

CRT



**2021-
2022**



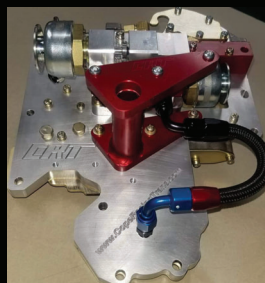
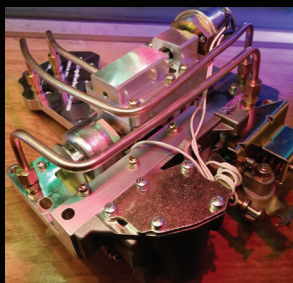
COPE RACING TRANSMISSIONS
(219) 374-0100 Shop CopeRacing
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141 Harding Drive | Lowell, Indiana 46356



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CRT

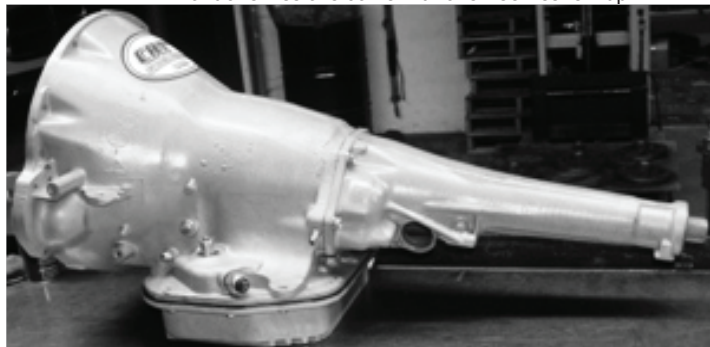


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727 Performance Transmissions

Transmission prices listed are cash or check payment, add 3% for credit card purchase

All 727 "Pro" transmissions come with one free freshen' up



727 Restoration / Stock

Includes all new stock clutches, steels, washers, bushings, seals and gaskets, glass beaded case. Reconditioned valve body. If you have a numbers matching transmission we can build your core.

Part # CRT727-1 **\$995.00**

727 Super Street Automatic shift

Includes CRT automatic shift valve body with a performance shift kit, new Borg Warner clutches, stock steels, red lined bands, Teflon rings, low/reverse billet servo, 3.8 lever, deep steel pan with billet filter extension, CRT bolt-in sprag. This transmission does require kick-down linkage.

Part # CRT727-2 **\$1495.00**

727 Pro Street Automatic shift

Includes CRT automatic shift valve body with a performance shift kit, red clutches 5 in the front drum, kolene steels, red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 3 pinion planets, CRTs deep aluminum pan with billet filter extension, bolt-in sprag, This transmission does require kick-down linkage.

Part # CRT727-3 **\$1995.00**

727 Pro Street Reverse manual shift

Includes CRT reverse manual valve body with low band apply, red clutches, 5 in the front drum, kolene steels, red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 3 pinion planets, CRTs deep aluminum pan with billet filter extension, bolt in sprag.

Billet steel front drum add \$595.00
Rear roller support add \$110.00

Part # CRT727-4 **\$1995.00**

727 Pro Race Reverse manual shift

Includes CRT reverse manual valve body with low band apply, red clutches, 5 in the front drum, kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion planets, CRTs deep aluminum pan with billet filter extension, bolt in sprag.

Billet steel front drum add \$595.00
Thick lug pump gear set add \$275.00
Rear roller support add \$110.00

Part # CRT727-5 **\$1995.00**

727 Pro Race II Reverse manual

Includes CRT reverse manual valve body with low band apply, billet steel or aluminum front drum, red clutches, 5 in the front drum, kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 or 5 pinion front planet and 4 pinion rear all machined for roller/needle bearings, rear roller support, CRTs deep aluminum pan with billet filter extension, bolt in sprag.

Thick lug billet pump gear set add \$275.00
16 roller drag sprag add \$95.00
Big piston billet drum add \$125.00

Part # CRT727-6 **\$3600.00**

727 Super Pro Trans Brake

Includes CRT billet trans brake valve body with low band apply, billet steel or aluminum front drum, red clutches, 5 in the front drum, kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 or 5 pinion front steel planet, and 3 or 4 pinion rear with washers, CRT deep aluminum pan with billet filter extension, 16 roller drag sprag.

clean neutral add \$75.00
Thick lug pump gear set add \$275.00
Big piston billet drum add \$125.00
Rear roller support – add \$110.00

Part # CRT727-7 **\$3495.00**

727 Super Pro II Trans Brake

Includes CRT billet trans brake valve body with low band apply, billet steel front drum, red clutches, 5 in the front drum, kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo. 4.2 lever, thick 2nd gear band strut, 4 or 5 pinion front steel planet and 4 pinion rear all machined for roller/needle bearings, rear roller support. CRT deep aluminum pan with billet filter extension, bolt in sprag. glass beaded case

clean neutral add \$75.00
Thick lug pump gear set add \$275.00
Big piston billet drum add \$125.00

Part # CRT727-8 **\$4165.00**

904 Performance Transmissions

All 904 "Pro" transmissions come with one free freshen' up

Transmission prices listed are cash or check payment, add 3% for credit card purchase

904 Restoration / Stock

Includes all new stock clutches, steels, washers, bushings, seals and gaskets. Reconditioned valve body. If you have a numbers matching transmission we can build your transmission.

Part # 904-1 **\$995.00**

904 Super Street Automatic shift

Includes CRT automatic shift valve body with a performance shift kit, new Borg Warner clutches, stock steels, red lined bands, Teflon rings, low/reverse billet servo, 3.8 lever, deep steel pan with billet filter extension, glass beaded case. This transmission does require kick-down linkage. RPM Governor Kit add \$85.00

Part # 904-2 **\$1495.00**

904 Pro Street Automatic shift

Includes CRT automatic shift valve body with a performance shift kit, red clutches 5 in the front drum with multi-spring retainer kit, kolene steels, red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion planets, deep steel pan with billet filter extension, and glass beaded case. This transmission does require kick-down linkage.

RPM Governor Kit add \$85.00

Part # 904-3 **\$1995.00**

904 Pro Street Reverse manual shift

Includes CRTs reverse manual valve body with low band apply, red clutches, 5 in the front drum with multi-spring retainer kit, kolene steels, red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion planets, deep steel pan with billet filter extension.

Part # 904-4 **\$1595.00**



904 Pro Race Reverse manual shift

Includes CRTs reverse manual valve body with low band apply, red clutches, 5 in the front drum with multi-spring retainer kit, kolene steels, solid red lined bands, teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion planets, deep steel pan with billet filter extension, glass beaded case

Part # 904-5 **\$1995.00**

904 Pro Race II Reverse manual shift

Includes CRTs reverse manual valve body with low band apply, billet aluminum front drum with multi-spring retainer kit red clutches, 5 in the front drum, kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion planets all machined for roller/needle bearings, deep steel pan with billet filter extension.

Low Gaer Set add \$225.00

Part # 904-6 **\$3600.00**

904 Super Pro Trans Brake

Includes CRT billet trans brake valve body with low band apply, red clutches, billet steel front drum with multi-spring retainer kit kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo, 4.2 lever, thick 2nd gear band strut, 4 pinion steel planets with washers, deep pan with billet filter extension, glass beaded case

clean neutral add \$75.00

Thick lug pump gear set add \$275.00

Part # 904-7 **\$3495.00**

904 Super Pro II Trans Brake

Includes CRT billet trans brake valve body with low band apply. billet aluminum front drum, red clutches, 5 in the front drum with multi-spring retainer kit. kolene steels, solid red lined bands, Teflon rings, low/reverse billet servo. 4.2 lever, thick 2nd gear band strut, 4 pinion front steel planet and 4 pinion rear all machined for roller/needle bearings, rear roller kit. deep pan with billet filter extension.

clean neutral add \$75.00

Part # 904-8 **\$4350.00**

Cope Racing Transmissions



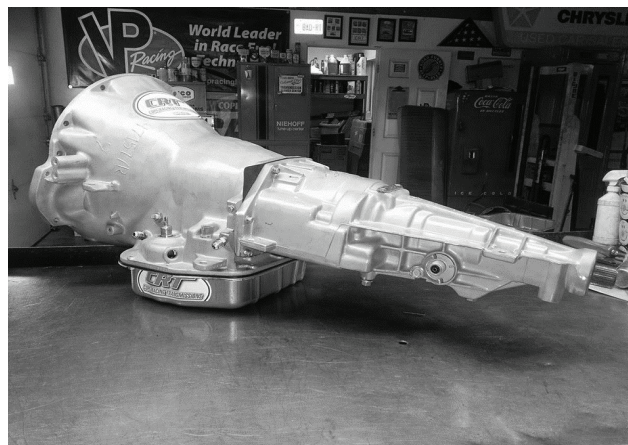
518 Hellaphant OverDrive Transmission rated at 1000hp

518 – 46RE HELLEPHANT OVERDRIVE TRANSMISSION

Mopar Hellaphant crate motor is CRTs 518 Hellaphant Transmission that will take the 1000 hp and put it to the rear tires. Our 518 Hellaphant Transmission is a 518 overdrive transmission with a reverse manual shifted valve body that requires no kick down linkage, no computer is needed. The CRT billet valve body makes the transmission operation standalone with the worlds only 4th gear shift on the manual valve. Shift pattern is Park Neutral & Reverse when using the trans brake, then shifts 1-2-3-4 on the manual shift. The lock up torque converter is controlled by a switch on the shifter handle. The parts included in this 1000hp 518 includes:

- *CRTs billet trans brake reverse manual valve body with low band apply at 195 PSI.
- *Billet steel front drum in large piston with billet spring retainer and new springs
- *GPZ clutches and kolean steel plates.
- *Harden input shaft and hub.
- *Harden intermediate shaft.
- *Billet front planetary
- *Billet steel rear clutch retainer/drum
- *Deep aluminum oil pan with billet filter extension.
- *10 inch lock up torque converter with steel stator, billet front cover, anti-balloon plate, brazed & tacked fins, new lock up clutch with new damper.
- *PPP CRT-1234 manual shifter comes in Red or Black
- *Gen 3 Hemi Locking dip stick & tube.
- *Extras- Cross member , flexplate, flexplate & converter bolts, Transmission cooler & Cooler installation kit, Trans Fluid.

Part # 518-HEL \$7895.00 Core Charge \$300.00



A500 518 46RH 46RE PERFORMANCE OVERDRIVE TRANSMISSIONS

PRO STREET automatic shift

Raybestos JPZ performance clutches & Kolean steels, Red line solid bands, 4 front planet alum & 4 pinion rear planet alum, 4 pinion steel overdrive planet, Stock steel oil pan, HD band strut, Billet band anchor, Billet 4.2 lever, Billet low reverse servo kit, D rings on accumulator with blocker rod, Teflon rings, New washers and bushings, Update overdrive direct snap ring, CRTs Shift Kit – Automatic shift valve body. 2 or 4 wheel drive. Rated at 400 – 500 HP gas motor Depending on weight if you have an 44RE or 46RE add \$125.00 for new governor solenoid and pressure sensor

PART # 518-2 \$2495.00 CORE CHARGE \$300.00

PRO STREET-RACE reverse manual shift

Raybestos JPZ performance clutches & Kolean steels, Red line solid bands, 4 front planet alum & 4 pinion rear planet alum, 4 pinion steel overdrive planet, deep aluminum oil pan with billet filter extension, HD band strut, Billet band anchor, Billet 4.2 lever, Billet low reverse servo kit, D rings on accumulator with blocker rod, Teflon rings, New washers and bushings, Update overdrive direct snap ring, CRTs billet reverse manual valve body with lock up. 2 or 4 wheel drive. Rated at 500-700 HP gas motor. Recommend upgrades: Billet front drum add 595.00, Billet rear drum add 420.00

PART # 518-3 \$3495.00 CORE CHARGE \$300.00

PRO STREET-RACE TRANS BRAKE reverse manual shift

Raybestos JPZ performance clutches & Kolean steels, Red line solid bands, 5 pinion steel front planet, 4 pinion rear planet alum, 4 pinion steel overdrive planet, deep aluminum oil pan with billet filter extension, HD band strut, Billet band anchor, Billet 4.2 lever, Billet low reverse servo kit, D rings on accumulator with blocker rod, Teflon rings, New washers and bushings, Update overdrive direct snap ring, CRTs billet Trans Brake reverse manual valve body with lock up. Billet steel front & rear drums. 2 or 4 wheel drive. Rated at 500-700 HP

PART # 518-4 \$4595.00 CORE CHARGE \$300.00

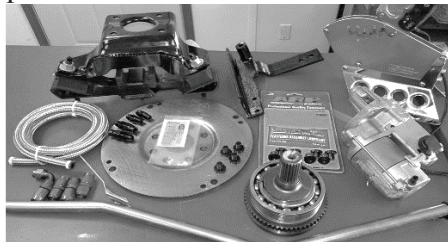


John Copes 1966 F100 with 6.4 Hemi & 46RE Transmission, runs mid 12s

COPE RACING TRANSMISSIONS 545RFE to 46RE SWAP KITS for GEN 3 HEMIs

So, you went through 5 or more 545rfe transmissions and now your sick and tired of throwing good money after bad on a transmission that just will not hold the power? Well my friend have we got the fix for you. Cope Racing Transmissions is proud to be the first to bring to the market the 454rfe to 46re transmission swap kit. Our kit is for the do it yourselfer, and includes everything you need to make the swap your self. This swap kit includes:

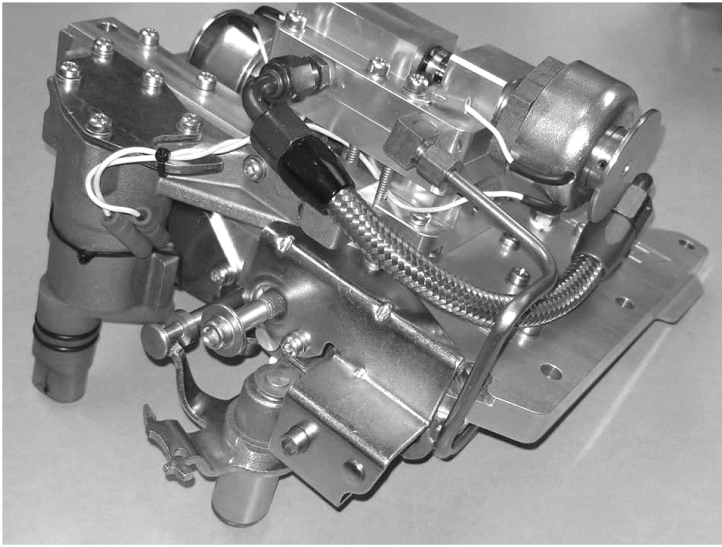
*All the -6AN fittings and hose ends, adapters, and cooler line needed. Custom made differential to trans case support bracket with bolts (only needed on 4x4s) Conversion transmission mount, Dip stick & tube, New Powermaster starter Flex plate to fit Gen III Hemi with crank & converter bolts by APR, 29 spline harden output shaft only needed on 4x4



**CRTs 545RFE TO 46RE Trans Swap kit
for Rams with Gen III Hemis
\$2250.00 4X4 \$1295.00 rear wheel drive
price does not include transmission & converter**

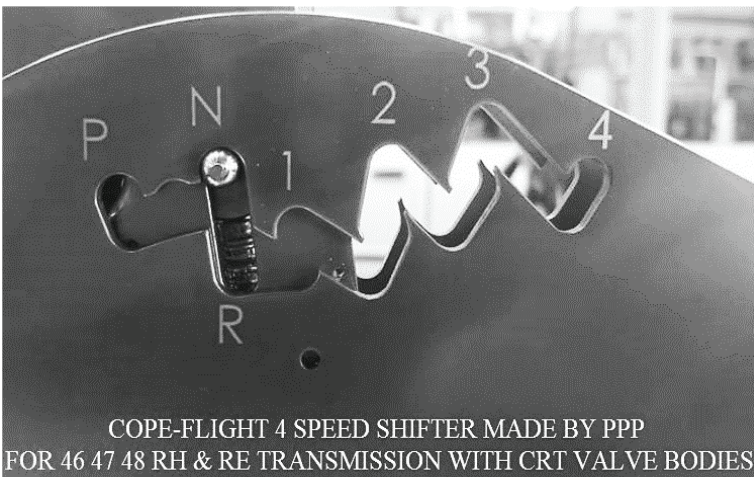
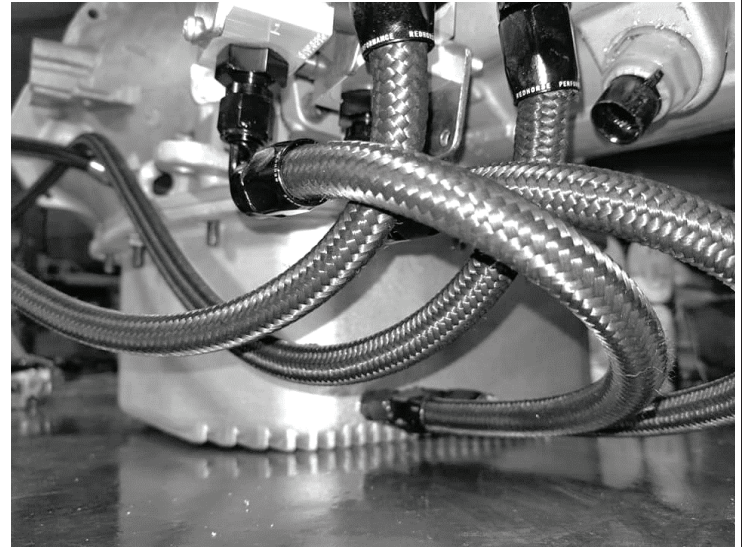


NEW FOR 2020 FROM COPE RACING TRANSMISSIONS



Our 48RE billet trans brake valve bodies has been called the “ A Game Changer “ in the world of Diesel drag racing. CRT was the first to put 4th gear on the manual valve, no more delayed shifts from having solenoids and shift valves, a trans brake that has zero creep, instant trans brake apply that works very good with bump boxes, low band apply in 1st gear, 200 psi, 2ND gear automatic torque converter lock up, and the fastest launch on the market. Developed on our in house transmission dyno, CRT valve bodies are the racers choice for performance, consistency and reliability. See our YouTube channel for tech videos on all our valve bodies. Just put “ John at Cope Racing Transmissions “ in your YouTube search.

New for 2020 is our two stage torque converter dump system. Used with our billet trans brake valve bodies the CRT converter dump system will help with faster spool up times on turbo motors, increase torque converter stall, stops converter ballooning and that reduces thrust bearing wear. In diesel applications, torque converter lock up clutch life is greatly extended, and torque converter pressure can now be monitored by pressure gages or a onboard Race Pak. This technology is now available to Mopar & Cummins racers. CRT dump systems is only compatible with CRT billet valve bodies and CRT is the only one manufacturing and testing valve body & dump system's for the Mopar / Cummins racers. More info on our web site and on our YouTube videos.



COPE-FLIGHT 4 SPEED SHIFTER MADE BY PPP
FOR 46 47 48 RH & RE TRANSMISSION WITH CRT VALVE BODIES

The icing on the cake is this Precision Performance Products shifter made just for CRT four speed trans brakes and reverse manual shift valve bodies. Available in red or black, in manual or air shift, PPP shifters adds to the total CRT valve body experience.

PPP is the premier manual shifter, featuring all billet aluminum components that are custom polished to a mirror finish, then anodized to an ultra high-luster candy apple red or black gloss finish.



GEAR VENDORS UNDER/OVERDRIVE™

Mopar 3-Speed Torque Flight Automatic Performance Car/Street Rod

At \$2695.00 the **GEAR VENDORS** is not the cheapest way for you to get overdrive (a rebuilt wrecking yard 518/618 is probably cheaper) but the **GEAR VENDORS** is by far the best way. Horsepower handling is the first issue. A **GEAR VENDORS** will handle 1200+ horsepower reliably. This is why you have seen **GEAR VENDORS** in 8 second 1/4 mile cars in publications like Hot Rod and National Dragster. If you're running more than 1200 horsepower (and we have customers that are) then talk to us at the factory as there are some hydraulic changes we do for vehicles up to 2000hp. Horsepower aside, there are several other reasons you will prefer a **GEAR VENDORS** to any factory overdrive automatic. You will have a dash switch that allows both manual and automatic operation. With the switch in "auto" the vehicle will act just like it came from the factory with overdrive. The overdrive will kick in at 47mph or whatever the eeprom is set for in our electronics and turn back off at slower speeds without attention of the driver. The ratio is .78 to 1 (see the final drive ratio charts). This equates to 28% faster vehicle speed at the same rpm or take your existing rear gear multiplied by .78 (ie 4.10 X .78 = 3.20) In this example, a vehicle with a 4.10 behaves just like it had 3.20s when the overdrive is engaged. This is just the right amount of overdrive as any taller would require a lockup converter or create excessive converter slippage. With the .78 to 1 ratio you're good with any torque converter you chose for high performance street/strip use. Another awesome feature of the **GEAR VENDORS** is that you will have a full 6 forward ratios when you switch to manual on the dash switch. (See our website for more information or call CRT at 219-374-0100).....\$2895.00 plus shipping



PTC Torque Converters

Part #	Description	Price
PTC11	11 inch street	\$375.00
PTC95	9.5 inch street and or race	\$595.00
PTC95SS	9.5 inch race steel stator	\$1195.0
PTC8	8 inch race	\$1095.0
PTC8SS	8 inch race steel stator	\$1195.0

S.F.I. Flex Plates *Round Style*

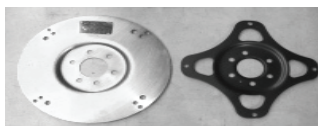
Part #	Description	Price
10230	Big or small block internal balance – 727 with six bolt crank	\$125.00
10231	Hemi 8 bolt crank	\$125.00
10235	External Balance 340 – 727 (1971-76)	\$125.00
10236	External Balance 360 – 727 (1971-92)	\$125.00
10237	External Balance 383,400,440 (71-up)	\$125.00
10239	External Balance 360 – 727 (1971-92)	\$125.00
10242	External Balance 360 – 727 (1993-up)	\$125.00

S.F.I. Flex Plates *Mopar Style*

Part #	Description	Price
751	Six bolt crank with 7/16 converter holes	\$65.00
752	Eight bolt crank with 7/16 converter holes	\$95.00

Stock Replacement Flex Plates *Mopar Style*

Part #	Description	Price
753	Six bolt crank with 5/16 converter holes 11'	\$50.00
754	Six bolt crank with 5/16 converter holes 12'	\$50.00

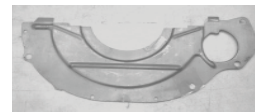


Round Style

Mopar Style

Bolt Kits Converter & Flex Plate

Part #	Description	Price
301	4 5/16 converter bolts	\$20.00
302	4 7/16 converter bolts	\$20.00
903	6 7/16 crank bolts – wedge	\$40.00
905	8 1/2 crank bolts – Hemi	\$54.00



Torque Converter Dust Covers

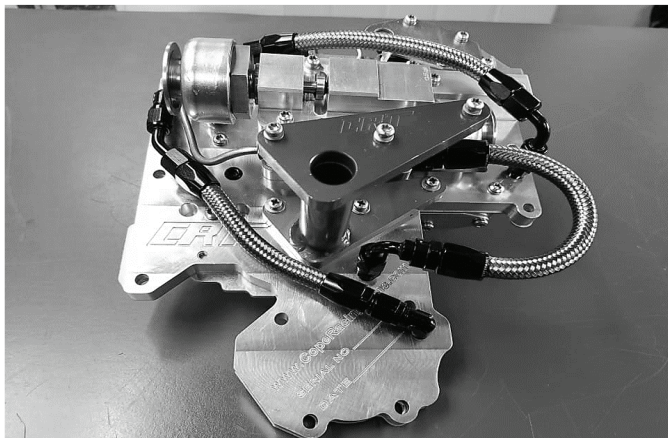
Part #	Description	Price
TCS-1	727 big block	\$55.00
TCS-2	727 small block	\$55.00
TCS-3	904 small block	\$55.00



Transmission Mounts *stock replacement*

Part #	Description	Price
101	727-904 auto & 4 speed 1962-1965 B body 2 studs	\$38.00
102	727-904 auto & 4 speed A body 1962-1966 & 4 speed 1964-1965 B body 2 studs	\$38.00
103	727-904 auto single stud fits: 1961-1971 A body 1966-1970 B body 1966-1968 C body	\$38.00
104	727-904 & 3 speed manual 1965 C body 2 studs	\$38.00
105	4 speed manual 1965-1968 C body single stud	\$38.00
106	4 speed manual 1965-1968 C body	\$90.00
107	Conversion mount fits 1962-1965 B body with 1966 & up 727 transmission	\$99.00

CRT Valve Bodies



CRT Valve Bodies *Automatic Shift*

Part #	Description	Price
PASA-1	* 727-904 Automatic w/shift kit 1966-80	\$345.00
PAAS-PB-1	* 727-904 Automatic w/shift kit 1962-64 push button	\$345.00
PASA-PB-1	* 727-904 Automatic w/shift kit 1964-65 column or console	\$345.00

CRT Valve Bodies *Manual Shift*

Part #	Description	Price
22X	*727-904 CRT reverse manual valve body with low band apply 1966-80	\$345.00
22X-B-LU	*727-904 CRT Billet reverse manual valve body with low band apply w/Lock up	\$750.00
22X-B	*727-904 CRT Billet reverse manual valve body with low band apply 1966-80	\$650.00
22X-PB	*727-904 CRT reverse manual valve body with low band apply 1962-64 push button	\$395.00
22XOD	518-618 CRT Billet reverse manual valve body with low band apply	\$995.00
22XODLU	518-618 CRT Billet reverse manual valve body with low band apply with lock up	\$1095.00
33X	*727-904 CRT forward manual shift street only 1966-80	\$345.00

CRT Billet Trans Brakes

Part #	Description	Price
55X1	*727-904 CRT billet trans-brake with low band apply 1966-80	\$850.00
55X1 CN	*727-904 CRT Billet trans-brake with low band apply w/ clean neutral 1966-80	\$895.00
55X 1&2	727-904 CRT billet trans-brake with low band apply 1 st & 2 nd gear launch 1966-80	\$895.00
55X 1&2CN	727-904 CRT billet trans-brake with low band apply 1 st & 2 nd gear launch clean neutral	\$925.00
55XOD	518-618-48re CRT Billet trans-brake no lock up	1195.00
55XOD LU	518-618-48re CRT Billet trans-brake with lock up	1295.00
55XOD LU-PRO	618-48re CRT PRO COMP Billet trans-brake with automatic 2 nd gear lock up	1495.00

CRT two stage converter dump system

CRT-DUMP	Dump System – Valve body upgrade can only be used with CRT billet valve bodies	\$575.00
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CRT Valve Body Accessories

Shift Improver Kits

Part #	Description	Price
TF-2	727-904 Street/Race automatic shift kit	\$95.00
FT-3	727-904 Forward manual shift kit	\$130.00
FTOD-DH-2	518 Gas Street/Race automatic shift kit 89-02	\$155.00
TFOD-D	518 Diesel Street automatic shift kit 88-03	\$119.00

CRT Accumulator Blocker Rod

Part #	Description	Price
CRT-BR	500,518,618,727,904 blocker rod	\$5.00

CRT Vent

Part #	Description	Price
CRTV1	Plastic relocating vent	\$3.00

CRT Trans Brake Connector

Part #	Description	Price
CRTTBC	Trans brake case connector	\$15.00

CRT Trans Brake Solenoid

Part #	Description	Price
CRTTBS	Trans brake replacement solenoid	\$105.00

Trans Brake Button

Part #	Description	Price
DEDPBS RTD	1/2-inch diameter button	\$39.99
DEDPBS XL	1 inch diameter button	\$54.00
DEDS2	Stretch cord 14 gauge	\$25.00

CRT Slap Stick Shift R Gate

Shift-R-Gate lets you shift your transmission in reverse pattern while you maintain the stock appearance, you do not have to make permanent modifications to your stock console or fabricate cable linkages from the shifter to the transmission.

Part #	Description	Price
66727FR	E & F body – 71 up B body	\$65.00
66727R	A B C body 66-72	\$65.00

Governor Kits

Part #	Description	Price
204-50	5000 rpm high performance	\$70.00
204-52	5200 rpm high performance	\$70.00
204-54	5400 rpm Hemi	\$70.00
204-56	5600 rpm Hemi	\$70.00
204-58	5800 rpm Max Wedge	\$70.00
204-60	6000 rpm Ultra	\$80.00
204-60+	6000 rpm Plus	\$90.00

Split Shift Fix

Part #	Description	Price
SVS-1	Spring kit helps adjust wide open throttle shift RPM's to match each other. Most common problem is that the 1-2 shift occurs at a lower RPM than the 2-3 shift even after a governor change.	\$25.00

Kick-down Cable & Accelerator Cable Bracket Kit

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

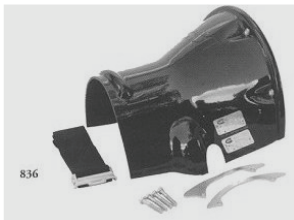
Part #	Description	Price
6745	Throttle Valve/Accelerator Cable combo	\$199.00

Dip-Stick Tube with Locking Handles

All CRT locking dip sticks listed are approved by NHRA

Part #	Description	Price
8410-7	727 small block	\$65.00
8410-8	727 big block	\$65.00
8410-7R	727 small block w/CSR Shield	\$65.00
8410-8R	727 big block w/CSR Shield	\$65.00
8410-8HL	727 Hemi / left side of head	\$65.00
8410-HR	727 Hemi / right side of head	\$65.00
8410-13	904 small block	\$65.00
8410-13R	904 small block w/CSR Shield	\$65.00

CSR Transmission Shields



CSR has expanded their world famous (ya right) composite flex-plate shield to include their SUPER SHIELD™, an incredibly light, one piece flex-plate/transmission shield, made from today's toughest aerospace composites, and weighs less than 5 lbs., including all hardware. Designed to fit under most OEM floorboards. Installation is fast and simple utilizing just 4 special bolts and a Kevlar strap. Meets S.F.I. specifications 30.1 Flex-plate shield and specification 4.1 Transmission shield.

Part #	Description	Price
838	904 small block	Call to
834	727 small block	See if
836	727 big block / Hemi	Available

Transmission Blankets

Part #	Description	Price
TF-S	Short with 2" pan	\$255.00
FT-SDP	Short with 4" pan	\$285.00
TF-L	Long with 2" pan	\$285.00
TF-LDP	Long with 4" pan	\$350.00

Note : short blankets cover from pump to rear of case. Long blankets cover from mid bell housing to rear of case.

New for 2020 CRT 727 Harden Shafts



Hardened Shafts

Part #	Description	Price
129600	727 Input shaft & hub non lockup	\$725.00
129100	727 Output shaft	\$895.00
129600N	518 Input shaft & hub non lock up	\$725.00
129600L	518 Input shaft & hub lock up	\$725.00
129700	518 Intermediate shaft 300M Alloy	\$595.00
129700M	518 Intermediate shaft 300M Maraging	\$1050.00
618100	518 46 & 48RE Output shaft 4x4	\$750.00
618101	518 46 & 47RH Output shaft 4x4	\$895.00
618102	518 46 & 48RE Output shaft 4x4 29 spline	\$750.00

Shorty Kits

Part #	Description	Price
K22205S-727	Shorty kit for 727 with 727 splined output shaft 62-75 planet spline	\$795.00
K22205-400	Shorty kit for 727 with turbo 400 splined output shaft 62-75 planet spline	\$795.00
K22754KSS	Rear roller kit for shorty kit	\$250.00
K22205-727-S	727 Shorty Kit & rear roller kit combo 727 splined output shaft 62-75 planet spline	\$995.00



CRT Billet Drums



Billet Drums

Fits 727 516 618 46RH 46RE 47RE 48RE

Part #	727 Description	Price
CRT1239 00	727 Billet aluminum front drum & billet spring retainer	\$595.00
CRT1239 00S	727 Billet steel front drum & billet spring retainer	\$595.00
CRT1239 00S-FL	727 Billet steel front drum & billet spring retainer, GPZ clutches, steels, piston, springs, fully loaded ready to install	\$765.00
CRT1239 00SH	727 Billet steel front drum, billet aluminum Big piston milled pressure plate	\$725.00
CRT1239 00SH-FL	727 Billet steel front drum, billet aluminum Big piston milled pressure plate, GPZ clutches, steels, piston, springs, fully loaded ready to install	\$895.00
123901	727 Billet aluminum rear drum	\$250.00
123901S	727 Billet steel rear drum	\$420.00

Part #	904 Description	Price
123800P T	904 Billet aluminum front drum with billet aluminum Big piston, serviceable sealing ring sleeve	\$650.00
123800S	904 Billet steel front drum with billet aluminum Big piston	\$595.00

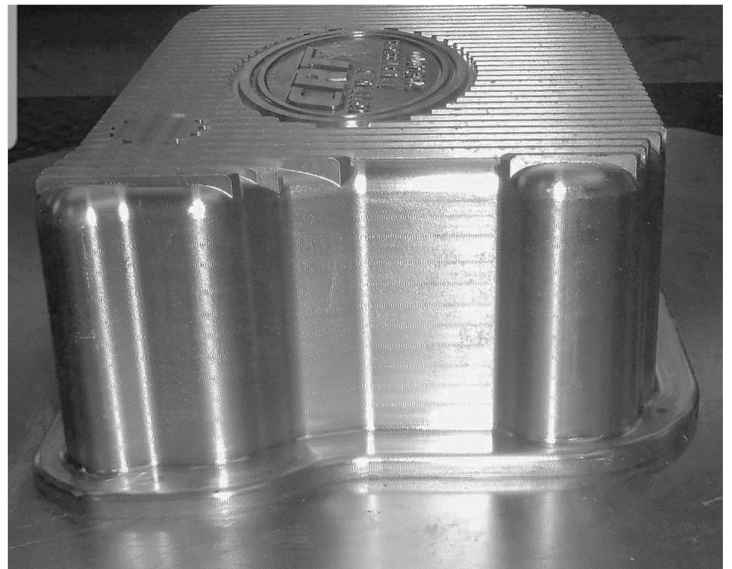
CRT Front Drum Spring Kits

Part #	Description	Price
CRT15S	727-518-618 New 15 springs for front clutch	\$30.00
CRT15S-ASR	727-518-618 New 15 spring for front clutch & billet aluminum spring retainer	\$100.00
CRT18S	727 New springs for front clutch 18 big piston drum	\$35.00
CRT904 MSP	904-a500 Multi - spring pack	\$99.95

CRT Front Drum Spring Retainer

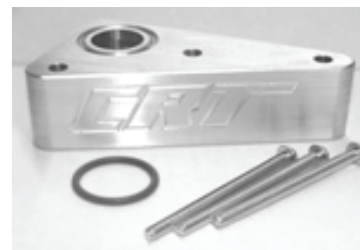
Part #	Description	Price
CRTBSR	727-518-618 Front drum spring retainer made from billet aluminum.	\$70.00

CRT Deep Transmission Oil Pans



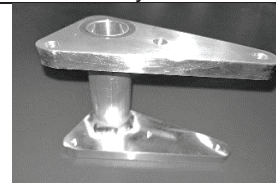
Deep Oil Pans

Part #	Description	Price
CRT DP727-1	727 CRTs 3" deep aluminum oil pan includes billet filter extension with o ring, filter, gasket, and bolts. 1966 & up	\$175.00
CRT DP727-1E	727 CRTs 3" deep aluminum oil pan includes billet filter extension with o ring, filter, gasket, and bolts. 1962-1965 with working rear pump.	\$185.00
CRT5DP 2	727 518 618 CRTs 5" deep aluminum oil pan includes billet filter extension with o ring, filter, gasket, and bolts. 1966 & up	\$225.00
CRT-62209	727 3" Deep steel oil pan includes billet filter extension with o ring, filter, gasket, and bolts. 1966 & up	\$125.00
CRT-62209.09	904 3" Deep steel oil pan includes billet filter extension with o ring, filter, gasket, and bolts. 1966 & up	\$120.00



Billet Filter Extensions

Part #	Description	Price
FUSL727 904	727-904 Billet filter extension for 1966 & up 1.125	\$55.00
FUSL727 904-2	727-904 Billet filter extension for 1962-1965 with working rear pump. 1.125	\$55.00
48RE-3	46re & 48re Use with CRT 5" deep pan and billet valve body. Pictured below	\$105.00



Filters

Part #	Description	Price
52765	727-904 Dacron filter 66-up 1 hole	\$5.95
52766	727-904 Dacron filter 62-65 2 hole	\$5.95
52767	727-904 Brass filter 66-up 1 hole	\$15.95
52768	727-904 Brass filter 62-65 2 hole	\$15.95
Part #	Description	Price
727FG-1	727 Dacron filter & cork gasket 66-up	\$15.00
727FG-2	727 Dacron filter & cork gasket 62-65	\$15.00
727FG-3	727 Brass filter & cork gasket 66-up	\$25.00
727FG-4	727 Brass filter & cork gasket 62-65	\$25.00
727FG-5	727 Dacron filter & reusable gasket 66-up	\$53.00
904FG-1	904 Dacron filter & cork gasket 66-up	\$15.00
904FG-2	904 Dacron filter & cork gasket 62-65	\$15.00
904FG-3	904 Brass filter & cork gasket 66-up	\$25.00
904FG-4	904 Brass filter & cork gasket 62-66	\$25.00
904FG-5	904 Dacron filter & reusable gasket 66-up	\$53.00

SERVO



Billet Servo Kits Low Reverse

One piece design, CNC machined out of solid billet aluminum so it will not crack under high pressure like the stock cast pistons are known for. Servo kits include billet piston with Teflon coated seal, heavy duty spring, and a reinforced spring retainer

Part #	Description low reverse servos	Price
MRJ001	727 1967 & up billet servo kit 518 1989 & up billet servo kit	\$90.00
MRJ002	727 1962-1966 billet servo kit	\$90.00
MRJ003	47-48RE 1990 & up Billet servo kit	\$110.00
MRJ004	904 1967 & up billet servo kit	\$90.00
MRJ005	727-904-518-618 Billet Aluminum Accumulator. Fits all RWD Chrysler transmissions	\$45.00

Billet Servo Kits –Front 2nd Gear

Front billet servo CNC machined out of solid billet aluminum. Comes as a kit with the piston, billet cover, steel shaft, sealing rings and 2 stainless steel return springs. This kit will fit all 727, 518, 618, 46RH, 46RE, 47RE and 48RE transmissions. Design off of the 62-70 front servo.

Part #	Description Front Servos	Price
MRJ006	727 Front stock servo kit (Chrysler)	\$75.00
MRJ007	727 Front billet servo kit Dual Ring	\$145.00

2nd Gear Band Levers

Part #	Description	Price
CRT38	3.8 Lever	\$25.00
CRT42	4.2 Lever	\$30.00
CRT42B	4.2 Lever Billet	\$40.00
CRT50	5.0 Lever	\$40.00

Heavy Duty Band Struts

Part #	Description	Price
CRTBS-1	727 518 618 Front band strut	\$30.00
CRTBS-2	904 999 500 Front band strut	\$30.00

Billet Accumulators

MRJ008	Dual Ring Billet Accumulator	\$45.00
MRJ009	Dual Ring Billet Accumulator with Rod	\$50.00



727 & 518 Bands

Part #	Description	Price
727-FFR	*727-518 2 nd gear flex band –Red	\$45.00
727-2SB	*727-518 2 nd gear flex band – Pro	\$45.00
727-FSRS	*727 2 nd gear solid band – Red Smooth for use with aluminum drum only	\$100.00
727-RFS	*727-518 2 nd gear solid band – Red Grooved	\$100.00
22825CG	727 2 nd gear solid band – Red Smooth for use with aluminum drum only .250 wider than stock. New band No core charge	\$145.00
22825CS	727-518 2 nd gear solid band – Red Grooved .250 wider than stock. New band No core charge	\$145.00
727-LRR	*727 Low reverse band –Red Grooved	\$45.00
518-LRR-1	*518 Low reverse band –Red Grooved 1989-91 6" dia wide lug ends	\$49.95
518-LRR-2	*518 Low reverse band –Red Grooved 1991-up 6 1/4" dia	\$49.95
618-LRR	*618 Low reverse band double wrap Red 1996-up 6 1/4" dia	\$55.95

*All bands listed have a refundable band core



904 & 500 Bands

Part #	Description	Price
904-FFR	*904 2 nd gear band flex – Red 1.375" wide	\$45.00
904-FSR	*904 2 nd gear band solid – Red 1.375" wide with groove	\$55.00
904-FSRS	*904 2 nd gear band solid – Red 1.375 wide Smooth for aluminum drum only	\$55.00
904-FSRG-W	*904 2 nd gear band solid – Red 1.750 wide with groove	\$45.00
904-FSRS-W	*904 2 nd gear band solid – Red 1.750 wide smooth for aluminum drum only	\$45.00
904-12905C	*904 2 nd gear band Semi Rigid –Red Reinforced Welded 1.600" wide	\$60.00
904-LRR-S	*904 Low reverse band single wrap – Red with grooves	\$45.00
904-LRR-DBL	*904 Low reverse band double wrap – Red with grooves	\$45.00

*All bands listed have a refundable band core.



727 Snap Ring Kits

Part #	Description	Price
CRT016	727 Selective clutch drum snap ring .061	\$5.00
CRT017	727 Selective clutch drum snap ring .074	\$5.00
CRT018	727 Selective clutch drum snap ring .088	\$5.00
CRT019	727 Selective clutch drum snap ring .106	\$5.00
CRT020	727 Master Selective clutch drum snap ring kit. Qty.5 (.061 .074 (2).088 .106)	\$23.00
CRT021	727 Gear Train Selective snap ring kit Qty 3 (.052 .060 .065)	\$15.00

727 Bushings

Part #	Description	Price
CRTMBE	727 Master bushing kit 62-70	\$45.00
CRTMBL	727 Master bushing kit 71-up	\$45.00
CRTMBC	727 Master bushing kit 62-70 & 71-up	\$59.00
CRT001	727 Front drum bushing 62-70	\$15.00
CRT002	727 & 518 Front drum bushing 71 & up	\$15.00
TCSBR	727 Front drum bushing for TSC billet aluminum drum only	\$55.00
CRT003	727 Front pump bushing	\$5.00
CRT004	727 Tail housing bushing 65 & up	\$10.50
CRT005	727 Sun shell bushings (2)	\$15.00



904 Bushings

Part #	Description	Price
CRT005	904 Master bushing kit 60-65	\$45.00
CRT006	904 Master bushing kit 66-90	\$45.00
CRT007	904 Pump bushing	\$5.00
CRT008	904 Tail Housing bushing 66-90	\$10.50



727 904 Thrust Washers

Part #	Description	Price
CRT009	727 Master washer kit 3 & 4 pinion planets 62-up	\$45.00
CRT010	904 Master washer kit 3 & 4 pinion steel planets 60-77	\$45.00
CRT011	904 Master washer kit 3 & 4 pinion alum planets 60-77	\$45.00
CRT012	904 Master washer kit 60-88 2.45-1 & 2.77-1 ratios	\$85.00
	Individual washers available	call



1962-1973

1974-1990

Forward Clutch Diaphragm Spring

Part #	Description	Price
CRT013	727 Forward clutch spring 62-73	\$15.00
CRT014	727 Forward clutch spring 74-90	\$15.00
CRT015	904 Forward clutch spring 62-up	\$15.00

904 Snap Ring Kits

Part #	Description	Price
CRT022	904 Master Selective clutch drum snap ring kit. Qty 5 (2-.086 2-.074 1-.060)	\$45.00
CRT023	904 Gear Train Selective snap ring kit Qty 3 (.040 .062 .085)	\$15.00

Teflon Sealing Ring Kits

Part #	Description	Price
CRTFRK1	727 Teflon ring kit 62-77	20.00
CRTFRK2	727 Teflon ring kit 78 up	25.00
CRTFRK3	904 Teflon rings stator only	10.00

Accumulator D Ring Kit

Part #	Description	Price
CRTDRALL	Accumulator D rings	\$12.00

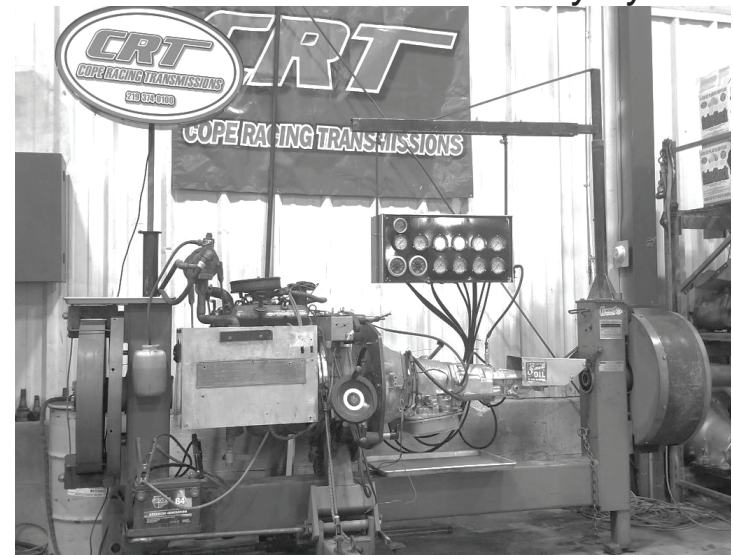
Accumulator Blocker Rod

Part #	Description	Price
CRTBR	Accumulator Blocker Rod	\$5.00

Vent

Part #	Description	Price
VENT	Vent to relocate to rear of case	\$3.00
VRNT-P	1/8 Pipe plug to block off factory vent	\$2.00

Our Transmission & Valve Body Dyno





727 Rebuild Kits

Cope Racing Transmissions 727 rebuild kits include all clutches and steel plates, seals, gaskets, O rings, lip seals, sealing rings and a dacron filter. Bands are sold separate.

Part #	727 Stock Rebuild Kits	Price
727S-62-70	727 Stock rebuild kit – Stock clutches & steels Fits 62-70	\$110.00
727S-71UP	727 Stock rebuild kit – Stock clutches & steels Fits 71 & up	\$95.00
727S-62UP	727 Stock rebuild kit – Stock clutches & steels Fits 62-70 & 71-up	\$115.00

Part #	727 Street Rebuild Kits	Price
727ST-62-70	727 Rebuild kit – GPZ clutches & stock steels Teflon rings Fits 62-70	\$170.00
727ST-71UP	727 Rebuild kit – GPZ clutches & stock steels Teflon rings Fits 71 & up	\$165.00
727ST-62UP	727 Rebuild kit – GPZ clutches & stock steels Teflon rings Fits 62-70 & 71-up	\$175.00

Part #	727 High Performance Street Rebuild Kits	Price
727HP-62-70	727 Rebuild kit – GPZ clutches & kolene steels. Teflon rings Fits 62-70	\$175.00
727HP-71UP	727 Rebuild kit – GPZ clutches & kolene steels Teflon rings Fits 71 & up	\$195.00
727HP-62UP	727 Rebuild kit – GPZ clutches & kolene steels Teflon rings Fits 62-70 & 71-up	\$195.00

Part #	727 Race Rebuild Kits	Price
727R-62-70	727 Rebuild kit – 9 GPZ clutches & 8 kolene steels. Teflon rings Fits 62-70	\$215.00
727R-71UP	727 Rebuild kit – 9 clutches & 8 kolene steels. Teflon rings Fits 71 & up	\$195.00
727R-62UP	727 Rebuild kit – 9 GPZ clutches & 8 kolene steels. Teflon rings Fits 62-70 & 71-up	\$220.00

Part #	727 Race Rebuild Kits Max HP with Billet Steel Front Drum	Price
727R-62-70	727 Rebuild kit – 9 GPZ clutches & 8 kolene steels. Teflon rings Fits 62-70	\$215.00
727R-71UP	727 Rebuild kit – 9 GPZ clutches & 8 kolene steels. Teflon rings Fits 71 & up	\$195.00
727R-62UP	727 Rebuild kit – GPZ clutches & 8 kolene steels. Teflon rings Fits 62-70 & 71-up	\$220.00

Note: Stock clutches made by Borg Warner, Race clutches for 727s are Raybestos GPZs



904 Rebuild Kits

Cope Racing Transmissions 904 rebuild kits include all clutches and steel plates, seals, gaskets, O rings, lip seals, sealing rings and a dacron filter. Bands are sold separate

Part #	904 Stock Rebuild Kits	Price
904S-60-71	904 Stock rebuild kit – Stock clutches & steels Fits 60-71	\$110.00
904S-72UP	904 Stock rebuild kit – Stock clutches & steels Fits 72 & up	\$95.00
904S-60UP	904 Stock rebuild kit – Stock clutches & steels Fits 60-71 & 72-up	\$115.00

Part #	904 Street Rebuild Kits	Price
904ST-60-71	904 Rebuild kit – Red clutches & stock steels Teflon rings Fits 60-71	\$170.00
904ST-72UP	904 Rebuild kit – Red clutches & stock steels Teflon rings Fits 72 & up	\$165.00
904ST-60UP	904 Rebuild kit – Red clutches & stock steels Teflon rings Fits 60-71 & 72-up	\$175.00

Part #	904 HP Street Rebuild Kits	Price
904HP-62-70	904 Rebuild kit – Red clutches & kolene steels. Teflon rings Fits 60-71	\$175.00
904HP-72UP	904 Rebuild kit – Red clutches & kolene steels Teflon rings Fits 72 & up	\$195.00
904HP-62UP	904 Rebuild kit – Red clutches & kolene steels Teflon rings Fits 60-71 & 72-up	\$195.00

Part #	904 Race Rebuild Kits	Price
904R-60-71	904 Rebuild kit – 5 thin grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 60-71	\$215.00
904R-72UP	904 Rebuild kit – 5 thin grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 72 & up	\$195.00
904R-60UP	904 Rebuild kit – 5 thin grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 60-71 & 72-up	\$220.00

Part #	904 Race Rebuild Kits MaxHP With Billet Steel Front Drum	Price
904R-60-71	904 Rebuild kit – 5 thick grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 60-71	\$215.00
904R-72UP	904 Rebuild kit – 5 thick grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 72 & up	\$195.00
904R-60UP	904 Rebuild kit – 5 thick grooved & 4 thin smooth Red clutches & kolene steels. Teflon rings Fits 60-71 & 72 up	\$220.00

727 Clutches Stock Replacement

Part #	Description	Price
CRT-C9	Front clutch thick grooved	\$3.95
CRT-C99	Rear clutch thin smooth	\$3.95

727 Clutches Stock Replacement

Part #	Description	Price
CRT-C9	Front clutch thick grooved	\$3.95
CRT-C99	Rear clutch thin smooth	\$3.95

727 Clutches Stock Replacement

Part #	Description	Price
CRT-C9	Front clutch thick grooved	\$3.95
CRT-C99	Rear clutch thin smooth	\$3.95

727 Clutches – Alto Red Race

Part #	Description	Price
CRT-C10	Front clutch thick grooved –Alto Red	\$8.95
CRT-C11	Rear clutch thin smooth- Alto Red	\$8.00
CRT-C12	Front clutch thin grooved- Alto Red	\$8.95

727 Clutches – Allomatic Red Race

Part #	Description	Price
CRT-C13	Front clutch thick grooved –semi metallic	\$8.95
CRT-C14	Rear clutch thin smooth –semi metallic	\$8.95

904 Clutches – Stock Replacement

Part #	Description	Price
904-C9	Front clutch thick grooved	\$3.95
904-C99	Rear clutch thin smooth	\$3.95

904 Clutches – Alto Red Race

Part #	Description	Price
904-C10	Front clutch thick grooved –Alto Red	\$8.95
904-C11	Rear clutch thin smooth- Alto Red	\$8.00
904-C12	Front clutch thin grooved- Alto Red	\$8.95

904 Clutches – Allomatic Red Race

Part #	Description	Price
904-C13	Front clutch thick grooved –semi metallic	\$8.95
904-C14	Rear clutch thin smooth –semi metallic	\$8.95

727 Steels

Part #	Description	Price
CRT-S15	Stock steel .068 standard	\$3.00
CRT-K15	Kolene steel .068 standard	\$5.25
CRT-K16	Kolene steel .080 thick	\$5.95
CRT-22146	Upper pressure plate front or rear drum	\$25.00
CRT-22126	Lower pressure plate rear drum	\$25.00
CRT-M16	Upper pressure plate cut to .215"	\$55.00

904 Steels

Part #	Description	Price
CRT-S17	Stock steel .068 standard	\$3.00
CRT-K17	Kolene steel .068 standard	\$5.00
CRT-K18	Kolene steel .080 thick	\$7.00
CRT-K19	Kolene steel .086 thick	\$7.00
CRT-12146	Upper pressure plate front or rear drum	\$25.00
CRT-12149	Lower pressure plate rear drum	\$25.00



Bolt in Sprags

All bolt in sprags include springs & rollers, bolts, washers.

Part #	Description	Price
CRTBIS	727 bolt in sprag 1966-up	\$105.00
CRTBISE	727 bolt in sprag 1962-1965	\$115.00
CRT700	727 Sprag retainer plate 1966 & up	\$30.00
CRT702	727 Spring and roller kit 1962 & up	\$15.00
CRT701	727 Inner sprag race – good used	\$35.00
CRT1296 1	904 bolt in sprag 66-73 4.710 "Dia.X.775"	\$105.00
CRT1296 1A	904 bolt in sprag 74&up 4.810"DiaX.775"	\$105.00
CRT1296 1L	904 bolt in sprag 89&up 12 roller	\$129.95

Bolt in sprags has a core charge

727 Drag Sprag Bolt in Sprags

New for 2020 is our 16 roller Drag Sprag that can be used in all applications, Stock, Street, and Race. With 16 rollers & springs, this sprag is stronger than the 12 roller sprag and has six bolts vs four.

Part #	Description	Price
CRT-DS	727 CRT Drag Sprag 16 roller 1966-89	\$210.00
CRT-DS-E	727 CRT Drag Sprag 16 roller 1962-65	\$220.00
Tool	No installation tool needed, see our YouTube Channel for Install tips	

Bolt in sprags has a core charge

727 Front Pumps - Stock

Part #	Description	Price
CRT-P11	727 Complete stock front pump with new gears. 62-66 19 spline input	\$155.00
CRT-P12	727 Complete stock front pump with new gears. 67-70 24 spline input / narrow	\$155.00
CRT-P13	727 Complete stock front pump with new gears. 71-77 24 spline input / wide	\$175.00

Pumps has a core charge

727 Front Pumps - Race

Part #	Description	Price
CRT-P14	727 Complete race front pump new thick lug pump gears, modified support 71-77. will fit early 727 when wide bushing front drum and 24 spline input shaft is installed	\$500.00

Pumps has a core charge

727 Front Pump Gears & Supports

Part #	Description	Price
CRT-P15	727 front pump gears new / stock	\$35.00
CRT-P16	727 front pump gears new / race with thick lug	\$165.00
CRT-P17	727 pump support 67-70 stock	\$75.00
CRT-P18	727 pump support 71-77 stock	\$85.00
CRT-P19	727 pump support 71-77 modified 3 rd gear feed for high pressure valve bodies	\$125.00

Pumps stator supports has a core charge



727 Front Planetaries *helical cut*

Part #	Description	Price
4PFAW	727 4 pinion front alum planet with washer	\$125.00
4PFAB	727 4 pinion front alum planet & annulus with bearings	\$225.00
5PFSW	727 5 pinion front steel planet with washer	\$325.00
5PFSB	727 5 pinion front steel planet & annulus with bearings	\$495.00
4PFBSB	727 4 pinion front billet steel planet & annulus with bearings	\$500.00

727 Rear Planetaries *helical cut*

Part #	Description	Price
22584	727 3 pinion rear planet with washer	\$50.00
22584A	727 4 pinion rear planet with washer	\$125.00
22584AB	727 4 pinion rear planet with bearings	\$255.00
22584AB BA	727 4 pinion rear billet alum w/ bearings	\$425.00
22584C	727 6 pinion rear steel planet & rear annulus with washer	\$350.00

904 Low Gear Set *helical cut 2.74 ratio*

Part #	Description	Price
CRT904LG	904 low gear set 2.74/1.54/1.1	\$225.00

Rear Roller Supports

Part #	Description	Price
CRTRRS	727 rear roller support 66-89	\$110.00
12782K	904 rear roller kit includes steel drum w/ bearing, rear support w/bearing park gear & alum spacer. 66-89 Tech; requires out put shaft to be machined to 1.312 or purchase shaft #13678 for \$159.00	\$275.00
22754K	727 rear roller kit includes steel drum w/ bearing, rear support w/bearing park gear & alum spacer. 66-89	\$275.00
22754EK	727 rear roller kit includes steel drum w/ bearing, rear support w/bearing park gear & alum spacer. 62-65	\$295.00
CRT-BS	727 Billet spacer replaces governor body	\$25.00
CRT-PG	727 Lighten park gear	\$45.00
CRTBSPG	727 Billet spacer & steel lighten park gear	\$65.00
CRTRRS 727	727 Billet spacer & lighten park gear & CRTs rear roller support	\$170.00

727 Planetary Gear Sets *helical cut*

Part #	Description	Price
22224BK SS	Steel cap 4 gear front, 4 gear rear, w/ bearings, & rear roller kit 62-75 spline	\$895.00
CRTBKS	Steel cap 4 gear front, 4 gear rear, w/ bearings, & rear roller support 62-75 or 76-93 spline	\$775.00
22224BK SA-62	Billet steel 4 gear front, billet alum. 4 gear rear, w/ bearings, & rear roller kit.	\$1075.00
CRTLSS	727 Lighten' sun shell	\$175.00

727 Straight Cut Planetary Gear Sets

These planetary gears are cut with a straight tooth instead of the helical cut tooth. This offers strength and no thrusting while torque is applied. The gears and annuluses are made from 8620 gear steel. The aluminum planetary carriers in some of the kits are constructed from 7075 T6 billet aluminum. The 6pinion front planetary carrier is made from 4340 steel. The 5pinion front planetary is constructed from investment cast steel. Tech: A Major benefit of using our straight cut gears is the front annulus has longer clutch splines, so in combination with our aluminum rear clutch drum, you can now run five rear/forward clutches

2.10 / 1.39 / 1.1 Ratio

Part #	Description	Price
SC4A4A D	727 4 gear billet aluminum front & 4 gear billet aluminum rear 2.10/1.39/1.1	\$2250.00
SC4S4A D	727 4 gear billet steel front & 4 gear billet aluminum rear 2.10/1.39/1.1	\$2350.00

2.24 / 1.39 / 1.1 Ratio

Part #	Description	Price
SC4A4A E	727 4 gear billet aluminum front & 4 gear billet aluminum rear 2.24/1.39/1.1	\$2050.00
SC4S4A E	727 4 gear billet steel front & 4 gear billet aluminum rear 2.24/1.39/1.1	\$2150.00

2.28 / 1.45 / 1.1 Ratio

Part #	Description	Price
SC4A4A C	727 4 gear billet aluminum front & 4 gear billet aluminum rear 2.28/1.45/1.1	\$2150.00
SC4S4A C	727 4 gear billet steel front & 4 gear billet aluminum rear 2.28/1.45/1.1	\$2250.00

2.45 / 1.54 / 1.1 Ratio

Part #	Description	Price
SC4A4A A	727 4 gear billet aluminum front & 4 gear billet aluminum rear 2.45/1.54/1.1	\$1950.00
SC4S4A A	727 4 gear billet steel front & 4 gear billet aluminum rear 2.45/4.45/1.1	\$2050.00

2.77 / 1.57 / 1.1 Ratio

Part #	Description	Price
SC4A4A B	727 4 gear billet aluminum front & 4 gear billet aluminum rear 2.77/1.57/1.1	\$2250.00
SC4S4A B	727 4 gear billet steel front & 4 gear billet aluminum rear 2.77/1.57/1.1	\$2350.00

All these kits consist of the following: Front planetary, front annulus, rear planetary, rear annulus, sun gear, slide on gear where applicable, needle bearings and lightened sun shell. Tech: All front straight cut planetaries are splined to fit a 62-75 output shaft



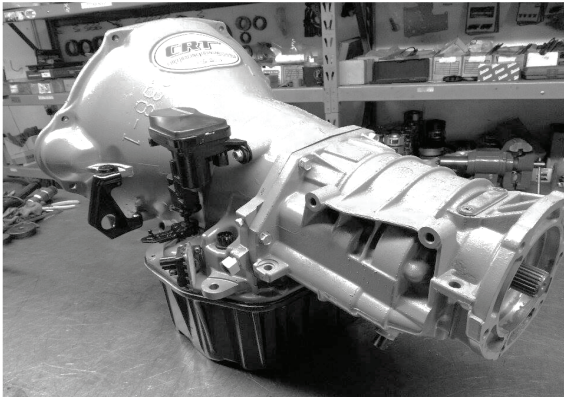
727 Helical Low Gear Sets

2.74 / 1.54 / 1.1 Ratio

Part #	Description	Price
22134H4 AT-62	727 4 gear billet aluminum front planetary. Pinions have washers 1962-75 spline	\$675.00
22134H4 AT-76	727 4 gear billet aluminum front planetary. Pinions have washers 1976-93 spline	\$675.00
22134H4 AT-34	727 4 gear billet aluminum front planetary. Pinions have washers 1994 & up spline	\$675.00
22134H4 AB-62	727 4 gear billet aluminum front planetary. Pinions have bearing 1962-75 spline	\$775.00
22134H4 AB-76	727 4 gear billet aluminum front planetary. Pinions have bearing 1976-93 spline	\$775.00
22134H4 AB-94	727 4 gear billet aluminum front planetary. Pinions have bearing 1993 & up spline	\$775.00
22134H4 ST-62	727 4 gear billet steel front planetary. Pinions have washers 1962-75 spline	\$775.00
22134H4 ST-76	727 4 gear billet steel front planetary. Pinions have washers 1976-93 spline	\$775.00
22134H4 ST-94	727 4 gear billet steel front planetary. Pinions have washers 1994 & up spline	\$775.00
22134H4 SB-62	727 4 gear billet steel front planetary. Pinions have bearings 1962-75 spline	\$875.00
22134H4 SB-76	727 4 gear billet steel front planetary. Pinions have bearings 1976-93 spline	\$875.00
22134H4 SB-94	727 4 gear billet steel front planetary. Pinions have bearings 1994 & up spline	\$875.00

727 2:28 Ratio Helical Higher Gear Sets

Part #	Description	Price
22753H4 AT	727 4 gear billet aluminum front planetary. Pinions have washers 1962 up	\$725.00
22753H4 AB	727 4 gear billet aluminum front planetary. Pinions have bearing 1962 up	\$825.00
22753H6 AT	727 6 gear billet aluminum front planetary. Pinions have washers 1962 up	\$925.00
22753H6 AB	727 6 gear billet aluminum front planetary. Pinions have bearing 1962 up	\$1025.00



John Cope's 1963 Dodge runs 10.00 @ 132 mph



Transmission Coolers

Part #	Description	Price
70266	B&M Super cooler uses an fittings 11"x8"x1-1/2.	\$135.00
70298	B&M Super cooler with fan uses an fittings 10"x10"x4	\$360.00
70268	B&M Super cooler uses rubber line 11"x8"x1-1/2	\$105.00

T Shirt Line & AN Fittings

Part #	Description	Price
CRTCLIK	This is a complete kit for installing a B&M super cooler. Includes (2) -6 to 1/8 case fittings (2) -6 to 1/2 adapter fittings, (2) -6an straight hose ends (2) -6an 90* hose ends (1) 20 foot roll -6 braided line. Cooler NOT included.	\$220.00



Cope Racing Transmissions T Shirts

Part #	Description	Price
CRT-TM	M T Shirt	\$15.00
CRT-TSL	L T Shirt	\$15.00
CRT-TSXL	1X T Shirt	\$15.00
CRT-TSXXL	2X T Shirt	\$15.00
CRT-TSXXXL	3X T Shirt	\$16.00

10,000 Day Calendar Chart

Date	Code	Notes
7/29/61	0001	"Day 1"
1/1/62	0157	
1/1/63	0522	
1/1/64	0887	Leap Year, 29 Days in February
1/1/65	1253	
1/1/66	1618	
1/1/67	1983	
1/1/68	2348	Leap Year, 29 Days in February
1/1/69	2714	
1/1/70	3079	
1/1/71	3444	
1/1/72	3809	Leap Year, 29 Days in February
1/1/73	4175	
1/1/74	4540	
1/1/75	4905	
1/1/76	5270	Leap Year, 29 Days in February
1/1/77	5636	
1/1/78	6001	
1/1/79	6366	
1/1/80	6732	Leap Year, 29 Days in February
1/1/81	7097	
1/1/82	7462	
1/1/83	7827	
1/1/84	8193	Leap Year, 29 Days in February
1/1/85	8558	
1/1/86	8923	
1/1/87	9288	
1/1/88	9654	Leap Year, 29 Days in February
12/13/88	9999	End





Speedometer Gear Ratio Equation

727 Push Button = 8 Drive Teeth
 727 66 & up = 13 Drive Teeth
 904 66 & up = 13 Drive Teeth

$$\frac{\text{Drive Teeth} \times \text{Rear End Gear Ratio} \times \text{Tire Revolutions Per Mile}}{1001} = \text{Gear Teeth}$$

$$\text{Tire Revolutions Per Mile} = \frac{20168}{\text{Tire Height}}$$

Tire Revolutions Per Mile Quick Reference

24" = 840.3 Tire RP Mile
 25" = 806.7 Tire RP Mile
 26" = 775.7 Tire RP Mile
 27" = 746.9 Tire RP Mile
 28" = 720.3 Tire RP Mile
 29" = 695.4 Tire RP Mile
 30" = 672.3 Tire RP Mile

example

$$\begin{matrix} 13 & \times & 4.56 & \times & 683.7 & (20168 \div 29.5 [\text{tire height}]) \\ \text{Drive Teeth} & & \text{Rear End Ratio} & & \text{Tire Revolutions Per Mile} \end{matrix}$$

Divide Answer by 1001, Gives number of teeth needed on gear.
Speedometer Gears listed on our website.

Torque Converter Specification Sheet

CRT Transmissions Inc
E mail us at CopeRacingTrans@aol.com

Customer Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell Phone _____

E-Mail Address _____

Year _____ Make & Model _____

Engine Size _____ Transmission Type _____

Transmission Built by *CRT* _____ or Brand X _____

Input Spline _____ Crank Flange (6 or 8 bolt) _____

HP _____ Torque _____ Bore _____ Stroke _____

Duration at .050 _____ Cam Lift Intake _____ Exhaust _____

Cam Type: Roller _____ Solid _____ Hydraulic _____ Hyd. Roller _____

Rear End Ratio _____ Rear Tire Size _____

Vehicle Weight with Driver _____ Midplate Thickness _____

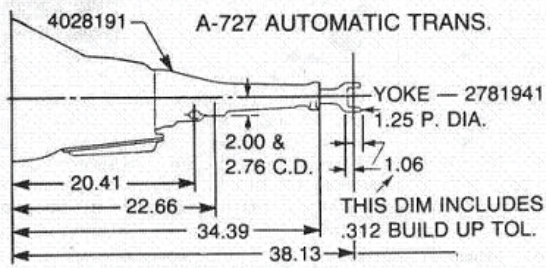
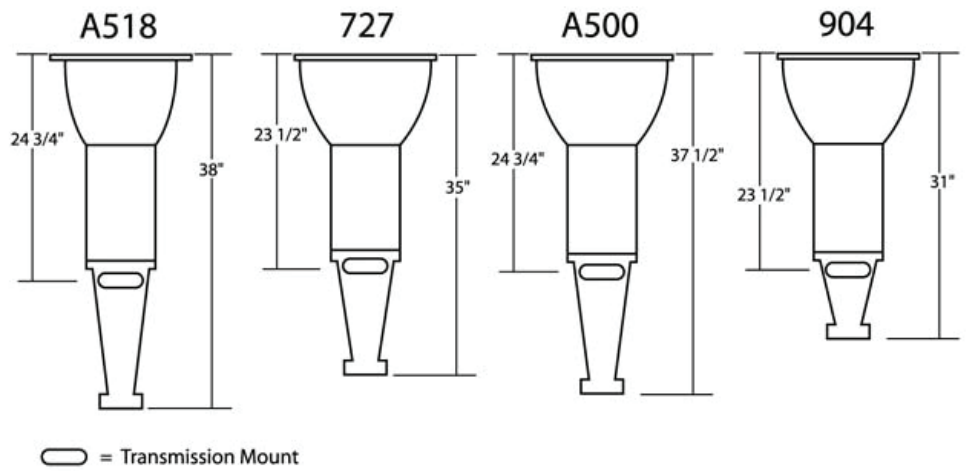
Type of Heads _____ Carburetor Size _____

Type of Intake _____ Header Size _____

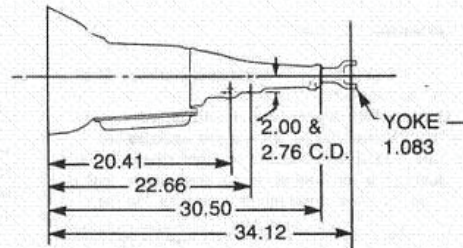
% Drag Racing _____ %Street _____

Current Converter _____ Size _____ Stall _____

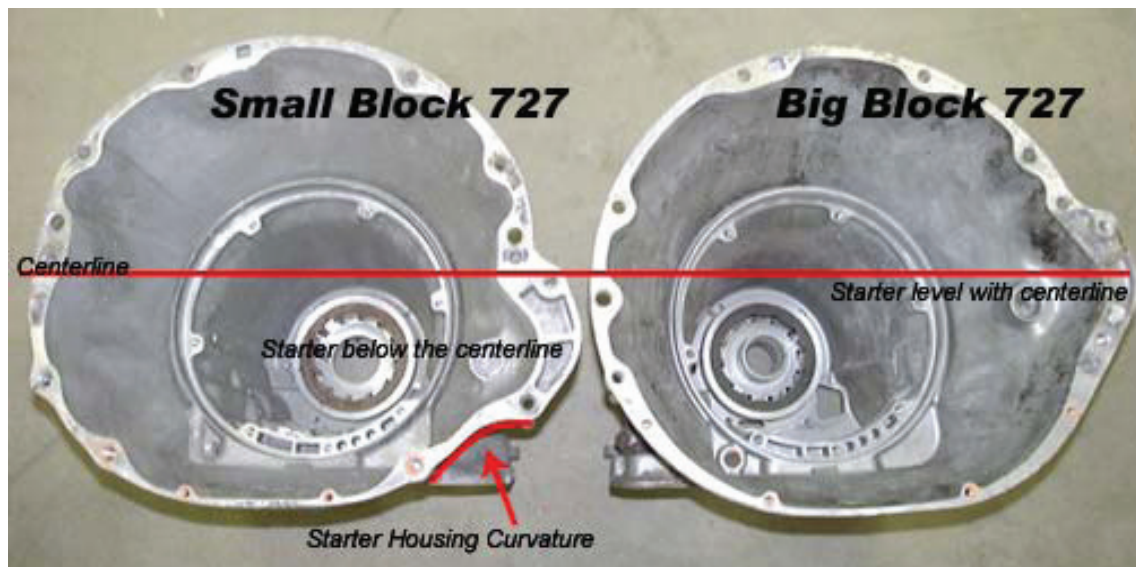
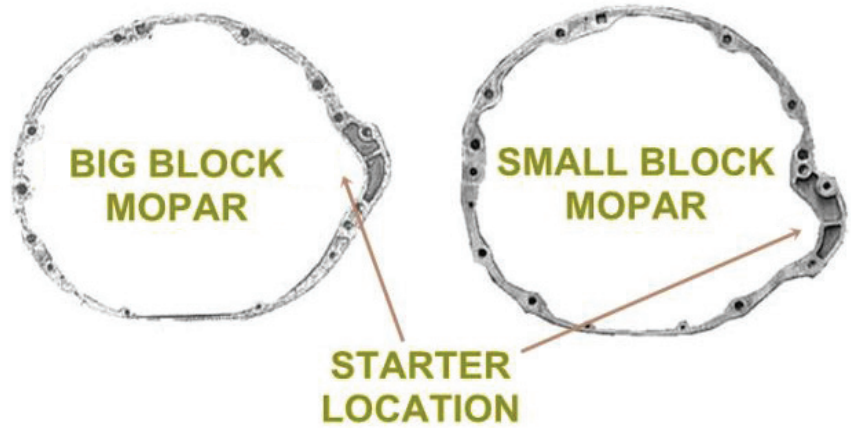
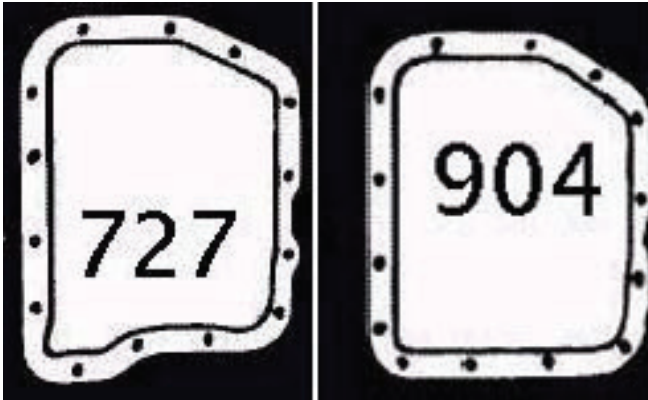
Notes _____

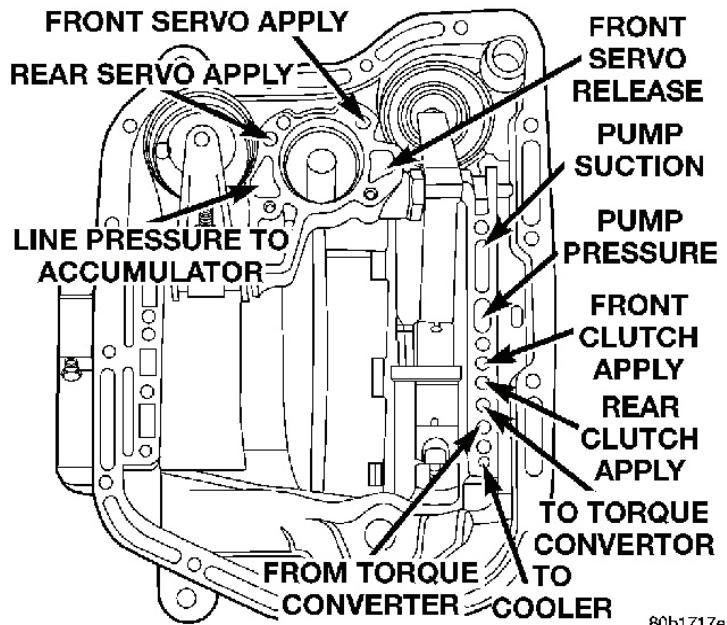
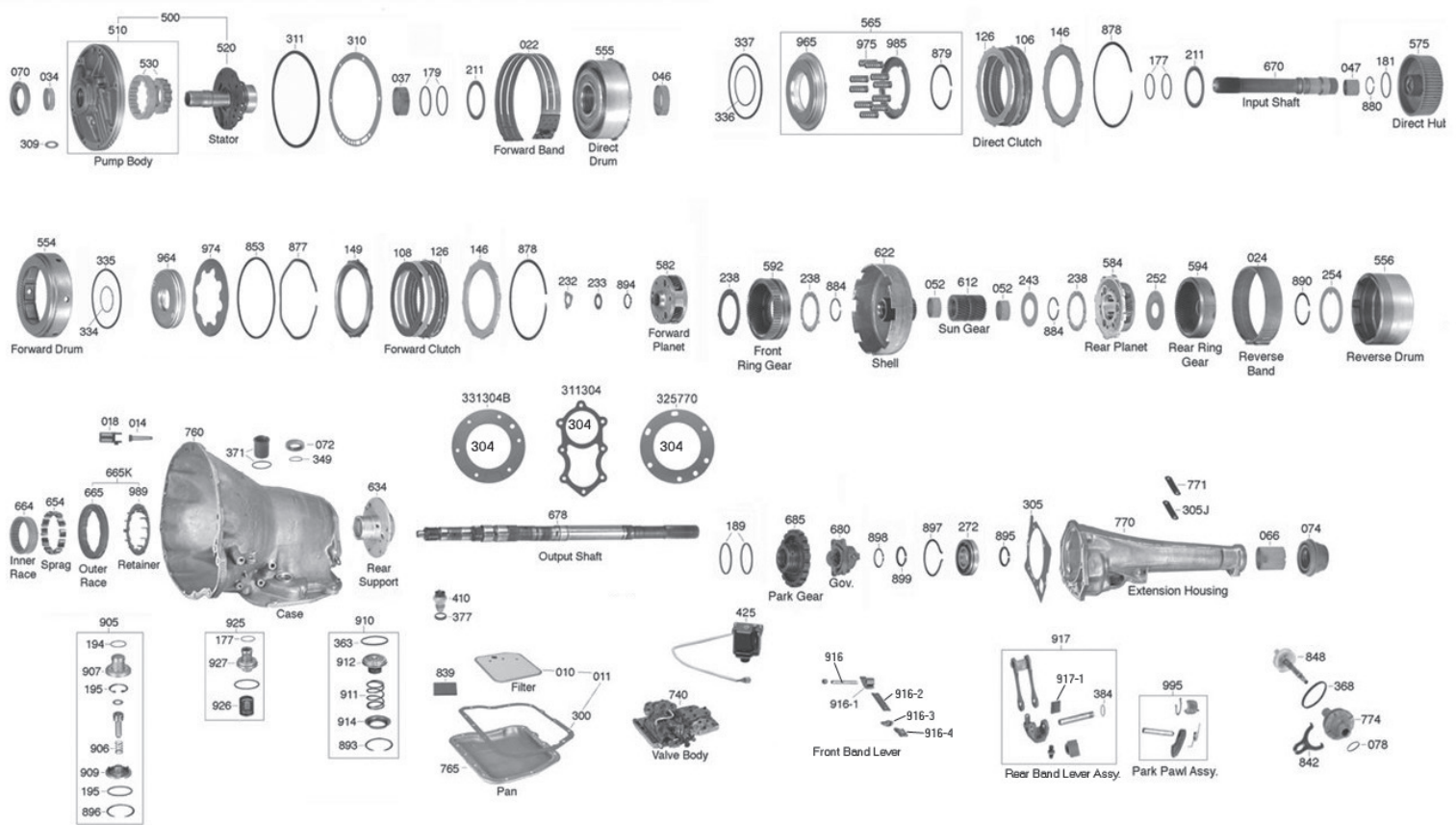


A-904, A-998, A-999 AUTOMATIC TRANS.

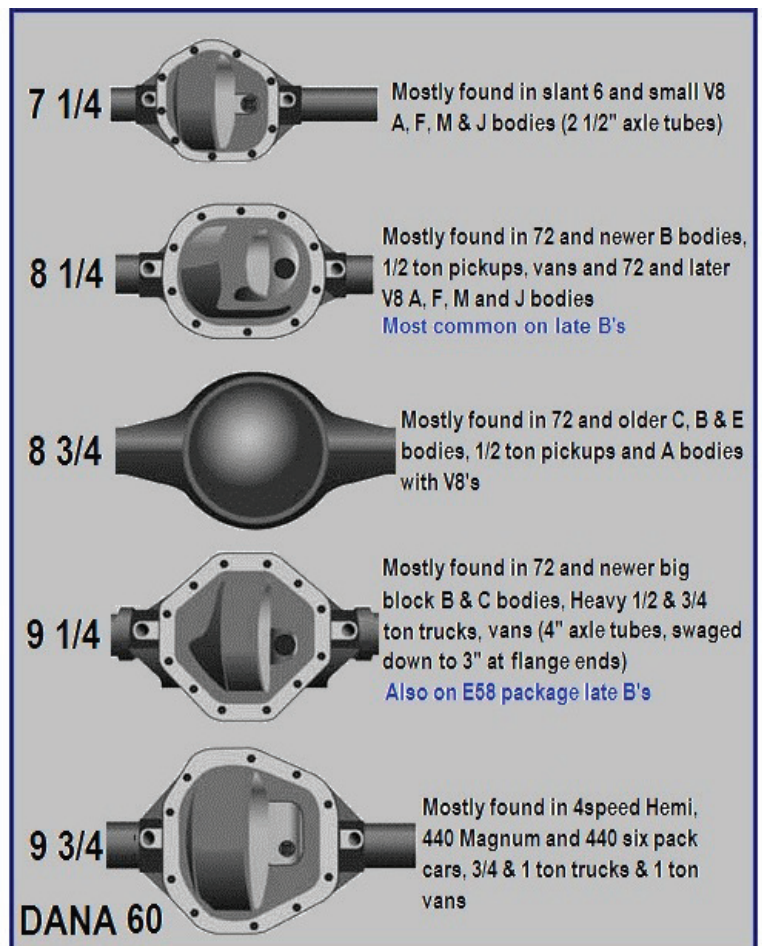


Special Note: There is a short extension for the A727 used in certain truck models.





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Our history at Cope Racing Transmissions by John Cope



Jack Cope 1975



Trans-Matic Shop sign 1980s



Jack Cope at CRT 2012

My father Jack Cope started a small family run transmission shop on the south side of Chicago called Trans-Matic transmissions in 1971. As a young child I have very fond memories of going to the shop with my father, at eight years old I wasn't much help but, for me going to my father's shop was better than going on vacation. It was there I saw how well my father treated his customers and I learned the value of service and how hard work can payoff. My father also taught me through example how to have a good strong work ethic! As a teenager I started working for the old man after school, cleaning transmission cases, washing parts, R&Ring transmissions and going out on tows with him. I always knew I would follow in his footsteps, I wanted to be a transmission builder; Dad always said "Anything worth doing is worth doing right" even today I believe there is a little of my father in every trans I build, Sadly dad passed away last year.



Dads Shop truck 1979 Power Wagon



My first car, 1955 Chrysler in front of Trans-Matic



Dads 1966 Ford tow truck that dad taught me how to drive in. This was the inspiration for the Mr.Hanney Hemi build



Trans-Matic uniform patch 1978



John Cope and Johnny



In the 90's I worked at a local Dodge dealership building transmissions and I taught transmission classes at Prairie State College; after work I built racing transmissions for the local racers, mostly GM 400's & Powerglides but I wanted to do more torqueflights so I decided to lean more towards Chrysler transmissions.

At that time the internet was new and a good way to reach more customers, especially the Mopar enthusiasts. I set up a website, went to more Mopar shows and races with my 1968 Coronet, and moved my home and shop from Illinois to Indiana and things really started to take off. The new shop was much bigger with room to grow, I purchased a CNC mill and began to produce racing valve bodies, bolt in sprags, deep pans and filter extensions. We have since moved into our present location which is giving us room to expand even more to meet the demands of our new products for diesel truck applications.

My son Johnny has started working with me and as my father taught me I am teaching him, I tell ya, it's a great feeling to pass down to your son what your father has taught you. I thank my father for giving me my start in the business and I am very proud of my son.



My son Johnny on the CNC mill



Our core inventory

Elaine Cope, my wife of 30 years handles the books, all the on line orders, and much more. My 15 year old daughter Madison Cope helps out around then shop by helping me separate valve body bolts among other things. We truly are a small family run business yet we are big enough to service the needs of our customers, just about every time you call our shop I answer the phone, I build every transmission that leaves this shop, I prepare parts for shipment and I even wrote this catalog. They say, if you love what you do you will never work a day in your life and that is partly true, I do love what I do, I take pride in my work and I enjoy helping customers with their transmissions. Our goal here at CRT is to try our best to meet or exceed your expectations, give the best customer service possible and be accessible to you whenever you need us. God Bless the USA

John Cope

General Information

CRT Transmission Inc.
141 Harding Drive Unit 3.
Lowell Indiana 46356 USA

Phone 219-374-0100

E mail: CopeRacingTrans@aol.com
Web Site: www.CopeRacingTrans.com
Facebook: www.facebook.com/CopeRacingTransmissions
YouTube Channel :www.youtube.com/user/coperacingtrans

Store Hours:
Monday – Friday 9:00am to 6:00 pm
Saturday by appointment only

Store Owner-Operator
John Cope President

Shipping Information

All parts shipped in the USA we use UPS
All parts shipped out side the USA we use the DHL
All transmission shipped via truck freight
Transmission shipping box, skid, & packaging \$50.00-\$75.00

Core charge Information

727 big block transmission \$200.00 1966 & up
727 small block transmission 200.00 1966 & up
904 small block transmission \$200.00 1966 & up
518 & 46RE small block transmission \$300.00 1989 & UP
47RE & 48RE Diesel transmission \$1000.00 1989 & UP
All 1962-1965 push button & cable case transmissions please call

Valve Body core charge Information

727 & 904 valve body core charge of \$50.00 Over time we have sold 1000s of valve bodies, and it has become very hard to find valve bodies to build for our customers. If you live in the lower 48 of the USA you will get a UPS call tag with your CRT valve body, so you can box up your old valve body and sent it back to CRT for full credit. If you live out side the USA or in Alaska or Hawaii the core charge will not be refundable unless you pay for the shipping. Yes the shipping cost will be more that the valve body core charge. Before shipping your valve body core to us, please drain all fluid from the valve body, and rap in a plastic bag, install into box and make sure the plastic neutral switch insulator does not get damaged when shipped. Place the UPS tag on the box, and give the package to your UPS driver or drop off at a UPS Store. Band core charge all \$20.00-\$25.00 Hemi front band core charge \$100.00

Disclaimer: All prices in this catalog are subject to change without notice. As with any racing, it is dangerous. There are no warranties implied or written. There are no responsibilities of any kind to be placed on CRT Transmissions Inc. its owners or any employees

FAST FILES

HEMI-SWAPPED HAULER

WRITTEN BY Steve Turner
PHOTOGRAPHY BY The TMC Staff

Thanks to the guys at Cope Racing Transmissions, we now have a Hemi-swapped hauler. The truck, a 1966 Ford F-100, is a classic example of a Hemi-swapped hauler. It's a truck that's been modified to run a Hemi engine. The truck is a classic example of a Hemi-swapped hauler. It's a truck that's been modified to run a Hemi engine. The truck is a classic example of a Hemi-swapped hauler. It's a truck that's been modified to run a Hemi engine.

PRESENTED BY

Edelbrock

140 FASTEST STREET CAR FEBRUARY 2020

FASTEST STREET CAR FEBRUARY 2020 141



CRT

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