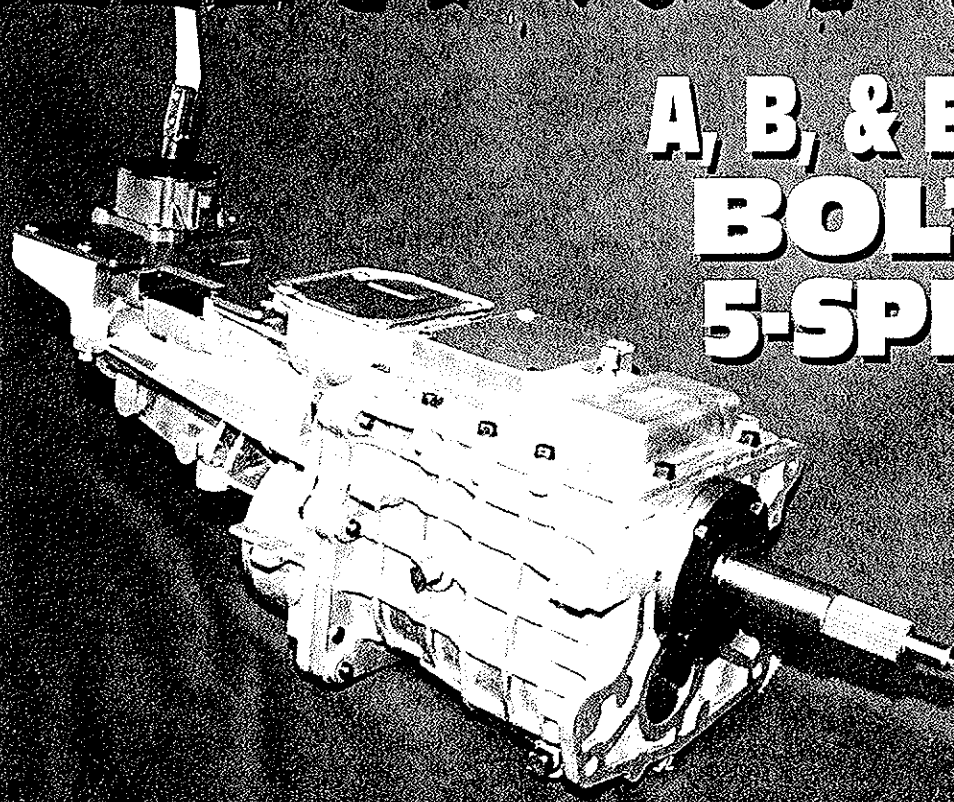


BULLET PROOF PIST

A, B, & E-BODY BOLT-IN 5-SPEEDS



Over the last several years, there have been several five speed and six speed conversion kits offered for transplanting modern stick transmissions into our old Mopars. All have had their pros and cons, but the one thing they all have in common is that they are very expensive and require extensive modifications to successfully install. Such is not the case any longer.

Well known engineering whiz Shafi Keisler has just released a ground-up developed from scratch five speed designed specifically for installation behind Mopar big and small blocks. The Keisler 5-Speed Manual Transmission Conversion Kit is the first true bolt-in operation for bringing your old muscle car into line with modern quick shifting exotics that any average Joe can do in the comfort of his garage with basic automotive tools.

Being a Mopar guy himself, Keisler wanted a five speed conversion for his own cars. He wanted the application to be of very high quality, be durable, affordable, and easy to install. None of the existing kits offered this. Having led a program to design conversion kits for European cars before, Keisler took matters into his own hands to solve this dilemma. The years of research that went into this project resulted in a conversion kit which can put a

Pistol Grip shifted five speed behind your engine regardless of whether it currently has a four speed or an automatic.

The main ingredient in the Keisler kit is the Tremec TKO 5-speed transmission, which has been significantly modified for this particular application. The TKO is the super high performance version of the Tremec 3550, which was factory equipment in the limited edition big block 1997 Mustang Cobra R. This tranny is not to be confused with the common T5 Mustang five speed, which is far too weak to sustain big block horsepower and torque.

Keisler offers the TKO in two versions of overdrive; 0.68:1 and 0.83:1. The latter version has a 4515 steel alloy gear set, boosting the torque capacity to 475 ft/lbs in fifth gear alone. Capable of handling over 425 ft/lbs of torque in fifth gear, the TKO is ideally suited for most Mopar engines and offers the best all-around combination for street/strip driving. The gear ratios in the TKO are much better suited for the muscle car than those found in a stock Chrysler 833 four speed, so your car will leap out of the hole and clip through the gears much faster.

As an example of how much improvement you'll net, let's say you have a car with an 833 four speed and a 3.55 geared rear end. To get out of the hole at the same rate as an identi-

cal car equipped with the TKO transmission, you'd need to change to a 4.40:1 rear end gear ratio! And with the fifth speed overdrive, highway cruising is a breeze as well. This one genuinely gives you the best of both worlds.

The TKO has other advantages. The Keisler transmissions are modified to accept a stock Pistol Grip shifter and Hurst handles found in 1968-69 cars. The throw in the shifting is short, making for fast gear changes. And unlike other aftermarket transmissions, such as a Richmond 6 speed, the TKO is a mostly silent operator. No annoying gear whine when cruising!

Ingredient number two in Keisler's kit is a reworked original Chrysler bellhousing. Keisler found that original used bellhousings were far too irregular to meet the exacting specifications needed to handle the TKO. To remedy this, Keisler reprocesses each bellhousing using full CNC machining for complete accuracy, fit, and finish. All is designed for proper alignment to insure long driveline life, proper shift engagement, and a low noise level. For those wanting something more stout, Lakewood safety bellhousings can also be reworked to fit this application.

Next up is the pilot shaft bearing. Who among us hasn't cursed that aggravating

HURST PISTOL GRIP 5-SPEEDS

stock bronze pilot shaft bushing? The factory units were extremely prone to decay simply due to heat and age, which frequently resulted in them magically disappearing. Keisler solved this matter completely by using a sealed needle roller bearing which will last virtually forever.

The transmission crossmember, which has always been a sticky point with most conversions, is a breeze with this kit. Keisler furnishes a precision made steel tranny crossmember which is zinc chromate plated for good looks and rust resistance. Even a vulcanized rubber transmission mount is included in the deal.

Since the output shaft spline of the Tremec tranny is larger than anything Chrysler offered, Keisler had to fabricate a new driveshaft. The 3" lightweight steel alloy driveshaft comes ready to install from yoke to u-joint. And this bad boy is balanced to handle up to 10,000 rpm use!

The coolest part of the Keisler kit is the shifter assembly, which mates any standard two bolt shifter, such as the Hurst Pistol Grip, to the transmission and puts everything in the right place. Keisler also makes an adapter for the round shaft Hurst handles used in 1968-69. If this isn't enough, they also

make new handles for both console and non-console applications. This conversion does not require any modifications to the console or structural unibody crossmember, or even the shifter boot! For most applications, this thing will look like a stone stock four speed from the cockpit!

The kit also includes a Mopar dash compatible speedometer cable, a wiring harness which will allow you to hook up a neutral safety switch if converting from an automatic and handle the back up lamp chores, and a very detailed installation manual.

Although Keisler's conversion kit can be used with the stock flywheel, he strongly recommends the old flywheel be dynamically balanced to optimize performance. They also offer new replacement steel or lightweight aluminum flywheels. Of course, if you're converting from an automatic, you're definitely going to need a flywheel of some sort.

The TKO transmission uses the huge GM input shaft, which is much larger than the one found on a Chrysler 833. Therefore, Keisler offers variations of the McLeod performance clutch assembly to suit any need. All come with all components properly matched and include Kevlar discs and multiple discs for

super long life and lighter pedal effort. New throwout bearings are also supplied.

Greatly illustrating how well engineered this conversion is, is the hydraulic clutch system. Keisler has designed a modern high tech hydraulic clutch actuation system featuring a concentric slave cylinder, which eliminates the need for the clutch fork, Z-bar, and the mounting brackets needed to support the Z-bar. This is a tremendous aid when converting from an automatic transmission and a great labor saver even if you're already running a stick.

The Keisler 5 speed kit has proven itself well, having been installed in a 620 horse Hemicuda since last summer. The big Hemi's done its utmost to break the transmission, and so far, the whole system has performed flawlessly and without any breakage. This formula works. And best of all, the Keisler kit is reasonably priced, can be installed without hacking up your car, and again, if you can change a basic four speed out, you can do this job yourself. There's not much more one could ask for!

For more information, contact Keisler Automotive Engineering and Electric, 3657 Wildwood Rd., Maryville, TN 37804, or call 865-982-8198. ☛

