

★ EXCLUSIVE: SUPERCHARGED V-6 SIDEWINDER

STREET RODDER

THE WORLD'S STREET RODDING AUTHORITY



TRIBUTE TO A BYGONE ERA

THE GRASSHOPPER...REBORN



TECH

ELECTRICAL SOLUTIONS

MODERN POWER
STEERING FOR
TODAY'S HOT RODS

SOLVING ENGINE FITMENT
WITH A FRESH...WATER PUMP



10

OCT. 2015
VOLUME 44 NO. 10
\$6.99
STREETRODDER.COM

7 25274 30271 0



◆ As it sits, the Catalina is equipped with a 303hp, 389ci V-8 backed by a fatally wounded Jet-Away Hydromatic transmission. The 303hp four-barrel-equipped 389 had been rebuilt in the recent past and will benefit from the new Turbo Hydromatic in its future.

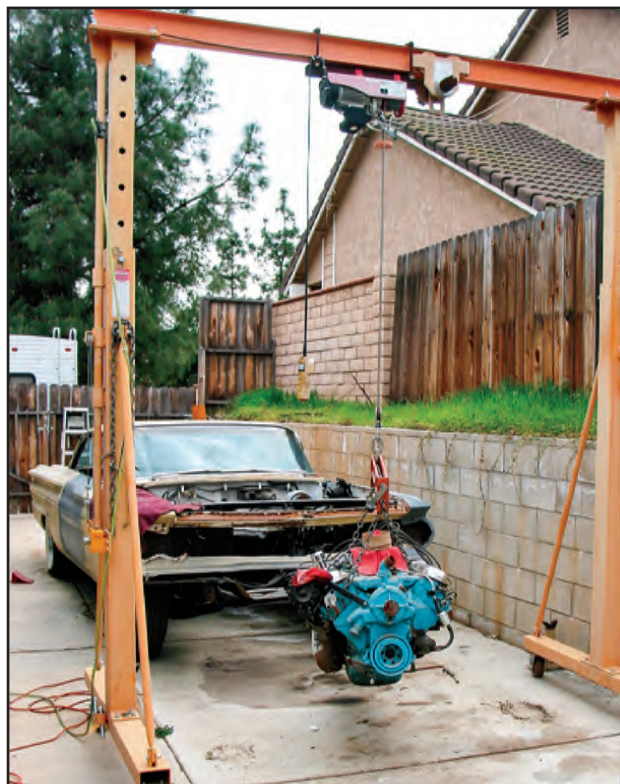
Shiftin' Gears

Swapping a Jet-Away for a TH400

By Jim Rizzo | Photography by the Author

▶ It all started a couple of years ago when I ran across a pretty solid '60 Catalina at a car show I was covering up in Colorado. At the time my wife, Candy, had tired of the uncompromising buggy-sprung suspension, old-school solid axle steering, and wind-in-the-hair ride of her '27 T roadster and was pining for the comfort of her old '63 Riviera. Well, I thought the Pontiac I had stumbled upon was a perfect candidate to replace her roadster so (after a quick call home along with an emailed picture of the car in question) I got the OK and struck a fair deal with the Pontiac's owner. With keys in hand I made a call to the airline, canceled my flight back to SoCal and climbed behind the wheel. To make a long story short, the Catalina made the trip without a hiccup and my straight-through dash placed me back in my driveway the following day. Unfortunately, or maybe fortunately, the next morning the Pontiac's transmission ended up letting go. It had worked fine all the way home but I guess that final trip was all the old tranny had left in it.

Because the Catalina had been treated to an engine rebuild as well as new brakes, shocks, tires, and exhaust just prior to purchase, Candy and I had planned on bodywork, paint, and upholstery—but not so much in the way of mechanical work. Oh well, it seemed a tranny rebuild was in the car's future now as well. As we soon found out, the vintage Jet-Away automatic was not a tranny many of our local transmission shops were familiar with, and after the one and only shop up to the challenge quoted us a price that was well beyond what



1. Beginning work on my freshly vacated RV pad I pulled the engine/trans combo out of the car using my Harbor Freight gantry and electric hoist (a life saver for decrepit old men like me).

Source It

- Phoenix Transmission (866) 744-3887 phoenixtrans.com
- Wilcap Company (805) 481-7639 wilcap.com
- Harbor Freight Tools harborfreight.com
- The Eastwood Company (800) 343-9353 eastwood.com/sr1015