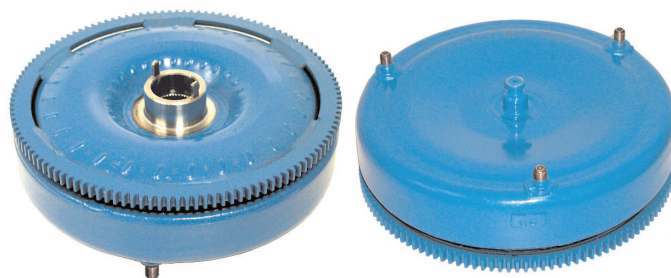




FEATURES:

Do not rely on model year or stamped converters 'codes' when selecting this style of converter, both have proven unreliable. To guarantee the correct application, check the transmission and/or converter before placing an order.

Differences in late model VW 4-speed torque converters can be confusing. See page 2 to learn how to properly identify different converters.



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	Dampers Lock Up, 125 Tooth Ring Gear			095, QACA, QADC, QCCR, RE8			
VW20	Clutch Lock Up, 125 Tooth Ring Gear			01M, QACD, QADB, QBDB, QBDC, QCDC, QCDR, QDDT			
VW21	Clutch Lock Up, 125 Tooth Ring Gear			01M, QADD, QBDD, QBDDJ, QCDD, QDDJ, QDDT, RE10B			



Contact your local Transtar sales rep or call 855-TRANSTAR

TLT-TCVW17/20/21-001
06/17

VW17, VW20, VW21

How to identify differences in VW '096 family torque converters with ring gears.

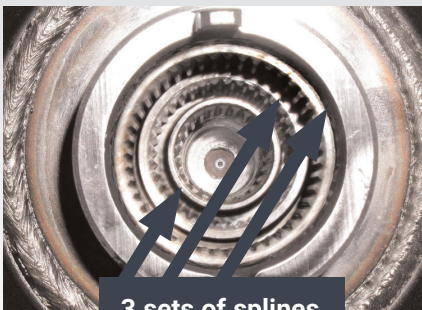
095-098



The VW17 is a damper style converter that has an extra set of splines at the inside of the pilot, very similar to a Ford AOD converter. This transmission has 3 sets of splines that mate to the torque converter.

1990 TO 1994

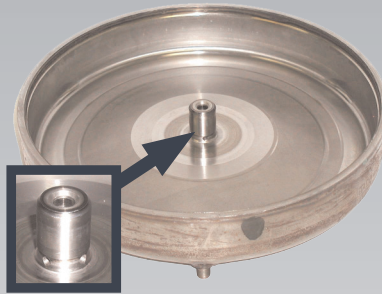
3 spline damper type converter



3 sets of splines

Looking down into the impeller hub, there are 3 sets of splines. The smallest set of splines connects to the direct drive damper in the front cover.

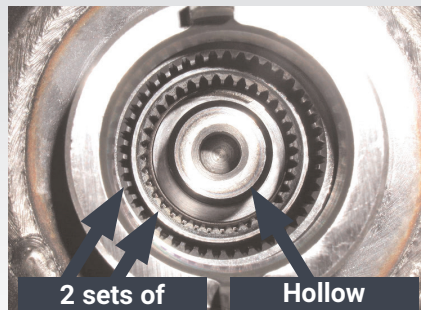
01M/N/P



The VW20 is a clutch style lock up converter that has a hollow 'center stud' that pilots the trans input shaft inside the front cover. The front tip of the input shaft has a brushing that rides on the outside diameter of this center stud.

1995 TO MID 1997

2 spline clutch type converter

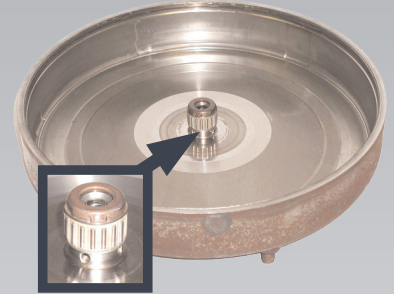


2 sets of splines

Hollow 'center stud'

Looking down into this impeller hub, you can see just 2 sets of splines. You can also see the 'center stud' coming up out from inside of the front cover.

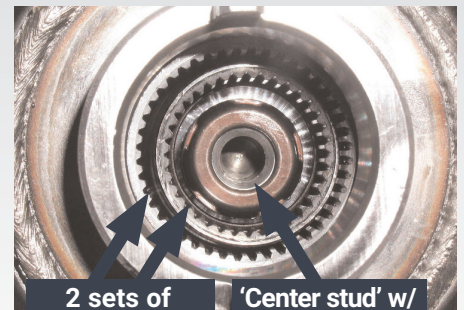
01M/N/P



The VW21 is a clutch style torque converter that also uses a 'center stud' in the front cover. But on the outside diameter of this hollow stud, there is a sleeve style bearing. There is no bushing at the front inside diameter of the transmission input shaft.

MID 1997 TO 2005

2 spline clutch unit w/ sleeve bearing



2 sets of splines

'Center stud' w/ sleeve bearing

Looking down into this converter, you can also see 2 sets of splines along with the hollow center stud. But on the outside diameter of this stud, there is a sleeve type roller bearing.

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

***Recon by Transtar Torque Converter Limited Warranty**