



# ADAPT-A-CASE

Answering challenges with profitable solutions.



Made in USA

## God Bless America!

## Adapt-A-Jack

**Safety is the #1 priority on the shop floor.**

Many automatic transmissions have irregularly shaped oil pans. Ford RWD's are known for this, typically making necessary the use of chunks of wood to level the unit on the jack to ready it for installation. Ask any R&R tech and they're likely to admit to how awkward this can be. Unfortunately, too often we find this out when we hear an expletive shortly before a crash. Or when the tech is out for a week laid up with a strained back or, worst case, their career is ended.

We decided to put pen to paper to solve this problem! We've engineered this sturdy solution that is already being hailed as the new "must-have" shop item. Adapt-A-Jack is designed to fit the most popular, air-assisted undercar transmission jacks: Gray®, Snap-on/Bluepoint® and NAPA®.



## the Ringmaster #T-6800

Needed for servicing the 5L40E, 6L50E, 6L80E and the 6L90E.

The 6L80E ushered in a new era as GM's rear-wheel drive workhorse. The center support houses the 2-6 clutch pack on the front side and the low/reverse on the rear. The size of the support and the amount of stress of the two clutch packs it contains made necessary the use of a rather large, extremely stout snap-ring to hold it firmly in place.

Therefore, a rather large and stout pair of pliers is required! Leverage is the name of the game when this much pressure is in play. Our 26.5" pliers handle the task and feature replaceable heavy-duty tips!



Also fits:  
AX4N/4F50N  
5L40E/5L50E  
6R60/ZF6HP26

Also fits:  
GM 4X4  
NV4500!

## T-1000

**Allison AT1000/2000/2400  
Output shaft nut Spanner Socket**

"WOW!" That may be your thought when you first take this out of the box.

Our T-1000 is milled from tough AISI 1018 Steel.

Accepting a 1/2" drive and weighing in at just over 25oz, our socket is more than just another pretty face. The inner cavity is cut only slightly larger than the output shaft as to eliminate any possibility of side-loading the ears, shortening its service life, eventually slipping and rounding the uncommon spanner nut: a sure way to ruin your day.



T-1000 pictured with spanner nut for reference

## T-7500

**VW 095/096/01M  
Pinion shaft removal tool kit**

Servicing of the pinion shaft seal, cone bearing and race has now been simplified. The biggest challenge has been to remove the threaded aluminum pinion retainer (which also houses the pinion seal). This piece is torqued to approximately 150 lbs. ft. and is located deep in the case. T-7500's spanner socket, which accepts a 1/2" drive, makes this near effortless. Once the support is removed, the included adapter fits most slide-hammers and threads onto the pinion shaft. A few taps and the shaft pulls the race out of the case! The pinion shaft is now free to either service the bearing and race or to replace the shaft.



T-7500 (foreground) with pinion shaft for reference



T-7500 is a tough tool kit that enables you to perform a more complete rebuild. No more "crossing your fingers" hoping it won't come back with a final drive problem!

## BRNY

# got drip?



NP246 – NP261 – NP263

**Permanent pump wear protection**

Good used case halves are a challenge to find. New aftermarkets are available, for a price.

The problem with merely replacing the **case** is it **won't solve the problem**. Magnesium cases are soft; aluminum pumps are harder. The problem will come back. Maybe on someone else's watch, but surely you pride yourself in **fixing** problems.

Save your customer money and fix their problem **the first time** with this simple drop-in:

- 1) Clean case and repair damage with an epoxy or you may choose to have welded
- 2) Place **BRNY** protector in the pump pocket
- 3) Continue the rebuild knowing it's fixed



Pump pocket in need of repair



The BRNY pump wear protector in place



Completed install, all four pump lugs' cavities are protected!

## T-271 NP271/273 Spanner Socket

*Ford Super Duty and Heavy Duty Ram*

Whether it's a manually-shifted 271 or the electronically-engaged 273 model, you will need to remove the threaded manual shaft support when servicing the shaft seal or when disassembling these units.

The manual shaft makes necessary the integration of a pass-through hole into the design of our socket, the hex allows quick in-vehicle repairs! A snug fit is ensured by our meticulous machining processes.



## The Power Wedge

**#PW-518**

A727 - A518 - A618

An **unbreakable** intermediate band anchor; **when durability is a must.**

OEM anchors are a compromise between functionality and cost.

Their chosen material is brittle. As the band wears, the angle of the anchor changes slightly. When this occurs pressure is applied to an area not designed to contend with it, often resulting in failure. Breakage may also occur when line pressure is increased due to performance modifications to the valve body and/or computer reprogramming. Larger aftermarket servo pistons certainly take their toll. Diesel applications have a higher clamp-load from different geometry of the apply lever adding even more stress. A bit of "peace of mind" is now available!

**The Power Wedge** arrives milled from super-tough AISI 1018 Steel and will never suffer failure. It has the capability of handling literally tons of pressure; by its installation the customer will have **simply eliminated a weak link.**



OEM compromise as found in the pan!



From left to right: Ignacio, Michael Black and Duane Reister

## Practical Engineering

**ADAPT-A-CASE** was formed to take the knowledge that we have gained in over a half century of transmission rebuilding and repair in our own shop, and use it to develop cost-effective solutions for our shop and others to utilize in servicing transmissions. The solutions include transmission- and transfer case-specific tools and fixes. All are available through American and Canadian distributors.

Mike, our chief of product development, has nearly a quarter century of experience rebuilding transmissions. In addition to his product development responsibilities, he continues to run our transmission repair business and serves on the board of a community college automotive program, on the board of the county intermediate school district skills center and teaches in both programs.

**ADAPT-A-CASE** products are tested in our research facility, installed in our customers' vehicles in our own transmission service business, and used by local automotive dealers and service companies before becoming available through national distributors. These multiple steps in bringing our products to market are completed to ensure that each repair solution or tool provides an optimum, cost-effective, reliable product for you to use on your customers' vehicles.

www.Adapt-A-Case.com

1356 Hall Street SE

Grand Rapids, MI 49506

P.616.331.0000 F.616.452.5624



# ADAPT-A-CASE



## The Drum Buddy

4T65E, AX4S/N, 5R110W and more!

Simple and effective bench-top spring compressor

Have you ever tried a foot-press to compress the return spring retainer on the 4T65E intermediate drum? There is about .040" of compression allowed before the retainer begins to bind the snap ring. No fun by any means.

With the **Drum Buddy**, full control is a reality!

The oversized tri-knob will thread down easily and holds its position allowing the freedom of two-handed work and the ability to stop where you are and tend to something else.

The wide open design leaves plenty of room for maneuvering the snap ring and the pliers.

**Stop the madness, get one today!**



## The Seal Buddy

GM - Ford - Chrysler

Transmission Torque Converter & Axle Seal Driving Set

**Plastic seal drivers are pricey and don't last**

We've developed this 10-piece set with tougher driving heads milled from aluminum. Each is perfectly sized featuring a groove with an o-ring, retaining it firmly in the driver.

The **Seal Buddy** includes two driver handles carved from steel. Intentionally hollowed, two lengths allows for seal replacement on assembled transmissions for a quick repair. The shorter for axle seals in-car, the longer for torque converter seals.

Expandable - more applications will become available with market demand. You'll be able to purchase new driver heads on an as-needed basis!

The **Seal Buddy** replaces \$100's worth of inferior plastic drivers. As a final touch, we've included a durable case with placement for each piece; promising organization and nick-free storage when not in use.

Chrysler	Ford	GM
A404	AXOD	440T4
A670	AX4S	4T60E
A604	AX4N	4T65E
	CD4E	125/C
		4T40E



The Seal Buddy includes driver heads to install all these FWD applications!



The Seal Buddy will handle the tricky 4T40E double axle seal in one step!



## T-9008

5R110W

Output shaft nut spanner socket

The 5R110W. When used in 4-wheel drive applications it must make use of a large nut that also serves as the inner surface for the output shaft seal. This nut must be removed for complete disassembly of the transmission. The design of this nut requires a "spanner wrench" in the form of a large 1/2" drive socket. Made of heavy duty steel, the driving pins are replaceable if or when the time arises.

## T-78925

Chrysler RWD Carrier Adjustment Tool

7.25 - 8.25 - 9.25

Look forward to your next diff repair!

**Our wrench is designed to minimize time and frustration:**

Measuring at an overall length of 36", we left plenty of room for all Chrysler axle widths. Check out the fully machined hex. Notice the bevels at the edges of the tools driving surface to help guide it into the nut. The rear of the hex is tapered to ease exiting if the axle seal is installed during adjustment. The opposite end is machined to accept a 1/2" drive.

Final tool assembly is completed using a high-quality TIG welding process to permanently join the pieces.

**A serious tool engineered for a lifetime of service!**



## T-4500

NV4500 5TH Gear Nut Remover/Installer  
Dodge/GM 5-speed cast iron '91-up

Why have two different wrenches to buy and keep track of when you can kill two birds with one wrench?  
**That's what we thought so we designed our own!**

Here is all you'll need to handle the two different-size spanner nuts you'll find when servicing the NV4500. As usual, we have not compromised a thing; you can tell the first time you pick it up! Weighing at at about 24 ounces, our heavy-duty dual spanner wrench arrives ready and able. Design includes a provision for a 1/2" drive breaker-bar for removal and a torque wrench to install.

**We then devised a unique socket for GM's 4X4 app:**

Many use a vibration dampener that will not allow a wrench to access the nut. With torque specs this high it absolutely must be burly to stand up to repeated use. The 4-notch design spreads out the load while maintaining stability. Milled from super-tough steel, this will be in your tool box for many years!



Also fits ALLISON AT1000 Series!



## T-M109R

NP246 - NP261 - NP263

'99-up General Motors full-size truck

**Front output seal installation tool**

**Easily** places this expensive two-piece seal where it needs to be, **every time.**

Precision milled from durable DuPont™ Delrin® (an acetal resin). In one simple motion this seal driver simultaneously accomplishes **three** things:

- 1) Pilot centers tool inside output shaft as milled cavity accepts splines
- 2) Outer recess drives outer seal into case
- 3) Raised surface drives inner sleeved wiping seal onto the output shaft



Seal pictured for reference: Note the two driving surfaces



## T-223AC

5R55N - 5R55W - 5R55S

**Torque converter alignment tool**

From the first time to well beyond the hundredth, this tough tool aligns **exactly.**

**Three Unique Features:**

- 1) The **T223AC** incorporates a durable DuPont™ Delrin® bushing that maintains the **snug** fit while not galling; slightly tapered, easing installation and removal.
- 2) Precision machined to exacting specifications, **T223AC** features access holes to allow proper torque sequence with the tool installed.
- 3) Tool is longer at one end to fit into the case starter pocket for a non-spin final torque!

**Feel confident knowing it's done right.**



## T-3601

E40D/4R100

**Intermediate Piston Spring Compressor**

Our simple but heavy duty 3-pc tool installs quickly and tackles the job in just moments!

A solid design that will last you a lifetime! T-3601 consists of a comfortably sized knob, finely-threaded to ease the effort required. Gold anodized for durability, notice how the longer bar features rounded tapers at each end. This helps guide the tool into the Overdrive clutch's snap ring groove sparing you from a moment of frustration. The bars are milled from 1/2" thick steel that won't flex or wear-out over time.

