

Road Ripper Transmissions

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Behold the Road Ripper series of transmissions. It packs more muscle than factory stock and knows how to flex it. But be warned: it doesn't tread lightly. On the open road, it hauls @\$\$\$. On power jobs, it kicks @\$\$\$. This is big-boy territory now. The line has been drawn. The very durable Road Ripper 1000, ready for a powerful kick in the @\$\$\$?

Road Ripper 1000

- Snowplows
- Towing up to an extra 4,000 lbs.
- Engines with added horsepower of up to 100
- Hot rods or muscle cars with street tires
- Drivers wanting more than shift kits
- Drivers wanting better transmissions

- New parts for super durability
- High pressure for tight-grip, no-slug shifts
- High-flow lube circuit that beats heavy-duty heat
- Density increase in clutch pack for no slippage
- Ability to boost the charge circuit to handle higher torque loads
- High-throttle power retainment

Road Ripper 2000

- Towing 4,000-10,000 lbs. on a fifth wheel (trailer)
- Engines with added horsepower of 100 to 225
- Diesel engines that have been chipped for more power
- Street racers

- Heavy-duty parts for super durability
- Resized servo and levers for seamless grab
- Higher pressure for tight-grip, no-slug shifts
- High-flow lube circuit that beats heavy-duty heat
- Bands and clutches that handle high energy
- Super density in clutch pack for no slippage
- Ability to boost the charge circuit to handle higher torque loads

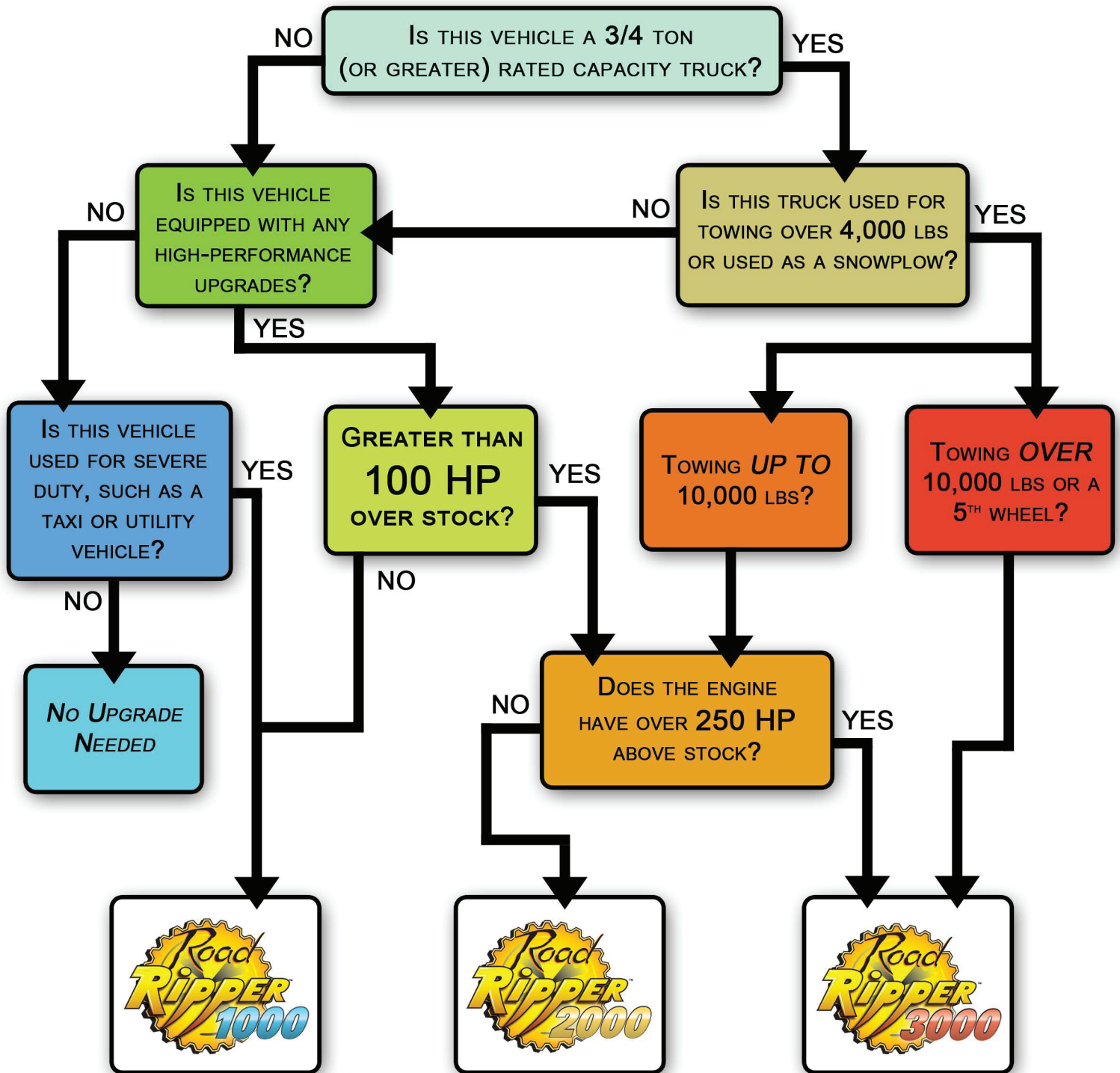
Road Ripper 3000

- Frequent towing of 10,000 lbs. or more on a fifth wheel (trailer)
- Engines with added horsepower of 250 or more
- Drag cars running a quarter mile in 10-12 seconds

- Hardcore, heavy-duty tempered parts
 - Fortified case rigidity for strength
 - Larger servos and levers for maximum seamless grab
 - Highest possible pressure for tight-grip, no-slug shifts
 - High-flow lube circuit, sump and pump beats heavy-duty heat
 - Ability to boost the charge circuit to handle higher torque loads
 - Peak density in clutch pack for no slippage
 - Heavy-duty bands and clutches that handle high energy
- (Road Ripper 3000 requires an external cooler which we can supply for an additional cost.)

HOW TO CHOOSE A ROAD RIPPER

* 68RFE-equipped vehicles with non-OEM software calibrations or tuners **REQUIRE** a RR3000, regardless of usage *



** Ask about additional Road Ripper™ component upgrades for select units **

Proudly Built By

Certified Transmission®
"The Job Done Right . . . At The Right Price"