

VW17, VW20, VW21 TORQUE CONVERTER



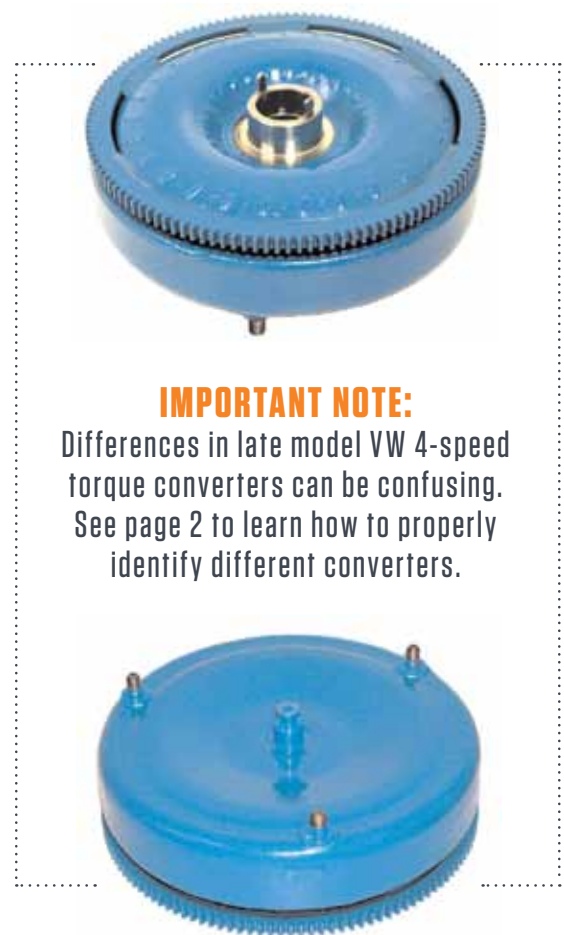
PRODUCT: VW17, VW20, VW21

DESCRIPTION:

TC, 096 SERIES, 10.5" DIA, 125T RNG GR, CLUTCH TYPE W/SLEEVE BRG

SPECIFICATIONS:

Trans Type:	"096" series VW 4-speed
Overall Diameter:	10.5"
Mounting Studs:	3 ea, 10mm x 1.00
Bolt Circle:	9.25" diameter
Type of Unit:	Clutch
Pilot Diameter:	.630 stepped to .825"
Pilot Length:	1.05"
Family Group:	Volkswagen
Turbine Splines:	36
Overall Height:	3.740"
Hub Diameter:	2.000", 1.530" tall, including ears



IMPORTANT NOTE:

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

EACH RECON™ BY TRANSTAR TORQUE CONVERTER IS COVERED BY THE INDUSTRY-LEADING 3-YEAR, 36,000-MILE WARRANTY!*

**Recon by Transtar Torque Converter Limited Warranty*

HOW TO IDENTIFY DIFFERENCES IN VW '096' SERIES TORQUE CONVERTERS WITH RING GEARS

PRODUCT: VW17, VW20, VW21



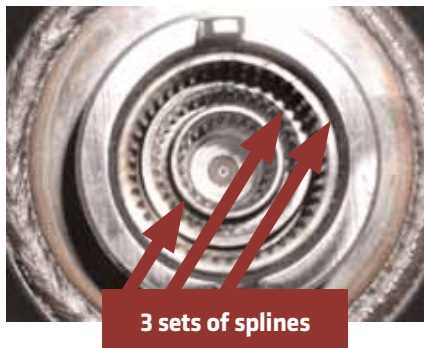
The VW17 is a **damper** style converter that has an extra set of splines at the inside of the pilot, very similar to a Ford AOD converter. This transmission has 3 sets of **splines** that mate to the torque converter.



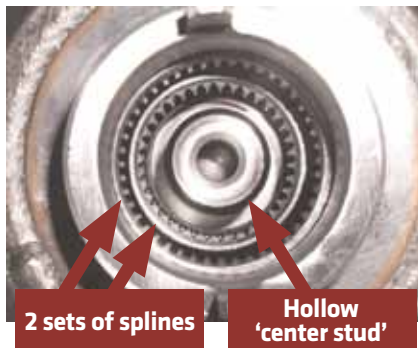
The VW20 is a **clutch** style lock up converter that has a hollow '**center stud**' that pilots the trans input shaft inside the front cover. The front tip of the input shaft has a brushing that rides on the outside diameter of this center stud.



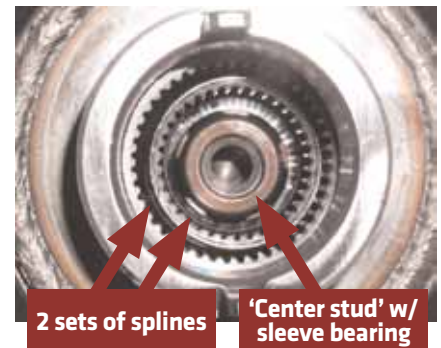
The VW21 is a clutch style torque converter that also uses a '**center stud**' in the front cover. But on the outside diameter of this hollow stud, there is a sleeve style **bearing**. There is no bushing at the front inside diameter of the transmission input shaft.



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.



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.



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.

1990 TO 1994
3 SPLINE DAMPER TYPE CONVERTER

1995 TO MID 1997
2 SPLINE CLUTCH TYPE CONVERTER

MID 1997 AND UP
2 SPLINE CLUTCH UNIT W/ SLEEVE BEARING

NOTE: Do not rely on model year or stamped converter '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.