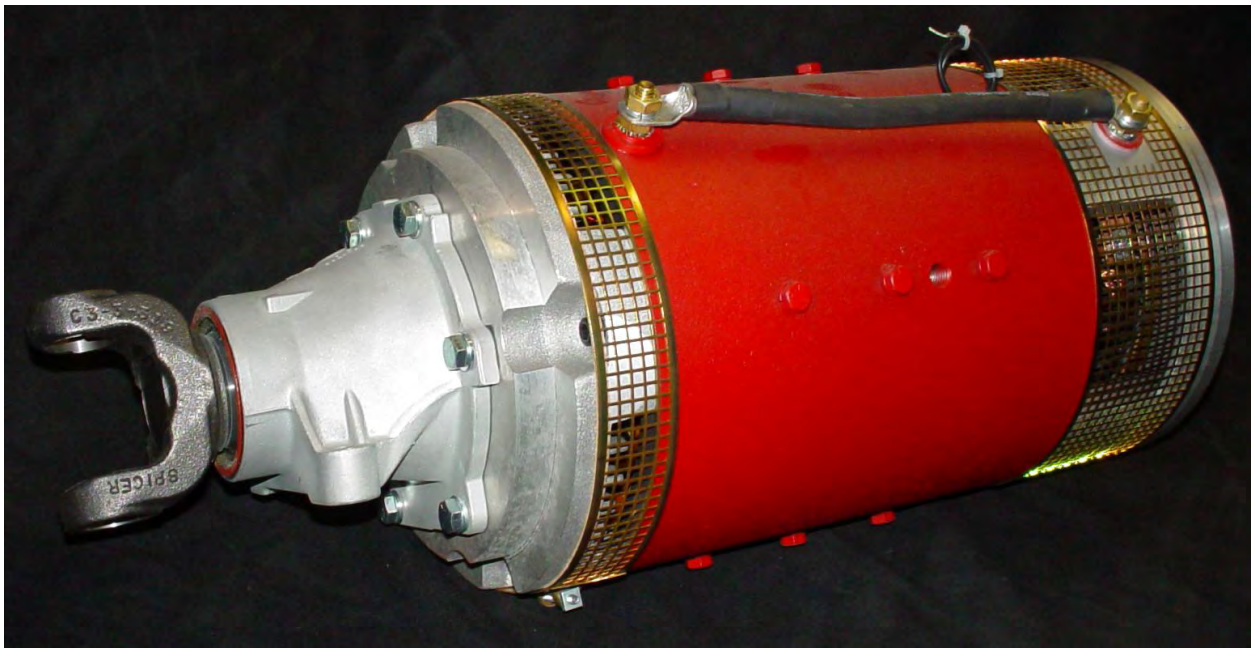
TransWarP 9™

Motors



Description

The ***TransWarP9*** motor has an 9.25" diameter. It is a series wound DC motor with a double ended shaft. Our ***TransWarP 9*** ™ motor has been designed to ease the conversion process for people who want dual motor and/or direct drive applications. It has many unique features that set it apart from any other EV motor currently manufactured.

This motor has a "shorty" tail shaft housing from a Chevrolet Turbo 400 transmission fitted to the drive end-bell (may be ordered with or without housing!) This is because the drive end shaft is not the typical 1.125" single-keyed type, but rather a hefty 1.370", 32-tooth involute spline that is identical to the tail shaft spline of a

Turbo 400 transmission. In other words, this motor was designed to replace a transmission and couple directly to a drive shaft!

We have added double wide bearings on the drive end, added grease fittings (as you now have a slip-yoke assembly...). We use the industry standard 1350 universal, so you can easily adapt it to any manufacturer's drive shaft! The motor also has brush wear indicators and a temperature snap switch. It has the same high efficiency fan and massive commutator and brushes as the WarP 9 motor. We even made the commutator end shaft the same diameter as the drive end of a typical WarP 9 - just in case you wanted to connect 2, 9" motors together!

We also provide 2 lifting holes.

Standard Features

- 9.25" diameter, series wound DC motor
- Weight, approx. 160 pounds
- 32.3 HP (72 Volts, 335 Amps)*
- 70 Ft. pounds torque*
- 5,500 RPM's
- Developed for EMIS and direct drive applications
- Advanced timing – factory set for CCWDE (CWDE available)
- 1.125" keyed CE shaft (matches 00-08219 DE)
- Commutators key locked onto the shaft
- High quality, large style brushes, factory preseated over 90%
- Exceeds Class "H" insulation – temperature snap switch + brush wear indicator
- Turbo 400, 32 tooth splined shaft
- Slip yoke assembly and tail shaft housing also available as options