



TRI COMPONENT

PRODUCTS CORPORATION

TRI BULLETINS

20**26**

GROOVED FRICTION LININGS

Tri Component offers a large selection of torque converter friction linings made from different materials such as Kevlar®, High Carbon, Tan, Red.

Tri Component is the only company that has developed a wide variety of modulated (grooved) OE design linings for different applications. Grooves are essential in providing a cooling effect and in improving the engagement characteristics of the clutch.



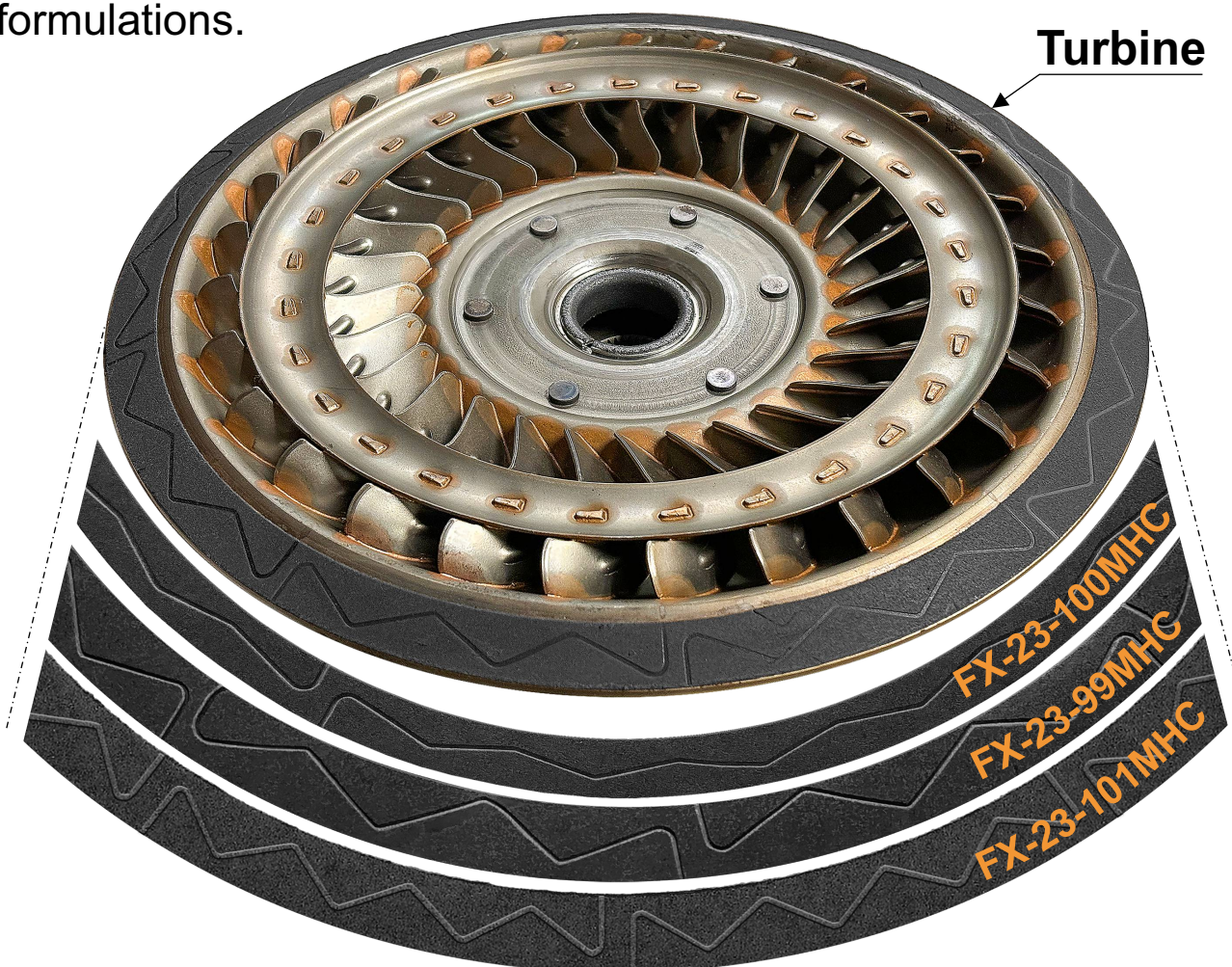
*Ask your Tri representative for a complete
“Grooved Linings” brochure.*

Contact your Tri Pro:

718-402-2400 • 800-366-3874 • Fax 718-402-2345 • www.tricomponent.com

FORD 10R80 & 8F35 GROOVED FRICTION LININGS

Tri Component offers a wide range of grooved lockup linings with OE groove design. The Ford 10R80 & 8F35 linings are the latest addition to the line of Tri's OE patterned grooved linings. Grooving assures proper oil flow for cooling and chatter-free engagement. Linings are available in true high carbon and Kevlar® friction formulations.



APPLICATION	PART#	O.D. (in)	I.D. (in)
8F35	FX-23-100MHC	10.375	9.375
10R80, LARGE	FX-23-99MHC	12.100	10.860
10R80, SMALL	FX-23-101MHC	10.954	9.930

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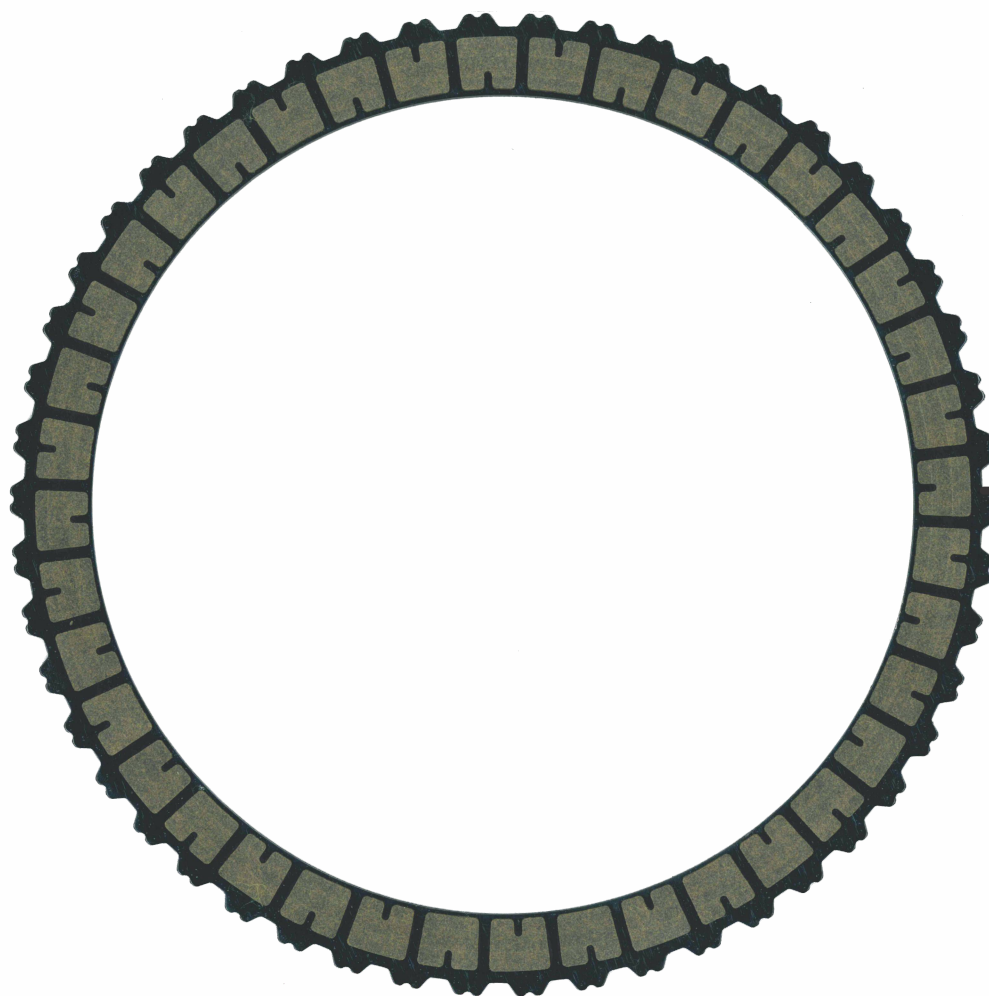
BC # 1068

TORQUE CONVERTER FRICTION CLUTCH PLATE

Aisin AW, 6F21WA. Mini Cooper

AW-23-1 is the torque converter friction clutch plate for Aisin AW 6F21WA. It is the latest addition to the Tri Component line of converter clutch plates.

It features the OE design, discrete, segmented, friction elements bonded on both sides to high strength steel substrate. Friction materials are service-proven over decades of superior performance at Tri Component.



AW-23-1

O.D.: 9.17" / 232.9mm
I.D.: 7.64" / 194.0mm
Thick.: 0.16" / 4mm
50 Teeth



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CHRYSLER, 41TE & 42LE

ENCLOSED BEARINGS

SAME APPLICATIONS, TWO OPTIONS



ALTERNATE

TW-2-22B

Ref.# CH-N-2

Bearing O.D. 2.892"/73.5mm
I.D. 2.086"/53.0mm
Thickness .184"/4.7mm



OE STYLE

TW-2-22

Flange O.D. 2.990"/75.9mm
Bearing O.D. 2.892"/73.5mm
I.D. 2.086"/53.0mm
Thickness .184"/4.7mm

FLANGE →

Tri Component enables you to provide
a customized product geared to your market.
Each style meets all OE specifications.

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BC # 1082

REPAIR SLEEVE

CHRYSLER / BW 310mm LOCKUP, 47RH, 48RE, A618.



SX-23-34FLG

Ref.: BW-DS-1

Flange O.D. - 3.000"/76.2mm
O.D. - 2.585"/65.7mm
I.D. - 2.256"/57.3mm
Height - 0.600"/15.2mm

SX-23-34FLG is a weld-in sleeve to repair the clutch/piston O-ring bore. It restores bore to OE specifications.

Installation instructions:

- Bore clutch plate to 2.600" diameter.
- Install, using turbine hub + O-ring to center insert.
- Clamp securely while welding.

SX-23-34FLG repair sleeve gives rebuilders another option when rebuilding Borg Warner/Chrysler 310mm converters.

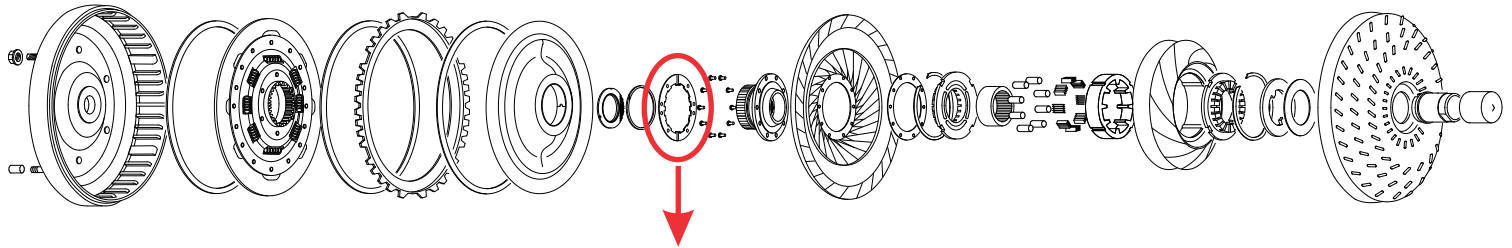
It is a major secure upgrade over other designs and simplifies welding.

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TURBINE WASHER

FORD 4R100 4 speed, RWD / 4x4, FORD 5R110W, 6 STUDS



FW-9-19

Ref.# FD-WP-17A

O.D.: 3.98" / 101.3mm

I.D.: 2.72" / 68.8mm

Thick.: 0.06" / 1.5mm

Material: Molder

Tri Component announces availability of FW-9-19 torque converter spacer, located between the turbine hub and piston plate. The application is Ford 4R100 and 5R110W.

Expanded productivity assures adequate supply and delivery. The high heat resistance, high fiberglass content, molded product has proven to satisfy critical applications.

It joins the growing Tri Component family of upgraded molder and fiber components.

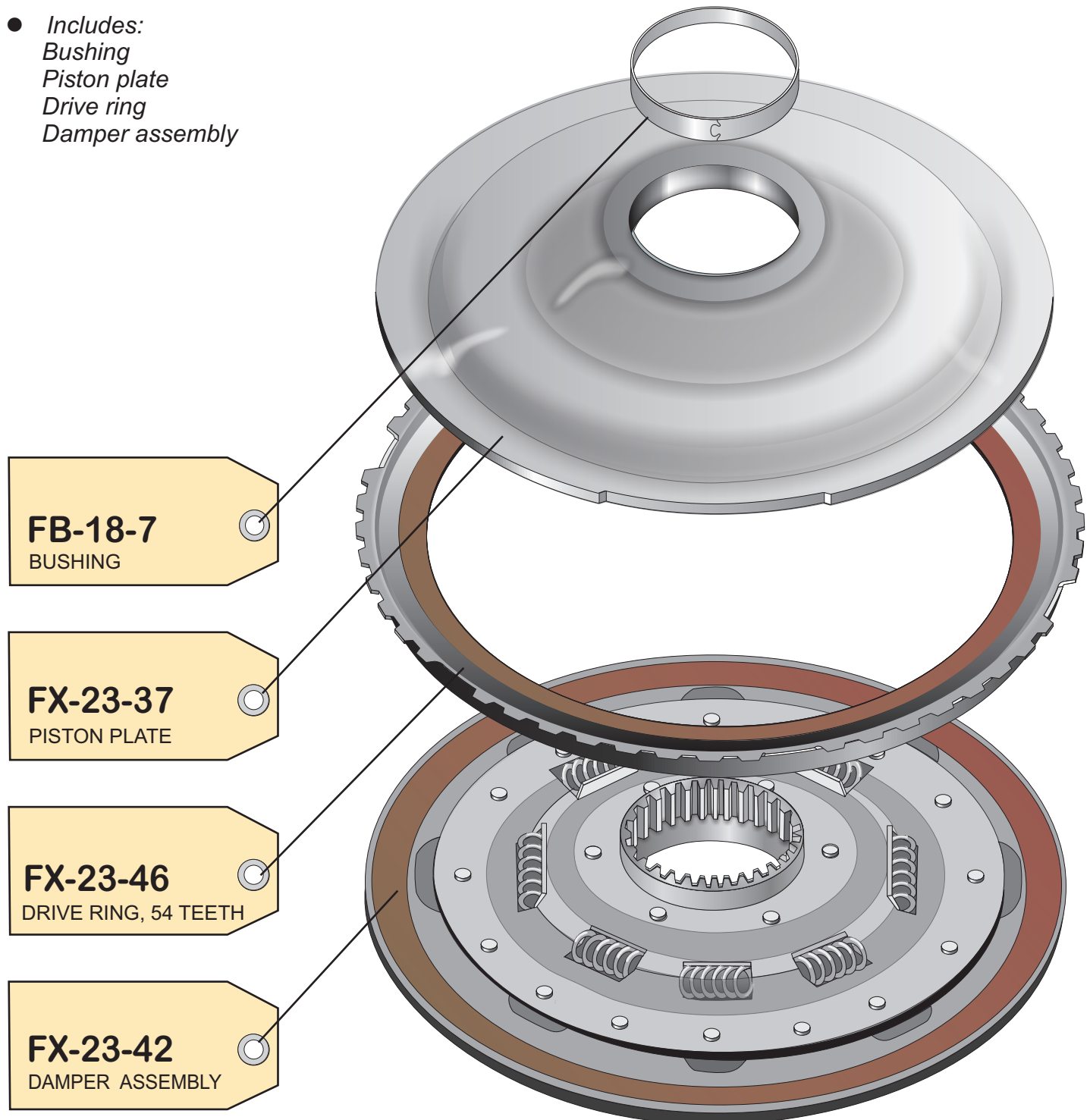
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MULTI PLATE CLUTCH ASSEMBLY FX-23-45A

FORD 4R100, 5R110W, EARLY

- Includes:
Bushing
Piston plate
Drive ring
Damper assembly

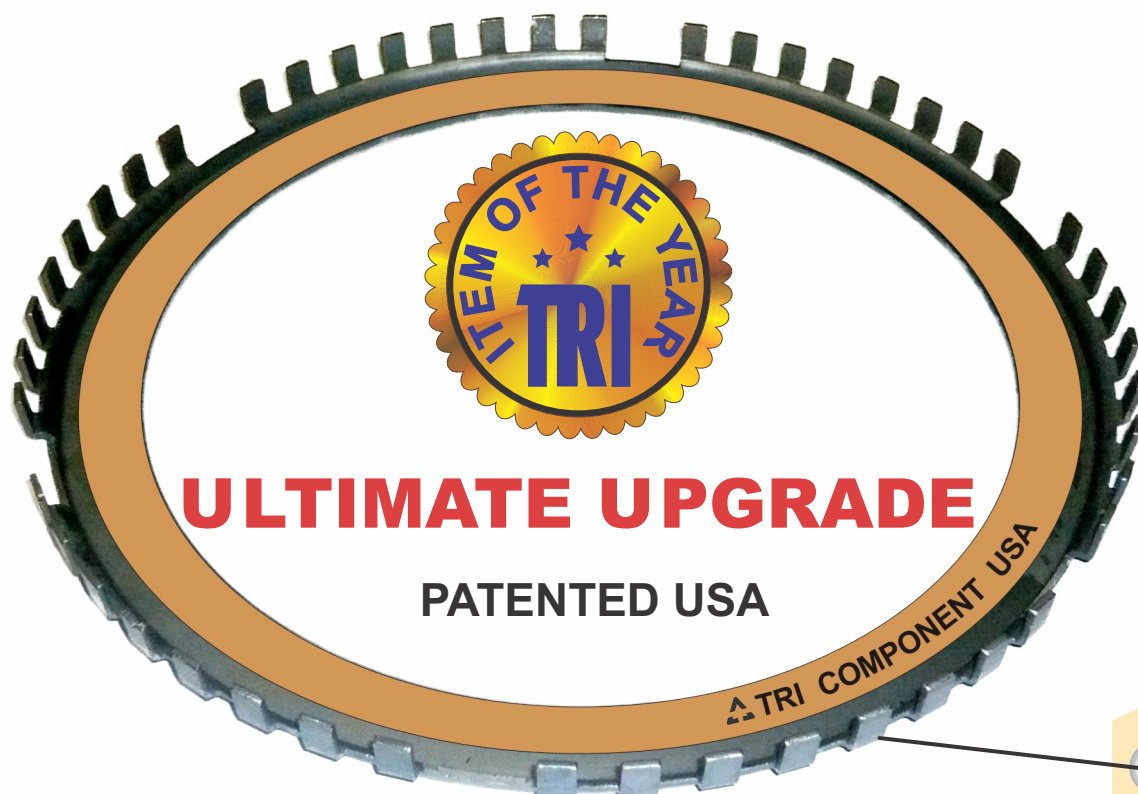


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DRIVE PLATE BREAKTHRU

FORD 4R100 (FOR GASOLINE APPLICATIONS, NOT FOR DIESEL)



OE PROBLEM



TRI COMPONENT SOLUTION



FX-23-78

Tri Component announces development of its patented **FX-23-78** converter drive plate for Ford 4R100

O.D. 12.144" (309mm)
I.D. 9.800" (249mm)
Height 0.895" (23mm)
54 Upbent teeth (6 Missing)

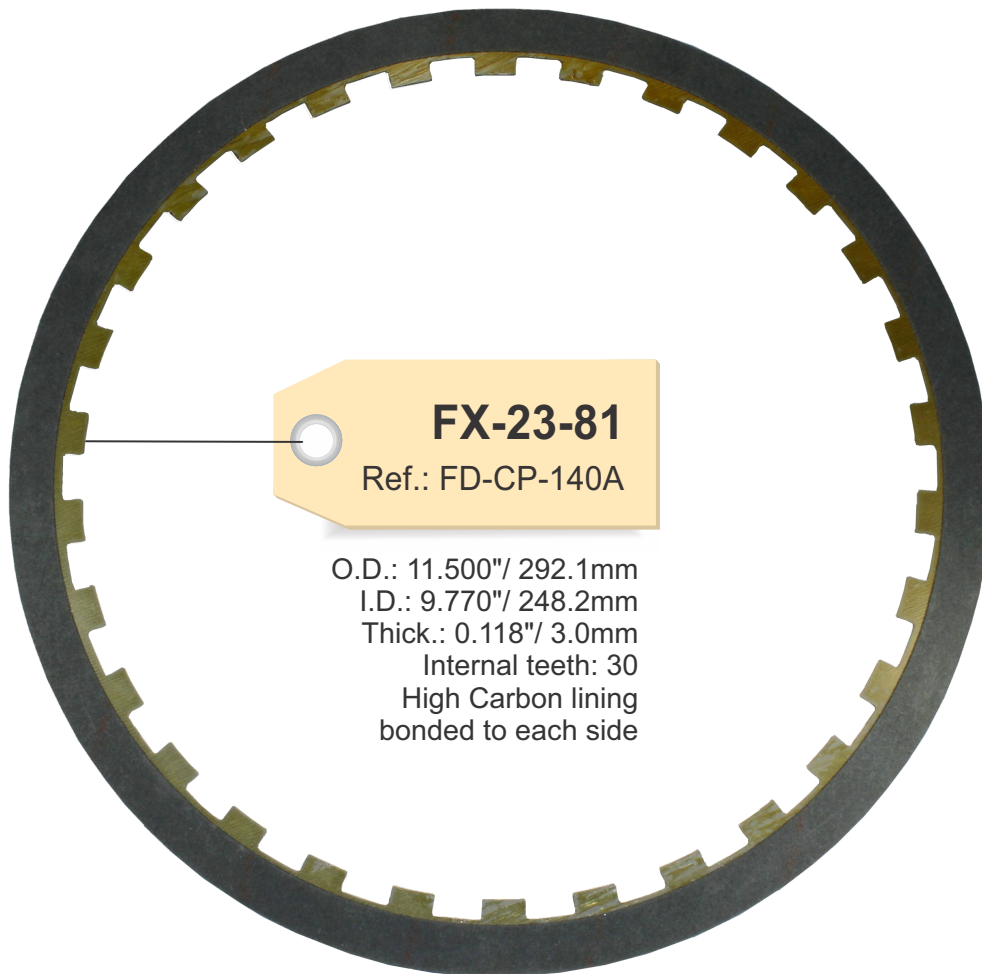
- Extended teeth overcome fretting of front covers.
- Time saving drop-in part
- Extends service life indefinitely on worn or new covers
- Noise and chatter are eliminated.
- OE triple lining design is retained.
- Component and core costs are greatly reduced.
- Tri Component advanced friction materials.

See TCRA newsletter
from August 2017,
featuring **FX-23-78**
-Tri's innovating
clutch plate for 4R100
(gasoline)

BC # 1093

TORQUE CONVERTER FRICTION CLUTCH PLATE

FORD 6R140



Tri Component is pleased to announce the release of Ford 6R140 friction clutch plate, part number FX-23-81 that addresses field failures associated with OE-style friction rings.

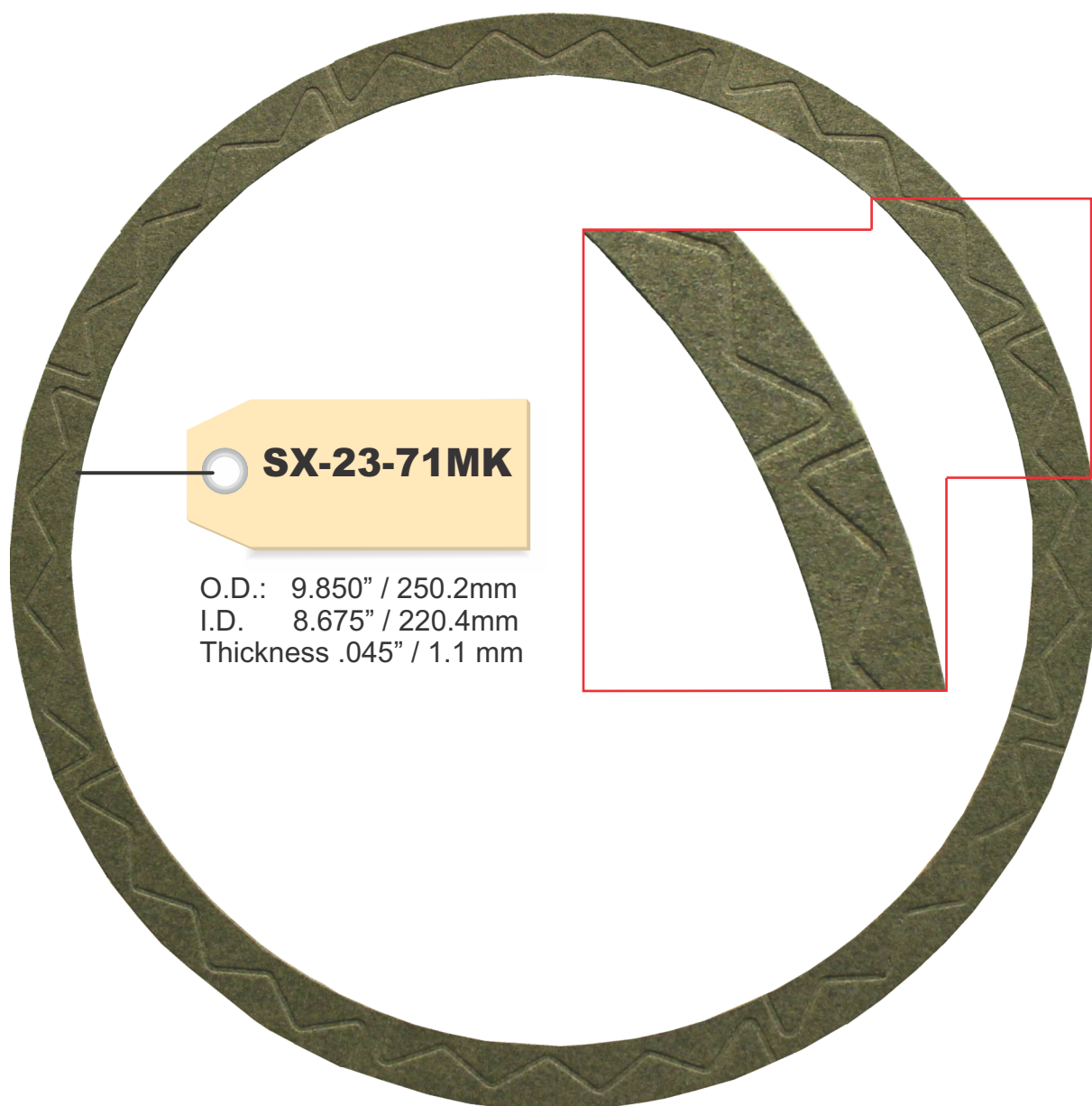
In addition, Tri Component's unique design uses state-of-the-art true High Carbon engineered friction material to eliminate clutch chatter. Our design improves drivability and service life resulting in smooth clutch engagement.

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TORQUE CONVERTER GROOVED FRICTION LINING

GM 8L90 RWD



SX-23-71MK

O.D.: 9.850" / 250.2mm
I.D. 8.675" / 220.4mm
Thickness .045" / 1.1 mm

SX-23-71MK grooved lining is the latest addition to the Tri Component line of grooved linings. It features the OE groove design and is the best replacement for worn friction linings. SX-23-71MK is bonded to both sides of the clutch plate.

KEVLAR® content is the proven friction material.

KEVLAR® is a registered trademark of DuPont

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BC # 1089

INNER RACE, STATOR

GM 6L80, 6L80E, 6L90 300mm, 6L90 Captive Clutch



SX-14-10

Ref.: GM-HR-16

O.D.: 2.156"/ 54.8mm

Height: 0.875"/ 22.2mm

Internal Teeth: 36

Material: Hardened Steel

Tri Component is pleased to announce the immediate availability of the inner stator race SX-14-10 for the GM 6L80, 6L80E, 6L90 300mm and for the 6L90 Captive Clutch applications.

Race is made from hardened bearing steel to ensure long life. In addition, the internal spline profile is broached to exacting OEM specifications, ensuring a smooth engagement and precision fit.

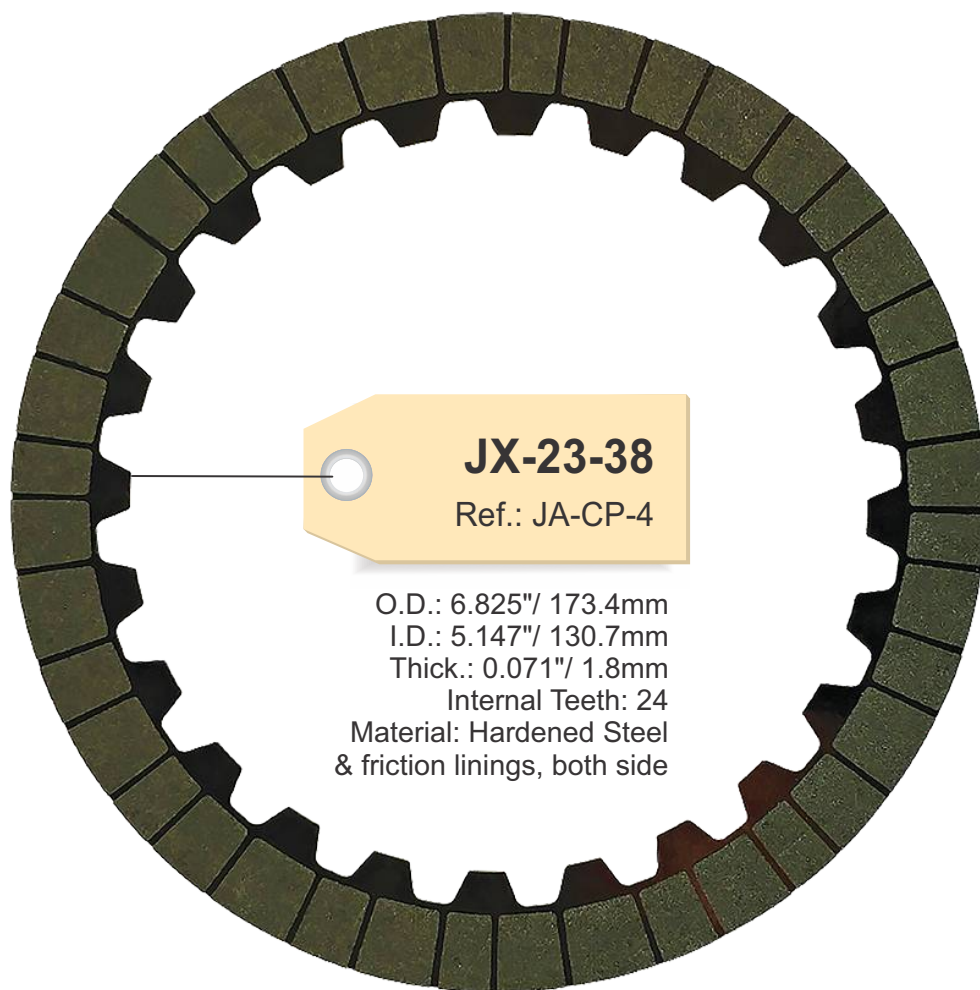
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BC # 1090

TORQUE CONVERTER FRICTION CLUTCH PLATE

JATCO RE7R01A

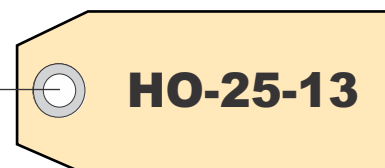


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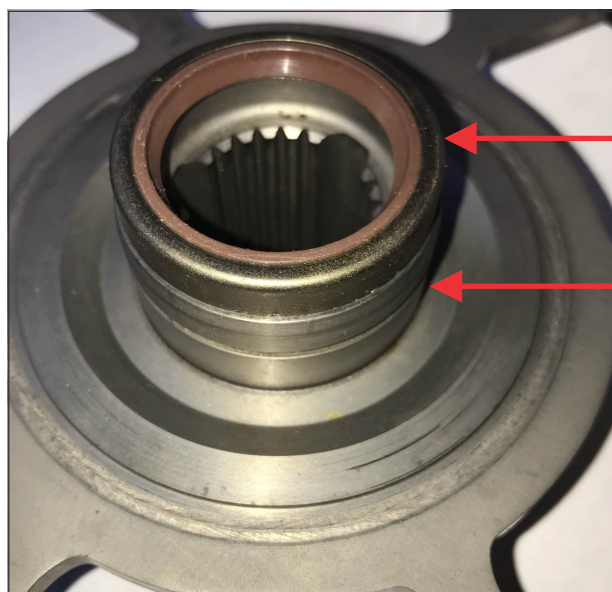
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MERCEDES 722.9 7G-TRONIC, LATE

HO-25-13 TORQUE CONVERTER METAL CLAD SEAL



HOUSING DIA.- 1.516"/38.5mm
SHAFT DIA. - 1.181"/30.0mm
WIDTH - 0.252"/6.4mm



METAL CLAD SEAL

TURBINE HUB

HO-25-13 seal is located on top of the Turbine Hub. It is a direct replacement of the OE metal clad seal, used in the late 722.9 7G-Tronic application.

The Tri Component product development team is pleased to provide the industry with a direct replacement of the metal clad seal for the late Mercedes 722.9, 7G-tronic converter. In addition to fit and function, exhaustive research has resulted in an optimum elastomeric material designed to overcome brittleness in the OE design.

Tri, being the pioneer in converter technology, takes special pride in enabling the rebuilding industry to do a superior job in rebuilding the tricky Mercedes units. The Tri tech team is always available to consult with rebuilders in dealing with the many issues relating to those units.

A call to a Tri Pro will put you in touch with a service engineer. Suggestions for new product requirements are always welcome.

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ZF & SACHS ZF4HP22/24, ZF5HP24/30, ZF4HP20, ZF5HP19 FL, ZF6HP26

METAL CLAD SEALS

Tri Component has been supplying advanced product with premium materials and workmanship for fifty years, promoting confidence for the rebuilder customer base with the aim of maximizing profits.



PO-25-6

Ref. # FS-O-27V

Shaft 18.0mm
Housing 24.0mm



PO-25-7

Ref. # N/A

Shaft 18.0mm
Housing 24.0mm

PO-25-7 flanged metal clad seals are used in late ZF torque converters and are installed in the front cover. The OE flange design guarantees installation of the seal in one direction only and makes it impossible to make a mistake by installing it in the wrong direction.

PO-25-6 is installed in the turbine hub and is used in early ZF applications.

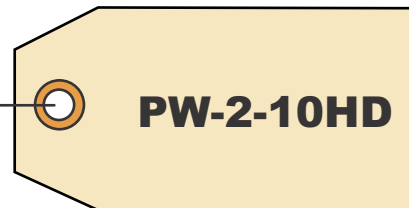
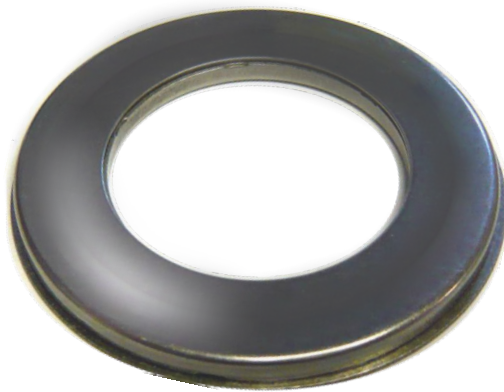
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ENCLOSED THRUST BEARING, HEAVY DUTY

ZF FICHTEL & SACHS ZF4HP20, ZF5HP19/FL, ZF5HP24, ZF6HP26

Tri Component announces availability of its **PW-2-10HD** - problem solver enclosed, heavy duty bearing for ZF Torque Converters. The innovative double cage design eliminates the common needle pop-out problem caused by converter ballooning. USA produced in Tri's New York bearing plant and shipped from stock.



O.D. 64mm (2.512")
I.D. 38mm (1.510")
Thick. 4.6mm (.188")

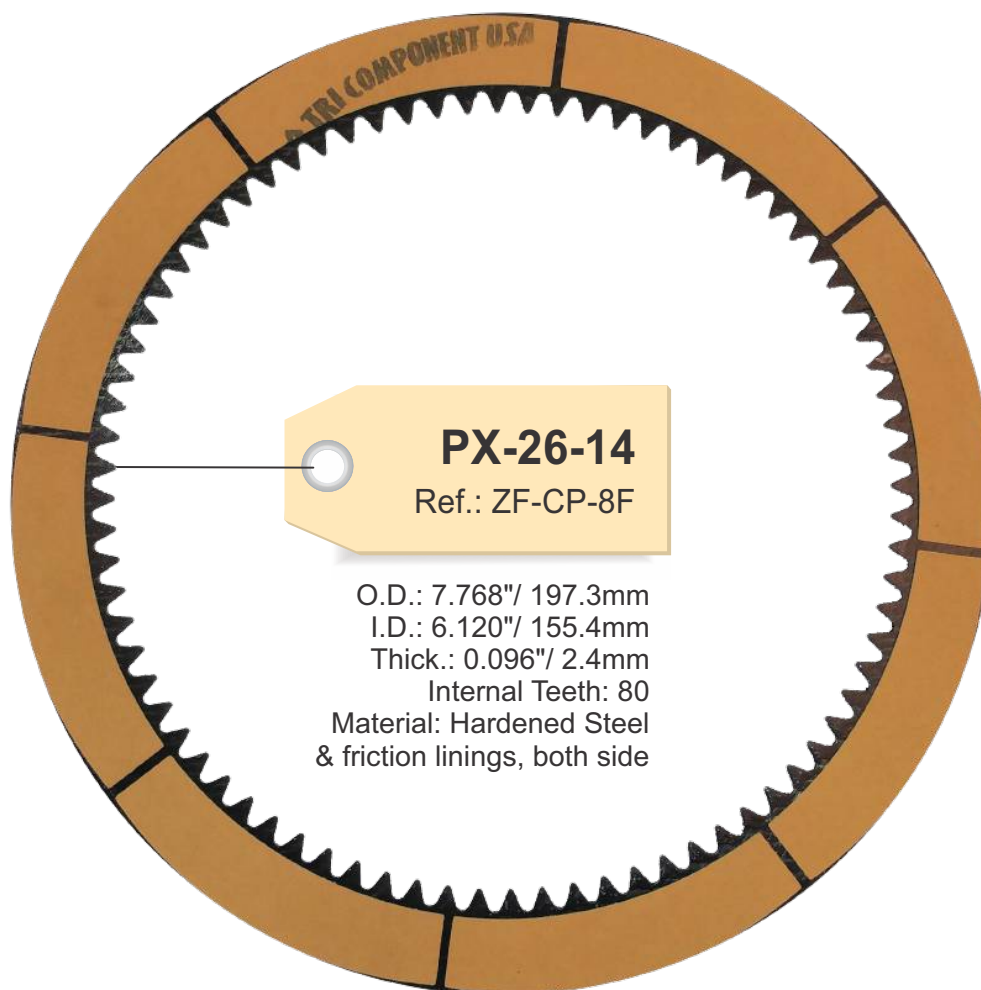
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BC # 1091

TORQUE CONVERTER FRICTION CLUTCH PLATE

ZF8HP45, ZF8HP55, ZF8HP70



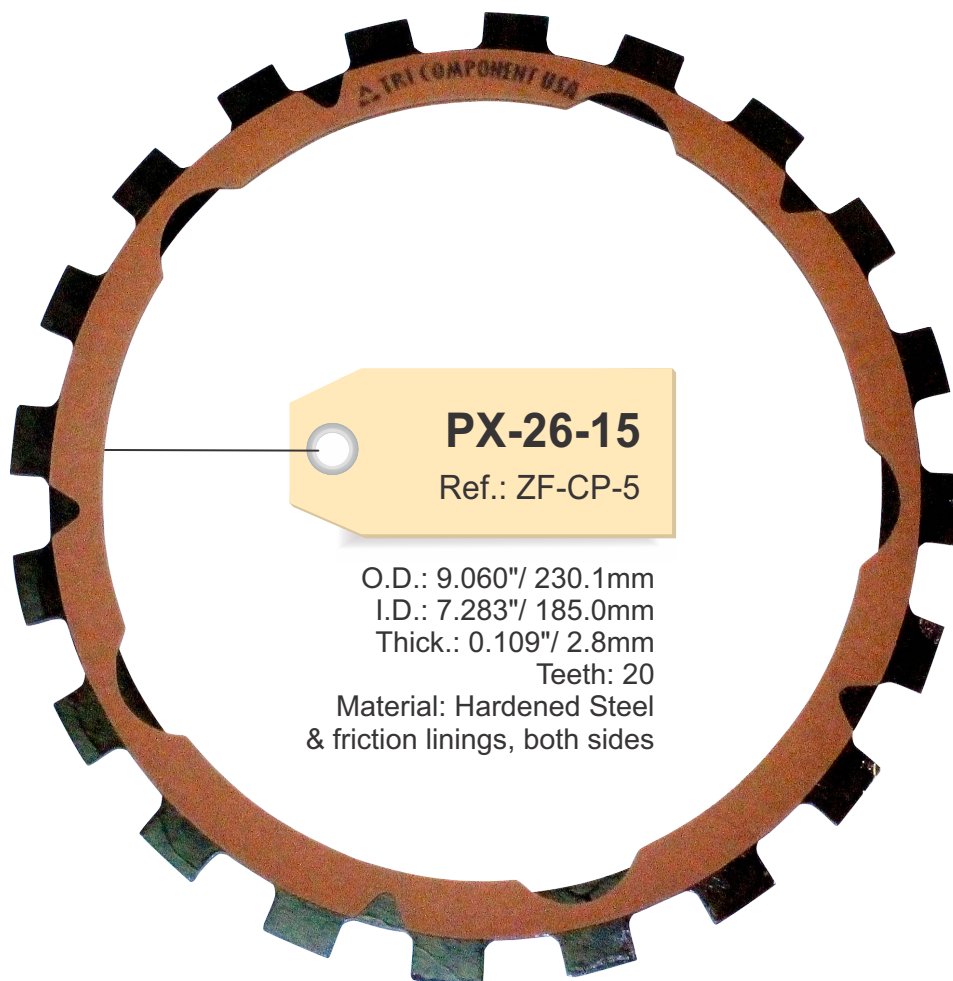
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BC # 1092

TORQUE CONVERTER FRICTION CLUTCH PLATE

ZF6HP26 275mm



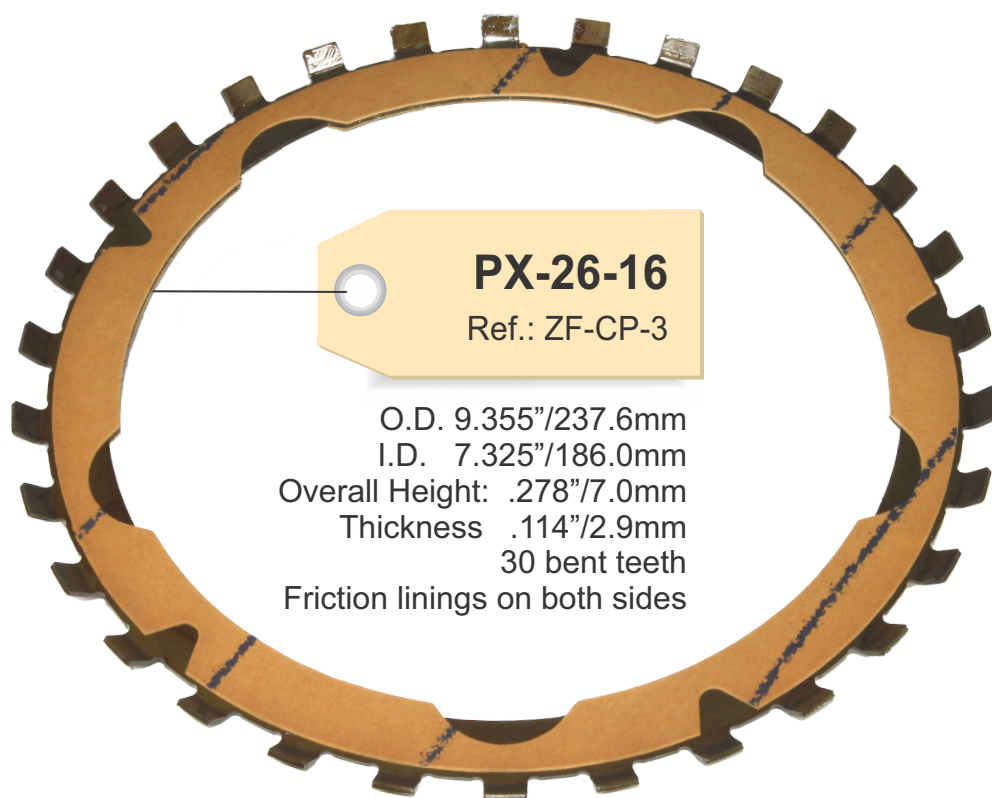
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BC # 1052

TORQUE CONVERTER FRICTION CLUTCH PLATE

ZF6HP19



- ▲ PX-26-16 produced in Tri's USA plant by its dedicated workforce.
- ▲ Tri Component - first in customer service and tech support.
- ▲ Tri's fifty year leadership is a result of its vast engineering experience in materials and advanced manufacturing processes. Bottom line - superior, cost effective, performance.

Contact your Tri Pro:

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**Tri Component
Product Corporation
973 Brook Ave.
Bronx, New York
1 0 4 5 1 - 4 2 0 9**

***www.tricomponent.com
sales@tricomponent.com***

**800 FONE-TRI
800 366-3874
718 402-2400
Fax: 718 402-2345**