retain Part Throttle Kick-Down (1970-Up)	\$195.00
22770-4E	727/904 Modified Valve Body, Automatic Shifts without Part Throttle Kick-Down (can be added with 22740-32SI) (1966-69)	\$195.00
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 (Core Required)	\$250.00
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 (Core Required)	\$250.00
22770-4EPSK	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1962-64 1/2) Push Button Transmissions with Rear Pump Retained. (Core Required)	\$195.00
22770-4ECSK	727/904 Modified Valve Body with Automatic Shifts. Only Fits (1964 1/2-65) Column/Console Transmissions with Rear Pump Retained. (Core Required)	\$195.00

+ New Products
 ↓ Lower Prices
 ⓘ Most Popular

For serious racers, this is the ultimate TransBrake. This reverse pattern valve body features the "Low Band Apply" technology to 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 21-22)

22770-5	727/904 Trans-brake Valve Body (1966-80)	\$595.00
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Same as our -5 above with an added feature for those racers wanting a clean neutral position after third gear. (Requires Special Shifter) P R/N 123N

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 21-22)

22770-5EP	727/904 Trans-Brake Valve Body Reverse Pattern (1962-64 1/2) Push Button (Core Required)	\$625.00
22770-5EC	727/904 Trans-Brake Valve Body Reverse Pattern (1964 1/2-65) Column/Console (Core Required)	\$625.00

Standard reverse pattern valve bodies for cable shift type transmissions. (PRN123) These valve bodies retain the high pressure reverse circuit and require a low/reverse piston kit. (See Servo sections pages 21-22)

22770-6	727/904 Early (1962-64 1/2) Push-Button Reverse Pattern Race Manual Valve Body (Core Required)	\$225.00
22770-7	727/904 Early (1964 1/2-65) Column/Console Reverse Pattern Race Manual Valve Body (Core Required)	\$225.00

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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★ 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 21-22) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

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



★ New Products ↓ Lower Prices ● Most Popular

★ 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 21-22) 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 21-22) 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 21-22) All solenoids and sensors sold separately. Core charge varies from \$100-\$200.

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

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.

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 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

Shift-Improver Kits

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

AATF-1	727-904 Mild Shift Improver Kit (1962-89) Good for Mild, R.V. and Light Truck	\$29.95
AATF-2	727-904 Street/Strip Heavy Duty Shift-Kit (1962-89)	\$79.95
AATF-3	727-904 Manual-Control Shift-Kit (1962-89)	\$89.95
AATF-165G	518 O.D. Mild Shift Improver Kit (Gas Engine)	\$69.95
AATF-165D	518/618 O.D. Mild Shift Improver Kit (Diesel)	\$139.95
AATF-HDOD	518/618 O.D. Heavy Duty Shift Improver Kit. (Gas and Diesel)	\$119.95

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 \$89.95

Transbrake Switch

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

AATBS	Transbrake Switch	\$60.00
AATBSBB	Transbrake Switch with Big Button	\$50.00

2nd Gear Band Levers

The 4.2 lever has been discontinued by Chrysler. A&A considers this as the ideal ratio and has re-created the tooling to make this lever again.



Part	Description	Price
22916-38	3.8 2nd Gear Band Lever	\$25.00
22916-42	4.2 2nd Gear Band Lever	\$25.00
22916-50	5.0 2nd Gear Band Lever	\$25.00
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 \$25.00
22916-2 727 Heavy Duty Band Strut \$25.00

Front Band Adjustors

22916-AS 727 Longer Adjustor Screw \$15.00

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 (1962-65) Cable Shift Single Prong \$75.00
12410AR Reconditioned (1966-69) Single Prong \$45.00
12410BR Reconditioned (1970-Up) 3 Prong \$10.00
12410BN New Chrysler O.E. (1970-Up) 3 Prong \$29.95
12410W Replacement 3 Prong Wiring Kit \$24.95
12410CN New Aftermarket (1970-Up) Long 3-Prong \$19.95
12410B Blocker Plug with O-Ring \$9.95



Neutral Safety Switches



AATBC

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 \$25.00



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

	AA296EBA	727 Billet Alum. Low/Rev. Piston Kit (1962-66)	\$79.95
	AA296	727/518 Billet Alum. Low/Rev. Piston Kit (1967-Up)	\$69.95
	AA397	904 Billet Alum. Low/Reverse Piston Kit (1967-Up)	\$69.95
	AA498	618 Billet Alum. Low/Reverse Piston (1994-Up)	\$49.95
	AA498K	618 Billet Alum. Low/Rev. Piston Kit (1994-Up)	\$89.95
	AA296R	727/518 Reinforced Spring Retainer Only	\$20.00
	AA397R	904/500 Reinforced Spring Retainer Only	\$20.00
	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

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)	\$69.95
	AA296EBA-1S	727 Low/Reverse Piston Kit (1962-66)	\$79.95
	AA397-1S	904 Low/Reverse Piston Kit (1967-Up)	\$69.95

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

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 High Performance	\$69.95
22204-52	5,200 RPM High-Performance	\$69.95
22204-54	5,400 RPM Hemi	\$69.95
22204-56	5,600 RPM Hemi	\$69.95
22204-58	5,800 RPM Max Wedge	\$69.95
22204-60	6,000 RPM Ultra	\$79.95
22204-60+	6,000+ RPM Plus	\$89.95

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

22204L-50	5,000RPM High Performance	\$69.95
22204L-52	5,200 RPM High-Performance	\$69.95
22204L-54	5,400 RPM Hemi	\$69.95
22204L-56	5,600 RPM Hemi	\$69.95
22204L-58	5,800 RPM Max Wedge	\$69.95

 **22680SP** 727 Spacer to Replace Governor Housing When Not Using A Governor \$15.00

 **New Products**  **Lower Prices**  **Most Popular**

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")	\$79.95
22905LBA	727 Late 1-Spring Model w/ Heavy Duty Spring Included (Large Rod Diameter 5/8")	\$79.95
12905LBA	904 Late 1-Spring Model w/ Spring (1971-Up) Small Dia. 1.000" & Large Dia. 2.375"	\$79.95



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)	\$55.00
22905L	727 Original 1-Spring Model with A&A's "Red" Spring, Modified Piston and Rod Blocked. Large Diameter 5/8" (1971-Up)	\$55.00
22906E	727 2nd Early Heavy Duty Inner and Outer Spring Only for Small Rod 3/8" Servo Only (1962-70)	\$20.00
22906L	727 2nd Late Heavy Duty "Red" Spring Only for Large Rod 5/8" Servo (1971-Up)	\$15.00



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.

- ★ **22905EBADR** 727 Dual Ring 2nd Gear Early 2-Spring Model with Heavy Duty Inner and Outer Springs Included (Small Rod Diameter 3/8") \$99.95
- ★ **22905LBADR** 727 Dual Ring 2nd Gear Late 1-Spring Model with Heavy Duty Spring Included (Large Rod Diameter 5/8") \$99.95



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.

- ★ **12905LBADR** 904 Dual Ring 2nd Gear Late Model with Heavy Duty Spring Included \$ 99.95

2nd Gear Servo Tool

This tool helps with the installation of the 2nd Gear Servo when heavier duty springs are used.

AAFST 2nd Gear Servo Tool \$75.00



AAFST

★ New Products ↓ Lower Prices 📌 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)	\$119.95
MK12000AK	904 Overhaul Kit w/ Red Clutches and Kolene Steels (1966-71)	\$129.95
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)	\$129.95
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)	\$139.95
MK12000B	904 Overhaul Kit w/ Red Clutches and Regular Steels (1972-Up)	\$119.95
MK12000BK	904 Overhaul Kit w/ Red Clutches and Kolene Steels. (1972-Up)	\$129.95
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)	\$129.95
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)	\$139.95
MK12000C	904 Overhaul Kit w/ Red Clutches and Regular Steels (1966-Up) Combo	\$129.95
MK12000CK	904 Overhaul Kit w/ Red Clutches and Kolene Steels (1966-Up) Combo	\$139.95
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	\$139.95
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	\$149.95
MK22000A	727 Overhaul Kit w/ Red Clutches and Regular Steels (1962-70)	\$129.95
MK22000AK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1962-70)	\$139.95
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)	\$139.95
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)	\$149.95
MK22000B	727 Overhaul Kit w/ Red Clutches and Regular Steels (1971-Up)	\$129.95
MK22000BK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1971-Up)	\$139.95
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)	\$139.95
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)	\$149.95
MK22000C	727 Overhaul Kit w/ Red Clutches and Regular Steels (1962-Up) Combo	\$139.95
MK22000CK	727 Overhaul Kit w/ Red Clutches and Kolene Steels (1962-Up) Combo	\$149.95
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	\$149.95
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	\$159.95

Overdrive Overhaul Kits



Part	Description	Price
MK12000E	500 Overhaul Kit w/ Red Clutches and Regular Steels (1988-Up)	\$179.95
MK12000EK	500 Overhaul Kit w/ Red Clutches and Kolene Steels (1988-Up)	\$249.95
MK12000ER	500 Overhaul Kit w/ Raybestos Clutches and Regular Steels (1988-Up)	\$139.95
MK22000E	518/618 Overhaul Kit w/ Red Clutches and Regular Steels (1990-2002)	\$199.95
MK22000EK	518/618 Overhaul Kit w/ Red Clutches and Kolene Steels (1990-2002)	\$269.95
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)	\$279.95
MK22000ER	518/618 Overhaul Kit w/ Raybestos Clutches and Regular Steels (1990-97)	\$149.95



MK12000 Series



MK22000 Series

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)	\$49.95
12900B	904 Gaskets, Seals & Ring (1972-Up)	\$49.95
12900C	904 Gaskets, Seals & Rings Combo (1966-88)	\$59.95

Individual Gaskets and Seals Are Available, See Page 27.

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)	\$19.95
12500T	904 Teflon Scarf Cut Rings (Stator Only) (1968-79)	\$9.95
12500TW	904 Teflon Wide Scarf Cut Rings (Stator only) (1968-79)	\$9.95
12500SS	904 Stainless Steel (Stator Only) (1960-Up)	\$9.95
12500TK	904 Teflon Ring Kit. (1972-Up)	\$15.00

904/500 Gaskets (All Interchangeable)

3795	904 Regular Cork Pan Gasket	\$2.95
3795R	904 Rubber Pan Gasket	\$3.95
3795SC	904 Steel Core Pan Gasket	\$10.95
3795MR	904 Re-useable Molded Pan Gasket (The Best)	\$15.95



Torqueflite Rebuild Components

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)	\$49.95
①	22950U	727 Gaskets, Seals & Rings (1971-Up)	\$49.95
	22950C	727 Gaskets, Seals & Rings Combo (1962-88)	\$59.95

Individual Gaskets and Seals Are Available, See Page 27.

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)	\$29.95
	22501	727 Chrome Rings (Input & Stator) (1967-70)	\$29.95
	22502	727 Chrome Rings (Input & Stator) (1971-Up)	\$29.95
	22502T	727 Teflon Rings (Input & Stator) (1971-Up)	\$14.95
	22502TS	727 Teflon Rings (Stator Only) (1971-Up)	\$9.95
①	22502SS	727 Stainless Steel (Stator Only) (1971-Up)	\$9.95

727/518/618 Gaskets (All Interchangeable)

	3859	727 Regular Cork Pan Gasket	\$2.95
	3859R	727 Rubber Pan Gasket	\$3.95
	3859SC	727 Steel Core Pan Gasket	\$10.95
①	3859MR	727 Re-useable Molded Pan Gasket (The Best)	\$15.95

518/618 Kits (Includes Stainless Steel Stator Rings)

	22004E	518/618 Gaskets, Seals, and Rings (1990-97)	\$59.95
	22004G	518/618 Gaskets, Seals, and Rings (1998-2003)	\$59.95
	22004H	518/618 Gaskets, Seals, and Rings (2004-Up)	\$59.95

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.

	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 Roller Bearing Shim Assortment Qty. 5	\$10.00



AACDP Clutch Drum Press

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

AACDP Clutch Drum Press \$125.00

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

Forward Clutch Diaphragm Spring Plate



22974A

22974B

12974

Part	Description	Price
12974	904 Forward Drum Spring Plate. (1962-Up) New Chrysler	\$15.00
12974T	904 Forward Drum Spring Plate. (1962-Up) New Aftermarket	\$10.00
22974A	727 Forward Drum Spring Plate. (1962-73) New Chrysler	\$15.00
22974AT	727 Forward Drum Spring Plate. (1962-73) New Aftermarket	\$10.00
22974B	727 Forward Drum Spring Plate. (1974-90) New Chrysler	\$15.00
22974BT	727 Forward Drum Spring Plate. (1974-90) New Aftermarket	\$10.00
22974C	727 Forward Drum Spring Plate. (1991-Up) New Chrysler	\$15.00



Bearings, Bushings, & Thrust Washers

Part	Description	Price
12951S	904 Master Thrust Washer with Selectives Kit (1960-77) (Steel 3 and 4 gear planetaries)	\$29.95
12951A	904 Master Thrust Washer with Selectives Kit (1960-77) (Aluminum 3 and 4 gear planetaries)	\$29.95
12951L	904 Master Thrust Washer with Selectives Kit (1978-Up)	\$29.95
12952E	904 Master Bushing Kit (1960-65)	\$19.95
12952	904 Master Bushing Kit (1966-90)	\$29.95
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
① 22272A	727 Output Shaft Bearing (1965-89)	\$30.00
① 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)	\$39.95
22951P	727 Master Thrust Washer with Plastic Selectives Kit (1962-Up) (Includes Washers for both 3 & 4 Gear Planetaries)	\$29.95
22952E	727 Master Bushing Kit Early Models (1962-66)	\$39.95
22952	727 Master Bushing Kit (1967-70) with Narrow High Gear Drum Bushing	\$39.95
① 22952L	727 Master Bushing Kit (1971-Up) with Wide High Gear Drum Bushing	\$29.95
12030E	A500 Master Bushing Kit (1988-E92)	\$39.95
12030L	A500 Master Bushing Kit (L1992-Up)	\$39.95
22030E	A518/618 Master Bushing Kit (1990-E92)	\$39.95
22030L	A518/618 Master Bushing Kit (L1992-Up)	\$39.95

Individual Bushings and Thrust Washers Available, Please Call.

Torqueflite Rebuild Components

Clutch Plates, Steels & Bands



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

727 Clutches

Part	Description	Price
22595B-2	727 Direct Friction Raybestos Checkered Thick	\$3.95
22595B-3	727 Direct Friction Grooved Borg-Warner Thick	\$3.95
22595B-4	727 Direct-Raybestos Blue Plate Specials Thin	\$14.95
22595B-5	727 Direct Friction Red Racing Checkered Thin	\$7.95
22595B-6	727 Direct Friction Red Racing Grooved Thin	\$7.95
22595B-7	727 Direct Friction Red Racing Grooved Thick	\$7.95
22642A-2	727 Forward Friction Raybestos Thin	\$3.95
22642A-3	727 Forward Friction Borg-Warner Thin	\$3.95
22642A-4	727 Forward Raybestos Blue Plate Specials Thin	\$14.95
22642A-5	727 Forward Friction Red Racing Smooth Thin	\$6.95
22642A-6	727 Forward Raybestos High Energy Thin	\$6.95

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

727 Steels

Part	Description	Price
22594	727 Direct & Forward Steel Standard .068	\$2.95
22594K	727 Direct & Forward Kolene Steel Std. .068	\$4.95
22594A	727 Direct & Forward Steel Thick .080	\$5.95
22594AK	727 Direct & Forward Kolene Steel Thick .080	\$6.95
22594X	727 Direct & Forward Steel Thick .086	\$5.95
22594XK	727 Direct & Forward Kolene Steel Thick .086	\$6.95
22146	727 Upper Pressure Plate for Clutch Drums (High and Rear) Brand New O.E.	\$20.00
22126	727 Lower Pressure Plate for Rear Clutch Drum. Brand New O.E.	\$20.00

Price per each.

727 Bands

Part	Description	Price
22825A	727 - 2nd Gear Band Red Racing Flex	\$29.95
22825AK	727 - 2nd Gear Band Kevlar Flex	\$29.95
22825BG	727 - 2nd Gear Band Red Racing Solid w/ Grooves *	\$39.95
22825BS	727 - 2nd Gear Band Red Racing Solid Smooth *	\$39.95
22825CG	727 New Wider 2nd Gear Red Racing w/ Grooves	\$99.95
22825CS	727 New Wider 2nd Gear Red Racing Smooth	\$99.95
22825CCG	727 New Wider 2nd Gear Carbon w/ Grooves	\$99.95
22825KG	727 - 2nd Gear Band Kevlar Solid with Grooves *	\$39.95
22825KS	727 - 2nd Gear Band Kevlar Solid Smooth *	\$39.95
22825HS	727 "Hemi" 2nd Gear Band Red Smooth (Core Req.)	\$75.00
22900AG	727 Reverse Band Red Racing with Grooves*	\$39.95
22900AS	727 Reverse Band Red Racing Smooth*	\$39.95
22900KG	727 Reverse Band Kevlar with Grooves*	\$39.95
22900KS	727 Reverse Band Kevlar Smooth*	\$39.95
22900BG	518 Reverse Band Red. (1989-91) 6" dia. WideLug Ends*	\$49.95
22900CG	518 Reverse Band Red. (1991-Up) 6 1/4" dia. *	\$49.95
22900D	618 Reverse Band Red. (1996-Up) 6 1/4" dia. Double Wrap *	\$59.95

* There will be a \$25-\$50 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.

904 Clutches

Part	Description	Price
12750A-2	904 Direct Friction Raybestos Thick	\$3.95
12750A-3	904 Direct Friction Borg-Warner Thick	\$3.95
12750A-4	904 Direct Raybestos Blue Plate Specials Thick	\$10.95
12750A-5	904 Direct Friction Red Racing Checkered Thin	\$7.95
12750A-6	904 Direct Friction Red Racing Grooved Thin	\$7.95
12750A-7	904 Direct Friction Red Racing Grooved Thick	\$7.95
12760B-2	904 Forward Friction Raybestos Thin	\$3.95
12760B-3	904 Forward Friction Borg-Warner Thin	\$3.95
12760B-4	904 Forward Raybestos Blue Plate Specials Thin	\$10.95
12760B-5	904 Forward Friction Red Racing Smooth Thin	\$6.95

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

904 Steels

Part	Description	Price
12751	904 Direct & Forward Steel Standard .068	\$2.95
12751K	904 Direct & Forward Kolene Steel Std .068	\$4.95
12751A	904 Direct & Forward Steel Thick .080	\$5.95
12750AK	904 Direct & Forward Kolene Steel Thick .080	\$6.95
12751X	904 Direct & Forward Steel Thick .086	\$5.95
12751XK	904 Direct & Forward Kolene Steel Thick .086	\$6.95
12146	904 Upper Pressure Plate for Clutch Drums (High & Rear) Brand New O.E.	\$20.00
12149	904 Lower Pressure Plate for Rear Clutch Drum Brand New O.E.	\$20.00

Price per each.

904 Bands

Part	Description	Price
12905A	904 2nd Gear Band Red Racing Flex 1.375" Wide	\$24.95
12905BG	904 2nd Gear Band Red Racing Solid with Grooves * 1.375" Wide	\$29.95
12905BKG	904 2nd Gear Band Kevlar with Grooves * 1.375" Wide	\$29.95
12905BS	904 2nd Gear Band Red Racing Solid Smooth * 1.375" Wide	\$29.95
12905BGW	904 2nd Gear Band Wide Red Racing Solid with Grooves * 1.750" Wide (Core Required)	\$39.95
12905BSW	904 2nd Gear Band Wide Red Racing Solid Smooth * 1.750" Wide (Core Required)	\$39.95
12905KGW	904 2nd Gear Band Wide Kevlar with Grooves * 1.750" Wide (Core Required)	\$39.95
12905KSW	904 2nd Gear Band Wide Kevlar Smooth * 1.750" Wide (Core Required)	\$39.95
12905C	904 2nd Gear Band Semi Rigid Red Racing Reinforced Welded 1.600" Wide	\$49.95
12905CK	904 2nd Gear Band Semi Rigid Kevlar Reinforced Welded 1.600" Wide	\$49.95
12820AG	904 Reverse Red Racing Single Wrap w/ Grooves*	\$39.95
12820AS	904 Reverse Red Racing Single Wrap Smooth*	\$39.95
12820AKG	904 Reverse Kevlar Single Wrap with Grooves*	\$39.95
12820AKS	904 Reverse Kevlar Single Wrap Smooth*	\$39.95
12820BG	904 Reverse Red Racing Double Wrap with Grooves*	\$39.95
12820BS	904 Reverse Red Racing Double Wrap Smooth*	\$39.95
12820BKG	904 Reverse Kevlar Double Wrap with Grooves*	\$39.95
12820BKS	904 Reverse Kevlar Double Wrap Smooth*	\$39.95

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Torqueflite Components

Pans



22161



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



A&A's New 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
12886A	904 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$89.95
12886	904 Deep Transmission Steel Pan (Includes Mopar Extension 22321) (1966-Up)	\$69.95
12162A	904 Deep Transmission Chrome Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$99.95
12162	904 Deep Transmission Chrome Pan (Includes Mopar Extension 22321) (1966-Up)	\$79.95
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 Deep Cast Aluminum Pan. (Includes A&A Transmission Billet Aluminum Extension) (1966-Up)	\$189.95
12886CE	904 Deep Cast Aluminum Pan. (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension) (1962-65)	\$199.95
22730A	727 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$89.95
22730	727 Deep Transmission Steel Pan (Includes Mopar Extension 22321) (1966-Up)	\$69.95
22730AE	727 Deep Transmission Steel Pan (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE) (1962-65)	\$99.95
22161A	727 Deep Transmission Chrome Pan (Includes A&A Transmission Billet Aluminum Extension 22321A) (1966-Up)	\$99.95
22161	727 Deep Transmission Chrome Pan (Includes Mopar Extension 22321) (1966-Up)	\$79.95
22161AE	727 Deep Trans. Chrome Pan (Includes A&A Transmission Billet Aluminum 2-Hole Pick-Up Extension 22321AE) (1962-65)	\$109.95
22730B	727 Deep Cast Aluminum Pan. 4 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321B) (1966-Up)	\$189.95
22730BE	727 Deep Cast Aluminum Pan. 4 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321BE) (1962-65)	\$199.95
22080	727 Lightweight Aluminum Transmission Pan Featuring One Piece Billet Rail and Dual Magnetic Drain Plugs. Hardware Included.(1966-Up)	\$165.00
22730C	518 Deep Cast Aluminum Pan. 2 Qts Extra. (Includes A&A Transmission Billet Aluminum Extension 22321C) (1989-99)	\$179.95

Part	Description	Price
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 12776C, Drain Plug (1962-65)	\$135.00
22730E	727 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)	\$125.00
22730EE	727 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 12776C, Drain Plug (1962-65)	\$135.00

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

Pan Bolt & Stud Kits

Part	Description	Price
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 ⓘ Most Popular

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
22321A	727/904 Billet Aluminum Filter Extension for Mopar Deep Steel Pan and Moroso Lightweight Pan. Extension is 1.125" (1966-Up)	\$24.95
22321AE	727/904 Billet Aluminum Filter Extension for Mopar Deep Steel Pan and Moroso Lightweight Pan. Extension is 1.125" (1962-65) 2-hole	\$34.95
22321B	727 Billet Aluminum Filter Extension for TCI Deep Cast Aluminum Pan and MOPAR's 52118780AD pan. Extension is 1.800" (1966-Up)	\$34.95
22321BE	727 Billet Aluminum Filter Extension for TCI Deep Cast Aluminum Pan. Extension is 1.800" (1962-65) 2-hole	\$39.95
22321C	518 Billet Aluminum Filter Extension for use with TCI Deep Cast Aluminum Pan. Extension is .730"	\$24.95
22321D	727 Billet Aluminum Filter Extension for TCI Shallow Cast Aluminum Pan. Extension is .980" (1966-Up)	\$24.95
22321DE	727 Billet Aluminum Filter Extension for TCI Shallow Cast Aluminum Pan. Extension is .980" (1962-65) 2-hole	\$34.95
22321E	A500 Billet Aluminum Filter Extension for MOPAR Deep 4" Cast Pan. Extension is 1.480"	\$34.95
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"	\$34.95
22321G	727 Billet Aluminum Filter Extension for B&M Cast Aluminum Pan with Ribs Inside Bottom (1966-Up) Extension is 1.600"	\$34.95
22321GE	727 Billet Aluminum Filter Extension for B&M Cast Aluminum Pan with Ribs Inside Bottom (1962-65) 2-Hole. Extension is 1.600"	\$39.95

Filters



12776A



12776B

12776A	727/904 Dacron Small Filter 2-hole (1962-65)	\$5.95
12776B	727/904 High-Flow Brass Small Filter 2-hole (1962-65)	\$15.95
12776C	727/904 Dacron Large Filter (1966-Up)	\$5.95
12776D	727/904 High-Flow Brass Large Filter (1966-Up)	\$15.95



12776C



12776D

Individual Seals & Gaskets

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

727		
22070	727/518 Front Pump Seal (1962-Up)	\$9.95
22310	727/518 Front Pump Gasket (1962-Up)	\$6.95
22311	727/518 Front Pump O-Ring (1962-Up)	\$6.95
22305E	727 Tailhousing Gasket (1962-65)	\$6.95
22305L	727 Tailhousing Gasket (1966-Up)	\$6.95
22074BY	727 Tailhousing Rear Seal with Bolt-On Yoke (1962-92)	\$10.95
22074SB	727 Tailhousing Rear Seal Short Boot (1966-Up)	\$8.95
22074LB	727 Tailhousing Rear Seal Long Boot (1966-Up)	\$12.95

904		
12070	904/500 Front Pump Seal (1960-Up)	\$8.95
12310	904/500 Front Pump Gasket (1960-Up)	\$6.95
12311	904/500 Front Pump O-Ring (1960-Up)	\$6.95
12305E	904 Tailhousing Gasket (1962-65)	\$6.95
12305L	904 Tailhousing Gasket (1966-Up)	\$6.95
12074EE	904 Tailhousing Rear Seal with Bolt-On Yoke (1962-64) 1.692" O.D.	\$18.95
12074E	904 Tailhousing Rear Seal with Bolt-On Yoke (1965) 2.051" O.D.	\$19.95
12074SB	904 Tailhousing Rear Seal Short Boot (1966-72)	\$8.95
12074LB	904 Tailhousing Rear Seal Long Boot (1966-72)	\$14.95
12074LSB	904 Tailhousing Rear Seal Short Boot (1973-Up)	\$8.95
12074LLB	904 Tailhousing Rear Seal Long Boot (1973-Up)	\$12.95

727/904		
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		
22034	727/518 Front Pump Bushing Babbit (1962-Up)	\$5.95
22034A	727/518 Front Pump Bushing Bronze (1962-Up)	\$6.95
22034B	727/518 Front Pump Bushing Ball Dented Bronze (1962-Up)	\$8.95
22046	727 Direct/High Gear Drum Narrow (1962-70)	\$17.95
22046B	727/518 Direct/High Gear Drum Wide (1971-Up)	\$12.95
36066	727 Tailhousing Bushing Bronze (1965-Up)	\$12.95

904 Bushings		
12034	904/500 Front Pump Bushing Babbit (1960-Up)	\$4.95
12034A	904/500 Front Pump Bushing Bronze (1960-Up)	\$5.95
12046	904/500 Direct/High Gear Drum (1960-92)	\$8.95
12066	904 Tailhousing Bushing (1966-Up)	\$10.95

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-Up)	\$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

Accessories



Speedometer Gears

(Others Available)

AA28T	28 Tooth	Small Blue	(1966-Up)	\$19.95
AA29T	29 Tooth	Small Black	(1966-Up)	\$19.95
AA30T	30 Tooth	Small Yellow	(1966-Up)	\$19.95
AA31T	31 Tooth	Small Green	(1966-Up)	\$19.95
AA32T	32 Tooth	Medium Black	(1966-Up)	\$19.95
AA33T	33 Tooth	Medium Yellow	(1966-Up)	\$19.95
AA34T	34 Tooth	Medium Green	(1966-Up)	\$19.95
AA35T	35 Tooth	Medium Orange	(1966-Up)	\$19.95
AA36T	36 Tooth	Medium Red	(1966-Up)	\$19.95
AA37T	37 Tooth	Medium White	(1966-Up)	\$19.95
AA38T	38 Tooth	Medium Blue	(1966-Up)	\$19.95
AA39T	39 Tooth	Large Green	(1966-Up)	\$19.95
AA40T	40 Tooth	Large Orange	(1966-Up)	\$19.95
AA41T	41 Tooth	Large Red	(1966-Up)	\$19.95
AA42T	42 Tooth	Large White	(1966-Up)	\$19.95
AA43T	43 Tooth	Large Blue	(1966-Up)	\$19.95

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

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
<i>Special Heavy Duty (Polyurethane)</i>		
AA295S	727-904 A/T and M/T Rear Trans Mount 1970-74 E-Body OR 1971-74 B-Body	\$50.00
AA101	727-904 A/T and M/T 1962-65 B-Body (2 Studs)	\$80.00
AA102	727-904 A/T and M/T 1962-66 A-Body 1964-65 B-Body M/T (2 Studs Like Originals)	\$80.00
AA103	727-904 A/T and M/T 1961-71 A-Body 1966-70 B-Body, 1966-68 C-Body (Except 4 Speed) (Single Stud)	\$80.00
AA104	727-904 A/T and M/T 1965 C-Body	\$90.00
AA105	M/T 1965-68 C-Body (Single Stud)	\$90.00
AA106	M/T 1966-68 C-Body (2 Studs) Can Be Used in 1965 C-Body By Drilling Extra Hole In Your Cross Member	\$90.00
AA107	Conversion Mount 1962-65 B-Body Car Using A 1966-Up Transmission	\$90.00

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	\$299.95
22836	727 Big Block Transmission Super Shield	\$299.95
22838	904 Small block Super Shield	\$299.95
22826	Pro-Flite for AMC Torqueflite	\$299.95

Blankets

Custom made for A&A, these blankets feature small buckles are SFI approved and are made to fit Torqueflite transmissions.

TF-S	Trans-Blanket Short Up to 2" Deep Pan	\$159.00
TF-SDP	Trans-Blanket Short with Deep Pans to 4" Deep	\$169.00
TF-L	Trans-Blanket Long Up to 2" Deep Pan	\$210.00
TF-LDP	Trans-Blanket Long with Deep Pans to 4" Deep	\$225.00



Long
Covers Tail Housing to Mid Bell-Housing



Short
Covers Tail Housing to Front Pump

Steering Coupler Kit

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

SCK-1 \$29.95



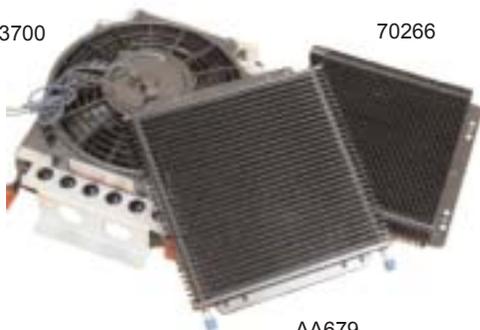
Accessories

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)

- 13700** Race Cooler with 6AN Male Ports \$199.00
- AA679** Large Transmission Cooler 11"X11"X.75" \$69.95
Plate Style with Rubber Hose Nipples GVW: 30,000
- 70266** B&M Super Cooler 11"X8"X1.5" \$79.95
Plate Style Cooler with 1/2" Pipe Female Connectors GVW: 28,000
- 70298** B&M Super Cooler with Fan \$215.00
Features Self-Regulating Flow, Thermostatically Controlled to Automatically Come On At 160 Degrees.

13700

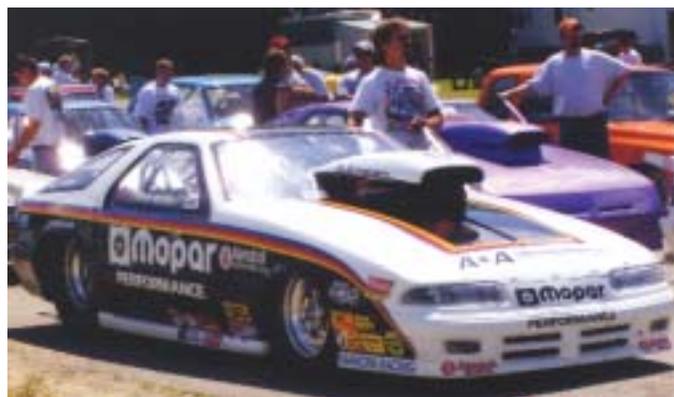


70266

AA679



70298



Shifters

- 207-1B** Winters Race Shifter for 727. Stock Shift Pattern with Lock-Out and Console \$289.00
- 257-1B** Winters Race Shifter for 904. Stock Shift Pattern with Lock-Out and Console 70011ACD \$289.00
- 207-2B** Winters Race Shifter for 727, Reverse Pattern with Lock-Out and Console 207-1B \$289.00
- 257-2B** Winters Race Shifter for 904, Reverse Pattern with Lock-Out and Console \$289.00
- 70011** Turbo-Action Race Shifter for 727 and 904, Reverse Pattern \$299.00
- 70001B** Turbo-Action Race Shifter for 727 and 904, Forward Pattern \$299.00
- 70011ACD** Turbo-Action Race Shifter with A.C.D. Split RPM. CO2 Air Shifter \$899.00



Winters Replacement Parts

- 6014-60** 60" Replacement Shift Cable (Standard Length) \$69.95
- 6014-72** 72" Replacement Shift Cable \$69.95
Additional Lengths Available
- 2095** 727 Shifter Hardware Kit \$69.95
- 2795** 904 Shifter Hardware Kit \$69.95

Shift Cables

- AASCS** Shift Cable for 1962-65 A, B, C Bodies and Imperials. \$175.00
All New Stainless Steel Construction
- AASCP** Park Cable for 1962-65 A, B, C Bodies and Imperials. \$175.00
All New Stainless Steel Construction
- Above Cables Available in Double Braided Stainless Add \$25.00*

Conversion Shift Cables

- AACCP** Push Button Conversion Cable Set for 1966-Up \$150.00
TorqueFlite in a 1962-65 Vehicle
- AACCC** Column/Console Conversion Cable Set for 1966-Up \$150.00
TorqueFlite in a 1964-65 Vehicle
- AACPE** Push Button Conversion Cable Set for 1966-Up \$150.00
TorqueFlite in a 1956-61 Vehicle

Speedometer Cables 1962-65 Vehicles

- AASC** Original Style Speedometer Cable (Less Pinion Gear) \$125.00
without Auto Pilot
- AASCAP** Original Style Speedometer Cable (Less Pinion Gear) \$60.00
with Auto Pilot
Upper Cable \$40.00
Lower Cable \$60.00
with Ratio Adapter \$50.00

New Products **Lower Prices** **Most Popular**

Accessories

Yokes



12904HDQR



A8750-7290S10



22727HD

Transmission Slip Yokes

★	22727HDQR	727/4-Speed Forged 1350 Series U-Joint with Quick Release Caps and Bolts	\$175.00
ⓘ	22727HD	727/4-Speed Forged 1350 Series U-Joint	\$100.00
	22727MD	727/4-Speed Forged 7290 Series U-Joint Standard Equipment on Most Big Block Cars	\$90.00
	22727LD	727/4-Speed Cast 7260 Series U-Joint Standard Equipment on Most Small Block Cars	\$80.00
ⓘ	12904HDQR	904 Forged 1350 Series U-Joint with Quick Release Caps and Bolts	\$175.00
★	12904MD	904 Forged 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)

ⓘ	A8750-1350S10	Billet Steel 8 3/4 Yoke 10 Spline 1350 Series U-Joint	\$125.00
	A8750-7290S10	Billet Steel 8 3/4 Yoke, 10 Spline 7290 Series U-Joint	\$125.00
	A8750-7260S10	Billet Steel 8 3/4 Yoke, 10 Spline 7260 Series U-Joint	\$125.00
	A8750-7290S29	Billet Steel 8 3/4 Yoke, 29 Spline 7290 Series U-Joint	\$125.00
	A8750-7260S29	Billet Steel 8 3/4 Yoke, 29 Spline 7260 Series U-Joint	\$125.00
	A9756-1350S29	Billet Steel 9 3/4 Yoke, 29 Spline 1350 Series U-Joint	\$125.00
	A9756-7290S29	Billet Steel 9 3/4 Yoke, 29 Spline 7290 Series U-Joint	\$125.00
	A9756-7260S29	Billet Steel 9 3/4 Yoke, 29 Spline 7260 Series U-Joint	\$125.00

Forged Steel Yokes (Better)

ⓘ	A8750-1350F10	Forged Steel 8 3/4 Yoke 10 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	\$150.00
	A8750-7260C10	Cast Steel 8 3/4 Yoke, 10 Spline 7260 Series U-Joint MOPAR Part #P4876803	\$150.00
+	A8750-7290C29	Cast Steel 8 3/4 Yoke, 29 Spline 7290 Series U-Joint, B/B Restoration	\$125.00
+	A8750-7260C29	Cast Steel 8 3/4 Yoke, 29 Spline 7260 Series U-Joint, S/B Restoration	\$125.00
	A9756-1350C29	Cast Steel 9 3/4 Yoke, 29 Spline 1350 Series U-Joint	\$80.00
ⓘ	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	\$35.00
1350	Stock Replacement with Grease Fitting	\$30.00
1350HD	Chrome-Moly Heavy Duty without Grease Fitting	\$40.00

Dipstick Tubes

Reproduction Models

AA901	904 Small Block Transmission Dipstick and Tube (1966-Up)	\$39.95	
+	AA405	727 Small-Block Transmission Dipstick and Tube (1968-Up)	\$39.95
★	AA405C	727 Small-Block Transmission Chrome Dipstick and Tube (1968-Up)	\$39.95
	AA919	727 Big-Block Transmission Dipstick and Tube (1967-69)	\$49.95
	AA967	727 Big-Block Transmission Dipstick and Tube (1970-Up)	\$39.95
★	AA967C	727 Big-Block Transmission Chrome Dipstick and Tube (1970-Up)	\$39.95
	AA951	727/904 Transmission Dipstick for Above Models	\$15.00
	AA139	727 Hemi Transmission Dipstick and Tube (1966-71)	\$59.95
	AA426	727 Max-Wedge Transmission Dipstick and Tube (1962-65)	\$149.95
★	AA426H	727 Race Hemi Transmission Dipstick and Tube (1964-65)	\$149.95

NHRA Approved Locking Dipsticks and Tubes

AATS901	904 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$39.95
AATS405	727 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$39.95
AATS967	727 Big-Block Locking Tab Dipstick and Tube (1962-Up)	\$39.95
AATS139	727 HEMI Locking Tab Dipstick and Tube (1966-Up) Fits to right-side of head.	\$39.95
AATS139LT	727 HEMI and 440 Locking Tab Dipstick and Tube (1966-Up) Fits to left-side of head.	\$39.95

NHRA Approved Locking Dipsticks and Tubes Using a CSR Transmission Shield

AATS901CSR	904 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$39.95
AATS405CSR	727 Small-Block Locking Tab Dipstick and Tube (1966-Up)	\$39.95
AATS967CSR	727 Big-Block Locking Tab Dipstick and Tube (1962-Up)	\$39.95
AATS139CSR	727 HEMI Locking Tab Dipstick and Tube (1966-Up) Fits to right-side of head.	\$39.95
AATS139LTCSR	727 HEMI and 440 Locking Tab Dipstick and Tube (1966-Up) Fits to left-side of head.	\$39.95

Replacement Ring Gears

Stick Flywheel Ring Gears

RG-122T	Replaces Chrysler #2121196 11.25" I.D. 1962-83 6-V-8	\$39.95
RG-130T	Replaces Chrysler #1941648 12.22" I.D. 1962-83 6-V-8	\$39.95
RG-143N	Replaces Chrysler #2843214 13.50" I.D. 1967-69 383-440	\$39.95
RG-172N	Replaces Chrysler #1673646 1959-64 Non-High-Performance and 1967 High-Performance	\$39.95



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)	\$129.95
MK32000AK	413/470/670 Overhaul Kit w/ Red Frictions and Kolene Steels (1983-Up)	\$149.95
MK32000AKHP	413/470/670 Overhaul Kit w/ Red Frictions and Kolene Steels. Includes Extra Thin Frictions To Add To Clutch Packs (1983-Up)	\$169.95

Front Wheel Drive Gaskets, Seals, & Rings

32000 413/470/670 Gaskets, Seals, & Rings (1983-Up) \$39.95

Front Wheel Drive Bands

Part	Description	Price
32022	2nd Gear Kickdown Flex	\$19.95
32022A	2nd Gear Kickdown Semi-Rigid Red	\$39.95
32022AK	2nd Gear Kickdown Semi-Rigid Kevlar	\$39.95
32024	Reverse Band Stock	\$29.95
32024A	Reverse Band Red	\$39.95
32023AK	Reverse Band Kevlar	\$39.95

Bearings, Bushings, and Thrust Washers

Part	Description	Price
32030	404/413/470/670 Master Bushing Kit	\$29.95
32200	404/413/470/670 Master Thrust Washer Kit	\$29.95

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.

32916-2 2nd Gear Re-Inforced Band Strut \$20.00
32917-2 Reverse Re-Inforced Band Strut \$20.00

Gaskets and Filters

Gaskets

32300 404/413/470/670 Bottom Pan Regular Cork \$5.95
322300SC 404/413/470/670 Bottom Pan Steel Core \$12.95
32303 404/413/470/670 Differential Cover Regular Cork \$6.95
32303SC 404/413/470/670 Differential Cover Steel Core \$12.95
32304 404/413/470/670 Side Cover Regular Cork \$6.95
32304SC 404/413/470/670 Side Cover Steel Core \$12.95

Filters

32010 404/413 Felt Filter (1978-82) \$5.95
32010A 413/470/670 Plastic Filter (1983-Up) \$12.95

Clutches

Part	Description	Price
32106-7	Direct Red Thick .083" 47 Teeth (Each)	\$7.95
32108-5	Forward Red Thin .071" 49 Teeth (Each)	\$7.95
32108-6	Direct/Forward Red Thin .071" 47 Teeth (Each)	\$7.95

Steels

Part	Description	Price
32126	Direct/Forward Regular Steel .065" X 4.100 O.D.	\$2.95
32126A	Direct/Forward Regular Steel .101" X 4.100 O.D.	\$3.95
32126K	Direct/Forward Kolene Steel .065" X 4.100 O.D.	\$4.95
32126AK	Direct/Forward Kolene Steel .101" X 4.100 O.D.	\$5.95
32128	Forward Regular Steel .068" X 4.255 O.D.	\$2.95
32128K	Forward Kolene Steel .068" X 4.255 O.D.	\$4.95

Pressure Plates

Part	Description	Price
32146A	Direct/Forward Upper Pressure Plate .265"	\$15.00
32146B	Direct/Forward Upper Pressure Plate .186"	\$15.00
32146C	Direct/Forward Upper Pressure Plate .207"	\$15.00
32149	Forward Lower Pressure Plate Beveled	\$15.00
32149A	Forward Lower Pressure Plate Beveled .110"	\$15.00
32148	Forward Upper Pressure Plate .200"	\$15.00
32148A	Forward Upper Pressure Plate .263"	\$15.00

POWERPACK Kits

32755 Alto POWERPACK Kit for Forward Drum. (*Thicker friction cores resist stripping the friction splines*) A must for Hi-Performance Transaxles. \$79.95
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. \$99.95

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 \$79.95

New Trans-Axle Transmissions

AA32760 670 Neon Transmission 1999 \$995.00

Kickdown Linkages & Accessories

Kickdown Linkages



Part	Description	Price
42624B3P	426 Hemi 2x4BBL 3-Piece. Fits 1966-71 B&E Bodies. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring and Hardware. (Also Fits Most Aftermarket Carbs)	\$275.00
4406B3PWB	440 Six Pack. 3-Piece. Fits 1969-70 B&E Bodies with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring and Hardware, Throttle Cable Bracket Included.	\$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. Kit Includes Linkage Arm, Throttle Bracket, Transmission Throttle Lever, Return Spring and Hardware.	\$350.00
38314B3PEWB	383 One 4 Barrel Carb. 3-Piece. Fits 1966-68 B-Bodies with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$350.00
38314B3PLWB	383 One 4 Barrel Carb. 3-Piece. Fits 1969-71 B and 1970-74 E Bodies with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$350.00
44014B3PEWB	440 One 4 Barrel Carb. 3-Piece. Fits 1966-68 B-Bodies with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$350.00
44014B3PLWB	440 One 4 Barrel Carb. 3-Piece. Fits 1969-71 B and 1970-74 E Bodies with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$350.00
MWKDR	Max-Wedge 1-Piece. Fits 1962-65 Max-Wedge Cross-Ram. Kit Includes Kickdown Rod with Transmission Throttle Lever and Hardware.	\$170.00

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. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$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. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, Hardware and Throttle Cable Bracket.	\$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. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, and Hardware	\$Call
44014B3PAB	440 One 4 Barrel Carb. 3-Piece. Fits 1967-75 A-Body with Original 3-Piece Style. Kit Includes Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, and Hardware	\$Call
3406B3PABWB	340/360 6 Pack. 3-Piece. Fits 1967-75 A-Body 3-Piece Style. Kit Includes Throttle Bracket, Linkage with Upper and Lower Bellcranks, Transmission Throttle Lever, Return Spring, and Hardware	\$Call

TorqueFlite Kickdown Cable & Accelerator Cable Bracket Kits



3350



3395

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	\$150.00
3395	Accelerator Cable Bracket	\$30.00
6745	Combination of Both	\$175.00
PN3250	Replacement Cable	\$60.00



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



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 (Will also fit 1972-74 E-Body)	\$250.00

Hemi Rubber Mounts

HRI66	1966-70 B-Body Set	\$150.00
HRI70	1970-71 E-Body and 1971-Up B-Body Set (Will also fit 1972-74 E-Body)	\$150.00

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	\$150.00
SC-2	1967-72 A-Body. 273/318/340/360	\$150.00
SC-3	1966-72 B-Body, 1966-73 C-Body, 1970-74 E-Body. All Engines Except S6 & Hemi	\$150.00
📌 SCH-66	1966-70 B-Body 426 Hemi	\$250.00
📌 SCH-70	1970-71 B-Body, 1970-71 E-Body (Will Work with 1972-74 E-Body with Correct K-Member)	\$250.00
SC T	1972-93 Truck B, D, W, All Engines Except Diesel	\$150.00

★ New Products ↓ Lower Prices 📌 Most Popular

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 \$595.00



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 Hardward 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	\$35.00
HCCFF-2	Hemi Carter/Edelbrock Carburetor Fuel Fittings (Pair)	\$40.00
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	\$35.00
HICBK70	Hemi Inline Carburetor Bolt Kit (1970-71) Quality Reproduction of the Original Style	\$50.00
DHDC	Distributor Holddown Clamp and Bolt	\$30.00
CB	Coil Bracket	\$20.00



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

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.

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	\$50.00ea

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	\$95.00
HILM	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets. For Manual Transmissions	\$85.00
HILP	Hemi In-Line Progressive Linkage. (Bar that connects carburetors)	\$95.00
HILPA	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets and Progressive Linkage. For Automatic Transmissions	\$185.00
HILPM	Hemi In-Line Linkage Set. Kit Includes: Throttle Cable Bracket, Return Springs and Brackets and Progressive Linkage. For Manual Transmissions	\$175.00
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	\$50.00ea



HILA



HILM



HILP



HILPA



HILPM

New Products
 Lower Prices
 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)	\$250.00
CLKH	Complete Linkage Kit (Holley Carbs)	\$250.00
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)	\$69.95
BCH	Bell Crank (Holley Carbs)	\$69.95
BCS	Bell Crank Stud with Hardware	\$14.95
CPG-2	Carburetor to Adaptor Plate Gaskets (Pair)	\$10.00
CRSC-2	Carburetor Return Springs (Carter Carbs) (pair)	\$19.95
CRSH-2	Carburetor Return Springs (Holley Carbs) (Pair)	\$19.95
IMBP-S	Intake Manifold Bolt Package (set)	\$75.00
IMP-1	Intake Manifold Plug with Seals Qty. 1	\$17.50
IMP-8	Intake Manifold Plugs with Seals. Qty.8 (set)	\$115.00
IMPST-8	Intake Manifold Plug Seals Qty. 8	\$8.00
LRC-2SS	Linkage Rods (Carter Carbs) Stainless Steel (Pair)	\$69.95
LRH-2SS	Linkage Rods (Holley Carbs) Stainless Steel (Pair)	\$69.95
RSBC-2	Return Spring Bracket (Carter) (Pair)	\$45.95
RSBH	Return Spring Bracket (Holley)	\$19.95
TCBC	Throttle Cable Bracket (Carter)	\$69.95
TCBH	Throttle Cable Bracket (Holley)	\$69.95
RHTC	Race Hemi Throttle Cable (1964-65)	\$79.95
RHTC-68	Race Hemi Throttle Cable (1968)	\$79.95
CRACD	Cross Ram Air Cleaner Decal Qty. 1	\$14.95
NWD	Non-Warranty Decal Qty. 1	\$14.95
HHCCFF-2	Hemi Holley Carb Fuel Fittings with Small Filters and 90 degree Elbows For Original Style Holley Carbs (Pair)	\$40.00
MCLKH-AMH	MOPAR's Hemi Cross-Ram Intake Linkage Kit with Non-Original Holley Carbs	\$250.00
DHDC	Distributor Holddown Clamp and Bolt	\$30.00
CB	Coil Bracket	\$20.00



HHCCFF-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	\$125.00
AAP-2	Aluminum Adapter Plates with Gaskets Qty. 2	\$250.00
APG-2	Aluminum Plate to Manifold Gaskets (Pair)	\$19.95
CPG-2	Carburetor to Adaptor Plate Gaskets (Pair)	\$10.00

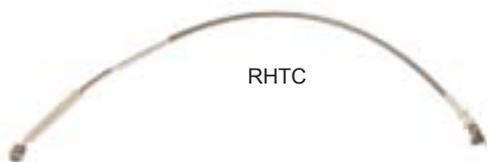


AAP-2

Hemi Cross-Ram Hardware (Reproduction)



CLKH



RHTC



CLKC



IMP-8



IMBP-S

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 \$125.00



Max-Wedge Cross-Ram Intakes & Accessories

Max-Wedge Cross-Ram Intakes (Reproduction)



We have seen a major comeback in the popularity of the Max-Wedge style cars. With the explosive growth in interest in building clone cars and the many drag racing classes strictly for Max-Wedge cars, we have reproduced the intake manifold for them. 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)	\$1,395.00



MWDC

MWDC 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	\$250.00
MWMK	Master Kit (Complete Linkage Kit, Bolts and plugs)	\$350.00
MWFPB-S	Replacement Brass Freeze Plug Set	\$15.00
MWBCC	Bell Crank	\$69.95
BCS	Bell Crank Stud With Hardware	\$14.95
CSK	Carburetor Stud Kit	\$35.00
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)	\$19.95
MWCL-2	Max-Wedge Carburetor Levers (Pair)	\$125.00
MWIMB-S	Intake Manifold Bolts (Set of Eight)	\$35.00
IMP-1	Intake Manifold Plug With Seal Qty. 1	\$17.50
IMP-6	Intake Manifold Plugs With Seals Qty. 6	\$85.00
IMPST-6	Intake Manifold Plug Seals Qty. 6	\$6.00
MWTLRSS	Throttle Linkage Rods Stainless Steel (Pair)	\$69.95
RSBC-2	Return Spring Bracket (Carter) (Pair)	\$45.95
MWTCB	Throttle Cable Bracket	\$69.95
MWTC	Max Wedge Throttle Cable (1962-65)	\$79.95
MWCB3447	Choke Brackets (3447) (Pair)	\$59.95
MWCB3705	Choke Brackets (3705) (Pair)	\$59.95
MWACD	Air Cleaner Decals (Pair)	\$29.95
NWD	Non-Warranty Decal Qty. 1	\$14.95
MWKDR	Max Wedge KickDown Rod	\$170.00
MWAC-2S	Max Wedge Air Cleaners (Pair) Small Base	\$425.00
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	\$425.00
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)	\$69.95
MWCF-2	Max Wedge Carb Fuel Fittings with Small Filters and 90 degree Elbows for 3705 and Most AfterMarket Carter and Edelbrock Carbs (Pair)	\$35.00
DHDC	Distributor Holddown Clamp and Bolt	\$30.00
CB	Coil Bracket	\$20.00



Max-Wedge Cross-Ram Intake

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

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) **\$895.00**

MWEMU Max-Wedge Exhaust Manifold - Used. There is a limited supply of used and some N.O.S. Max-Wedge Exhaust Manifolds. The part numbers are legible on some sets. (Average cost for pair) **\$1,100.00**

MWEMH Max-Wedge Exhaust Manifold Nuts, Hardware Kit **\$50.00**

MWEMG Max Wedge Exhaust Manifold Gaskets (Pair) **\$25.00**



MWCLK



IMP-6



MWCFF-2



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 **\$300.00**

AA1405 Edelbrock 600 cfm Manual Choke **\$300.00**

AA1407 Edelbrock 750 cfm Manual Choke **\$300.00**



MWIMB-S



MWAC

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) **\$125.00**

LABOR Labor to Install Arm on Carburetor (Each) **\$50.00**

LABOR Labor to Machine Fuel Inlet on Opposite Side of Carburetor (Each) **\$50.00**

FIB Fuel Inlet Blocker (Each) **\$15.00**



MWTC



MWKDR

Intake Manifold Gaskets

Part	Description	Price
MWIMG-030	Max-Wedge Style Port Intake Gaskets .030". Qty 2	\$19.95
MWIMG-045	Max-Wedge Style Port Intake Gaskets .045". Qty 2	\$19.95
MWIMG-060	Max-Wedge Style Port Intake Gaskets .060". Qty 2	\$19.95
440-030	440 Style Port Intake Gaskets .030". Qty 2	\$19.95
440-045	440 Style Port Intake Gaskets .045". Qty 2	\$19.95
440-060	440 Style Port Intake Gaskets .060". Qty 2	\$19.95



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 **\$450.00**

AA1405M Modified Edelbrock 600 cfm Manual Choke **\$450.00**

AA1407M Modified Edelbrock 750 cfm Manual Choke **\$450.00**

Distributors for A&A Transmissions

Andrews Racing Transmission

Chris Andrews
1015 Park St. Unit B
Castle Rock, CO 80109
(303) 660-0522

CRT

John Cope
16768 Wicker Ave. Unit C
Lowell, IN 46356
(219) 374-0100

Brian Dickey Cars

30492 Via Festivo
San Juan Capistrano, CA 92675
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(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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Hensley Racing

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

HTS

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Lowell, MI 49331
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Larry Sheppard Race Engines

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Magnum Autosports

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Riverside, CA 92501-1617
(909) 787-8783

Moshers Musclecars

Bob Mosher
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Monrovia, CA 91016
(626) 303-2427

Muscle Motors

Eric or Mike
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Lansing, MI 48906
(888) 482-4900

Option Automotive

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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.

Carl 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 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 - 5:30 PM (Eastern)

Technical Advice: Available by calling (317) 831-5610 Monday - Thursday, between the hours of 4:00 PM - 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.

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>

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

As I worked on valve bodies this winter, it occurred to me that life is a lot like a valve body. I spend hours designing how I want the fluid to flow down a pathway to get where I need it to go and if I do it wrong, then the fluid doesn't go down correctly. Life is like this too! If we don't go down the right pathway, then we too won't get where we need to be.

And just like a badly designed valve body that needs to be redesigned, we too can cut a new path to a better and more rewarding life.

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: _____

New 14,000 sq. ft. Facility



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Craig & Elaine Thomas
1972 Plymouth



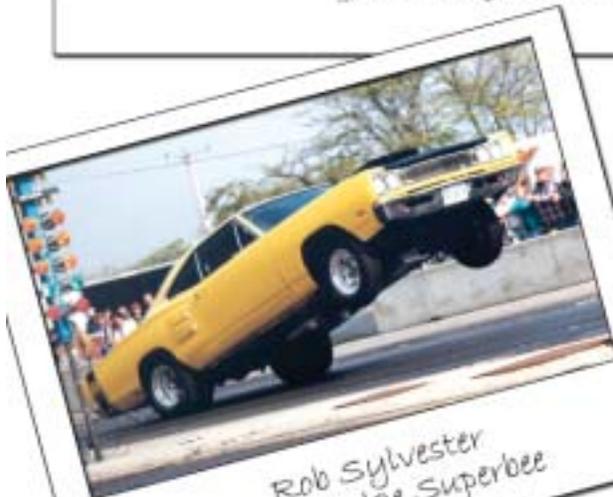
Don Edelstein
1968 Dodge Dart



Andy Mayes
1970 Dodge Challenger



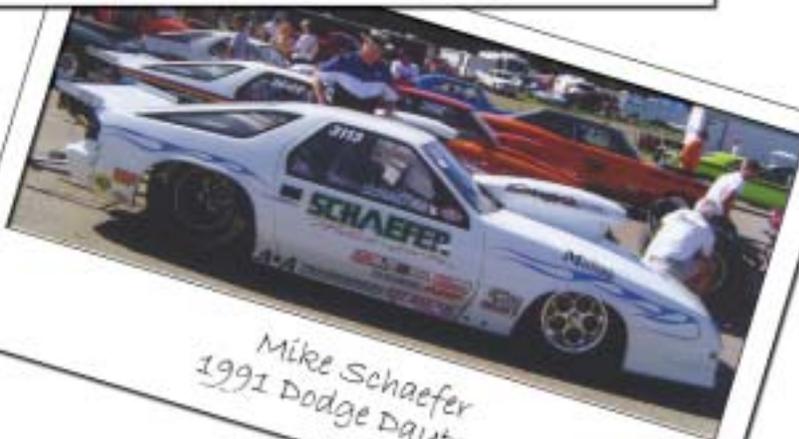
Bill Horn
1964 Plymouth Fury



Rob Sylvester
1969 Dodge Superbee



Bob Schaefer
1933 Plymouth



Mike Schaefer
1991 Dodge Daytona

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