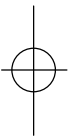
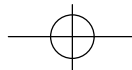


**JVX INC. AUTOMATIC
TRANSMISSION I.D.
ILLUSTRATIONS
Identification Chart**

TORQUEFLITE	“A”	“B”	“C”	“W”
TRANSMISSION LENGTH				
A-727 1962 TO 1980	16"			
A-518 1988 to 1996				
A-904 1968 to 1980	15-7/8"			
A-500 1988 to 1996				
A-727 TAILSHAFT and MOUNT VARIATIONS				
1962 to 1964 Flange		18-1/4"	4-3/4"	4" w 7/16 x 14
1965 Slip Yoke		18-1/2"	4-3/4"	4" w 7/16 x 14
1966 & Later		18-3/8"	6-5/8"	2-3/4" w 7/16 x 14
1962 to 1965 Truck		12"	4-3/4"	4" w 7/16 x 14
1966 & Later Truck (long)		18-3/8"	6-5/8"	2-3/4" w 7/16 x 14
1966 & Later Truck (short)		8"	6-3/4"	2-3/4" w 7/16 x 14
1966 & Later Motor Home w/E. Brake		12"	****	*** w 7/16 x 14
4WD, cast iron housing, bolts to transfer case		8-1/2"		
A-518 TAILSHAFT and MOUNT VARIATIONS				
1988 & Later				
1988 & Later 4WD				
A-904 TAILSHAFT and MOUNT VARIATIONS				
1966 & Later		14-5/8"	6-5/8"	2-3/4" w 7/16 x 14
A-500 TAILSHAFT and MOUNT VARIATIONS				
1988 & Later				
1988 & Later 4WD				





J V X INC.

PERFORMANCE TRANSMISSIONS

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ALUMINUM DRUMS 15	CROSSOVER DELAY 20	ROLL CONTROL 19
AXLE BEARING, REAR 24	DIFFERENTIAL BEARING KITS 24	SENSORS, TEMPERATURE 22
BANDS, RACE 13	DOWEL PINS 18	SHIELD:
BOTTLES, CO2/NOS. 10	FANS:	FLEXPLATE 18
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GAS SAVER 2	OIL RINGS, CHROME 13	TRANS-BRAKE 8
STOCK, REMAN 3-4	OUTPUT SHAFT SUPPORT 15	TRANSMISSION:
COOLERS:	OVERHAUL KIT, RACE SUPER 14	COMPETITION 5-6
TRANSMISSION 17	OVERRUN CLUTCH, BOLT IN 16	"CIRCLE MAGIC" 7
MOUNT KITS 17	PEDAL ASSEMBLIES 19	STREET/STRIP 6
FLUSH 19	PLANET ASSY, NEEDLE BRG 16	UNIVERSAL JOINTS 25
CRUSH SLEEVES 24	PLUG & CAP PKG, TRANS 19	VALVE BODIES 8
	PROP SHAFT 25	WATER PUMP DRIVE 22
	PUMP DRIVES, FRONT 7	WEIGHT, CONVERTER BAL. 18
	PUMP ROTORS, FRONT 14	YOKE KITS 25

TERMS: C.O.D., Cash, Cashier's Check, Visa, MasterCard, or American Express. No open accounts.

PRICES: All prices are subject to change without notice. All parts are priced F.O.B. Memphis, Tennessee and are shipped freight collect.

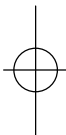
DEPOSITS: When ordering any converter, transmission, or Special Order item, you will be required to send a deposit in advance. To expedite your order, send cashier's check or money order. Contact us in advance for the appropriate amount of deposit required.

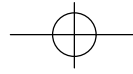
SHIPPING: All items shipped freight collect unless freight is paid for in advance.

FREIGHT CLAIMS: Claims for damage in transit must be made directly with the carrier.

CORE CHARGES: All transmissions and stock remanufactured torque converters will have various core charges which must be added to their respective prices. Payment for returned cores will be made after the transmission or converter has been inspected and determined to be rebuildable.

WARRANTY: All products manufactured by J V X INC. are covered by a limited warranty. To the original purchaser, for a period of 90 days from the date of sale, products carry a warranty to be free from defects in material and workmanship. It does not include misuse, abuse, neglect, improper installation, or modifications by others. Under no circumstances will J V X INC. be





TORQUE CONVERTERS

//// JVX ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”

Choosing the proper torque converter could be the single most important decision you make in building a Race car, Street strip car, Street rod, or Tow vehicle.

There are many factors involved in selecting the proper torque converter. Camshaft, carburation, gear ratio, and tire size are four of the most important. Completing our converter specification sheet will provide information to better help us help you choose your torque converter.

Contrary to popular belief, no one torque converter will reach the same stall rpm behind every engine. A particular torque converter will stall according to the amount of torque applied. Example: The JVX #40510 will stall to approximately 5500 rpm behind a 440 cu in engine w/286 roller cam, maxwedge heads, 1150 cfm carb, and JVX Trans-Brake. This same torque converter will stall to approximately 4400 rpm behind a 340 cu in engine w/284 hy cam, X heads, 800 cfm carb, with JVX Trans-Brake. Changing the torque of either engine will change the maximum stall rpm the converter will achieve behind that engine.

Armed with a completed converter specification sheet, internal changes **can** be made in the torque converter to reach the proper stall rpm for your application.

STEEL STATOR RACE CONVERTER

Top of the line Steel Stator Converters are CAD designed, custom fabricated, and steel stators replace the cast aluminum versions used in other models. The use of this steel stator not only makes this our strongest unit but allows us to fine tune performance levels. Steel Stator Race converters are available in 8" and 10" diameters.

Stall speeds are presently available up to 8200 RPM.

727	
10" Steel Stator Converter	40330
8" Steel Stator Converter	40530
904 - 999	
10" Steel Stator Converter	60330
8" Steel Stator Converter	60530

RACE CONVERTER

These are our most popular 8" and 10" converters.

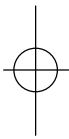
They are custom built for each customer to match engine output to drive/chassis combination to achieve the best possible reaction time and elapsed time.

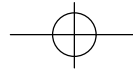
All race converters are furnace brazed, and have ballooning plates, heavy duty bearing support and special stator machining to

enhance performance.

10" diameter with stall speeds to 4500 RPM
8" diameter with stall speeds to 6500 RPM

727	
10" Race Converter	40320
9" Race Converter	40400
8" Race Converter	40510
904 - 999	
10" Race Converter	50315
9" Race Converter	50400
8" Race Converter	50510





TORQUE CONVERTERS

//// J V X ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”

HIGH PERFORMANCE CONVERTER**

These converters are designed for severe racing and off-road applications. They feature furnace brazed impeller and turbine, impeller ballooning plate, heavy duty bearing supports, heavy duty overrun clutch (sprag) for trans-brake use, billet steel turbine hub, three sets of heavy duty thrust bearings, reinforced front cover to prevent ballooning, and are balanced and pressure tested. Impeller and stator combinations are selected for desired stall speeds. They bolt in with no modifications, however, motor plate applications may require a spacer kit.

10" diameters with stall speeds to 4200 RPM

727

- 10" Hi Performance Converter 40312
- 10" Hi Performance Converter 40313
- 9" Hi Performance Converter 40400

STREET PERFORMANCE CONVERTERS**

These converters are designed for use in moderate street performance applications requiring more stall speed than stock converters. They feature: tig welded impeller and turbine blades, billet steel turbine hubs, heavy duty impeller bearings, and are balanced and pressure tested. Impeller and stator combinations are selected for desired stall. Not for use with Trans-Brake.



11" diameters with stall speeds to 3200 RPM
 10" diameters with stall speeds to 3500 RPM

STREET PERFORMANCE CONVERTERS (CONTINUED)

727

- 11" Street Performance Converter 40215
- 10" Street Performance Converter 40302
- 10" Street Performance Converter 40303

904 - 999

- 11" Street Performance Converter 50203
- 10" Street Performance Converter 50305

GAS SAVER CONVERTERS**

These converters have lower than stock stall speeds to help eliminate any unnecessary slippage at cruising speeds. These converters are for street use in stock applications only. Each converter is balanced and pressure tested.

727

- 12" Gas Saver Converter 40101

904 - 999

- 11" Gas Saver Converter 50201

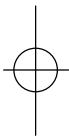
727 TORQUE CONVERTER OPTIONS

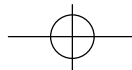
- Install "EXP MECHANICAL DIODE" 40901
- Install optional size mounting holes 40903
- Build converter for EXT balanced engine
 - 340 with cast crank 40904
 - 360 with cast crank 40905
 - 400-440 with cast crank 40906

NOTE:

Externally balanced engines may require a special flexplate. All 8", 9", and 10" converters use 7/16-20 bolts. 11" and 12" converters use 5/16-24 bolts.

**NOT RECOMMENDED FOR TRANS-BRAKE APPLICATIONS.





TORQUE CONVERTERS

//// J VX ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

STOCK REMANUFACTURED CONVERTER**

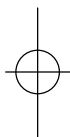
These converters are designed for stock replacement only. Not for use with trans-brake. 727 converters listed from 1967 up. 904 converters listed from 1968 up.

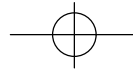
ENGINE CU IN	CY	TRANS	DESCRIPTION	PART NUMBER		
225	6	904	Hi-Stall, no weights	384		
		904	Lo-Stall, no weights	385 or 762		
		998, A-500	Hi-Stall, no weights, Lock-up	563		
		998, A-500	Lo-Stall, no weights, Lock-up	564		
		727	Hi-Stall, no weights	387 or 764		
		727	Lo-Stall, no weights	526 or 359*		
		727, A-518 L/U	Hi-Stall, no weights, Lock-up	558 or 562		
318 & 340 Steel crankshaft	8	904	Hi-Stall, no weights	384		
		904	Lo-Stall, no weights	385 or 762		
		998, A-500	Hi-Stall, no weights, Lock-up	563 or 568		
		998, A-500	Lo-Stall, no weights, Lock-up	564		
		727	Hi-Stall, no weights	764 or 387		
		727	Lo-Stall, no weights	526 or 359*		
		727, A-518 L/U	Hi-Stall, no weights, Lock-up	558 or 562		
383, 400, 440 Steel crankshaft	8	727, A-518 L/U	Lo-Stall, no weights, Lock-up	557 or 561		
		340 Cast crank	8	727	Hi-Stall, 2 weights	641
		360 Cast crank 1970 - 1991	8	904	Hi-Stall, 1 weight	398
				904	Lo-Stall, 1 weight, or 2 weights	388 or 168
				998, A-500	Hi-Stall, 1 weight, Lock-up	567
				998, A-500	Lo-Stall, 1 weight, Lock-up	565
				727	Hi-Stall, 1 weight, or 2 weights	400 or 918
727	Lo-Stall, 1 weight, or 2 weights			524 or 499*		
727, A-518 L/U	Hi-Stall, 1 weight, Lock-up			569		
400 & 440 Cast crankshaft	8	727, A-518 L/U	Lo-Stall, 1 weight, Lock-up	559		
		727	Hi-Stall, 1 weight	390		
		727	Lo-Stall, 1 weight, or 2 weights	389 or 282*		
		727, A-518 L/U	Hi-Stall, 1 weight, Lock-up	()		
		727, A-518 L/U	Lo-Stall, 1 weight, Lock-up	566		
		998, A-500	Hi-Stall, 1 weight	(***)		
		998, A-500	Lo-Stall, 1 weight	(***)		

* These are 12" converters and require large bolt pattern flex plate #79128 (evenly spaced crankshaft holes, 6 cylinder) or #79129 (unevenly spaced crankshaft holes, 8 cylinder).

** Not for use with trans-brake

*** If you are using the J VX adapter kit #40518 to install the 998 or A-500 (lock-up) behind a 400 or 440 cu in engine with a cast crankshaft call J VX for special torque converter (no factory torque converter available).





TORQUE CONVERTERS

//// JVX ////

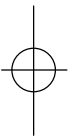
“ THE ULTIMATE IN RACE TORQUEFLITES ”

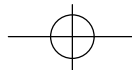
STOCK REMANUFACTURED CONVERTER**

ENGINE CU IN	CY	TRANS	DESCRIPTION	PART NUMBER
360 MAGNUM 1992-ON	8	727, A-518	Lo-Stall, 2 weights	72800
		727, A-518	Hi-Stall, 2 weights	72810
		727, A-518 L/U	Lo-Stall, 2 weights, Lock-up	72820
		727, A-518 L/U	Hi-Stall, 2 weights, Lock-up	72830
		904 - 999	Lo-Stall, 2 weights	90800
		904 - 999	Hi-Stall, 2 weights	90810
		998, A-500 L/U	Lo-Stall, 2 weights, Lock-up	90820
		998, A-500 L/U	Hi-Stall, 2 weights, Lock-up	90830

Description of Weighted Chrysler Converters To 1977

1977 THRU 1991
ONLY





RACE TRANSMISSIONS

//// JVX ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

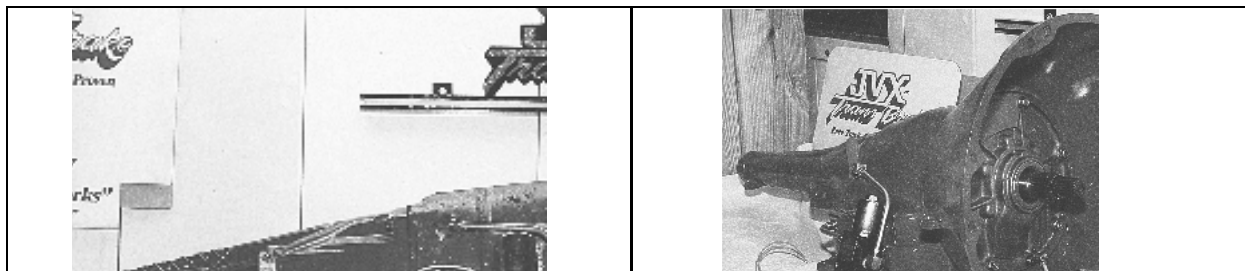
The three most important ingredients of every JVX transmission are QUALITY, QUALITY, and QUALITY. Unlike other transmission companies, every JVX transmission is assembled with new front pump rotors (not “good used” ones), new extension housing bearing, new overrun-clutch race w/spring & rollers. New bushings and thrust washers are used throughout. JVX uses the best clutch and band lining material known to the industry. JVX transmissions feature added lubrication through extensive modifications to the oil circuitry and micro-polishing internal components. All external and internal components are thoroughly cleaned and inspected before being carefully assembled to exacting tolerances. This, coupled with our now famous JVX Advantage valve bodies, provides you with the ultimate in durability, dependability, and performance.

COMPETITION TORQUEFLITES

These transmissions are designed with the off-road, highly competitive customer in mind. To win in today’s highly competitive environment your transmission and related parts must be durable and consistent. From Drag Racing, Truck and Tractor Pull, to Oval Track Racing, JVX delivers Winning performance through Consistent performance.

Competition 727s come standard with machined piston and plate to increase the front clutch retainers capacity. 999s come standard with 5 clutch front drum, 1-3/4 wide kick down band, machined reaction shaft, and 2.74 low gear set. All JVX competition transmissions are assembled with high performance clutches and bands, new pump rotors, bearings, bushings, and thrust washers. All units are blueprinted and machined for high-flow lubrication. Competition transmissions come with the JVX Advantage forward-pattern manual valve body. Deep transmission oil pan with filter extension are standard and provide more lubrication and cooler operation.

Lightweight components are an option and can be added to upgrade your transmission.

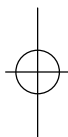


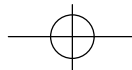
B / RB (361-383-400-413-426W-426H-440)

727	W/Trans-Brake, Manual Valve Body	1967-ON	72701
727	Manual Valve Body	1967-ON	72700
727	“CIRCLE MAGIC”	1967-ON	72703

A (273-318-340-360)

727	W/Trans-Brake, Manual Valve Body	1967-ON	72601
727	Manual Valve Body	1967-ON	72600
727	“CIRCLE MAGIC”	1967-ON	72603





RACE TRANSMISSIONS

//// JVX ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

COMPETITION TORQUEFLITES (CONTINUED)

A (273-318-340-360)

904	W/Trans-Brake, Manual Valve Body	1968-ON	90501
904	Manual Valve Body	1968-ON	90500
904	“CIRCLE MAGIC”	1968-ON	90503
999	W/Trans-Brake, Manual Valve Body	1968-ON	90601
999	Manual Valve Body	1968-ON	90600
999	“CIRCLE MAGIC”	1968-ON	90603

STREET / STRIP TRANSMISSIONS

Built for street performance and off-road use these transmissions contain the same racing components as our competition transmissions. Their oil circuits are machined for more flow and better cooling capacity. All street / strip transmissions are equipped with our JVX Manual / Automatic valve body. You can choose to control the shift points or let the transmission do all the work. Either way you get crisp, firm, consistent shifts every time. Deep oil pan and filter extension are standard on every JVX street / strip transmission.

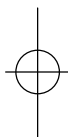


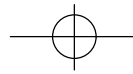
B / RB (361-383-400-413-426W-426H-440)

727	Manual / Automatic Valve Body	1967-ON	72702
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A (273-318-340-360)

727	Manual / Automatic Valve Body	1967-ON	72602
904	Manual / Automatic Valve Body	1968-ON	90502
998	Manual / Automatic Valve Body (Lock-up)	1978-ON	90712
999	Manual / Automatic Valve Body	1968-ON	90602
518	Manual / Automatic Valve Body	1988-ON	51802
518	Manual / Automatic Valve Body (Lock-up)	1988-ON	51812
500	Manual / Automatic Valve Body (Lock-up)	1988-ON	50012





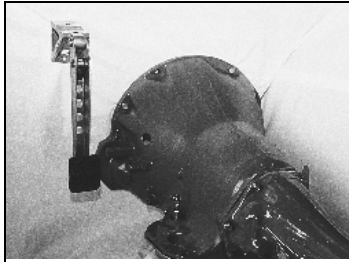
RACE TRANSMISSIONS

//// JVX ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”

CIRCLE TRACK TRANSMISSIONS & ACCESSORIES

“CIRCLE MAGIC” TRANSMISSION



These transmissions are designed for use without a torque converter. These units are built with the same racing components and oil circuit modifications as all our competition torqueflites. Due to severe wheel bounce caused by some track conditions the Circle Magic transmissions are built without an overrun clutch. As with all performance transmissions JVX recommends the use of an approved transmission shield. These units are assembled with a JVX Advantage Manual Valve Body, deep oil pan, and filter extension.

B / RB (361-383-400-426W-426H-440)

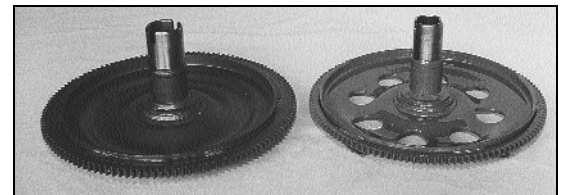
727	“CIRCLE MAGIC”	1967-ON	72703
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A (273-318-340-360)

727	“CIRCLE MAGIC”	1967-ON	72603
904	“CIRCLE MAGIC”	1968-ON	90503
999	“CIRCLE MAGIC”	1968-ON	90603
518	“CIRCLE MAGIC”	1988-ON	51803

FRONT PUMP DRIVES

Front pump drives replace the torque converter when using a “Circle Magic” transmission. They are lighter than a torque converter and eliminate the “fluid coupling.”



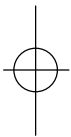
727 - 518 TORQUEFLITE

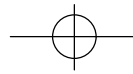
318-340-361-383-400-426W-426H-440 CU. IN. STEEL CRANKSHAFT	NO WEIGHT	72726*
340 CU. IN. CAST CRANKSHAFT	TWO WEIGHTS	72641*
360 CU. IN. CAST CRANKSHAFT	ONE WEIGHT	72724*
400-440 CU. IN. CAST CRANKSHAFT	ONE WEIGHT	72389*

727 - 518 TORQUEFLITE

318-340 STEEL CRANKSHAFT	NO WEIGHT	90384*
340 CU. IN. CAST CRANKSHAFT	TWO WEIGHTS	90641*
360 CU. IN. CAST CRANKSHAFT	ONE WEIGHT	90388*

*Must specify with or without mid-plate. If mid-plate is used must specify thickness.





TRANS - BRAKE

//// J V X ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

The J V X - 1 TRANS-BRAKE set the standard for TORQUEFLITE trans-brakes almost a decade ago. Although other companies have designed and redesigned their torqueflite trans-brakes, they cannot claim the success of the J V X torqueflite trans-brake. Unlike some trans-brakes it is NOT necessary to maintain a high RPM to engage or keep our trans-brake engaged. Properly installed in a good transmission, the J V X - 1 will engage at any RPM your engine will idle down to (as low as 500 RPM). It will not creep or roll after engaged and will hold to any RPM your converter is designed to reach.

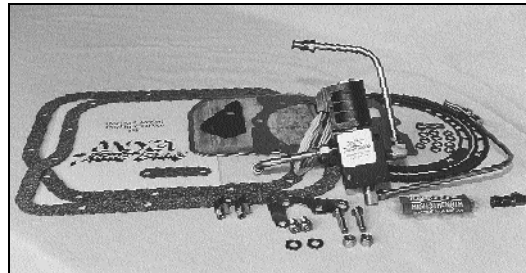
The J V X coil draws only 2.8 amps, and is continuous duty. It is compatible with any delay box and will not overheat or fail if activated for long periods of time.

The J V X valve has a 3 GPM flow rate and a 5/16 check system. This allows a tight grip at any RPM and the quickest release time.

The above-mentioned features will allow you to Stage First and not worry if your competition is slow getting into his stage light. If you have already stalled your converter up and your competition has not prestaged you may come back to an idle to keep your fluid from overheating, wait until they have staged, and then bring your converter back to your desired stall without your car creeping or rolling.

The J V X - 1 TRANS-BRAKE will work with our manual or manual/automatic valve body. With safety as our first consideration the J V X - 1 will not apply in any gear except manual low.

727 1962-ON
904 1962-ON
999 1975-ON
518 1988-ON



J V X - 1
J V X - 1
J V X - 1
J V X - 1

VALVE BODIES

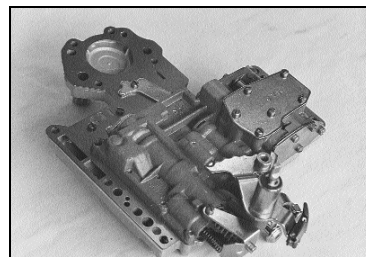
//// J V X ////

ADVANTAGE MANUAL & AUTOMATIC W / MANUAL CONTROL VALVE BODY

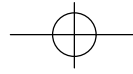
The J V X Advantage manual valve bodies are designed with the forward (standard) shift pattern. This means you cannot accidentally bump your shifter back into second gear prematurely during a hard launch. It also allows you to go from Hi (3rd) gear into neutral should you need to while the car is still moving. The J V X Advantage valve bodies also applies the low/reverse band during launch to help protect the over-run clutch (sprag) and reduce the risk of front clutch retainer (forward/reverse drum) spinout if for some reason the over-run clutch sustains damage. Comes complete with parts to improve front servo, rear servo, and accumulator when necessary.

727 - 904 - 999 TORQUEFLITE

Manual Forward Pattern (Push Button)
 Manual Forward Pattern (Column, Console)
 Manual Forward Pattern (PRN321)
 Automatic w / Manual Control (Push Button)
 Automatic w / Manual Control (Column, Console)
 Automatic w / Manual Control (PRN321)



1962-1964 79310
 1964-1965 79311
 1966-1980 79312
 1962-1964 79313
 1964-1965 79314
 1966-1980 79315



SHIFTERS

//// JVX ///

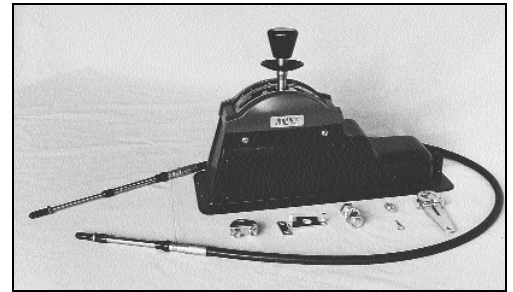
“ THE ULTIMATE IN RACE TORQUEFLITES ”

The J V X Gate Style Shifters (G S S) are in a class of their own, a step above the competition. They offer Park lock in, Reverse lock in, as well as the required Reverse lock out. They will work with Forward as well as Reverse pattern valve bodies. Shift cables are long lasting, heavy duty, and flexible. This shifter is designed for front or rear entry of the shift cable and comes with spring loaded or detent controlled shift handle. Spring loaded lock in / lock out feature allows smooth one-hand operation of all shifter functions. ALL CABLES ENTER REAR OF TRANSMISSION.

J V X shifters are manufactured from the finest materials known to the industry. Their inner components are machined from quality steel and billet aluminum while the outer housing is cast from hi grade aluminum.

727 - 904 - 998 - 999 - 500 - 518 - TORQUEFLITE (1966-ON)

- J V X (G S S) Front entry cable / Spring loaded handle 79501
- J V X (G S S) Front entry cable / Detent control handle. . . . 79502
- J V X (G S S) Rear entry cable / Spring loaded handle 79503
- J V X (G S S) Rear entry cable / Detent control handle 79504



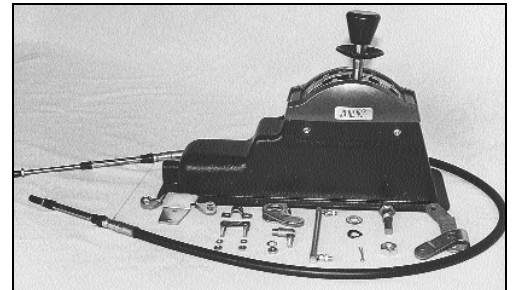
79501 shown above

SHIFTER CABLES

- 3 - Foot 79513
- 4 - Foot 79514
- 5 - Foot . . . (Standard with shifter) 79515
- 6 - Foot 79516
- 8 - Foot 79518

INSTALLATION KITS

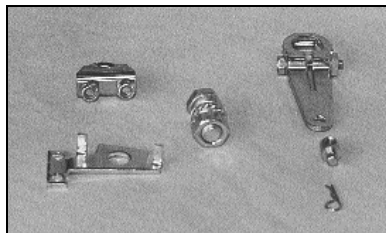
- Front entry cable . . . (standard with 79501 & 79502) 79521
- Rear entry cable . . . (standard with 79503 & 79504) 79522



79504 shown above

SHIFTER COVER

- Black plastic cover . (standard with all shifters) 79530



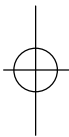
Installation kit 79521

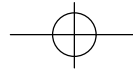


Installation kit 79522



Shifter cover 79530





AIR SHIFTER

//// JVX ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”

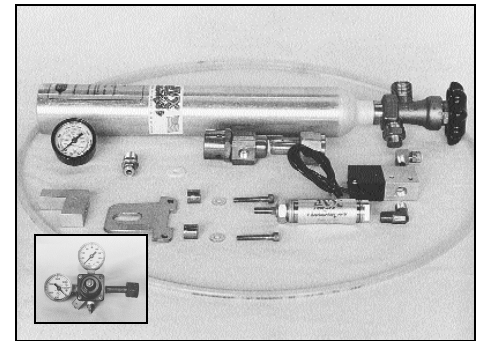
J V X pioneered the first three speed (shift 1st to 2nd and 2nd to 3rd) air shifters. With over eight (8) seasons under their belt the first experimental models are still in service having never missed a shift. Properly installed and maintained, you can expect the same quality service. As with all J V X products, air shifter components are machined from the finest materials in the industry.

J V X AIR SHIFTER

- For three (3) speed forward pattern transmissions 79550
- For three (3) speed reverse pattern transmissions 79580
- (Fits JVX shifter #79501, #79503, Cheetah SCS, Art Carr, Winters, and Fairbanks

AIR SHIFTER COMPONENT PARTS (#79550)

1. Ten ounce (10 oz.) aluminum bottle (2 in. x 13.09 in.) . 79551
2. CO2 valve (off-on valve) 79552
3. Regulator (pre set 100 psi. w/nut & washer). 79553
- **Regulator (two-stage, adjustable, w/gauges) . optional. . 79569
4. Gauge (shows remaining pressure in bottle). 79554
5. Brass fitting (1/4 pipe x 1/4 ferrule 180 deg) 79555
6. Pressure hose (1/4 dia. by 6 ft. Long). 79556
7. Brass fitting (1/8 pipe x 1/4 ferrule 90 deg). 79557
8. Solenoid Valve (12 volt DC, 4 watt, 125 psi) 79558
9. Brass fitting (1/8 pipe x 1/8 pipe 90 deg). 79559
10. Air cylinder, w/nut (.5 x .75 125 psi) 79560
11. Mounting bracket (shifter) w/spacers and screws 79561
12. Index head. 79562



#79569 Inset

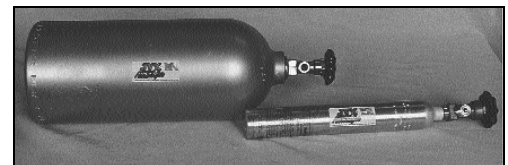


SPLIT SHIFT CONTROL BOX

This box allows the user to select the same or different RPM shift points for the 1-2 shift and the 2-3 shift. A special delay circuit is incorporated to allow the 2-3 shift even if no RPM drop is seen after the 1-2 shift. Complete with 125 psi solenoid. Two (2) low RPM test chips are included. See page 21 for additional chips. 79568

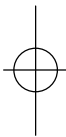
CO2 and / or NOS BOTTLES

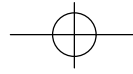
- Ten ounce (10 oz.) aluminum . . . (2.00 in. X 13.09 in.) . . . 79551
- 1 & 1/2 lb. (24 oz.) aluminum . . . (3.20 in. X 11.08 in.) . . . 79563
- 5 lb. (80 oz.) aluminum (5.25 in. X 14.14 in.) . . . 79564
- 10 lb. (160 oz.) aluminum (6.89 in. X 16.69 in.) . . . 79565



CONTROL VALVES

- CO2 (Valve has flat nose and requires washer for proper seal). 79566
- NOS (Valve has concave nose and requires ball seat for proper seal). 79567





ADAPTER KITS

//// JVX ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

Hours of planning and research play an important role in the development of every J V X product. C N C machining and JIG welding assure QUALITY and PROPER FIT.

This adapter plate is .500 thick T6 aluminum for strength and light weight. Steel was selected for the crank hub to resist crushing after the flywheel and hub are torqued to the crankshaft. One of the best features of this J V X adapter is the starter remains in the stock location for the B/RB and HEMI engines. This allows the use of the stock B/RB exhaust or “off the shelf” headers, no special fabricating required in that area. It also means you do “NOT” have to cut or grind the lower left mounting ear and bolt hole (the one below the starter), off of your B/RB or HEMI block. All the necessary parts to attach your 904, 998, 999, A500, A727, or A518 to your B/RB engine are included in this kit. This means it will not be necessary to make numerous trips to the local hardware store trying to find the proper grade, size, and length bolts. They won’t have them anyway. The flywheel and torque converter will both have a starter ring gear. You “are not” required to remove this gear from the torque converter, although you may if you like. After proper installation of this J V X adapter kit you may, as we have, enjoy years of trouble-free service.

B/RB (383 - 400 - 413 - 426W - 426H - 440)

TO 904-998-999-A500-A727-A518-42RH-46RH

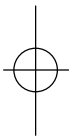
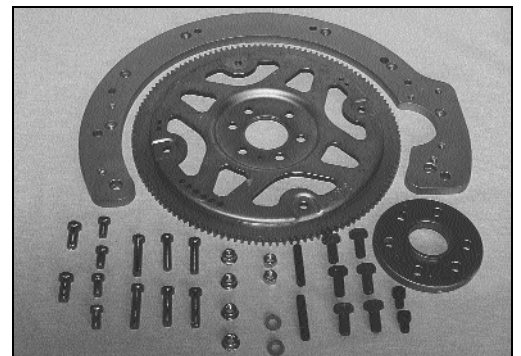
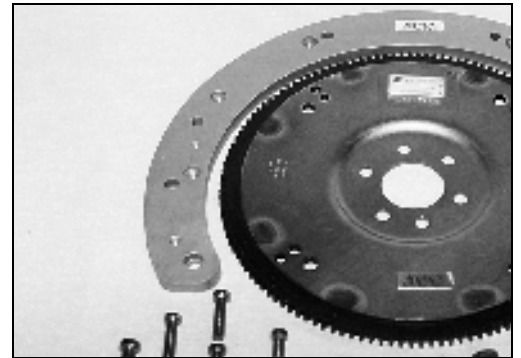
- Six (6) bolt crankshaft with standard flywheel 44520
- Six (6) bolt crankshaft with SFI flywheel 44521
- Eight (8) bolt crankshaft with SFI flywheel 44522

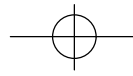
TO 47RE-47RH (V-10 and Diesel transmissions)

- Six (6) bolt crankshaft with standard flywheel 44530
- Six (6) bolt crankshaft with SFI flywheel 44531
- Eight (8) bolt crankshaft with SFI flywheel 44532

COMPONENT PARTS

- Engine plate B/RB to 904-998-999-A500-A727-A518 44523
- Engine plate B/RB to 47RE-47RH (V10-Diesel) 44533
- Flywheel six (6) bolt standard 44514
- Flywheel six (6) bolt SFI 44515
- Flywheel eight (8) bolt SFI 44516
- Crankshaft hub (6) bolt 44517
- Crankshaft hub (8) bolt 44518
- Bolt package kit #44518 and #44519 44524
- Bolt package kit #44520 44525
- Bolt package kit #44530 and #44531 44534
- Bolt package kit #44532 44535





ADAPTER KITS

//// J V X ////

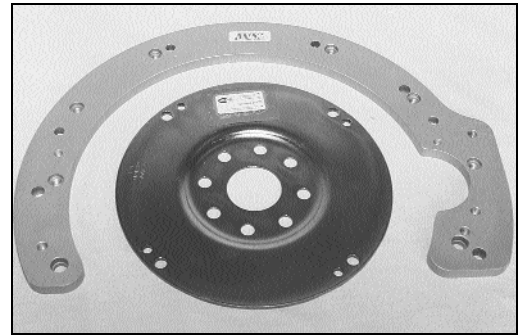
“ THE ULTIMATE IN RACE TORQUEFLITES ”

354-392 HEMI (Early Hemi, to 1958) to 904-998-999-A500-A727-A518

- Eight (8) bolt crankshaft with standard flywheel 44540
- Eight (8) bolt crankshaft with SFI flywheel 44541

COMPONENT PARTS

- Engine plate (.500 T6 aluminum). 44543
- Flywheel eight (8) bolt standard. 44544
- Flywheel eight (8) bolt SFI 44546
- Crankshaft hub (8) bolt 44548
- Bolt package kit #44540 & #44541 44545

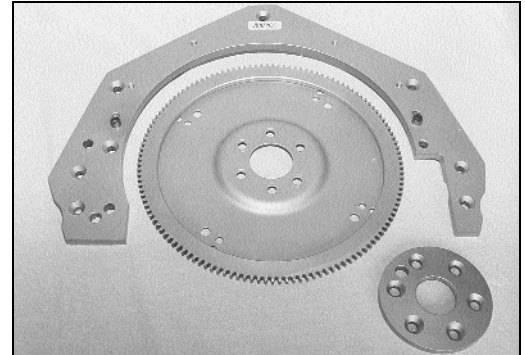


350-454 Chevrolet (small block and big block Chevrolet) to 904-998-999-A500-A727-A518

- Six (6) bolt crankshaft with standard flywheel 44550
- Six (6) bolt crankshaft with SFI flywheel. 44551

COMPONENT PARTS

- Engine plate (.500 T6 aluminum). 44553
- Flywheel six (6) bolt standard 44554
- Flywheel six (6) bolt SFI 44556
- Crankshaft hub (6) bolt 44558
- Bolt package kit #44550 & #44551 44555

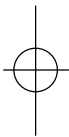
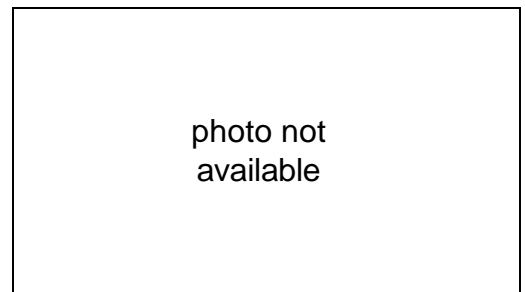


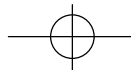
289-428 Ford (289-302-351-390-400-427-428 engines) to 904-998-999-A500-A727-A518

- Six (6) bolt crankshaft with standard flywheel 44560
- Six (6) bolt crankshaft with SFI flywheel. 44561

COMPONENT PARTS

- Engine plate (.500 T6 aluminum). 44563
- Flywheel six (6) bolt standard 44564
- Flywheel six (6) bolt SFI 44566
- Crankshaft hub (6) bolt 44568
- Bolt package kit #44560 & #44561 44565



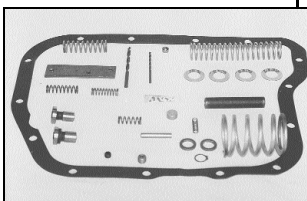


TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

SHIFT IMPROVER KITS

The J V X Advantage shift improver kit is much more than a valve body kit. Advantage shift improver kit gives you quick, firm, positive shifts while reducing high transmission temperatures.



Advantage shift improver kits are multilevel kits that allow the installer to choose his or her performance level. You may choose manual/automatic for towing, and street/strip, or total manual control for street performance and off-road race applications.

Advantage shift improver kits reduce overlap, reduce slippage, improve performance, and help extend clutch and band life.

904-998-999-A500-A518-727 79430

KICK DOWN LEVERS

J V X offers several different kick down lever ratios. However we recommend 3.8 for most applications.

904-998-999-A500-A518-727

2.9 ratio 79309
 3.2 ratio 79306
 3.8 ratio . . . (use with J V X Advantage) 79308
 4.2 ratio 79304
 5.0 ratio 79300

CHROME OIL RINGS

These rings are in sets for high pressure points and virtually eliminate ring wear.

727

Chrome Oil Rings . . . 1967-1970 72630
 Chrome Oil Rings . . . 1971-1977 72631

904 - 999

Chrome Oil Rings 90630

FILTER KITS

Proper maintenance is a very important part of the life and performance of your transmission. J V X offers Full flow filter kits and Dacron filter kits.

904-998-999-A500-A518-727

Full flow filter, Brass screen, one hole 79600
 Dacron filter, one hole 79601
 Full flow filter, Brass screen, two hole 79602
 Dacron filter, two hole 79603

RACE BANDS

J V X bands are manufactured with linings of higher coefficient of friction materials and are specifically designed for maximum oil control. These features enable quicker band apply and higher torque capacity for more positive shifts.

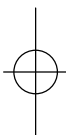


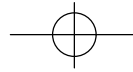
727-A518

Race Kickdown, Red lining 72308
 Race Kickdown, Kevlar lining 72309
 Low / Reverse, Kevlar lining . . . 727 only . . . 72307
 Low / Reverse, Kevlar lining . . . A518 only . . 72306

904-998-999-A500

Race Kickdown, Red lining (wide 1 3/4) 90310
 Race Kickdown, Kevlar lining (wide 1 3/4) . . 90311
 Race Kickdown, Red lining (narrow 1 3/8) . . . 90308
 Race Kickdown, Kevlar lining (narrow 1 3/8) 90309
 Low / Reverse, Kevlar lining (Double wrap) . . 90307
 Low / Reverse, Kevlar lining (1 3/8 wide) . . . 90306

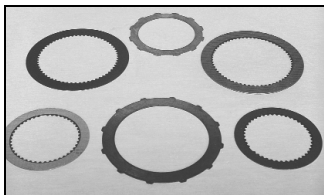




TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

CLUTCH FRACTIONS & STEELS



J V X friction plates are manufactured with grooving designs for more efficient lubrication. Several friction materials are offered, all have

higher coefficient of friction which reduces clutch slippage creating a more positive shift and increased clutch life.

727-A518

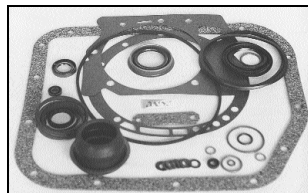
Race - Front clutch (Blue lining)	72400
Race - Front clutch (Kevlar)	72401
Race - Rear clutch	72402
Steel - Front and Rear clutch	72403
Steel - Front and Rear clutch (+.020)	72404

904-998-999-A500

Race - Front clutch (Blue lining)	90400
Race - Front clutch (Kevlar)	90401
Race - Rear clutch	90402
Steel - Front and Rear clutch	90403
Steel - Front and Rear clutch (+.020)	90404

RACING GASKET & SEAL KIT

Worn lip seals and/or sealing rings can cause fluid pressure loss in the affected area which could result in “spinout” or “slipping



into gear.” This could also affect the performance of your Trans Brake causing the cursed “creep” or “roll.” Don’t wait for trouble, head it off. Kit comes complete with sealing rings, lip seals, metal clad seals, and gaskets. All the top quality parts you need to overhaul your transmission and valve body.

727 Racing Gasket and Seal Kit	72420
904-999 Racing Gasket and Seal Kit	90420

RACING SUPER OVERHAUL KIT

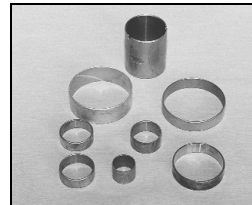
This kit includes the same high performance parts used in the famous J V X race transmissions. Kits include kickdown band (red lining), clutches (Kevlar), steels, gasket and seal kit, metal clad seals, washers, front pump bushing (babbit), and specifications. This kit and your choice of our Advantage valve body or Advantage shift improver kits will set you in motion for street performance or off road racing.



727 Racing Overhaul Kit	72421
904-999 Racing Overhaul Kit	90421

BUSHING KIT

New bushings are an important part of building a quality transmission. Kits include bushings for front pump (babbit), input shaft (727), front clutch retainer, reaction shaft, front annulus gear support (999), sun gear (front & rear), and extension housing.



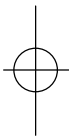
727 1962-ON	72195
904-999 1960-1968	90180
904 - 999 1968-ON	90182

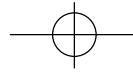
FRONT PUMP ROTORS

You wouldn’t consider risking an expensive Race engine with an old oil pump, would you? As with your engine, the life of your transmission depends on oil flow and oil pressure. Transmission fluid pressures far exceed those of an engine. Next rebuild/replace that old pump rotor set with a new J V X pump rotor set.



727 Front Pump Rotor Kit 1962-ON	72237
904-999 Front Pump Rotor Kit 1962-ON	90227





TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

ALUMINUM DRUMS

These drums are manufactured from 7075 aircraft quality aluminum on CNC machinery and heat treated to T-6 standards. They are both light weight and durable. With this combination you may cut as much as .05 to .08 seconds off your elapse time (ET) and increase your safety margin as well.



727 - A518

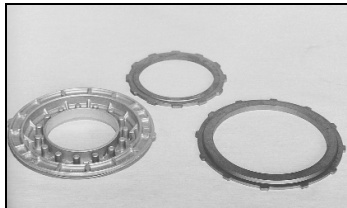
Front Clutch Drum (High-Reverse)	72300
Rear Clutch Drum (Forward)	72301
Low Reverse Drum . . . 727	72302
Low Reverse Drum . . . A518	72303

904 - 999 - A500

Front Clutch Drum (High-Reverse)	90300
Rear Clutch Drum (Forward)	90301
Low Reverse Drum (904-999, 1968-on)	90302
Low Reverse Drum (A500, 1988-on)	90303

CUT PISTON & CUT PLATE

In the 727 transmissions you can add an additional clutch & steel to the front drum (high-reverse) without using thin frictions or sacrificing the proper clutch clearance. In 904 & 999 the cut plate allows additional clutch clearance.



727 - A518

Cut Pressure Plate (Front or Rear Drum)	72500
Cut Piston (Front Drum only)	72501

904 - 998 - 999 - A500

Cut Pressure Plate (Front or Rear Drum)	90500
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TORQUEFLITE GEAR SETS

The proper gear ratio for the horsepower and torque to weight ratio of your car will improve your reaction time, sixty foot time, and elapse time (ET).

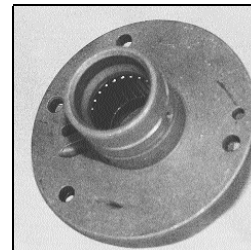
727 - A518

2.08 Low Gear Set	72600
2.45 Low Gear Set	72601
2.74 Low Gear Set	72602
2.77 Low Gear Set	72603

904 - 998 - 999 - A500

2.08 Low Gear Set	90600
2.45 Low Gear Set	90601
2.74 Low Gear Set	90602

OUTPUT SHAFT SUPPORT



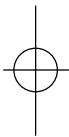
All output shaft supports are grooved and passage enlarged for better lubrication. Contact surfaces are polished for smoother operation. J V X also offers supports with outer bushings or inner needle bearings.

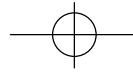
727

Grooved Output Shaft Support	72620
Grooved-Bushed Output Shaft Support	72621
Grooved-Bearing Output Shaft Support	72622

904 - 998 - 999

Grooved Output Shaft Support	90620
Grooved-Bushed Output Shaft Support	90621
Grooved-Bearing Output Shaft Support	90622





TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

BOLT-IN OVERRUN CLUTCH (SPRAG)

These units bolt in from the rear of the main case, and are designed to help prevent stripping or breaking around the outer cam. Kit comes with outer cam, retainer, bolts, and washers.

727

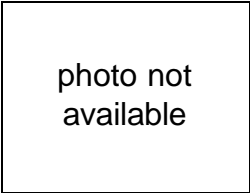
- Overrun Clutch Kit 1962-on 72244
- Race-overrun clutch 1962-on 72241
- Spring and Roller set 1962-on 72234

904 - 998 - 999

- Overrun Clutch Kit 1969-on 90244
- Race-overrun clutch 24-Tooth 90241
- Spring and Roller set 1969-on 90234

SHORT TAIL KITS

J V X Short Tail Kits are designed for dragsters and other applications where a long tailshaft torqueflite is not practical.



727

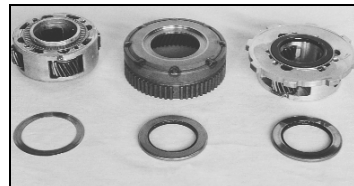
- KIT-Race (manual valve body only) 72800
 - Housing (kit #72800, 4-3/8 in. Long) . 72801
 - Shaft (kit #72800, 12-5/8 in. Long) . 72802
 - Bearing (kit #72800) 72803
- KIT-OEM (manual/auto valve body) 72805
 - Housing (kit #72805, 8 in. Long) . . . 72806
 - Shaft (kit #72805, bolt on yoke) 72807
 - Bearing (kit #72805) 72808
- YOKE (kit #72800, 60050 u-joint) 72804
- YOKE (kit #72805, 60050 u-joint) 72809

904 - 999

- KIT-Race (manual valve body only) 90800
 - Housing (kit #90800, * in. Long) . . . 90801
 - Shaft (kit #90800, ** in. Long) 90802
 - Bearing (kit #90800) 90803
- YOKE (kit #90800, 60050 u-joint) 90804

TORRINGTON BEARING PLANET ASSEMBLIES

Planet carrier and/or annulus gear machined



to replace thrust washer with Torrington needle bearings and races. This reduces drag and friction at hi-load points.

727

- Front Planet Carrier
 - 4 Pinion, Steel 1962-1975 . . . 72650
 - 4 Pinion, Steel 1976-on 72651
 - 4 Pinion, Aluminum . . 1962-1975 . . . 72652
 - 4 Pinion, Aluminum . . 1976-on 72653
 - 3 Pinion, Aluminum . . 1962-1975 . . . 72654
 - 3 Pinion, Aluminum . . 1962-1975 . . . 72655
 - 3 Pinion, Aluminum . . 1976-on 72656

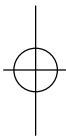
- Front Annulus Gear 1965-on 72657

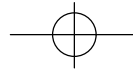
- Rear Planet Carrier
 - 4 Pinion, Aluminum . . 1965-1978 . . . 72658
 - 3 Pinion, Aluminum . . 1965-on 72659

904 - 998 - 999

- Front Planet Assemblies
 - 4 Pinion, Steel 2.74 . . 1968-on 90650
 - 3 Pinion, Steel 2.45 . . 1968-on 90651
 - 4 Pinion, Aluminum . . 1968-on 90652
 - 3 Pinion, Aluminum . . 1968-on 90653

- Rear Planet Carrier
 - 4 Pinion, Steel 1974-on 90657
 - 4 Pinion, Aluminum . . 1968-on 90658
 - 3 Pinion, Aluminum . . 1960-on 90659



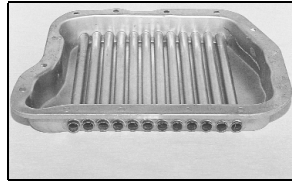


TORQUEFLITE ACCESSORIES *//// JVX ////*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

TORQUEFLITE OIL PANS

J V X offers deep oil pans with your choice of filter extension or cooling tubes. All deep pans offer increased oil capacity.



727

- Chrome . . (Mopar Performance) P4120161
- Black . . . (Mopar Performance) P3690730
- Plated (with cooling tubes) 72520
- Black Powder (with cooling tubes) 72521
- Aluminum 72522

904 - 998 - 999

- Chrome . . (Mopar Performance) P4120162
- Black . . . (Mopar Performance) P4007886
- Plated (with cooling tubes) 90520
- Black Powder (with cooling tubes) 90521
- Aluminum 90522

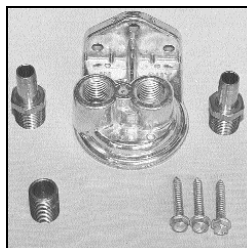
FILTER EXTENSION PACKAGE

This kit can be used with most deep transmission pans for 904 - 998 - 999 & 727. This package contains one filter extension kit, one trans pan gasket, and one trans fluid filter.

- Mopar Performance P5249321

REMOTE OIL FILTER

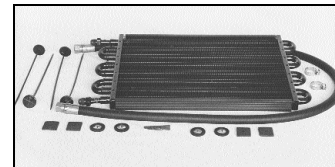
Remote oil filter should be installed in front cooler line of transmission. This filter should catch any metal filings from torque converter and keep the transmission cooler, output shaft, governor support, and planet gears clean. Uses spin-on filter .



- Remote Oil Filter Kit (spin-on) 13005
- Filter . . . (Mopar Performance) P4452890

TRANSMISSION COOLERS

J V X offers a wide variety of transmission oil coolers for you to choose from. All coolers have a



non-restricted flow design that lowers transmission fluid temperatures and reduces dangerous heat build up. Light

weight and heavy duty construction make them compatible with tow vehicles, RVs, and competition use. Order your choice of push-on or screw-on connections. Includes installation kit.

- 7 1/2 x 12 x 3/4 . . push-on . . 15,500 GVW. . 13106
- 7 1/2 x 17 x 3/4 . . push-on . . 18,500 GVW. . 13103
- 10 x 17 x 3/4 push-on . . 20,500 GVW. . 13104
- 12 1/2 x 17 x 3/4 . . push-on . . 22,500 GVW. . 13105
- 7 1/2 x 5 x 2 . . - 6 AN Male. 18,500 GVW. . 13303
- 10 x 17 x 3/4 . . - 6 AN Male. 20,500 GVW. . 13304
- 9 x 18 x 1 1/4. 1/2 Fm pipe. . Competition . . 13544

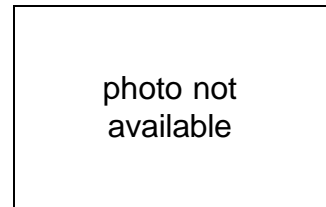
COOLER MOUNT KITS

- Insta-Mount Rods . . . (plastic) 13001
- Strap Mounting Kit. . (metal) 13002

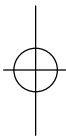
THERMOSTAT, FLUID CONTROL

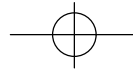
Automatic fluid control valve is designed to provide a bypass for oil during cold weather

operation. The cold oil returns to the transmission without circulating through the cooler. Once the fluid reaches a preset temperature (factory preset to 180 deg. F) the valve closes and forces the hot oil to circulate through the cooler. 1/2" ID oil lines recommended.



- Fluid Control Thermostat 13011

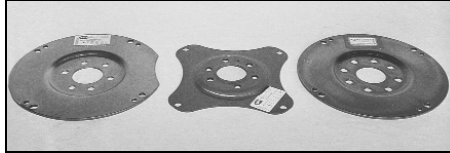




TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

FLEXPLATES - S F I Approved



727 - A518

- 6 Bolt crank, internally balanced engine 72550
- 8 Bolt crank, internally balanced engine 72551
- 8 Bolt crank, Mopar Performance P4529752

904 - 999 - A500 - 727 - A518

- 6 Bolt crank, Mopar Performance P4529751
- 6 Bolt crank, internally balanced engine 90550
- 6 Bolt crank, 340 externally balanced engine 90551
- 6 Bolt crank, 360 - 1971 to 1991. 90552
- 6 Bolt crank, 360 MAGNUM. .1992-on. . . . 90553

FLEXPLATE BOLT PACKAGE

- 6 Bolt crank, Mopar Performance
(6-7/16 crank & 4-7/16 converter) . . P4120465
- 8 Bolt crank, Mopar Performance
(8-1/2 crank & 4-7/16 converter) . . . P4120464
- 7/16 Converter Bolts only
Mopar Performance (4 per pkg.) P4529592

CONVERTER BALANCE WEIGHT

Required for rebalancing torque converters. For use with externally balanced cast iron crankshafts. Consists of balance weights and Mopar Performance positioning templates.

- 1969 - 1991 (A - B / RB cast crank) P4120241
- 1992 - on. (360 MAGNUM) P



FLEXPLATE SHIELD

Manufactured from hi-strength steel, SFI certified, and exceeds ADRA safety requirements. A flexplate shield is required in many competition classes when an automatic transmission is used.



- 727 Torqueflite with B / RB engine 72505
- 727 Torqueflite with A engine 72506
- 904 - 999 Torqueflite 90505

TORQUEFLITE SHIELD



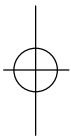
Manufactured from 6061-T6 J V X shields give you light weight and maximum strength. Cleaner and cooler than oil soaked

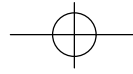
blankets that hold in heat. Should be used on all competition vehicles with automatic transmission. SFI approved.

- 727 Torqueflite Polished 72508
- 727 Torqueflite Black 72509
- 904 - 999 Torqueflite . . Polished 90508
- 904 - 999 Torqueflite . . Black 90509

DOWEL PINS (BLOCK to BELLHOUSING)

- Standard, 2 each. (no offset) 79580
- 0.007" offset, 2 each 79581
- 0.014" offset, 2 each 79582
- 0.021" offset, 2 each 79583





TORQUEFLITE ACCESSORIES *//// JVX ///*

“ THE ULTIMATE IN RACE TORQUEFLITES ”

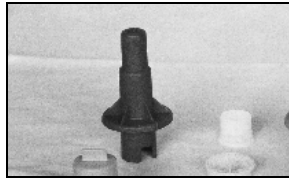
CONVERTER PLASTIC CAP

Keeps dirt out during transport or storage Mopar Performance.

904 - 998 - 999 - A500 P4120466
727 - A518 P4120467

TRANSMISSION PLUG & CAP PACKAGE

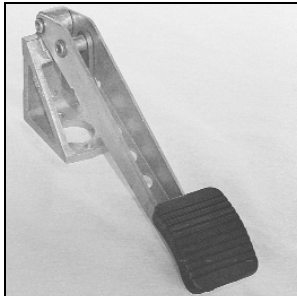
Contains plastic plugs and caps to prevent dust and dirt from getting into transmission during storage or transport.



All 904 - 998 - 999 - A500 - 727 - A518.

Mopar Performance P4120280

PEDAL ASSEMBLIES



Light weight aluminum, these pedal assemblies can be used as brake pedal, hydraulic clutch pedal, or ball valve pedal for “Circle Magic” transmissions.

Pedal & Mount Long . . (swing mount) 79800
Pedal & Mount Short . . (floor mount) 79801

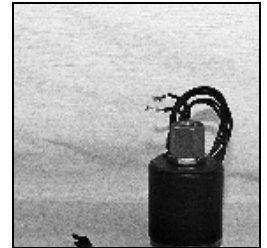
“CIRCLE MAGIC” CONTROL VALVE

Hand or foot operated ball valve. 1/2 in. Inside diameter.

Control valve, “Circle Magic” 79802

ROLL CONTROL

The J V X anti-roll valve is electric over hydraulic and is integrated with your existing brake system. It can be installed on your front or rear brakes (not for use with anti-lock brakes). Can be used on automatic or manual transmission vehicles. Comes complete with solenoid valve, two (2) fittings, in line fuse holder, and switch w/bracket.



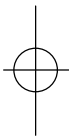
Anti-Roll Control Kit 79570
Solenoid Valve only 79571
Micro switch only 79572
Bracket w/button (less switch) 79573

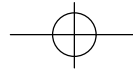
COOLER FLUSH

Failure to use our remote oil filter kit (part # 13005) could result in contaminants reaching your cooler and cooler lines should you experience torque converter or transmission problems. To avoid further problems from these contaminants you should flush your cooler and lines.

This uniquely blended formula leaves no soapy residue, contains no water, prevents transmission contamination by eliminating contaminants such as metal shavings, sludge, and grime. Contains no chlorinated solvents, no CFC s, or ozone-depleting chemicals.

DANGER: Extremely flammable, contents under pressure, harmful or fatal if inhaled or swallowed. May cause eye or skin irritation. Keep out of the reach of children.





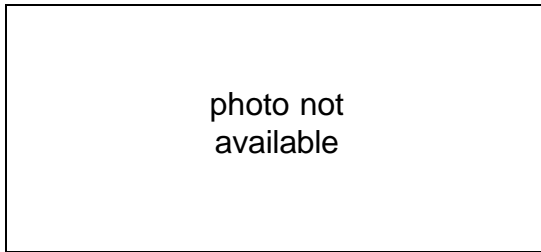
ELECTRICAL ACCESSORIES ***//// JVX ////***

“ THE ULTIMATE IN RACE TORQUEFLITES ”

REACTION TIME DELAY

Simple to install, no special wiring or batteries are required. Splices into your existing trans-brake and / or roll control circuits. 30-amp capability will handle any trans-brake manufactured. Directs full battery voltage (12) to trans-brake.

Dedenbear...RTD-6 20000
 20001



CROSS-OVER DELAY BOX

Allows bracket racer to leave on either side of the tree. The quicker racer enters both dial-ins, along with any desired trans-brake delay. When the trans-brake button is released on the opponents light the cross-over calculates the handicap, adds in the delay, and releases the trans-brake at precisely the right time. A built-in toggle switch allows you to cancel the cross-over feature if necessary.

Dedenbear...CO-1. 20005
 20006

TOGGLE SWITCHES

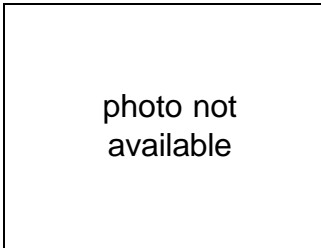
Premium quality metal toggle. 20020
 Lighted Red plastic toggle. 20021
 Lighted Green plastic toggle. 20022

CIRCUIT BREAKERS

30 - Amp . . Threaded connector, w / bracket . 20025
 30 - Amp . . Spade connector, w / bracket. . . . 20026
 8 - Amp . . Threaded connector, w / bracket . 20027

OVERDRIVE / LOCK-UP (A500 - A518) TRANSMISSION CONTROLLER

This controller is designed to allow user to control what MPH their overdrive engages. Also features an optional passing gear after transmission has shifted into overdrive. Has separate off-on toggle switches for lock-up converter and overdrive.

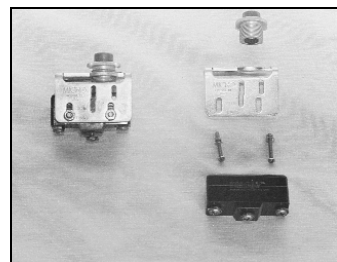


Designed for use on vehicles with A500 & A518 transmissions installed and do not have OEM computers.

J V X - Overdrive / Lock-up controller. 20400

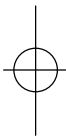
TRANS-BRAKE BUTTON

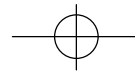
The fastest, most consistent button on the market. Adjustable mount and button allows lightning fast release times. Trans-Brake button package comes complete with adjustable mounting bracket



w / button, Micro switch (with normally open and normally closed terminals), and stretch cord.

Trans-Brake Button Package 20030
 Mounting bracket w / button 20031
 Micro switch 20032
 Stretch cord....stretch to five feet 20033





ELECTRICAL ACCESSORIES ***//// JVX ////***

“ THE ULTIMATE IN RACE TORQUEFLITES ”

R P M SWITCHES

J V X Split Shift Control Box . . complete with solenoid, and special delay circuit. .(see page 10) 79568
 Dedenbear. . . RPM - 2. push-button thumbwheels selects any shift point in 100 rpm increments . . 20010
 M S D 8950. requires chips to select shift points, chips not included 20150

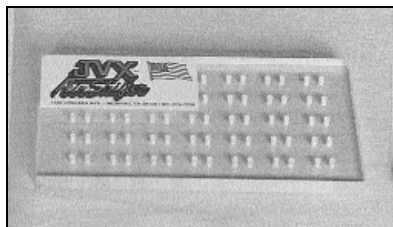
R P M CHIPS

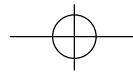
Package of five (5) chips
 includes chips 3000, 3200, 3400, 3600, & 3800 rpms . . . 8743 20143
 includes chips 4000, 4200, 4400, 4600, & 4800 rpms . . . 8744 20144
 includes chips 5000, 5200, 5400, 5600, & 5800 rpms . . . 8745 20145
 includes chips 6000, 6200, 6400, 6600, & 6800 rpms . . . 8746 20146
 includes chips 7000, 7200, 7400, 7600, & 7800 rpms . . . 8747 20147

Adjustable chip 1500 rpm to 3000 rpm 8677 20177

Adjustable R P M Switches....for use in place of rpm chips
 adjust from 3000 rpms to 5200 rpms 8670 20170
 adjust from 4600 rpms to 6800 rpms 8671 20171
 adjust from 6000 rpms to 8200 rpms 8672 20172

J V X Chip Organizer (Manufactured from clear plastic, will hold 35 chips). 20140





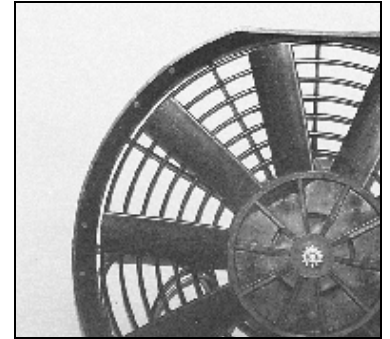
ELECTRICAL ACCESSORIES ***//// JVX ////***

“ THE ULTIMATE IN RACE TORQUEFLITES ”

ELECTRIC FANS

The most dynamic electric fan in the industry. Its revolutionary design makes it more efficient, more powerful than any electric fan currently available. Much of the efficiency is attributable to the funnel action that is created at the mounting surface, serving to maximize air movement in this area. The fan blades, bearing the shape of aircraft wings, act as foils in cutting through the air current.

These electric fans can be thermostatically or manually controlled and are designed with a built-in finger guard for safety.



DIAMETER	HEIGHT	WIDTH	DEPTH	R P M	C F M	DRAW	REVERSIBLE	PART NO.
10 in.	10.63 in.	11.10 in.	2.60 in.	3200	810	5.5 amps	yes	20210
12 in.	12.32 in.	11.54 in.	2.13 in.	1850	980	11 amps	yes	20212
14 in.	14.29 in.	13.62 in.	2.60 in.	2050	1205	13.5 amps	yes	20214
16 in.	16.63 in.	15.86 in.	3.16 in.	2000	1550	16.5 amps	no	20216

TEMPERATURE SENSORS (THERMOSTATIC)

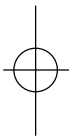
Single Stage sensor . . . Factory preset to 180 deg. F (operates our 10", 12", or 14" fans)	20220
Dual Stage sensor & relay . . (operates fans at medium speed under 180°F, high speed over 180°F.)	20221
O E M style, screw in 3/8 pipe threads . . Factory preset to 205 deg. F	20222

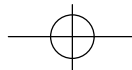
ELECTRIC WATER PUMP DRIVE

Eliminates the need for crankshaft to water pump belt. This frees up horsepower. Will drive water pump with fan attached or without fan attached. Can be wired to run water pump with engine not running in order to continue cooling of engine coolant. Complete with belt, pulleys, electric motor, and instructions.



Electric Water Pump Drive Kit (63750)	20230
Electric Motor only .. 2 volt, use with 10 amp fuse (97210)	20231
Gilmer Drive Belt (97230)	20232
Pulley - Water Pump (97220)	20233
Pulley - motor 10 teeth (97250)	20234
Pulley - motor .. (not included in kit) 14 teeth (97252)	20235
Brackets	20236



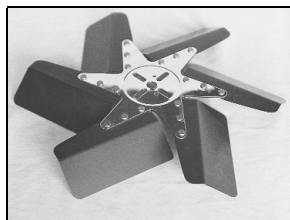


ACCESSORIES

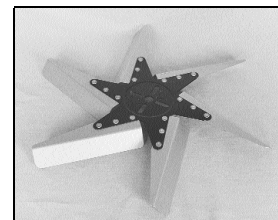
//// JVX ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

FLEX FANS



All High Performance aluminum flex fans feature heavy duty aluminum blades anodized in your choice of clear, red, or blue. Each fan uses an embossed front hub which reduces the gap in-between the front and rear hubs. Light weight and efficient, these fans are terrific for typical passenger car applications and electric water pump drive applications. Standard duty aluminum fans are a perfect choice for show cars and applications where a narrow cross section is required.



STYLE	FAN DIA. (in.)	PROJECTED WIDTH	CLEAR	RED	BLUE
Standard	13	1 - 1/4	—	19413	19513
Standard	15	1 - 1/4	—	19415	19515
Standard	17	1 - 1/4	19317	19417	19517
Hi Performance	17	1 - 3/4	18317	18417	18517
Standard	18	1 - 1/4	19318	19418	19518
Hi-Performance	18	1 - 3/4	18318	18418	18518

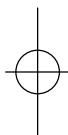
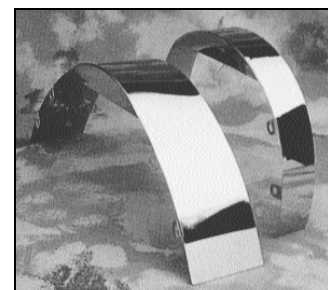
FLEX FAN SPACER KITS

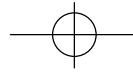
FLEX FAN NOSECONES

SPACER LENGTH	PILOT HOLE	SPACER KITS			NOSECONES		
		CLEAR	RED	BLUE	CLEAR	RED	BLUE
1/2 in.	5/8 in.	31500	31600	31700	32500	32600	32700
1 in.	5/8 in.	31510	31610	31710	32510	32610	32710
2 in.	5/8 in.	31520	31620	31720	32520	32620	32720
2 1/4 in.	5/8 in.	31540	31640	31740	32540	32640	32740

FAN SHROUD

- 3 in. Deep Chrome Fan Shroud. 18900
- 5 in. Deep Chrome Fan Shroud. 18901





REAR AXLE

//// J V X ///

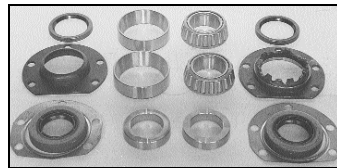
“ THE ULTIMATE IN RACE TORQUEFLITES ”

REAR AXLE BEARINGS

Specifically designed to eliminate production bearing retainers and axle end play adjusters. Widely used in drag race applications. Fits 1965 and newer 8 - 3 / 4 & 9 - 3 / 4 axles. Right or left side . . . one each. 60000



These bearings are a direct replacement for 8 - 3 / 4 and 9 - 3 / 4 O E M bearings. Kits include right retainer plate w/adjuster, left retainer plate, two (2) outer seals, two (2) inner seals, two (2) bearings, two (2) races, and two (2) inner bearing retainers. Recommended for street use. 60005



- COMPONENT PARTS KIT # 60005**
- Bearing, race, & inner retainer 60010
 - Inner axle seal. 60006
 - Outer axle seal 60007
 - Right bearing retainer and seals. 60008
 - Left bearing retainer and seals. 60009

DIFFERENTIAL BEARING KITS

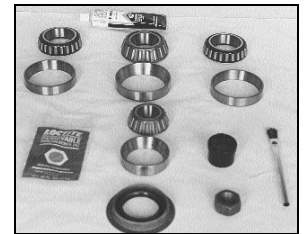
8 3/4 RING GEAR

With 1.875 pinion and #489 housing 60080

- COMPONENT PARTS KIT # 60080**
- Inner pinion cone . . (1) . . M88048 60081
 - Inner pinion cup. . . (1) . . M88010 60082
 - Outer pinion cone . . (1) . . M804049 60083
 - Outer pinion cup . . (1) . . M804010 60084
 - Differential cone . . (2) . . LM104949 60085
 - Differential cup . . . (2) . . LM104912 60086
 - Pinion seal (1) . . 5126 60087
 - Pinion nut 60088
 - Gear marking compound. 60040
 - Brush (gear marking compound). 60041
 - Threadlocker. TL-242. 60042
 - Gasket maker GE-2 60044

DIFFERENTIAL BEARING KITS

(CONTINUED)



8 3/4 RING GEAR

With 1.75 pinion and #742 housing 60070

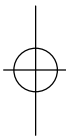
- COMPONENT PARTS KIT # 60070**
- Inner pinion cone . . (1) . . HM89443 60071
 - Inner pinion cup. . . (1) . . HM89410 60072
 - Outer pinion cone . . (1) . . HM803149 60073
 - Outer pinion cup . . (1) . . HM803110 60074
 - Differential cone . . (2) . . 25590 60075
 - Differential cup . . . (2) . . 25520 60076
 - Pinion seal (1) . . 7216 60077
 - Pinion nut 60078
 - Gear marking compound. . GMC-1 60040
 - Brush BRUSH-1 60041
 - Threadlocker. TL-242. 60042
 - Gasket maker GE-2 60044

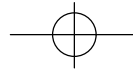
SPICER 60 . . . RA-331 60060

- COMPONENT PARTS KIT # 60060**
- Inner pinion cone . . (1) . . HM803146 60061
 - Inner pinion cup. . . (1) . . HM803110 60062
 - Outer pinion cone . . (1) . . HM88542 60063
 - Outer pinion cup . . (1) . . HM88510 60064
 - Differential cone . . (2) . . 387A 60065
 - Differential cup . . . (2) . . 382S 60066
 - Pinion seal . Early . (1) . . 6808N 60067
 - Late . . (1) . . 9316 60068
 - Pinion shims SH-1 60069
 - Differential shims SH-2 60070
 - Pinion nut. PIN-5. 60071
 - Gear marking compound. . GMC-1 60040
 - Brush BRUSH-1 60041
 - Threadlocker. TL-242. 60042
 - Gasket maker GE-2 60044

CRUSH SLEEVE

8 3/4 with 1.875 pinion and #489 housing . . . 60089





DRIVETRAIN

//// JVX ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”

UNIVERSAL JOINTS

Race - has not been cross drilled
 for grease fitting . 7290 60050
 Small Chrysler u-joint . 7260 60051
 Large Chrysler u-joint . 7290 60052
 Mopar Performance . . . 1330 rear spicer . P3690773

YOKE KITS

DANA 60

Converts standard strap type assembly to stronger u-bolt assembly. For use with stock prop shaft with 7290 u-joints.

Mopar Performance P4120714
 Component parts MP kit #P4120714
 Yoke 29 spline P3690771
 U-Bolt assembly . . (2 required). . . P3690774
 U-Joint . . . 1330 P3690773

8 3/4

Mopar Performance - includes pinion yoke, u-joint retaining straps, strap hold down bolts, yoke retaining washer and nut.

Yoke kit . . . 10 spline . . . 7260 joint P4529480
 Yoke kit . . . 29 spline . . . 7260 joint P4529481
 Yoke kit . . . 10 spline . . . 7290 joint P4529482
 Yoke kit . . . 29 spline . . . 7290 joint P4529483

U - JOINT STRAP PACKAGES

Mopar Performance . . . type 7260 joint . . P4120468
 Mopar Performance . . . type 7290 joint . . P4120469
 Mopar Performance . . . type 1330 joint
 U-Bolt type2 required P3690774

PROP SHAFT RWD

For custom fabrication of prop shaft. Includes 3-1/4 diameter shaft, u-joints, retainers, tube assembly, and balance weights. Mopar Performance.

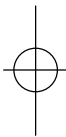
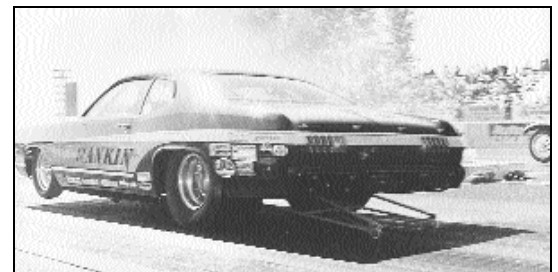
Prop kit . . . small u-joints . . type 7260 . . P4120177
 Prop kit . . . large u-joints . . type 7290 . . P4120178

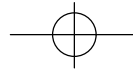
SURE - GRIP DIFFERENTIAL ASSEMBLY

8 3/4 - up to 1973 60058

THREADLOCKER

Removable . . . 242 . . . (.02 FL. OZ.) 60042
 Hi Strength . . . 271 . . . (.02 FL. OZ.) 60043





ENGINE

//// J V X ////

“ THE ULTIMATE IN RACE TORQUEFLITES ”

ADJUSTABLE ROCKER ARMS

B - R/B (HARDENED STEEL TIP)

Manufactured from high quality ductile iron, this rocker arm replaces all nonadjustable stock 1.5:1 ratio rockers and fits all standard Chrysler B and R/B engines. The unique extra high arch-rib design and the strength of ductile iron gives you valve train High Fidelity — there is no lost motion, you get out what your cam puts in.



Other features are the inserted case hardened steel valve stem pad that's micropolished to alleviate valve guide wear and the high quality induction hardened grade 8 SAE adjusting screw and jam nut.

SET OF 16 with spacer springs . . . (1604) . . 61604

COMPONENT PARTS # 61604

- Rocker Arm . . left 61601
- Rocker Arm . . right 61602
- Adjusting screws & nuts (16) 61605
- Spacer springs (8) 61606

A-ENGINE

Positive racing jam-nut type adjusting screw, perfect geometry, high-strength design and ductile iron quality assures you of the finest possible performance from these 1.5:1 ratio rockers.

SET OF 16 with hardened spacers . (3904) . . 63904

COMPONENT PARTS # 63904

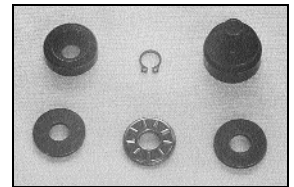
- Rocker Arm . . left 63901
- Rocker Arm . . right 63902
- Adjusting screws & nuts (16) 61605
- Hardened tubular spacer set 63906

J V X carries the full line of MOPAR PERFORMANCE engine parts

ROLLER CAM BUTTON

B - R/B (ROLLER THRUST BEARING)

This bearing nests between the camshaft sprocket and the front timing cover. Its function is to eliminate axial float (fore and aft movement) of the cam in the block.



Unit consists of precision needle bearing assembly contained in a steel housing which may be disassembled for inspection.

B - R/B Roller Thrust Bearing . (4600-TB) . 61600

PUSH RODS

These push rods are non-adjustable and must be used with adjustable rocker arms.

R/B (413 - 426 WEDGE - 440)

- Chrome Molly / HYDRAULIC CAM 61623
- Chrome Molly / SOLID or ROLLER CAM . . 61633
- Heat Treated +130 th / SOLID or ROLLER . . 61643

B (383 - 400)

- Chrome Molly / HYDRAULIC CAM 61613
- Chrome Molly / SOLID or ROLLER CAM . . 61634

A (273 - 318 - 340 - 360)

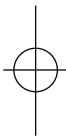
- Chrome Molly / HYDRAULIC CAM 63913
- Chrome Molly / SOLID or ROLLER CAM . . 63903

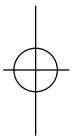
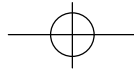
CUSTOM PUSHROD KITS

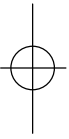
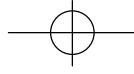
- Chrome Molly . . 3/8 dia. Use with adj. Rockers . . 61644
- Mopar Performance set with assembly tool . . . P4007284
- Mopar Performance (one only) P3690988

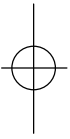
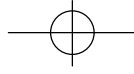
CHROME ROCKER SHAFTS

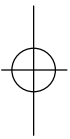
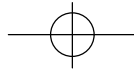
- B / RB (set of two RS-440) 61645
- A (set of two RS-273) 63945

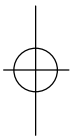
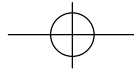


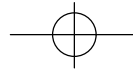










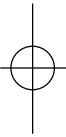


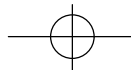
Bands

B-82	Kickdown--Flex	1961-ON	1	90193		
B-82	Kickdown--Flex	1961-ON	1	90194		
B-82	Kickdown--Flex--Relined	1961-ON	1	90195		
B-82	Kickdown 1 3/8" Wide--Relined	1961-79	1	90196		
B-82	Kickdown 1 3/4" Wide--Off Set Lugs--Relined V8 Engines	1974-79	1	90197		
D-83	Reverse--Double Wrap 2" Wide 304 & 318 Engines	1968-ON	1	90199		
D-83	Reverse--Double Wrap 2" Wide 304 & 318 Engines	1968-ON	1	90200		
D-83	Reverse 1 3/8" Wide--Relined	1960-83	1	90201		

Washers

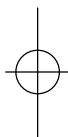
	Kit	1960-67	1	90202		
	Kit	1968-74	1	90203		
	Kit	1975-ON	1	90204		
AC88	Front Clutch .045" Fibre	1960-69	2	90205		
AC88	Front Clutch--Thrust .062" Fibre	1970-ON	2	90206		
D-90	Front Annulus Gear--Metal 3 Oil Grooves	1960-67	1	90207		
D-90	Front Annulus Gear--Metal 1 Tab	1968-74	1	90208		
D-90	Front Annulus Gear--Metal	1974-ON	1	90209		
D-92	Driving Shell Sun Gear Plate--Metal	1980-ON	1	90210		
D-92	Driving Shell Thrust Plate--Metal 24 Tangs	1960-80	2	90211		
D-94	Driving Shell--Metal 3 Oil Grooves 3 Tabs	1963-67	2	90212		
D-94	Driving Shell--Metal 3 Oil Grooves--Except 318	1968-74	2	90213		
D-94	Driving Shell--Metal 4 Oil Grooves 318 Engine	1968-74	2	90214		
D-94	Front & Rear--Pressure Plate--Metal 3 Oil Grooves 6 Cyl.	1974-ON	2	90215		
D-94	Front & Rear--Pressure Plate--Metal 4 Oil Grooves V8 Eng.	1974-ON	2	90216		
E-97	Output Shaft--Thrust .052" Thick--Fibre	1960-76	AR	90217		
E-97	Output Shaft--Thrust .068" Thick--Fibre	1960-76	AR	90218		
E-97	Output Shaft--Thrust .083" Thick--Fibre	1960-76	AR	90219		
E-97	Output Shaft--Thrust .052" Thick--Steel	1976-79	AR	90220		
E-97	Output Shaft--Thrust .068" Thick--Steel	1976-79	AR	90221		
E-97	Output Shaft--Thrust .083" Thick--Steel	1978-79	AR	90222		
E-97	Output Shaft--Thrust .052" Thick--Steel Backed Bronze	1979-ON	AR	90223		

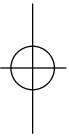
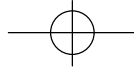


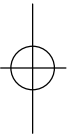
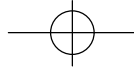


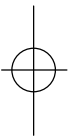
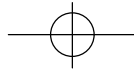
Hard Parts

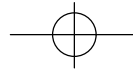
A105	Front Pump Gear Kit	1968-78	1	90227		
A106	Stator Support--Front Pump 3 Balls	1978-ON	1	90228		
C112	Input Shaft--Excluding Transmission 3515827 in 1972	1968-75	1	90229		
C112	Input Shaft--Lock-Up 23 Spline	1979-ON	1	90230		
C113	Rear Return Spring Clutch Piston	1960-ON	1	90231		
D118	Rear Planet Assembly	1968-74	1	90232		
E121	Overrun Clutch Repair Kit	1964-ON	1	90244		
E121	Overrun Clutch Spring & Roller Kit	1964-76	1	90234		
E121	Torque Converter Spring and Roller Kit	1960-74	1	90235		
E121	Spring--Overrun Clutch Cam Roller	1960-64	10	90236		
E121	Spring--Overrun Clutch Cam Roller	1964-ON	10	90237		
E121	Roller--Overrun Clutch Cam	1960-64	10	90238		
E121	Roller--Overrun Clutch Cam	1964-ON	10	90239		
E122	Overrun Clutch Race--24 Tooth	1969-ON	1	90241		
E123	Overrun Clutch Retainer	1968-81	1	90233		
N.I.	Roller Torque Converter Overrun Clutch	1960-74	8	90242		
N.I.	Spring--Torque Converter Overrun Clutch Roller	1960-74	8	90243		
N.I.	Output Shaft Support Rear	1966-ON	1	90240		
N.I.	Grommet Linkage	1960-ON	1	79125		
N.I.	Grommet Gear Shift--Upper & Lower Control	1960-ON	1	79126		
N.I.	Flex Plate--Evenly Spaced Holes 6 Cyl.	1960-ON	1	90245		
N.I.	Flex Plate--Unevenly Spaced Holes 8 Cyl.	1960-ON	1	79129		











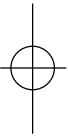
A727 - A518

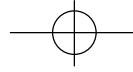
Master Overhaul Box Kits

	Super Kit w/o Bands	1971-ON	1	72100		
	Master Kit w/Extension Housing Seal--A518	1988-ON	1	72101		
	Master Kit w/Extension Housing Seal--727	1971-ON	1	72102		
	Less Steel Kit	1971-ON	1	72103		
	Less Steel Kit	1966-ON	1	72104		

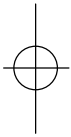
Overhaul, Gasket Sets

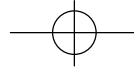
	Overhaul w/o Clutch Plates & Extension Housing Seal	1962-70	1	72105		
	Overhaul w/o Clutch Plates w/Extension Housing Seal	1971-ON	1	72106		
	Overhaul w/o Metal Parts--A518	1980-ON	1	72107		
	Overhaul w/o Metal Parts--727	1971-ON	1	72108		
	Front Pump Gasket Kit	1962-ON	1	72109		



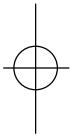


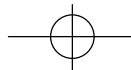
A727 - A518





A727 - A518





A727 - A518

Bands (Continued)

B-82	Flex--Relined	1962-ON	1	72208		
B-82	Kickdown--Yellow Lining--Up to 1973 T.C.	1962-ON	1	72209		
B-82	Flex	1962-ON	1	72210		
B-82	Kickdown--Hemi	1965-ON	1	72211		
D-83	Reverse--A-518	-ON	1	72212		
D-83	Reverse--727	1962-ON	1	72213		
N.I.	Flex-Strut	1962-ON	2	72214		

Washers

	Kit--727	1962-ON	1	72215		
A-85	Front Clutch--Front .043" Fibre	1962-ON	AR	72216		
A-85	Front Clutch--Front .061" Fibre	1962-63	AR	72217		
A-85	Front Clutch--Front .084" Fibre	1962-ON	AR	72218		
A-85	Front Clutch--Front .102" Fibre	1962-ON	AR	72219		
C-86	Front Clutch--Rear .061" Fibre	1962-ON	AR	72220		
D-87	Front & Rear Carrier--Thrust--Metal 4 Tabs	1967-ON	2	72221		
D-87	Front & Rear Carrier--Thrust--Metal 3 Tabs	1962-ON	2	72222		
D-88	Sun Gear Driving Shell--Thrust--Metal 3 Tabs	1962-ON	1	72223		
D-89	Rear Annulus Gear--Thrust Plate--Metal	1965-ON	1	72224		
E-90	Output Shaft--Steel .062" Thick--A-518	1988-ON	1	72225		
E-90	Output Shaft--Bronze .062" Thick--727	1977-ON	1	72226		
	Output Shaft--Thrust Plate--Metal	1988-ON	1	72241		
N.I.	Output Shaft--Thrust Plate--Metal--727	1978-ON	1	72227		
N.I.	Converter Stator--Metal 3 Tabs	1962-ON	1	72228		
N.I.	Neutral Safety Switch	1978-ON	1	79130		

Snap Rings

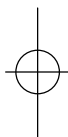
BC94	Front & Rear Clutch Retainer .060 Thick	1962-ON	1	72230		
BC94	Front & Rear Clutch Retainer .074 Thick	1962-ON	1	72231		
BC94	Front & Rear Clutch Retainer .088 Thick	1962-ON	1	72232		
BC94	Front & Rear Clutch Retainer .106 Thick	1962-ON	1	72233		

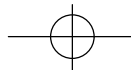
Bearings and Races

E107	Race--Overrun Clutch--727	1962-ON	1	72241		
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Electronics

N.I.	Switch Kit--Neutral Safety w/Washer & O'Ring--w/Console	1965-68	1	79122		
N.I.	Switch Kit--Neutral Safety & Back-Up Light 3 Prongs	1968-77	1	79123		
N.I.	Switch Kit--Neutral Safety & Back-Up Light 3 Prongs	1978-ON	1	79124		





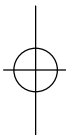
A727 - A518

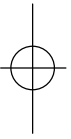
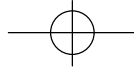
Ill Code No.	Description	Year	No. Per Car	JVX Part No.		
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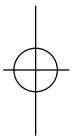
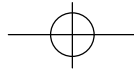
Hard Parts

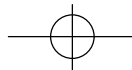
N.I.	Overrun Clutch Spring & Roller Kit	1962-ON	1	72235		
N.I.	Torque Converter Spring & Roller Kit	1962-77	1	72236		
A-97	Front Pump Rotor Pkg--Up to 1973 T.C.	1962-ON	1	72237		
B-98	Front Clutch Retainer Drum 3 Plate	1970-77	1	72238		
D104	Rear Planet Assembly	1964-ON	1	72239		
D105	Reverse Drum 26 Spline	1964-ON	1	72240		
E106	Spring & Roller Kit	1962-ON	1	72242		
E109	Retainer--Overrun Clutch Spring	1962-ON	1	72243		
E110	Overrun Clutch Repair Kit--Cam & Retainer	1962-ON	1	72244		
E112	Output Shaft Support--Rear	1966-ON	1	72245		
N.I.	Spring--Torque Converter Overrun Clutch Roller	1962-ON	8	72246		
N.I.	Roller--Torque Converter Overrun Clutch	1962-77	8	72247		
N.I.	Shim--Governor Support to Overrunning Clutch--Case Saver	1962-ON	1	72248		
N.I.	Spacer--Rear Clutch Piston Spring 6 13/64 O.D. Plastic	1972-ON	1	72249		
N.I.	Overrunning Clutch--Race	1972-ON	1	72250		
N.I.	Stator Support--Front Pump--Lock-Up	1978-ON	1	72251		
N.I.	Grommet Linkage	1962-ON	1	79125		
N.I.	Grommet Gear Shaft--Upper & Lower Control	1962-ON	1	79126		
N.I.	Valve Spring--Corrects Shudder in Lock-Up	1978-ON	2	79127		
N.I.	Flex Plate 12" 1 Crankshaft Hole Offset	1962-ON	1	79128		
N.I.	Flex Plate 11" 1 Crankshaft Hole Offset	1962-ON	2	79129		

Notes:





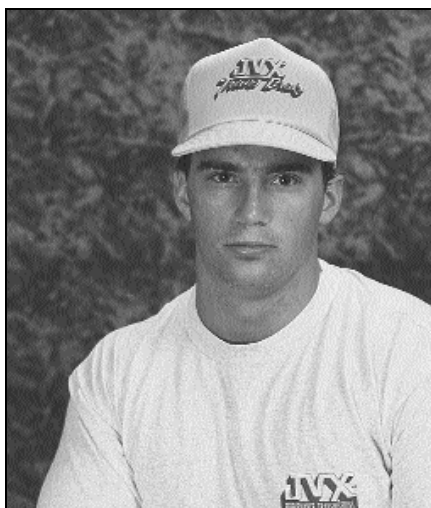
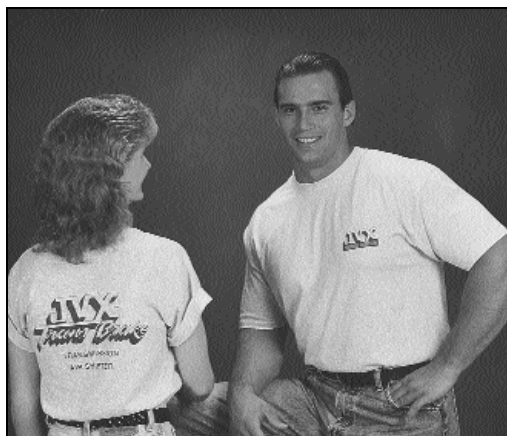
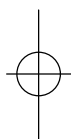
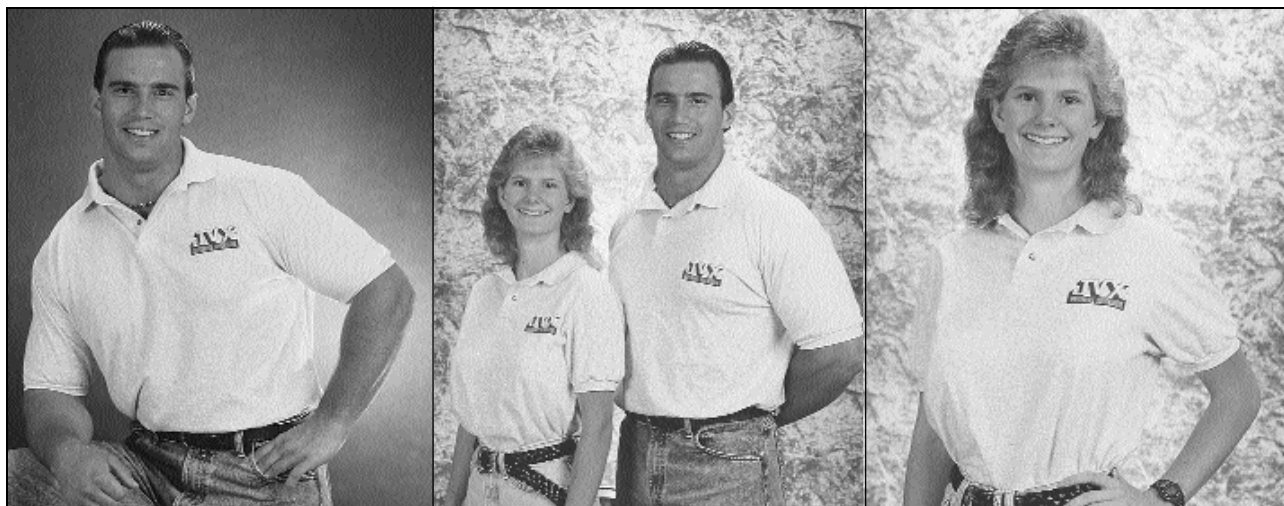




WEARABLES

//// J V X ///

“ THE ULTIMATE IN RACE TORQUEFLITES ”



W100—A golf shirt for all occasions. Constructed of 50% cotton and 50% polyester for comfort and endurance. Comes in athletic gray with red print. Screen on front only.

Sizes: S—XXL

W200—Classic T with front and rear screen. Comes in athletic gray with red print. Constructed of 50% cotton and 50% polyester.

Sizes: S—XXL

W300—Solid grey summer baseball cap with red J V X logo

