



A/C O-Ring to AN FITTING ADAPTER

These billet aluminium adapters allow you to use AN fittings on air conditioning bulkheads. Great for heater hose applications.

Part No	Description
AF88-3003	#10 A/C O-ring converts to -10AN



REPLACEMENT A/C VALVES

Part No	Description
AFFCV-08-06	Suits large #6 and #8 charge port fittings
AFFCV-10	Suits small #10 charge port fittings

REPLACEMENT A/C Fitting O-Rings

#	Part No	Description
6	AF188-06	10 Pack
8	AF188-08	10 Pack
10	AF188-10	10 Pack



A/C BULKHEAD FITTINGS



Proline™ Machined Billet Plates

4-Way For A/C & Heater O-Ring Lines 3" x 3.187"

VA34217-VUQ
4-way A/C-heater (6-10 male O-ring)

VA34017-VUQ
4-way A/C-heater (8-10 male O-ring)

2-Way For Air Conditioning O-Ring Lines 1.5" x 3.187"

VA34014-VUQ 2-way A/C radiator (6-8 male O-ring)
VA34215-VUQ 2-way A/C firewall (6-10 male O-ring)
VA34015-VUQ 2-way A/C firewall (8-10 male O-ring)

2-Way For Heater O-Ring Lines 1.5" x 3.187"

VA34116-VUQ 2-way Heater (10-10 male O-ring)

4-Way Inline For A/C & Heater O-Ring Lines 1.5" x 6.5"

VA34317-VUQ A/C and heater (6-10 male O-ring)

Streamline™ A/C Aluminum Bulkheads

Creates professional looking installation and allows one-man tightening of fittings and reduce the possibility of scratching your paint. Lower Profile, Easier installation - just drill 4 individual holes.



4-Way Square For A/C & Heater 3" x 3"

VA384600-MBA 4-way A/C-heater (6-10 male O-ring)
VA384800-MBA 4-way A/C-heater (8-10 male O-ring)

4-Way Diamond For A/C & Heater 2.75" x 4.375"

VA388600-MBA 4-way A/C-heater (6-10 male O-ring)
VA388800-MBA 4-way A/C-heater (8-10 male O-ring)

4-Way Diamond For A/C & Heater - Black 2.75" x 4.375"

VA389601 4-way A/C-heater (6-10 male O-ring)
VA389801 4-way A/C-heater (8-10 male O-ring)

2-Way For A/C & Heater O-Ring Lines 1.25" x 2.75"

VA382600-MBA 2-way A/C (6-10 male O-ring)
VA382800-MBA 2-way A/C (8-10 male O-ring)
VA382680-MBA 2-way A/C (6-8 male O-ring)
VA382000-MBA 2-way heater (10-10 male O-ring)

4-Way In-Line For A/C & Heater 1.25" x 5.75"

VA386600-MBA 4-way A/C-heater (6-10 male O-ring)



Available in polished or black finish



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



38mm x 165mm
1.5" x 6.5"

BILLET A/C BULKHEADS

Billet 6061-T6 Aluminium bulkheads give your ride that custom look. Available in -AN or push-on rear fittings for (heater side only)

Part No	Colour	Port	Description
AF88-2000	Polished	2 port	1x#6 1x#10
AF88-2000BLK	Black	2 port	1x#6 1x#10
AF88-2001	Polished	2 port	2x #10
AF88-2001BLK	Black	2 port	2x #10
AF88-2002	Polished	2 port	2x #10 (5/8 rear Push-on fittings for heater)
AF88-2002BLK	Black	2 port	2x #10 (5/8 rear Push-on fittings for heater)
AF88-2003	Polished	4 port	Square 3x#10 1x#6
AF88-2003BLK	Black	4 port	Square 3x#10 1x#6
AF88-2004	Polished	4port	Square 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2004BLK	Black	4port	Square 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2005	Polished	4 port	Inline 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2005BLK	Black	4 port	Inline 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)



Billet Specialties heat and AC bulkheads

Billet Specialties heat and AC bulkheads are engineered to work with 5/8" heater hose and one -6 and one -10 A/C line.

Products Feature:

- Precision machined from 6061-T6 billet aluminium
- Industry leading polish finish
- Offset configuration allows clear access to lines and uniform hose routing in a minimum amount of space.

A/C & Heater Bulkhead 4-port Push-On

Push-on for heater side screw

BS669.



Heater Bulkhead 2-port Push-On
BS66825

A/C & Heater Bulkhead 4-port Screw-On BS66920



A/C Bulkhead 2-port Screw-On
BS66720

Heater Bulkhead 2-port Screw-On BS66820



A/C & Heater Bulkhead 4-port Inline Push-On
Push-on for heater side screw on for A/C side.
BS66935

AUTOMATIC TRANSMISSIONS



The TCI® Super StreetFighter™

Transmission bridges the gap between the StreetFighter® series and our full competition transmissions. It is intended for normally aspirated vehicles powered by engines producing up to 600 horsepower (most applications). Featuring the same benefits as our StreetFighter® Transmissions but with some upgrades, the Super StreetFighter™ offers both manual and automatic shift options to give you the power and shifts you want for the street. TCI® 700R4, 2004R and AOD Super StreetFighter™ Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are firmly applied to help eliminate slippage.

Super Streetfighte Transmission, TCI311005
6" Tailshaft
Ford C4 1970-82 Large Bellhousing, 26 Spline TCI511605
Input, Dipstick In Pan



B&M Street/Strip Transmissions

B&M's Street/Strip Transmission is a complete ready to run unit (less converter) for high performance street and mild strip use. The transmission provides firm shifts and features a standard shift pattern. The B&M Street Turbo 700 transmissions are suitable for use behind engines producing up to 450 lb/ft of torque which covers most small blocks and mild big blocks. A low first gear ratio and overdrive 4th make these very desirable units. Won't replace 4L60E applications (post '93)

GM Turbo 400

The B&M Street/Strip Turbo 400 features a 2:48 1st gear & 1:48 2nd gear. Rebuilt front pump utilizes B&M pressure regulator spring & shims. All new B&M hi-performance friction plates, thrust bearings & races. New intermediate roller clutch & kickdown band with welded anchors. Machined center support with new case saver ring. New adjustable modulator & silencer ring; external electric connector & kickdown solenoid. Recalibrated valve body
Turbo 400 Street/Strip Automatic Transmission for use with 1-7/8" diameter yoke BM112002



GM Turbo 350

The B&M Street/Strip Turbo 350 features a 2:52 1st gear & 1:52 2nd gear. Extra wide direct drum bushing. Machined forward & direct pistons. New kickdown band with welded anchors. New intermediate & low roller clutches. All new B&M high performance friction plates, thrust bearings & races. New adjustable modulator, detent control link with new breather & filter. Recalibrated valve body
Turbo 350 Street/Strip Transmission with 6" tailshaft BM113001





GM Turbo 700

BM117101 GM TH700R4 / 4L60 (except Corvette & 60 degree V6) 1984 or later 30 tooth spline converter

- 4 speed GM transmission
- 3:06 1st gear ratio, 1:63 2nd, 1:1 3rd & .70 OD ratio
- Corvette 2-4 servo assembly
- Recalibrated valve body
- New overdrive sprag assembly
- New external electric connector
- Rebuilt front pump & governor with new gear
- All new B&M high performance friction plates
- New thrust washer kit, races, thrust bearings bushings & 2-4 band
- High performance reaction carrier assembly
- Can be used with Lock-up Control unit
- Heavy duty sunshell
- Input housing includes support ring
- Improved lubrication on sun gear

BM118001 Street/Strip GM 4L80E TRANSMISSION 1993-1996

- 34 Element Intermediate Sprag
- High Energy Intermediate Band
- New Overdrive Sprag Assembly • New Low Roller Assembly
- Performance Frictions
- All New Solenoids and Wiring Harness
- Recalibrated Valve Body
- Performance Pump Assembly
- Steel Forward Hub
- 800 Hp Max

BM117307 Street/Strip GM 4L60E TRANSMISSION 1996-1997 LT motors

Street/Strip Automatic Transmission '96-97 LT motors

- Beast Sunshell
- Reinforced Input Drum
- Corvette Servo 4th Gear Servo "Billet"
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Recalibrated Valve Body
- Performance Pump Assembly
- Updated Low Roller Assembly
- Performance Frictions
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Pan, Standard Depth
- 600 Hp

BM117308 Street/Strip GM 4L60E TRANSMISSION 1998-up LS motors

Street/Strip Automatic Transmission '98-up LS motors

- Beast Sunshell
- Reinforced Input Drum
- Corvette Servo 4th Gear Servo Billet
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Recalibrated Valve Body
- Performance Pump Assembly
- Updated Low Roller Assembly
- Performance Frictions
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Pan, Standard Depth
- 600 Hp



Chrysler Torqueflite 727

The B&M Street/Strip Torqueflite features a 2:45 1st gear, 1:45 2nd gear. Rebuilt front pump Five clutch direct drum New low roller clutch B&M 5.0 servo lever Four pinion front carrier All new B&M high performance friction plates. New special bellville spring. Fully recalibrated valve body.

Street/Strip Automatic Transmission

'67-'79 361-440 cid non-lockup with 18-3/8" tailshaft **BM111212**



B&M Ford AOD

The B&M Street/Strip AOD features a 2:40 1st gear, 1:47 2nd gear, .67 OD Rebuilt front pump. Rebuilt governor. New overdrive band. Recalibrated valve body
New B&M Hi-performance friction plates. Comes with B&M shift lever or stock Mustang lever for use in late model Mustang applications

Street/Strip Automatic Transmission

'80-'93 (Mustang only) 289, 302, 351C & 351W **BM114501**



B&M Ford C-6

The B&M Street/Strip C6 Transmission features a 2:46 1st gear, 1:46 2nd gear Rebuilt front pump & governor Comes with B&M shift lever. New B&M hi-performance friction plates New intermediate flex band. New low roller clutch with lube hole in inner race. New adjustable modulator, bellville spring & filter. Fully recalibrated valve body.

Street/Strip Automatic Transmission

'70-'89 289, 302, 351C, 351W 13-1/2" tailshaft **BM114202**



HUGHES TRANSMISSION GM TRANSMISSION

This particular transmission fits many GM rear wheel drive O.D. transmission models, including the popular C/K Pick-ups. It was originally used in non-electronic form in the early 1980's by General Motors. Hughes Performance has continued to improve this unit both in durability and technology. All internal parts are carefully inspected and many of the original equipment pieces are replaced with Hughes High Performance components. We replace OEM clutch plates with our special high-coefficient one-sided frictions* for longer life and greater reliability. Kevlar bands have been installed in our transmissions for over 15 years in shifting applications. We co-developed with Borg Warner our "High-Static Hold" material for increased holding power, especially in racing applications, for all brake band applications. All lubrication and valve body circuits are carefully inspected and modified for cooler and quicker operation. We have manufactured countless numbers of these transmissions for a wide variance of vehicles and have earned an enviable reputation from racing to towing and all types of street performance, hot rods, and custom applications.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
TH350 1969-79	HT35-1	HT35-2	HT35-3
Available w/2.75 low 6" Ext Hsg			
TH400 1967-90	HT34-1		HT34-3
Available w/2.75 low 4" Ext Hsg			
TH400 1967-90	HT34-1B		
Available w/2.75 low 4" Ext Hsg (Buick, Olds, Pontiac)			
TH400 1967-90	HT34-1HD		
Heavy Duty 34 Sprag Full Auto			
TH700 4L60	HT74-1		
30 spline input and converter (1982-92)			
4L80E 1000HP FWD Pattern			HT35-3HD
H.D Input Shaft & Fwd Drum			



GM POWERGLIDE

Hughes Performance competition transmissions deliver unsurpassed strength and reliability under the most severe conditions. Only the finest state-of-the-art performance parts are used in Hughes competition units. All internal and external components are inspected and then assembled to exact tolerances, thus ensuring top quality and performance. These transmissions are equipped with reverse-pattern, or, in some cases, forward-pattern valve bodies for sure, solid, quick shifts. They are also equipped with Hughes "Pro III" trans-brake valve bodies. These transmissions are designed with the capacity to withstand pass after pass.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
P/GLIDE 1.76	HT28-1-76S	HT28-2-76S	HT28-3-76S
P/GLIDE 7.82	HT28-1-82S	HT28-2-82S	HT28-3-82S
P/GLIDE 1.76			HT28-3-76B

Specify 17 or 30 Spline Input Shaft



FORD

TRANSMISSIONS

These Hughes Performance Street and Strip transmissions are made tough enough to deliver tyre-spinning shifts race after race. They feature internal and external racing components, which increase strength, reliability, and torque capacity. Plus, they feature Hughes' manual/automatic valve body, which provides precise manual or full automatic shifting.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
C4 1970-80	HT26-1	HT26-2	HT26-3
26-2 available in reverse pattern (26 spline) (No Bellhousing)			
C4 1964-69		HT26-2A	
Shipped without Bell Hsg & Linkage (24 spline)			
C6 1967-91	HT36-1		

Specify engine & bell hsg. Size



MOPAR

TRANSMISSIONS

The A727 Torqueflite: the respected workhorse of Chrysler automatic transmissions. Once Chrysler engineers added an overdrive assembly and updated the unit, it became a 4 speed overdrive known as the A518. Since its introduction in 1990, it has undergone multiple updates. Our inhouse modifications, along with the popularity of the fresh design of the new Dodge pickup, make this unit a must-have. Before beginning the rebuild, each unit is closely inspected for abnormal wear. Many components are automatically replaced, even if normally passed over by other manufacturers; all friction material is upgraded, lube circuits are modified, and the valve body is re-worked to achieve more positive shifts and better durability. This is the most outstanding version of the A518 available today.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
Torqueflite 904	HT12-1		
All 6 Cylinder and 273/318 V8			
Torqueflite 727	HT22-1E		HT22-3E
Big Block 1967-2001			
Torqueflite 727	HT22-1F		HT22-3F
Small Block 1967-2001			

MOPAR EXTREME DUTY TRANSMISSION

Torqueflite 727 Full Manual (Rev Pattern) Small Block w/Engine Braking, Rated To 1000HP (Check Rocket Website For More Details)

HT22-2FEBRX



TRANSMISSION PACKAGES

Our newly redesigned transmission packages are built to give our auto & truck customers the option to choose a transmission & converter package best suited to his / her vehicle combination. These kits come complete with everything you need, transmission, converter, transmission cooler, dipstick, trans mount, kick down cable, transmission controller even the transmission fluid! (contents of kits vary based on transmission type and vehicle, please call for details). So, whether you have a radical cam in your big block Chevelle or are towing 20,000 lbs. with your Dodge Ram; Hughes Performance has the transmission package to handle your needs!

TH350 TRANS PACKAGE

Muscle Car Trans. Package, designed for modified engines, camshaft and or compression change, numerically higher differential gearing. Call for further . details. Incl: 35-1, GM25, HP8238 Trans Cooler, Deep Alum Pan, HP8720 Trans Mount, Flex Trans Dipstick, Kick down cable and mount (when required) (2) cases HP501 Lucas Sure-Shift.

HTMC35-1

TH400 TRANS PACKAGE

Muscle Car Trans. Package, designed for modified engines, camshaft and or compression ratio increase, numerically higher differential gearing. Call for further details. Incl: 34-1, GM25, HP8238 Oil Cooler, Deep Alum oil pan, Locking Dipstick, trans mount, (2) cases HP501 Lucas Sure Shift

HTMC34-1

GM 4L80E TRANS PACKAGE

Muscle Car Trans. Package, Designed For Modified Engines, Camshaft And Or Compression Ratio Increase, Numerically Higher Differential Gearing. Includes: 25-1, 25-30L HP8238 Trans Cooler, Trans, Controller, Flexible Dipstick, Deep Alum Oil Pan Trans Mount. (3) Cases HP501 Lucas Sure-shift

HTMC25-1

TRANSMISSION CASES

REID
RACING, INC.

SUPERGLIDE 1-PIECE TRANSMISSION CASE

This is simply the best 1-piece Powerglide transmission case available. You will not find another case with a better combination of strength, simplicity, light weight, and unsurpassed quality in casting and machining. Reid Racing 1-piece Superglide cases come with the inner safety liner which meets SFI 4.1 rating without bulky heavy external shields or blankets. Reid Racing cases do not require pan straps or special SFI rated transmission pans. You may use any pan you wish without the inconvenience of awkward straps.

- Provision for top bellhousing bolt.
- Smaller diameter bellhousing increases floorboard clearance.
- Narrow design fits all dragsters.
- Double rear wall thickness prevents cracking in reverse-piston area.
- Tail shaft bolt bosses are tied to back wall, stiffening case.
- Beefier boss for transbrake solenoid.
- Enlarged, 1/4 inch NPT bosses for oil cooler lines.
- Redesigned oil passages improve transbrake release time.
- Patented, adjustable transbrake release.
- Larger oil pump thread bosses prevent cracking.
- SFI 30.1 certified bellhousing requires no flywheel shield.
- Wall thickness increased by at least 30 percent in all critical areas.
- Pressure tap for reverse piston.
- Thicker oil pan rails correct the flexing and leaking of stock cases.
- Massive front-rail area prevents oil pump distortion.

Case with Liner **REPG1500**
Case with Liner and Roller Bearing Hub **REPG1500R**

SUPERGLIDE 2-PIECE TRANSMISSION CASE

Starting with the time proven 1-piece Superglide, Reid Racing engineers decided against the "cut it in half" approach and specifically designed this case to be used as a 2-piece unit. The full 360 degree reinforced mounting flange provides the needed rigidity and stiffness, while extra thickness in critical areas adds strength to the rear of the case and eliminates the need for an internal liner. Adapter bellhousings and flexplates are available for most popular engine combinations; See below.

- No internal or external shields required; case is SFI 4.1 Certified*
- Uses all stock and aftermarket internals; no oddball parts.
- Bellhousings available for Chevrolet, Pontiac, Ford, and Mopar
- Front pump can be installed with or without the bellhousing attached.
- Made by a permanent mold from heat treated aircraft aluminium.
- Oil pan flanges are thickened to stiffen case.
- Beefed up oil pump area prevents front case distortion
- Patented adjustable transbrake release.
- Redesigned oil passages improve transbrake release time.
- No need for external shields or bottom straps.

2-Piece Case **REPG2000**
2-Piece Case with Roller Bearing Hub **REPG2000R**
2-Piece Case with Turbo 400 Bushing **REPG2000-400B**
2-Piece Case with Turbo 400 Roller Bearing **REPG2000-400R**

TAILSHAFT HOUSINGS

These new tailhousing are designed to fit both the Reid Racing Superglide and stock GM Powerglide transmissions. They are 5 times stronger than stock, yet only weighs 4-1/2 lbs. The length and crossmember mounting flange is exactly the same as stock for a bolt-in replacement. The tailhousings come completely pre-assembled and includes a complete hardware kit with everything needed to bolt it on. Note: No speedometer cable provision is supplied. Roller bearing models requires Strange Yoke, part number STU1667N or STU1664N.

- Relocated vent ends problem of trans fluid spraying out of breather
- Optional needle roller bearing transfers maximum horsepower
- Accepts stock crossmember mounting flange

Housing with Roller Bearing **REPGH1**
Housing with Teflon Bushing **REPGH1B**
Housing with Roller Bearing for TH400 Yoke **REPGH2B**
Housing with Teflon Bushing for TH400 Yoke **REPGH2R**

SUPERGLIDE BELLHOUSINGS

Cast from high-strength 6061 T6 aluminium and heat treated for additional toughness, these bellhousings pass the stringent SFI 30.1 certification and are approved with no external shields required. They feature an open bottom for easy converter access, a reduced diameter for better floorboard clearance, and a contoured mounting flange to properly match the rear of the engine block. When used with a Reid Racing flexplate available below, these bellhousings allow for direct fit to Ford and Mopar engines with no spacers or adapters needed. Stock style starters are used in the factory location.

Chev V8 & 4.3L V6 **RE-BH001**
Ford 289-351 Windsor & Cleveland **RE-BH010**
Ford 429-460 Big Block **RE-BH020**
Mopar Big Block 361-440 Incl. Hemi **RE-BH040**

REID SUPER HYDRA TH400 DRAG/STREET

TRANSMISSION CASE

The Turbo 400 is the favored 3-speed transmission today for high horsepower applications because of its light weight, minimal drag, and its tolerance of abuse. As rugged as it is, there is one glaring weakness; the internal case "lugs" that retain the center support and pressure plate do not go completely around the inside of the case. At high horsepower levels, the "lugs" closest to the gap become overloaded and they fail. This sets off a chain reaction and all of the remaining "lugs" fail in a zipper-like fashion ending up in a ruined transmission. Reid Racing, Inc. has redesigned the Turbo 400 to correct this problem and has added dozens of features that improve every aspect of the case.

- Standard bellhousing flange fits Reid Racing's full line of SFI 30.1 bellhousings, as well as SFI 6.x "cans" from Browell, Trick Titanium, Quicktime, and others.
- Indexing ring on the oversized flange properly centers bellhousing.
- Full 360° lugs
- Speedometer and Governor provisions
- Improved billet pressure plate
- Oversize snap ring
- Longer band anchor pins captured by oversize bosses
- Numerous strengthening features address problem areas in the GM case
- Additional dipstick hole on driver's side
- Multiple external pressure taps allow monitoring of circuit pressures
- Accepts all style oil pumps including 8 bolt and vari-pitch designs
- Bellhousing and oil pump threads are heli-coiled
- Machined for standard NPT fittings
- Pre-machined to fit larger custom planetary gear carriers

Description **Part No.**
TH400 Drag/Street Transmission Case **RESH400DRAG**

REID TH400 TAILSHAFT HOUSING

The Reid Racing Tailshaft Housings are designed to fit both the REID Superglide Cases and the stock GM transmissions. They are now available for both Powerglide and TH400 transmissions and are a great for high horsepower applications yet offer a solution to the shortage of weak OEM replacements. They are lighter weight yet five times stronger than stock and the roller bearing option frees up horsepower by reducing parasitic drag!

- Bolt-in replacement - fits Reid SH400 or OEM TH400
- Your choice of length - Powerglide or standard TH400 to match existing driveline components
- Pre-assembled with rear seal and either bushing or optional roller bearing
- Reworked oil passage for improved lubrication
- Cast from high strength aircraft grade aluminium alloy with thicker walls and additional gusseting
- Precision machined for perfectly aligned bores

Description **Part No.**
TH400 Extension Housing With Bush **RESH400HB**
TH400 Extension Housing With Roller Bearing **RESH400HR**
TH400 Extension Housing With Roller Bearing - Short (Powerglide Length) **RESH400HRS**

AUTO TRANS KITS & PARTS



SPRAG AND SPRAG ASSEMBLIES

Hughes offers a wide variety of aftermarket heavy duty sprag and sprag assemblies for the racing enthusiast. These items are essential in higher horse power and transbrake applications. Added elements, forged and heat treated races greatly increase the strength of these assemblies.

Part No. **Description**
HTHP2234 TH400 Direct Drum with 34 Element Sprag

HEAVY DUTY CLUTCH HUBS

The Hughes Heavy Duty hubs are recommended for all Powerglides and TH400s and will increase the strength and reliability of your transmission

Part No. **Description**
HTHP2226 TH400 HD Forward clutch hub.
HTHP4783 Aluminium Powerglide-Steel Clutch Hub for 5&6 clutch count
HTHP4783P Aluminium Powerglide-Custom sized Hub for 10&10 clutch count with .061" frictions and .060" steels.

HUGHES POWERGLIDE

FRONT PUMP

Each oil pump is carefully machined to our exact tolerances and in some cases, incorporates our own pump bearing assembly for less drag and horsepower loss, but still yields more mile per hour than the more commonly used thrust washer types. All units come with gasket, o-ring sealing rings, new Hughes pressure regulator springs, gear set, and some also use a new Torrington Bearing.

Billet Ringless Powerglide Pump **HTHP7433X**

FRONT PUMP SEAL

GM TH350 & TH400 **HT44526**



HARDEND INPUT SHAFTS

Install a Hughes hardened input shaft in your Powerglide transmission and feel confident you will not have any twisting or breakage. For the high horsepower and transbrake application Hughes hardened input shafts made from 4340 steel billet, will exceed the need! Turbo shafts are also available and manufactured from special forged alloy steel for even higher horsepower applications.

Part No	Description
General Motors	
HTHP3214	TH350 Input Drum and Shaft Assembly (300M) With Custom Front Drum
HTHP2236	TH400 Input Drum and Shaft Assembly
HTHP7496C	Aluminium Powerglide With Turbo Spline, All Ratios
HTHP7496M	Aluminium Powerglide W/Turbo Spline-High HP appl.
HTHP7496MX	Aluminium Powerglide W/Turbo Spline w/o rings can be used with special top sportsman style oil pump ONLY!

Ford **HTHP5214** C4 All with 26 Spline Input



MSD ATOMIC TCM

The all-new MSD Transmission Controller was developed completely in-house - evolving from the engineering expertise and proven performance of our Atomic EFI technology. In fact, the Atomic TCM is designed to integrate directly with the Atomic EFI when using Brainwave so you can modify transmission operation parameters from the same handheld monitor! Doing away with the need for sensor duplication, and an extra programmer, means less wiring for easy installation and a clean appearance.

Don't worry if you haven't stepped up to an Atomic EFI system yet; the Trans Controller is also offered as a stand-alone system to work with most OEM or aftermarket fuel injection systems, as well as carbureted applications equipped with a stand-alone Throttle Position Sensor (TPS). This allows you to take advantage of modern 4-speed overdrive transmissions and the inherent flexibility associated with electronic controls.

- Available as a standalone controller or Brainwave ready
- Adjust the operating parameters of later model electronically controlled 4-speed overdrive transmissions
- Simple to configure with the supplied Handheld Monitor - no PC required*
- OEM style connectors allow direct plugin to popular GM and Ford transmissions

- Adjust shift points, shift firmness, torque converter clutch behavior, and more
- Monitor the operation of your transmission in real-time
- The Brainwave ready TCM allows for seamless integration with the Atomic EFI controller to reduce wiring and simplify setup
- Easily modify the operating parameters of your GM or Ford 4-speed automatic transmission:
- Adjust shift points
- Adjust torque converter clutch behavior
- Select different levels of shift firmness
- Select between auto-shift mode and manual-shift mode
- Activate Dyno Mode to deliver repeatable chassis dyno results

STAND ALONE SYSTEM

Includes the Controller, Handheld Monitor and Auxiliary Harness. Designed to control Late Model GM/Ford 4 speed transmissions. Transmission Harness sold separately. Requires a Throttle Position Sensors that output a 0 to +5 VDC signal (not supplied).

MSD2760

BRAIN WAVE COMPATIBLE

Designed for vehicles using Atomic EFI. Includes the Controller and Auxiliary Harness. Transmission Harness must be purchased separately.

Description	Part No.
GM Trans Controller Harness	
4L60-85E, 1993-up or 4L70, 2006-2009	MSD2770
4L70 (2009-up)	MSD2771

FORD Trans Controller Harness

AODE/4R70W, 1998-up	MSD2772
AODE/4R70W, 1992-1997	MSD2773
4R100, 1998-up	MSD2774
E40D, 1995-1997	MSD2775
E40D, 1989-1994	MSD2776



BUMP STAGER TRANSBRAKE CONTROLLER

The FAST Bump Stager provides improved staging accuracy by allowing users to access the patented "transcreep" function found in FAST XFI without the added expense of converting the vehicle to a full XFI system. Available as a complete kit, the Bump Stager lets drag racers carefully pulse the transbrake. This enables the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually. The complete kit comes with everything needed for use, and a built-in 20-amp driver removes the hassle of wiring an external relay for most applications. It can be used in carbureted applications or with any aftermarket EFI system.

- Improves staging accuracy; allows access to patented "transcreep" function found in FAST XFI
- Lets drag racers carefully pulse the transbrake; enabling the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually
- Works w/ any trans-brake application; Carb or EFI

FAST30322



SHIFT PLUS 2 TRANS CONTROLLER

The Shift Plus 2 electronic overdrive transmission control for GM 1993-2007 4L60E and 1993-2013 4L80E is fully configured right out of the box. There is no tuning necessary but for those who demand customization the unit is also optionally fully programmable based on load, speed and RPM. Works with GM automatic transmission models 1993-2007 4L60E and 1993-2013 4L80E. Gives users complete control over most popular electronic overdrive transmissions and no laptop, hand-held tuning device, or software of any kind is required. Shift firmness, shift points, and torque converter lockup are simply adjusted with easy to use dials found on the end of the unit. Comes with a calibration for your transmission so all you have to do is drive it like it is or adjust it to suit your individual taste. Complete transmission diagnostics built in with bright LEDs right on the unit. Includes the Simple Shift control unit and wiring harness, specific to your application with clearly labelled connectors and easy to follow instructions. Available for most popular GM and Ford electronic overdrive transmissions

- Control over electronic overdrive
- Diagnostic built in
- Fully configured
- No laptop required

GM 1993-2007 4L60E & 1993-2013 4L80E
TPS Use with BM120001
(For carburetted engines)



REVERSE PISTON INSTALLATION KIT

- Billet reverse gear clutch piston
- Extra thick reverse spring retainer
- Reverse gear pressure plate
- Reverse spring retainer snap ring
- Reverse clutch pack snap ring

Reverse Piston Installation Kit DE-PGKITRP

POWERGLIDE

RACING OIL PUMP

This is not a rebuild or just a partial replacement - it's 100% brand new and complete! The Powerglide racing oil pump has been designed from scratch to strengthen and update the Powerglide pump for your racing applications.

- Larger pump gears for more low RPM volume and pressure.
- Extra volume prevents rocking or backing up when transbrake is on
- Stiffer castings with ribs to prevent flexing and pressure loss
- High strength cast iron for maximum rigidity and minimum distortion
- Custom, high strength stator support shaft handles high horse power
- Extra clamping bolts to hold pump halves together at high pressure
- Redesigned oil pathways to increase flow to converter and cooler
- High clutch drum bushing pressure feed
- Factory machined for roller thrust bearing

Powerglide racing Oil Pump DE-PGP1

RACING OIL PUMP INSTALLATION KIT

Install your REID Racing pump easily with a complete installation kit. Comes with all needed gaskets, seals, roller thrust bearing, shims and Teflon high gear sealing rings. Includes: Needle thrust bearing, shim assortment, pump gasket, seals and high gear rings.

Racing Oil Pump Installation Kit DE-PGP1K



Shift Improver Kit

- Improves the shift feel and crispness on any stock automatic transmission
- Elimination of soft sluggish shifts, shift overlap and excess wear on clutches and bands due to slippage
- Improves transmission life

The shift improver kit is B&M's least expensive and simplest to install transmission performance kit. The transmission pan is removed and the valve body is taken out. The stock separator plate is replaced with the special B&M plate, reinstall the valve body, filter and pan and you're done! In some cases other minor modifications may also be made. The B&M Shift Improver Kit can be installed in one of two modes. You can select which mode you want at the time of installation. Two kits in one.

STAGE 1. RV/HEAVY DUTY

Firm positive shifts without loss of driver comfort for improved performance in all street vehicles. Recommended for regular passenger vehicles and RVs.

STAGE 2. STREET / STRIP

Provides very positive shifts for high performance street use or for competitive events. This model is for the enthusiast who wants the hardest, quickest possible shift.

GM Kits

TH-400, 375 and M40 '65-'87
TH-350, 375B and M38
(for TH-350 use TransPak BM30235) 1968-81
TH-700R4/4L60 VN-VP only 1982-93
4L60E VR-VZ 1993-on

Ford Kits

C6 1967-91
C4 1967-69
C4 1970-82

Chrysler Kits

TF A-727 1966-70
TF A-727 1971-77
TF A-904 1966-77 with 6cyl
TF A-904 1968-70 with V8
TF A-904 1971-77 with V8

BM20260

BM30262

BM70239

BM70360

BM40262

BM50260

BM50262

BM10226

BM10225

BM10226

BM10226

BM10225

COMMODORE TRANSMISSION APPLICATIONS:

NOTE: B&M Transmission Shift Kits for Commodores with TH700-R4 Trans, there are two types of TH700-R4 depending on the year model. They are as follows:

4L60 Model TH700-R4 has a kickdown cable and an iron valve body. This trans appeared in VN-VP Commodores up to 1993.
4L60E Model TH700-R4 has an electronic kickdown and an alloy valve body. This trans appeared in Commodores from VR 1993 on to current VZ.

The easiest way for you to determine what trans type is in the car is: Does it have a Cable kick-down or not?

BM70235 - suits 4L60 Only Shift Improver

BM70239 - suits 4L60 Only Trans Pack Manual shift option

BM70360 - suits 4L60E Only Shift Improver

BM70365 - suits 4L60E Only Trans Pack Manual shift option

Governor Recalibration Kit

This kit will allow you to change 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 low rear end gear ratio or if it is a conversion.

Governor BM20428

(recalibration kit for GM TH-700, 400 & 350)



Racing Overhaul kit

- Includes all gaskets, seals, bushings and famous B&M red high performance friction materials for a complete high performance or racing transmission overhaul
- Doesn't include valve body components other than OEM valve body gaskets or instructions

Powerglide Master Racing Overhaul kit

TH-400 Racing Overhaul kit

TH-350 Racing Overhaul kit

BM21040

BM21041

BM21042



TRANSMISSION KITS & ACCESSORIES

Transpak

- Recalibrate your automatic transmission for better performance
- Select the mode that best suits your application at installation
- Improves transmission life

The next step beyond the Shift Improver Kit. The Transpak has all the features in the Shift Improver Kit plus it provides additional driver manual control. Most conventional automatic transmissions won't downshift into low gear above 15mph, and automatically upshift at a predetermined speed no matter what gear you are in. With a Transpak you can downshift at any speed (except C4, A0E, TH 200-4R and TH-700-R4), you can also hold the transmission in first gear to any speed that you want. Downshifting at any speed is an asset when towing a trailer or driving heavy loads down hill.

STAGE 1. RV/HEAVY DUTY

For towing, street rods, off road vehicles, campers, motorhomes, trailers, police, taxi, normal passenger vehicles or other heavy duty use. Firmer shift feel but not harsh. Improves transmission performance and life dramatically without loss of comfort. Full manual downshifts when desired, normal automatic operation when in Drive.

STAGE 2. HIGH PERFORMANCE STREET

For full performance street use. Essentially the same as RV/Heavy Duty mode except shift is much snappier. A real instant shift. Retain full automatic features and standard shift points with selector in Drive.

STAGE 3. FULL COMPETITION

For racing applications. Features a full competition shift and higher shift points. Extremely hard shifts and higher shift points make this mode unsuitable for street use. Maintains automatic shift feature. For full manual control, use a Manual Pak.

GM Kits

TH-700R4/4L60 1982-93
TH-400, 375 and M40 1965-87
TH-350, 375B and M38 1968-81
4L60E 1993-01

Ford Kits

A0D 1980-92
C6 1967-91
C4 1970-82

Chrysler Kits

TF A-727 & A-904 1966-77
TF A-727, 518, 46RH & 47RH 1978-96
TF A-904, 999, 32RH, 42RH & 500 1978-96

BM70235

BM20228

BM30228

BM70365

BM40227

BM40228

BM50229

BM10228

BM10227

BM10227

TransKit

- Same quality and components used in B&M Street/Strip transmission in a do-it-yourself kit

- Includes all the necessary parts required to convert your valve body to a full B&M Manual/ Automatic valve body
- Improved shift feel, retains full automatic features
- B&M high performance friction materials

- Complete overhaul gasket set

- B&M Transpak modification components including special replacement valves and springs

- Drain plug kit

The TransKit comes complete with full instructions on how to assemble your transmission to B&M specifications.

Includes special directions on modifying your case, pump, and other components to provide you with all the science and engineering that B&M has put into every transmission they build.

CHRYSLER

1970-'77 TF A-727

BM10229

1978-'79 TF A-727 w/non lock-up conv.

BM10229

GM

1980-86 TH-350, 375B & M38

BM30229

1965-87 TH-400, 375 and M40

BM20229

1987-93 TH-700R4 (Not 4L60) No instructions

BM70233

FORD

C4 1970-82

BM50231



ShiftPlus Electronic Shift Improver

ShiftPlus electronically recalibrates your transmission's hydraulic system. Shift firmness not only makes driving more pleasurable, but slippage and heat are reduced extending transmission life. This design allows you to improve shifting performance without removing the transmission pan or valve body. A simple flip of the switch allows the transmission to operate in the performance or stock mode.

- Recalibrate your automatic transmission for optimum performance & extended life.
- Reduces slippage and heat.
- Installs in minutes & is 50 state emissions legal.



B&M Shift Plus shift improver suits 4L60E VR-on BM70380

Launch Control

- The choice for performance & dependability
- Can control the front and rear brakes
- Can be used as a brake locking device for drag racing or as a hill holding device for street use
- Can be used with button & switches found earlier in catalogue

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 a 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.

Launch Control solenoid BM46075
Launch Control solenoid & Install Kit BM46076



AF49-4076

LAUNCH CONTROL KIT

Aeroflow's Launch Control (also known as: Roll/Stage/Brake Control, Line Lock, Roll Stop and Anti-Roll). Aeroflow's 12 Volt 2-Port Launch Control is designed to be installed into the vehicles existing brake system and can be used on either the front or rear brakes (Not for split or diagonal brakes). In & out ports are 1/8" NPT. They are intended primarily as brake-locking devices for Drag Racing and Off Road use.

Part No	Description
AF49-4076	Launch control line lock KIT (Includes Solenoid)
AF49-4075	Launch control line lock solenoid ONLY
AF49-4077	Button assembly momentary button style RED button
AF49-4078	Button assembly on/off style switch GREEN button



Mushroom Cap Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. A button and cord assembly with extra large actuator button. For use with gloves and Full or Pro Tree applications

Large Actuator Red button with spiral cord BM46013

Remote Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. The universal remote button and spiral cord is a great all around adjustable unit and is ideal for bracket racing. Use with transbrake, launch control and nitrous systems.

Standard Remote button with spiral cord BM46003



TH400 Kickdown Switch

When swapping the TH-400 into any vehicle, this kit makes installation of the transmission kickdown feature a snap. Mounts to either a TH-700 or TH-350 throttle cable bracket.

TH-400 Kickdown Switch BM20297

Throttle Valve / Kickdown Cable

Universal fit adjustable TV/Kickdown cables will work in 95% of all listed transmission applications yet are less expensive than OEM. Use as straight replacement cable or ease the installation of transmission swaps.

Universal TH350 TV Kickdown Cable BM30287
Universal TH-700-R4 Throttle Valve Cable BM70242



DEDENBEAR PRODUCTS, INC.

TRANSBRAKE SWITCHES

DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.



DE-PBSXL

This uses the same quick switch as the PBSRTD but has an extra large red button (1 inch). Fits gloved thumbs very comfortably. Great for delay boxes that allow multiple "hits". Adjustable button height.



DEDENBEAR

STRETCHY CORD

STRETCH CORD - 2 CONDUCTOR

Super large 14 gauge, multi-strand conductors. Coil is only 1 foot long when contracted, and stretches over 10 feet when needed. We used larger 14 gauge wire to prevent massive voltage drop that the small 16 and 18 gauge coil-cords cause. Typically less than half the voltage drop when compared to other "heavy duty" cords!! Ready to be attached to your existing button or our PBSRTD and PBSXL buttons above. Dark Blue vinyl jacket stays clean after years of use.

DARK BLUE STRETCHY

DE-SC2

STRETCH CORD - 3 CONDUCTOR

Three conductors? Why? Let's say you want to mount your transbrake button and your line lock button on the steering wheel... both buttons need power supplied to them right? The SC3 has 1 super large 12 gauge wire to bring power "up" to the both buttons, then use one of the 14 gauge wires to bring the transbrake button signal "down" and the other 14 gauge wire to bring the line lock button signal "down". This is a lot cleaner and less expensive than running 2 coil cords! Medium Red vinyl jacket stays clean after years of use.

RED STRETCHY CORD

DE-SC3

Vacuum Modulator

The same high quality modulators supplied with all B&M complete transmission. This modulator is adjustable, allowing you to tailor shift points within a range of 2-4 mph. Supplied adjusted for normal shift points.

GM AII TH-350 & AII TH-400 BM20234
 (Note: If your engine does not make adequate vacuum (big cam, diesel engines, etc) you will not be able to make the stock (or B&M) modulator work properly usually resulting in late, hard shifts.



TCL ADJUSTABLE VACUUM MODULATOR

The vacuum modulator is a vital component of automatic transmissions. It tells the transmission what kind of load is being put on it, allowing the transmission to react with the proper line pressures and shift points. Over time, modulators can develop leaks, suffer ruptured diaphragms, become bent, etc. Not only can this cause annoying drivability issues, it can lead to premature transmission failure.

TCL comes to the rescue with this line of adjustable modulators. Renew performance, and gain the ability to slightly raise/lower part throttle shift points and line pressures. Simply adjust the screw inside the vacuum nipple for more or less diaphragm pre-load.

Powerglide Adjustable Vacuum Modulator TC1280001
TH350/400 Adjustable Vacuum Modulator TC1350001

Four 'O' Transbrake Parts

Replacement solenoid for Powerglide BM21011
Replacement filter BM10288



TCL C4 PAN-FILL CONVERSION KIT

We now offer an easy to install conversion kit to allow you to use our TCL 518000 Ford C4 Cast aluminium pan or TCL 518011 steel pan on your pan-fill C4 transmission. Stock dipstick tube threads directly into the pan just like factory and stock full mark is still accurate also

TC1518050



GM Speedo Drive Gear

Mounts to mainshaft of transmission

Application	Tooth Count	Colour	Part No.
TH400	15 Tooth	Gray	TC1880019A



TCL High Performance Input Shafts

TCL® Hardened Input Shafts are constructed from hardened, aircraft quality Vacu Melt 300 billet steel or Vasco 300 high strength steel for maximum durability. They feature increased lubrication flow and strength with a resized diameter that provides optimum stress distribution along the entire length of the shaft and along the extended high gear splines to the oil ring.

- Constructed from aircraft quality 300 billet steel or Vasco 300 high strength steel
- Increased lubrication flow & strength
- Resized diameter provides optimum stress distribution along the entire length of shaft
- Allows for optimum stress distribution along the extended high gear splines to the oil ring

GM Powerglide 1.82 Carrier W/ Turbo Splines, 12 5/8" TC1749200
 (Installation of the turbo shaft requires minor machining of the stator Shaft or turbine spline bushing in converter)

GM Powerglide 1.76 Carrier W/ Turbo Splines, 12 7/8" TC1749600
 (Installation of the turbo shaft requires minor machining of the stator Shaft or turbine spline bushing in converter)

GM Powerglide 1.76 Carrier W/ Turbo Splines, 12 7/8" TC1749601
 (VASCO 300 Steel)

TH400 HD Forward Drum & Input Shaft, Vacu Melt 300 TC1223600

Ford C6 Input Shaft With 31/30 Spline, Vasco 300 Steel TC1427600



Powerglide Pro-X Input Shafts

These two input shafts, one for the standard Powerglide pump or TCL Gerotor pump and one for the TCL Ringless Gerotor pump, eliminate input shaft breakage by incorporating unique proprietary construction material and a special heat-treated process. The Pro-X standard configuration input shaft TC1749602 is a direct replacement component able to handle up to 2000 hp applications. The Pro-X Ringless design input shaft TC1749603 replaces the load-limiting internal rings with a special bushing and enlarges the diameter of the shaft for increased strength. Able to handle up to 2500+ hp applications, use of the TCL Ringless input shaft requires installation of a TCL Gerotor pump TC1743510 for proper operation. These shafts suit the 1.76 carrier with Turbo converter splines and are 12 7/8" long.

Pro-X Standard Style Input Shaft TC1749602
Pro-X Ringless Style Input Shaft* TC1749603

* Can only be used with TC1743510 style front pump

C4 Hardened Input Shaft

This hardened input shaft suits all 26 spline C4 transmissions and will increase torque capacity over the stock shaft.

C4 26 Spline Hardened Input Shaft TC1549700

TCL Trans Brakes

Our Trans-Brake Series allows you to achieve maximum torque converter stall and provides for quicker and more consistent reaction times and 60 foot times. Once the Trans-Brake is released, the power is transmitted immediately to the rear tyres in much the same manner as a manual clutch but with the parts saving advantage of the torque converter's shock absorbing action.

GM TH-350, Reverse Pattern TC1321500
GM Powerglide Forward Pattern, Cast Iron TC1748200



Trans-Brake Solenoids

TCL trans-brake solenoids feature a precision-ground steel shaft with bronze bushing, a shaft-pinned nut for secure placement and unique lip seal to prevent fluid leakage while minimizing mechanical drag. The TCL solenoid motor is only 1.025-inches long, the most compact solenoid available and the two-wire setup assures a good quality ground can be established.

Powerglide Solenoid with 0.200" stroke TC1749800

Powerglide High Capacity Drum

This new Powerglide drum is configured to use ten Alto Red Eagle frictions and Alto steels. This is a significant increase in lock-up surface area and allows the drum to hold significantly more torque. The drum is made from a high strength cast steel and has excess material removed to reduce rotating mass. Oil holes have been added to allow fluid to escape the drum and permit the piston to engage quicker. A standard needle bearing stepped into the front side reduces friction and drag. High strength, forged-steel clutch hub is built extra tall to accommodate the additional clutch plates.

Steel Drum for 10-Clutches TC1743910
Steel Clutch Hub for 10-Clutch Drum TC1748310



TCI StreetFighter Valve Bodies

The TCI® manual/automatic StreetFighter® Valve Body is designed for street/strip performance vehicles and is the same valve body used in the StreetFighter® Transmission. It's designed to allow fully automatic or manual shifting and is a direct replacement with no modifications required. Ideal for street/strip performance upgrades.

- Designed to allow fully automatic or manual shifting
- Direct replacement with no modifications required

1964-91 GM TH400 TCI222400

TCI Full Manual Valve Bodies

Our competition valve body for maximum performance and quick elapsed times in a racing application. By controlling the valve body only through manual means we can produce quicker shift timing and are able to run higher line pressures than possible with an automatic shift transmission. Higher line pressure makes it harder for clutches to slip under high loads. Remember, with a full manual you will have to make every shift, for these units do not shift on their own. A great choice for bracket cars, monster trucks, and virtually any off-road competition.

Torqueflite 727 & 904, 1967-on, Reverse Pattern	TCI121700
GM TH-700R4, Reverse Pattern	TCI376010
GM TH-350, Reverse Pattern	TCI321100
GM TH-350, Forward Pattern	TCI321000
GM TH-350, Reverse Pattern, 2nd gear engine braking	TCI321115
GM Powerglide, Alloy Case, Forward Pattern	TCI744200
GM TH400 1965-91 Reverse Pattern	TCI221201
(Retains 1st & 2nd Gear Engine Braking)	
GM TH400 1965-91 Forward Pattern	TCI221200
(Retains 1st & 2nd Gear Engine Braking)	
GM TH350 Forward Pattern	TCI321001
(Retains 1st & 2nd Gear Engine Braking)	

Powerglide Rear Governor Support

Boost the efficiency of your transmission by reducing power-robbing friction with this special low drag governor support with roller bearing installed..

Billet Aluminium Support with Roller Bearing TCI720005

POWERGLIDE DUAL RING SERVO

For greater durability and consistent performance in the Powerglide, TCI introduces the Dual Ring Servo Kit. This kit uses two Teflon® sealing rings in place of the original single design or dual rubber ring designs offered elsewhere. This doubles sealing effectiveness and prevents excessive leakage which can reduce band apply force. This feature also reduces vehicle rocking when the Trans-Brake is applied and provides additional stability in low gear. Perfect for the Super Class racer seeking positive Trans-Brake engagement when staging.

Powerglide Dual Ring Servo TCI743210

Powerglide Aluminium Servo Cover

TCI automatic transmission servo covers are manufactured from billet aluminium and feature high-quality rubber O-rings for maximum sealing protection. Keep your transmission operating effectively with one of these TCI automatic transmission servo covers.

Powerglide Aluminium Servo Cover TCI743300

TH-700/4L60 Jumbo Servo Kits

TCI's newest addition to our extensive line of high performance components, these two servo kits will enhance shift quality and extend durability of any 700R4/4L60E/4L65E. Since the servo applies the 2-4 band in 2nd gear, releases it in 3rd and reapplies it in 4th, the servo plays a vital role in the operation of your transmission. The TCI376005 kit includes two CNC-machined, 6061-T6 billet aluminium pistons, seals and hardware necessary to give your servo 35% more 2nd gear apply area than the commonly used, stock Corvette-style servo. The TCI376006 kit contains a large diameter 4th apply piston and matching cover, also machined from 6061-T6 billet aluminium. The piston utilizes a lip seal to improve fluid retention and the increased surface area will assure that the band is held tight under the most severe conditions. Easy to install with transmission in the vehicle. Kits may be used individually or combined to create the ultimate servo for your 700R4/4L60E/4L65E transmission.

TH-700/4L60E 2nd Gear Jumbo Servo Kit TCI376005
TH-700/4L60E 4th Gear Jumbo Servo Kit TCI376006

Powerglide Cast Aluminium Gerotor Front Pump

Our new Cast Aluminium Gerotor front pump offers several design advantages over OEM, involute-style pumps, plus improved low rpm flow and reduced horsepower consumption. The Gerotor pump features: simple design; no expensive crescents to machine or wear out, longer life; low velocity between inner and outer gears for less wear, low noise; smooth, uniform flow of fluid, reduced cavitation; design that slows fluid velocity, positive trans-brake apply, reduction of slipping reverse clutches when backing at or near idle speed, gears created with latest in powder metal technology; dry-film lubricant coated for wear resistance, redesigned, bolt-in style stator support tube that eliminates the possibility of spinning like interference fit, OEM-style tubes, hardened steel sleeve in stator support tube that yields greater wear resistance from input shaft sealing rings, Turbo 350/400 style input shaft bushing which makes selection and swaps easy, and they are made in the USA.

Powerglide Front Pump TCI743520

Powerglide Ringless Shaft Front Pump* TCI743525

* Can only be used with TCI749603 style input shaft

TCI TH700 Trans Lock Up

This easy-to-install lockup wiring kit for 700R4 and 2004R transmissions from TCI® allows hands-free, automatic activation of the torque converter clutch in 4th gear under stable engine operation, and disengages the clutch when accelerating or down shifting. This universal lockup wiring kit is needed when installing a GM 700R4 or 2004R transmission in a non-computer controlled application such as a street rod, muscle car, or when removing the factory computer in pre-1993 applications that utilize a 700R4 or 2004R transmission. The fully adjustable vacuum switch automatically locks and unlocks the torque converter with engine vacuum and can be configured for various vacuum levels. While this vacuum operation makes the lock-up fully automatic, there is also a manual override option that allows complete control over lock-up if wanted or needed. Constructed from OEM connectors and oil resistant wire, this durable lockup wiring kit includes everything required for installation, including gasket, wiring harness, vacuum switch, 4th gear pressure switch, splice connectors and mounting screw.

2004R / 700R4 LOCKUP WIRING KIT TCI376600

TCI TH700 Boost valve

Operating line pressure is the lifeblood of any automatic transmission by providing the clamping force on the clutches and bands. Oftentimes, increasing line pressure is a requirement when increasing driveline output. The new TCI® 4L60E boost valve assembly provides you the means of elevating your line pressure while also addressing wear issues that may actually have your transmission running at a lower level of pressure than GM intended. Boost valve features: larger diameter over stock that yields 10-15% higher line pressure, o-rings on boost sleeve which prevents loss of boost signal pressure, sleeve constructed from Alcoa Dettalloy 4032 & hard-coat anodized which prevents wear between the mating parts.

4L60E/4L65E .490-Inch Diameter Boost Valve TCI374420
With O-Ring

Powerglide Powerband

This totally retooled Alto Powerband has been made 15% wider than the OEM design band. The added width better utilizes the available surface area of the high-gear drum while the Kevlar lining provides superior heat and wear resistance over common linings. The TCI Powerband is perfect for high torque applications that can benefit from the ultimate in trans-brake and low gear holding capacity.

Powerglide Powerband TCI625102

Torqueflite 727 Bolt in Sprag

The only way to go when building a Torqueflite for heavy-duty or performance use. Prevents the outer race from stripping out the delicate splines in the case. Kit comes complete with new fasteners, springs and rollers.

Bolt In Sprag For TF-727 TCI127000

Powerglide Case Savers

The TCI case saver clips are designed to fit into all six reverse steel pockets located in the bottom of the case. They will restore smooth reverse clutch operation and Trans-Brake consistency to a worn case. Suits OEM, Deadenbear and JW cases.

Powerglide Case Savers TCI720011

TCI Rear Case Thrust Bearing

Reduce drag and increase torque capacity by replacing the factory thrust washer with this needle bearing assembly. Packaged with selective shims to aid in achieving proper rear end play. Standard in all TCI® TH400 transmissions.

TH-400 Rear Case Bearing TCI224400

TCI TH400 Sprag

TH400 (1964-1972) special intermediate sprag, this 34-element sprag replaces the stock 16-element, increasing torque capacity 110%.

TH400 Sprag With 34 Elements TCI227900

TCI HD Steel Forward Clutch Hub

The new TCI® forged steel clutch hub is CNC machined from a 4140 steel forging. The all-new construction is much stronger than the cast OE unit and will resist fracturing, clutch tooth wear and spline failures. Designed for 500+ HP TH400/4L80E transmission applications, the TCI® forged steel clutch hub is the perfect remedy to avoid clutch hub failure.

TH400/4L80E HD Steel Forward Clutch Hub TCI228300

Powerglide High Impact Gear Set

Based on the OEM 1.76 type cast iron planetary cage the ATI heavy duty gear set features: Straight cut 9310 Gears, a heavy duty output shaft and precision balanced carrier.

ATI204989 1.74" Straight Cut, 28" Long

ATI204996 1.80" Straight Cut, 28" Long

TCI Trans shift Lever

This is a bolt-in replacement for the wimpy lever found on most run-of-the-mill Torqueflites. Gain greater shift feel and apply force with this Hemi-style 5.0 ratio lever.

727/904 5.0 RATIO HEMI BAND APPLY LEVER TCI146900

SPEEDOMETER GEARS & GEAR HOUSINGS

GM Driven Gear Housings

Application	Tooth Count	Part No.
GM Powerglide & TH350	18-23 Tooth	TCI880021
GM TH400	34-39 Tooth	TCI880042

Gm Speedometer Gears

Application	Tooth Count	Colour	Part No.
Powerglide & TH350	18 Tooth	Brown	TCI880000
Powerglide & TH350	19 Tooth	Natural	TCI880001
Powerglide & TH350	20 Tooth	Blue	TCI880002
Powerglide & TH350	21 Tooth	Red	TCI880003
Powerglide & TH350	22 Tooth	Gray	TCI880004
TH400 & TH700R4	35 Tooth	Orange	TCI880008
TH400 & TH700R4	36 Tooth	Natural	TCI880009
TH400 & TH700R4	37 Tooth	Red	TCI880010
TH400 & TH700R4	38 Tooth	Blue	TCI880011
TH400 & TH700R4	39 Tooth	Brown	TCI880012

Ford Speedometer Gears

Application	Tooth Count	Colour	Part No.
Ford C4 & C6	16 Tooth	Brown	TCI881000
Ford C4 & C6	19 Tooth	Tan	TCI881001
Ford C4 & C6	20 Tooth	Orange	TCI881002
Ford C4 & C6	21 Tooth	Red	TCI881003
Ford C4 & C6	23 Tooth	White	TCI881004

ELECTRONIC TO

CABLE DRIVE

Finally, the missing link between your muscle car's original, cable-driven speedometer and swapped-in electronic transmission! Measuring a compact 5" x 4.1" x 2.15", the new Electronic Cable Drive, or ECD-100 for short, allows the use of a mechanical-cable speedometer to be used in conjunction with a modern drivetrain which provides only an electronic output. Available with provisions for GM thread-on, GM clip-on as well as Ford clip-on style cables, the ECD-100 offers the utmost in adaptability. Supplied cable is 36" in length.

Description	Part No.
GM/Ford With 5/8" Thread (36" Wires)	DAKECD-100-1
Ford With Clip On Style Hook-Up (36" Wires)	DAKECD-100-5
GM With Clip On Style Hook-Up (36" Wires)	DAKECD-100-5

C4 Six-Pinion Planetary

The strength of the C4 forward planetary has become an issue with the ever increasing loads that racers are subjecting this transmission to. With this new six-pinion planetary, the load capacity is doubled.

C4 Six Pinion Forward Planetary

TCI Drum &

Sprag Assembly

TH350 iron direct drum w/ HD 36-element sprag assembly.

TCI327900

GM Trans Seal Up Kit

This kit includes plastic plugs and caps to seal your spare transmission against dirt and the elements. Suits GM Powerglide, Turbo 350 and Turbo 400 Transmissions

Powerglide, Turbo 350/400 Seal Up Kit



Powerglide Twin Seal Servo

ATI's twin seal servo features 2 metal sealing rings (as opposed to the single seal stock design), which greatly improves shifting performance in high horsepower applications and extends clutch and band life. The servo is precision CNC-machined from billet aluminum.

Powerglide AT1205322
Gasket, Servo Cover To Case AT1205330
O-ring, Servo Cover To Case AT1205340

Servo Rings

ATI's new servo rings have zero gap to totally seal the servo to the bore for exceptional band pressure and easier installation. Standard equipment on ATI's Superglides. An excellent addition to ATI's Twin Seal Servo.

Servo Rings AT1205319

Red Eagle Friction Plates

Clutches fail in Hi-Performance applications due to excessive heat. Original Red Eagle clutches are specially designed to reduce slipping which generates heat and can withstand higher thermochemical diffusion process, whereby ferrous parts are processed in molten salt with a specific nitrogen potential. It provides a surface treatment that enhances wear and fatigue resistance from 200% to 500% while imparting higher heat resistance & increased lubricity.

Description Part No.
Powerglide, Front, 0.098" ALTO-019740
Powerglide, Front, 0.061" ALTO-019740A
Powerglide, Reverse, 0.098" ALTO-032744

Kolene Steel Plates

Kolene is a salt bath nitriding process. In technical terms, it is a thermo chemical diffusion process, whereby ferrous parts are processed in molten salt with a specific nitrogen potential. It provides a surface treatment that enhances wear and fatigue resistance from 200% to 500% while imparting higher heat resistance and increased lubricity.

Description Part No.
Powerglide, Front, 0.070" ALTO-019701K
Powerglide, Front, 0.060" ALTO-019701AK
Powerglide, Reverse, 0.070" ALTO-019703K
Powerglide, Reverse Pressure Plate, 0.317" ALTO-019761A800

MANUAL TRANSMISSIONS



MCLEOD MUSCLE CAR 5 TRANSMISSION

The revolutionary Muscle Car 5 Transmission with a 2.95 1st gear and .63 5th gear. Its innovative design gives muscle car owners the ability to use an overdrive transmission without having to make expensive or annoying modifications. The McLeod Muscle Car 5 is designed with an exclusive case design that allows for fitment into tight tunnels. Gone are the days of cutting your floorboards to be able to get the benefits of improved fuel economy and lower RPMs that an overdrive transmission provides. With 8620 forged steel gears and a 32-spline output shaft with 26 spline 1-1/8 input shaft, the Muscle Car 5 can handle up to 500 ft lbs of torque. We made sure the gears were fully synchronized for smooth shifting and quiet operation. The internal rail shifter aides in quick and smooth shifts. The front cover is designed so it will bolt up to your factory bellhousing.

Part No. 1st 2nd 3rd 4th Rev. Torque
MC512957 2.95 1.99 1.34 1.00 1.63 500 Ft. lbs

TREMEC

TREMEC TKO-600 5-SPEED TRANSMISSIONS

Designed to be a replacement of the earlier model TR-3550, the TKO has been significantly upgraded, making it more robust, flexible and versatile. The TKO is ideal for high-performance street and racing applications. Features: • Higher center distance (83 mm) from main shaft to counter shaft allows for larger gear sizes and higher torque carrying capacity • Robust transmission design with internal 3-rail shift system with cast iron shift forks • Tapered roller bearings on input, output and counter shafts improve performance (reduced noise factor). • All gears and shafts made from special grade steel (ASTM 4615) that permits increased torque carrying capacity • Single-piece countershaft that better handles increased torque carrying capacity • Equipped with a high-performance short-throw billet aluminum shifter that isolates road noise, while providing clean crisp shifts • Neutral safety switch and back-up light sensor • Eight shifter locations available • Dual electronic and mechanical speedometer pick-ups • 0.64 ratios reduce engine rpm to a level that makes it fun to drive besides enhancing the fuel efficiency • 0.82 ratio is ideal for long straight-aways for high performance racing • Ford Style Boxes suit Toploader Bellhousings (with spacer) • GM Style boxes suit Standard Muncie, Saginaw & T-10 Bellhousings

Part No. Style Torque 1st 2nd 3rd 4th 5th Rev

TMTCT4617 FORD 600ft/lbs 2.87 1.89 1.28 1.00 0.82 2.56

TMTCT4618 GM 600ft/lbs 2.87 1.89 1.28 1.00 0.82 2.56

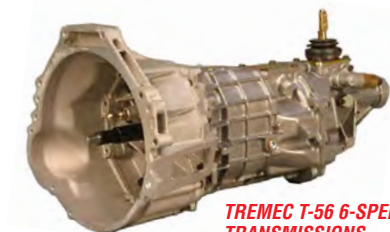
TMTCT5008 FORD 600ft/lbs 2.87 1.89 1.28 1.00 0.64 2.56

TMTCT5009 GM 600ft/lbs 2.87 1.89 1.28 1.00 0.64 2.56

TREMEC TKO REPLACEMENT SEALS

Replacement front and rear oil seals for Tremec TKO-600 5-Speed Transmissions. Keep spares of these hard to find parts in your toolbox.

Application Part No.
TKO-600 Front Oil Seal TMT2603865
TKO-600 Rear Oil Seal TMTTCSJ1277



TREMEC T-56 6-SPEED TRANSMISSIONS

The T-56 six-speed overdrive transmission was developed for adaptation to a wide range of vehicle requirements. Currently, the TREMEC T-56 is being used on the Dodge Viper, Chevy Corvette Z06, Ford SVT Mustang Cobra, Aston Martin DB7 Vantage and V12 Vanquish, and Holden Commodore and Monaro.

Features: • Center Distance - 85 mm • Double overdrive provides extended ratio coverage and allows for closer ratio steps • Tapered roller bearings on main and countershafts reduce noise and improve durability • Needle bearing under all speed gears improve high speed performance and reduce shift effort • Multiple cone synchronizer design for lower shift effort and increased capacity • Patented strut-type synchronizer design for improved durability • Constant mesh synchronized reverse • Multiple shift lever locations

Part No. Style Torque 1st 2nd 3rd 4th 5th 6th Rev
TMT138600011 GM 450ft/lbs 2.97 2.07 1.43 1.00 0.8 0.62 3.28
TMT138600012 FORD 450ft/lbs 2.97 2.07 1.43 1.00 0.8 0.62 3.28



TREMEC T-56 MAGNUM

6-SPEED TRANSMISSIONS

The kingpin of TREMEC's high performance line-up, the all-new T-56 Magnum takes the very best from our current OEM technologies and pairs it with the most popular features of our TKO 5-speed. Able to withstand a massive 700 lb-ft. of torque while providing unbelievably crisp shifts, no other manual transmission on the planet offers as much combined strength, versatility, and general ease of use as the T-56 Magnum. A world-class transmission in every respect, it's the best transmission on the market for those who will accept nothing less.

- 700ft/lbs Torque Capacity
- 26-Spline Input & 31-Spline Output Shaft
- Electronic and Mechanical Speedo Outputs
- GM LS Series & Ford Modular Applications
- Other applications TBA • Billet Short Throw Shifter
- Bellhousing Not Included

Part No. Style Torque 1st 2nd 3rd 4th 5th 6th Rev
TMTUET477 LS 700ft/lbs 2.66 1.78 1.30 1.00 0.80 0.63 2.90
TMTUET1102 LS 700ft/lbs 2.97 2.10 1.46 1.00 0.74 0.50 2.90
TMTUET11010 Mod 700ft/lbs 2.66 1.78 1.30 1.00 0.80 0.63 2.90
TMTUET11011 Mod 700ft/lbs 2.97 2.10 1.46 1.00 0.74 0.50 2.90

T-56 MAGNUM BELLHOUSINGS

TREMEC offers OEM-quality aluminum bellhousings for T-56 Magnum applications (T-56 includes housing, except Corvette). Non-SFI approved. Includes hardware and spacer where applicable.

Application Part No.
T-56 Magnum, Ford 4.6/5.4L (Mech) TMTNCM1078
T-56 Magnum, Ford 4.6/5.4L (Hyd) TMTNCM1078
T-56 Magnum, Ford 5.0/5.8L (Mech) TM1386-212-004
T-56 Magnum, GM SBC (Mech) TMTCCM9603
T-56 Magnum, GM LS (Hyd) TM1386-212-005

BELLHOUSINGS



TCI FORD C4

BELLHOUSING

Refurbished, quality inspected bellhousings for your C4. C4 Case-Filled, 5-7/8" Depth

TCI513300



QuickTime Bellhousings

These QuickTime bellhousings are designed for Circle Track, strip, and street applications. Built from high-grade steel, the cone is spun, not rolled or stamped, allowing these QuickTime bellhousings to be the most dimensionally stable and accurate for today's high performance vehicles. They offer proven performance and are built right here in the USA.

Chevy V6-V8 to Manual Transmission Kit SFI Approved (TKO-500 & 600) QTRM-6010
Chevy V8 to T-56 Manual Gold Indited SFI Approved QTRM-6023
Chevy 1999-2009 4.8/5.3/5.7/6.0/6.2/7.0L SFI Approved QTRM-6036
Power Glide Auto to Ford/Chevy Universal SFI Approved QTRM-6045AUTO
Ford, 289/302/351W 351c to Ford Top Loader BW T-10 Kit SFI Approved QTRM-6063
Chevy LS To LS T-56 Transmission Kit SFI Approved QTRM-8020
Ford 289/302/351W 351c to Ford T56 Transmission Kit SFI Approved QTRM-8031
Ford 289/302/351W 351c to Ford T5 Tremec TKO Kit QTRM-6060
Ford 4.6/5.4L to Ford T5/Tremec Transmission Kit QTRM-6080
PLEASE CALL YOUR ROCKET SALES REPRESENTATIVE FOR OUR FULL QUICKTIME RANGE



SANDWICH PLATES

FORD WINDSOR

289 / 351 SANDWICH PLATE

Starter block(sandwich) plate for 289-351 engines with automatic transmission. Will suit 157 or 164 teeth, this plate will ensure the correct torque converter back spacing & alignment of your flexplate.

Part No. Material Description
AF22-2120 Steel Suits 289-351 Windsor
Suit 157 & 164 tooth drive plate



THROWOUT BEARINGS & PARTS



WILWOOD CLUTCH SLAVE CYLINDER

This "Pull Type" slave cylinder is made from billet aluminum for high strength and plated with a tough anti-corrosion finish. The stainless steel push rod has a longer stroke than most cylinders assuring a full release of the clutch. Ideal for Drag Racing, Late Model Stock, Pro Series and Off Road applications. Recommended master cylinder sizing is ¾".

CLUTCH SLAVE CYLINDER WB260-1333



Adjustable Ball Studs

Adjustable ball studs allow you to tailor the clutch fork height to suit different clutch assemblies.

Adjustable Ball Stud for GM - 13/16" Thread MC16908
Adjustable Ball Stud for Ford Cable Linkage MC16909

Steel 3-4 Shift Fork for T56

The steel 3-4 shift fork is an upgrade from the weak factory aluminium fork in the T56 transmission. Fits all T56 transmissions except for the T56 Magnum.

Steel 3-4 Shift Fork for T56 Transmissions MC8-400

GM Clutch Fork

Heavy duty clutch fork for most GM vehicles with mechanical clutch linkage.

Heavy Duty GM Clutch Fork MC16931

Clutch Pilot Bearings

Self lubricating Oilite Bronze pilot bearings for high load capacity and long life. Available with different internal diameters to suit a variety of transmission conversions.

Application	Part Number
GM (Except Pontiac) 1.094" OD x .592" ID	MC8-1094-1
GM (Except Pontiac) 1.094" OD x .672" ID	MC8-1094-2
GM (Except Pontiac) 1.094" OD x .752" ID	MC8-1094-3
Ford Small Block & Pontiac 1.380" OD x .692" ID	MC8-1380-1
Ford Small Block & Pontiac 1.380" OD x .672" ID	MC8-1380-2
Ford Small Block & Pontiac 1.380" OD x .750" ID	MC8-1380-3



MCLEOD HYDRAULIC THROWOUT BEARINGS

Hydraulic throwout bearings are excellent for transmission swaps or any application where you want to eliminate the slave cylinder and clutch fork. With the entire assembly contained inside the bell housing, they provide extra clearance and neater appearance than a traditional set up. These units are recommended for use with a 3/4" bore master cylinder with 1" stroke and a pedal ratio of 6:1.

Bolt On Hydraulic Throw Out Bearings

Bolt on hydraulic throw out bearings are used with bellhousings less than 6.5" deep or where the measurement from the outside rear of the bell housing to the clutch fingers is less than 3". Bellhousings deeper than 6.5" should use the slip on style bearing.

Application	Spline	Part No
Borg Warner T-10 & Super T-10	1-1/8"-10 & 1-1/8"-26	MC1301
Borg Warner T-5 & T-56	1"-14 & 1-1/8"-26	MC1302
Doug Nash 5-Speed	1-1/8"-26 & 1-3/16"-18	MC1309
Ford 3 & 4-Speed & Top Loader	1-1/16"-10	MC1304
Muncie	1-1/8"-10 & 1-1/8"-26	MC1300
Tremec T-56, -4AN Fittings	1-1/8"-26	MC1372
Tremec TKO & 3550 5-Speed	1-1/16"-10 & 1-1/8"-26	MC1364
Richmond 5 & 6-Speed	1-1/8"-26 & 1-3/16"-18	MC1309

Bolt On Hydraulic Throw Out Bearing Kits

These kits include a bolt on hydraulic throwout bearing and a Wilwood combination remote aluminium master which includes both small and large size reservoirs which can be mounted directly on the master cylinder, or remotely mounted for more convenient service access.

Application	Spline	Part No
Borg Warner T-10 & Super T-10	1-1/8"-10 & 1-1/8"-26	MC13015
Borg Warner T-5 & T-56	1"-14 & 1-1/8"-26	MC13025
Tremec T-56, -4AN Fittings	1-1/8"-26	MC13725
Tremec TKO & 3550 5-Speed	1-1/16"-10 & 1-1/8"-26	MC13645

Slip On Hydraulic Throw Out Bearings

The slip on hydraulic throw out bearing is used with bellhousings deeper than 6.5". Bellhousings less than 6.5" deep should use the bolt on style bearing.

Application	Spline	Part No
Borg Warner T-5 & T-56	1-1/8"-26	MC1400-30
Borg Warner T-5	1-1/16"-10	MC1400-30
Chrysler 426 & 440 4-Speed	1-3/16"-18	MC1400-30
G-Force 5 & 6-Speed	1-1/8"-26	MC1400-30
Jerico 5 & 6-Speed	1-1/8"-26 & 1-3/16"-18	MC1400-30
Liberty 5 & 6-Speed	1-3/16"-18	MC1400-30
Richmond 5 & 6-Speed	1-1/8"-26	MC1400-30
Tremec TKO & 3550 5-Speed	1-1/16"-10	MC1400-30

Replacement Bearings

Replacement roller bearing assemblies for bolt on and slip on hydraulic throw out bearings.

Description	Part No
3.200" OD Bearing	MC139050-1
3.000" OD Bearing	MC139050-2

Replacement Pistons for Bolt On & Slip On

Due to the wide variety of different engine and transmission combinations, in some applications the hydraulic throwout bearing will not provide the correct clearance between the bearing and the clutch fingers. In these instances the bearing can be tailored to suit your application with different length pistons, available in .200" increments.

Description	Part No
Piston 1.740" Long for 1.590" ID Bearing	MC139031
Piston 1.940" Long for 1.590" ID Bearing	MC139032
Piston 2.140" Long for 1.590" ID Bearing	MC139033
Piston 2.340" Long for 1.590" ID Bearing	MC139034
Piston 2.540" Long for 1.590" ID Bearing	MC139035
Piston 2.740" Long for 1.590" ID Bearing	MC139036
Piston 2.940" Long for 1.590" ID Bearing	MC139037
Piston 3.140" Long for 1.590" ID Bearing	MC139038
Piston 1.650" Long for 1.900" ID Bearing	MC139031-1
Piston 1.850" Long for 1.900" ID Bearing	MC139032-1
Piston 2.050" Long for 1.900" ID Bearing	MC139033-1
Piston 2.250" Long for 1.900" ID Bearing	MC139034-1
Piston 2.450" Long for 1.900" ID Bearing	MC139035-1
Piston 2.650" Long for 1.900" ID Bearing	MC139036-1
Piston 2.850" Long for 1.900" ID Bearing	MC139037-1
Piston 3.050" Long for 1.900" ID Bearing	MC139038-1

GM V8 Heavy Duty Bronze

Spigot Bush

Clutch pilot bearings for Chev and Holden V8 crankshafts. Available in the low friction roller type or the heavy duty solid bronze bush.

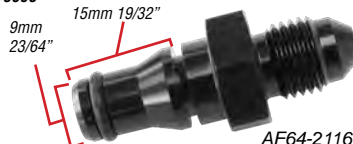
PI873001

PIONEER HEAVY DUTY GM

V8 ROLLER SPIGOT BUSH SUIT

Pioneer roller pilot bearings are designed as direct replacements in all Chevrolet V8s, 90 degree V6s. They don't require any modification to either the crank or input shafts. They also eliminate premature bearing failure and ensure clean clutch release by maintaining the true alignment of the clutch disc to the flywheel. They're packed with high temperature grease for proper lubrication under extreme high heat conditions, and are suitable for all high performance applications.

PI873008



CLUTCH ADAPTER

Fits most late model vehicles including VE-VF (GM), Mustang & Porsche

AF64-2116 Clutch master cylinder -4AN adapter 1 per pack

FORD MUSTANG

2005-17 HYDRAULIC THROWOUT BEARING

- Heavy Duty
 - Direct Fit OE Replacement
 - Reliable Operation
 - Ford Motor Company Equivalent Part# 4R3Z-7A508-AA
 - Fits 2005-2017 GT, 2008-2009 Bullitt, 2005-2012 V6 and 2007-2009 GT500
- MC1200

CLUTCHES



STREET & PERFORMANCE CLUTCH SYSTEMS

Street Discs

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260140
GM & Ford 10.5"	1-1/8"-26	MC260170
GM 11"	1-1/8"-10	MC260141
GM & Ford 11"	1-1/8"-26	MC260171
Ford 10.5"	1-1/16"-10	MC260130
Ford 11"	1-1/16"-10	MC260131

Street Pressure Plates

Application	Style	Part No.
GM 10.5"	Diaphragm	MC360703
GM 10.95"	Diaphragm	MC260710
GM 11"	Diaphragm	MC360803
GM 11"	Borg & Beck	MC360250
Ford 10.5"	Long Style	MC360401
Ford 11"	Long Style	MC360501
Ford 11"	Diaphragm	MC360850

Performance Discs 500 Series organic/ceramic

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260540
GM & Ford 10.5"	1-1/8"-26	MC260570
GM 11"	1-1/8"-10	MC260541
Ford 10.5"	1-1/16"-10	MC260530
GM 11"	1-1/8"-26	MC260571
Ford 11"	1-1/16"-10	MC260531

Performance Pressure Plates

Application	Style	Part No.
GM 10.5"	Diaphragm	MC360700
GM 10.95"	Diaphragm	MC360709
GM 11"	Diaphragm	MC360801
GM 11"	Borg & Beck	MC360253
Ford 10.5"	Long Style	MC360400
Ford & Ford 11"	Long Style	MC360500
Ford 11"	Diaphragm	MC360850

*Note: 10.95" pressure plates fit the GM 10.5" bolt pattern and allow the use of an 11" disc for extra holding capacity in 10.5" applications.

600 Series Performance Discs - Ceramic/Ceramic

Application	Spline	Part No.
Ford 11"	1-1/16"-10	MC260631
Ford 10.5"	1-3/8"-10	MC260660
GM 10.5"	1-1/8"-26	MC260670
GM 11"	1-1/8"-26	MC260671
GM 11"	1-1/8"-10	MC260641

Throwout Bearings

GM Diaphragm Clutch	MC16010
Ford Diaphragm & Long	MC16031
GM - Adjustable	MC16505
Ford - Adjustable	MC16515
Ford - 5-Speed Cable	MC16100

Racing Discs
 McLeod 300 Series organic clutch discs are suitable for Drag or Road Race applications. They are metal backed with sprung hub, 0.305" thick and are not intended for street use.

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260340
GM 10.5"	1-1/8"-26	MC260370
GM 11"	1-1/8"-10	MC260341
GM 11"	1-1/8"-26	MC260371
Ford 10.5"	1-1/16"-10	MC260330
Ford 11"	1-1/16"-10	MC260331

SUPER STREET PRO

CLUTCH KIT - MAX 500HP

The Super Street Pro clutch kits are great street strip performance clutches for increased street performance. This is a great application to use with moderate engine modifications and with street tires. Engine modifications can typically include upgraded intake and exhaust, camshaft and cylinder head work and engine management programming (Up to 500 HP). The Super Street

Pro provides a slightly heavier pedal effort than stock along with good holding capability makes this an excellent factory replacement clutch kit. Kit Includes: Pressure Plate, Dual Friction Disc, Throw Out Bearing (Where Applicable) & Pilot Tool.

Description	Part No.
SUPER STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75211
SUPER STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75212
SUPER STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 10-SPLINE	MC75217
SUPER STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 26-SPLINE	MC75221
SUPER STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 10-SPLINE	MC75224
SUPER STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 26-SPLINE	MC75225



STREET PRO CLUTCH KIT - MAX 400HP

The Street Pro clutch kit is an excellent OEM clutch replacement for street enthusiasts. This is an ideal application for use with basic performance modifications with street tires. Performance modifications usually consist of cold air intake, performance exhaust and engine management programming. The Street Pro provides a slightly heavier pedal effort than stock along with good holding capability makes this an excellent factory replacement clutch.

Kits Include: Pressure Plate, Organic Style Disc, Throw out Bearing (Where applicable) & Pilot Tool.

Description	Part No.
STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75111
STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75112
STREET PRO CLUTCH KIT FORD 10.0", 1-1/16 x 10-SPLINE	MC75113
STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 10-SPLINE	MC75117
STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 26-SPLINE	MC75121
STREET PRO CLUTCH KIT LS1 11.0", 26-SPL, W/ FLYWHEEL	MC75123
STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 10-SPLINE	MC75124
STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 26-SPLINE	MC75125
STREET PRO CLUTCH KIT FORD 10.5", 1-1/16 x 10-SPLINE	MC75133

RST & RXT STREET TWIN

CLUTCH KITS

McLeod RST & RSX series street twin plate clutch kits are engineered to bolt to the stock flywheel making them far more economical than other twin plate clutch kits. They RST series holds 800 plus horsepower and the RXT holds 1000 plus horsepower yet they feature softer than stock pedal effort and drive like a stock clutch. Kits include twin 9-11/16" clutch plates with organic facings in RST kits or metallic facings in RXT kits, a strap style floater plate for quiet operation, diaphragm pressure plate and a billet aluminium adapter ring which bolts to the stock flywheel.

RST Series

RST series twin plate clutch kits feature organic facings on both sides and are suitable for 800+ horsepower.

Application	Spline	Part No.
GM LS-X	1-1/8" x 26	MC6912-07*
*Note: MC6912-07 Needs LS1 Flat style flywheel with this application.		
GM 10.5"	1-1/8"-10	MC6913-04
GM 10.5"	1-1/8"-26	MC6913-07
GM 10.5"(with Toploader)	1-1/16"-10	MC6913-03
GM 11.0"	1-1/8"-10	MC6911-04
GM 11.0"	1-1/8"-26	MC6911-07
GM 11"(with Toploader)	1-1/16"-10	MC6911-03
GM LS3 (steel flywheel)	1-1/8" - 26 spline	MC6405507
GM LS3 (VF Holden/LSA)	D/Mass 1-1/8"-26sp	MC6406607M
Ford 10.5"	1-1/16"-10	MC6913-03
Ford 11.0"	1-1/16"-10	MC6911-03
Ford Mustang 5.0L 2015-16	1" - 23	MC6912-25
*Note: MC6912-25 needs MC463458 Flywheel		
Mopar SB	1"-23	MC6913-02
Mopar BB	1-1/16"-10	MC6913-05
Mopar BB	1-3/16"-18	MC6911-05

RXT Series

RXT series twin plate clutch kits feature metallic facings on both sides and are suitable for 1000+ horsepower.

Application	Spline	Part No.
GM LS 6.2L inc F/wheel	1-1/8" x 26	MC6405507M
GM LS1, Ford Modular	1-1/8" x 26 1000HP+	MC6932-07
GM 10.5"(with Toploader)	1-1/16"-10	MC6923-03
GM 10.5"	1-1/8"-10	MC6923-04
GM 10.5"	1-1/8"-26	MC6923-07
Replacement Disc 1-1/8"-26 Spline		MC69224-07
GM 11"(with Toploader)	1-1/16"-10	MC6921-03
GM 11.0"	1-1/8"-10	MC6921-04
GM 11.0"	1-1/8"-26	MC6921-07
Ford 10.5"	1-1/16"-10	MC6923-03
Ford 11.0"	1-1/16"-10	MC6921-03
Ford Mustang 5.0L 2015-16	1" - 23	MC6932-25
*Note: MC6912-25 needs MC463458 Flywheel		
Mopar SB	1"-23	MC6923-02
Mopar BB	1-1/16"-10	MC6923-05
Mopar BB	1-3/16"-18	MC6921-05

STREET TWIN CLUTCH KITS

These McLeod Street Twin clutch kits are designed to be high performance replacements for your OEM clutch. They include a new disk, pressure plate, throwout bearing and billet steel flywheel. The kits are pre-balanced to fit specific applications and include the correct alignment tool for installation.

Application	Spline	Flywheel	Part No.
Chev 265-427	1-1/8"-10	153 Tooth Int Bal	MC64003-00-04
Chev 265-427	1-1/8"-26	153 Tooth Int Bal	MC64003-00-07
Chev 265-427	1-1/8"-10	168 Tooth Int Bal	MC64001-00-04
Chev 265-427	1-1/8"-26	168 Tooth Int Bal	MC64001-00-07
Chev 383-400	1-1/8"-10	168 Tooth Ext Bal	MC64001-2C-04
Chev 383-400	1-1/8"-26	168 Tooth Ext Bal	MC64001-2C-07
Chev SB 86-On	1-1/8"-10	153 Tooth Ext Bal	MC64004-1A-04
Chev SB 86-On	1-1/8"-26	153 Tooth Ext Bal	MC64004-1A-07
Chev 454 Gen-IV	1-1/8"-10	168 Tooth Ext Bal	MC64001-3C-04
Chev 454 Gen-IV	1-1/8"-26	168 Tooth Ext Bal	MC64001-3C-07
Ford 289-351	1-1/16"-10	157 Tooth 280z	MC64301-28-03
Ford 289-351	1-1/16"-10	157 Tooth 500z	MC64301-50-03
Ford 289-351	1-1/16"-10	164 Tooth 280z	MC64302-28-03
Ford 289-351	1-1/16"-26	164 Tooth 280z	MC64302-28-07

DRAG MAG TWIN PLATE CLUTCH KITS

Drag Mag twin plate clutch assemblies for drag racing sport compacts and rotaries are supplied as complete kits and feature steel flywheel assemblies and anodized aluminium pressure plates. These kits are used by front running sport compact and rotary drag racing teams. All these assemblies come without ring gears, but the stock ring gear can be installed on these flywheels.

Application	Spline	Part No
Mazda Rotary Non Turbo	1-3/16" x 18	MC681702-05
Mazda Rotary Non Turbo	1-1/8" x 26	MC681702-07
Mazda Rotary Turbo	1-3/16" x 18	MC681712-00-05
Mazda Rotary Turbo	1-1/8" x 26	MC681712-00-07
Mitsubishi 4G63 Turbo	1-1/8" x 18	MC681902-05
Mitsubishi 4G63 Turbo	1-1/8" x 26	MC681902-07
Toyota with 78mm Crank	1-3/16" x 18	MC681802-05-78
Toyota with 78mm Crank	1-3/16" x 26	MC681802-07-78
Toyota with 86mm Crank	1-3/16" x 18	MC681802-05-86
Toyota with 86mm Crank	1-3/16" x 26	MC681802-07-86

SOFT-LOK DRAG RACING

CLUTCH KITS

McLeod Soft-Lok kits are NHRA and IHRA record holders and meet the demands of the most powerful engines, while offering superb holding power and complete adjustability. The secret behind the McLeod Soft-Lok clutch assemblies is their low static pressure, which results in light pedal effort with soft clutch engagement. This allows a vehicle with up to 1,200 hp to leave the starting line harder without excessive tyre spin, while maintaining enough holding power for the rest of the run. Soft-Lok kits feature a Borg & Beck long style pressure plate with adjustable pressure and counterweights.

Application	Spline	Flywheel	Part No.
Chev 265-427	1-3/16"-18	153 Tooth Int Bal	MC4916-00-05
Chev 265-427	1-3/16"-26	153 Tooth Int Bal	MC4916-00-07
Chev 265-427	1-3/16"-18	168 Tooth Int Bal	MC4910-00-05
Chev 265-427	1-3/16"-26	168 Tooth Int Bal	MC4910-00-07
Chev 454 Gen-IV	1-3/16"-18	168 Tooth Ext Bal	MC4910-3C-05
Chev 454 Gen-IV	1-3/16"-26	168 Tooth Ext Bal	MC4910-3C-07
Ford Small Block	1-1/8"-18	164 Tooth Int Bal	MC4969-00-05
Ford Small Block	1-1/8"-26	164 Tooth Int Bal	MC4969-00-07
Ford Small Block	1-1/8"-18	164 Tooth 280z	MC4969-28-05
Ford Small Block	1-1/8"-26	164 Tooth 280z	MC4969-28-07
Ford 429-460	1-3/8"-10	168 Tooth Int Bal	MC4993-00-06



Xtreme Clutch

Xtreme are a nationally recognised leader in the production and supply of high-performance clutch systems and components. With over 2200 performance clutch kits in both single and multi-plate formats, Xtreme can cater for the needs of high horsepower street, drag, drift and race applications.

HEAVY DUTY ORGANIC - HD

This is the most driveable Xtreme clutch. Using premium organic type clutch facings and upgraded pressure plate clamp-load for significant torque capacity increases with virtually no loss in driveability.

DAMPENED CUSHIONED BUTTON HEAVY DUTY - DCBHD

The Cushioned Button clutch plate features a sprung centre and cushioned Marcel segment between the two sides of the disc, and this gives more progressive clutch engagement, and minimises shudder.

DAMPENED SOLID BUTTON HEAVY DUTY - DSBHD

This system features a sprung centred clutch plate and a solid "paddle style" clutch outer for virtually instant clutch engagement. It can be quite aggressive for street driving and will cope with mild levels of motorsport use.

DAMPENED SOLID BUTTON MOTORSPORT - DSBMS

Using the same solid button clutch plate as the DSBHD kits, Xtreme modifies the pressure plate in this system for massive clamp-load, and fits an SFI approved chromoly casting. Designed to hold massive horsepower on the street, while being equally at home on the track.

Application Guide

Below is a small selection of popular applications. To order, choose which type of kit you require from the descriptions above and add the code to the end of the part number below eg: XCKBU26001HD is a Heavy Duty Organic for a Chev Small Block. Many more applications are available, please contact Rocket sales if your model is not listed.

Application	Part No.
Chevrolet Small Block V8 - 10.5" x 10-Spline	XCKBU26001
Chevrolet Small Block V8 - 11.0" x 10-Spline	XCKBU28001
Chevrolet Small Block V8 - 11.0" x 26-Spline	XCKBU28091
Chevrolet Big Block V8 - 11.0" x 10-Spline	XCKBU28001
Chevrolet Big Block V8 - 11.0" x 26-Spline	XCKBU28091
Chrysler 6 Cylinder 1963-81 - 9.25" x 23 Spline	XCKCY24001
Chrysler Small Block V8 1970-78 - 9.45" x 23 Spline	XCKCY24002
Ford Falcon XR-XB V8 - 10" x 10-Spline	XCKFD26002
Ford Falcon EA-EB 3.9L	XCKFD24002
Ford Falcon EB-AU 4.0L	XCKFD26001
Ford Falcon EB-AU 5.0L V8	XCKFD27001
Ford Falcon BA-BF 4.0L Non-Turbo (kit with FW)	XCKFD27504
Ford Falcon BA-BF 4.0L Turbo	XCKFD27004
Ford Falcon BA-BF 4.0L Turbo Typhoon, Tornado	XCKFD27514
Ford Falcon BA-BF 5.4L V8	XCKFD28520
Holden Commodore V8 6 Cylinder	XCKGM22007
Holden Commodore VC 6 Cylinder	XCKGM23002
Holden Commodore VH-VK 6 Cylinder	XCKGM23001
Holden Commodore VB-VK 253 V8	XCKGM24005
Holden Commodore VB-VK 308 V8	XCKGM26004
Holden Commodore VL 3.0L Non-Turbo	XCKNI24001
Holden Commodore VL 3.0L Turbo	XCKGM26006
Holden Commodore VL 5.0L V8 Carb.	XCKGM26007
Holden Commodore VL 5.0L Walkinshaw	XCKGM27002
Holden Commodore VN-VR 3.8L V6	XCKGM26001
Holden Commodore VN-VR 5.0L V8	XCKGM26003
Holden Commodore VS 3.8L V6 (T5)	XCKGM26001
Holden Commodore VS 3.8L V6 (Getrag)	XCKGM24520
Holden Commodore VS 5.0L V8 (T5)	XCKGM26005
Holden Commodore VS-VT 5.0L V8 (Getrag)	XCKGM27004

Holden Commodore VT-VY 3.8L V6	XCKGM24520
Holden Commodore VT-VZ LS1, L76 (kit with FW)	XCKGM28591
Holden Commodore VZ 3.6L V6	XCKGM26018
Holden Commodore VE 3.6L V6	XCKGM26020
Holden Commodore VE 6.0L GEN-IV (kit with FW)	XCKGM30502
Holden HK-HX 253-308 V8 - 10" x 10-Spline	XCKGM26002
Holden HZ-WB 253-308 V8 - 10" x 10-Spline	XCKGM26004
Holden Torana LH-LX 253-308 V8 - 10" x 10-Spline	XCKGM26002
Mazda MX-5 1.6L NA 1989-95	XCKM220002
Mazda MX-5 1.8L NA 1993-00	XCKM220006
Mazda MX-5 1.8L NB 2000-05	XCKM22015
Mazda RX-2, RX-3, RX-4, RX-5 (exc.10A engine)	XCKM22002
Mazda RX-7 with 10A Engine	XCKM22001
Mazda RX-7 1979-81 Series 1	XCKM22002
Mazda RX-7 1981-83 Series 2	XCKFD22002
Mazda RX-7 1993-85 Series 3	XCKM22003
Mazda RX-7 1986-92 Series 4 & 5	XCKM224004
Mazda RX-7 1992-96 Series 6	XCKM224002
Mazda RX-8	XCKM224005
Mitsubishi Lancer EVO-2, EVO-3	XCKMI23014
Mitsubishi Lancer EVO-4, EVO-5, EVO-6	XCKMI23022
Mitsubishi Lancer EVO-7	XCKMI24004
Mitsubishi Lancer EVO-8, EVO-9	XCKMI24010
Nissan 180SX S13 CA18DET	XCKNI23009
Nissan 180SX S13, S14 SR20DET	XCKNI24003
Nissan 200SX S15 SR20DET	XCKNI24023
Nissan 350Z 12/02-1/05	XCKNI25007
Nissan Pulsar GT1R SR20DET	XCKNI24011
Nissan Pulsar N14 SR20DE	XCKNI22002
Nissan Silvia S13 CA18DE	XCKNI23004
Nissan Silvia S13 CA18DET	XCKNI23009
Nissan Silvia S13, S14 SR20DE	XCKNI24007
Nissan Silvia S13, S14 SR20DET	XCKNI24003
Nissan Silvia S15 SR20DET	XCKNI24023
Nissan Skyline R31 RB30 1989-91	XCKNI24013
Nissan Skyline R32 GTS RB20DET 1989-On	XCKNI24007
Nissan Skyline R32 GTR RB26DETT 1986-2/93	XCKNI24013
Nissan Skyline R32 GTR RB26DETT 2/93-On	XCKNI24014
Nissan Skyline R33 GTS RB25DET 1995-On	XCKNI24007
Nissan Skyline R33 GTR RB26DETT 1995-On	XCKNI24014
Nissan Skyline R34 GTS RB25DET 1999-On	XCKNI25003
Nissan Skyline R34 GTR RB26DETT 1998-On	XCKNI25003
Subaru WRX 2.0L 12/94-12/97	XCKSU23005
Subaru WRX 2.0L 1/97-9/05	XCKSU23006
Subaru WRX 2.5L 10/05-On	XCKSU13015
Subaru WRX STI 2.0L 5-Speed 1/97-9/05	XCKSU23006
Subaru WRX STI 2.0L 6-Speed 1/01-9/05	XCKSU24001
Subaru WRX STI 2.5L 6-Speed 10/05-On	XCKSU24002
Toyota Supra MA70 7MGE 3/86-7/88	XCKTY24007
Toyota Supra MA70 7MGE 10/88-9/90	XCKTY24015
Toyota Supra MA70, MA71 7MGE	XCKTY24009
Toyota Supra JZA80 5-Speed 2JZGE	XCKTY24007
Toyota Supra JZA80 6-Speed 2JZGE, 2JZGTE	XCKTY25002

TORQUE CONVERTERS

CUSTOM STALL CONVERTERS FOR RACE APPLICATIONS MADE TO ORDER. CALL ROCKET FOR ALL PART NUMBERS AND PRICES



TORQUE CONVERTERS

Econo Performance Converters

These Converters are budget priced and are intended for mild street engines up to 350 horsepower. They should not be used with nitrous, superchargers or transbrake but are perfect for street cars and hotrods. **Stall speeds are based on an engine producing 230lb/ft of torque at 2500 RPM. Engines with more torque will stall higher and less torque will stall lower than indicated.**

GM Powerglide & V8 Trimatic	
3500-4000 RPM GM Powerglide	BM400010
Chev & Holden Turbo 350 & 400	
2000-2200 RPM TH-350 & 400 with 10.75" B/C	BM400002
2200-2600 RPM TH-350 & 400 with 10.75" B/C	BM400000
2700-3000 RPM TH-350 & 400 with 10.75" B/C	BM400001
3200-3500 RPM TH-350 & 400 with 10.75" B/C	BM400003
3500-3800 RPM TH-350 & 400 with 10.75" B/C	BM400004
Ford C4	
2000-2400 RPM C4, 26 Spline with 10.5" B/C	BM400007
2800-3200 RPM C4, 26 Spline with 10.5" B/C	BM400009
2500-2800 RPM C4, 24 Spline with 10.5" B/C	BM400011
Ford C6	
2000-2400 RPM C6 with 11.375" B/C	BM400006
Chrysler Torqueflite	
2000-2400 RPM TF-727	BM400008

Tork Master Converters

Recommended for Mild Performance

Applications • New alloy pump drive tube • Needle thrust bearing when factory equipped • New thrust washer between turbine and cover when required

• The best "value priced" street performance converters available • Pressure tested and fully balanced • Tork Master converters are not recommended for big blocks or supercharged engines. Similar in performance characteristics to the Hole Shot series, the Tork Master is B&M's lowest cost performance torque converter.

The Tork Master is a good, all-round performance street converter.

TORK MASTER 2000

- 1900-2100 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350 with 10.75" bolt circle	BM20400
GM '65-'91 TH400 with 10.75" bolt circle	BM20400
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70420
Chrysler '67-'81 Torqueflite A-727	BM10416
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50440

TORK MASTER 2400

- 2300-2500 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20404
GM '65-'91 TH400, TH425, TH375	BM20404
GM '84-'93 TH700-R4 30 spline, Lockup (V8 Only)	BM70418
Chrysler '67-'81 Torqueflite A-727	BM10417
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50441

TORK MASTER 3000

- 2800-3200 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20402
GM '65-'91 TH400, TH425, TH375	BM20402
Chrysler '67-'81 Torqueflite A-727	BM10418
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50442

HoleShot Converters

Recommended for Street Rod, Pro Street & Street Machines

• Furnace brazed impeller • New precision steel alloy pump drive tube • Heavy duty needle bearings between stator and 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 great choice for Street machines and Hot Rods looking for better launch capabilities and more strength. Engines smaller than 350cid may not produce the torque at 2,500rpm to achieve stall speed indicated. HoleShot Series converters are not to be used in transbrake applications.

HOLESLOT 2000

- 1900-2100 RPM
- Small and Big Blocks
- Mild Performance Applications
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70417
GM '97-'03 4L60E Com LS-1, Lockup 2000RPM	BM70440
GM '4L80E Holden 2000RPM	BM70431

HOLESLOT 2400

- 2300-2500 RPM • Small and Big Blocks • Mild to Serious Performance Applications • Furnace Brazed, Fully Balanced
- Great for crate motors

Application	Part No.
GM '65-'91 TH400 with 10.75" bolt circle	BM20412
GM '68-'81 TH350 with 10.75" bolt circle	BM20412
GM 'Powerglide & Trimatic	BM20411
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70419
GM '97-'03 4L60E Commodore LS-1, Lockup	BM70441
GM 4L80E Holden 2400RPM	BM70433
Chrysler '67-'81 Torqueflite A-727	BM10415
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50416

HOLESLOT 3000

- 2800-3200 RPM • Small and Big Blocks • Serious Performance
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20413
GM '65-'91 TH400, TH425, TH375	BM20413
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70425
GM '97-'03 4L60E Commodore LS-1, Lockup	BM70442
Chrysler '67-'81 Torqueflite A-727	BM10425
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50436

HOLESLOT 3600

- 3400-3800 RPM • Small and Big Blocks Serious Performance
- Applications • Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20425
GM '65-'91 TH400, TH425, TH375	BM20425

Nitrous HoleShot**Converters**

Recommended for Street Rod, Pro Street & Street Machines with nitrous systems

- Furnace brazed impeller
- New precision steel alloy pump drive tube
- Heavy duty needle bearings between stator and 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 • Anti-balloon plate. Built to take the instant horsepower of nitrous engines with anti-balloon plate and heavy duty internals.

NITROUS HOLESLOT 2400

- 2300-2500 RPM • Small and Big Blocks • Mild to Serious Performance Applications • Furnace Brazed, Fully Balanced
- Great for big cube crate motors

Application	Part No.
GM '65-'91 TH400, TH425, TH375	BM20480
GM '68-'81 TH350, TH375B (not TH-350C)	BM20480
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50449

NITROUS HOLESLOT 3000

- 2800-3200 RPM • Small and Big Blocks • Serious Performance
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '65-'91 TH400, TH425, TH375	BM20481
GM '68-'81 TH350, TH375B (not TH-350C)	BM20481
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50450

NITROUS HOLESLOT 3600

- 3400-3800 RPM • Small and Big Blocks • Serious Performance
- Applications • Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20482
GM '65-'91 TH400, TH425, TH375	BM20482
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50447

Quick 60 Racing Torque Converter - 9"

The 9" Quick 60 converter is designed for the Super Class racer with a big engine combination (540 CID +) or supercharged application. When an 8" is too loose and a 10" is too tight you will find this is the ideal converter for quick reaction and great top end MPH. The 9" will provide the type of stall you are looking for and still provide excellent MPH for the top end charge, while keeping your engine RPM in a range the engine can handle. All 9" Quick 60 converters feature small bolt circle and include motor plate spacer kits for 1/8" and 1/4" motor plates. Same construction characteristics as the 8" Quick 60 converters including anti-balloon plates, steel billet turbine hub, furnace brazed impeller and turbine, super duty thrust bearings, super duty drive lugs, new precision pump drive tube and 22 element sprag. Fully balanced and pressure tested.

BM20670 TH-400 Spline 10.75" bolt circle 5600-6000 Stall

BM20671 TH-400 Spline 10.75" bolt circle 5900-6100 Stall

BM20672 TH-400 Spline 10.75" bolt circle 6200-6400 Stall

GM CONVERTER LOCK-UP CONTROL

For GM TH-700, 4L60, 200, 200-4R & 350 with lockup converter. Provides dash mounted control to govern converter lockup at speeds between 30 & 90 mph (48 & 144 kph). LED indicates converter as locked or unlocked. Provides control of converter lockup through vehicle speed. Can be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style transmission and converter.

Application	Part No.
GM with Mechanical Speedo Cable (8ppm pulse rate)	BM70244
GM with Electronic Speedo (40ppm pulse rate only)	BM70248

Torque Converter Lock Up Kit

Control the lockup converter on your GM Turbo 700R4 overdrive transmission with your carburetted engine. With our easy to install Lock-Up Kit you don't need the computer or speed sensor. A vacuum controlled switch and a 4th gear pressure switch/lock up solenoid combination controls the lockup. Brake switch for disengaging also included. Comes with everything to complete the job including a pan gasket.

Turbo 700R4 Torque Converter Lock Up Kit PW60109

TCL
AUTOMOTIVE

TCL Streetfighter Torque Converters**10" street/strip C4 torque converter**

Suit large diameter flex plate 11-7/16" bolt Pattern. Dipstick in pan boxes. 3000 - 3500 RPM 26 Spline (164 tooth commonly referred to as Cleveland C4) .

Breakaway 11" street/strip C4 torque converter

Suit large diameter flex plate 11-7/16" bolt Pattern. Dipstick in pan boxes. 2300 - 2500 RPM 26 Spline (164 tooth commonly referred to as Cleveland C4) .

TC1451300

HUGHES
PERFORMANCE

HUGHES PERFORMANCE STREET/ STRIP COVERTER**FULL MISER 1000-1200**

This is our gas mileage converter. By reducing the amount of slippage in our Fuel Miser converter by 25-30% we can effectively increase gas mileage by 2-4 miles per gallon, with a closer 1 to 1 lock-up. Your transmission will run cooler with less friction, reducing heat build-up. Actual mileage gains may vary according to your type of driving and installation. Recommended for 400 cubic inch and larger gas engines as well as all diesel applications.

STREET ROD 2000-2200

This converter was designed and manufactured for the street rod enthusiast needing that slight edge of the O.E.M stock converter. This unit has silicon brazing for strength, needle bearings for reliability, and stator modifications for more torque multiplication.

STREET MASTER 2200-2500

The "Street" converter was design for the driver who is looking for that competitive advantage. By raising the stall RPM you can eliminate that slow, sluggish start. Recommended for stock to slightly modified engines to achieve performance, along with a smooth idle when the car is in gear.

Application	Fuel Miser Series	2000 Stall Series	2500 Stall Series
GM POWERGLIDE TH350	HTP8FUEL	HTPG20	HTPG25
TH350	HTGM11FUEL	HTGM20	HTGM25
TH400	HTGM4FUEL	HTGM20400BP	HTGM25-400BP
TH350 & TH400 H/D Sprag & Stator TH700 R4 / 4L60 (1985-92 4 Speed)	HTGM22LFUEL	HT22-20L	HTGM22-25L
4L60E Electronic Cont (1993-98 4 Speed)	HTGM22LFUEL	HT22-20L	HT22-25L
4L60E LS1, LS2, LS6 30 Spline, Lock-Up		HT22-20EL	HT22-25EL
FORD C4 1964-69 24 SPL (10.5" Bolt Pat)	HTF30FUEL	HT30-20	HT30-25
C10 1964-69 24 SPL (11.5 Bolt Pat)	HTF23FUEL	HT23-20	HT23-25
C4 1970-81 26 SPL (10.5 Bolt Pat)	HTF41FUEL	HT41-20	HT41-25
C10 1970-81 26 SPL (11.5 Bolt Pat)	HTF42FUEL	HT42-20	HT42-25
C4 1970-81 26 SPL (10.5 Bolt Pat) H/D Sprag & Stator		HT41-20HD	HT41-25HD
C10 1970-81 26 SPL (11.5 Bolt Pat) H/D Sprag & Stator		HT42-20HD	HT42-25HD
C6 1966-91 W/302, 351, 400 & 460 V8 & 1.375" Conv Pilot	HTF43FUEL	HT43-20	HT43-25
CHRYSLER A904 1968-On, 27 Spl All 6cyl & 273-318	HT27FUEL	HT27-20	HT27-25
A727 1967-On All With 27 Spl Input	HT24FUEL	HT24-20	HT24-25
A904 1968-On, 27 Spl All 6cyl & 273-318-360, Balanced			HT27-25360BAL

HUGHES PERFORMANCE PRO-STREET / COMPETITION CONVERTERS**Pro-Street 30 Series**

All Pro-Street converters are brazed to increase strength and have full needle bearing design, front and rear to insure reliability. All stall speeds are approximate and will depend upon application.

Street/Strip 35 Series

Excellent for weekend racing and high performance street use. All converters are brazed and feature a strengthened sprag, special cut stator, and full needle bearings front and rear.

Competition Converter 40 Series

This Hughes Street and Strip converter is exclusively designed for the serious racer. The replacement of the fiber thrust washers with heavy duty needle bearings packages enables this converter to be run on the street, but is recommended for the strip.

Pro Competition 45 Series

All Pro Competition series converters have full needle bearing replacement of fiber washers. Special silicon spot brazing on top and bottom add to strength and reliability. Hughes performance installs

Application	3000 Stall Series	3500 Stall Series	4000 Stall Series	4500 Stall Series
GM				
POWERGLIDE	HTPG30	HTPG35	HTPG40	HTPG45
TH350	HTGM30	HTGM35	HTGM40	HTGM45
TH400	HTGM30	HTGM35	HTGM40	HTGM45
TH350 & TH400	HTGM30HD	HTGM35HD	HTGM40HD	HTGM45HD
H/D Sprag & Stator				
4L60 1985-92 (4 Speed OD 30 Spline Lockup)	HT22-30L	HT22-35L	HT22-40	HT22-45
4L60E 1993- (4 Speed OD W/Lockup 30 Spl)	HT22-30EL	HT22-35EL	N/A	N/A
4L60E LS1,LS2,LS6	HT22-30EL	HT22-35EL		
30 Spline, Lock-Up Billet Cover				
4L80E HD with Lock-Up, 35 Spline 11" Billet Cover & Pump, 91-99		HT25-35LHD		
FORD				
C4 1964-69 24 SPL (10.5" Bolt Pat)	HT30-30	HT30-35	HT30-40	HT30-45
C10 1964-69 24 SPL (11.5 Bolt Pat)	HT23-30	HT23-35	HT23-40	HT23-45
C4 1970-81 26 SPL (10.5 Bolt Pat)	HT41-30	HT41-35	HT41-40	HT41-45
C10 1970-81 26 SPL (11.5 Bolt Pat)	HT42-30	HT42-35	HT42-40	HT42-45
C4 1970-81 26 SPL (10.5 Bolt Pat) H/D Sprag & Stator	HT41-30HD	HT41-35HD	HT41-40HD	HT41-45HD
C10 1970-81 26 SPL (11.5 Bolt Pat) H/D Sprag & Stator	HT42-30HD	HT42-35HD	HT42-40HD	HT42-45HD
C6 1966-91 W/302, 351, 400 & 460 V8 & 1.375" Conv Pilot	HT43-30	HT43-35	HT43-40	HT43-45
CHRYSLER				
A904 1968-On With 27 Spline	HT27-30	HT27-35	HT27-40	HT27-45
A727 1967-01 With 24 Spline	HT24-30	HT24-35	HT24-40	HT24-45



PRO SERIES RACE CONVERTERS

These custom units are the finest available and offer a number of upgrades from our performance converter line. All units feature silicon spot brazed fins. A forged aluminium stator is also used because of its ability to multiply torque better than a steel stator. Other features include a 4130 Chrome-Moly Turbine Hub, a redesigned Internal Sprag, with New Springs and Rollers, Torrington Bearings, a Process-90 Hardened Hub and Dual Anti-Ballooning plates. Each unit is hand crafted from these parts to build a specialty unit for your application only. Using a variety of fin angles and stators, as well as different types of turbine clearances and sprags, Hughes puts together a winning combination for your vehicle every time.

PRO-III Series This series is available in 8", 9", and 10" configurations and is among the best known full competition unit. Literally thousands of these units have been produced, and when repeatability is important, this is the converter most people insist on. The prime characteristic of PRO III SERIES torque converters is the hard launch, but soft transition down track, allowing more consistency and ability to repeat. In many cases, variance of 60' times will only be a few thousandths from the first to the last round.

PRO-IV SERIES PRO IV Series are more aggressive by design. The units are normally good for slightly higher m.p.h. Units are designed with more furnace brazing which produces less efficiency loss and less slippage, therefore producing higher miles per hour. This unit will still produce excellent repeatability, a must for bracket-type race situations. Units are available in 8", 9", and 10" configurations.

PRO-V Series This full race converter is available from an entirely new casing and built differently than our other full race torque converters. The trend towards bigger and more powerful engines is what spawned this particular bad boy series of converters. The unit is our most aggressive race converter delivering a hard hit off the line and soft transition down track with no loss in top end efficiency and m.p.h. It runs faster than any other race series we've ever produced, yet gives consistency at 60' you won't believe, and still lets you kill the tree. If more m.p.h. is what you're looking for, order our 95 Series today.

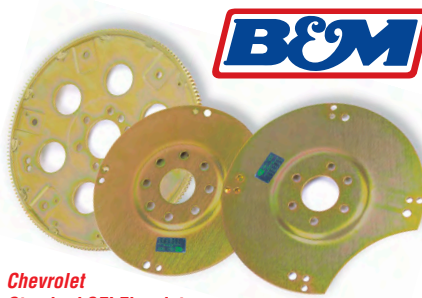
All Pro Series are Special Order units Only.
Call Rocket Today To Order Your Custom Converter

TRANSMISSION

GM POWERGLIDE	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"	PRO V - 8"	PRO V - 9"	PRO V - 10"
1962-On	HTPG73	HTPG83	HTPG93	HTPG103	HTPG85	HTPG95	HTPG96
TURBO 350 & 400	PRO IV - 8"	PRO IV - 9"	PRO IV - 10"	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"
	HTPG84	HTPG94	HTPG104	HTGM73	HTGM83	HTGM93	HTGM103
	PRO IV - 8"	PRO IV - 9"	PRO IV - 10"	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"
	HTGM73	HTGM83	HTGM93	HTGM73	HTGM83	HTGM93	HTGM103
FORD C4 1964-On (Specify pilot size/ Bolt pattern)	HTFM73	HTFM83	HTFM93	HTFM103	HTFM85	HTFM95	HTFM96
FORD C6 1966-84 All Motors, (Specify Pilot Size)	HTF73	HTF83	HTF93	HTF103	HTF84	HTF94	HTF104
CHRYSLER A904 1968-On W/27 Spline	HTC73	HTC83	HTC93	HTC103	HTC84	HTC94	HTC94
CHRYSLER A727 1967-On W/24 Spline	HTC73	HTC83	HTC93	HTC103	HTC84	HTC94	HTC94

RACE CONVERTER SERIES

FLEXPLATES



Chevrolet

Standard SFI Flexplates

Chev SB 262-350 to 1985 168 Tooth Internal Balance 10-3/4 & 11-1/2" B/C	BM20230
Chev SB 262-350 to 1985 153 Tooth Internal Balance 10-3/4 B/C	BM20237
Chev SB 383-400 to 1985 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20232
Chev SB 262-400 1986-97 153 Tooth External Balance 10-3/4" B/C	BM20238
Chev SB 262-400 1986-97 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20239
Chev BB 396-427 to 1990 168 Tooth Internal Balance 10-3/4 & 11-1/2" B/C	BM20230
Chev BB 454-496 to 1990 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20233

Chrysler Standard SFI Flexplates

B&M externally balanced Chrysler engine flexplates must be used when changing converters on an externally balanced engine. Supplied without ring gear. BM10237 suits 440 engines with cast cranks and BM10238 suits 440 engines with forged cranks.

Chrysler SB 360 w/TF727 1971-92 External Balance 10" & 11-1/8" B/C	BM10236
Chrysler SB 360 w/TF904 1971-92 External Balance 10"	BM10239
Chrysler BB 383 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237
Chrysler BB 400 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237
Chrysler BB 440 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237
Chrysler SB-BB w/TF727 Six Bolt Internal Balance 10" & 11-1/8" B/C	BM10230

Ford Non-SFI Replacement Flexplates

Ford 289-302W w/C4 1968-81 157 Tooth 28oz 10-1/2" B/C	BM50236
Ford 289-351C w/C4 1968-81 164 Tooth 28oz 11.4" B/C	BM50237
Ford 302W-5.0 w/AOD 82-95 164 Tooth 50oz 11.4" B/C	BM50238
Ford 289-351W w/C4 1969-on 157 Tooth Int. Bal. 10-1/2" B/C	BM50246
Ford 289-351C w/C4 1968-81 164 Tooth 28oz 11.4" B/C	BM50237
Ford 302W-5.0 w/AOD 82-95 164 Tooth 50oz 11.4" B/C	BM50238
Ford 302W-5.0 w/C4 1982-95 157 Tooth 50oz 10-1/2" B/C	BM50239
Ford 289-351W w/C4 1969-on 157 Tooth Int. Bal. 10-1/2" B/C	BM50246



HUGHES FLEXPLATES

Double Welded Hughes flexplates are .035" thicker than OEM and in most applications will withstand the punishment and shock of today's high horse power and high RPM engines. Our race Application flexplates will handle all Hughes high stall converters. For street, strip, and off road strength, Hughes Performance meets the needs.

Description	Part No
LS Series 168 tooth SFI, Extreme Series (4mm thick) "Dished" Flexplate, Will NOT replace "Flat" Flexplate on 6.0L w/Extended Crank Flange With 6 lug bolt pattern	HTHP4004X-EBP



TCI LS-1 & LS-2 SFI FLEXPLATES

- SFI 29.1 approved
 - Includes mounting hardware
 - Made in the USA from plasma-cut, Blanchard-ground, billet steel plate
 - Lightweight design for quick engine response
 - Dual bolt patterns, stock LS1 and small GM bolt pattern
- Chev/Holden LS-1/LS-2** TCI399753
Crank Spacer Pilot Extension Suit TCI399753
Chev LS Flexplate #399753 TCI399753



TCI FORD SFI FLEXPLATES

These small block flexplates 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 289-351C, 351M-400M engines with the 10.5" torque converter bolt circle.

Ford Small Block, Internal Bal. 157 tooth TCI529615
Ford Small block, Internal Bal. 164 tooth TCI529625
Ford 302-351C, 28oz 10.5" Bolt Pattern, 157 Tooth TCI529618
Ford 302-351C, 28oz 11.5" Bolt Pattern, 164 Tooth TCI529628

TCI Flexplates

TCI® offers flexplates for street use for popular Chrysler, Ford and Chevy applications. Stock replacement, stamped, heavy-duty flexplates are available for Ford, Chrysler and Chevy applications, while a complete line of .140" thick Chrysler and Ford flexplates with GM and Ford bolt patterns are available use with adapter plate kits. Extra durable flexplates from TCI® are also available for Ford and Chevy circle track applications.

- Constructed from a high tensile strength material
 - Resists elongation & cracking
 - Available for popular Chrysler, Ford & Chevy applications
 - Circle track applications also available
- Chev Small Block 168T Int Bal & Big Block (Exc 454)** TCI399273
Chev Small Block 168T Ext Bal 400 Chev TCI399373
Big Block Chev 168T Ext Bal 454 Chev TCI399473



GM LSA Flexplate

When retrofitting the 2012 Chevy Camaro ZL1 for racing with an automatic transmission, the TCI® GM LSA Flexplate is a must. Engineered to prevent runout, ring gear bounce and other damaging problems, these flexplates offer unmatched strength and protection. Thicker than factory flexplates, the SFI 29.1 approved TCI® plates are precision ground from ultra-durable A36 steel. They are dynamically balanced for performance and electro-coated for protection against the elements. This is the perfect upgrade for any increased horsepower 2012 Camaro ZL1 that has been converted to an automatic transmission. The flexplate is also a valuable tool for vehicles other than Camaros with LSA engine transplants and automatic transmissions.

Chev LSA-Series, LS Bolt Pattern (11.1) & GM Dual Bolt Pattern 10 3/4", 168 Tooth TCI399756
(A TCI Special Build Converter Must Be Used In Order To Fit 4L60E Transmission)



FI FORD Conversion Flexplate

- Ford applications,
 - OEM-style small block flexplates are constructed precise standards and
 - SFI 29.1 approved.
 - 1/8" extra-thick with welds on both sides of ring gear, these flexplates are precision-balanced and checked for runout. Dual GM Pattern. Conversion Use Only.
 - FI-Approved Flexplate • 164 Tooth • Internal Balance .375" Pilot Crankshaft • GM Dual Bolt Pattern
 - Suit Small Block Ford 289-351W, 302-351C, 351-400M
- Part No. TCI529632**



SCAT SFI APPROVED FLEXPLATES

Scat SFI flexplates are extra thick, double welded and gold anodized.

HOLDEN 253-304-308 153 Tooth - Internal SCFP-308-SFI
Chev SB 153 Tooth - Internal SCFP-305-SFI
Chev SB 168 Tooth - Internal SCFP-350-SFI
Chev SB 168 Tooth - External SCFP-400-SFI
Chev SB 168 Tooth - External - 1-pc rear seal SCFP-350L-SFI
Chev SB 153 Tooth - External - 1-pc rear seal SCFP-302L-SFI
Chev BB168 Tooth - External SCFP-454-SFI
Chev BB 168 Tooth - External - 1-pc rear seal SCFP-454L-SFI
Holden 253-304-308 153 Tooth - Internal Balance SCFP-308-SFI
Ford 302W 157 Tooth - 28.2 oz Ext - 10.5" B/C SCFP-302157-SFI
Ford 302W 164 Tooth - 28.2 oz Ext - 11.5" B/C SCFP-302E-SFI
Ford 302W 164 Tooth - 50.5 oz Ext - 11.5" B/C SCFP-302N-SFI
Ford 302W 164 Tooth - Internal - 11.5" B/C SCFP-351-SFI
Ford 302-351C 164 Tooth - External SCFP-428-SFI
Ford 428 FE 184 Tooth - External SCFP-460-SFI
Ford 429-460 164 Tooth - External SCFP-460A-SFI
Ford 429-460 164 Tooth - Internal SCFP-455-SFI
Pontiac BB 166 Tooth - Internal SCFP-455-SFI





SFI APPROVED HEAVY DUTY FLEXPLATES

Introducing the new range of Aeroflow Performance SFI approved flexplates. These heavy duty flexplates are manufactured with extra thick material and double welded. These flexplates will withstand the extreme power and RPM of today's engines safely under the SFI accreditation label. They are available to suit Chev, LS, Ford and Holden.

Description	Part No.
-------------	----------

LS Chev

168 Tooth - with TH350-400 & Powerglide Conversion, Includes Crank Adapter, Neutral/Internal Bal	AF89-350-THSFI
--	-----------------------

SB Chev

153 Tooth - Neutral / Internal Balance	AF89-305SFI
168 Tooth - Neutral / Internal Balance	AF89-350SFI
168 Tooth - External Bal - 1- piece rear seal	AF89-350LSFI
153 Tooth - External Bal - 1- piece rear seal	AF89-350L-153SFI
168 Tooth - External Balance	AF89-400SFI

BB Chev

168 Tooth - External Balance	AF89-454SFI
168 Tooth - External Balance 1-piece rear seal	AF89-454LSFI

BB Ford 429/460

164 Tooth - External Balance	AF89-460SFI
164 Tooth - Neutral / Internal Balance	AF89-460ASF

SB Ford Windsor & Cleveland

164 Tooth - 28.2oz / External balance	AF89-302ESFI
11.5" Converter Bolt Circle	
164 Tooth - 50.5oz / External balance	AF89-302LSFI
11.5" Converter Bolt Circle	
164 Tooth - Neutral / Internal balance	AF89-302NSFI
11.5" Converter Bolt Circle	
157 Tooth - 28.2oz / External balance for Stroker - 10.5" Converter bolt Circle	AF89-302-157SFI
157 Tooth - 50.5oz / External balance Replacement - 10.5" Converter bolt Circle	AF89-302-157-50S

HOLDEN V8

153 Tooth - Internal Bal 253-304-308	AF89-308SFI
--------------------------------------	--------------------

HEAVY DUTY FLEXPLATES (NON SFI)

Aeroflow's heavy duty flexplates are manufactured with extra thick material and double welded. These flexplates will withstand the extreme power and RPM of today's engines. Available for Chev LS, Ford and Holden.

LS Chev

168 Tooth - with TH350-400 & Powerglide Conversion, Includes Crank Adapter, Neutral/Internal Bal	AF89-350-TH
--	--------------------

SB Chev

153 Tooth - Neutral / Internal Balance	AF89-305
168 Tooth - Neutral / Internal Balance	AF89-350
168 Tooth - External Bal - 1- piece rear seal	AF89-350L
153 Tooth - External Bal - 1- piece rear seal	AF89-350L-153
168 Tooth - External Balance	AF89-400

BB Chev

168 Tooth - External Balance	AF89-454
168 Tooth - External Balance 1- piece rear seal	AF89-454L

BB Ford 429/460

164 Tooth - External Balance	AF89-460
164 Tooth - Neutral / Internal Balance	AF89-460A

SB Ford Windsor & Cleveland

164 Tooth - 28.2oz / External balance	AF89-302E
11.5" Converter Bolt Circle	
164 Tooth - 50.5oz / External balance	AF89-302L
11.5" Converter Bolt Circle	
164 Tooth - Neutral / Internal balance	AF89-302N
11.5" Converter Bolt Circle	
157 Tooth - 28.2oz / External balance for Stroker - 10.5" Converter bolt Circle	AF89-302-157
157 Tooth - 50.5oz / External balance Replacement - 10.5" Converter bolt Circle	AF89-302-157-50

Holden V8

153 Tooth - Internal Bal 253-304-308	AF89-308
--------------------------------------	-----------------



PIONEER FLEXPLATES

Heavy Duty (HD) flexplates are Double Welded, .030" Thicker than OEM and are Yellow Dichromate Plated.

Chev 262-350 to-1985, 153 Tooth, Internal Bal.	PIFRA-112
Chev 262-350 to-1985, 168 Tooth, Internal Bal.	PIFRA-100
Chev 262-350 to-1985, 168 Tooth, Internal Bal. HD	PIFRA-100HD
Chev 262-350 1986-on, 153 Tooth, External Bal.	PIFRA-160
Chev 262-350 1986-on, 168 Tooth, Internal Bal.	PIFRA-159
Chev 383-400 to 1985, 168 Tooth, External Bal.	PIFRA-104
Chev & Holden LS-1 & LS-6, Internal Bal.	PIFRA-471
Chev 396-427 to 1990, 168 Tooth, Internal Bal.	PIFRA-100
Chev 454-496 to 1990, 168 Tooth, External Bal.	PIFRA-111
Chev 454-496 to-1990, 168 Tooth, External Bal. HD	PIFRA-111HD
Chev 454-502 Gen-VI, External Balance	PIFRA-321
Chrysler 318-440 6-Bolt, Internal Bal.	PIFRA-303
Ford V8 Chev. & Wind. 157 Tooth Fits C4	PIFRA-203
Ford V8 Chev. & Wind. 157 Tooth Fits C4 HD	PI871009
Ford V8 Chev. & Wind. 164 Tooth C4 & FMX Trans	PIFRA-205

Ford 429-460 164 Tooth Fits all Autos Except C6	PIFRA-207
Ford 429-460 164 Tooth with Counterweight	PIFRA-230
Ford 429-460 184 Tooth Fits C6 Only	PIFRA-224
Ford 390 FE 184 Tooth	PIFRA-212
Ford 428 FE 184 Tooth Fits C6 Only	PIFRA-224



Meziere SFI Billet Flex Plates

These plates are clearly the superior choice for quality and precision. Machined to exacting tolerances from 4340 round bar, our proprietary manufacturing process ensures the strongest gear tooth, least runout, and the best longevity on the market. All of our flexplates are certified to SFI 29.1.

- Concentric machined to .005 • One piece design - 100% machined • Proprietary heat treating process
- Chamfered gear tooth provides better engagement
- 12 pitch tooth profile

Chev 168 Tooth Neutral Billet	MZF300
Chev 153 Tooth Neutral Billet	MZF301
Ford Big Block 164 Tooth Neutral Billet	MZF308
Ford Small block 157 Tooth Neutral Billet	MZF311
Ford Small block 157 Tooth 28oz Billet	MZF311A
Ford Small block & 351c 164 Tooth 28oz Billet	MZF312A
LS1 to LS8 168 Tooth Neutral Billet	MZF319
Chev 168 Tooth Neutral Billet	MZF3006
(Converter pattern 1 - 6 holes 7/16" diameter on 10.75" bolt circle, pattern 2 - 3 holes 1/2" diameter on 10.75" bolt circle.)	
Chev 168 Tooth Neutral Billet, Low Inertia	MZF3037
(Converter pattern 1 - 3 holes 7/16" diameter on 10.75" bolt circle.)	

STARTER/FLEXPLATE COMBO

Chev 168 Tooth Neutral Billet 10 Pitch Tooth Profile	MZTSF110
Chev 168 Tooth Neutral Billet 12 Pitch Tooth Profile	MZTSF112

Meziere "True Start" Starter Motors

Well known among today's racers is the pain of starter failure. Because we are involved in the high performance automotive industry as manufacturers as well as competitors, we know the trouble that enthusiasts are having and we try extremely hard produce products that are needed but unavailable. Our starters are tested to the extreme and are not sold until everything is right. Standard testing includes amp draw, power and rotational speed under load as well as free rev testing to ensure proper balance of internal rotating parts. We are raising the industry standard to bring to you truly trouble-free parts for your vehicle.

Chevy Offset Super Duty 2.2kw starter	MZTS400
Ford 164 tooth Super Duty 2.2kw starter	MZTS408
Ford 164 tooth Super Duty 2.2kw starter Adj Gear	MZTS409

STARTER/FLEXPLATE COMBO

Chev 168 Tooth Neutral Billet 10 Pitch Tooth Profile	MZTSF110
Chev 168 Tooth Neutral Billet 12 Pitch Tooth Profile	MZTSF112

FLYWHEELS



STEEL FLYWHEELS

Cast iron flywheels are prone to explosion. For safety reasons billet flywheels are now required equipment in most motorsport applications. All Yella Terra flywheels are precision CNC machined from a solid steel billet and fitted with an OEM quality ring gear. They are available in a choice of standard and lightweight models. Some popular applications are also available in the new ultra lightweight reduced peripheral mass (RPM) designs that are effectively as light as alloy with the strength of steel, providing an engine is balanced within commercial or performance tolerance, these flywheels can be fitted with confidence.

Steel Flywheels – Standard Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	15kg	YT9900
Chev V8 11" Neutral Balance 168 Tooth	15kg	YT9901
Chev V8, 1-Piece Seal, C/balanced 168 T	15kg	YT9011
Chev V8, 1-Piece Seal, C/balanced 153 T	15kg	YT9907
Chev V8 LS1, LS2 & LS6, 5.7L & 6.0L	10.75kg	YT9910
Ford V8 11" Counterbalanced 164 Tooth	12kg	YT9902
Ford V8 11" Neutral Balance 164 Tooth	12kg	YT9902N
Ford V8 5.0L Counterbalanced 157 Tooth	10.5kg	YT9909
Ford V8 5.0L Neutral Balance 157 Tooth	10.5kg	YT9909N
Ford 4.6L & 5.4L V8 with 8-Bolt Crank	13.6kg	YT9914
Ford 4.0L OHC Turbo	9kg	YT9913
Holden 6 Cylinder 173-202	10.6kg	YT9904
Holden V8 10.5" 253-308	13kg	YT9903
Holden V8 LS1, LS2 & LS6, 5.7L & 6.0L	10.75kg	YT9910

Steel Flywheels – Light Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	12.8kg	YT9900L
Chev V8 11" Neutral Balance 168 Tooth	11.5kg	YT9901L
Chev V8, 1-Piece Seal, Counterbalanced	11.2kg	YT9907L
Ford V8 11" Counterbalanced 164 Tooth	10.8kg	YT9902L

Ford V8 11" Neutral Balance 164 Tooth	10.8kg	YT9902NL
Ford V8 5.0L Counterbalanced 157 Tooth	8.5kg	YT9909L
Ford V8 5.0L Neutral Balance 157 Tooth	8.5kg	YT9909NL
Ford 289-302W - 157T 28oz EXT Bal	8.5kg	YT9915L
Holden 6 Cylinder 173-202	8.6kg	YT9904L
Holden V8 10.5" 253-308	10.8kg	YT9903L

Steel Flywheels – RPM Ultra Light Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	7.5kg	YT9900RPM
Chev V8 LS1, LS2 & LS6, 5.7L & 6.0L	6.5kg	YT9910RPM
Holden 6 Cylinder 173-202	6.05kg	YT9904RPM
Holden V8 10.5" 253-308	7.0kg	YT9903RPM
Holden V8 LS1, LS2 & LS6, 5.7L & 6.0L	6.5kg	YT9910RPM

CHEV COUNTERBALANCE PLATE

The Chev counterbalance plate bolts between the crank and flywheel and allows the use of a neutrally balanced flywheel on externally balanced 400 & 454 engines.

Counterbalance Plate for Chev 400 & 454	YT9920
---	---------------



MCLEOD Steel Flywheels

McLeod steel flywheels are CNC machined from billet steel and meet SFI specs for competition use.

Application	Ring Gear	Part No.
Chev Small Block, Internal Balance	153 Tooth	MC460300
Chev Small & Big Block, Internal Balance	168 Tooth	MC460130
Chev LS Series, Internal Balance	168 Tooth	MC460530
Ford 260-302W Internal Balance	157 Tooth	MC463100
Ford Chev & Windsor Internal Balance	164 Tooth	MC463200
Ford 5.0L Coyote, 11" Mustang Clutch	164 Tooth	MC463458
Ford 428 FE Int/Ext Bal Incl. Bolt On C/W	184 Tooth	MC463215

Bolt On Counterweight Kits

Bolt on counterweight kits to convert McLeod Flywheels to external balance.

Kits include bolts and multiple weights to suit all applications.

Application	Part Number
Chev Small & Big Block	MC560222
Ford Small Block, 28oz & 50oz	MC563333



FLYWHEELS & RING GEARS

Pioneer manual flywheels and starter ring gears for popular Chev and Ford applications are an economical replacement for stock or mild performance vehicles.

Flywheels

Application	Part No.
Chev V8 327-427 1955-85 Internal Balance 168 Tooth	PIFW-100
Chev V8 327-427 1955-85 Internal Balance 153 Tooth	PIFW-147
Chev V8 383-400 1955-85 External Balance 168 Tooth	PIFW-102
Chev V8 305-350 1986-93 External Balance 168 Tooth	PIFW-109
Chev V8 305-350 1986-93 External Balance 153 Tooth	PIFW-148
Chev V8 454 1967-85 External Balance 168 Tooth	PIFW-101
Ford V8 289-302W 1969-75 External Balance 157 Tooth	PIFW-163

Ring Gears

Application	Part No.
Chev V8 153 Tooth Ring Gear	PIFRG-153N
Chev V8 168 Tooth Ring Gear	PIFRG-168S
Ford V8 157 Tooth Ring Gear	PIFRG-157N
Ford V8 164 Tooth Ring Gear	PIFRG-164N
Ford V8 184 Tooth Ring Gear	PIFRG-184T

TRANSMISSION COOLERS



OIL COOLERS

Aeroflow offers a tremendous selection of the industry's highest quality coolers in a wide range of applications and profiles. These stack plate (modular style) coolers are fully brazed on all contact surfaces inside and out, further more they have a brazed seam that withstands vibrations and pulsations in the toughest environment.

Any performance vehicle can benefit from an Aeroflow Cooler. Motor homes, tow vehicles, passenger cars and even motorcycles can realize extended engine and/or transmission efficiency and life.

Technical Specifications:

- Connections: -10 Female ORB thread, Adapters to suit any applications
- For use in engines, transmissions, hydraulic systems, etc.
- Max working pressure is 10 Bar (1 MPa or 145 PSI)
- Burst pressure is 25 Bar (2.5 MPa or 362 PSI)
- Must use mounting kit in all performance applications

Part No	Rows	Depth	Length	Height	Thread
AF72-4010	10	51mm	330mm	77mm	FEMALE -10 ORB
AF72-4016	16	51mm	330mm	123mm	FEMALE -10 ORB
AF72-4019	19	51mm	330mm	146mm	FEMALE -10 ORB
AF72-4025	25	51mm	330mm	193mm	FEMALE -10 ORB
AF72-4030	30	51mm	330mm	231mm	FEMALE -10 ORB
AF72-4034	34	51mm	330mm	265mm	FEMALE -10 ORB
AF72-4040	40	51mm	330mm	312mm	FEMALE -10 ORB

TRANSMISSION ADAPTERS



WilCap Transmission Adapter Application Chart

Engine	Chev V8 Auto, PG TH350, 400, 700 r4 4L60 & 4L80 Note 9,10	Chev Manual Saginaw, Muncie M	Ford V8 Manual BW T5 Series, BW T5 (GM To1991 V6/V8) Note 6
Buick "Nailhead" V8 1957-65 364-401ci. Note: 1	RP-BU10006	RP401-350MTBH	
Buick "Nailhead" V8 1964-66-401-425. Note: 1	RP-BU10007	RP401-350MTBH	
Cadillac Early OHV V8 1949-1954 331ci. Note: 2		RP303-350MTBH	
Cadillac Early OHV 1955-64 331-429 ci. Note: 1	RPCAD-350CCHEVYA RPCAD-350BOPAT	RPCAD-350CHEVYMT	
Ford "Flathead 59A" V8 1932-48 221-239 ci		RP59A-350BH	
Ford "Flathead 88A" V8 1949-54 221-239ci	RP88A-350CHEVTAT	RP292-350BHA or RP59A-350BH	RP292-FT5BHA
Ford "Y Block" 1954-64-239-312 ci	RP312-350CHEVYAT	RP292-350BHA	RP292-FT5BHA
Ford "FE" V8 1958-77 332-428 ci	RP390-350CHEVYAT		RPFTL-FT5BHA
Ford "Small Block V8 (Windsor & Cleveland)	RP302-350CHEVYAT		
V8 1965-2001, 255-400 ci Note "1"			
Ford "Big Block" V8 1968-97 351-534 ci. Note: 1	RP460-350CHEVYAT		
Mopar V8 "Early Hemi Extended Block" 1951-53- 331 ci		RP331-350BH	
Mopar V8 "Early Hemi" & "Poly"	RP392-350CHEVYAT	RP392-350CHEVYMT	
1952-58-241-392 ci. Note: 4			
Mopar "B", "RB" & "426 Hemi" Big Block	RP426-350CHEVYAT		
V8 1959-77 350-440 ci. Note: 1,3,5			
Mopar "New Hemi" 5.7 & 6.1L 2002- Present	RP5.7L-350CHEVYAT		
RP-STARTER 2 bolt starter suit trans adapters "CALL ROCKET FOR MORE LISTINGS & TRANSMISSION APPLICATIONS" Note 1: Some of these engines are external balance. Call for information. Note 2: Last year of series was a split year - customer must verify block configuration. Note 3: Two different block and crankshaft configurations - customer must verify block configuration. Note 4: Prior to 1962 the 318 Poly used the same crank and block bolt pattern as the early hemi. Note 5: Prior to 1962 the "B" motor used the 8 bolt "early hemi" crank configuration. Note 6: Other Transmission may be interchangeable. Customer must verify this. Note 7: "Mopar" includes Dodge, Desoto, Chrysler, Plymouth. Note 8: Mercury continued to use the 1932-1948 Ford style transmission after 1949. Note 9: LS1 type Transmissions require additional hardware. Call for information. Note 10: Some adapters are available with the Buick Olds, Pontiac Cadillac late model pattern in addition to the Chevrolet.			

AEROFLOW

COMPETITION

OIL COOLER

Aeroflow's new engine and transmission oil coolers feature -10 ORB female fittings for a perfect O-ring seal, thermostat wiring, plug kit and a high quality electric fan. It accepts engine oil, transmission and power steering applications and has been pressure tested to over 200psi. The thermal switch included activates the fan at 175°F/79.5°C. The cooler also features a fin and plate construction. The dimensions are 13.5" (34cm) x 9" (23cm).

AF72-6000 Competition oil cooler with fan & thermostat



OIL COOLER MOUNTING KIT

Properly mount your Aeroflow Oil Cooler with this Universal Aeroflow oil cooler mounting bracket (Simply cut on the line of how many row cooler you have). It is made from quality materials for strength and durability. This bracket securely holds the oil cooler preventing vibration damage. The bracket is pre-drilled for ease of mounting to any surface and comes complete with all necessary hardware to mount the cooler.

Part No	Description
AF72-4000	Oil cooler mounting kit suits all sizes.

B&M SUPERCOOLER

UNIVERSAL COOLERS

B&M universal SuperCoolers are suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in street, off road and race applications. B&M Universal SuperCoolers feature 1/2" NPT fittings which are easily adaptable to steel braided lines and AN fittings. These coolers have strong, durable and lightweight cooler cores, and the stacked plate design cools fluid better than ordinary tube & fin coolers.

- Suitable for cooling auto trans, engine, differential or power steering
- Ideal for racing and heavy-duty applications
- Oven-brazed, all aluminium construction
- Efficient 'Stacked Plate' design
- 1/2" NPT fittings are easily adaptable to AN fittings

SuperCooler 11" x 5-3/4" x 1-1/2"	BM70273
SuperCooler 11" x 8" x 1-1/2"	BM70266
Polished SuperCooler 11" x 2-3/4" x 1-1/2"	BM70265
Polished SuperCooler 11" x 8" x 1-1/2"	BM70272

B&M SUPERCOOLER

TRANSMISSION COOLERS

B&M SuperCoolers are 100% aluminium construction and use stamped plates sandwiched together to create one of the most efficient oil cooling devices available. Not only does this unique design provide for maximized cooling through more efficient heat dissipation but it also provides a much sturdier cooler which is practically impervious to flying rocks or debris. These coolers also offer an additional feature known as "Low Pressure Drop", a unique bypass feature allowing a controlled amount of ATF to bypass the core when the fluid is cold. Controlled by viscosity, fluid is returned directly to the lube circuit through bypass openings in the core. As the temperature increases, more ATF is directed through the core. This highly efficient design combines improved protection against lube system failure with the required levels of optimal heat transfer.

- Stacked Plate design
- All aluminium oven brazed construction
- Small & efficient design
- Includes installation kit
- 3/8" extended nipple fittings

SuperCooler 11" x 5-3/4" x 3/4" BM70255

SuperCooler 11" x 7-1/4" x 3/4" BM70268

SuperCooler 11" x 5-3/4" x 1-1/2" BM70264

DERALE

COOLING PRODUCTS

ATOMIC-COOLER

WITH FAN SUIT

ENGINE OR

TRANS

A step up from Tube & Fin type coolers, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, it comes with 2 -6AN or -8AN male fittings and 2 -6AN x 3/8" barb adapters. The Atomic-Cool is perfect for heavy duty towing and hauling, a durable, trouble-free way to add years to the life of your transmission. Also recommended for power steering and fuel cooling.

- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- High efficiency OEM style Plate & Fin cooler
- Clear anodized aluminium shroud
- 500 CFM reversible Tornado electric fan
- -6AN inlet size
- Cooler assembly includes fan mounted cooler, two aluminium -6AN fittings and two brass -6AN x 3/8" hose barb fittings

Cooler Size

Part No	Width	Height	Depth	Fittings
DP13750	12 3/4"	9 3/8"	4 15/16"	-6AN
DP15850	12 3/4"	9 3/8"	4 15/16"	-8AN
Mounting	Width	Height		
	11 5/8"	4"		

B&M HI-TEK ENGINE OR TRANSMISSION COOLING SYSTEM

The newest addition to B&M's line of SuperCooler transmission and engine oil coolers is the Hi-Tek cooling system. Fitted with a high quality 12 volt electric fan and built-in mounting brackets, these coolers handle tough cooling jobs. They include a thermal switch to activate the fan when the fluid temperature reaches 71°C (160°F). Can be used for racing, RV and street performance vehicles.

- Fin and plate cooler construction
- Includes 12 volt high flow fan
- Pressure tested to 200psi
- Black finish
- Units include 1/2" NPT fittings and thermal switch
- 13-1/2" x 9" x 3-1/2" with 9-1/2" Diameter Fan BM70297
- 10" x 7-1/2" x 4" with 7" Diameter Fan BM70298



ELECTRA-COOL REMOTE TRANSMISSION COOLER KIT

With it's own air supply, the Electra-Cool Remote Transcooler can literally be mounted wherever space permits, making it a popular addition for performance compacts, hot rods, muscle cars and trucks. An efficient 16 pass tube and fin cooler coupled with a Tornado fan and aluminium brackets, this kit comes with a complete installation kit to install easily on all vehicles with 5/16" or 3/8" transmission cooler lines. Also included is an 180°F in-line thermostat for activating the electric fan. This is a durable, trouble-free way to add years to the life of your transmission, and perfect for medium to heavy-duty towing and hauling.

- Cooler style: 16 pass Tube & Fin
- Inlet size: -6AN • Fan size: 10" • CFM: 650 • Amp draw: 5.3
- Width: 15-3/4" • Height: 11-1/2" • Depth: 5" • Inlet dim: 8-3/4"
- Hose size: 3/8" • Hose length: 10' • Mounting: 14-3/4" x 5-1/4"
- Cooler Fluid Capacity: 19.6 oz • Airflow: Puller (reversible)
- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- 16 pass Tube & Fin cooler
- Clear anodized aluminium shroud
- 650 CFM reversible Tornado electric fan
- -6AN inlet size
- Transmission cooler kit includes fan mounted cooler, two -8AN fittings and four -6AN x 3/8" hose barb fittings, 180°F in-line thermostat, 10 ft. of OEM spec hose, 5/16" Insta-dapt radiator fitting, 5/16" and 3/8" compression fittings, and hardware

Cooler Size

Part No	Width	Height	Depth	Fittings
DP13900	15-3/4"	11-1/2"	5"	-6AN
Mounting	Width	Height		
	14-3/4"	5-1/4"		



ATOMIC-COOLER WITH FAN & HARDWARE KIT SUITS AUTOMATIC TRANSMISSION -6AN

A step up from Tube & Fin type coolers, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, it comes with 2 -6AN or 2 -8AN male fittings and 2 -6AN x 3/8" barb adapters. The Atomic-Cool is perfect for heavy duty towing and hauling, a durable, trouble-free way to add years to the life of your transmission. Also recommended for power steering and fuel cooling.

- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- High efficiency OEM style Plate & Fin cooler
- Clear anodized aluminium shroud
- 500 CFM reversible Tornado electric fan -6AN inlet size
- Transmission cooler kit includes fan mounted cooler, two -6AN fittings and four brass -6AN x 3/8" hose barb fittings, 180°F In-line thermostat, 10 ft. of OEM spec hose, 5/16" Insta-dapt radiator
- fitting, 5/16" and 3/8" compression fittings, and hardware

Cooler Size

Part No	Width	Height	Depth	Fittings
DP13950	12 3/4"	9 3/8"	4 15/16"	-6AN
DP15950	12 3/4"	9 3/8"	4 15/16"	-8AN
Mounting	Width	Height		
	11 5/8"	4"		



DYNO-COOL REMOTE COOLERS

The Dyno-Cool Universal Remote Cooler can be mounted anywhere space permits, using a highly efficient copper tube/aluminium fin cooled and a curved blade fan to provide airflow and extend transmission life. Perfect for medium duty use.

Mounting kit not included.

- Efficient copper/aluminium tube & fin 6 pass cooler -6AN inlets
- 450 CFM reversible Dyno-Cool Straight Blade electric fan
- Cooler style: Tube & Fin •Inlet size: -6AN male •Fan size: 8" •CFM: 450 •Amp draw: 5.3
- Offered in 4 sizes with 11/32" barb or -6 AN inlet

Cooler Inlets	Cooler 11/32" Barb Inlet	No. Of Passes	Width -6AN / 11/32"	Height
DP12730	DP12740	6	13 5/8" / 12 3/4"	7 5/8"
DP12731	DP12741	6	17 1/2" / 16 5/8"	7 5/8"
DP12732	DP12742	8	13 5/8" / 12 3/4"	10 1/4"
DP12733	DP12743	8	17 1/2" / 16 5/8"	10 1/4"



DYNO-COOL SERIES 6000 TUBE & FIN COOLER KIT

This universal all-aluminium transmission cooler is perfect for todays smaller, highly stressed sub-compact and compact car automatic transmissions. Featuring embossed turbulators inserted into full 1/2" tubing to agitate fluid and louvered cooling fins, it extends transmission life by helping to prevent heat-related transmission failures while improving shift performance. This kit comes with a complete transmission cooler hardware kit to easily install onto vehicles with 5/16" transmission cooler lines.

- Prevents heat related transmission failures
- Extends life of transmission
- Improves transmission performance
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •4 pass cooler design
- 1/2" aluminium tubing expanded into aluminium cooling fins
- 11/32" hose barb inlets •Complete hardware kit included

Part No	Width	Height	Depth
DP12901	13"	5"	3/4"
DP12902	15 1/4"	5"	3/4"
DP12903	15 1/4"	7 1/2"	3/4"
DP12904	15 1/4"	10"	3/4"
DP12906	13"	7 1/2"	3/4"
DP12907	13"	10"	3/4"



STACKED PLATE COOLERS

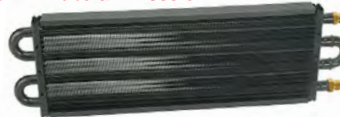
Our most efficient heat exchanger, the all aluminium Stacked Plate cooler features sturdy furnace brazed construction, full 2" deep turbulator-equipped plates and a black powdercoat finish. With minimal pressure drop it can be used for engine, transmission or fuel cooling. Includes bright aluminium anodized finished -8AN male adapter fittings.

- Designed for engine, transmission, power steering, Differential & fuel cooling
- Most efficient heat exchangers available
- Furnace brazed aluminium construction with 4 integrated mounting brackets
- 10 row cooler design
- Male -8AN aluminium O-ring inlet fittings

COOLER WITH NO FITTINGS -10 FEMALE

Part No	No. of Rows	AN Size	Width	Height	Depth
DP51078	10	-10	13"	3-9/16"	2"
DP51678	16	-10	13"	5-9/16"	2"
DP51978	19	-10	13"	6-7/16"	2"
DP52578	25	-10	13"	8-5/16"	2"
DP53478	34	-10	13"	10-7/8"	2"
DP54078	40	-10	13"	12-3/4"	2"

Series 7000 - AN Tube & Fin Cooler



This Tube & Fin cooler features 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators. It is built with -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. No mounting hardware included.

- Cooler style: Tube & Fin
- Construction: Copper tube and aluminium fin
- Inlet size: -6AN •Extruded plastic cooling fin guards
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •4 pass cooler design
- 1/2" copper tubing expanded into aluminium cooling fins

Part No	Width	Height	Depth
DP13311	13 1/2"	5 1/8"	3/4"
DP13312	17 1/2"	5 1/8"	3/4"
DP13313	17 1/2"	7 5/8"	3/4"
DP13314	17 1/2"	10 1/4"	3/4"
DP13315	17 1/2"	12 5/8"	3/4"
DP13316	13 1/2"	7 5/8"	3/4"
DP13317	13 1/2"	10 1/4"	3/4"
DP13318	13 1/2"	12 5/8"	3/4"

FRAME RAIL COOLERS

With the same 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators as our larger transmission coolers, this cooler uses a slim design to enable frame mounting in limited space applications. It includes -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency.

Includes mounting hardware only. • -6AN inlets

- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •Extruded plastic cooling fin guards
- 2 pass cooler design •transmissions, power steering & fuel
- 1/2" copper tubing expanded into aluminium cooling fins

Part No	Width	Height	Depth
DP13221	17 3/4"	2 1/2"	1 3/4"
DP13223	13 3/4"	2 1/2"	1 3/4"
DP13225	24 3/4"	2 1/2"	1 3/4"

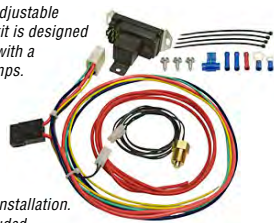
ADJUSTABLE FAN CONTROLLERS

This newly redesigned adjustable electric fan thermostat kit is designed to activate up to 2 fans with a maximum draw of 25 amps.

Two kits to choose from, water jacket 3/8" NPT thread-in probe or push-in radiator probe, kit includes relay wire harness and electrical connectors for an easy installation. A/C override circuit included. Adjustable fan controller turn-on range from 150°F - 240°F, and turn-off preset at 10°F lower than turn-on.

- Adjustable turn-on temperature from 150-240°F
- Turn-off temperature is preset at 10°F below turn-on temperature
- Thread in 3/8" NPT probe or Push-in radiator probe
- Heavy duty 40/60 amp relay •rated at maximum 25 amp continuous draw
- AC override circuit included •Ground circuit relay
- Note - Operates up to a 25 amp fan or two fans with a combined draw of 25 amps or less

Part No.	Description
DP16749	3/8" NPT Thread-in Probe
DP16759	Push-in Radiator Probe



INLINE FLUID THERMOSTAT

These -6 -8 & -10AN 180°F in-line fluid thermostat, have an attractive blue anodized finish and features a swivel housing which allows for a clean and professional installation. 180°F preset turn-on temperature Turn-off temperature is preset at 165°F Male & Female -6 -8 & -10 Inlets Anodized aluminium swivel housing allowing precise positioning of thermostat Rated at maximum 15 amp continuous draw

Part No.	Size
DP35020	-6 AN X -6AN
DP35021	-8 AN X -8AN
DP35022	-10AN X -10AN



BRASS HOSE FITTINGS

Part No.	Description
DP98102	3/8" NPT Male X 1/2" Barb
DP98103	1/2" NPT Male X 1/2" Barb



PLASTIC ROD MOUNTING KIT

Part No.
DP13001



Aluminium Mounting Bracket.

Part No.	Description
DP50020	Bracket kit - 4 mounting brackets & fasteners



Transmission Oil Coolers

Because of the tremendous heat generated in an automatic transmission, an auxiliary transmission cooler is an economical way to help protect against costly transmission repairs. Automatic transmission fluid (ATF) cools, lubricates and cleans internal transmission components. When temperatures exceed 93degC (200degF), the ability of ATF to perform is greatly diminished. Subsequently, the life span of the fluid, seals and moving parts are greatly reduced. Higher internal temperatures also increase the wear rate of the friction and clutch plates.

Excessive transmission heat is caused by the following driving conditions: • Towing • Climbing • Stop and go traffic

• Carrying loads • Hot driving conditions • Driving in sand or snow.

Davies, Craig Transmission Oil Coolers can reduce the AFT's temperatures by as much as 33degC (60degF). A reduction of just 11degC (20degF) can double the life of the automatic transmission, the fluid and all the internal parts.

Ultra-Cool Transmission Cooler

The Ultra-Cool transmission cooler is available to suit a wide range of applications from small sedans to light commercial vehicles. Features:

- Ultra sonically soldered for reliability.
- 100% pressure tested at 300PSI for quality assurance
- High efficiency turbulators in every tube for maximum heat dissipation.
- 3/8" push-on fittings for quick and easy installations.
- Hose clamps and nylon mounting ties.

Recommended for vehicle manufactured PRIOR to 1990.

Part No.	Thickness	Height	Length	Core	Fitting Size.
DC4010	19	127	324	248	3/8" Push-On
DC4030	19	190	324	248	3/8" Push-On
DC4040	19	190	394	305	3/8" Push-On

Part No.	Thickness	Length	Width	Overall Length	Core Width	Fitting Size
DC4010	20	319	127	224	127	3/8" Push On
DC4030	20	316	191	224	191	3/8" Push On

Hydra-Cool Transmission Cooler

Hydra-Cool's unique plate and fin design offers excellent cooling efficiency in a compact space efficient design.

- 33% more efficient than comparable tube and fin designs.
- Pre-drilled mounting plates for easy installation
- Available to fit a wide variety of applications.
- Internal turbulation for efficient heat transfer.
- 3/8" or 5-1/16" push-on fittings for quick and easy installation.
- Hose clamps and nylon mounting ties.

Hydra Cool is suitable for ALL vehicles.

Part No.	Thickness	Length	Width	Overall Length	Core Width	Fitting Size
DC676	20	281	141	281	112	3/8" Push On
DC678	20	281	213	281	152	3/8" Push On
DC686	20	280	180	281	152	Universal 5/16"



HYDRA COOL 30-PLATE COOLER & 10 INCH THERMATIC FAN

The 30-Plate heavy duty Hydra-Cool® Transmission Oil Cooler with its uniquely patented dimple plate and fin design offers excellent cooling efficiency for Heavy Duty 4WD, V8 and Commercial Vehicle automatic transmissions. Coupled with our 10 inch Thermatic Fan it provides everything you will need to fit your oil cooler.

THICKNESS COOLER ONLY	19mm
THICKNESS WITH FAN	69mm
OVERALL LENGTH	300mm
OVERALL WIDTH	280.5mm
CORE LENGTH	256.2mm
CORE WIDTH	247.6mm
FITTING SIZE	3/8" Push On
Part no.	DC691



Inline Transmission Cooler

Features all aluminium construction and easy mounting with two 1/4" bolts (included). 1-3/4" Diameter.

AFC37750

Finned Satin

Aluminium Trans Coolers

Single pass design.

Includes two 3/8" npt fittings	
RPCR5050	12"
RPCR5051	15"
RPCR5052	18"



Dual pass design.

Includes two 1/4" npt fittings

RPCR5050X	12"
RPCR5051X	15"
RPCR5052X	18"



HEAVY DUTY AUTO TRANS OIL COOLER/FILTER

Dual combination cooler/filters use "heat sink design" to dissipate the excessive heat build up in racing transmissions, not recommended for street use. Filter with magnet removes all particles over 10 microns in size. Comes complete with filter cartridge, includes two 1/4" NPT to -6AN fittings and all necessary installation instructions. Dimensions: 3-1/2" High x 6-1/4" Wide x 18" Long.

Description	Part No.
Transmission Oil Cooler, Heavy-Duty	M041205
Replacement Filter Cartridge	M097291



AUTO TRANS OIL COOLER/FILTER

Combination cooler/filter uses heat sink design to dissipate the excessive heat build up in racing transmissions. Can be used on the street as an auxiliary cooler in conjunction with a stock cooler. Filter with magnet removes all wear particles over 5 microns in size. Comes complete with filter cartridge, includes two 1/4" NPT to 3/8" line fittings and all necessary installation instructions. Dimensions: 3" diameter x 12" length.

Description	Part No.
Automatic Transmission Oil Cooler/Filter	M041200
Replacement Filter Cartridge	M097290

DUO-COOLER

DUO-COOLER

High-Performance Dual-Chamber Fluid Cooler
The most effective hydraulic fluid & oil cooler available for cars, trucks, RV's and boats.

Transmission fluid, engine oil and power steering fluid all have one major enemy - heat. The DUO-COOLER protects and prolongs life for all automatic transmissions, engines and power steering systems. Designed for automotive, industrial and marine applications.

Installation Requires two 1/4" NPT hose connect fittings.

BDHR-9800-12 (12" long) Recommended for smaller engines, small-medium automatic transmissions & all power steering systems.

BDHR-9800-18 (18" long) Recommended for larger engines & large automatic transmissions.



TRANSMISSION FILTER KITS



Remote Transmission Filter Kit

Many transmission failures are caused by contamination. A remote transmission oil filter increases filtration efficiency 2 to 5 fold. Includes permanent remote-adaptor, spin-on filter and hardware.

Remote Transmission Oil Filter Kit **BM80277**



REMOTE TRANSMISSION FILTER KIT

This universal remote transmission filter kits enable quick and efficient filter changes and filter out contaminants that pass through OE-screen type filters. The premium version also includes our temperature gauge package with sending unit, mounting brackets and hardware. The increased fluid capacity also cools fluid temperatures helping to extend the life of the transmission.

Specifications:

- Filter Dimensions: 3-1/2" OD x 3-1/8" • Filter thread size: 3/4"-16
- Filter landing: 2-1/2" to 3-1/2" • Inlet size: 3/8" NPT
- Barb size: 3/8" • Gauge temperature range: 140-300°F
- Gauge size: 2-1/16" • Sending unit thread size: 1/8" NPT
- Features:
- 21 micron rating • Extends life of transmission
- Filters out contaminants more efficiently than OE screen type filters • Universal - fits all automatic transmissions
- Increases fluid capacity
- Premium kit includes all remote filter mount, premium gauge kit, hose, filter and mounting hardware.

Description
Single Mount 3/8" NPT Ports Up
Remote Transmission Filter Kit

Part No.
DP13091

TRANSFILTER

This replacement filter removes contaminants that can get past OE screen-type filters.
• Filter Dimensions: 3-1/2" OD x 3-1/8"
• Filter thread size: 3/4"-16"
Part No. **DP13092**



Derale Auxiliary Trans Filter Kit

Derale's Automatic Transmission Filter Kits are engineered to work in conjunction with the OEM transmission filter. The filter system prevents any foreign particles from entering the valve body or other internal components, while maintaining the fluid and removing any varnish, sludge or contaminants. Available with or without an electronic temperature gauge and under dash mount is included in the premium kit. The Derale spin-on transmission filter should be changed whenever the fluid is changed or the transmission is serviced.
• Doubles Transmission Life • Extends Time Between Fluid Changes • For All Automatic Transmissions
Part No. **DP13090**

TRANSMISSION FITTINGS



GM TH350 & TH 400TRANS COOLER ADAPTERS (2 per pack)

AF375-06BLK 1/4" NPSM straight thread to -6AN washers included
AF375-08BLK 1/4" NPSM straight thread to -8AN washers included



GM TRANSMISSION & OIL COOLE ADAPTER FITTINGS

AF64-2117 VE & VF trans cooler radiator adaptor male to -6AN (x2)
AF64-2119 VE & VF trans cooler radiator adaptor female to -6AN (x2)
AF64-2118 VE & VF trans cooler adaptor suits 6 speed 6L80E (x1)



TRANSMISSION OIL COOLER ADAPTER FITTINGS TO SUIT FORD (2 per pack)

These handy adapters have been tested on Ford Falcon, Mustang, F150 and Territory and may fit other models like BMW, Jaguar and Rover fitted with the ZF & 6R transmissions. These 1 piece full flow adapters allow an easy installation of a remote transmission oil cooler that is required when engine performance has been upgraded or increased load from things like towing. Designed with -8AN ends to allow for different plumbing combinations with the ability to swivel to your desired angle. Supplied with Viton O-Rings.

AF72-5050 Ford ZF 6HP26 trans port fittings viton o-rings included
AF72-5051 Ford 6R trans port fittings viton o-rings included

TRANS COOLER FITTINGS CHART

Transmission	In	Out
Powerglide - OEM	Upper 1/8" NPT	Lower 1/8" NPT
Powerglide - Dedenbear	Upper 1/4" NPT	Lower 1/4" NPT
TH200C Metric, 200-4R	Lower 1/4" NPT	Upper 1/4" NPT
TH250, TH350	Upper 1/4" NPT	Lower 1/4" NPT
TH400	Upper 1/4" NPSM	Lower 1/4" NPSM
700-4R, 4L60, 4L60E	Upper 1/4" NPSM	Lower 1/4" NPSM
4L80E 1991-96	Upper 1/4" NPT	Lower 1/4" NPT
4L80E, 4L85E 1997-ON	Rear 1/4" NPT	Front 1/4" NPT
6L80E	O-ring seal	O-ring seal
AOD	Lower 1/4" NPT	Upper 1/4" NPT
AODE, 4R70W	Upper 1/4" NPT	Lower 1/4" NPT
E40D, 4R100	Upper 1/4" NPT	Lower 1/4" NPT
Torqueflite - All	Rear 1/8" NPT	Front 1/8" NPT
Trimatic	Rear 1/8" NPT	Front 1/8" NPT
Jatco 3 speed	Rear M12 x 1.5	Front M12 x 1.5
Jatco 4 speed	Rear M14 x 1.5	Front M14 x 1.5
Ford ZF 6HP26	Push in with o-ring	Push in with o-ring
Ford 6R	Push in with o-ring	Push in with o-ring

Note: - NPT = tapered thread
Note: - NPSM = straight thread
Please check OEM fittings for compatibility

TRANSMISSION SHIELDS



TRANSMISSION BLANKET

Stroud Safety builds SFI approved transmission blankets that fit every type of transmission. These blankets fit the standard Powerglide transmission, or the Turbo 350, 400, etc. transmission. They bolt to the belt housing, ensuring that they stay in position.

Description	Part No
Powerglide Blanket	\$S515
Kevlar Powerglide Blanket	\$S5151
Universal Blanket	\$S516
Kevlar Universal Blanket	\$S5161
B&J Blanket	\$S520
Kevlar B&J Blanket	\$S5201

LENCO TRANSMISSION

BLANKETS

Stroud Safety has a full range of SFI approved transmission blankets. Available in ballistic nylon or the lighter and thinner Kevlar, Stroud transmission blankets fit all transmissions on the market. Stroud blankets come with carry handles that make moving the transmission easier. CS1, CS2, and CS3 available for all Lenco blankets.

Description

Part No.

LENCO BLANKET - REVERSER

Ballistic Nylon Lenco Reverser Blanket
Kevlar Lenco Reverser Blanket

SS508
SS5087

LENCO BLANKET 2 SPEED

Ballistic Nylon Lenco 2 Speed
Kevlar Lenco 2 Speed

SS509N
SS509K

LENCO BLANKET 3 SPEED

Ballistic Nylon Lenco 3 Speed
Kevlar Lenco 3 Speed

SS510
SS5102

LENCO BLANKET 4 SPEED

Ballistic Nylon Lenco 4 Speed
Kevlar Lenco 4 Speed

SS511
SS5112

LENCO BLANKET 5 SPEED

Ballistic Nylon Lenco 5 Speed
Kevlar Lenco 5 Speed

SS512
SS5122



TCI TRANSMISSION SHIELDS

The TCI Transmission Shield is attractive, lightweight and offers excellent protection in the event of a drum explosion. All TCI transmission shields are SFI 4.1 certified and accepted by all major sanctioning bodies. SFI certification is good for five years from date of manufacture. Units can be returned to TCI for re-certification. Manufactured from 6061-T6 aluminium alloy, these units come with all mounting hardware for quick installation. All applications are powder coated for fluid and fade resistance.

Trans Shield for Ford C4 - Blue

TCI977005

Replacement Hardware Kit

TCI977100

Trans Shield For Chrysler 727/904 - Blue

TCI910005

Trans Shield For GM Powerglide - Red

TCI970000

Trans Shield For TH350 - Blue

TCI975005

Trans Shield For TH400 - Blue

TCI980005



RCI UNIVERSAL TRANSMISSION BLANKET

The RCI universal transmission blanket is SFI 4.1 certified and fits easily to most automatic transmissions. The blanket wraps around the transmission and the straps attach to the bellhousing bolts.

RCI Universal Trans Blanket (SFI 4.1)

RCI7808A



TRANS EXPANSION TANK

TRANSMISSION EXPANSION TANK,

BILLET ALUMINIUM

Billet Aluminium finish can be left as is, polished, powder coated or painted

- Both good looking and heavy duty
- Meets requirements of 1- 1/2 Pint Transmission NHRA Overflow Rule
- Prevents fluid mist from spraying on the race surface, back of your car and tires
- Pressurized fluid is captured in the Expansion tank and will drain back into the transmission as the trans cools
- Excess fluid may also be drained between rounds, by using included ball valve
- Includes breather and billet aluminium mounting bracket
- Designed with an integral baffle
- Dimensions: 2.750" O.D., 2.715" I.D., 7.050" long

Transmission Expansion Tank, Billet Aluminium

MO41221



AUTOMATIC TRANSMISSION EXPANSION TANK

Universal fit expansion tank prevents fluid mist from spraying on the race surface, behind your car (and tyres). Pressurized fluid is captured in the expansion tank and will drain back into the transmission as it cools (if mounted as instructed). Excess fluid may also be drained between rounds, by using the ball valve included. Includes tank mounting bracket.

Dimensions: 9-1/4" high x 2-1/4" wide.

Automatic Transmission Expansion Tank

MO41220



TRANS PANS



TRANSMISSION PANS

- Drain Plug Included
- Chrome Steel or Polished Alloy
- Finned Design

Chrome Steel Pans

- Standard depth.

Turbo 350 RPCR9198

Chev Powerglide RPCR9124

Ford C4 RPCR9531

Chrome Steel Deep Pans

- Deep pans with extra fluid capacity.

Turbo 400 RPCR9197

Turbo 700 RPCR9712

Chrysler 727 RPCR7597

Ford C6 RPCR9127

Ford C4 RPCR9530

Polished Alloy Pans

- Supplied with rubber gasket and installation bolts included.
- Standard depth.

Turbo 350 RPCR8491

Turbo 400 RPCR8492

Turbo 700 RPCR8493

Turbo 700R4 RPCR8494

Fabricated

Aluminium

Transmission Pans

These fully fabricated, aluminium transmission pans feature a one-piece billet rail and dual fittings with magnetic drain plugs. Includes filter spacer where required and serrated flange hex bolts (MO42050 includes metric studs).

Description

Part No.

Powerglide - 3.080" Deep with Filter spacer

MO42000

Powerglide - 1.830" Deep

MO42001

Turbo 350 - 3.000" Deep with Filter spacer

MO42010

Turbo 400 - 3.000" Deep with Filter extension

MO42020

GM 700R4 - 2.375" Deep

MO42025

Ford C4 (case fill) - 3.080" Deep with Filter spacer

MO42040

B&M Transmission Pans

- Extra oil capacity = more cooling ability
- No modification to the dipstick needed
- Some models include fluid pickup extension & gasket (or require a 4wd filter)
- Filter included for TH-350, Powerglide, Ford & TF-727/518
- Pans feature built-in drain plugs & mounting hardware



Cast Aluminium Deep Pans

GM All TH-400 (Will not fit Jeep CJ7) (+2 quarts)

BM20280

GM All TH-350 & 250 (+3 quarts)

BM30280*

GM Powerglide (+2 quarts)

BM70280*

GM 4L60E, 4L60 (TH-700R4 incl. Corvette) (+3 quarts)

BM70260

GM 4L80E & 4L85E (+ 3 quarts)

BM70295

Chrysler TF A-727, 518, 618, 44RH & 48RE (+4 quarts)

BM10280*

Ford C-4 (+2 quarts)

BM50281*

Ford C-6 also fits trucks (+2 quarts)

BM40281*

Ford AOD, AODE & 4R70W (+3 quarts)

BM40291

Ford 4A0D/4R100 & 5R100 Torque Shift 5-speed (+3.5 quarts)

BM40295

Chrysler NAG-1 (3 extra quarts, 2.85L)

BM10300*

Replacement filter use BM10288.

Filter Extensions for all B&M Deep Pans

For B&M pan BM10280

BM10279

For B&M pan BM20280 & 20289

BM20271

For B&M pan BM30280 & 30289

BM30284

For B&M pan BM70289

BM70288

Replacement Filter for BM10280, 30280, 40281, 50281 & 70280

BM10288

Universal Drain Plug Kit

This is one of the quickest and most efficient modifications you can make to your automatic transmission. Only a few automatic transmissions are equipped with drain plugs from the factory.

Removing the pan to drain the fluid can be a mess. Simply remove the pan once, drill a hole, bolt the B&M Drain Plug Kit in, and eliminate messy oil splash forever.

Non- magnetic.

All transmission pans BM80250



MR GASKET CHROME TRANSMISSION PANS

Stock depth chrome plated automatic transmission pans are complete with drain plug, washer and gasket. Matching dipsticks with tubes sold separately.

GM TH350 Stock Depth

MG9761

GM TH400 Stock Depth

MG9762

GM TH700R4 Stock Depth (No Drain Plug)

MG9732



STAMPED STEEL TRANSMISSION PANS

These Aeroflow transmission pans add a little zing to the undercarriage of any vehicle. The included drain plug makes transmission service a snap. These pans are thicker than stock so you don't have to worry about leaky pan rails. Available in two great finishes; chrome plated and black electrolysis.



Ford C4 (case fill) extra capacity

76mm (3") deep

AF1825-3000

Chrome

AF1826-3000

Black



GM TH400 (deep with plug)

76mm (3") deep

AF1825-3001

Chrome

AF1826-3001

Black



GM Powerglide with drain plug

AF1825-3002

Chrome

AF1826-3002

Black



GM TH350 (deep with plug)

76mm (3") deep

AF1825-3003

Chrome

AF1826-3003

Black



FORD C4 PAN FILL

CONVERSION ADAPTER

Aeroflow now offer a simple and easy conversion kit to allow you to use our steel trans pans (AF1825-3000 & AF1826-3000) with Aeroflow pan fill dip-sticks (AF72-2503) or retain your factory pan fill dip-sticks and allow you to screw the dip-stick tube directly into the pan and retains an accurate full mark.

AF72-1555



ALUMINIUM TRANSMISSION PANS

Aeroflow's transmission pans use a one piece billet 3/8 (9.6mm) thick rail for precise fitment and strength. The deep fabricated aluminium design allows you to carry more oil to help reduce unwanted gearbox temperatures. Aeroflow pans come with dual fittings, 1x -6 ORB and 1 x 3/8NPT for optional temperature gauge. Pans come with filter extensions and serrated flange bolts where applicable.



GMH Trimatic (deep with plug)

82.55mm (3-1/4") deep

AF72-3005

Natural

AF72-3005BLK

Black

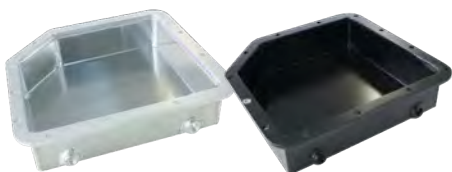




Ford C4 (pan & case fill) 76mm (3") deep
AF72-3000 Natural
AF72-3000BLK Black



GM TH400 with drain plug 76mm (3") deep
AF72-3001 Natural
AF72-3001BLK Black



GM TH350 with drain plug 3" deep
AF72-3003 Natural
AF72-3003BLK Black



GM Powerglide with drain plug 76mm (3") deep
AF72-3002 Natural
AF72-3002BLK Black



GM 4L60 / 4L60E 3" deep
AF72-3007 Natural
AF72-3007BLK Black



Chrysler 727 Torqueflite (deep) 2.3" deep
AF72-3004 Natural
AF72-3004BLK Black

TRANS PAN GASKETS

PERM-ALIGN TRANSMISSION PAN GASKETS

- Manufactured from 40 durometer rubber that is vulcanized to a rigid steel frame
 - The extra-strength design will not leak, blow out or get sucked in like stock or inferior quality
 - Aftermarket gaskets
 - Gaskets require no sealant, which allows for quick removal and installation of transmission pans
 - Full 3/16" thick • One per package
- MO93100 - Powerglide**
MO93102 - GM Turbo 350
MO93103 - GM Turbo 400
MO93104 - GM 700R4, 4L60, 4L60E, 4L65E
MO93107 - Ford C4
MO93108 - Ford C6
MO93110 - Chrysler Torqueflite 727



TCI Racing Trans Filters

TCI has you covered with these racing transmission filter and pan gasket kits. They will provide more flow with superior particle filtering, to extend the life of your transmission.

Racing Filter & Pan Gasket Torqueflite 727/904	TCI128500
Racing Filter & Pan Gasket TH400	TCI228500
Racing Filter & Pan Gasket TH350	TCI328500
Racing Filter & Pan Gasket TH700	TCI378500
Racing Filter & Pan Gasket C6	TCI428500
Racing Filter & Pan Gasket C4 1965-66	TCI528400
Racing Filter & Pan Gasket C4 1970-82	TCI528500
Racing Filter & Pan Gasket Powerglide	TCI628500

TRANS DUST COVERS



PROFORM Dust Cover

Chrome plated dust cover. Fits Chevy S/B with Turbo 350 or 400 Transmissions
Chev TH350 & TH400



PR66621



LS SERIES FLYWHEEL DUST SHIELD

Covers the exposed flywheel and clutch in standard transmission vehicles when using an aftermarket oil pan.

- Manufactured from .100" thick aluminium
- Includes mounting hardware

Description

Dust Shield, GM LS Series

Part Number

MO71162



MR GASKET CHROME PLATED INSPECTION COVER

Replace your dented or rusted flywheel/torque converter inspection cover with a chrome plated one from Mr. Gasket.

Designed to fit most Chevrolet TH 350 and TH 400 applications, this cover is made from heavy gauge steel and is beautifully chrome plated.

Chrome Inspection Cover, TH350/400

MG5115

AUTO TRANS DUST COVERS

These chrome plated inspection covers will add a touch of class to your undercarriage.



Chev Turbo 350 & 400 - Chrome Steel

RPCR9588

Chev Turbo 350 & 400 - Polished Aluminium

RPCR8607

Chev Turbo 700-R4 - Chrome Steel

RPCR9587

Chev Powerglide '62-on - Chrome Steel

RPCR9417



STEEL FLYWHEEL INSPECTION COVERS

These Aeroflow bellhousing inspection covers keep road debris out of your bellhousing! These strong steel plates help prevent mud, rocks, water and the like from getting in there and causing mayhem. Aeroflow's inspection covers are available in two great finishes; chrome plated and black electrolysis. **DO NOT suit Holden V8**

Part No	Colour	Description
AF1827-3002	Chrome	GM Powerglide
AF1828-3002	Black	GM Powerglide
AF1827-3003	Chrome	GM TH350
AF1828-3003	Black	GM TH350
AF1827-3006	Chrome	GM TH700
AF1828-3006	Black	GM TH700

TRANS DIP STICKS



TCI Full Length Locking Dipstick Assembly

TCI offers a wide variety of quality dipsticks. Applications for the most popular Chrysler, Ford, & GM transmissions are available. Each dipstick Features a locking stick which satisfies sanctioning bodies Racing rules. The rubber boot seal is a vast improvement Over the small o-ring typically used on older OEM designs.

GM

Lockable Trans Dipstick Suit GM Powerglide	TCI743800
Lockable Trans Dipstick Suit GM TH400	TCI743802
Lockable Trans Dipstick Suit GM TH350	TCI743861
Lockable Trans Dipstick Suit GM TH700, 4L60E	TCI743865

FORD

Lockable Trans Dipstick Suit Ford C4 Case Fill	TCI743811
Lockable Trans Dipstick Suit Ford C4 Pan Fill	TCI743812
Lockable Trans Dipstick Suit Ford BB C6	TCI743815

CHRYSLER

Lockable Trans Dipstick Suit Torqueflite 904	TCI743806
Lockable Trans Dipstick Suit Chrysler SB 727	TCI743807
Lockable Trans Dipstick Suit Chrysler BB 727	TCI743808



STAINLESS STEEL

TRANSMISSION DIPSTICKS

- Dipstick assemblies have the same sleek design as Milodon engine dipsticks.
- All dipstick components are CNC machined from billet stainless steel.
- Inside diameter of the 10AN tube is 39% larger than other designs allowing speedy filling.
- Fittings, stick and hose are all stainless steel so they will stay bright & rust free.
- O-ring sealed handle and double o-ringed bottom to positively seal against water and dirt.
- Dipstick is pre-calibrated with the OEM style Add and Full levels.
- Made in the USA, unlike others

Application

DIPSTICK & TUBE TH350

Part No.

MI22110



TRANSMISSION DIPSTICKS

Aeroflow's Flexible Firewall Mount Transmission Dipsticks are 308 stainless steel braided covering over a hard-wearing high quality PTFE liner. The handle and ends are made from 6061-T6 then hand polished and chrome plated for a superior finish. double O-ring seal keeps dipstick secured in tube. These not only look great but the flexible inner dipstick is marked to give accurate trans fluid level readings. 610mm (24") long.

Flexible dipstick firewall mount

Part No	Description	
AF72-2500	Chrome	GM TH350/400
AF72-2501	Chrome	GM Powerglide
AF72-2502	Chrome	Ford C4 in case
AF72-2503	Chrome	Ford C4 in pan
AF72-2500BLK	Black	GM TH350/400
AF72-2501BLK	Black	GM Powerglide
AF72-2502BLK	Black	Ford C4 in case
AF72-2503BLK	Black	Ford C4 in pan

Note: All firewall mount dipsticks are 24" (588mm) in length.



LOCKING TRANS FILL TUBES

Hughes Performance unique locking transmission filler tubes for 700R4s and Powerglides were so well-received that the company has expanded the line significantly. Hughes now offers these dipstick and filler tube assemblies for most popular domestic rear-wheel-drive applications. Why install a locking dipstick? Many transmissions build up pressure. This pressure can blow out the dipstick, allowing trans fluid to spew everywhere. With Hughes locking tubes, you keep the fluid in the trans - which means greater reliability and a sanitary engine compartment. All of Hughes filler tubes are gold irridited. And all assemblies are manufactured to exacting tolerances with tab mounts.

TRANSMISSION	PART NO.
TH350	HT3235
TH400	HT2235
TH400 - Tight Fit Application	HT2235A
TH700 R4 4L60/4L60E 1982-on	HT3738
4L80E 4 Speed OD	HT2535
POWERGLIDE - Long	HT7438L
POWERGLIDE - Short	HT7438LS



Tru Lock Dip Stick

B&M designed a true locking short dip stick assembly for the Powerglide transmission. This short dip stick was designed in conjunction with the newly redesigned transmission shield to attach directly to the shield. The dip stick plugs into the transmission with a sealing grommet that is a standard equipment on most new GM transmissions **BM22164 Powerglide Locking Dip Stick (Short) red** (May not clear body on sedans)



FLEXIBLE BRAIDED DIPSTICKS

- Aluminium Handle
- Braided Housing
- Stainless Steel Dipstick

Transmission Dipsticks

Turbo 350 - Bellhousing Mount
Turbo 400 - Bellhousing Mount
Turbo 700 - Bellhousing Mount
Turbo 350 - Firewall Mount
Turbo 400 - Firewall Mount
Turbo 700 - Firewall Mount
Ford C6 - Firewall Mount

Part No.

RPCR5004
 RPCR5005
 RPCR5006
 RPCR5104
 RPCR5104
 RPCR5106
 RPCR5101



CHROME STEEL DIPSTICKS

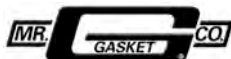
- Aluminium Handle
- Chrome Steel Dipstick & Tube

Application

Turbo 350 - 27" Long
Turbo 350 - 34" Long
Turbo 400 - 24" Long
Powerglide Alloy Case - 23" Long

Part No.

RPCR9421
 RPCR4994
 RPCR4995
 RPCR9422



Trans Dip-Sticks

Compliment your engine compartment with one of these Chrome Plated Automatic Transmission Dip Sticks with Tube. These are "universal" in design to fit Chevrolet transmissions and may require some modification to fit. Tube includes rubber O-ring.

MG9764 GM TH 350 w/27" long tube
MG9765 GM TH 400 w/tube



Hi-Tech Flexible

Braided Stainless

Trans Dipstick

You can have unlimited flexibility with our Teflon-lined Flexible Braided Stainless Transmission Dipstick. Kit comes complete with braided stainless outer housing and heat resistant E-Z to Read Teflon inner rod. Inner rod is stamped with appropriate trans fluid levels. Machined aluminium handle and aluminium fittings compliment Lokar's flexible engine dipsticks.

Kit includes dipstick funnel adapter to assist in filling. Designed for "push in" style transmissions. Dipstick seals with O-rings. Applications available for GM, Ford and Chrysler in both firewall mount and transmount. Firewall mount measures 24" in length. Transmount mounts to the bell housing and the length varies according to the transmission application. Kit comes complete with installation instructions. Call for information on custom orders for "screw-in" style transmission



Transmission	Transmount Part No.	Firewall Mount Part No.
GM TH-350	LK-TD-3350TM	LK-TD-3350400FM
GM TH-400	LK-TD-3400TM	LK-TD-3350400FM
GM Powerglide	LK-TD-30PGTM	LK-TD-30PGFM
GM 700-R4	LK-TD-3700TM	LK-TD-3700FM
GM 4L80E	LK-TD-34L80TM	LK-TD-34L80FM
GM 4L60	LK-TD-34L60TM	LK-TD-34L60FM
GM 4L60E	LK-TD-34L60ETM	LK-TD-34L60EFM
FORD C-4 Case Fill	LK-TD-30C4TM	LK-TD-30C4FM
FORD C-4 Pan Fill	LK-TD-30C4TMPAN	LK-TD-30C4FMPAN
FORD C-6	LK-TD-30C6TM	LK-TD-30C6FM
FORD FMX	LK-TD-3FMXTM	LK-TD-3FMXFM
FORD AOD	LK-TD-3AODTM	LK-TD-3AODFM
CHRYSLER 727	LK-TD-3727TM	LK-TD-3727FM
CHRYSLER 904	LK-TD-3904TM	LK-TD-3904FM

Anchor-Tight® Direct Mount Locking Trans Dipsticks

Part No. Description

LK-1209124 3" Direct Mount For Powerglide - Brite
LK-1209127 3" Direct Mount For Powerglide - Black

Midnight Series

Hi-Tech Black Flexible

Braided Trans Dipstick

Transmission	Transmount Part No.	Firewall Mount Part No.
GM TH-350	LK-XTD-3350TM	LK-XTD-3350400FM
GM TH-400	LK-XTD-3400TM	LK-XTD-3350400FM
GM Powerglide	LK-XTD-30PGTM	LK-XTD-30PGFM
GM 700-R4	LK-XTD-3700TM	LK-XTD-3700FM
GM 4L80E	LK-XTD-34L80TM	LK-XTD-34L80FM
GM 4L60	LK-XTD-34L60TM	LK-XTD-34L60FM
GM 4L60E	LK-XTD-34L60ETM	LK-XTD-34L60EFM
FORD C-4 Case Fill	LK-XTD-30C4TM	LK-XTD-30C4FM
FORD C-4 Pan Fill	LK-XTD-30C4TMPAN	LK-XTD-30C4FMPAN
FORD C-6	LK-XTD-30C6TM	LK-XTD-30C6FM
FORD FMX	LK-XTD-3FMXTM	LK-XTD-3FMXFM
FORD AOD	LK-XTD-3AODTM	LK-XTD-3AODFM
CHRYSLER 727	LK-XTD-3727TM	LK-XTD-3727FM
CHRYSLER 904	LK-XTD-3904TM	LK-XTD-3904FM



LOKAR Anchor-Tight®

Locking Flexible Transmission Dipstick

NHRA accepted for use in all categories of competition!

- Features:
- No filler tube needed • Locking mechanism eliminates expulsion of dipstick handle under trans pressure
 - Bolted in sealed pan fitting • Large filler tube accepts standard transmission funnels • Made from 6061 aluminium
 - Teflon-lined stainless braided outer housing • Flexible inner dipstick measuring cable • No pan fitting leaks during storage
 - Dipsticks available with firewall mount or transmount mounting bracket • Transmission & Firewall Mount styles supplied with transmission storage plug for quick change & storage
 - Spare trans fittings available for quick transmission changes
 - Available for most GM, Ford and Chrysler transmissions
 - Available in brite, black, red and blue anodized

Anchor-Tight® Locking Trans Dipsticks

LK-1209144 TH-350/400 3" Direct Fit - Brite
LK-1209147 TH-350/400 3" Direct Fit - Black
LK-1210134 Powerglide OEM & Aftermarket Transmount - Brite
LK-1210137 Powerglide OEM & Aftermarket Transmount - Black
LK-1210144 Powerglide OEM & Aftermarket Firewall Mount - Brite
LK-1210147 Powerglide OEM & Aftermarket Firewall Mount - Black
LK-1211134 TH-350 Transmount - Brite
LK-1211137 TH-350 Transmount - Black
LK-1211144 TH-350/400 Firewall Mount- Brite
LK-1211147 TH-350/400 Firewall Mount - Black
LK-1213134 TH-400 Transmount - Brite
LK-1213137 TH-400 Transmount - Black

AUTOMATIC SHIFTERS

STEALTH PRO BANDIT RACE - BLACK

The ultimate narrow profile black anodized racing shifter, with a rear exiting cable, featuring a gate type mechanism. Narrow, lightweight, easy to operate and fully polished. The CNC machined housing provides a mounting location for CO2 ram cylinder or electric solenoid. Includes 8" Super Duty Race cable, Powerglide Pro Lever, quick disconnect and cable extension.

- Narrow Design with No Knobs • Lightweight Mechanism
- Simple Operation • Reverse Exit Cable Design

GM Powerglide

BM81112



Hard Core Bandit Shifter

- Narrow styled billet aluminium housing
- Includes polished blade style stick assembly

- Includes neutral safety switch & backup light switch

All you have to do is look.

The new Hard Core Bandit is

one sweet piece of shifter

technology. It's got the look

and feel of our Pro Bandit race shifter.

If you want to give your vehicle that race 'vibe', but want to retain all the driveability of a street shifter - this is the shifter for you! Like the Hi-Tek Bandit, this features a polished billet aluminium housing and narrow styling. It's cable operated and easy to install with a unique hidden mounting system. Includes neutral safety switch, backup light switch and blade type stick.

GM TH-400, 350, 250, 200, 700-R4, 200-4R

BM80798

Ford C4, C6 & AOD

AOD requires #40496 installation kit

BM80798

Chrysler '66 & later TorqueFlite A727 & A904

BM80798

Pro Bandit

- Fully polished/clear bright anodized
- Narrow design with no knobs or levers
- Lightweight mechanism
- Reverse exit cable
- Neutral safety switch built in
- CNC machined 6061-T6 aluminium
- NHRA/IHRA reverse lockout requirements

- Mounting location for B&M80883 ram cylinder

- Mounts through bottom of shifter, flush countersunk

hardware won't rub body panels.

The Pro Bandit shifter features an easy to operate gate type mechanism. The Pro Bandit is only available as a rear exit cable model designed for Powerglide transmissions with standard or reverse shift pattern valve bodies. Includes a positive reverse lockout mechanism and neutral safety switch as required by NHRA and IHRA. B&M 80793 includes BM80834 8" super duty race cable, BM70465 Powerglide Pro Lever, BM80323 Quick Disconnect and cable extension. Gate plate is interchangeable with all Pro Stick gate plates (2, 3, and 4 speed)

Pro Bandit Race Shifter (shifter only)

BM80794

Pro Bandit Race Shifter

BM80793

CO2 Ram Cylinder for Pro Bandit

BM80883

Rear entrance Powerglide cable bracket

BM70469



Magnum Grip Pro Bandit

The cutting-edge Magnum Grip design, coupled with the race tested performance of the Pro Bandit shifter, is an unbeatable combination. Complete kit includes the features of the standard Pro Bandit plus the billet aluminium Magnum Grip handle. Includes 8" super duty race 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

GM Powerglide, Full Kit

BM81045

GM Powerglide, Shifter Only

BM81046

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 aluminium. Compact, strong and functional, the ultimate in a shifter for a drag race car. All Pro Stick shifters use interchangeable gate plates.

GM TH-400, 350, 250, 200 & 700-R4

Ford C4, C6 & AOD (AOD requires BM40496 install kit)

Chrysler TorqueFlite A727 & A904

BM81040

GM Powerglide

BM81041

Magnum Grip Street Bandit

A bold new look to take your ride into the new millennium. Of course it includes all of the standard B&M

Street Bandit features along with the new

Magnum Grip handle (that's CNC

machined from billet aluminium).

The B&M Bandit series shifters are

milled from a 7-pound block of billet

aluminium. The solid design is clean,

smooth and functional. All Bandit

shifters use the same gate

plates as found in the Pro

Stick shifters. Comes

supplied with a 4 foot cable.

GM TH-400, 350, 250,

200 & 700-R4 Ford C4, C6 &

AOD (AOD requires BM40496 install kit)

Chrysler TorqueFlite A727 & A904

BM81050.



Hi-Tek Bandit

The Street Bandit is the ultimate shifter for automatic transmission equipped road vehicles. Whether you are building a high-tech pro-street car or hot rod, the Hi-tek Bandit is the professional's choice. This Gate action shifter with its polished billet aluminium housing and the narrow styling are ideal for almost any vehicle. Cable operated and easy to install with a unique hidden mounting system are dynamite features found in the Street Bandit. Includes neutral safety switch, back-up light switch and billet aluminium knob with engraved insert. You won't top this shifter for looks and function.

GM TH400, 350, 250, 200, 700-R4.

Ford C4, C6 & AOD

(AOD requires #40496 installation kit)

Chrysler '66 & later Torqueflite A747 & A904

BM80797

BM80797

BM80797

Black Stealth Magnum Grip Pro Stick

Due to popular demand, the Magnum Grip Pro Stick is now available in BLACK.

This B&M Automatic Performance Shifter combines the same style and functionality as the Magnum Grip Pro Stick with a captivating black anodized finish. Designed, developed, and refined by the company that invented race shifters - The Pro Stick continues to turn heads at every event. Supplied with this kit is a Black Anodized Aluminium Cover, 5 Ft. Super Duty race cable, and hardware.

- Precise gate action ensures consistency
- The lightweight aluminium cover can be removed quickly and easily
- Reverse lockout feature
- Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns)
- Shifter may be mounted directly to floor, chassis or with quick release kit.

GM TH400, 350, 250, 200, 700R4, 200-4R, 4L80E*, and 4L85E* Ford C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100* Chrysler A727 and A904 (1966 & Later)

*4L80E and 4L85E equipped with a PRNDL switch will need the optional accessory kit #75498. TH-700R4, 200-4R, 4L80E, and 4L85E require a 4-speed gate plate #80712. AOD requires #40496 installation kit. Ford AODE & 4R70W require installation kit #40504. Ford E40D & 4R100 requires installation kit #40505.

BM81052 Black Stealth Magnum Grip Pro Stick

Magnum Grip Stealth Pro Stick Carbon Fibre Look

- Precise gate action ensures consistency
- The lightweight aluminium cover can be removed quickly and easily
- Reverse lockout feature
- Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns)
- Shifter may be mounted directly to floor, chassis or with quick release kit.

GM TH400, 350, 250, 200, 700R4, 200-4R, 4L80E*, and 4L85E*, Ford C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*, Chrysler A727 and A904 (1966 & Later)

*4L80E and 4L85E equipped with a PRNDL switch will need the optional accessory kit #75498. TH-700R4, 200-4R, 4L80E, and 4L85E require a 4-speed gate plate #80712. AOD requires #40496 installation kit. Ford AODE & 4R70W require installation kit #40504. Ford E40D & 4R100 requires installation kit #40505.

BM81059

Stealth Pro Ratchet Carbon Fibre Look

- Lightweight, black anodized aluminium cover and carbon fibre grip
- Single hand operated reverse lockout feature
- Quick and easy to operate
- Stick always returns to centre position after shift
- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism
- Short throw ratchet action reduces shift time
- The leading choice for 3 & 4 speed transmissions
- Supplied with a lightweight brushed aluminium 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 BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd CHRYSLER '66 & Later Torqueflite 727 & 904 Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM81119

Pro Ratchet Carbon Fibre Look

- Single hand operated reverse lockout feature. Easy operation, even with race gloves. Simply push the trigger forward and ratchet to reverse and park.
- Quick and easy to operate
- Stick always returns to centre position after shift
- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism
- Short throw ratchet action reduces shift time
- The leading choice for 3-speed transmissions
- Lightweight brushed aluminium cover
- Precision ratchet action works with either standard or reverse pattern valve bodies
- Includes neutral safety switch, back-up light switch, gear position indicator and both forward and reverse pattern indicator decals.
- Supplied with 5' Super Duty race cable #BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd CHRYSLER '66 & Later Torqueflite 727 & 904 Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM80843

Pro Ratchet

- Single hand operated reverse lockout feature. Easy operation, even with race gloves. Simply push the trigger forward and ratchet to reverse and park.
- Quick and easy to operate
- Stick always returns to centre position after shift
- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism
- Short throw ratchet action reduces shift time
- The leading choice for 3-speed transmissions
- Lightweight brushed aluminium cover
- Precision ratchet action works with either standard or reverse pattern valve bodies
- Includes neutral safety switch, back-up light switch, gear position indicator and both forward and reverse pattern indicator decals.
- Supplied with 5' Super Duty race cable #BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd CHRYSLER '66 & Later Torqueflite 727 & 904 Ford C4, C6 & AOD (AOD req.40496inst.kit)

P/glide'62-'73 inc. pro lever w/o k/down hole Front Exit

Pro Ratchet housing replacement

Stealth Pro Ratchet

- Lightweight, black anodized aluminium cover and carbon fibre grip
- Single hand operated reverse lockout feature
- Quick and easy to operate
- Stick always returns to centre position after shift
- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism
- Short throw ratchet action reduces shift time
- The leading choice for 3 & 4 speed transmissions
- Supplied with a lightweight brushed aluminium 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 BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd CHRYSLER '66 & Later Torqueflite 727 & 904 Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM81120

Pro Stick

- The ultimate shifter for Powerglide applications with or without air or CO2 shifters
- Easy, one hand operated (even with race gloves) reverse lockout feature, just push forward and it stays open
- The optional lightweight brushed aluminium cover can be removed quickly and easily (Included in #BM80706)
- Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns)
- Shifter may be mounted directly to floor or chassis, or may be installed with quick release bracket kit
- Ideal for Powerglide with air or CO2 shifter kits
- Precise gate action ensures consistency
- Supplied with 5' Super Duty race cable part #80833

GM TH400,350,250,200 w/alum. cover **BM80706**
GM TH700&200-4R w/ alum cover **BM80706**
(requires optional 4-speed gate plate BM80712 **BM80706**
GM Powerglide w/alum. cover suits forward or **BM80704**
reverse pattern valve bodies. Pro Lever Incl. **BM80704**
FORD C4, C6 or AOD w/alum cover **BM80706**
(AOD req BM40496 inst kit) **BM80706**
CHRYSLER '66-later Torqueflite 727 **BM80706**
& 904 w/alum cover **BM80706**
PRO STICK same as BM80706 w/o cover **BM80701**
PRO STICK same as BM80704 w/o cover **BM80702**

Hammer Shifter

- Unique multi-position trigger for user comfort in various shifter positions
- Universal floor mount application. Base can be trimmed to custom fit any floor
- Cable operated for quick installation and accurate shifting
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable
- Can be used with a reverse pattern valve body

B&M introduces the Hammer, a revolution in shifter design. The ergonomics of this shifter were created by a world-renowned consulting firm specialising in human motion studies. 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. This has resulted in a shifter which is perfect for all new generation vehicles and street rods where style is not just form, but function.

GM TH400, 350, 250, 200, 700-R4, 200-4R
FORD C4, C6 & AOD (req40496 AOD inst kit)
CHRYSLER '66 & Later Torqueflite 727 & 904

Mega Shifter

Ratchet 3 and 4 Speed

- Universal floor mount application. Base can be trimmed to custom fit any floor
- Cable operated for quick installation and accurate shifting
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable
- Can be used with a reverse pattern valve body

The Mega Shifter is one of B&M's most popular shifters due to it's manual 4-speed look and ratchet action. Ideally suited for most applications.

GM TH400, 350, 250, 200, 700-R4, 200-4R
FORD C4, C6 & AOD (req40496 AOD inst kit)
CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80685**
RHD model with indicator & T-Handle to suit Australian models. **BM80695**
Mega Shifter Short Stick Kit
Mega Shifter (Left Hand) 3-4 Speed
Th350/400/700,C4/6,TF727/904 **BM80690**

Console Megashifter for General Motors - 1982-1992 Camaro and Firebirds

Same great features as the Megashifter, but designed to fit factory console applications! Got a Camaro or Firebird with a console shifter? You can have B&M shifter performance with the Console Megashifter! This shifter features full ratchet action performance, a lighted gear position indicator, chrome stick and trigger assembly, as well as a satin aluminium B&M T-handle. The Console Megashifter has all the features of the classic universal model that made it the most popular aftermarket automatic shifter around!

Application
 General Motors - '82-'92 Camaro and Firebirds (will not fit '88-'92 Firebird Formula) TH400, 350, 200 & 700-R4, 4L60, 4L60E, 4L65E.

BM80692 B&M CONSOLE MEGA SHIFTER

Truck Mega Shifter

- Universal floor mount application. Base can be trimmed to custom fit any floor
- Cable operated for quick installation and accurate shifting
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable. The classic MegaShifter in a configuration that will fit your light truck.

All the things you expect in a B&M shifter are right here and ready to install in your truck. The truck MegaShifter includes a taller base and an adjustable floor mount bracket for proper installation.

GM TH400, 350, 250, 200, 700-R4, 200-4R
FORD C4, C6 & AOD (reqBM40496 AOD inst kit)
CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80680**

Z GATE

Gate 3 Speed

- Base can be trimmed to custom fit any floor
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch and polished black T-Handle and cable
- You can't miss a gear

The patented 'Z' shaped architecture totally eliminates the possibility of overshifting and missing a gear. This shifter has many features found in B&M's top line units. Great for most street and strip applications. Cannot be used with reverse pattern valve bodies.

GM TH400, 350, 250, 200 FORD C4, C6
CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80681**

Quicksilver

Ratchet 3 and 4 Speed

- Floor mount application. Base can be trimmed to custom fit any floor
- Cable operated for quick installation and accurate shifting
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch, lighted gear indicator, chrome knob and cable
- Can be used with a reverse pattern valve body
- You can't miss a gear

Ratchet action shifter provides performance shifting without a trigger. To get into park or reverse from drive lift knob/stick assembly, move forward to position.

GM TH400, 350, 250, 200, FORD C4, C6 & AOD (AODreq. 40496 inst kit), CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80683**

**Quicksilver Console Shifter**

The B&M console Quicksilver shifter has been designed for a perfect fit in the factory automatic centre console for 1973 to 1981 Chevrolet Camaros and 1970 to 1981 Pontiac Firebirds. The smooth ratcheting action and good looks of the Quicksilver shifter puts everyone on notice that you're serious about performance and style. Installation is quick, clean and easy with detailed installation instructions.

- Factory Cable Operated
 - Chrome Plated Cover
 - High Performance Ratchet Action
 - Reverse Lockout Feature meets NHRA and IHRA Requirements
- Fits: 1973 to 1981 Chevrolet Camaro and 1970 to 1981 Pontiac Firebird. Compatible with GMTH350/400/700R4/4L60/4L60E/4L65E/4L80E/4L85E

BM80688 Quicksilver Console Shifter

**Sport Shifter**

Detent 3 and 4 Speed

- Base can be trimmed to custom fit any floor
 - Neutral safety switch, back-up light switch, lighted gear indicator, and T-Handle and cable. The Sport Shifter may be a low cost alternative to B&M's top of the line MegaShifter - but it performs as if it was twice the price!
- The Sport Shifter is not a ratchet shifter and not intended for racing applications, but it makes a perfect addition to any street machine making daily driving something to look forward to.

Featuring a simple detent action between First, Second, High and Neutral, a lit gear indicator, black plastic T-handle, neutral safety switch, backup light switch and flat aluminium stick.

GM TH400, 350, 250, 200, 700-R4, 200-4R FORD C4, C6 & AOD (AODreq. BM40496 inst kit) CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80776**

**Unimatic Shifter**

- Ideal low cost column shifter replacement.
- Includes neutral safety switch, black T-Handle, 5ft cable, hardware and boot. Do you want to move a column shifter to the floor and still keep that performance feel. The Unimatic shifter is just the thing. It looks identical to a manual 4-speed shifter and, because of it's cable operated design, can be easily installed.

GM TH400, 350, 250, 200, 700-R4, 200-4R 62-73 Aluminium Powerglide (req. BM70497 inst kit) FORD C4, C6 & AOD (AOD req. BM40496 inst kit) CHRYSLER '66 & Later Torqueflite 727 & 904 (req cable BM80740) **BM80775**

**Pro Stick Cover and Accessories**

- Brushed aluminium cover as supplied with 80706 shifter includes quick release pins
- Gate Plate and Lever 2-speed fwd and rev pattern
- Gate Plate 3 Speed rev pattern
- Gate Plate 3 Speed forward pattern
- Gate Plate 4 Speed fwd pat. TH700&200-4
- Reverse Lockout extension knob
- Neutral Safety switch kit

BM80717
BM80713
BM80710
BM80711
BM80712
BM80726
BM80844

**GM Powerglide Pro Lever**

Lever contains 4 holes for use with B&M Turbo-Action or Hurst shifters. Will allow lever to be positioned up for non standard applications. Does NOT have TV hole.

GM Powerglide Pro Lever (for all B&M 2 speed shifters) **BM70465**

**Performance Shifter Cables**

- Properly cleared internally to reduce backlash which can result in adjustment problems
 - Pre-lubed for smooth operation
 - .250" outer diameter 'long lay' outer jacket
 - 600lbs pull strength
- B&M offers several lengths depending on application. The popular 5' length comes packaged with every B&M shifter (except Race Shifters)

Cables for B&M shifters 81-present

(with eyelet on one end and threads on the other)

4 ft Cable (Eyelet/Thread) BM80604
5 ft Cable (Eyelet/Thread) BM80605

Cables for B&M shifters before 1981

(with threads on both ends)

6 ft Cable (Thread/Thread) BM80506

**Super Duty Race Shifter Cables**

- Supplied with Pro Ratchet, Pro Stick & Pro Bandit shifters
- Rotary swaged ends • Less than .015" per foot backlash
- Can be used on all current B&M shifters (except Unimatic and Street Rod shifter) Not for street use.
- .375" O.D. Red 'long lay' outer jacket
- Pre-lubed for smooth operation

3 ft Super Duty Cable (Eyelet/Thread) BM80831
4 ft Super Duty Cable (Eyelet/Thread) BM80832
5 ft Super Duty Cable (Eyelet/Thread) BM80833
8 ft Super Duty Cable (Eyelet/Thread) BM80834
10 ft Super Duty Cable (Eyelet/Thread) BM80835
12 ft Super Duty Cable (Eyelet/Thread) BM80836

**SHIFTER CABLES**

All Aeroflow's performance shifter cables are properly cleared to reduce backlash.

AF72-1001 6.35mm (1/4") outer diameter 'long lay' outer jacket.

AF72-1002 9.52mm (3/8") outer diameter 'long lay' outer jacket and is prelubed for smooth operation and has rotary swaged ends.

Part No Description
AF72-1000 Pro-matic SFT Shifter Cable Also V-Matic (replaces Hurst 5008555)
AF72-1001 Shifter Cable 5 Foot (replaces B&M 80605)
AF72-1002 Race Shifter Cable 5 Foot (replaces B&M 80833)

C02 Ram Cylinder

B&M's C02 Ram Cylinder is for use with B&M's full line of Pro Bandit race shifters. Comes with stainless steel plunger and rubber stop. Ram strokes 1.5"

C02 Ram Cylinder BM80883
Replacement Bumper BM80881

Magnum Grip Button Plate

CNC machined aluminium Magnum Grip side plate w/12-volt button. The button may be used to activate transbrake, nitrous, launch control or two step ignition. Easily installs onto any of the B&M Magnum Grip shifters. Wire is completely hidden in machined channel on shifter stick.

Magnum Grip Button Plate (Aluminium) BM81060
Stealth Magnum Grip Button Plate (Black) BM81063



Stealth Magnum Grip Button Plate RHD (Black) **BM81078**

Bracket & Lever Kits

Replacement cable bracket & lever kits as supplied with B&M shifters. Includes bracket, lever, mounting hardware and swivel & pin.

Application
GM TH400, 350, 250, 2004R & 700-R4
GM '62-'73 Powerglide w/o T.V. Hole
Holden Trimatic with RH Linkage
Holden Trimatic with LH Linkage
Ford C4 Transmissions
Ford C6 Transmissions
Ford AOD Transmissions
Chrysler '66 & later 727 or 904 Torqueflite
AMC '72 & later Torque Command Trans

Part No.
BM35498
BM70497
BM50489
BM50494
BM50498
BM40497
BM40496
BM10497
BM10497

**Cable Brackets****Application**

GM TH400, 350, 250, 2004R & 700-R4
GM '62-'73 Powerglide
GM '62-'73 Powerglide (rear entry)
Ford C4 transmissions
Ford C6 transmissions
Ford AOD transmissions
Chrysler '66 & later 727 or 904 Torqueflite

Part No.
BM30499
BM70460
BM70469
BM50499
BM40498
BM40495
BM10499

**Transmission Levers****Application**

GM TH400, 350, 250, 2004R & 700-R4
Ford C4 transmissions
Ford C6 transmissions
Chrysler '66 & later 727 or 904 Torqueflite
Cable Swivel & Pin - All Transmission Levers

Part No.
BM20462
BM40461
BM40461
BM10462
BM80638

**Gate Plates**

Used to change the shift pattern on Pro Stick, Pro Bandit & Street Bandit shifters.

Application

3-Speed Reverse Pattern
3-Speed Forward Pattern
4-Speed Forward Pattern
2-Speed Forward & Reverse (Pro Stick Only)

Part No.
BM80710
BM80711
BM80712
BM80713

**Shifter Replacement Parts****Description**

Cable Swivel & Pin - All Shifters
Shift Boot - Mega Shifter
Shift Boot - Quicksilver
Shift Boot - Star Shifter
Shift Boot - Sport Shifter
Shift Boot - Unimatic
Top Cover - LHD Mega Shifter & Sport Shifter
Top Cover - Quicksilver
Top Cover - Quicksilver Console top
Top Cover - Star Shifter
Top Cover - Z Gate
Black Cover Skirt - Mega Shifter & Sport Shifter
Black Cover Skirt - Quicksilver & Star Shifter
Black Cover Skirt - Z Gate
Floor Mounting Bracket - All Bandit Shifters
Trigger - Mega Shifter & Star Shifter
Trigger - Hammer Shifter
Shifter Stick - Hammer Shifter
Indicator Window, 4-Speed
Indicator Window, Std Pattern - Mega Shifter
Indicator Window, Rev Pattern - Mega Shifter
Indicator Decal, Std Pattern - Star Shifter
Indicator Decal, Std Pattern - Quicksilver
Indicator Decal, Std & Rev Pattern - Pro Stick
Indicator Decal, Std & Rev Pattern - Pro Ratchet
Indicator Pointer - Star Shifter & Pro Ratchet
Indicator Cable - Mega Shifter
Reverse Light Switch Kit - Z Gate
Neutral / Reverse Micro Switch - Mega Shifter
Neutral / Reverse Micro Switch - Quicksilver
Neutral / Reverse Micro Switch - Star Shifter
Neutral / Reverse Micro Switch - Z Gate
Neutral / Reverse Micro Switch - Pro Ratchet
Neutral / Reverse Micro Switch - Hammer Shifter
Neutral / Reverse Micro Switch - Pro Stick
Neutral / Reverse Micro Switch - Sport Shifter
Neutral / Reverse Micro Switch - Unimatic
Neutral / Reverse Micro Switch - Pro Bandit
Neutral / Reverse Micro Switch - Street Bandit

Part No.
BM80638
BM80668
BM80673
BM80611
BM80661
BM46102
BM80820
BM80671
BM80644
BM80616
BM80645
BM80665
BM80617
BM80646
BM80884
BM80837
BM80892
BM80891
BM80898
BM80696
BM80697
BM80849
BM80672
BM80847
BM80848
BM80615
BM80814
BM80580
BM80629
BM80629
BM80629
BM80629
BM80609
BM80609
BM80609
BM80609

**Indicator Lights**

To Suit BM80683/80676
QuickSilver **BM80729**

To Suit BM80680 Truck MegaShifter, BM80685 MegaShifter RHD, BM80690 MegaShifter, BM80692 Console MegaShifter, BM80694 Console MegaShifter, BM80776 SportShifter



To Suit BM80885/81001, 2 & 3 Hammer Shifter **BM80896**

**Pro Stick / Quarter Stick Solenoid Shifter**

The SS5 fits B&M Pro Stick front & rear exit cable, Hurst Quarter Stick 1 front exit cable and Hurst Pistol Grip front exit cable shifters with 2 speed, forward pattern transmissions. Comes complete with black anodized mounting bracket and all hardware.

DE-SS5 Solenoid shifter, 2 speed for B&M Pro Stick, Hurst quarter stick and Hurst pistol grip
DE-SS5RPM Solenoid shifter, 2 speed for B&M Pro Stick, Hurst quarter stick and Hurst pistol grip with RPM switch



Electric Shifter Solenoids

Our solenoid shifters automatically shift the transmission at your preset rpm or preset time, improving the E.T. consistency of any automatic transmission race car. You're able to keep both hands on the steering wheel and concentrate on winning instead of shifting. **SHIFTERS ARE NOT INCLUDED**

B&M Pro Bandit solenoid shifter

The Dedenbear SS4 fits the popular B&M Pro Bandit 2 speed shifter. Comes complete with black anodized mounting bracket and all hardware.

DE-SS4 Solenoid Shifter, 2 speed for B&M ProBandit
DE-SS4RPM Solenoid Shifter, 2 speed for B&M ProBandit with RPM switch



Universal Solenoid Shifter

The universal bracket mounts to the floor behind any forward pattern powerglide shifter. The slotted bracket allows for solenoid adjustment to tailor to any shifter.

DE-SS2 Solenoid Shifter, 2 speed without RPM switch
DE-SS2RPM Solenoid Shifter, 2 speed with RPM switch



AB10K



CO2 Bottles & Components

The Dedenbear CO2 bottles are for air operated shifters and other air operated accessories such as magneto kill switches. The CO2 bottle kit includes a 10 oz bottle, bottle valve, regulator with gauges and tubing.

Description	Part No.
Complete 10 oz Bottle Kit	DE-AB10K
Bottle & Valve Only - 2.5 lb	DE-AB25V
Regulator with Gauges	DE-ABR
Safety Burst Valve (Female Thread)	DE-ABVS
Safety Burst Valve (male Thread)	DE-ABVSM



Outlaw Pistol Grip Shifter

The TCI Outlaw Shifter not only ensures that you find the right gear when you need it but delivers great looks as well. Constructed of billet aluminium with a pistol grip shifter and black-anodized cover with an optional quick release setup, the Outlaw Shifter is durable enough to handle both street and race-duty applications.

- Features a Park/Neutral safety switch with provisions for a reverse light system - Designed for Powerglide & most popular GM, Ford & Chrysler 3 & 4-speed transmissions - Includes 5' of heavy-duty shift cable & all hardware - 3-Speed reverse pattern

Blackout Shifter with Cover suit 4-Speed	TCI611431BL
BLBlackout Shifter with 2 Button Switch suit 4-Speed	TCI611641BL

TCI RHD FAST-GATE SHIFTER

The TCI Right Hand Drive FAST-GATE Shifter features a universal design that can be mounted in virtually any 3- or 4-speed right hand drive application. The shifter's sturdy construction is capable of withstanding the demands of racing, yet its stylish and durable injection molded cover looks classy in street applications. Stamped components ensure smooth, accurate movements when shifting, and a reverse lockout mechanism eliminates the chance of transmission damage from accidentally shifting into reverse. The shifter comes with a black cover, shifter cable and all required hardware for a simple installation, so there is no need to buy extra accessory pieces. Economically priced but designed with the high quality and engineering of an expensive shifter, the TCI Right Hand Drive FAST-GATE Shifter is the perfect shifter for U.S. import tuners or anyone in the U.K., Australia and other left lane driving countries.

GM TH400, 350, 250, 200, 200-4R, 700-R4, 4L60E
 FORD C4, C6 & AOD (req 618016 AOD inst kit)
 CHRYSL, '66 & Later Torqueflite 727 & 904

TCI616544



DIABLO BLACKOUT SHIFTER

The patent-pending TCI Diablo Shifter is the most versatile on the market and includes all components needed for installation in nearly any GM, Ford or Chrysler. The design allows set up for either a front- or rear-cable exit and can be configured for two-, three-, four- or six-speed transmissions in both forward and reverse shift patterns. Upgrade to a two-button design for controlling nitrous, transbrake or shift points. The shifter housing is made from an aluminium extrusion for light weight and durability for street and race-duty applications. Units are also available without a cover for console-mounting, and in a Blackout version.

- Utilize front- or rear-cable exit
- Configure for 2-, 3- 4- or 6-speed transmissions w/ forward or reverse shift pattern
- Upgraded to a 2-button design for controlling nitrous, transbrake or shift points
- Everything needed for installation on common Ford, GM & Chrysler transmissions

Description	Part No.
Diablo Blackout Shifter (with cover)	TCI620001BL
Diablo Blackout Shifter (with cover, includes buttons)	TCI620002BL
Diablo Blackout Shifter (without cover)	TCI620003BL
Diablo Blackout Shifter (without cover, includes buttons)	TCI620004BL



SIDEWINDER LOCKOUT SHIFTER

A responsiveness that puts you far out ahead of your competition... the sureness that snaps you into the gear you want, when you want it... the kind of ruggedness that lets you slam it into gear without the fear of jamming or springing the mechanism... that's the Sidewinder shifter for you! It's so well built, so finely engineered, so beautifully designed that you know at once... it has to be by Winters®. The Sidewinder is Fail-Safe! It's mechanically impossible to accidentally shift into reverse from any forward gear. A sturdy, steel guard bars the shifting rod from all other positions except first, second, or third. When you want reverse, only you can put it there. The Sidewinder can be installed on any street, strip or off road transmission. It is available in both conventional and reverse shift patterns.

Our Lockout Shifter features an extra mechanism that must be pulled up towards the knob in order to shift in and out of the reverse and park positions. This shifter also includes a safety switch that requires you to have the shifter in the park position in order to start your vehicle. These features satisfy sanctioning body's rules and regulations.

Description	Part No.
Ford C-4 Stock Shift Pattern ('64 & Later)	WINSRMP357-1B
Powerglide Reverse Shift Pattern	WINSRMP507-2B
TH400 Standard Shift Pattern	WINSRMP107-1B



AUTOMATIC SHIFTERS

PRO-MATIC 2

RATCHET SHIFTER

The Hurst Pro-Matic 2 Ratchet Action Shifter is quality engineered for years of precise, trouble-free operation. The Pro-Matic 2 gives a custom appearance to any vehicle and is ideal for street or strip performance

- Can be used with either standard or reverse pattern valve bodies
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly
- Positive reverse Loc/Out for NHRA and IHRA requirements
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838500
GM 62-73 Powerglide (Alloy case)	HU3838505
Ford C4 and C6	HU3838500
Torqueflite A727 and A904	HU3838500

PRO-MATIC 2 TRUCK RATCHET SHIFTER

The Hurst Pro-Matic 2 truck shifter is the same legendary shifter as the regular Pro-Matic 2 but with a 4" longer stick that gives it an overall height of 15.5" for trucks and other applications that require a taller shifter.

- Can be used with either standard or reverse pattern valve bodies
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly
- Positive reverse Loc/Out for NHRA and IHRA requirements
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838510
Ford C4 and C6	HU3838510
Torqueflite A727 and A904	HU3838510

QUARTER STICK

The award-winning Quarter Stick Automatic Shifter is designed to provide positive gear change control for street or racing transmission applications.

- Extremely compact and lightweight.
- Comes with factory installed neutral safety switch (back-up light switch is available separately)
- One-hand operated, spring loaded reverse Lock-out
- Comes complete with hardware & 5' long shifter cable.
- Optional covers (sold separately)

GM TH-250, 350, 400 Forward Pattern	HU3160006
GM TH-250, 350, 400 Reverse Pattern	HU3160001
GM TH-700 and 4L60E Forward Pattern	HU3160030
Powerglide (alloy case) Fwd & Rev Pattern	HU3160001
Ford C4, C6 Forward Pattern	HU3160009
Ford C4, C6 Reverse Pattern	HU3160014
Torqueflite A727, A904 Forward Pattern	HU3160009
Torqueflite A727, A904 Reverse Pattern	HU3160014

QUARTER STICK 2

Based on the original Quarter Stick technology, this ultimate drag racing shifter is ideal for rear engine dragsters.

- Rear exit cable for easier installation, positive shifts and less potential cable binding • Designed for 2 and 3-speed transmissions in both forward and reverse valve body shift patterns
- Comes complete with hardware, and 5' long shifter cable, and easy to follow installation guide
- Forged aluminium stick for added strength has 7/16-20 thread (Quarter Stick)

Other features are the same as the Quarter Stick Automatic Shifter

- Optional cover HU1300056 is sold separately
- Positive reverse Lock-Out for NHRA and IHRA requirements

GM Powerglide Fwd & Rev Pattern	HU3160020
GM TH-250, 350, 400 Forward Pattern	HU3160025
GM TH-250, 350, 400 Reverse Pattern	HU3160020

Shifter Replacement Parts

Application	Part No.
Rubber Boot - Pro-Matic 2	HU1148550
Rubber Boot - V-Matic 2	HU1148572
Chrome Console Top - Pro-Matic 2	HU1958551
Chrome Console Top - V-Matic 2	HU1958574
Black Console Base - Pro-Matic 2 & V-Matic 2	HU1298554
Indicator Lens, 3-Speed - Pro-Matic 2	HU2418552
Indicator Lens, 2-Speed - Pro-Matic 2	HU2418553
Indicator Lens, 3-Speed - V-Matic 2	HU2418570
Indicator Lamp - V-Matic 2	HU1578575
Trigger, Polished - V-Matic 2	HU3078576
Shifter Spring Kit - Pro-Matic 2 & V-Matic 2	HU2308500
Cable Retaining Clip - All	HU1275702

V-MATIC 3 SHIFTER 3 & 4 SPEED

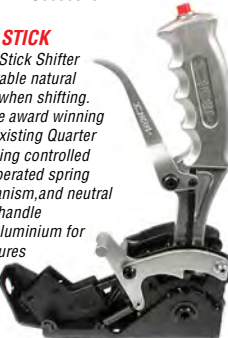
The V-Matic 3 shifter is a front exit cable actuating shifter designed for most 3 and 4 speed automatic transmission. It is designed with a park and reverse lock trigger actuating system that allows smooth and flawless ratcheting through the forward gears. The universal base design allows for floor mount and can be trimmed to custom fit any floor. The forward exit cable is designed for quick installation and accurate shifting. And the reverse lockout trigger feature meets NHRA and IHRA requirements. The shifter also includes neutral safety switch, backup light switch, a lighted gear indicator, and brushed aluminium Hurst T-handle. Can be used with reverse pattern valve body.

GM TH-250, 350, 400	HU3838520
Ford C4 and C6	HU3838520
Torqueflite A727 and A904	HU3838520

**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. This shifter has all of the same award winning features and qualities of our existing Quarter Stick automatic shifter, including 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 aluminium for exceptional strength, and features a precision snap-action switch that is ideal for operating a Hurst Roll/Control, nitrous system or trans brake.

GM TH-250, 350, 400 Forward Pattern	HU3162006
GM TH-250, 350, 400 Reverse Pattern	HU3162001
GM TH-700 & 4L60E Forward Pattern	HU3162030
Powerglide (Alloy case) Fwd & Rev Pattern	HU3162001
Ford C4 & C6 Forward Pattern	HU3162009
Ford C4 & C6 Reverse Pattern	HU3162014
Torqueflite A727, A904 Forward Pattern	HU3162009
Torqueflite A727, A904 Reverse Pattern	HU3162014

**V-MATIC 2 DUAL MODE SHIFTER**

The V-Matic 2 features a dual mode operation for street performance or all out racing. It can be used as a gate shifter for street and parking lot usage or as a ratchet shifter for drag racing.

- Easily swaps between gate and ratchet operation
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly.
- Trigger operated reverse Loc/Out for NHRA and IHRA requirements.
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838520
Ford C4 and C6	HU3838520
Torqueflite A727 and A904	HU3838520

**PLASTIC COVER KIT**

Adds a distinctive finished look to your Quarter Stick or Quarter Stick 2 installation. Mounting plate and button head screws are included with the plastic cover kits.

Plastic Cover - Quarter Stick & Pistol Grip	HU1300055
Plastic Cover - Quarter Stick 2	HU1300056

**ALUMINIUM COVER KIT**

Adds a professional finished look to your Quarter Stick or Pistol Grip installation. Attaches to shifter with quick release pins (included) and may be used in conjunction with the aluminium mounting plate kit.

Aluminium Cover - Quarter Stick & Pistol Grip	HU1300041
--	------------------

**ALUMINIUM MOUNTING PLATE KIT**

Clear anodized aluminium mounting plate offers mounting flexibility and allows quick shifter removal via quick release pins (included).

Mounting Plate - Quarter Stick & Pistol Grip	HU1950225
Replacement Pin	HU1890082

**REVERSE LIGHT SWITCH**

Kit includes reverse light switch and hardware. Easy installation for all Quarter Stick and Pistol Grip shifters having front cable exit.

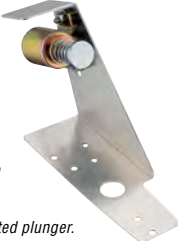
Reverse Light Switch	HU2488601
-----------------------------	------------------

**SOLENOID SHIFTING KIT**

The Hurst Electric Solenoid Shifting Kit is designed to automatically complete the 1st to 2nd gear change, increasing shifting reliability and improving E.T. consistency.

- Engineered for forward pattern Hurst Quarter Stick and Pistol-Grip shifters.
- Shifting is controlled when used with an rpm activated switch or manually activated push button.
- The solenoid features a spring activated plunger.
- Kit includes solenoid, aluminium mounting bracket, hardware, fuse and electrical connectors.

Solenoid Shifting Kit	HU2260020
------------------------------	------------------

**TH400 Kickdown Switch**

Designed to activate the electric kickdown on the Turbo 400, this kit is required when converting from a Turbo 350 or Turbo 700 with a cable operated kickdown. Uses stock OEM bracketry and includes a heavy duty switch, actuator rod and spring.

TH400 Kickdown Switch	HU2488605
------------------------------	------------------

**Adjustable Vacuum Modulator**

This modulator is adjustable, allowing you to tailor shift points within a range of 2-4 mph. Comes adjusted for normal shift points. Fits GM TH350 & TH400 transmissions.

Adjustable Vacuum Modulator	HU6500001
------------------------------------	------------------

**NEUTRAL/PARK SAFETY SWITCH**

Kit includes switch and mounting hardware. Easy installation for all existing Quarter Sticks. (Newer Quarter Sticks and Pistol Grip shifters feature the switch installed from the factory.) Fits front and rear exit cable shifters.

Neutral/Park Safety Switch	HU2488600
-----------------------------------	------------------

**Cable Brackets & Levers**

Replacement cable mounting brackets and transmission levers for Pro-Matic 2 and V-Matic 2 automatic shifters. Does not fit Quarter Stick Shifters.

Application	Part No.
Cable Bracket - GM Turbo 350	HU1178562
Cable Bracket - GM Turbo 400	HU1178560
Cable Bracket - GM Turbo 700	HU1174778
Cable Bracket - GM Powerglide	HU1178565
Trans Lever - GM Turbo 350	HU1058561
Trans Lever - GM Turbo 400	HU1058561
Trans Lever - GM Turbo 700	HU1058567
Trans Lever - GM Powerglide	HU1058566

SHIFTER CABLES

Replacement shifter cables are available for all Hurst automatic shifters. Additionally, several length of cables are available for the Quarter Stick and Pistol Grip shifters. These premium quality cables feature a solid 303 Stainless Steel inner wire core encased within a nylon liner wrapped with helical lay wires and swaged ends for superior strength. The core is lubricated with Teflon prior to assembly and then sealed in a heavy plastic outer casing for a lifetime of durability and smooth operation.

5 ft. Single Eyelet - V-Matic 2 & Pro-Matic 2	HU5008555
3 ft. Single Eyelet - Quarter Stick	HU5000023
4 ft. Single Eyelet - Quarter Stick	HU5000024
5 ft. Single Eyelet - Quarter Stick	HU5000025
8 ft. Single Eyelet - Quarter Stick	HU5000028
11 ft. Single Eyelet - Quarter Stick	HU5000020
5 ft. Double Eyelet - Quarter Stick	HU5000029
Cable Clip Only	HU1275702

**TRIMATIC BRACKET & LEVER KIT**

Suits fitment of Aeroflow and B&M shifter cables to Trimatic transmission. Available for Driver & passenger side applications.

Part No	Description
AF72-2000	Drivers Side
AF72-2001	Passenger Side

**Nostalgia Automatic****Shifters**

Lokar's Nostalgia Shifter is designed with 2 bends in the lever, for that nostalgic hot rod look. The Nostalgia Shifter comes complete with all the same functional features and safety features as our standard Shifter, including our exclusive Safety-Lock-Out Button, main plate and side brackets. The Nostalgia Shifter is available in 23" or 16" lengths and is accompanied by a Black Mushroom knob, which features Teflon lined button for smooth operation. Boots sold separately.

**GM Turbo 350**

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS6350AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6350BN

GM Turbo 400

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS6400AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6400BN

GM Turbo 700

23" Stick, Double Bend, Silver Mushroom Knob	LK-ATS6700ANM
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6700BN

Ford C4

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS60C4AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS60C4BN

Lokar Automatic Shifters

These shifters mount directly to the transmission and are designed to help prevent accidentally shifting from the park position, into reverse, drive and low gears with Lokar's exclusive Safety Lock-Out Button. Its convenient, too – this shifter is completely adjustable so that you can mount it in any number of positions front to rear with our exclusive main plate and side brackets. Mount the shifter in an existing floor opening or put it exactly where you want it.

Other Features Include:

- Neutral Safety Switch
- Positive Lock-Out in Park and Neutral
- 360-degree lever rotation for extra leg room
- Out-from-under-the-dash and away-from-the-seat lever adjustments
- Easy-to-remove shifter knobs for simple boot installation
- Teflon lined button in shifter knobs for smooth operation
- Chrome-plated lever in 32", 23", 16", 12", 10", 8", and 6" lengths
- Gold iridized bracketry
- All hardware included for installation
- Available for GM, Ford and Chrysler Automatic Transmissions
- Boots sold separately

GM Turbo 350

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350BM
16" Stick, Single Bend, Black Mushroom Knob	LK-ATS6700BB
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6350CL
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350ETM

GM Turbo 400

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6400CL

GM Turbo 700

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6700CL

GM 4L60

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60CM

GM 4L60E

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60EAM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60EBM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60ECM

GM Powerglide

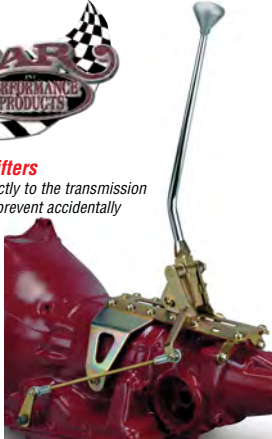
23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60PGAM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60PGBM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS60PGCL

Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS60C4CL

Ford C6

16" Stick, Single Bend, Silver Tapered Knob	LK-ATS60C6BL
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C6BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C6CM
6" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6FM



Ford AOD

12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODCM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODEM

Ford FMX

23" Stick, Single Bend Mushroom Knob	LK-FMS-6727A
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6FMXCL
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6FMXDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6FMXEM

Chrysler Torqueflite 727

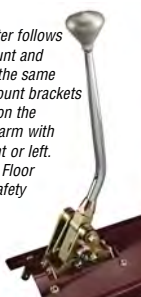
23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727AM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727CM

Floor Mount Automatic Shifters

The Floor Mount Automatic Transmission Shifter follows in the footsteps of its parent transmission mount and tailmount shifters, having been designed with the same superior craftsmanship. The exclusive floor mount brackets allow for installation above or below the floor on the transmission tunnel. Kit includes splined shift arm with three optional offset arms for mounting to right or left. Removal of the transmission is not necessary. Floor Mount Shifter is equipped with the expected safety features of a Lokar Shifter.

Features

- Operates with solid adjustable linkage
- Neutral Safety Switch
- Positive Safety-Lock-Out in Park and Neutral
- 360-degree lever rotation for extra leg room
- Out from under-the-dash and away-from-the seat-lever adjustments
- Easy-to-remove shifter knobs for simple boot installation
- Teflon lined button in shifter knobs for smooth operation
- Chrome-plated lever available in 23", 16", 12", 10", 8" and 6" lengths
- Gold iridized bracketry • All hardware included for installation
- Available for GM, Ford and Chrysler automatic transmissions
- Rectangular boot rings sold separately

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350CM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6350CL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350EM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400EM

GM Turbo 700

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700CM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6700CL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700EM

GM 4L80E

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS64L80C
--	--------------

GM Powerglide

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60PGCM
--	--------------

Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4BM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS60C4CL
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4EM

Ford C6

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6EM

Ford AOD

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODCM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6AODCL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODEM

Cable Operated Automatic Shifters

Lokar's versatile Floor Mount Shifter is paired with a high quality push/pull cable, offering mounting in virtually any location. Use of a superior 1/4" inner cable and spherical rod ends bring this shifter to the next level of quality when compared to other 10-32 cables often used. User friendly mounting brackets and hardware yields a truly universal, safe and quality product.

Features include:

- Versatile Floor Mount Design
- High quality push/pull cable with durable 1/4" inner cable
- Spherical rod ends
- Many mounting options
- Shifter locks in Park & Neutral with Lokar's exclusive Lock-Out Button
- Neutral safety switch
- Shifter lever lengths available in 23", 16", 12", 10", 8", and 6"

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350EM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400DM

GM Turbo 700

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700DM

GM 4L60

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60DM

FORD C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4DM

Tailmount Automatic Shifters

Don't have room for our transmission mount shifter? You can have the safety and features of a Lokar Shifter with our Tailmount Shifter. This design mounts to the transmission's tailhousing bolts. Our exclusive tailmount bracket gives you a choice of two mounting positions... it's the most versatile tailmount shifter you can buy.

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350DTMM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400DTMM

GM Turbo 700

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700DTMM

Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4DTMM

Replacement Shifter Levers

Replacement levers for Lokar automatic shifters. All Lokar Shifter Levers can be changed to any of the many lever lengths we offer. Includes chromed lever and inner rod.

Description

32" Single Bend Lever & Inner Rod	LK-S-68152
32" Double Bend Lever & Inner Rod	LK-S-68153
23" Single Bend Lever & Inner Rod	LK-S-68144
23" Double Bend Lever & Inner Rod	LK-S-68145
16" Single Bend Lever & Inner Rod	LK-S-68146
16" Double Bend Lever & Inner Rod	LK-S-68147
12" Single Bend Lever & Inner Rod	LK-S-68148
10" Single Bend Lever & Inner Rod	LK-S-68149
8" Single Bend Lever & Inner Rod	LK-S-68150
6" Single Bend Lever & Inner Rod	LK-S-68151

Part No.**Ford AOD Selector Shaft & Arm**

Lokar's Ford AOD Selector Shaft and Arm is the solution to hunting for the right part. By standardizing the shift linkage for aftermarket applications, Lokar has eliminated the guess work and saves you time and money. This fully adjustable shaft and arm finally allows for installation on numerous applications.

- Replaces factory selector shaft and arm
- Adjustable for proper ratio between shifter and transmission
- Arm designed to be installed in any 360° position for versatility
- Kickdown seal installed in selector shaft
- Zinc plated with stainless steel hardware
- Can be used with many aftermarket shifters
- Detailed instructions

AOD Selector Shaft & Arm, 1/4" Slot and hole	LK-ATA-1000
AOD Selector Shaft and Arm, 5/16 Slot	LK-ATA-1001

LED Shift Indicators

Lokar's LED shift indicators use a cable operated sensor & control module and are available in dash or shift boot mounted configurations.

Available as complete kits or the dash indicators and sensor kits are available separately.

- Arm and Sensor Housing CNC machined from Billet aluminium
- Programmable Solid State Circuit Board within the decoder box
- Cable operated for flexibility in mounting
- 5" of cut-to-fit stainless steel braided housing and 6" of inner control wire • Back-Up Light circuit built in • Neutral safety switch built in • Long Life LED Indicators
- Stainless steel and zinc plated mounting hardware
- Zinc plated Universal Angled Mounting Brackets
- Displays transmission position in engaged gear only
- Colour-coded wiring instructions for easy installation
- Compatible for use with all Lokar Automatic Transmission Shifters
- Compatible with many other aftermarket shifters
- Available for most GM, Ford and Chrysler transmissions
- Available in Horizontal or Vertical Dash or Boot Mount
- Sensor Kit available separately

**Round Boot LED Indicator Kits**

Horizontal Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1747
Vertical Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1748
Horizontal Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1749
Vertical Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1750
Horizontal Boot Indicator Kit – Ford AOD	LK-CINB-1751
Vertical Boot Indicator Kit – Ford AOD	LK-CINB-1752
Horizontal Boot Indicator Kit – Ford C4 & C6	LK-CINB-1753
Vertical Boot Indicator Kit – Ford C4 & C6	LK-CINB-1754
Horizontal Boot Indicator Kit – TF-727 & 904	LK-CINB-1755
Vertical Boot Indicator Kit – TF-727 & 904	LK-CINB-1756

Rectangular Boot LED Indicator Kits

Horizontal Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1779
Vertical Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1780
Horizontal Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1781
Vertical Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1782
Horizontal Boot Indicator Kit – Ford AOD	LK-CINB-1783
Vertical Boot Indicator Kit – Ford AOD	LK-CINB-1784
Horizontal Boot Indicator Kit – Ford C4 & C6	LK-CINB-1785
Vertical Boot Indicator Kit – Ford C4 & C6	LK-CINB-1786
Horizontal Boot Indicator Kit – TF-727 & 904	LK-CINB-1787
Vertical Boot Indicator Kit – TF-727 & 904	LK-CINB-1788

LED Dash Indicator Kits

Horizontal Dash Indicator Kit – Turbo 350 & 400	LK-CIND-1715
Vertical Dash Indicator Kit – Turbo 350 & 400	LK-CIND-1716
Horizontal Dash Indicator Kit – Turbo 700 & 4L60	LK-CIND-1717
Vertical Dash Indicator Kit – Turbo 700 & 4L60	LK-CIND-1718
Horizontal Dash Indicator Kit – Ford AOD	LK-CIND-1719
Vertical Dash Indicator Kit – Ford AOD	LK-CIND-1720
Horizontal Dash Indicator Kit – Ford C4 & C6	LK-CIND-1721
Vertical Dash Indicator Kit – Ford C4 & C6	LK-CIND-1722
Horizontal Dash Indicator Kit – TF-727 & 904	LK-CIND-1723
Vertical Dash Indicator Kit – TF-727 & 904	LK-CIND-1724

LED Dash Indicators – No Sensor Kit

Horizontal Dash Indicator – All 3-Speeds	LK-CIND-1700
Vertical Dash Indicator – All 3-Speeds	LK-CIND-1701
Horizontal Dash Indicator – Turbo 700 & 4L60	LK-CIND-1702
Vertical Dash Indicator – Turbo 700 & 4L60	LK-CIND-1703
Horizontal Dash Indicator – Ford AOD	LK-CIND-1704
Vertical Dash Indicator – Ford AOD	LK-CIND-1705

Cable Operated Sensor Kits

Sensor Kit – Turbo 350, 400, 700 & 4L60	LK-CINS-1797
Sensor Kit – Ford AOD	LK-CINS-1798
Sensor Kit – Ford C4 & C6	LK-CINS-1799
Sensor Kit – TF-727 & 904	LK-CINS-17001

Column Cable Shift Linkage

Lokar's Column Cable Shift Linkage is the ultimate answer to interference issues, when you are unable to use the factory hard column linkage. The cable allows you to route the cable around the transmission, exhaust, cross-members and brake pedals. Our Exclusive Billet Aluminium Mounting Arm can be used on either side of the column. Lokar's Column Cable Shift Kit allows you to use our shift indicator kits. It can also be used in conjunction with our Back-Up Light/Neutral Safety Switch Kit (LK-BL-1400U). Available in black housing, designed with specially extruded liner for extended life of the cable, and stainless inner wire measuring 6 feet in length. Ready-to-install hardware and brackets included in kit – no cutting or measuring – simply bolts on.

- For all GM Transmissions except Powerglide

- Does not fit Ford or Chrysler Transmissions

Most GM factory columns	LK-ACA-1804
2" Aftermarket GM Style Columns	LK-ACA-1804
2 1/4" Aftermarket Columns	LK-ACA-1805
GM Billet Trans Shift Arm	LK-ACA-1802
Ford C4-C6 Billet Trans Shift Arm	LK-ACA-1803

**Neutral/Reverse Safety Switch**

This kit offers the choice of Reverse Light Switch OR Neutral Safety Switch Kit. Kit fits TH-350, TH-400, 700-R4, TH-200, 200-4R, 4L60, 4L60E and 4L80E transmissions. Single trigger for back-up light switch, or double trigger for neutral safety switch. KIT NOT INTENDED TO FUNCTION AS BOTH. All mounting hardware included. Back-Up Light/Neutral Safety Switch Kit Lokar Safety Switch only



LK-BL-1400U
LK-S-68154

Shifter Knobs

Smooth operation of lock-out button is guaranteed with the Teflon lining. Easy-to-remove shifter knobs have been designed for simple boot installation.

Operates with Lokar Shifters only.

3 Speed Mushroom Knob - Silver	LKSK-6838
3 Speed Mushroom Knob - Black	LKSK-6839
3 Speed Tapered Knob - Silver	LKSK-6840
Turbo 700 Mushroom Knob - Silver	LKSK-6841
Turbo 700 Mushroom Knob - Black	LKSK-6842
Turbo 700 Tapered Knob - Silver	LKSK-6843
Powerglide Mushroom Knob - Silver	LKSK-6844
Powerglide Mushroom Knob - Black	LKSK-6845
Powerglide Tapered Knob - Silver	LKSK-6846
Ford AOD Mushroom Knob - Silver	LKSK-6847
Ford AOD Mushroom Knob - Black	LKSK-6848
Ford AOD Tapered Knob - Silver	LKSK-6849

**Polished Skull Knobs**

The Lokar Aluminium Skull Shift Knob is polished to a high luster. Smooth operation of lock-out button is guaranteed with the Teflon lining. The easy-to-remove shifter knob is designed for simple boot installation. Operates with Lokar Shifters only.

Polished Skull Knob with Plain Button	LK-SK-6861
3-Speed Auto Polished Skull Knob	LK-SK-6862
GM Turbo 700 Polished Skull Knob	LK-SK-6863
Powerglide Polished Skull Knob	LK-SK-6864
Ford AOD Polished Skull Knob	LK-SK-6865



Piston & 8-Ball Shifter Knobs

8-Ball Shifter Knob and Piston Knob are designed with our safety lock-out button and function with the same smooth operation as our original factory installed knobs. The Teflon-lining guarantees smooth operation. Operates with Lokar Shifters only.

8-Ball Shifter Knob	LKSK-6850
3-Speed Piston Knob - Satin	LKSK-6851
3-Speed Piston Knob - Polished	LKSK-6857
Turbo 700 Piston Knob - Satin	LKSK-6852
Turbo 700 Piston Knob - Polished	LKSK-6856
Powerglide Piston Knob - Satin	LKSK-6853
Powerglide Piston Knob - Polished	LKSK-6858
Ford AOD Piston Knob - Satin	LKSK-6854
Ford AOD Piston Knob - Polished	LKSK-6859
Plain Piston Knob - Satin	LKSK-6869
Plain Piston Knob - Polished	LKSK-6881

Lokar Shifter Knob Adapter

Your personal style is important to Lokar, so now you can display that style on all of Lokar's. Automatic Transmission Shifters with most aftermarket shifter knobs of your choice. How, you ask? Lokar's Shifter Knob Adapter is designed to adapt to most aftermarket shifter knobs for use with any of our shifters - continuing with the same shift pattern and safety features you possess with Lokar's. Automatic Shifter Knobs. This includes the positive lock-out in Park and Neutral. The Shifter Knob Adapter is designed with the common 3/8-16 and 3/8-24 threads found in most aftermarket shifter knobs. Designed with hidden jam nuts for a flush mount against the shifter knob. Chromed finish blends with the Lokar chromed shifter lever to give you the desired clean look with a custom knob. Comes with complete installation instructions. Also available in black finish for the Lokar Midnight Series Shifters.

Shifter Knob Adapter for 3/8-16 Knob	LK-SK-6878
Shifter Knob Adapter for 3/8-24 Knob	LK-SK-6879

LOKAR SHIFTER KNOB ADAPTERS

To fill the void between personal preference and personal safety, Lokar developed a Shifter Knob Adapter which allows you to express yourself with highly custom knobs, yet still retain all of the safety features and benefits of a Lokar Shifter, including the positive lockout in Park and Neutral. After thoughtful consideration and careful planning, Lokar invented a Shifter Knob Adapter with hidden functional parts and a sleek design which will install on ANY Lokar Shifter without modification and allow the use of virtually anything as a knob. The Adapter is offered with common 3/8"-16 or 3/8"-24 thread sizes and is available in either a chrome or black finish. We also offer a muscle car shifter knob adapter to replicate the feel of an original muscle car shifter.

Description	Part No.
Shift Knob Adapter with Black Muscle Car Knob	LK-SK-68MCB
Shift Knob Adapter with Brite Muscle Car Knob	LK-SK-68MCT
Shift Knob Adapter with White Muscle Car Knob	LK-SK-68MCW



Deco Solid Round Venetian

Premium Lokar Aluminum Shifter Knobs

All Premium shifter knobs are designed with our Safety Lock-Out Teflon-lined button and function with the same smooth operation as our original factory installed knobs. All Premium shifter knobs are available with a plain button (no shift pattern) or engraved with a transmission specific shift pattern.* 8-Ball Shifter Knob is machined from Delrin and is not available with an engraved shift pattern.* Engraved shift pattern on knob for safety requirements. Premium knobs operate with Lokar Shifters only.

Description	Part No.
Solid Round	
2" Solid Round Satin Shift Knob w/Plain Button	LK-SK-6920
2" Solid Round Black Shift Knob w/Plain Button	LK-SK-6921
2" Solid Round Polished Shift Knob w/Plain Button	LK-SK-6922
Venetian	
2" Venetian Satin Shift Knob with Plain Button	LK-SK-6923
2" Venetian Black Shift Knob with Plain Button	LK-SK-6924
2" Venetian Polished Shift Knob with Plain Button	LK-SK-6925
Deco	
2" Deco Satin Shift Knob with Plain Button	LK-SK-6926
2" Deco Black Shift Knob with Plain Button	LK-SK-6927
2" Deco Polished Shift Knob with Plain Button	LK-SK-6928

2015-2017 MUSTANG PISTOL GRIP HANDLE

Hurst introduces their new Billet/Plus Pistol-Grip Shift handle for the 2015-2017 Mustangs with the automatic transmission. This is a great way to add a contemporary performance look to your modern day muscle car. Billet Aluminium construction is precision CNC machined for a modern look and feel. The body features a polished finish, while the replaceable grip plates have a black anodized finish and display the iconic Hurst name. The grip features a comfortable shape that just feels "right" in your hand, along with a finger operated trigger mechanism for the lockout function. Easy installation with simple hand tools and includes installation instructions.

HU5380435

**SO-CAL Art Deco Shift Knobs**

Designed to fit the Lokar shifter, SO-CAL's polished aluminum Art Deco-style shift knobs are available with the reverse lock-out safety feature for 3-Speed and Turbo 700 Autos.

Art Deco knob - Lokar 3-Speed Shifters	S0001-50600
Art Deco knob - Lokar Turbo 700 Shifters	S0001-50601

**Moon Eyes Shift Knobs for LOKAR Shifters**

2-1/4" diameter fits Lokar shifters. Top release button

Black Moon Knob with Raised button	MNMP022BK
Yellow Moon Knob with Raised button	MNMP022YE
Black Moon Knob with Flush button	MNMP023BK
Yellow Moon Knob with Flush button	MNMP023YE
Black 8 Ball Knob with Flush button	MNMP028

Dakota Digital

**Universal Gear Shift Sending Unit**

Gear Shift Position Sending Unit for use with all Dakota Digital Gear Shift Position Indicators and 12 volt LED indicators. Includes: Universal Mounting Hardware to fit all automatic transmissions including TH350, TH400, 700R4, 4L60, 4L80, Powerglide, C-4, C-6, and AOD, Mopar transmissions and many others. Fully push button adjustable with no magnets to align! Built in Neutral Safety Switch and Back-up Light Circuit. Decoder can be mounted inside the vehicle for easy access.

**Dakota Digital gear position indicators sold separately.

DAKGSS-2000

Round Gear & Miscellaneous Indicator

The DGS-3 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-3 requires a 1-3/8" cutout and measures 1-5/8" overall.

**GSS-2000 sold separately and is required to operate this display.

DAKDG-3

Oval Gear/Misc Indicators

The DGS-4 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-4 requires a cutout measuring 1-1/16" tall by 2-5/16" wide.

**GSS-2000 sold separately and is required to operate this display.

Blue Indicator, Brushed Bezel	DAKDG-4
Blue Indicator, Chrome Bezel	DAKDG-4-C-B

**L.E.D. GEAR INDICATOR**

This innovative LED digital gear shift indicator displays shift positions for both standard automatic and overdrive transmissions. Available in three different colours DGS-1R (red LED), DGS-1G (green LED), DGS-1B (Blue LED). All displays are compatible with the GSS-2000 Gear Shift Position Indicator Sending Unit. (GSS-2000 sold separately and is required to operate this display)

Blue L.E.D Gear Indicator
Green L.E.D Gear Indicator
Red L.E.D Gear Indicator



DAKDG-1B
DAKDG-1G
DAKDG-1R

MANUAL SHIFTERS

**B&M MANUAL SHIFTER**

Holden Commodore/Monaro LS-1
6-Speed 2000-On BM45043

COMPETITION PLUS 4-SPEED

The industry standard for over 30 years, this shifter offers state of the art transmission control for popular 4-speed manual transmissions. Dedicated applications assure a custom fit to a wide variety of vehicles having factory consoles without any floor pan modifications.

- Race track proven design and reliability.
- Heat treated linkage rods and arms for added strength.
- Adjustable gear stops prevent over shifts.
- Bolt-on chrome-plated stick with attractive custom white knob.
- Complete with all hardware and easy to follow installation guide.



Transmission	Shifter	Install Kit
Ford Toploader	HU3913180	HU3737638
Borg Warner Super T-10	HU3918791	HU3738609

MUSTANG INSTALL KIT

MUSTANG '65-'69 289, 302, 351 V-8	
MUSTANG '70-'73 302, 351 V-8	HU3737637

COMPETITION PLUS 6-SPEED

The heritage of Hurst is now available for the Commodore & Monaro with this new Competition/Plus 6-speed performance shifter. Designed to put the "feel of performance" back into shifting, this quality crafted precision shifter is a must for the serious performance enthusiast.

- Computer designed for a 45% reduction in throw
- CNC machined billet aluminium and steel components
- Engineered as a direct bolt-in replacement for ease of installation
- Traditional Hurst chrome plated stick and classic white

Application	Part No.
VT-VY Commodore & Monaro, 6-Speed	HU3915065
VE Commodore & Camaro, 6-Speed	HU3916030

SUPER/SHIFTER 3

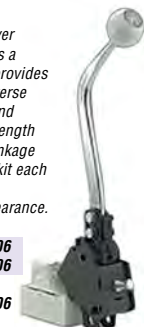
One of the most legendary Hurst Shifters ever engineered, the Super/Shifter 3 incorporates a positive reverse Lock-out mechanism that provides the most secure method of blocking the reverse gate ever offered. Heat treated trans arms and internal mechanism components assure strength and durability and reinforced heat treated linkage rods eliminate flex. Shifter and installation kit each sold separately. Optional Hurst shifter boot HU1140010 recommended for finished appearance.

Transmission	Shifter	Install Kit
Muncie	HU4910001	HU3730006
BW T-10	HU4910001	HU3730006
Richmond/BW Super T-10	HU4910001	HU3730006

STREET SUPER/SHIFTER 4-SPEED

Based on the racing version of the legendary Super Shifter 3, the Hurst Street Super/Shifter brings many of the same quality features to a new level of performance. Street Super/Shifter comes complete with all necessary hardware and easy to follow installation guide. Shifter assembly and installation kit each sold separately. Optional Hurst Super Boot HU1147494 recommended for finished appearance and sold separately. **NOTE: Street Super/Shifters are not vehicle specific. They will fit the transmissions listed, but will not fit stock consoles and often require minor floor pan modification for installation.**

Transmission	Shifter	Install Kit
Muncie	HU3917535	HU3738616
BW T-10	HU3917535	HU3738616
Richmond/BW Super T-10	HU3917535	HU3738616
Saginaw	HU3917535	HU3738616
Ford Toploader	HU3917535	HU3738615
New Process	HU3917535	HU3738617



Indy Shifter Universal 4-Speed Shifter

Hurst/Indy 4-Speed Shifter Kits are designed to be used on most popular 4-Speed transmissions and a wide variety of cars. Applications are determined by transmissions and an exclusive engineered mounting design, making them adaptable to many popular passenger car floor pans.

FEATURES AND BENEFITS

- Fits most popular passenger car floor pans.
- Narrow spring loaded gate for ease of operation.
- Heat treated, plated parts for strength and durability.
- 7-1/2" tall chrome plated stick provides short precise throws.
- Complete with all hardware, linkage and easy to follow installation guide. NOTE: The high mounting location of these kits more than often eliminates their use with factory consoles. Trim modifications to floor pans is often necessary.

Transmission	Make	Trans Code	Part No
BW T-10 & Super T-10	GM	410	HU5030030
Top Loader	Ford	433	HU5030031
Saginaw	GM	441	HU5030033

Indy Shifter RHD Adapter Kit

This kit suits the Hurst Toploader Indy Shifter part number HU5030031 and relocates the shifter to the correct position for use on XR-XD Falcons and other Australian vehicles.

Indy Shifter Adapter Kit HU5030034

2015-2017 MUSTANG INDY SHIFTER

Hurst introduces their new manual Indy Shifter for 2015-2017 Ford Mustang models with MT-82 6-Speed transmission. This includes models with the 5.0L, 2.3L and 3.7L engines. As an Indy model, this shifter provides a noticeable amount of throw reduction and a firmer, crisper feel, all while retaining the factory reverse lockout collar and function. This shifter includes a replacement stick, reverse lockout slider, urethane rear mount and a classic black Hurst round ball knob. This Indy shifter is backed by a Lifetime Limited Warranty.

- 18% Throw Reduction
- Accommodates Factory Reverse Lockout
- Classic Hurst Black Shift Knob
- CNC Machined Billet Steel Parts

2015-2017 Mustang Indy 6-Speed Shifter HU3916036

2015-2017 MUSTANG

COMPETITION PLUS SHIFTER

The 2015-2017 Mustang not only looks great, but now handles even better. It is just as appropriate that the Hurst Competition Plus Short Shifter for the 2015-2017 Mustang functions even better as well. This new Hurst shifter utilizes a multi-link-type mechanism to achieve the perfect combination for a short throw shifter, reducing shift throw by 38% from front to back, while maintaining a smooth silky side-to-side shift that is barely reduced resulting in close to full side-to-side resolution. A billet steel, chrome plated upper stick and a classic white knob helps accentuate the already fresh looking interior. Positioned in-line with the classic Hurst chrome plated flat blade stick is a chrome plated trigger rod. This trigger rod not only functions as part of the reverse lockout feature, but truly adds style points to the interior. Don't settle for a plain shifter, life is just too short!

- Trigger Operated Reverse Lockout
- 38% Throw Reduction
- Classic Hurst Styling
- CNC Machined Billet Steel
- New Multi-Link Shifter Design

2015-2017 Mustang Comp Plus 6-Speed Shifter HU3916037



BILLET SHORT SHIFTERS

AeroFlow's billet Short Shifters are designed to reduce the shift throw by around a staggering 40% which results in faster, harder, smoother gear changes which are more crisp and precise. All AeroFlow Shifters have been tested on and off the track to give you a level of refinement unparalleled in the market today. The fully adjustable positive stops add extra insurance against over-shifting and damaging synchros and selector forks.

Part No	Description
AF64-2041	Short Shifter VE V8 Holden Six Speed 2007- on

NOTE: - Includes counter-sunk mounting bolts



GFB SHORT SHIFT KITS

Less time changing gears means more time on the throttle. Working on a different principle to other products on the market, the GFB Short Shifter can be adjusted to reduce the throw by up to 40% over standard (more for early models), significantly shorter than even an STI! Like all GFB components, the Short Shifter is well engineered and manufactured from the highest grade materials. Don't be fooled by similar (or even greater) claims of such dramatic throw reduction, GFB's Short Shifter IS the shortest kit you can bolt to your car! In fact, the LONGEST setting on our shifter is STILL SHORTER than everyone else's.

Subaru WRX 5-Speed MY97 onwards	GFB4001
Subaru WRX STI 6 speed (up to 40% reduction)	GFB4002
Subaru WRX STI 6 speed (up to 20% reduction)	GFB4003

SHIFTER PARTS

ADJUSTABLE CLUTCH FORK PIVOT BALL

The adjustable clutch fork pivot ball is made high strength steel and allows adjustment of clutch fork height for different types of clutch assemblies. Suits all GM bellhousings and is recommended for use with Lakewood Bellhousings.

Adjustable Clutch Fork Pivot Ball - All GM MG3855G

Reverse Light Switch

This switch is designed to be used in conjunction with the OEM back-up lights and the Competition/Plus 4-Speed, Super/Shifter 3 and the Master Shift 3-Speed shifters.

Reverse Light Switch HU2480003

HURST SHIFTER BUSHING KIT

Designed to replace the original shifter bushings and clips for most Hurst 3 and 4-Speed manual shifters except V-Gate. Made from heat treated steel for strength and durability, includes 6 bushings and 6 clips.

Hurst Shifter Bushing Kit MG11

Linkage Bushing Kits

Available in either steel or nylon. Steel bushings are designed to take the punishment of racing applications and provide for longer service. Nylon bushings are designed for street applications and eliminate most of the stick vibrations. These pit packs can be used on the Master Shift 3-Speed and Competition Plus 4-Speed. Kit includes either 7 steel or nylon bushings and spring clips.

Nylon bushings for 3, 4, & 5-speed manuals	HU3320001
Steel bushings for 3, 4, & 5-speed manuals	HU3327302
Steel bushings for V-Gate 2 only	HU3321657
Shift Rod Button	HU1193783

SHIFTER STICKS & LEVERS

Hurst Shift Levers

These shifter sticks fit all manual shifters with the 7/8" center to center bolt pattern which includes Hurst manual shifters and most OEM and aftermarket shifters for Tremec and Borg Warner transmissions. These levers have a 3/8"-16 knob thread except for the black alloy lever which has 7/16"-20 thread.

Black Aluminium
7.5" Tall, Straight, 7/16"-20 HU5380196

Chrome Steel
7.5" Tall, Straight, 3/8"-16 HU5387238
8" Tall, Single Bend, 3/8"-16 HU5380015
8.6" Tall, Double Bend, 3/8"-16 HU5388550
9.8" Tall, Straight/Offset, 3/8"-16 HU5387991
10" Tall, Curved Offset, 3/8"-16 HU5380100

Mopar Pistol-Grip Handles & Sticks

Available for 1970-74 B & E Body Mopars For console and non-console applications Simulated wood grain handle and angled lever are ideal replacements for original equipment.

1970-74 E-Body, 71-74 B-body Console	HU5388575
1971-74 B-Body Non-Console	HU5388580
1970 B-Body Non-Console	HU5388585
1970 B-Body Console	HU5388590

Comp Plus Replacement Shifter Stick

15" Tall, Curved Offset, 3/8"-16"	HU5384084
8-1/4" Tall 3" Bend, Round Stick, 3/8" Thread	HU5389015

LOKAR Tremec & B/Warner Manual Transmission Shifter Levers

Direct bolt on chrome plated tubular shifter levers for Tremec and Borg Warner manual transmissions are built for stock and aftermarket 5 and 6 speed shifters. They fit the T5, T45, T56 and all Tremec shifters with the standard 2-bolt flange measuring 7/8" centre to centre of bolt holes. Cap screws are included with the kit. Levers offer a 3/8"-24 knob thread and are available in 10", 12" and 16" single or double bend lever.

10" Shift Lever, Single Bend	LK-MSL6D
12" Shift Lever, Single Bend	LK-MSL6C
16" Shift Lever, Single Bend	LK-MSL6B
16" Shift Lever, Double Bend	LK-MSL6B2

McLeod Shifter Levers

These shifter levers fit all manual shifters with the 7/8" center to center bolt pattern which includes Hurst manual shifters and most OEM and aftermarket shifters for Tremec and Borg Warner transmissions. These levers have a 3/8"-24 knob thread and extra lower bolt holes that allow the angle of the lever to be adjusted.

S-Shaped Shift Lever - 6" Tall MC88-001
1/2 Moon Shaped Shift Lever - 9" Tall MC88-002
Straight Shift Lever - 6" Tall MC88-003

SHIFTER BOOTS



Polished Boot Sets

Lokar shifter boots are black Naugahyde and all sets include a boot, polished stainless base ring, or billet aluminium ring with ball-milled edge and stainless screws. Classic Shifter Boots include rubber bezel to eliminate airflow from the floor through the boot and a polished stainless bezel on top of the boot, which fits over the shifter lever. No unsightly pull ties or laces; boot hugs the shifter lever.

Hot Rod Boot with Round Billet Ring	LK-70-BHRB
Hot Rod Shifter Boot with Round Stainless Ring	LK-70-HRB
Classic Shifter Boot with Round Billet Ring	LK-70-BCLB
Classic Shifter Boot with Round Stainless Ring	LK-70-CLB
Floor Mount Boot with Rectangular Billet Ring	LK-70-BFRB
Billet Rectangular Boot Ring Only (No Boot)	LK-70-BFR



Universal Shifter Boot

The B&M universal shifter boot is made from quality black rubber to endure the test of time. Complete with chrome trim ring and mounting hardware. Base Measures 4-1/8" x 5-1/8"

Universal Shifter Boot BM46102



Universal Shifter Boots

Rubber shifter boots in two sizes for universal applications. Complete with chrome trim ring and mounting hardware.

Small Shifter Boot, 5-5/8" x 6-3/4" RPCR9630

Large Shifter Boot, 7-3/4" x 8-3/4" RPCR9631



Shifter Boot Ring

Billet Specialties Shifter Boot Ring takes style to the next level. Machined from Billet aluminum with neo-mechanical cog styling our Shifter Boot Ring will bring all the interior details together. Includes stainless hardware and is available in two finish options Black Anodized or Polished finish. Fits leather or rubber shift boots.

BS279310 - Polished
BSBLK279310 - Black



SHIFTER BOOTS

B-4 Boot & Plate

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

Measures 3-1/2" x 4-1/2"

B-4 Boot & Plate HU1144580

B-1 Boot & Plate

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

Measures 4-3/8" x 5-1/2"

B-1 Boot & Plate HU1147336

Super/Shifter 3 Boot & Plate

Specially designed for use with Super/Shifter 3 utilizing separate reverse Loc/Out lever. Complete with chrome trim plate and mounting hardware.

Measures 7-3/4" x 8-3/4"

Super/Shifter 3 Boot & Plate HU1140010

Indy Boot & Plate

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

Measures 3-1/2" x 4-1/2"

Indy Boot & Plate HU1148429

Super Boot & Plate

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

Measures 7-3/4" x 8-3/4"

Super Boot & Plate HU114 7494

Linkage Bushing Kits

Available in either steel or nylon. Steel bushings are designed to take the punishment of racing applications and provide for longer service. Nylon bushings are designed for street applications and eliminate most of the stick vibrations. These pit packs can be used on the Master Shift 3-Speed and Competition Plus 4-Speed. Kit includes either 7 steel or nylon bushings and spring clips.

Nylon bushings for 3, 4, & 5-speed manuals HU3320001

Steel bushings for 3, 4, & 5-speed manuals HU3327302

SHIFTER KNOBS

Universal White Shifter Knob

This high impact stain resistant white knob includes a clear lens and inserts (standard 4 speed pattern, 4 speed pattern with Reverse left and down, 3 speed pattern, Pro Ratchet and Pro Stick). Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Fits all B&M and most other shifters with inch threads.

Universal White Shift Knob BM46110

Button Knob

The B&M button knob activates B&M Launch Control, any line lock, transbrake, or nitrous system and works with 12 or 16 volt systems. It includes thread adapters to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Fits all B&M and most other shifters.

Universal Shift Knob with button BM46112

Quicksilver Billet Knob

This CNC machined billet aluminum knob includes an engraved insert featuring the B&M logo. BM80534 includes adapters to fit 3/8-24, 3/8-16, 5/16-18 threads.

Billet Knob (Universal) BM80534

Billet Knob (M12 x1.25 only) BM80542

Quicksilver Replacement Knob

Replacement knob for B&M Quicksilver shifters.

Knob and insert are sold separately.

Quicksilver Replacement Knob (no insert) BM80670

Quicksilver Knob Insert BM80669

Universal T-Handles

Available in three finishes, B&M Universal T-Handle packages include thread inserts to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 thread shifters. B&M also offers a satin T-Handle designed for use in right hand drive vehicles.

Universal T-Handle - Chrome BM80643

Universal T-Handle - Satin BM80641

Universal T-Handle - Black Plastic BM80642

T-Handles with Button

Button T-Handle activates B&M Launch Control, any line lock, transbrake or nitrous system. Works with 12 or 16 volt systems. Includes thread inserts to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 thread shifters.

T-Handle with Button - Satin BM80658

T-Handle with Button - Chrome BM80659

Hammer Head T-Handle

The same ergonomically designed handle featured on B&M's Hammer Shifter. Fits your hand comfortably while up & down shifting.

Chrome aluminum finish with thread adapters fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 thread shifters.

Hammer Head T-Handle BM80741



Piston Style Shift Knob

Chrome steel piston style shift knob. Includes set screw and allen key.

Chrome Piston Style Shift Knob RPCR9312

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.

Hurst Equipped Emblem HU1361000

Indy Shifter Replacement Knob

High gloss black, high strength plastic. 1-3/4" diameter with a 3/8-16 thread size.

Plain Black Shift Knob, 3/8-16 Thread HU1637200

Classic Shifter Knobs

The Original Hurst Classic design shifter knobs are solid high gloss, high strength plastic with engraved inlaid shift pattern and are 1-3/4" diameter with a molded-in brass thread insert and jam nut.

4-Speed Pattern, 3/8-24 Thread - White HU1630002

4-Speed Pattern, 3/8-24 Thread - Black HU1630102

4-Speed Pattern, 3/8-16 Thread - White HU1630003

4-Speed Pattern, 3/8-16 Thread - Black HU1630103

5-Speed Pattern, 3/8-16 Thread - White HU1630008

5-Speed Pattern, 3/8-16 Thread - Black HU1630108

6-Speed Pattern, 3/8-16 Thread - White HU1630040

6-Speed Pattern, 3/8-16 Thread - Black HU1630140

MUSTANGS 6 SPEED SHIFT KNOB - WHITE

Hurst's new classic shift knob for the 2015-2017 Mustangs, 2013-2017 Focus ST, 2016-2017 Focus RS, and 2014-2017 Fiesta ST with the manual transmission is a great way to add the classic car look to your modern day car.

This 2.25" white-ball knob features the 6 speed shift pattern and the Hurst logo engraved on the sides. The bottom side of the knob features a large pocket recess to accommodate the factory reverse lockout button.

Mustang White 6 Speed M12x1.25 Thread HU1630225

Replacement Shifter Knob

Solid high gloss plastic knob with logo & Molded-in metal thread insert, complete with jam nut.

5 Speed Shifter Knob (3/8-16) Black HU1630125

Hurst Shift Knob, White With Hurst H-Logo

Universal Hurst shift knob ball, white glossy finish with Hurst "H" logo on the top of the ball.

3/8-16, 1/2-20, M10-1.25, M10-1.50,

M12-1.25, M12-1.75, M16-1.50

White Hurst Shifter Knob HU1631401

Shifter Knobs with Switch

Ideal for use with Hurst Roll/Control, trans brake, nitrous oxide systems or other 12 volt accessories.

Available in black only.

3/8-16 Thread HU1630049

7/16-20 Thread HU1630050

Sidewinder Knob

The Sidewinder shift knob is equipped with a side button switch conveniently located for driver hand comfort in LHD vehicles, which can be used for Roll/Control or nitrous operation. Can also be used in RHD vehicles but the logo will be upside down.

Black with Hurst Logo, 3/8-16" Thread HU1630069

Direct Fit T-Handles

Quality die cast aluminum T-handles. Available in polished or brushed finish with bold HURST identification. Complete with jam nuts.

T-Handle, 7/16-20 Thread - Polished HU1538500

Pistol Grip Shifter Handles

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.

3/8"-16 & 1/2"-20 Thread - Natural HU1536030

3/8"-16 & 1/2"-20 Thread - Black HU1536130

12mm x 1.75 & 16mm x 1.50 Thread - Natural HU1536000

12mm x 1.75 & 16mm x 1.50 Thread - Black HU1536010

Pistol Grip Shifter Handle with Switch

CNC machined from solid billet aluminum with a natural finish, the Hurst Pistol-Grip Shifter Handle is designed to provide a firm comfortable natural grip when shifting. Equipped with a 12-volt 10 amp capacity normally open snap action switch which can be used for activating a Roll/Control, nitrous or other accessories. One part number fits stock factory shifters in both Mustang w/ 12mm x 1.75 thread and Camaro/Firebird w/ 16mm x 1.50 thread as well as the Hurst Billet/Plus shifters for these applications.

Pistol Grip Handle with Switch HU1536200

3/8-16, 1/2-20, M10-1.25, M10-1.50,

M12-1.25, M12-1.75, M16-1.50 Satin Finish HU1531000



Lokar Manual Shift Knobs

2" shifter knobs for 5-speed and 6-speed manual transmissions. Supplied with 3/8-16 and 3/8-24 thread inserts. Engraved with appropriate shift pattern, they are available in Ivory, Black and White. Perfect addition to the Lokar Manual Transmission Shifter Levers.

5-Speed Shift Pattern - Ivory LK-SK-6872

5-Speed Shift Pattern - White LK-SK-6874

5-Speed Shift Pattern - Black LK-SK-6876

6-Speed Shift Pattern - Ivory LK-SK-6873

6-Speed Shift Pattern - White LK-SK-6875

6-Speed Shift Pattern - Black LK-SK-6877

CHROME BALL SHIFT KNOB

This attractive chrome plated shift knob with Moon logo is 1-3/4" diameter and comes with Nylon bushings and set screws for a universal fit.

Moon Logo Chrome Shift Knob MNAA004MN

RAT FINK SHIFT KNOB

Includes adapter hole bracket on the base for multiple size shifters.

MNRAF397



MOON ORIGINAL SHIFT KNOBS

Moon original shift knobs measure 2-1/4" diameter and come with 3 NPT bushings 1/4", 3/8" & 1/2"

Black Knob with Black Logo MNMP021BBL

Black Knob with Yellow Logo MNMP021BYL

Yellow Knob with Black Logo MNMP021YBL

Yellow Knob with Yellow Logo MNMP021YYL



SO-CAL Art Deco Shift Knob

This Art Deco style shift knob is designed to complement our Art Deco dash accessories. Includes inserts to fit 1/4"-20, 5/16"-18 & 3/8"-16 threads

Art Deco Shift Knob SO001-62007

Art Deco Column Shift Auto SO001-62042

