

# B&M Street Shifters

B&M invented the racing automatic shifter and still leads the way today, offering the widest range of applications, functions and styling in the world. Key benefits include: control, the ability to manually shift through the gears allows the driver to maximize the engines power curve. B&M offers shifters that fit into the existing console, as well as universal applications that are easy to install.



**NEW!**

### BLACK DIAMOND SHIFTER

B&M's newest shifter is the Black Diamond! One of the new line of Composite X automatic shifters introduced by B&M that feature all lightweight carbon fiber components. This shifter features full ratchet shifting operation for additional control over your automatic transmission. The Black Diamond is excellent for drag racing, off-road, as well as street applications. Works with almost all 3 and 4 speed automatics. Carbon fiber cover includes pods for mounting gauges.

**Part No. 81091**



### HAMMER SHIFTER

The ergonomically designed Hammer-Head handle comfortably fits small to large hands and provides the appropriate wrist angle. The unique multi-position trigger is spoon-shaped for easier finger operation in a multitude of T-handle positions.

**Part No. 80885**



### MUSTANG CONSOLE HAMMER

The ergonomically-minded Hammer has been designed to fit the stock factory full console for 1987-2000 Mustangs with the AOD & AODE transmission! It has a full ratchet action mechanism for positive upshifts and downshifts. When shifting the Mustang Hammer from neutral or reverse to park positions, just lift the trigger and ratchet the shifter forward for each position. The unique Hammer Head handle comfortably fits small to large hands. Factory cables are utilized to retain the factory interlock mechanisms.



| DESCRIPTION                  | PART NO. |
|------------------------------|----------|
| 94-00 Mustang console w/AODE | 81001    |
| 87-93 Mustang console w/AOD  | 81002    |
| 82-86 Mustang console w/AOD  | 81003    |

### MEGASHIFTER

4-speed look with full ratchet action. In drive, you can lift the trigger and shift directly to reverse or park. Shifter is designed to eliminate the ratchet action gear positions if desired.

| APPLICATION                  | PART NO. |
|------------------------------|----------|
| Universal shifter            | 80690    |
| 82-92 Camaro/Firebird        | 80692    |
| 73-81 Camaro, 70-81 Firebird | 80694    |
| Megashifter Boot             | 80668    |



### COMPOSITE X STREET BANDIT™

Lightweight carbon fiber body and handle grips. Sleek, narrow styling allows for custom fitment. Gate mechanism allows for 3 and 4 speed application use. Comes with 4 foot cable.



| APPLICATION                              | PART NO. |
|--|----------|
| GM TH-700R4, 350, 400, 200-4R, 250 & 200 | 81051    |
| Ford C4, C6                              | 81051    |
| Chrysler '66 & later TF-727 & 904        | 81051    |

### MAGNUM GRIP STREET BANDIT™

Bold look that takes your ride into the new millennium! Includes all of the standard B&M Street Bandit features along with the new Magnum Grip handle. Milled from a 7-pound block of billet aluminum, includes an 8' foot cable and measures 9.96" L, 9.31" H and 1.33" W.



| APPLICATION                                      | PART NO. |
|--|----------|
| GM TH-700R4, 350, 400, 200-4R, 250 & 200, 200-4R | 81050    |
| Ford C4, C6 & AOD                                | 81050    |
| Chrysler '66 & later Torqueflite A727 & A904     | 81050    |

### QUICKSILVER SHIFTER

Universal floor mount application. Base can be trimmed to custom fit any floor. Reverse lockout feature meets NHRA/IHRA requirements. Includes neutral safety switch, back-up light switch, lighted gear indicator & chrome knob & cable. Can be used with a reverse pattern valve body.



| APPLICATION  | PART NO. |
|--|----------|
| GM TH-700R4, 350, 400, 200-4R, 250 & 200 3/4 spd;              |          |
| Ford C4/C6 & AOD; Chrysler '66 & later Torqueflite A727 & A904 | 80683    |
| Camaro/Firebird 82-92 Console                                  | 80688    |

### Z-GATE

Features an attractive chrome console wrapped around a simple, fool-proof mechanism. This design totally eliminates the possibility of over shifting. Trigger action also provides a positive reverse lock-out which makes it legal for NHRA/IHRA racing.

**Part No. 80681**





## B&M Racing Shifters

B&M invented the racing automatic shifter and still leads the way today, offering the widest range of applications, functions and styling in the world. Key benefits include: control, the ability to manually shift through the gears allows the driver to maximize the engines power curve.

### PRO RATCHET SHIFTERS

Single hand operated reverse lockout feature meets NHRA & IRHA requirements. Stick always returns to center position after shift. Easiest unit to "double shift" with an air, CO2 or electric shift mechanism. Supplied with a lightweight brushed aluminum cover. Precision ratchet action works with either standard or reverse pattern valve bodies. Includes neutral safety switch, backup light switch, gear position indicator and both forward and reverse pattern indicator decals. Supplied with 5' Super Duty race cable part #80833.



| APPLICATION                                    | PART NO. |
|--|----------|
| Powerglide                                     | 80840    |
| GM TH-700R4, 400, 200-4R, 350, 250 & 200 4-Spd | 80842    |
| Ford C4, C6 & AOD (AOD req. 40496 Inst. Kit)   | 80842    |
| 66-Later Chrysler Torqueflite 727 & 904        | 80842    |

### COMPOSITE X PRO RATCHET

The ultimate race shifter with ultimate in lightweight materials. The Carbon Fiber Pro Ratchet couples the cutting-edge race technology of the Pro Ratchet with the lightweight strength of carbon fiber!



| APPLICATION                          | PART NO. |
|--------------------------------------|----------|
| GM Turbo, Ford C4/C6, Mopar A727/904 | 81057    |
| GM Powerglide 62-73                  | 81058    |

### PRO BANDIT

Milled from a 7-pound block of billet aluminum, the Pro Bandit shifter features an easy to operate gate type mechanism. Designed as a rear exit cable mode for Powerglide transmissions with standard or reverse shift pattern valve bodies. #80793 is made for rear engine dragsters and includes: 8' super duty cable, B&M P/G pro lever, Quick Disconnect and cable extension (CO2 or electric solenoid may be used on this shifter for a P/G transmission). #80794 includes the mechanism only and is intended for custom installation. Be sure to order proper length cable and transmission lever assembly.



| APPLICATION   | PART NO. |
|---|----------|
| Shifter Kit for Powerglide Rear Engine Dragster         | 80793    |
| Shifter Only - Powerglide for cars, roadsters & altered | 80794    |

### COMPOSITE X PRO BANDIT

This is one of the most awesome looking race shifters you'll ever find! The sleek lines of the Pro Bandit and the aggressive rake of the Magnum Grip, all in carbon fiber! Complete kit includes: 8' super duty racer cable, B&M P/G pro lever, Quick Disconnect and cable extension (CO2) or electric solenoid may be used on this shifter for a P/G transmission. All Bandit shifters use the same gate plates as found in the Pro Stick shifters. Dimensions are 9.96" long, 10.5" high and 1.33" wide.



| APPLICATION   | PART NO. |
|---|----------|
| Shifter Kit for Powerglide Rear Engine Dragster         | 81047    |
| Shifter Only - Powerglide for cars, roadsters & altered | 81048    |



### COMPOSITE X PRO STICK

Add visual impact to your race or street vehicle with the B&M Carbon Fiber Pro Stick! This new shifter from B&M is destined to be one of the most handsome race shifters on the market today! B&M has taken the legendary performance of the Pro Stick and added the lightweight strength of carbon fibre and the cutting edge style of the Magnum Grip and has produced an instant classic! The Carbon Fiber Pro Stick shifter includes all of the standard Pro Stick features with the new Magnum Grip handle CNC machined from billet aluminum.



| APPLICATION                          | PART NO. |
|--------------------------------------|----------|
| GM Turbo, Ford C4/C6, Mopar A727/904 | 81043    |
| GM Powerglide 62-73                  | 81044    |

### Magnum Grip Pro Stick

The cutting-edge style of the Magnum Grip coupled with the time-tested design and performance of the Pro Stick shifter makes an awesome combination! The Magnum Grip Pro Stick shifter includes all of the standard Pro Stick features with the new Magnum Grip handle CNC machined from billet aluminum. Compact, strong and functional, the ultimate in a shifter for a drag race car! All Pro Stick shifters use interchangeable gate plates. Dimensions measure 8.23" long, 12.04" high and 2.92" wide.



| APPLICATION                          | PART NO. |
|--------------------------------------|----------|
| GM Turbo, Ford C4/C6, Mopar A727/904 | 81040    |
| GM Powerglide 62-73                  | 81041    |

### PRO STICK

Light, compact design ideal for use in cramped quarters. Shifter positions are controlled with a very positive spring loaded detent which provides superior feel. Supplied with 3-speed forward pattern gate plate. Other gate plates available for both reverse and forward patterns.

| DESCRIPTION              | PART NO. |
|--------------------------|----------|
| Shifter w/aluminum cover | 80706    |
| Shifter w/o cover        | 80701    |
| Powerglide Pro-Stick     | 80702    |



# B&M Racing Shifters & Accessories



Over 50 years of race experience, design and performance! Since the very early 1950s, B&M has been at the vanguard of the growing automotive aftermarket. Racers themselves, B&M's founders identified the needs of local racers and street performance enthusiasts, and developed products to fill those needs. As the industry grew so did B&M. And as racers went faster, B&M developed products to help them break the records they just set.

### SPORT SHIFTER

Universal in design and detent shifted for most 3 or 4 speed transmissions. Includes neutral safety switch, back up light switch, lighted gear indicator and black T-handle and cable.

Part No. 80776



### STARSHIFTER

In normal mode it's a straight line detent shifter. When lever is in low, lift the trigger all the way up and pull the stick back to convert to ratchet action. Comes with neutral safety switch, T-handle and cable. Reverse lockout features meets NHRA/ IHRA requirements.

Part No. 80675



### LIGHT TRUCK MEGASHIFTER

Includes a taller base and an adjustable floor mount for proper installation. Comes with neutral safety and back-up light switch, lighted gear indicator, aluminum T-handle and cable. For 3 & 4-speed trans. Reverse lock-out meets NHRA and IHRA requirements.

Part No. 80680



### UNIMATIC SHIFTER

Works with virtually any 2, 3 or 4-sp speed transmission. This cable operated economy shifter is mountable anywhere on the floor of the vehicle. Includes a neutral safety switch & black T-handle.

Part No. 80775



### FLEXPATES

B&M offers a wide range of SFI approved racing flexplates legal in all classes, NHRA/IHRA. They are ideal for street to extreme duty racing and high RPM use (above 6000 RPM). Others available.



| APPLICATION  | PART NO. |
|--|----------|
| 55-85 Chevy SB V8 & 90° V6 w/168 Tooth Ring Gear & 1-3/4" or 11-1/2" b.c. (exc. 400)     | 20230    |
| 55-85 Chevy SB V8 w/153 Tooth Ring Gear & 10-3/4" b.c. (exc. 400)                        | 20237    |
| 90-Earlier Chevy BB V8 w/168 Tooth Ring Gear & 1-3/4" or 11-1/2" b.c. (exc. 454)         | 20230    |
| 90-Earlier Chevy 454 ext. balanced BB V8 w/168 Tooth Ring Gear & 10-3/4" or 11-1/2" b.c. | 20233    |
| 71-92 Chrysler externally balanced 360 w/A-727   | 10236    |
| 62-80 Chrysler internally balanced TF-727  | 10230    |
| Chrysler 383, 400, 440 w/cast crank  | 10237    |

### SHIFTER CABLES

| DESCRIPTION                                     | PART NO. |
|---|----------|
| <b>Ends: eyelet/threaded</b>                    |          |
| 4' Performance cable                            | 80604    |
| 5' Performance cable                            | 80605    |
| <b>Ends: eyelet/threaded</b>                    |          |
| 3' Super duty race cable                        | 80831    |
| 4' Super duty race cable                        | 80832    |
| 5' Super duty race cable                        | 80833    |
| 8' Super duty race cable                        | 80834    |
| 10' Super duty race cable                       | 80835    |
| 5' Blue jacket cable Unimatic Replacement Cable | 80735    |



### LAUNCH CONTROL

Works with 12 and 16 volt systems. Can be used with other B&M switches. The B&M Launch Control is a sophisticated device, which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on an uphill grade. This high quality solenoid can be used on either the front or rear brakes of your vehicle and can handle pressure spikes up to 1500 psi or maintain constant pressure of up to 400 psi.

| APPLICATION                       | PART NO. |
|-----------------------------------|----------|
| Launch Control Solenoid           | 46075    |
| Launch Control w/installation kit | 46076    |



### TRANS SHIELDS

Trans shields protect from drum explosion. Trans Shield made of high strength, light weight 6061-T6 aluminum. Adjustable belly strap for use with deep pan or standard pan. Precision-fitted to save time on installation/removal. Smooth radiused finish on all edges (no sharp corners - additional cooler line clearance). SFI Approved. Hole and pem nut that's SFI approved in 1996 and later versions (Powerglide models only).

| APPLICATION                          | PART NO. |
|--------------------------------------|----------|
| Powerglide transmission shield (red) | 22150    |
| TH-400 transmission shield (red)     | 22151    |



### CAST ALUMINUM DEEP PANS

Additional oil capacity (deep pans only) equals more cooling ability. No modification to the dipstick needed. Some models include fluid pickup extension and gasket. Filter included in TH-350, Powerglide, Ford and TF-727/518 deep pan kits. B&M Deep Pans feature built-in drain plugs.

| APPLICATION             | PART NO. |
|-------------------------|----------|
| GM 4L60E & 4L60         | 70260    |
| GM Powerglide           | 70280    |
| Chrysler TF A-727 & 518 | 10280    |
| Ford E4OD               | 40290    |
| GM All TH-350 & 250     | 30280    |



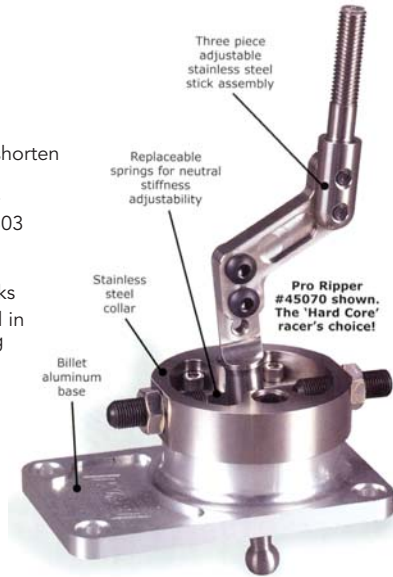


## B&M Manual Shifters & Shift Knobs

B&M now offers over 200 manual shifter applications for vehicles around the world. Road or race, B&M has the applications your customers want with the precision control and quality they demand. Beware of imitations! B&M's involvement in the World Challenge Series works to support your efforts, promote and sell the complete line of B&M Manual Shifters.

### PRO RIPPER PRECISION SHIFTERS

- Engineered to substantially shorten shifter throw
- CNC (Computer Numerically Controlled) machined from 303 Stainless Steel & 6061-T6 Aluminum
- Billet 303 Stainless Steel sticks
- Bearing assemblies mounted in a 6061-T6 aluminum housing
- Shorter shifter stroke
- Backed by a limited lifetime warranty



#### APPLICATION

83-03 Mustang w/T5 or T45  
03 & up Ford Mustang Cobra w/T56

#### PART NO.

45070  
45045

### RIPPER SHIFTER

5&6 Speed manual shifter for Mustangs, Camaros/Firebirds. Shorter throws for quick shifts. Stick made from investment cast 17-4 stainless steel with billet 6061-T6 aluminum housing. Fully adjustable. Lifetime Warranty.

#### APPLICATION

93-02 Camaro/Firebird with T-56  
83-00 Chevy Camaro with T5  
97-05 Chevy Corvette C5/C6 **NEW**  
89-96 Chevy Corvette  
92-02 Dodge Viper  
01-03 Ford Mustang with 3650  
83-03 Ford Mustang with T5 or T45  
2005 Pontiac GTO  
Universal Tremec 3550/TKO  
Universal Tremec T-56

#### PART NO.

45052  
45051  
45044  
45056  
45055  
45072  
45050  
45043  
45054  
45053



### MANUAL SHIFTER KNOBS

Made from the highest grade materials in the latest European styling. Install in minutes and fits up to 9/16" or 14mm.



#### DESCRIPTION

Tall Leather  
Short Leather  
Carbon Fiber Look  
Billet-look Aluminum

#### PART NO.

80743  
80744  
80745  
80746

## NEW!

### PRECISION SPORT SHIFTER for 2005 MUSTANG GT

- CNC machined aluminum and stainless steel stick assembly
- Fully isolated stick design
- Billet 303 Stainless Steel stick
- Stainless steel arm
- Spherical pivot bearing
- Shift throw reduced by 30%

The Precision Sport Shifter for the '05 Mustang GT incorporates the latest B&M technology in shifter development. CAD designed using 3D printer prototypes allowed the engineering staff at B&M to choose from several different designs for the all new '05 Mustang GT. The final design includes a unique stainless steel arm assembly that accepts a fully isolated stick with a spherical pivot bearing which provides for extremely smooth operation and a 30% throw reduction. Quick, smooth precise shifting is the result and to top this, it also includes a million mile warranty!

**Part No. 45042** 2005 Mustang GT w/3650



### PRECISION SPORT SHIFTERS

Threaded for use with both factory and aftermarket knobs. CNC machined using super-tough billet alloy steel. Highly polished and show chromed. High performance red silicone bushings provide you with the most accurate shifter available. Reduce throw by over 2" without sacrificing leverage. Designed and engineered to be a direct bolt-in (only tools needed are 10mm and 12mm wrenches). Counter-balanced bottom end provides the most positive and accurate shifts.

#### APPLICATION

90-01 Acura Integra  
2005 Chevy Cobalt SS  
00-04 Chevy Cavalier  
92-02 Ford Escort  
01-05 Honda Civic  
88-00 Honda Civic & CRX  
88-00 Honda Civic, 88-92 CRX  
93-97 Honda Del Sol  
00-05 Mitsubishi Eclipse  
95-99 Mitsubishi Eclipse  
94-03 Neon  
88-99 Nissan 180SX, 200SX, 240SX  
95-98 Nissan 200SX, Altima, Maxima  
02-05 Nissan Sentra  
03-05 Nissan 350Z  
04-05 Scion tC  
04-05 Scion xB  
00-04 Sunfire  
00-05 VW Beetle, Cabrio, Golf, GTI, Jetta

#### PAR NO.

45075  
45187  
45156  
45071  
45121  
45075  
45074  
45075  
45100  
45077  
45076  
45088  
45087  
45068  
45163  
45168  
45169  
45156  
45114



Don't see a shifter for your vehicle? B&M makes over 200 Precision Shifters. See us for your needs.

# HURST Shifters

Known as "America's Number 1 Shifter" Hurst proudly maintains a wide variety of quality products for the performance enthusiast. When you purchase a Hurst Shifter or accessory you are receiving a piece of legendary Hurst heritage and quality. From Drag Racing to Street Rods, Circle Track to Street Machines, Hurst manufactures quality engineered shifters, accessories and transmission controls to fit the needs of the performance minded driver.



### PRO-MATIC 2 RATCHET SHIFTER

Ratchet shifter for automatic transmissions is engineered for years of precise trouble-free shifting. Ideal for street or strip use. Pro-Matic's full forward ratchet action permits use with standard or reverse pattern valve bodies.



| APPLICATION                         | PART NO. |
|-------------------------------------|----------|
| GM TH 250, 350, 375, 400            | 383 8500 |
| GM TH 700 R4 and 200 4R             | 383 8504 |
| GM 62-73 Powerglide (Aluminum Case) | 383 8505 |
| Ford C-4 and C-6                    | 383 8500 |
| Mopar Torqueflite A727-A904         | 383 8500 |
| AMC Torque Command A727-A904        | 383 8500 |

### PISTOL-GRIP 2™ QUARTER STICK™ SHIFTER

Based on the original Quarter Stick technology, this ultimate drag racing shifter features a rear cable exit which is ideal for rear engine dragsters. The pistol grip handle is CNC-machined from billet aluminum for exceptional strength, and is designed for a firm, comfortable grip to provide a positive feel when shifting. This shifter has all of the same award-winning features of our Quarter Stick automatic shifter, including controlled detent activation, one-hand operated spring loaded reverse Loc/Out mechanism and neutral safety switch. The handle incorporates a precision snap action switch that is ideal for operating a Hurst Roll/Control, nitrous system or trans brake.



| TRANSMISSION   | PART NO. |
|--|----------|
| Powerglide (Alum. case only)<br>Forward & Rev Valve Body | 316 2020 |
| GM TH-250, 350, 375, 400<br>Reverse Valve Body           | 316 2020 |
| GM TH-250, 350, 375, 400<br>Forward Valve Body           | 316 2025 |

### PISTOL-GRIP QUARTER STICK

The HURST Pistol-Grip Quarter Stick Shifter is designed for a firm comfortable natural grip, providing a positive feel when shifting. It features controlled detent activation, one-hand operated spring loaded reverse Loc/Out mechanism, and neutral safety switch. The pistol-grip handle is CNC-machined from billet aluminum for exceptional strength, and features a precision snap-action switch that is ideal for operating a HURST Roll/Control, nitrous system or trans brake.



| APPLICATION  | PART NO. |
|--|----------|
| Powerglide (Aluminum case only) Forward & Reverse valve body | 316 2001 |
| GM TH-250, 350, 375, 400, forward valve body                 | 316 2006 |
| GM TH-250, 350, 375, 400, reverse valve body                 | 316 2001 |
| Chrysler/AMC A-727, A-904, forward valve body                | 316 2009 |
| Ford C4, C6, forward valve body                              | 316 2009 |
| Chrysler/AMC A-727, A-904, reverse valve body                | 316 2014 |
| Ford C4, C6, reverse valve body                              | 316 2014 |

### INDY MATIC 1

This chrome plated shifter is floor mounted for easy installation. Shifter comes with black T-handle and is safety detented. The stick has 3/8"-16 threads and comes with boot and hardware.



| APPLICATION                        | PART NO. |
|------------------------------------|----------|
| Most domestic 2 & 3-spd automatics | 506 0001 |

### V-MATIC 2

This heavy duty shifter can be operated in a standard in-line shift pattern or, by pushing down, in a race only ratchet pattern. Includes neutral safety with backup light switch and all hardware.



| APPLICATION                      | PART NO. |
|----------------------------------|----------|
| Most 3-speed automatics          | 383 8520 |
| TH 700 R4 and 200 4R             | 383 8521 |
| 62-73 Powerglide (Aluminum Case) | 383 8525 |

### QUARTER STICK

State of the art competition shifter with features like a squeeze handle trigger & one hand operated reverse lock-out, compact & light (2.5 lbs.). This unit will provide positive gear changes. Aluminum cover not included.



| APPLICATION                                   | PART NO. |
|---|----------|
| GM Powerglide, forward & reverse valve body   | 316 0001 |
| GM TH-250, 350, 375, 400, forward valve body  | 316 0006 |
| GM TH-250, 350, 375, 400, reverse valve body  | 316 0001 |
| Chrysler/AMC A-727, A-904, reverse valve body | 316 0014 |
| Chrysler/AMC A-727, A-904, forward valve body | 316 0009 |
| Ford C4, C6, reverse valve body               | 316 0014 |
| Ford C4, C6, forward valve body               | 316 0009 |
| Aluminum Cover Kit                            | 130 0041 |

### SHIFTER CABLES

For replacement of damaged cables or to tailor a shifter to your own specific applications.



| APPLICATION  | PART NO. |
|--|----------|
| 11' Adjustable single eyelet                           | 500 0020 |
| 3' Adjustable single eyelet                            | 500 0023 |
| 4' Adjustable single eyelet                            | 500 0024 |
| 5' Adj. single eyelet Quarter Stick, Auto Stick 3      | 500 0025 |
| 8' Adjustable single eyelet                            | 500 0028 |
| 5' Adj. single eyelet V-Matic, Pro Matic               | 500 8555 |
| 5' Adj. double eyelet Q-Stick, late Camaro/Monte Carlo | 500 0029 |



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Known as "America's Number 1 Shifter" Hurst proudly maintains a wide variety of quality products for the performance enthusiast. When you purchase a Hurst Shifter or accessory you are receiving a piece of legendary Hurst heritage and quality. From Drag Racing to Street Rods, Circle Track to Street Machines, Hurst manufactures quality engineered shifters, accessories and transmission controls to fit the needs of the performance minded driver.



### COMPETITION/PLUS 4-SPEED SHIFTER

The most popular 4-speed shifter for use in stock consoles and floorpans without modifications. Most feature a bolt-on chrome stick that enables custom fit handle change. Installation kits are sold separately. #114 7494 Boot recommended. *Shifters and installation kits too numerous to list. Call for your applications.*



### STREET SUPER/SHIFTER 4-SPEED

7 1/2" tall stick, high mount straight rod design and heat treated linkage. NOTE: SuperShifters will not fit stock consoles and often require minor floor trimming to facilitate installation. A Hurst Super Boot #114 7494 is recommended to finish appearance. Installation kits are sold separately.

*Shifters and installation kits too numerous to list. Call for your applications.*



### INDY 4-SPEED SHIFTER

Complete universal shifter and installation kit, to fit most applications with some modifications. #114 8429 Boot recommended.



| APPLICATION                         | PART NO. |
|-------------------------------------|----------|
| GM Cars, Muncie and Borg Warner     | 503 0030 |
| GM Cars, Saginaw Trans 7 Bolt Cover | 503 0033 |



### BILLET/PLUS SST SHIFTER

This 5-speed racing shifter features a super short throw for quicker shifts. Self-centering alignment improves 2nd and 3rd up-shift gear changes to reduce the chance of "missed shifts".



### BILLET/PLUS SHIFTER

Made from CNC machined 6061 T-6 billet aluminum base & stop collar. Heat-treated billet steel gear selector for strength with high strength steel stick, NOT A CASTING. Adjustable positive gear stops help prevent internal trans damage. Stainless steel rotating pivot for smooth shifting reduces wear. Polymide pivot cup reduces stick vibration & noise transfer. Self centering alignment for improved 2nd to 3rd upshift gear changes. Exclusive oil control seal eliminates trans fluid loss protecting against contamination. Shifters supplied with black steel stick threaded to accept stock factory knob. Shifter knobs are not included. All shifters utilize the stock factory boot.



| Year  | Make/model    | Engine      | Transmission         | Billet/Plus # |
|-------|---------------|-------------|----------------------|---------------|
| 83-01 | Mustang       | 5.0L/4.6 V8 | BW T5, T45           | 391 5071      |
| 83-93 | Mustang       | 5.0L/4.6 V8 | Tremec 3550 & TKO    | 391 5070      |
| 83-98 | Mustang       | V8          | BW T56 (aftermarket) | 391 5072      |
| 01-04 | Mustang       | V8          | Tremec 3650          | 391 5035      |
| 03-04 | Mustang Cobra | 4.6 V8 DOHC | BW T56               | 391 5036      |
| 89-96 | Corvette C4   | V8          | ZF6                  | 391 5084      |
| 97-04 | Corvette C5   | V8          | BW T56               | 391 5085      |

| Year  | Make/model      | Engine | Transmission  | Billet/Plus # |
|-------|-----------------|--------|---------------|---------------|
| 83-92 | Camaro/Firebird | V6/V8  | BW T-5        | 391 5032      |
| 93-02 | Camaro/Firebird | V6     | BW T-5        | 391 5032      |
| 93-02 | Camaro/Firebird | V8     | BW T-56       | 391 5060      |
| 93-02 | Camaro/Firebird | V8     | BW T-56       | 391 5061*     |
| 83-93 | Mustang         | V6/V8  | BW T-5        | 391 5030      |
| 94-01 | Mustang         | V6/V8  | BW T-5 & T-45 | 391 5031      |

\*Supplied with chrome plated steel stick (3/8" -16 thread) and black knob.

### COMPETITION/PLUS SHIFTER

#### For 2005-06 Mustang

For Mustangs w/5-speed manual transmission. 40% reduction in knob travel.

| APPLICATION             | PART NO. |
|-------------------------|----------|
| 05-06 Mustang GT w/4.6L | 391 0201 |
| 05-06 Mustang w/4.0L V6 | 391 0203 |



### BILLET COMP/PLUS SHIFTER

#### For 2005-06 Mustang

Knob travel reduced by 40% for quicker shifts. Adjustable positive gear stops to help prevent internal transmission damage.

| APPLICATION             | PART NO. |
|-------------------------|----------|
| 05-06 Mustang GT w/4.6L | 391 5201 |



### HURST PIT PACK

Each kit contains seven steel or nylon bushings and spring clips. For 3, 4, & 5-speed manual shifters.



| DESCRIPTION   | PART NO. |
|---------------|----------|
| Nylon Pit Kit | 332 0001 |
| Steel Pit Kit | 332 7302 |

## B&M Shifter Accessories

Over 50 years of race experience, design and performance! Since the very early 1950s, B&M has been at the vanguard of the growing automotive aftermarket. Racers themselves, B&M's founders identified the needs of local racers and street performance enthusiasts, and developed products to fill those needs. As the industry grew so did B&M. And as racers went faster, B&M developed products to help them break the records they just set.



### T-HANDLES & KNOBS

Available in three universal finishes, these B&M T-Handles fit all B&M and most aftermarket and OEM shifters with SAE threads. Button T-Handles are designed to activate any line lock, transbrake, or nitrous system.

| DESCRIPTION                  | PART NO. |
|------------------------------|----------|
| <b>T-Handles</b>             |          |
| Chrome aluminum, Hammer head | 80741    |
| Chrome aluminum w/button     | 80659    |
| Brushed aluminum             | 80641    |
| Universal chrome aluminum    | 80643    |
| Brushed aluminum w/button    | 80658    |
| <b>Knobs</b>                 |          |
| Knob w/button                | 46112    |

### HAMMER HEAD T-HANDLES

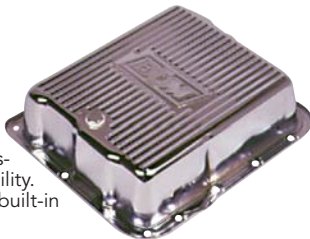


Fits all B&M shifters and most aftermarket and OEM (inch thread) shifters. The same ergonomically designed handle featured on our new Hammer shifters. Chrome plated aluminum finish. SAE thread adapters fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 thread shifters.

| DESCRIPTION  | PART NO. |
|--|----------|
| With SAE inserts for all B&M shifters (exc. short throw manual shifters) | 80741    |
| '83-'96 Camaro/Firebird & '83-'96 Mustang (M16 x 1.5 & M12 x 1.75)       | 80742    |

### DEEP PANS

Provides 2 to 4 additional quarts of oil capacity, increasing cooling ability. Complete with built-in drain plug.



| DESCRIPTION                          | PART NO. |
|--------------------------------------|----------|
| <b>Chrome Steel</b>                  |          |
| TH-400 (2 qts.)                      | 20289    |
| TH-350, 250 (3 qts.)                 | 30289    |
| TH-700R4, 82-91 (non-elect.)(3 qts.) | 70289    |

### TRANSMISSION DRAIN PLUG KIT

Only a few automatic transmissions are equipped with drain plugs. To drain the fluid you remove the pan, and you know what a mess that can be. With the B&M kit just drill a hole, bolt the Drain Plug Kit in, and eliminate messy oil splash forever.



**Part No. 80250**

### SUPERCOOLER AUTOMATIC TRANSMISSION COOLERS



B&M's patented, space-saving, 'stacked plate' design offers the lowest flow restriction and the most efficient heat transfer.

| GVW                    | PART NO. |
|------------------------|----------|
| 15,000 lbs. (polished) | 70265    |
| 16,000 lbs.            | 70255    |
| 19,000 lbs.            | 70268    |
| 24,000 lbs.            | 70264    |
| 28,000 lbs.            | 70266    |

### SHIFTPLUS™ ELECTRONIC SHIFT IMPROVER

Installs in minutes & 50 state emissions legal. A simple flip of the switch allows the trans to operate in factory mode, or level 1 - firmer than factory, or level 2 - much firmer than factory.



| APPLICATION                        | PART NO. |
|------------------------------------|----------|
| 93-98 rwd/4wd w/4L60E/4L80E trans. | 70380    |
| 94-97 F-series w/E40D transmission | 70381    |
| GM 4T60E & Ford A4LD transmissions | 70383    |



### TEMPERATURE GAUGE

Most transmission and converter failures are traced directly to excessive heat. The extremely accurate and dependable B&M Transmission Gauge comes with light kit, color coded dial face, anti-glare ABS enclosure, all wires and terminals, a special sending unit, and T-fitting that will make installation a breeze.

| DESCRIPTION              | PART NO. |
|--------------------------|----------|
| Temperature gauge kit    | 80212    |
| Replacement sending unit | 80214    |

### GOVERNOR RECALIBRATION KIT

This kit allows you to adjust the shift points of your transmission after it is installed in your vehicle. It is very useful if you have a vehicle that is very light or if it has a low rear end gear ratio or if it is a conversion. Governor recalibration kit for GM TH-700, 400 & 350



**Part No. 20248**

### BUTTON KNOB

Activates any line lock, roll control or nitrous system. Works with 12 or 16 volt systems. Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Fits most B&M and most other shifters.



**Part No. 46112** Universal

### CONVERTER LOCK-UP CONTROL FOR: GM TH-700, 4L60, 200, 200-4R & 350



Provides dash mounted control to govern converter lockup at any speed between 30 & 90 MPH. LED indicates converter as locked or unlocked. Provides control of converter lockup through vehicle speed on GM transmissions with a lockup converter. For GM Automatic Trans. w/lockup converter & mechanical speedometer cable 8ppm pulse rate.

**Part No. 70244**

### SHIFTER SERVICE PARTS

Brackets and levers below normally supplied with B&M shifters.



| DESCRIPTION  | PART NO. |
|--|----------|
| <b>GM Bracket &amp; Lever Kit</b>                        |          |
| TH400, 350, 250, 2004R, 700-R4                           | 35498    |
| <b>Ford Bracket &amp; Lever Kit</b>                      |          |
| AOD  | 40496    |
| Ford C6  | 40497    |
| <b>GM Transmission Lever</b>                             |          |
| TH400, 350, 250, 200, 700R4, 2004R                       | 20462    |
| <b>GM Cable Bracket</b>                                  |          |
| B&M Cable Swivel   | 80638    |
| <b>Neutral/Reverse Micro Switch</b>                      |          |
| All B&M Shifters exc. Pro Stick, SportShifter & Unimatic | 80629    |

### ADJUSTABLE VACUUM MODULATOR

B&M now offers a line of replacement vacuum modulators that have the added feature of being adjustable. These are the same high quality modulators that are equipped with all B&M complete transmissions. The adjustable feature allows you to tailor your shift points within a range of 2-4 MPH. Units are supplied adjusted for normal shift points.



**Part No. 20234** All TH250 & TH400



## Shifter Knobs & T-Handles

Hurst has been "America's Number 1 Shifter Company" for over 46 years, and remains one of the most revered brands in performance. Hurst products combine classic styling with the signature Hurst look with quality construction that stands the test of time. The Hurst name always means quality and always demands respect!



### "SIDEWINDER" SHIFT KNOBS

The "Sidewinder" shift knob is equipped with a side button switch conveniently located for driver hand comfort, which can be used for Roll/Control or nitrous operation.

- Features a HD quick release "normally open" 12V switch
- 2-1/4" diameter white knob available with engraved shift pattern for 5-speed Mustang w/12mm x 1.75 thread, 6-speed Camaro/Firebird w/16mm x 1.50 thread
- 2" diameter black knob with Hurst logo for all Hurst Quarter Stick shifters with 7/16"-20 thread and Hurst Comp/Plus chrome plated shifter sticks having 3/8"-16 thread

#### DESCRIPTION

| DESCRIPTION                                 | PART NO. |
|---|----------|
| 12 mm x 1.75 Mustang (white) 5-Speed        | 163 0051 |
| 16mm x 1.50 Camaro/Firebird (white) 6-Speed | 163 0052 |
| 3/8"-16 thread (black) Hurst logo           | 163 0069 |
| 7/16"-20 thread (black) Hurst logo          | 163 0070 |

### COMPETITION KNOBS & T-HANDLES WITH SWITCH

- Features a heavy-duty, quick release 12 volt normally open switch w/24" long wire lead
- Ideal for use w/Roll/Control, trans brake, nitrous, etc
- Solid plastic knob w/jam nut
- Quality die cast aluminum T-handles



### COMPETITION KNOB

| THREAD SIZE | BLACK    |
|-------------|----------|
| 3/8-16      | 163 0049 |
| 7/16-20     | 163 0050 |

### COMPETITION T-HANDLE

| THREAD SIZE                 | BRUSHED FINISH |
|-----------------------------|----------------|
| 3/8-16                      | 153 0003       |
| 3/8-24                      | 153 0006       |
| 7/16-20                     | 153 8510       |
| 12mm x 1.75 Mustang         | 153 4910       |
| 16mm x 1.50 Camaro/Firebird | 153 4960       |

### HURST LOGO T-HANDLE

Made of solid die-cast aluminum for strength and durability, this nostalgic T-Handle features a 4-speed shift pattern embossed within the bold Hurst "H" logo.

- Attractive brushed satin finish accented with a black inlaid background for a great look
- Fits all Hurst Comp/Plus chrome plated shifter sticks having 3/8"-16 threads
- Includes jam nut



**Part No. 153 5000** Hurst Logo T-Handle

### HURST EQUIPPED EMBLEM

Based on original HURST blueprints, this HURST EQUIPPED emblem is an authentic reproduction of the one used on the late '60's muscle cars equipped with a factory Hurst shifter. Made of durable ABS plastic with 3M adhesive tape backing for permanent mounting. Nominal size is 1-1/4" high by 5 -1/4" long. Individually packaged.



**Part No. 136 1000**

### PISTOL-GRIP SHIFTER HANDLE

CNC machined from solid billet aluminum, the Hurst Pistol-Grip Shifter Handle is designed to provide a firm comfortable natural grip when shifting, allowing less chance of your hand slipping and missing a shift.

- Available in natural aluminum finish or an attractive black anodized finish with the Hurst name engraved in contrasting letters



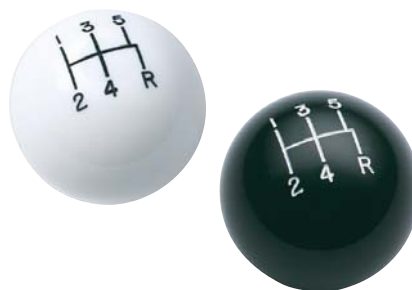
| Thread Size                 | Natural Finish | Black Anodized |
|-----------------------------|----------------|----------------|
| 16mm x 1.50 Camaro/Firebird | 153 6000       | 153 6010       |
| 12mm x 1.75 Mustang         | 153 6000       | 153 6010       |
| 3/8-16 Comp/Plus Shifters   | 153 6030       | 153 6130       |
| 1/2-20 Dodge Viper          | 153 6030       | 153 6130       |
| 9/16-18 Corvette            | 153 6020       | 153 6120       |



### CUSTOM SHIFTER KNOBS

These manual floor shifter knobs are the ideal compliment to any vehicle's interior. Made from high grade materials and are easily installed. Universal in design, these custom knobs fit most popular vehicles with factory mounted manual floor shifters up to 9/16" diameter.

| DESCRIPTION              | PART NO. |
|--------------------------|----------|
| Billet Aluminum          | 163 2008 |
| Short Black Leather      | 163 2002 |
| Tall Black Leather       | 163 2004 |
| Short Carbon Fiber Style | 163 2006 |



### CLASSIC SHIFTER KNOBS

Original style Hurst Classic Shifter Knobs are a direct fit for late model Mustangs and Camaro/Firebird factory shifters.

| DESCRIPTION                   | PART NO. |
|-------------------------------|----------|
| Black 6-Speed Camaro/Firebird | 163 0116 |
| White 6-Speed Camaro/Firebird | 163 0016 |
| Black 5-Speed Mustang         | 163 0114 |
| White 5-Speed Mustang         | 163 0014 |
| White 4-Speed 3/8"-16 Thread  | 163 0003 |
| White 4-Speed 3/8"-24 Thread  | 163 0002 |

### BRUSHED ALUMINUM T-HANDLE

T-handle has a polished or brushed aluminum finish & logo inscribed in raised letters.

| DESCRIPTION                                | PART NO. |
|--|----------|
| 3/8" - 16 Threads, polished                | 153 0026 |
| 3/8" - 16 Threads, brushed                 | 153 4813 |
| 3/8" - 24 Threads, brushed                 | 153 4758 |
| 7/16" - 20 Threads, polished               | 153 8500 |
| 7/16" - 20 Threads, brushed                | 153 8501 |
| Universal, SAE threads, brushed            | 153 0019 |
| Universal, Metric threads, brushed         | 153 0018 |
| Universal, SAE threads, Indy logo, brushed | 153 8430 |



### CHROME-PLATED SKULL SHIFTER KNOB

Designed for hard-core enthusiast, this skull shifter knob is sure to draw attention to any interior. Fits all 5/16" to 1/2" dia. shifter sticks.

**Part No. 9628**





# Shifter Accessories



Mr. Gasket offers excellent value in universal shifters and accessories, whether you are dressing up a Classic Rod or daily driver. Choose one of the items below, or call us for one of several hundred other Mr. Gasket parts we have available.

### 5-WAY SHIFT KNOB

For floor or column shift, these attractive knobs provides a sure comfortable grip. Comes with multiple shift patterns & bushings.

- Part No. 9621** Black Vinyl
- Part No. 9622** Wood Grain



### STREET SHIFTER 3 SPEED MANUAL FLOOR SHIFTER

- Features an 11" chrome plated solid steel stick with black knob (7/16-14 thread).
- Universal GM, Mopar & Ford.

**Part No. 7666**

*Note: #7666 Fits all 6 cyl. H.D. & std. trans. exc. selector type (single shaft) gear boxes. Will not fit front wheel drive or 4 W.D. Also, certain applications require modification to make shifter fit.*

### SHIFTER BOOTS

Shifter boots are designed to accommodate the additional length, width and height of floor modifications in competition shifter installations. All kits include trim plate and mounting screws.



| DESCRIPTION   | PART NO. |
|---|----------|
| Large round boot - 8" sq. boot plate for applications when shifter handle and tower are exposed from side of floor tunnel, or large hole in floor. Eliminates use of a tunnel kit in most applications. | 1650     |
| Small round boot - 5 1/2" diameter boot plate, replacement for Eliminator 3-Speed Shifter   | 1651     |
| Large square boot - 6 1/2" x 7 1/2" boot plate, replacement for 3 or 4-speed Eliminator Shifter   | 1652     |



### RACING GEAR LUBES

High performance gear lubes contain special friction modifiers to eliminate chatter & excess wear. Cuts friction and reduces wear over 50%.

| DESCRIPTION               | PART NO. |
|---------------------------|----------|
| Straight hypoid gear lube | 32950    |
| Limited slip gear lube    | 32970    |

# HURST Shifter Boots



The finishing touches...they make all the difference. Quality Hurst shifter boots finish off a shifter installation or restoration with style. They also protect your vehicle interior from all those gremlins outside that you DON'T want in!

### SUPER BOOT & PLATE

Designed for large hole shifter installations. Complete with chrome ID plate and mounting hardware.

| DESCRIPTION     | PART NO. |
|-----------------|----------|
| 7 3/4" X 8 3/4" | 114 7494 |



### B-4 BOOT & PLATE

Hurst's most popular boot is adaptable to most shifter installations. Complete with chrome trim plate and mounting hardware.

| DESCRIPTION     | PART NO. |
|-----------------|----------|
| 3 1/2" X 4 1/2" | 114 4580 |



### INDY BOOT & PLATE

A popular economy boot. Complete with chrome trim plate and mounting hardware.

| DESCRIPTION     | PART NO. |
|-----------------|----------|
| 3 1/2" X 4 1/2" | 114 8429 |



### B-1 BOOT & PLATE

Designed for use with round stick shifters. Complete with chrome ID plate and mounting hardware.

| DESCRIPTION     | PART NO. |
|-----------------|----------|
| 4 3/8" X 5 1/2" | 114 7336 |



### SHIFTERS

Billet aluminum shifters with stainless steel handles. These short-throw shifters are strong enough to take most any abuse. The base is constructed of sturdy billet aluminum, and the shifter handle is manufactured with a tough, high-grade steel. The base will retain factory console boot. Shifter knob not included.



| DESCRIPTION                     | PART NO. |
|---------------------------------|----------|
| 83-99 Camaro & Firebird 5-speed | 67030    |
| 93-99 Camaro & Firebird 6-speed | 67031    |
| 83-96 Mustang w/ T-5            | 67032    |



Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.



## TCI Transmission Products

Whatever you drive, GM, Ford, Mopar, late model or restoration, TCI's track tested transmissions, components and torque converters can turn the muscle in your engine into ground zero power. Designed, built and tested by hardcore racers and enthusiasts, TCI transmission products are specifically engineered to crank out race winning power, mile after grueling mile, run after punishing run.

### OUTLAW™ SHIFTER

TCI's Outlaw™ Shifter not only ensures that you'd find the right gear when you need it, but delivers great looks as well. Rugged construction features billet aluminum with a pistol grip shifter and black-anodized cover with an optional quick release set up. Outlaw™ Shifter is perfectly suited for competition use including compliance with NHRA/IHRA legal reverse lock out regulations. In addition, TCI's Outlaw™ Shifter features a Park/Neutral safety switch along with provisions for a reverse light system. Includes 5-feet of heavy-duty shift cable and all the hardware required for installation. Optional 3-speed reverse pattern gate plates are also available.



| APPLICATION             | PART NO. |
|-------------------------|----------|
| Powerglide              | 611323   |
| 3-Speed Forward Pattern | 611331   |

### STREETFIGHTER® TORQUE CONVERTER for 2005 FORD MUSTANG

TCI's new 2005 Mustang StreetFighter® Torque Converter features greatly improved tolerances for run-out, balance and hub dimensions over the factory offering. The results are a stronger, more efficient torque converter that offers significant increases in acceleration and "seat-of-the-pants" performance. Additionally, the new TCI® StreetFighter® Torque Converter utilizes a high-stall stator, needle bearings and furnace-brazed impeller blades & turbine. These quality internal components yield increased torque multiplication, efficiency, stall speed (@ 3000 RPM) and durability.

**Part No. 456000** 3000 RPM Stall



### LARGE CAPACITY DIESEL TRANSMISSION FLUID PANS

TCI's new line of high quality, diesel fluid pans increase the fluid capacity of the transmission pan. The larger fluid supply and black powder-coated finish increase the heat dissipation, therefore dropping internal transmission temperature 20 to 30 degrees and increasing transmission life. The included magnetic drain plug helps keep loose metal from being circulated through the transmission and the o-ringed (where applicable) sealing surface ensures against leaks.



| APPLICATION            | PART NO. |
|------------------------|----------|
| Dodge 44RH-48RE        | 128015   |
| Ford E4OD/4R100        | 498010   |
| Ford 5R110             | 508010   |
| GM 4L80E/4L85E         | 278010   |
| GM Allison 1000 series | 538100   |

### STREET RODDER® TRANSMISSION PACKAGES

TCI's Street Rodder® Transmission Packages are built to meet the demanding requirements of street rod owners who need vehicles that are reliable yet deliver performance when needed. TCI® Street Rodder® Transmission Packages utilize blueprinted, component-matched Sizzler® transmissions and torque converters along with a universal transmission cooler and three gallons of TCI® RTF fluid. The included torque converter features a 300-400 rpm increase in stall speed to improve low-end performance. The Sizzler® transmission incorporates higher quality frictions, steels and bands as well as a reprogrammed valve body tuned to the needs of the street rodder, allowing a firmer, yet not too harsh shift in the vehicle.



| APPLICATION   | PART NO. |
|---|----------|
| Chrysler 727 Big Block                                    | 111038P1 |
| Ford C6 FE Blocks 332, 352, 390, 406, 427, 428            | 411038P1 |
| Ford C6 351M, 400, 429, 460                               | 411238P1 |
| Ford C4, 70-82 289-351 Dipstick goes into the case        | 511238P1 |
| Ford C4, 70-82 289-351 Dipstick goes into the pan         | 511638P1 |
| GM 700R4 84-93 30 spline 30-1/2" overall length           | 371038P1 |
| GM TH350 Non-lockup Chevrolet V8 and 4.3L, w/6" tailshaft | 311038P1 |
| GM TH350 Non-lockup Chevrolet V8 and 4.3L, w/9" tailshaft | 311098P1 |
| GM TH400 non variable pitch w/4" tailshaft Chevrolet V8   | 211038P1 |

### TCI® ELASTOMER BALANCER

*Super strong billet steel inertia ring delivers longer life and better performance.*

The TCI® Elastomer Balancer incorporates a super strong billet steel inertia ring for longer life and better performance. The high quality bonded rubber eliminates outer ring movement, eliminating a traditional weakness of previous elastomer balancers. For anyone needing a SFI tested and approved balancer, the TCI® Elastomer Balancer, capable of handling 12,000 rpm, is the answer.



| APPLICATION                                    | PART NO. |
|--|----------|
| SB Chevy 6-1/4"                                | 872001   |
| SB Ford w/28 oz. 4-bolt hub - External Balance | 872007   |
| BB Chevy 8"                                    | 872005   |
| SB Chevy 7"                                    | 872012   |
| Ford 302 w/50 oz. - External Balance           | 872014   |
| Chevy 400 8" - External Balance                | 872003   |
| Chevy 454 8" - External Balance                | 872006   |
| Pontiac 301-455                                | 872018   |
| SB Chevy 8"                                    | 872002   |
| Sb Ford - Internal Balance (Roush)             | 872010   |
| LS1 F-Body                                     | 872030   |
| LS1 F-Body with 10% UD                         | 872031   |
| LS1 Corvette                                   | 872032   |
| LS1 Corvette with 10% UD                       | 872033   |
| LS1 F-Body with 25% UD                         | 872034   |
| LS1 Corvette with 25% UD                       | 872035   |

# TCI Torque Converters & Transmissions



Whatever you drive, GM, Ford, Mopar or even Honda, TCI's track tested transmissions, components and torque converters can turn the muscle in your engine into ground zero power. Designed, built and tested by hardcore racers and enthusiasts, TCI transmission products are specifically engineered to crank out race winning power, mile after grueling mile, run after punishing run.

### TCI's Torque Converters

TCI offers a torque converter specifically engineered to meet the performance needs and power output of your vehicle. Check the application chart below to select the converter series that best suits your needs, then ask us to look up the converter for your car



| Torque Converter Series | Recommended Useage                           | Camshaft Duration | Rear Gear Ratio | Engine Characteristics   | Expected RPM Stall Speeds                          |
|-------------------------|--|-------------------|-----------------|--|--|
| Sizzler                 | Street enthusiast /street rodder             | Stock to 260      | Stock to 3.23   | Smooth idle, stock compression ratio                             | Small block 1500 to1700<br>Big block 1700 to 1900  |
| Saturday Night Special  | Show cars & street rods                      | Stock to 265      | Stock to 3.23   | Smooth idle, stock compression ratio                             | Small block 1600 to1800<br>Big block 1800 to 2000  |
| Breakaway               | Modified street machines & weekend racers    | 265 to 280        | 3.00 to 3.73    | Fair idle, mild engine modifications                             | Small block 2200 to 2400<br>Big block 2400 to 2600 |
| Streetfighter           | Street racer with radically modified engines | 280 to 300        | 3.55 to 4.56    | Rough idle, raised comp. ratio large fuel system,                | Small block 3000 to 3400<br>Big block 3400 to 3600 |
| Super Streetfighter     | Race only applications                       | 280 to 310        | 3.73 to 4.88    | Rough idle, large fuel system, raised comp. ratio, top end power | Small block 3500 to3800<br>Big block 3800 to 4000  |

### APPLICATION

| APPLICATION         | PART NO. |
|---------------------|----------|
| GM                  |          |
| TH-350              | 311038   |
| TH-400              | 211038   |
| TH700R4             | 371038   |
| CHRYLSER            |          |
| TF727 (Big Block)   | 111038   |
| TF727 (Small Block) | 111138   |
| TF904 (Small Block) | 111338   |
| FORD                |          |
| C4 (Case Filled)    | 511238   |
| C4 (Pan Filled)     | 511638   |
| C6 (Small Block)    | 411438   |
| C6 (Big Block)      | 411238   |
| C6 (FE Block)       | 411038   |

### SIZZLER® TRANSMISSIONS

The economical TCI® Sizzler® is ideal for vehicles that are powered by engines producing up to 300HP. Equipped with a TCI® automatic valve body with a Valve Body Improver Kit, it allows you to achieve a firmer, yet not too harsh shift in the vehicle and remains fully automatic and retains the stock shift pattern. For the system to operate properly, all throttle linkage, vacuum lines and kick-down components must be connected.



### GM LT1, LS1 SFI-APPROVED FLEXPLATE

Race safely with TCI's newest addition to our extensive flexplate line. Fits 1998 and newer F-bodies with LS1 engine as well as '99 and newer GM trucks with 4.8L, 5.3L and 6.0L LS based engines. SFI 29.1 approved. Made in the USA from plasma-cut, blanchard-ground, billet steel plate Includes mousing hardware

Part No. 399173



### FORD SB FLEXPLATES

For Ford...we offer OEM-style small block Ford flexplates that are constructed to exacting standards and are SFI 29.1 approved. Built extra-thick with welds on both sides of the ring gear. These flexplates are precision balanced and checked for runout.



| ENGINE               | BALANCE | DESCRIPTION                   | PART NO. |
|----------------------|---------|-------------------------------|----------|
| 289-351C, 351 M-400M | 0 oz.   | 10.5" bolt pattern, 157 tooth | 529615   |
| 289-351C, 351 M-400M | 28 oz.  | 10.5" bolt pattern, 157 tooth | 529618   |
| 289-351C, 351 M-400M | 50 oz.  | 10.5" bolt pattern, 157 tooth | 529610   |
| 289-351C, 351 M-400M | 0 oz.   | 11.5" bolt pattern, 164 tooth | 529625   |
| 289-351C, 351 M-400M | 28 oz.  | 11.5" bolt pattern, 164 tooth | 529628   |
| 289-351C, 351 M-400M | 50 oz.  | 11.5" bolt pattern, 164 tooth | 529620   |

### CAST ALUMINUM PANS

TCI® cast aluminum deep pans are designed with cooling fins to dissipate heat faster and they also provide additional strength and rigidity to the transmission case. No modifications are necessary to the stock dipstick and the pan includes magnetic drain plug, fluid pickup extension, pan gasket and new rail bolts and washers.



### APPLICATION

| APPLICATION                  | PART NO. |
|------------------------------|----------|
| TH-350                       | 328000   |
| TH-400                       | 228000   |
| GM 4L60E & TH700R4           | 378000   |
| GM Powerglide (2 extra qts.) | 528200   |

### ROLLSTOP®

Dependable, quality unit that when installed in-line with the vehicle's front brakes, allows you to do a burnout like the professionals.

Part No. 861700 Complete Kit





## Promotive Torque Converters

All Pro Motive street and strip converters are precision welded and include all new hardened pump hubs and new roller bearings. Each converter is also leak checked and computer balanced. These converters offer unmatched quality and durability with spragless technology.

### HIGH PERFORMANCE TORQUE CONVERTERS

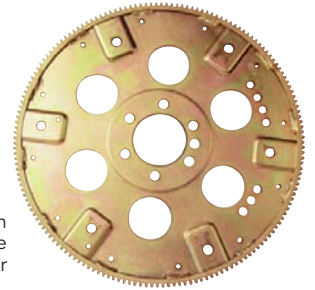


All Pro Motive street and strip converters are precision welded and include all new hardened pump hubs and new roller bearings. Each converter is also leak checked and computer balanced. These converters offer unmatched quality and durability with spragless technology.

| APPLICATION  | PART NO. |
|--|----------|
| <b>GM Turbo 350/400</b>                            |          |
| 10" Dia., 10 1/2" B.P., 2700-3000 RPM              | 271030   |
| 10" Dia., 10 1/2" B.P., 3200-3500 RPM              | 271035   |
| 10" Dia., 10 1/2" B.P., 3500+RPM                   | 271036   |
| 11" Dia., 10 1/2" B.P., 2200-2600 RPM              | 271126   |
| 12" Dia., 10 1/2" B.P., 2000-2200 RPM              | 271222   |
| <b>GM Powerglide with PG spline</b>                |          |
| 10" Dia., 10 1/2" B.P., 3500-4000 RPM              | 272128   |
| <b>Chrysler A-727</b>                              |          |
| 11" Dia., 10" B.P., 2000-2400 RPM                  | 273124   |
| 11" Dia., 10" B.P., 2800-3200 RPM                  | 273132   |
| <b>Ford C4 with 26 spline input shaft, '70-'82</b> |          |
| 11" Dia., 10 1/2" B.P., 2000-2400 RPM              | 272124   |
| 11" Dia., 10 1/2" B.P., 2800-3200 RPM              | 272132   |
| <b>Ford C4 early with 24 spline</b>                |          |
| 11" Dia., 10 1/2" B.P., 2500-2800 RPM              | 272128   |
| <b>Ford C6</b>                                     |          |
| 11" Dia., 11 7/16" B.P., 2000-2400 RPM             | 272125   |

### HI PERFORMANCE FLEXPLATES

SFI approved. Stamped from high strength material that exceeds OE. Ring gears are double welded and dichromate plated for rust prevention.



| APPLICATION  | PART NO. |
|--|----------|
| 57-58 Chevy 90° V6/SB V8 exc. 400, 12.85 dia. 153 teeth wo/weight                  | 283501   |
| 57-85 Chevy 90° V6/SB V8 exc. 400, 14.13 dia. 168 teeth wo/weight                  | 284541   |
| 70-76 Chevy SB 400, 14.13 dia. 168 teeth w/weight                                  | 284002   |
| 86-97 Chevy 90° V6/SB V8, 12.85 dia. 153 teeth w/weight                            | 283503   |
| 86-97 Chevy 90° V6/SB V8, 14.13 dia. 168 teeth w/weight                            | 283502   |
| 65-90 Chevy BB V8 exc. 454, 14.13 dia. 168 teeth wo/weight                         | 284541   |
| 70-90 Chevy BB 454, 14.13 dia. 168 teeth w/weight                                  | 284542   |
| 91-97 Chevy BB 454 Gen V & VI w/cast crank, 14.13 dia. 168 teeth w/weight          | 285021   |
| 68-76 Ford SB 302/351W, 10.5" converter BC, 28.2 oz. bal wt., 13.30 dia. 157 teeth | 283021   |



### Hurst Roll Control & Accessories

Hurst produced the original Roll/Control and today's improved design offers even better value. Better heat dissipation, 1/100,000 of a second release time, and rebuildable construction assures that you are buying the best line lock available.

#### ROLL CONTROL SWITCH



Incorporates a micro switch for immediate & accurate release. Includes 2 feet of wire for installation hookup to Roll/Control, nitrous, transbrake or other 12 volt accessories.

Part No. 248 3875

#### ROLL CONTROL ADAPTER FITTING KITS

Simplify installation of a roll/control or line/loc system.

| APPLICATION                           | PART NO. |
|---------------------------------------|----------|
| 93-02 Camaro/Firebird, 84-96 Corvette | 567 1515 |
| 83-03 Mustang                         | 567 1516 |



#### HOT SHIFT™ ATF FLUID

Formulated to improve the performance of all automatic transmissions, Hurst Hot Shift ATF is one of the most advanced custom blended fluids available today. This fluid is so effective in reducing friction that your transmission will actually run cooler!

Part No. 180 1000 Performance ATF  
Part No. 180 2000 Synthetic Blend ATF



#### ANTI-ROLL KIT

Solenoid valve is totally rebuildable and can be disassembled for easy cleaning.

Part No. 44050



#### ROLL CONTROL

Street or off road. Used in drag racing for eliminating the chance of "Rolling the Lights", or to produce a more effective "Burn Out". It's also a great "hill holder", & fingertip control makes releasing the locked wheels a snap. Stainless steel and aluminum.



| DESCRIPTION      | PART NO. |
|------------------|----------|
| Roll Control Kit | 174 5000 |
| Installation Kit | 567 1510 |

#### SNAP ACTION SWITCH

Ideal for operating Roll/Controls, nitrous systems, transbrakes, etc. Mounts almost anywhere with 6 foot coil cord.

Part No. 248 3880



#### AUTOMATIC TRANSMISSION DIPSTICKS WITH TUBES

Compliment your engine compartment with one of these beautifully chrome plated dipsticks and tubes. Includes O-ring.

| APPLICATION           | PART NO. |
|-----------------------|----------|
| 69-84 GM/Chevy TH 350 | 9691     |
| GM TH-350             | 9764     |
| GM TH-400             | 9765     |



#### TRANS OIL DRAIN PLUG

The universal oil drain plug can be used on automatic transmission oil pans. It makes oil changes possible without dropping the oil pan. A brass plug for convenient sealing is included.

Part No. 285 4470



# B&M Torque Converters

Higher stall speed is the key. A higher stall converter allows the vehicle to accelerate better from a dead stop. Strength and durability is an additional benefit if the converter is properly engineered. Furnace brazing is used to strengthen the converter internally for high performance, racing and heavy-duty applications.



### Torq Master Series

- Low cost and high quality
- Pressure tested
- Fully balanced
- New alloy steel pump drive tube
- Needle thrust bearing when factory equipped
- New thrust washer between turbine and cover when required

Pressure tested and fully balanced the Torq Master Series is the best "value priced" converter available. Similar in performance characteristics to the Holeshot series, the Torq Master is B&M's lowest cost performance torque converter. The Torq Master is an excellent all-around performance street converter. The Torq Master features a new alloy steel pump drive tube, needle thrust bearing when factory equipped and a new thrust washer between turbine and cover when required.



### Holeshot Series

- Furnace brazed impeller
- New precision steel alloy pump drive tube
- New heavy duty needle bearing between stator & impeller (not a thrust washer)
- Needle bearing between stator & turbine
- Furnace brazed turbine
- Dual pattern drive lugs on some GM Holeshots
- New turbine hub
- New springs and rollers in stator

A higher than stock stall speed as delivered by the Holeshot converter will provide several advantages and benefits in vehicles with modified engines. Many modifications, particularly big cams, tend to reduce low end power and torque. The high stall converter allows the engine to launch the car at a higher rpm where more torque is available. The Holeshot is generally a very good choice for the typical street machine that is looking for better launch capability and more tractability.



### Nitrous Holeshot

- Furnace brazed impeller
- New precision steel alloy pump drive tube
- New heavy duty needle bearing between stator and impeller
- New turbine hub
- New springs and rollers in stators

Nitrous engines produce some serious horsepower and require a serious torque converter to handle it. The newest line of street performance converters from B&M is the Nitrous Holeshot series. Built with the same features as the other B&M Holeshots with the addition of anti-balloon plates. The anti-balloon plates will allow these converters to stand up to the instant horsepower nitrous delivers. Converters with higher than stock stall speed will allow the vehicle to accelerate better from a dead stop and it will allow the vehicle to idle better when a big cam is used. Fully furnace brazed, heavy duty needle bearing thrust packages and new turbine hubs are the key features along with anti-balloon plates are found in the Nitrous Holeshot converters. These are serious converters for the serious street performance car.

| APPLICATION   | Holeshot 2000        | Holeshot 2400         | Holeshot 3000         | Torq Master 2000     | Torq Master 2400      | Torq Master 3000      | Nitrous HS 2400 | Nitrous HS 3000 |
|---|----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------|-----------------|
| <b>General Motors</b>   |                      |                       |                       |                      |                       |                       |                 |                 |
| '65-91 TH400, TH425, TH375 (4)  | <sup>(6)</sup> 20416 | 20412                 | 20413                 | <sup>(6)</sup> 20400 | 20404                 | 20402                 | 20480           | 20481           |
| '68-81 TH350, TH375 (6)   | 20416                | 20412                 | 20413                 | <sup>(6)</sup> 20400 | 20404                 | 20402                 | 20480           | 20481           |
| '82-84 TH700R-4, TH200C, TH700R-4 27-spline   | <sup>(7)</sup> 70416 | <sup>(11)</sup> 70415 | 70426                 |                      |                       |                       |                 |                 |
| '84-93 TH700R-4, '93-96 4L60E 30-spline   | <sup>(7)</sup> 70417 | <sup>(7)</sup> 70419  |                       | <sup>(7)</sup> 70420 | <sup>(7)</sup> 70418  |                       |                 |                 |
| '97-04 4L60E  | 70440                | 70441                 | <sup>(11)</sup> 70425 |                      |                       |                       |                 |                 |
| <b>Chrysler</b>   |                      |                       |                       |                      |                       |                       |                 |                 |
| '67-81 Torqueflite A-717 (1&6)  |                      | <sup>(10)</sup> 10415 | <sup>(10)</sup> 10425 | 10416                | <sup>(10)</sup> 10417 | <sup>(10)</sup> 10418 |                 |                 |
| <b>Ford</b>   |                      |                       |                       |                      |                       |                       |                 |                 |
| '66-91 C6 with 332, 352, 360, 390, 406, 427, 428, 429 cid with 1.848" crank pilot (3) |                      | 40412                 |                       |                      |                       |                       |                 |                 |
| '71-91 C6 w/289, 302, 315C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot (3)     |                      | 40422                 | 40442                 | 40427                | 40428                 |                       |                 |                 |
| '66-69 step case C4 with 10.5" bolt circle, 24 spline input shaft, 1.375" crank pilot |                      | 50412                 |                       |                      |                       |                       |                 |                 |
| '70-82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot |                      | 50416                 | 50436                 | 50440                | 50441                 | 50442                 | 50449           | 50450           |
| '80-92 AOD with 11.4" bolt circle, 1.375 crank pilot. Won't fit AODE/4R70W*           |                      |                       | <sup>(2)</sup> 40431  |                      |                       |                       |                 |                 |
| '93-99AODE lockup type converter.   | <sup>(9)</sup> 40430 |                       | <sup>(2)</sup> 40431  | <sup>(9)</sup> 40437 | <sup>(9)</sup> 40438  | <sup>(2)</sup> 40439  |                 |                 |
| '93-99 AODE lockup type converter (won't fit AOD)                                     |                      |                       | <sup>(11)</sup> 50403 |                      |                       |                       |                 |                 |

\*Engines smaller than 350 cid may not achieve stall speed indicated. Converters listed on this chart are not to be used in transbrake applications. Stall speed listing are based on engine producing 230 lb. ft. of torque @ 2,500 RPM. If your engine produces more torque at 2,500 RPM stall speed may be higher. If your engine produces less torque you will get less tall speed.

**Converters Footnotes**

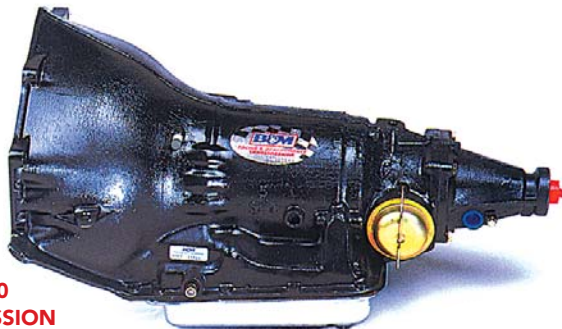
(1) B&M Chrysler converters when used with an externally balanced engine require a B&M Flexplate. (2) Specially designed non-lock up converter, so that no input shaft change or transmission modification is required. (3) Ford C6 converters are supplied with an 11.4" diameter bolt circle mounting pattern, may require a flexplate change. (4) GM vehicles with variable pitch transmissions (same models of '65-67 Olds, Buick, and Cadillac) must have the pump and input shaft changes to a fixed pitch design to use a B&M converter. (5) Required TH350 flexplate or dual pattern flexplate. (6) Will not fit lock-up converter or clutch converter models. (7) V8's only, retains lock-up feature. Can be run as lock-up or non lock-up. This converter will not fit V6 or 4cyl. (exc. 4.3L V6). (8) Non lock-up converter which requires transmission modifications. Parts instructions are included. (9) Standard lock-up feature retained. AOD 'split path' feature retained. (10) 10" bolt circle (11) Retains lock-up feature.

NOTE: Like all aftermarket converter, B&M torque converters are remanufactured.



## B&M Transmissions & Accessories

B&M has been building transmissions for extreme duty use for almost 50 years. From the famous B&M Hydromatic of the 50's to the Torkmasters and Clutchflites of the 60's. B&M has been the yardstick to which all other performance automatics have been measured. B&M has produced transmissions that are unequalled in quality, features and durability.



### GM TH-350 TRANSMISSION

- 2:52 first gear ratio, 1:52 second gear
- Extra wide direct drum bushing
- All new B&M high performance friction plates
- New intermediate and low roller clutches
- New Kickdown Band with welded anchors
- New thrust bearings & races, adjustable modulator and detent control link with new breather & filter

**Part No. 113001** Street/Strip Auto transmission 2 wheel drive w/6" tailshaft



### GM TH-700/4L60 TRANSMISSION

- 4 speed GM transmission
- 3:06 first gear ratio, 1:63 second gear, 1:1 third and .70 overdrive ratio
- Rebuilt front pump & governor
- All new B&M high performance friction plates
- New thrust washer kit, races, thrust bearings bushings & 2-4 band
- High performance reaction carrier assembly
- Corvette 2-4 servo assembly
- New external electric connector
- Can be used with Lock-up Control unit

**Part No. 117101** GM except Corvette & 60° V-6 ('84 or later 30 tooth spline converter)



### SYNTHETIC TRICK SHIFT

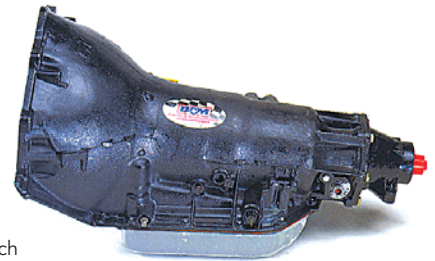
B&M's Synthetic Trick Shift is formulated as a Performance Automatic Transmission Fluid. Synthetic Trick Shift features the latest synthetic fluid technology, suitable for late model automatic transmissions. Synthetic Trick Shift may be mixed with all other types of ATF but works best by itself. Suitable for racing, street performance, towing and off-road.

**Part No. 80286**

### TRICK SHIFT

Compatible with all transmission fluids including Dextron, Type "F" & Mercon fluid. It improves shift times and it inhibits foaming. Per Quart.

**Part No. 80259**



### GM TH-400 TRANSMISSION

- 2:48 first gear ratio, 1:48 second gear
- Rebuilt front pump utilizes B&M pressure regulator spring and shims
- All new B&M high performance friction plates
- New intermediate roller clutch
- New Kickdown Band with welded anchors
- New thrust bearings & races, adjustable modulator & silencer ring and external electric connector & kickdown solenoid

**Part No. 112002** Street/Strip Automatic Transmission with large diameter bushing for use with large diameter yoke (1-7/8")

### SHIFT IMPROVER KIT™

This kit improves shift feel and quickness on any stock transmission. It eliminates sluggish shifts, shift overlap and excessive clutch and band wear due to slippage. This is a two stage kit that lets you select improved performance or high performance at the time of installation.

#### DESCRIPTION PART NO.

##### General Motors

|                         |       |
|-------------------------|-------|
| 65-87 TH 400, 375, M440 | 20260 |
| 88-94 TH400 3L80        | 20261 |
| 68-81 TH 350, 375B, M38 | 30262 |
| 81-90 TH 200-4R         | 35265 |
| 82-93 TH 700-R4/4L60    | 70239 |
| 93-01 4L60E             | 70360 |

##### Chrysler

|                       |       |
|-----------------------|-------|
| 66-70 TF A-727        | 10226 |
| 71-77 TF A-727        | 10225 |
| 66-77 TF A-904 w/6cyl | 10226 |
| 68-70 TF A-904 w/V8   | 10226 |
| 71-77 TF A-904 w/V8   | 10225 |

##### Ford

|                  |       |
|------------------|-------|
| 67-91 C6         | 40262 |
| 80-92 AOD        | 40263 |
| 70-82 C4         | 50262 |
| 67-69 C4         | 50260 |
| 92-95 AODE/4R70W | 40264 |
| 4R70W            | 40266 |
| E40D             | 10025 |



### TRANS-PAK

The B&M Trans-Pak is the next step beyond the Shift Improver Kit. The Trans-Pak offers all the features found in the Shift Improver Kit plus provides for additional driver manual control. You can select the stage that best suits your applications at the time of installation. RV/Heavy Duty, Hi-Performance, or Full Competition.

#### DESCRIPTION PART NO. DESCRIPTION PART NO.

##### Chevrolet, Buick, Oldsmobile,

|                            |       |
|----------------------------|-------|
| <b>Pontiac, GMC</b>        |       |
| 82-91 TH-700R4 (4L60)      | 70235 |
| 65-87 TH-400, 375 and M40  | 20228 |
| 68-81 TH-350, 375B and M38 | 30228 |
| 80-86 TH-350C              | 30235 |
| 62-73 Powerglide           | 70228 |
| 93-01 4L60E                | 70365 |
| 91-01 4L80E                | 10054 |

##### Chrysler, Dodge, Plymouth

|  |       |
|--|-------|
| 78-up TF727, 518, 46RH, 47RH, TS904, 999, 32RH, 42RH | 10227 |
|--|-------|

##### Chrysler, Dodge, Plymouth - con't.

|  |       |
|--|-------|
| 62-77 Torqueflite A-727                      | 10228 |
| 68-77 Torqueflite A-904 w/V8; 66-77 w/6 cyl. | 10228 |
| <b>Ford, Lincoln, Mercury</b>                |       |
| 64-66 C4                                     | 50227 |
| 67-91 C6                                     | 40228 |
| 70-82 C4                                     | 50229 |
| 80-92 AOD (exc. 92 & later w/electric shift) | 40227 |
| 89-97 E40D                                   | 10055 |

# LAKEWOOD Safety & Suspension

Lakewood has been the leader in safety and suspension products for over 25 years. Lakewood Bellhousings are hydro-formed for maximum strength and safety and have more specific applications than any competitor. The Lakewood line also includes traction bars, driveshaft safety loops, U-joints, engine stands and a whole lot more.



## SAFETY BELLHOUSING ASSEMBLIES

One-piece Bellhousing is stress relieved and manufactured of 1/4" high-quality steel and SFI tested. Block plate included.



| APPLICATION                          | PART NO. |
|--------------------------------------|----------|
| 58-81 Chevy most V8 & 90° V6         | 15000    |
| 97-02 Chevy 5.7L LS1                 | 15005    |
| 84-92 Camaro & Firebirds SB, V8 & V6 | 15020    |
| 65-77 Pontiac All V-8s               | 15100    |
| 96-03 Mustang 4.6/5.4L V8            | 15230    |
| 79-93 Mustang 289-302-351W           | 15202    |
| 61-70 Ford 390-427-428               | 15210    |

## SAFETY BLOCK PLATE

A must for block protection and required by most racing associations. Block plate must be used for S.F.I. safety requirements. Exact replacement for most bellhousing kits. Other applications available.



| APPLICATION                 | PART NO. |
|-----------------------------|----------|
| Fits all Chevy bellhousings | 15705    |

## BELLHOUSING LOCATING KIT

This kit is used to dial in a misaligned register bore which could cause a missed shift or premature pilot bearing failure. Welding is required.



| APPLICATION        | PART NO. |
|--------------------|----------|
| All GM (.622 dia.) | 15981    |

## POLISHED ALUMINUM BELLHOUSINGS

These Bellhousings combine the form of a genuine race-car part, with show-car like appearance. The highly polished finish highlights an area of your street rod or street machine which was formerly neglected. Included with the bellhousing is a polished aluminum block plate that completes the aesthetic requirements, while serving to keep unwanted debris from entering the bellhousing. Stainless steel fasteners are supplied. Not SFI approved.



| APPLICATION   | PART NO. |
|---|----------|
| 58-81 Chevy most V8 & 90° V-6 w/block mounted starter & conventional mechanical clutch linkage. | P4700    |
| Ford 65-78 289-302-351 all 6-bolt block   | P4750    |

## HEAVY DUTY CLUTCH FORKS

Constructed of .165 thick heavy gauge stamped steel and zinc plated.



| APPLICATION  | PART NO. |
|--|----------|
| For Most Popular GM Intermediates  | 15500    |
| Ford Mustang when installing long style clutch with Lakewood Bellhousing | 15525    |

## ROLLER PILOT BUSHING

Changing your clutch? Change your Pilot Bearings! Lakewood Roller Pilot Bearings improve shifting, and reduce parasitic drag and transmission wear. Direct replacement for all Chevy V-8 applications.



Part No. 15977

## TRANSMISSION ADAPTERS

For street machines, rods and oval track, the Lakewood Transmission Adapter delivers extra strength. Made from .25" thick hydroformed steel. (This is not a safety bellhousing.)



| APPLICATION  | PART NO. |
|--|----------|
| Engine to Transmission Chevy   | 77-150   |
| 65-78 Ford 289, 302, 351C/W, All six bolt locks to Ford Top Loader & T10 Trans | 77-200   |
| SB Ford to GM Transmission   | 77-205   |

## GM ADJUSTABLE CLUTCH FORK PIVOT BALL

Allows the adjustment of the clutch fork height when clutch assemblies are changed. Highly recommended for use with Lakewood Bellhousing.



Part No. 15501

## E-Z-ADJUSTABLE DOWEL PINS

Designed to be turned with a wrench instead of a screwdriver. Set screw secures pin and prevents turning.



| GM (.621)  | Ford (.500) | Chrysler (.496) |
|------------|-------------|-----------------|
| .007 15907 | .007 15967  | .007 15957      |
| .014 15914 | .014 15964  | .014 15954      |
| .021 15921 | .021 15961  | .021 15951      |



## SFI CERTIFIED HEAVY-DUTY FLEXPATES

Thicker flexplate withstands high torque and RPM conditions.



| APPLICATION                                | PART NO. |
|--|----------|
| <b>GM Applications</b>                     |          |
| 57-85 Chevy SB & BB                        | 10-010   |
| 57-85 Chevy SB w/2-pc rear seal            | 10-012   |
| 70-80 Chevy SB                             | 10-015   |
| 70-90 Chevy BB                             | 10-020   |
| 86-97 Chevy SB w/1-pc rear seal, 153 Teeth | 10-024   |
| 86-97 Chevy SB w/1-pc rear seal, 168 Teeth | 10-025   |
| 91-97 Chevy BB, 168 Teeth                  | 10-026   |

| APPLICATION                             | PART NO. |
|---|----------|
| <b>Ford &amp; Chrysler Applications</b> |          |
| 68-80 Ford SB, 164 Teeth                | 12-030   |
| 81-96 Ford SB, 164 Teeth                | 12-035   |
| 81-96 Ford SB, 157 Teeth                | 12-040   |
| 64-76 Ford SB w/C-4, 157 Teeth          | 12-045   |
| 64-76 Ford SB, 157 Teeth                | 12-050   |
| 70-97 Ford BB, 164 Teeth                | 12-055   |
| 68-78 Ford BB, 164T, w/o counterweight  | 12-060   |
| 71-76 Chrysler SB, 340 cid              | 11-070   |
| 71-92 Chrysler SB, 360 cid              | 11-080   |
| 71-up Chrysler BB                       | 11-090   |



## EXTRA LONG BELLHOUSING DOWEL PINS

Fits virtually all GM V8 and V6 trucks. 1.500" long, standard.



Part No. 37932



## HAYS Clutches

On the street, or track, in the dirt and on the water, race after race, record holders in every class have proven the exceptional performance, durability and long term dependability of Hays Clutches. With more than 40 years of research, development and testing, Hays has emerged as the leader in clutch performance technology. With Hays Performance Clutches, you can be assured of a product manufactured from the finest quality materials and workmanship available.

### PRESSURE PLATE, CLUTCH DISCS & THROWOUT BEARINGS

Street/Strip provides up to 40% more static pressure.



| APPLICATION                   | PRESSURE PLATE | CLUTCH DISC  |          | THROWOUT BEARING |               |
|-------------------------------|----------------|--------------|----------|------------------|---------------|
|                               | PART NO.       | SPLINE       | PART NO. | HIGH PERF.       | SELF ALIGNING |
| <b>CHEVROLET Street</b>       |                |              |          |                  |               |
| 10.5 Diaphragm                | 51-105         | 1 1/8" - 26  | 55-121   | 70-101           | 70-201        |
| 10.5 Borg & Beck              | 50-105         | 1 1/8" - 10  | 55-111   | 70-101           | 70-201        |
| 11 Diaphragm                  | 51-110         | 1 1/8" - 10  | 55-212   | 70-101           | 70-201        |
| 11 Borg & Beck                | 50-110         | 1 1/8" - 26  | 55-221   | 70-101           | 70-201        |
| 12 Borg & Beck                | 50-120         | 1 1/8" - 10  | 55-310   | 70-101           | 70-201        |
| <b>CHEVROLET Street/Strip</b> |                |              |          |                  |               |
| 10.5 Diaphragm                | 33-610         | 1 1/8" - 26  | 40-121   | 70-101           | 70-201        |
| 10.5 Borg & Beck              | 30-012         | 1 1/8" - 10  | 40-111   | 70-101           | 70-201        |
| 11 Diaphragm                  | 34-618         | 1 1/8" - 26  | 40-221   | 70-101           | 70-201        |
| 11 Borg & Beck                | 31-212         | 1 1/8" - 10  | 40-212   | 70-101           | 70-201        |
| <b>FORD Street</b>            |                |              |          |                  |               |
| 10 Diaphragm                  | 51-120         | 1 1/16" - 10 | 55-102   | ---              | 70-226        |
| 10.5 Diaphragm                | 51-125         | 1 1/16" - 10 | 55-107   | ---              | 70-226        |
| <b>FORD Street/Strip</b>      |                |              |          |                  |               |
| 10.5 Mustang 94-98 4.6/5.4L   | 33-150         | 1 1/16" - 10 | 40-150   | ---              | ---           |
| 11 Long Style                 | 37-220         | 1 1/16" - 10 | 40-108   | 70-115           | ---           |
| <b>CHRYSLER Street</b>        |                |              |          |                  |               |
| 10.5 Borg & Beck              | 50-105         | 1" - 23      | 55-104   | 70-110           | ---           |
| 11 Borg & Beck                | 50-110         | 1" - 23      | 55-205   | 70-110           | ---           |
| <b>CHRYSLER Street/Strip</b>  |                |              |          |                  |               |
| 10.5 Borg & Beck              | 30-012         | 1" - 23      | 40-104   | 70-110           | ---           |

NOTE: 1- Stock clutch linkage may require reinforcement. 2- Not recommended for use with cable or hydraulic clutch linkage (see note 1)



### CLUTCH CABLE KITS

A must when installing a hi-performance clutch. Designed to increase leverage, decreasing required pedal effort. Heavy-duty low-friction cable is made of stranded steel & has durable metal fittings with the added feature of an adjustable fork end for exact adjustment of clutch release & pedal freeplay. Complete with all hardware.

| DESCRIPTION  | PART NO. |
|--|----------|
| 79-98 Ford 5.0L Mustang Adjustable clutch cable & quadrant kit | 76-228   |



### PERFORMANCE FLYWHEELS

| APPLICATION   | # TEETH | WEIGHT  | PART NO. |
|---|---------|---------|----------|
| 55-85 Chevy V8 w/large bellhousing (exc. 400 and 454) | 168     | 30lbs.  | 10-130   |
| 55-85 Chevy V8 w/large bellhousing (exc. 400 and 454) | 168     | 40lbs.  | 10-140   |
| 63-85 Chevy V8 w/small bellhousing                    | 153     | 30lbs.  | 10-330   |
| 86-93 Chevy SB w/small journal                        | 153     | 30lbs.  | 10-530   |
| 86-93 Chevy SB w/small journal                        | 168     | 30lbs.  | 10-630   |
| Chev LS1 97-98 Neutral Balance                        | 168     | 30 lbs. | 10-730   |
| 70-78 Chevy 400 w/large bellhousing                   | 168     | 30lbs.  | 10-132   |
| 70-90 Chevy 454 w/large bellhousing                   | 168     | 30lbs.  | 10-235   |
| 65-80 Ford 289, 302, 351C&W                           | 164     | 30lbs.  | 12-735   |
| 65-80 Ford 289, 302,351C&W                            | 157     | 30lbs.  | 12-430   |
| 65-72 Ford 352, 390, 427, 428, 429, 460               | 184     | 40lbs.  | 12-240   |
| Ford 4.6L 94-98 Neutral Balance                       | 164     | 30 lbs. | 12-830   |



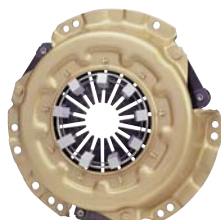
# Centerforce

CENTERFORCE® clutch systems are designed with the diverse needs of the customer, or end user in mind. Because of these diverse needs, Centerforce® offers a multilevel line to meet the requirements of a wide range of vehicles and their intended uses. Centerforce offers three levels of clutch performance, CENTERFORCE I, CENTERFORCE II, and DUAL FRICTION, and all three utilize our patented CENTERFORCE weight system, this combined with our superior friction materials allow us to engineer clutch products that increase performance without increasing clutch pedal effort.



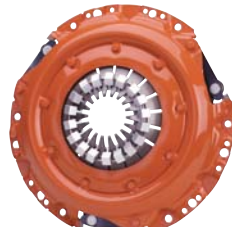
### THE ORIGINAL CENTERFORCE I GOLD CLUTCH

Offers 30% more holding capacity than a stock "OEM" clutch while maintaining a stock pedal feel. This system is recommended as the finest quality upgrade for the OEM clutch.



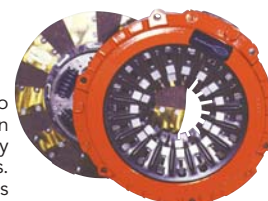
### CENTERFORCE II CLUTCH

Provides 60% greater holding capacity over a standard factory clutch. It is recommended for use with mildly modified vehicles used for street and strip, 4-wheel drive and off road, also heavy duty towing and commercial applications.



### CENTERFORCE DUAL FRICTION CLUTCH

Generates up to 90% increase in holding capacity over stock systems. This clutch/disc set is designed for street use with engines producing "high horsepower and torque", and any radically altered high performance street vehicle. Ideally suited for use with 4WD vehicles using extremely tall tires.



## Chevrolet

| Application                          | Years | Size (In.) | Spline   | Disc   | Centerforce I | Centerforce II | Dual Friction | T.O. Bearing |
|--------------------------------------|-------|------------|----------|--------|---------------|----------------|---------------|--------------|
| <b>Camaro</b>                        |       |            |          |        |               |                |               |              |
| 350 LS1 Engine                       | 02-98 | 11         | 1-1/8-26 | 381017 | CF360010      |                | DF017010      | N-1777       |
| 350 LS1 & LT4 Engine                 | 97-93 | 11         | 1-1/8-26 | 381039 | CF361020      |                | DF039020      | w/cover      |
| 305 & 350 Engine                     | 92-84 | 10.4       | 1-1/8-26 | 384161 | CF360056      | CFT360056      | DF161056      | N-1716       |
| 305 Engine                           | 82-83 | 10.4       | 1-1/8-26 | 384161 | CF361675      | CF361675       | DF161675      | N-1716       |
| 305 Engine                           | 82-79 | 10.4       | 1-1/8-10 | 383271 | CF361675      | CFT361675      | DF271675      | N-1716       |
| 305 Engine Z-28                      | 81    | 11         | 1-1/8-26 | 384148 | CF165552      | CFT165552      | DF148552      | N-1716       |
| 305 Engine 4-spd, M-21 Trans         | 81-77 | 11         | 1-1/8-26 | 384148 | CF165552      | CFT165552      | DF148552      | N-1716       |
| 305 Engine w/Saginaw Trans           | 77-69 | 10.4       | 1-1/8-10 | 383271 | CF361675      | CFT361675      | DF271675      | N-1716       |
| <b>Monte Carlo, Chevelle, Malibu</b> |       |            |          |        |               |                |               |              |
| 305 Engine                           | 81-79 | 10.4       | 1-1/8-26 | 384161 | CF361675      | CFT361675      | DF271675      | N-1716       |
| 305 Engine                           | 78    | 10.4       | 1-1/8-10 | 383271 | CF361874      | CFT361874      | DF271874      | N-1086       |
| 350 Engine                           | 75-69 | 10.4       | 1-1/8-10 | 383271 | CF361675      | CFT361675      | DF271675      | N-1716       |
| 454 Engine                           | 74-70 | 11         | 1-1/8-26 | 384148 | CF165552      | CFT165552      | DF148552      | N-1716       |
| 350 Engine w/Munice Trans            | 70-65 | 11         | 1-1/8-10 | 383735 | CF165552      | CFT165552      | DF735552      | N-1716       |
| <b>Corvette</b>                      |       |            |          |        |               |                |               |              |
| 350 LS1 Engine                       | 04-97 | 11         | 1-1/8-26 | 381017 | CF360010      |                | DF017010      | N-1777       |
| 350 LT1 & LT4 Engine                 | 96-94 | 11         | 1-1/8-26 | 384100 | CF361130      |                | DF100130      | w/cover      |
| 350 ZR1 Engine                       | 95-94 | 11         | 1-1/8-26 | 384100 | CF361140      |                | DF100140      | w/cover      |

## Dodge

| Application   | Years | Size (In.) | Spline   | Disc   | Centerforce I | Centerforce II | Dual Friction | T.O. Bearing |
|---|-------|------------|----------|--------|---------------|----------------|---------------|--------------|
| <b>Challenger, Charger, Coronet, Dart Diplomat, Demon, Super Bee, GTS</b> |       |            |          |        |               |                |               |              |
| 360 & 400 Engine  | 74-72 | 10.5       | 1-23     | 383269 |               | CFT361739      | DF269739      | N-1463       |
| 318 Engine  | 78-61 | 10.5       | 1-23     | 383269 |               | CFT361675      | DF269675      | N-1463       |
| 340 Engine  | 72-68 | 10.5       | 1-23     | 383269 |               | CFT361739      | DF269739      | N-1463       |
| 440 Engine  | 72-70 | 10-15/16   | 1-23     |        |               |                | DF175810      | N-1703       |
| 8.0L 488 Engine   | 04-92 | 12         | 1-1/8-26 |        |               |                | DF985985      | N-1754       |

## Ford

| Application  | Years | Size (In.) | Spline    | Disc   | Centerforce I | Centerforce II | Dual Friction | T.O. Bearing |
|--|-------|------------|-----------|--------|---------------|----------------|---------------|--------------|
| <b>Falcon, Galaxie, Torino, w/10" Clutch</b>         |       |            |           |        |               |                |               |              |
| 289, 302 Engine                                      | 70-64 | 10         | 1-1/16-10 | 280490 | CF360030      |                | DF490030      | N-1439       |
| <b>Mustang</b>                                       |       |            |           |        |               |                |               |              |
| 4.6L DOHC 32 valve Cobra                             | 98-96 | 10.5       | 1-1/16-10 | 380920 | CF361830      | CFT361830      | DF920830      | N-1714       |
| 4.6L SOHC/DOHC Engine w/26 Spline Aftermarket Trans. | 99-02 | 11         | 1-1/8-26  |        |               |                | DF161057      | N-1714       |
| 4.6L GT SOHC w/TR3650 Trans.                         | 01-02 | 11         | 1-1/16-10 | 380800 | CF360075      | CFT360075      | DF800075      | N-1714       |
| 4.6L DOHC Cobra                                      | 99-02 | 11         | 1-1/16-10 | 380800 | CF360075      | CFT360075      | DF800075      | N-1714       |
| 4.6L SOHC w/T45 Trans                                | 01-96 | 10.5       | 1-1/16-10 | 381021 | CF360057      | CFT360057      | DF021057      | N-1714       |
| 5.0L & Cobra   | 95-93 | 10.5       | 1-1/16-10 | 381021 | CF360057      | CFT360057      | DF021057      | N-1714       |
| 5.0L   | 93-86 | 10.5       | 1-1/16-10 | 381021 | CF360048      | CFT360048      | DF021048      | N-1714       |
| 5.0L   | 85-79 | 10         | 1-1/16-10 | 280490 | CF360025      | CFT360025      | DF490025      | N-1714       |
| 5.0L   | 78-76 | 10         | 1-1/16-10 | 280490 | CF360018      |                | DF490018      | N-1714       |
| 5.0L   | 73-68 | 10         | 1-1/16-10 | 280490 | CF360030      |                | DF490030      | N-1439       |
| <b>Thunderbird</b>                                   |       |            |           |        |               |                |               |              |
| 2.3L Turbo   | 88-83 | 9-1/16     | 1-1/16-10 | 281228 | CF360035      | CFT360035      | DF228035      | N-1714       |
| 3.8L Super Coupe                                     | 97-94 | 11-1/2     | 1-1/16-10 | 381967 | CF360202      | CFT360202      |               | N-1754       |
| 3.8L Super Coupe                                     | 93-89 | 11         | 1-1/16-10 | 281226 | CF360049      | CFT360049      | DF226049      | N-1754       |

Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.



## Transmissions & Accessories

RICHMOND™ is the leading manufacturer of professional quality, hi-performance ring and pinion sets. For over 80 years, the Double Diamond has signified the highest quality gears in the racing industry!



### STREET 5-SPEED TRANSMISSIONS

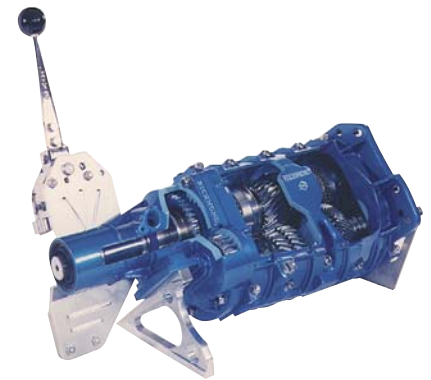
Richmond Gear Street 5-Speed (4+1) Trans delivers the ultimate blend of performance & economy. Utilization of four extra low gear ratios provides dramatic improvements in acceleration, while a 1:1 fifth gear allows maintenance of original fuel economy. Other applications available.

#### SPECIFICATIONS

| 1st                  | 2nd  | 3rd  | 4th      | 5th  | Rev. |
|----------------------|------|------|----------|------|------|
| 3.27                 | 2.13 | 1.57 | 1.23     | 1.00 | 4.79 |
| APPLICATION          |      |      | PART NO. |      |      |
| GM 1-1/8", 26 spline |      |      | 7021710A |      |      |

### T-10 4-SPEED MANUAL TRANSMISSION

Richmond Gear T-10 is a four speed countershaft helical gear transmission, synchronized in all forward gears. First & reverse are constant mesh to prevent gear clash. Strut-type synchronizers are provided for longer life & easier shifting. Used for performance type auto's & light trucks. Other ratios available.



#### SPECIFICATIONS

| 1st  | 2nd  | 3rd  | 4th  | 5th  | Rev. | PART NO.   |
|------|------|------|------|------|------|------------|
| 2.43 | 1.61 | 1.23 | 1.00 | 2.35 |      | 1304000070 |
| 2.64 | 1.75 | 1.34 | 1.00 | 2.55 |      | 1304000069 |
| 2.88 | 1.91 | 1.33 | 1.00 | 2.78 |      | 1304000072 |



### RICHMOND SPOOLS AND MINI-SPOOLS

#### All Richmond Spools . . .

- Are CAD/CAM designed for lightest weight yet optimum strength
- Are CNC machined 4140 forged and are fully heat treated to aircraft specifications
- Have minimum run out to allow the optimum pattern for performance and life
- Are race proven at strip and track

| Rear End Type   | Type | Matl  | Spline Count # | Part      |
|-----------------|------|-------|----------------|-----------|
| Ford 9"         | Mini | Steel | 28             | 78-0928-1 |
| Ford 9"         | Mini | Steel | 31             | 78-0931-1 |
| GM 8.5" 10 Bolt | Mini | Steel | 28             | 78-1028-1 |
| GM 8.2" 10 Bolt | Mini | Steel | 28             | 78-8228-1 |
| GM 12" Bolt Car | Mini | Steel | 30             | 78-1230-1 |
| Ford 8.8"       | Mini | Steel | 28             | 78-8828-1 |
| Ford 8.8"       | Mini | Steel | 31             | 78-8831-1 |
| GM 7.5"         | Mini | Steel | 26             | 78-7526-1 |
| Dana 44         | Mini | Steel | 30             | 78-4430-1 |



### PROMOTIVE RING AND PINION GEAR SETS

Promotive now offers precision made ring and pinion gear sets for popular applications. These sets start with high quality gear forgings that are machined to tolerances equal to or exceeding OE specs. Then each piece is carefully heat treated for proper durability and shock load resistance. The result is a gear set that will offer exceptional service in tough street or strip application use.



| Application    | Part No. | Application               | Part No. | Application               | Part No. |
|----------------|----------|---------------------------|----------|---------------------------|----------|
| FORD 8.8" 3.55 | 7000355  | FORD 9" 5.14              | 7001514  | GM 7.5 10 BLT, 4.10 OEM   | 7010410  |
| FORD 8.8" 3.73 | 7000373  | FORD 9" 5.29              | 7001529  | GM 7.5 10 BLT, 4.10 Thick | 7011410  |
| FORD 8.8" 4.10 | 7000410  | FORD 9" 5.43              | 7001543  | GM 8.2 10 BLT, 4.11       | 7012411  |
| FORD 8.8" 4.56 | 7000456  | FORD 9" 5.67              | 7001567  | GM 8.5 10 BLT, 3.42       | 7012342  |
| FORD 9" 3.50   | 7001350  | FORD 9" 5.83              | 7001583  | GM 8.5 10 BLT, 3.73       | 7012373  |
| FORD 9" 3.70   | 7001370  | FORD 9" 6.00              | 7001600  | GM 8.5 10 BLT, 4.10       | 7012410  |
| FORD 9" 3.89   | 7001389  | FORD 9" 6.20              | 7001620  | GM 8.5 10 BLT, 4.56       | 7012456  |
| FORD 9" 4.11   | 7001411  | FORD 9" 6.33              | 7001633  | GM 12 BLT, 8.875, 3.42    | 7013342  |
| FORD 9" 4.33   | 7001433  | FORD 9" 6.50              | 7001650  | GM 12 BLT, 8.875, 3.73    | 7013373  |
| FORD 9" 4.56   | 7001456  | GM 7.5 10 BLT, 3.42 OEM   | 7010342  | GM 12 BLT, 8.875, 4.10    | 7013410  |
| FORD 9" 4.71   | 7001471  | GM 7.5 10 BLT, 3.42 Thick | 7011342  | GM 12 BLT, 8.875, 4.56    | 7013456  |
| FORD 9" 4.86   | 7001486  | GM 7.5 10 BLT, 3.73 OEM   | 7010373  |                           |          |
| FORD 9" 5.00   | 7001500  | GM 7.5 10 BLT, 3.73 Thick | 7011373  |                           |          |

# RICHMOND



RICHMOND™ is the leading manufacturer of professional quality, hi-performance ring and pinion sets. For over 80 years, the Double Diamond has signified the highest quality gears in the racing industry!

## HIGH PERFORMANCE RING & PINIONS

Richmond Gear is the leading manufacturer of pro-quality, hi-performance ring & pinion sets. For over eighty years, the "Double Diamond" logo has signified the highest quality gears in the racing industry. Richmond offers a wide selection of gear ratios for all popular rear ends in both Street-Gear design & Pro-Gear (drag racing). Listed are just a few, call if not shown.

### GM 10 bolt 7.5"

77-02 GM cars, 82-02 Camaro, Firebird, Trans AM & 83-02 S-10 Trucks, 1.438" diameter pinion 27 spline. Installation kits recommended: 83-1044-1 or 83-1044B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.42  | 41-12 | 49-0045-1 | 3    |
| 3.42  | 41-12 | 49-0005-1 | 2    |
| 3.73  | 41-11 | 49-0046-1 | 3    |
| 3.73  | 41-11 | 49-0007-1 | 2    |
| 4.10  | 41-10 | 69-0322-1 | 3    |
| 4.10  | 41-10 | 49-0009-1 | 2    |
| 4.56  | 41-9  | 69-0324-1 | 3*   |
| 4.56  | 41-9  | 69-0326-1 | 2*   |

Notes: (2) denotes 3.08 ratio and numerically lower carrier (3) denotes 3.23 ratio and numerically higher carrier. \*Must replace cross pin with #80-0270-1.

### GM 10 bolt 8.2"

Commonly used in GM applications from 1964 to 1972. 25 spline w/1.438 diameter pinion. Installation kits recommended: 83-1022-1 or 83-1022B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.55  | 39-11 | 49-0015-1 |      |
| 3.73  | 41-11 | 49-0112-1 |      |
| 4.11  | 37-9  | 69-0159-1 |      |

### GM 10 bolt 8.5"

Commonly used in GM applications from 1970 and up. 30 spline w/1.626 diameter pinion. Installation kits recommended: 83-1021-1 or 83-1021B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.42  | 41-12 | 49-0278-1 |      |
| 3.70  | 37-10 | 49-0033-1 |      |
| 3.73  | 41-11 | 49-0041-1 |      |
| 3.90  | 39-10 | 49-0034-1 |      |
| 4.10  | 41-10 | 69-0165-1 |      |
| 4.56  | 41-9  | 69-0167-1 |      |
| 4.88  | 39-8  | 69-0169-1 |      |
| 5.13  | 41-8  | 69-0171-1 |      |

### GM 12 bolt Car

Known as the "C" axle used in GM cars 1965 to 1972. 8.875" diameter, 30 spline w/1.626 diameter pinion. Installation kits recommended: 83-1019-1 or 83-1019B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.42  | 41-12 | 49-0113-1 | 2    |
| 3.55  | 39-11 | 49-0095-1 | 2    |
| 3.73  | 41-11 | 49-0039-1 | 2    |
| 3.73  | 41-11 | 49-0096-1 | 3    |
| 4.10  | 41-10 | 69-0304-1 | 2    |
| 4.10  | 41-10 | 69-0031-1 | 3    |
| 4.56  | 41-9  | 69-0306-1 | 2    |
| 4.56  | 41-9  | 69-0032-1 | 3    |
| 4.88  | 39-8  | 69-0308-1 | 2    |
| 4.88  | 39-8  | 69-0033-1 | 3    |

Notes: (2) denotes 3.07-3.73 ratio carrier (3) denotes 3.90 ratio and numerically higher carrier.

### GM 12 bolt Truck

Found in GM truck and vans from 1964 through 1982. 30 spline w/1.438 diameter pinion. Installation kits recommended: 83-1018-1 or 83-1018B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.42  | 41-12 | 49-0070-1 | 2    |
| 3.73  | 41-11 | 49-0280-1 | 3    |
| 3.73  | 41-11 | 49-0072-1 | 2    |
| 4.10  | 41-10 | 69-0204-1 | 3    |
| 4.10  | 41-10 | 69-0350-1 | 2    |
| 4.56  | 41-9  | 69-0206-1 | 3    |
| 4.88  | 39-8  | 69-0298-1 | 3    |

Notes: (2) denotes 3.40 ratio and numerically lower carrier (3) denotes 3.73 ratio and numerically higher carrier.

### Dana 60

Chrysler and Jeep applications from 1966-1984, Ford Trucks from 1967-1995, and HD Chevy trucks from 1969-1995. 29 spline with 1.626" pinion diameter. Installation kits recommended: 83-1034-1 or 83-1034B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 4.10  | 41-10 | 69-0052-1 |      |
| 4.56  | 41-9  | 69-0053-1 |      |
| 4.88  | 39-8  | 69-0054-1 |      |
| 5.13  | 41-8  | 69-0057-1 |      |

### Ford 8.8"

Commonly used in Mustangs and PU trucks 81-94. 30 spline w/1.626 diameter pinion. Installation kits recommended: 83-1043-1 or 83-1043B

| RATIO | TEETH | PART NO.   | NOTE |
|-------|-------|------------|------|
| 3.55  | 39-11 | 49-0103-1  |      |
| 3.73  | 41-11 | 49-0104-1  |      |
| 4.10  | 41-10 | 69-0310-1  |      |
| 4.33  | 39-9  | 69-0376-1  |      |
| 4.56  | 41-9  | 69-0312-1* |      |
| 4.88  | 39-8  | 69-0382-1* |      |

\* Replacement cross pin # 80-0273-1 required, except for 87-97 trucks which use 80-0279-1.

### Ford 9.0"

The most common Ford RWD differential. Used in fullsize cars and trucks from 1957 to 1987. 28 spline w/1.313 diameter pinion. Installation kits recommended: 83-1011-1 or 83-1011B

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.50  | 35-10 | 49-0027-1 |      |
| 3.70  | 37-10 | 69-0361-1 |      |
| 3.89  | 35-9  | 69-0177-1 |      |
| 4.11  | 37-9  | 69-0179-1 |      |
| 4.33  | 39-9  | 69-0161-1 |      |
| 4.56  | 41-9  | 69-0185-1 |      |
| 4.86  | 34-7  | 69-0067-1 |      |
| 5.14  | 36-7  | 69-0068-1 |      |
| 5.43  | 38-7  | 69-0069-1 |      |
| 5.67  | 34-6  | 69-0070-1 |      |



## SYNTHETIC GEAR OIL

Help to ensure a long life for your ring and pinion gear set using Richmond Synthetic Gear Oil. Improved durability and efficiency are the primary benefits of using a gear oil formulated especially for high performance differentials. Provides unequalled protection under demanding conditions.



Part No. Lube

## POWER POINT



### Do I need Pro Gears?

Pro Gears can be used in vehicles that are for drag race only. They are not suitable for street-strip vehicles.

1. If the drag vehicle has a manual transmission, a Pro Gear is generally used.
2. If the drag vehicle has a transmission brake, a Pro Gear is needed.
3. If the drag vehicle generates 600-700+ horsepower, a Pro Gear is needed.
4. If the drag vehicle has tires that are 15" or wider, a Pro Gear is needed.
5. If the drag vehicle is at or over 3,500 lbs., a Pro Gear is needed.
6. If the drag vehicle consistently breaks a street gear, a Pro Gear is needed.
7. If the drag racer wants more security and dependability in the drivetrain.
8. If the drag racer wants to win.

*Pro Light gears have become very popular because weight is removed from the back of the ring gear. This reduces the rotating mass by approximately 4-6 lbs. depending on the size of the ring gear. Drag racers say that any rotating mass reduction is beneficial. Pro Gears are manufactured from a special high nickel steel and specifically heat treated for drag race applications.*



## PRO GEARS

### Ford 9.0"

| RATIO | TEETH | PART NO.  | NOTE |
|-------|-------|-----------|------|
| 3.89  | 35-9  | 79-0043-1 | 1    |
| 4.11  | 37-9  | 79-0045-1 | 1    |
| 4.29  | 30-7  | 79-0079-1 | 1    |
| 4.57  | 32-7  | 79-0080-1 | 1    |
| 4.86  | 34-7  | 79-0066-1 |      |
| 5.14  | 36-7  | 79-0017-1 |      |

1. Special pinion support - 35 SPL



## RING & PINION INSTALLATION KITS

From performance quality grade 8 bolts to the gasket, Richmond Gear Installation Kits include all parts required for a complete ring & pinion installation utilizing all new components. All popular applications are available. Everything you need for a complete ring & pinion installation: Cover gasket, Ring gear bolts and washers, Crush sleeve, Marking compound and brush, Pinion and carrier bearings, Pinion nut and washer, Pinion seal, Thread locking compound, Silicone sealer, Pinion and carrier shims.



Made in the U.S.A.

| IDEAL USE               | Street | Strip | Off-Road |
|-------------------------|--------|-------|----------|
| No-Slip Traction System | ✓      | ✓     | ✓        |
| Lock-Right Locker       | ✓      |       | ✓        |



**LOCK-RIGHT LOCKERS**

Easily upgrade your vehicle for Extreme-Traction performance

Powertrax® offers two series of extreme traction differentials to satisfy the most demanding requirements. Lock-Right Lockers are proven for brute force off-road applications. The new No-Slip Traction System is the premier line that combines the highest degree of traction output with superb street driving characteristics. Both are fully automatic and can easily be installed by any do-it-yourselfer with basic tools in about an hour. Installation involves simply replacing the differential's spider and side gears. Easy to follow step by step instructions are included.

| Differential Type                        | No-Slip      | Lock-Right |
|--|--------------|------------|
| AMC-20 Open                              | 92-0120-2900 | 1710       |
| AMC-20 TracLok                           | 92-0120-2920 |            |
| BORG WARNER 2-piece case (International) |              | 9010       |
| CHRYSLER Dodge Power Wagon               |              | 1210       |
| CHRYSLER 8.25" 27t Open                  | 92-0382-2705 | 1230       |
| CHRYSLER 8.25" 27t SureGrip              | 92-0382-2745 |            |
| CHRYSLER 8.25" 29t Open                  | 92-0382-2905 |            |
| CHRYSLER 9.25" 31t Open                  | 92-0392-3105 | 1220       |
| CHRYSLER 9.25" 31t SureGrip              | 92-0392-3145 |            |
| DANA-30 27t Open                         | 92-0430-2700 | 2210       |
| DANA-35 27t Open Non-C-Clip              | 92-0435-2700 | 2310s2     |
| DANA-35 27t Open IFS                     | 92-0435-2701 | 2310s2     |
| DANA-35 27t Open C-Clip                  | 92-0435-2705 | 2310s2     |
| DANA-35 27t Open C-Clip with ABS         | 92-0435-2706 | 2311s2     |
| DANA-35 27t TracLok Non-C-Clip           | 92-0435-2720 |            |
| DANA-35 27t TracLok C-Clip               | 92-0435-2725 |            |
| DANA-35 30t Open Non-C-Clip              | 92-0435-3000 | 2312       |
| DANA-35 30t Open C-Clip                  | 92-0435-3005 | 2312       |
| DANA-44 19t Open                         | 92-0444-1900 | 2413       |
| DANA-44 27t Open                         | 92-0444-2700 | 2414       |
| DANA-44 30t Open                         | 92-0444-3000 | 2410       |
| DANA-44 30t Open IFS                     | 92-0444-3001 | 2410       |
| DANA-44 30t TracLok                      | 92-0444-3020 |            |
| DANA-60 30t Open Non-C-Clip              | 92-0460-3000 | 2610       |
| DANA-60 30t Open C-Clip                  | 92-0460-3005 | 2610       |
| DANA-60 30t TracLok Non-C-Clip           | 92-0460-3020 |            |
| DANA-60 30t TracLok C-Clip               | 92-0460-3025 |            |
| DANA-60 32t Open                         | 92-0460-3200 |            |
| DANA-60 32t TracLok                      | 92-0460-3220 |            |
| DANA-60 35t Open                         | 92-0460-3500 | 2620       |
| DANA-60 35t TracLok                      | 92-0460-3520 |            |
| FORD 8" 28t Open                         | 92-0680-2800 | 1810       |
| FORD 8.8" 28t Open 3/4"shaft             | 92-0688-2807 | 1820       |

| Differential Type  | No-Slip      | Lock-Right |
|--|--------------|------------|
| FORD 8.8" 28t TracLok 3/4"shaft                                  | 92-0688-2827 |            |
| FORD 8.8" 31t Open 3/4"shaft                                     | 92-0688-3107 | 1821       |
| FORD 8.8" 31t Open 7/8"shaft                                     | 92-0688-3108 | 1822       |
| FORD 8.8" 31t TracLok 3/4"shaft                                  | 92-0688-3127 |            |
| FORD 8.8" 31t TracLok 7/8"shaft                                  | 92-0688-3128 |            |
| FORD 9" 31t Open   | 92-0690-3100 | 1810       |
| FORD 9" 35t Open   | 92-0690-3500 |            |
| FORD 10.5" 35t Open  | 92-0605-3500 |            |
| FORD 10.5" 35t TracLok   | 92-0605-3520 |            |
| GM 10-bolt 7.5" 26t Open   | 92-0775-2605 | 1930       |
| GM 10-bolt 7.625" 26t Open                                       | 92-0776-2605 | 1932       |
| GM 10-bolt 7.625" 28t Open                                       | 92-0776-2805 | 1931       |
| GM 10-bolt 7.625" 28t GovLok                                     | 92-0776-2885 |            |
| GM 10-bolt 8.5" 28t Open   | 92-0785-2805 | 1920       |
| GM 10-bolt 8.5" 30t Open   | 92-0785-3005 | 1921       |
| GM 10-bolt 8.625" 30t Open                                       | 92-0786-3005 |            |
| GM 12-bolt 8.875" 30t Open                                       | 92-0788-3005 | 1910       |
| GM 9.2" 33t Open IFS   | 92-0792-3301 | 1950       |
| GM 14-bolt 9.5" 33t Open   | 92-0795-3305 | 1950       |
| GM 14-bolt 10.5" 30t Open  | 92-0705-3000 | 1955       |
| ISUZU Trooper (International)                                    |              | 3110       |
| SUZUKI SJ-413 '86-'89 1/2 front, '86-'95 rear (without couplers) |              | 1510       |
| SUZUKI Sidekick & Geo Tracker thru '95 rear (without couplers)   |              | 1512       |
| TOYOTA 8" Open 2-pinion pre '95                                  | 92-2080-3001 | 1610       |
| TOYOTA 8" Open 2-pinion - rear Tacoma/Tundra/T100                | 92-2080-3002 | 1615       |
| TOYOTA 8" Open 4-pinion (International)                          |              | 1622       |
| TOYOTA Land Cruiser 4-pinion Limited-Slip (International)        |              | 1640       |
| TOYOTA LandCruiser 8.875" 10t Open                               | 92-2088-1005 | 1631       |
| TOYOTA LandCruiser 8.875" 30t Open                               | 92-2088-3005 | 1630       |