

Coan

TRANSMISSIONS & CONVERTERS



"A WINNING COMBINATION"

CONVERTERS

MEGA SERIES CONVERTERS

Blown, Nitrous Injected, Turbocharged, and Mountain Motor Racers around the world rely on Coan "Mega Series" torque converters. This series of converters has proven to put power to the ground more efficiently than any other converter in the industry.



** Also available as weld-together*

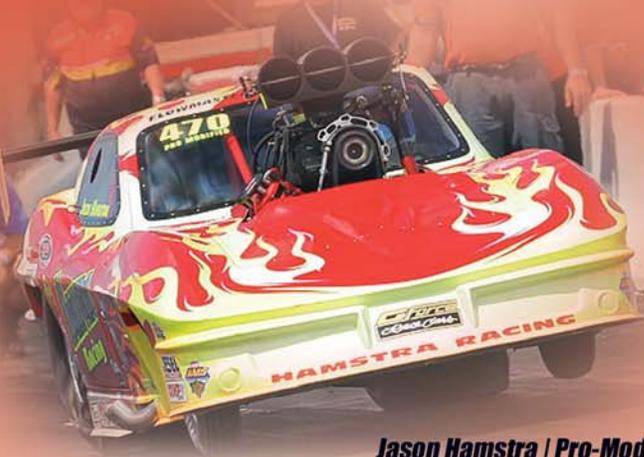
SUPER MEGA

Bolt-Together Converter

The "Super Mega" bolt-together converter offers racers the ability to tune converter characteristics to specific horsepower levels and track conditions.

- Bolt-Together Design for Easy Maintenance and Tuning
- BILLET Aluminum Cover for Strength and Weight Reduction
- Heavy Duty Coan Exclusive Roller Clutch (Sprag) Spragless Option Available
- Genuine Torrington Thrust Bearings
- 6 Bolt Mounting
- Choose from Multiple Pump and Stator Assemblies to Tune Performance Characteristics
- Available in 9", 10" & 10.5"

Jason Hamstra | Pro-Mod Mega Series Converter



MAXIMUM PERFORMANCE RACE CONVERTERS

For over 30 years Coan Engineering has specialized in building racing torque converters customized to the exact needs of racers. Just as the name implies, Maximum Performance Converters are built to "Maximize" vehicle performance while maintaining superior durability. Compare these standard features and you'll see why!

- Custom Designed Aluminum or Steel Stator Assemblies
- Coan Exclusive Heavy Duty Roller Clutch Design
- Nickel Furnace Brazed Pump and Turbine
- Heavy Duty Bearings Supports and Reinforcing Plates
- Superior Design Ensures Structural Integrity
- 3 or 6 Bolt Mounting
- Genuine Torrington Bearings Throughout
- Custom Built to Customer Specifications
- Continuous Research and Development Ensures Our Customer's Maximum Performance

Jason Coan | G/EA 7" Max Performance Converter



HI PERFORMANCE RACE CONVERTERS

Hi Performance Race Converters serve as an entry level custom built converter series. Along with many standard "in-stock" versions, these converters offer a great blend of performance and durability in an economical package perfect for many Bracket Racers.

- Fully Furnace Brazed Pump and Turbine
- Heavy Duty Bearing Supports and Reinforcing Plates
- Heavy Duty Roller Clutch (Transbrake Compatible)
- Genuine Torrington Bearings
- Many Popular Models in Stock for Fast Delivery
- Custom Built Models Available
- Available in 8", 9", 10" & 11"

Each level of torque converter is available to fit most popular transmission styles including:

**Superglide XST
Lenco Drive
Bruno
Torque Link**

**Powerglide
TH400
TH350
700R-4
4L60E
200-4R**

**TF727
TF904
C-4
C-6**

7, 8, 9" & 10" INCH



STREET CONVERTER APPLICATIONS

“RV and Tow” Street Converters

“RV and Tow” converters are available in 12” and 13” diameters with stock stall speeds. The pump and turbine blades are TIG welded for added strength. They contain heavy-duty pump bearings, and are balanced and pressure tested.

“Diesel / Tow” Street Converters

“Diesel / Tow” converters are available in 13” diameters to fit selected transmissions. They produce lower than stock stall speeds tailored specifically to high torque, low RPM engines. They are furnace-brazed, contain heavy duty pump bearings, balanced and pressure tested.

“Street Performance” Converters

“Street Performance” converters are available in several popular sizes and are designed for use in moderate Street Performance applications requiring more stall speed than stock converters. They feature: TIG welded pump and turbine blades, billet steel turbine hubs, heavy duty pump bearings, selected pump and stator combinations for desired stall, and is balanced and pressure tested. They bolt in with no modifications.

13” diameter with stall speeds to 2200 RPM**

12” diameter with stall speeds to 2400 RPM**

11” diameter with stall speeds to 2800 RPM**

10” diameter with stall speeds to 3500 RPM**

“Pro Street / Competition” Converters

These converters are available in several popular styles and sizes. They are designed for high torque, high performance, Pro Street and racing applications. They feature: billet steel turbine hubs, 3 sets of heavy duty thrust bearings, furnace brazed blades, and are balanced and pressure tested. Several pump and stator combinations are available to produce desired stall speeds. They bolt in with no modifications.

12” diameter (GM lock-up) stall speeds to 2600**

11” diameter (non lock-up) stall speeds to 3200**

10” diameter (non lock-up) stall speeds to 4000**

10” diameter (GM lock-up) stall speeds to 4000**

****NOT RECOMMENDED FOR TRANS BRAKE APPLICATIONS.**

PERFORMANCE CONVERTER APPLICATIONS

“Hi Performance” Race Converters

“Hi Performance” converters are designed for severe racing and other off-road applications. They feature: furnace brazed pump and turbine blades, anti-ballooning plate(s), heavy duty bearing supports, selected pump and stator combinations for desired stall speeds, heavy duty one way clutch (sprag) for use with trans brake, billet steel turbine hub, heavy duty thrust bearings, structurally designed and reinforced front cover to prevent ballooning, and are balanced and pressure tested. Motor plate applications may require a spacer kit. These converters are available in several popular sizes, and in stock ready to ship.

11” diameter with stall speeds from 2600 to 3200 RPM, 10” diameter with stall speeds from 3200 to 4200 RPM,

9” diameter with stall speeds from 4000 to 5500 RPM, 8” diameter with stall speeds from 4000 to 6200 RPM

“Maximum Performance” Race Converters

“Maximum Performance” converters are by far our most popular 8”, 9”, and 10” race converters. They are custom built to each customer’s unique specifications for bracket, pro tree, class, off-road, and many other types of racing. They are designed to match engine output to driveline/chassis combination achieving the ultimate in performance. “Maximum Performance” converters include all of the features of our “Hi Performance” race series, plus more. The latest designs in converter technology are used to achieve your performance goals. These include special stator machining to enhance performance and the capability to be altered should your combination ever change. Motor plate spacers are included at no charge. “Maximum Performance” race converters are available in these popular sizes:

10” diameters with stall speeds to 4500 RPM, 9” diameters with stall speeds to 5500 RPM,

8” diameters with stall speeds to 6500 RPM

"Maximum Performance Steel Stator" Race Converters

Our top of the line converters are CAD designed, custom fabricated and CNC machined. Steel stators replace the aluminum versions used in all other models. The use of a steel stator not only makes this the strongest converter available but also allows fine-tuning of performance characteristics. "Maximum Performance Steel Stator" Race Converters are available in 7", 8", 9", & 10" diameters as well as the industry leading "MEGA SERIES".

"Super Mega" series converters are the showcase of Coan Maximum Performance Converters and are the most specialized bolt-together racing torque converters ever built. A CNC machined billet aluminum front cover allows these converters to be both lightweight and disassembled for easy adjustability and service. Coan Engineering continues to raise the bar in Maximum Performance torque converter technology, designing this converter from the ground up specifically for Blown, Nitrous, Injected, and Mountain Motored Extreme Racing Machines. Available in 10" and 10.5" diameters

"Mega Series" converters continue to leave their mark as the first converter to successfully out perform clutch equipped cars. Mega converters feature the very latest technology in both strength and performance and are highlighted by the all new "Mega 280" featuring Coan Engineering's exclusive Xtreme Strength Technology (XST) sprag. Mega Series converters propel blown Top Alcohol Funny Cars into the 5.50's at over 255mph and Pro Modified cars into the 6.0's at over 230mph. Multi-time NHRA Division 3 Top Alcohol Funny Car Champion Mick Snyder, and rising IHRA Pro Mod star Jason Hamstra rely on "Mega Series" converters for superior performance and durability.

"Xtreme Series" 9" converters are the latest addition to the Coan Max Performance line-up. These converters, much like the "Super Mega" are a bolt-together design and feature a CNC machined billet aluminum front cover. This allows them to be disassembled for ease in maintenance and tuning. The 9" diameter makes them a perfect selection for many large displacement naturally aspirated or smaller nitrous injected engines in Top Sportsman, Top Dragster, and similar applications.

Maximum Performance 10" converters are recommended for Blown and Injected or Nitrous equipped Monster engines. They are used for Mud Racing, Tractor and Truck Pulling and certain high torque Top Dragster, Top Sportsman, or exhibition vehicles.

Maximum Performance 9" converters are quickly becoming the most popular maximum performance steel stator converter. available. These converters bridge the gap between 8" and 10" models allowing superior performance refinement. These extremely tough converters are suited for Nitrous assisted large displacement engines and smaller displacement Blown engines.

Maximum Performance 8" converters are recommended for Big Block combinations usually up to 540 cubic inches, and many high torque Small Blocks requiring stall speeds to 7000 RPM.

Maximum Performance 7" converters are our most prized steel stator converter. 2008 marks our twenty-fifth year of offering this extremely tough, extremely high stall, "Maximum Performance Race Converter." These converters are recommended for use in certain Super Stock and Competition Eliminator applications using 4 cyl., 6cyl., high RPM Small Block and some Big Block engines. These converters have powered multiple NHRA and IHRA World and Divisional champions. **Stall speeds are presently available OVER 9000 RPM.**

COAN RACING TRANSMISSIONS

Coan Racing Transmissions are the benchmark of the industry providing the performance and reliability you've come to trust from the leaders in racing automatic transmission innovation for over 30 years. Each Coan Racing Transmission is dyno tested prior to shipment to ensure perfect operation.

"STREET PERFORMANCE" TRANSMISSIONS

As the name implies, "Street Performance" transmissions are street driveable, automatically shifting transmissions built using all of the knowledge of our famed competition series. Whether you are a weekend racer or a week night cruiser you deserve the quality of a Coan "Street Performance" automatic. "Street Performance" transmissions are available to fit most popular rear wheel drive applications as well as 4X4, and GM electric shift models.

"COMPETITION" TRANSMISSIONS

"Competition" Transmissions are the base racing transmission from which all others are built. Available with or without a transmission brake these transmissions are ready to hit the track using the finest components on the market. They

include a full manual valve body, heavy duty steel clutch hub, and an extensive list of options. Powerglide models are available in standard length or 18" shorty. "Competition" transmissions are tailored to your needs.

"CIRCLE TRACK" TRANSMISSIONS

If you race for the checkered flag, you need the "Original Circle Track PG", "Circle Track II PG" or *all new* "CT-350" transmission. No hassles, no external plumbing. Unique internal pressure control allows neutral engagement on the original "Circle Track" Powerglide model, while the "Circle Track II" & "CT-350" allow starts by simply putting transmission in low gear. Circle Track transmissions require use of a torque converter eliminator.

"MAXIMUM PERFORMANCE" TRANSMISSIONS

Highlighted by the "Big Dog" Superglide, featuring its ringless super alloy input shaft, maximum torque capacity 10 clutch pack, straight cut 1.80 ratio planetary, and billet bolt-on output shaft these transmissions can take on the most extreme applications. Similar models for the TH400 and TH350 offer alloy and/or super alloy shafts, maximum torque capacity clutch packs, and "Super Sprags".

"CLASS COMPETITION" TRANSMISSIONS

When every hundredth of a second in ET counts to you, every ounce counts to us. Coan exclusive "Xtra-Lite Technology" components set us apart from the competition. Coan "Class Competition Transmissions" have been propelling Class Winners, National, and Divisional Champions for nearly 30 years. Check out our track record and you'll see why winners shift to Coan for their record setting performance needs.

"XTREME STRENGTH TECHNOLOGY" XST TRANSMISSIONS

Coan Engineering has raised the bar for 2008. The all new Superglide XST is the BIGGEST, BADDEST two speed racing transmission ever built. The Superglide XST is a purpose built racing transmission meant to be used with a torque converter, not an add-on converter drive for a manual transmission. Superglide XST transmissions boast an industry leading 1.250" diameter super alloy input shaft, 1.375" diameter alloy output shaft, 2000+ lb-ft capacity clutch pack, and big 12DP straight cut gears. "Xtreme Strength Technology" transmissions are set to take outlaw racing to a new performance level.

"XTRA-LITE TECHNOLOGY" XLT TRANSMISSIONS

Coan Engineering "XLT" transmissions are the most advanced racing automatics available and are designed for racers who demand the most from their transmission. These 3 speed transmissions are the perfect choice for Heads-Up, Top Sportsman, and Class Racing. Coan "XLT" transmissions are equipped with state of the art CAD designed CNC machined aluminum rotating assemblies to provide the ultimate in performance while maintaining superior durability. Two versions are available:

400-XLT transmissions are built using the General Motors Turbo Hydramatic 400 case and are available in two versions. "Ultimate" versions feature the smallest available rotating assembly while boasting sufficient torque capacity to power Top Sportsman entries into the 6.50's at over 210 mph. "Big Dog" versions feature a slightly larger diameter rotating assembly gaining them the additional torque capacity for the most extreme applications.

350-XLT transmissions are built using the General Motors Turbo Hydramatic 350 case, which make them Super Stock and Stock Eliminator legal while being an ideal swap for the identical length Powerglide in any application. We cover all the bases by offering a 21" shorty model for dragsters, and entry level models for Stock Eliminator. "Ultimate" models feature a Coan exclusive valve body which eliminates the function and additional rotational mass of the intermediate sprag to enhance both performance and durability. "Ultimate" models also incorporate a "Clean Neutral" position for safe shut down. Straight cut gears offer maximum strength and performance while providing 72 available ratios. Choose from the following ratio list:

| 1 st / 2 nd Ratio |
|---|---|---|---|---|---|
| 1.81 / 1.31 | 1.99 / 1.37 | 2.19 / 1.41 | 2.38 / 1.52 | 2.52 / 1.56 | 2.64 / 1.56 |
| 1.82 / 1.31 | 2.00 / 1.34 | 2.06 / 1.37 | 2.40 / 1.48 | 2.52 / 1.58 | 2.64 / 1.61 |
| 1.84 / 1.31 | 2.01 / 1.37 | 2.20 / 1.44 | 2.41 / 1.52 | 2.54 / 1.54 | 2.66 / 1.58 |
| 1.86 / 1.31 | 2.04 / 1.37 | 2.23 / 1.44 | 2.41 / 1.54 | 2.55 / 1.58 | 2.66 / 1.63 |
| 1.88 / 1.31 | 2.06 / 1.41 | 2.25 / 1.48 | 2.44 / 1.54 | 2.56 / 1.56 | 2.68 / 1.61 |
| 1.89 / 1.34 | 2.08 / 1.41 | 2.26 / 1.44 | 2.45 / 1.52 | 2.57 / 1.61 | 2.70 / 1.63 |
| 1.90 / 1.34 | 2.09 / 1.37 | 2.27 / 1.48 | 2.46 / 1.56 | 2.58 / 1.58 | 2.71 / 1.58 |
| 1.91 / 1.31 | 2.10 / 1.41 | 2.30 / 1.44 | 2.48 / 1.52 | 2.59 / 1.54 | 2.72 / 1.61 |
| 1.92 / 1.34 | 2.13 / 1.41 | 2.30 / 1.48 | 2.48 / 1.54 | 2.59 / 1.56 | 2.74 / 1.63 |
| 1.95 / 1.34 | 2.15 / 1.44 | 2.34 / 1.48 | 2.49 / 1.56 | 2.61 / 1.61 | 2.77 / 1.61 |
| 1.97 / 1.34 | 2.16 / 1.41 | 2.35 / 1.52 | 2.51 / 1.54 | 2.62 / 1.58 | 2.78 / 1.63 |
| 1.97 / 1.37 | 2.17 / 1.44 | 2.36 / 1.48 | 2.52 / 1.52 | 2.63 / 1.63 | 2.83 / 1.63 |

TRANSMISSIONS

SUPERGLIDE XST

Xtreme Strength Technology

Superglide transmissions are ENGINEERED using the latest techniques of solid modeling and produced on state-of-the-art CNC machining centers to ensure a winning combination of performance and reliability. When only the best will do, rely on Coan Engineering, the pioneers in drive train development.

- Huge Aerospace Alloy Input Shaft Featuring 1.250" Input Splines and 1.400" Midshaft Support Journal
- 1.375" 4340 Alloy Output Shaft (TH400 Spline)
- 12 DP Straight Cut Gears
- High Volume Oil Pump with Bolt-in Alloy Stator Shaft
- Modular SFI Certified Case with Interchangeable Bellhousings to Fit Many Engines



Xtreme Strength Technology (XST) and Big Dog Superglide transmissions showcase Coan Engineering's commitment towards developing and manufacturing ULTIMATE 2-speed racing transmissions



350-XLT

Xtra-Lite Technology

Coan Engineering's commitment to research and development of "Class Competition" transmissions has yielded the most advanced 3-speed racing automatic in the industry featuring the most extensive list of standard features and most available gear ratios. The Ultimate choice for most Comp, Super Stock and Stock racers.

- 16 DP Straight Cut Planetary Gears
Choose From 72 Ratios
- BILLET 7075 Aluminum Rotating Assembly
- Roller Bearing Drum Support
- 300M Alloy Input Shaft (Turbo or PG Spline)
- Exclusive Valve Body with "Clean Neutral"
- P-R/N-1-2-3-N Shift Pattern
- Standard or Pro Transbrake
- BILLET Aluminum Trailhousing with Roller Bearing

**ROTATING ASSEMBLY
AS LIGHT AS 23 LBS**

400-XLT

Xtra-Lite Technology

The Ultimate Maximum Performance transmissions for Extreme applications such as Top Sportsman, Outlaw Shootout, Comp, and Hot Street. Featuring Xtra-Lite Technology, 400-XLT transmissions blend performance and durability like no other.

- Straight Cut Planetary Gears
Ratios: 2.10-1.40 | 2.21-1.44 | 2.33-1.48 | 2.98-1.56
- BILLET 7075 Aluminum Rotating Assembly
- Super Alloy Input Shaft
- Roller Bearing Drum Support
- Standard or Pro Transbrake
Optional: "Clean Neutral" P-R/N-1-2-3-N

**Vinny Barone | B/SR
350-XLT Transmission**



REPAIR SERVICES

- Perform Thorough Visual Inspection
- Advise Customer of Potential Performance Enhancements
- Accurate Documentation of Customer Information
- Unmatched Turn-Around Time

Torque Converters

- Replace or Upgrade All Bearings, Bushings and Worn Components
- Accurately Machine and Weld to Ensure Concentricity
- Leak Check and Spin Balance Converter

Transmissions

- Replace or Upgrade All Worn Components
- Dyno Test with Data Acquisition Software
- Valve Body and Solenoid Testing

COMPONENTS

"SUPER SHAFT" INPUT SHAFTS

Coan Engineering's reputation for the design and manufacturing of input shafts for severe duty applications is second to none. Our design team understands the true mechanics of an input shaft, which allows us to properly size each shaft for the type of loading it will be subjected to.

Each Coan Engineering input shaft is fully machined (turning, drilling, splining) in a single multi-axis machining center to minimize errors created when multiple machines and fixtures are used. Every "Super Shaft" is produced from the latest aerospace materials and features post heat treatment surface conditioning for unmatched durability. When only the best will do, rely on Coan Engineering "Super Shaft" input shafts. "Super Shafts" are currently available for Powerglide and TH400 transmissions

ALUMINUM DRUMS

Each Coan Engineering drum is manufactured from BILLET 7075 aluminum to create the best combination of strength and weight reduction available. The latest in surface coating technology allows users to enjoy the benefits of aluminum drums while maintaining the wear and resistance of steel.

Currently Available For:

- PG Direct Drum
- TH400 Forward & Direct Drum
- TH350 Forward & Direct Drum
- TF727 Direct Drum (Uncoated)

TH400 PLANETARY

Coan Engineering leads the industry with the largest offering of planetary sets for many popular 2-speed and 3-speed transmissions. Once available only in Coan Engineering's exclusive 400-XLT series transmissions, these TH400 planetary sets are designed to optimize vehicle performance by decreasing the spread between 1st and 2nd gear ratio.

- 16 DP Straight Cut Gears
- 4/6 Pinion Configuration
- BILLET 7075 Aluminum Carriers
- Available Ratios: 2.10-1.40 | 2.21-1.44 | 2.33-1.48 | 2.98-1.56

Coan
ENGINEERING
TRANSMISSIONS & CONVERTERS

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