

CENTRANZ

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ALL Frictions and Steels are replaced throughout the entire transmission

Centranz, heavy duty, replacement K3 Backing Plate installed

New Complete Seal and Gasket Kit installed

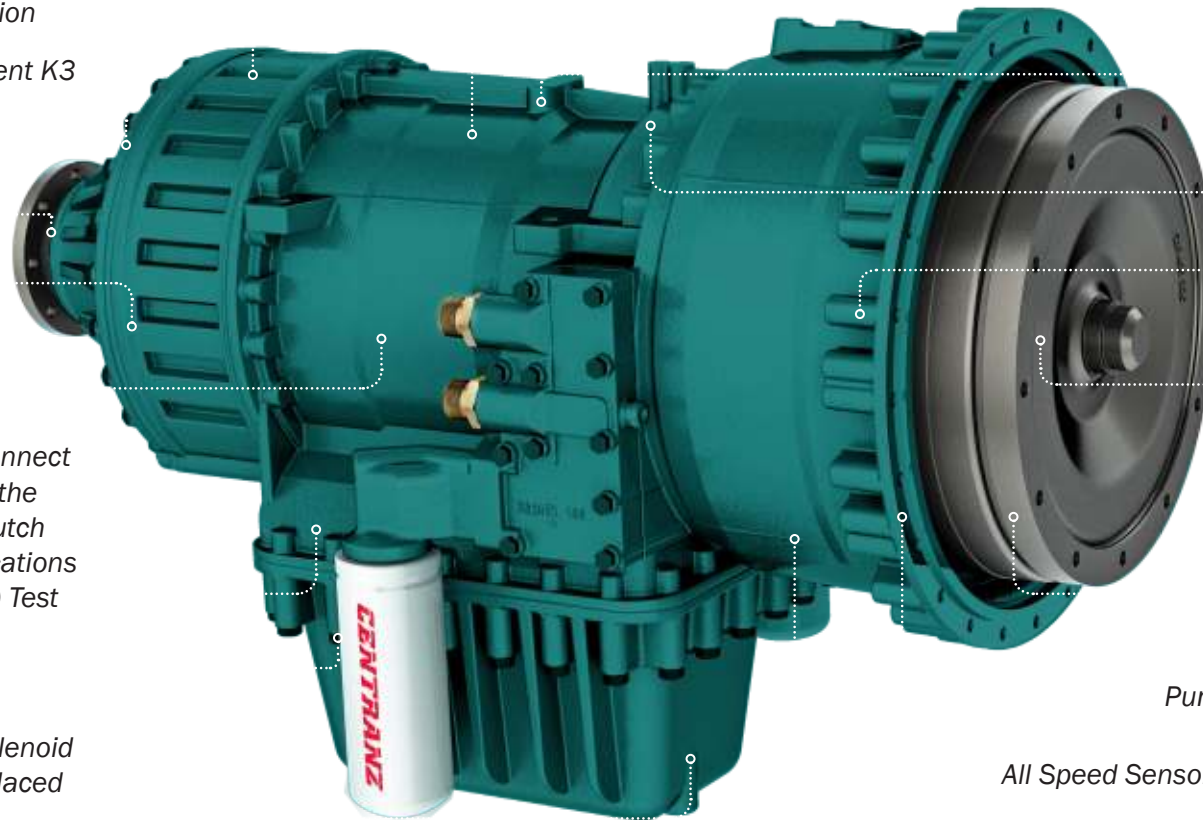
ALL Ball Bearings are replaced

Freshly painted, crated and ready for shipment

ALL Clutch Packs have Quick Connect Volvo style fittings installed into the pressure ports to test that all clutch packs are within factory specifications during the Dynamometer (Dyno) Test

New External Filters installed

Internal Main Pressure PWM Solenoid and Fluid Level Sensors are replaced with genuine OEM



P1 Planetary Bearings updated

ALL 7 of the Wear Bushings are replaced

ALL 3 Thrust Washers are replaced in the range section

Planetary Thrust Washers updated

Leak-Proof Flywheel made from a solid billet

Rebuilt Torque Converter is standard on all rebuilds.

We are one of the only in-house Torque Converter rebuilders in the country

New Higher Volume Charging Pump is installed in every rebuild

All Speed Sensors are replaced with new OEM

ALL Transmissions are Dyno Tested and undergo a 5-Step Evaluation: 1) Check Pressures. 2) Check to ensure No Leaks. 3) Check to ensure No Excessive Noise. 4) Function of Solenoid Valves are Evaluated. 5) Function of ALL Sensors are Tested using the TEM-CO TestBox.

Common failure hard parts are improved and manufactured in-house using the latest CNC equipment, including: Main Shafts, Ring Gears, K1, K2 and K3 Backing Plates, Clutch Drums, K1 and K2 Clutch Bodies – Plus Many More.