

### COMMON PROBLEMS:

There have been a few cases where customers have reported that remanufactured VW torque converters have studs that prevent the converter from sitting flush against the flexplate. The original core may have studs that have a uniform diameter for the complete length of the stud (fig 1). Replacement converters may have studs with tapered/wider bases (fig 2). If the corresponding hole in the flexplate is not large enough, the increased diameter at the base of the tapered studs will prevent the torque converter from fitting flush against the flexplate.

**NOTE:** If you have purchased a remanufactured VW converter that will not sit flush against the flexplate because of this 'tapered stud' issue, it is recommended that you slightly enlarge the holes in the flexplate. Enlarging the holes to the proper diameter will allow for the proper installation and function of the torque converter.

## VW17, VW18, VW20, VW21

### VOLKSWAGEN



**FIG 1.**

This stud has threads the full length of the stud.



**FIG 2.**

Stud with tapered base. Stud does not have threads all the way to the base. Stud flares out to approximately .470" at base.

### Specifications:

OVERALL DIAMETER	BOLT CIRCLE	MOUNT	HUB TYPE	PILOT DIAMETER	SPLINES	STALL	UNIT TYPE
10.50 Inch	9.250 Inch	3 Studs, 10mm x 1.0	2 Drive Ears	0.630/0.825 Inch	36	Medium	Lock Up
PART NUMBER	NOTES			CODES			
VW17	Damper Lock Up; 125 Tooth Ring Gear			095, 096, QACA, QADC, QCCR, RE8			
VW18	Damper Lock Up; No Ring Gear			095, LBCA, LCCA			
VW20	Clutch Lock Up; 125 Tooth Ring Gear			01M, QACD, QADB, QADC, QBDB, QBDC, QCDC, QCDR, QDDT			
VW21	Clutch Lock Up; 125 Tooth Ring Gear			01M, QADD, QBDD, QBDDJ, QCDD, QDDJ, QDDT, RE108			

Each Recon™ by Transtar Torque Converter is covered by the industry-leading 4-Year, 48,000-Mile Warranty!\*

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