



Mustang Performance

Read the magazines, the editors agree that BBK knows how to get Ponys to perform. BBK recognizes that all the power under the hood is useless unless you can put it to the ground. This selection of Mustang suspension and clutch products is 100% streetable, but also turns horses loose to run wild and free.

MUSTANG CHASSIS BRACING COMPONENTS

Improves chassis rigidity for better handling and performance characteristics.



APPLICATION	PART NO.
1979-93 Mustang - Standard Style Subframe Connector	2506
1984-04 Mustang - Competition Series Subframe Connector	2520
1979-93 Mustang - w/Seat Bracket Support Subframe Connector	2542
1984-04 Mustang - Standard Style Subframe Connector	2543

TUBULAR STRUT TOWER BRACES

- Built from sturdy computer-welded steel for maximum strength
- Available for 1986-06 Mustang
- Optional chrome finish also available



APPLICATION	PART NO.
1986-93 Mustang V-8 Tubular Strut Tower Brace (Black)	2504
1986-93 Mustang V-8 Tubular Strut Tower Brace (Chrome)	25040
1994-95 Mustang V-8 Tubular Strut Tower Brace (Black)	2513
1994-95 Mustang V-8 Tubular Strut Tower Brace (Chrome)	25130
1996-04 Mustang V-8/V-6 Tubular Strut Tower Brace (Black)	2516
1996-04 Mustang V-8/V-6 Tubular Strut Tower Brace (Chrome)	25160
2005-06 Mustang GT Comp-Series Strut Tower Brace (Charcoal)	2517
2005-06 Mustang GT Tubular Strut Tower Brace (Black)	2518
2005-06 Mustang GT Tubular Strut Tower Brace (Chrome)	25180
COMPETITION SERIES	
2005-08 Mustang GT & V6 Tubular Strut Tower Brace (Black)	2618
2005-08 Mustang GT & V6 Tubular Strut Tower Brace (Chrome)	26180

ADJUSTABLE CLUTCH QUADRANT & CABLE

- Allows precise clutch adjustment
- Easy to install—simple to adjust
- Works great with stock and H.D. clutches
- Fits 1979-2004 Mustang models



APPLICATION	PART NO.
1979-95 Mustang/Capri 5-spd. Adjustable Cable & Quadrant Kit	1505
1979-95 Mustang Quadrant, Cable and Adjuster Kit	15055
1996-03 Mustang GT & Cobra Adjustable Cable & Quadrant Kit	1609
1979-95 Mustang GT & Cobra Heavy-Duty Adjustable Cable Only	3517
1996-04 Mustang GT & Cobra Heavy-Duty Adjustable Cable Only	3519
1996-04 Mustang GT & Cobra Adjustable Cable/Aluminum Quadrant/Firewall Adjuster Kit	16095

BILLET-ALUMINUM CLUTCH ADJUSTER

- Allows easy access clutch adjustment
- Fits 1979-current Mustang models
- Anodized CNC-machined aluminum

Part No. 15050



GRIPP HEAVY-DUTY CONTROL ARMS

- Super-strong robotic welded construction
- Improved handling & better launches
- Polyurethane bushings with greasable fittings



APPLICATION	PART NO.
1979-98 Mustang Rear Lower Control Arms	2521
1979-04 Mustang Rear Upper Control Arms	2522
1979-98 Mustang Rear Upper & Lower Control Arms	2525
1979-98 Mustang GT V-6 Rear Upper & Lower Control Arm Kit	2526
1999-04 Mustang Rear Lower Control Arms	25210
1999-04 Mustang Rear Upper & Lower Control Arms	25260
2005-08 Mustang Rear Upper & Lower Control Arms	2523

ADJUSTABLE CASTER/CAMBER PLATES

- Available for all 1979-2004 Mustang models
- A must with lowered vehicles
- Billet aluminum construction for maximum strength



APPLICATION	PART NO.
Aluminum Adjustable Caster/Camber Kit (1979-93 Mustang)	2525
Aluminum Adjustable Caster/Camber Kit (1994-2004 Mustang)	2527

Bolt-on 15-20 more HP!



PERFORMANCE X-PIPES AND H-PIPES

- Available with or without high flow catalytic converters
- Direct replacement for factory OEM pipes - works with all aftermarket headers
- OEM quality flange with factory O2 sensor locations and air pump fittings.

APPLICATION	OFF-ROAD	w/Converter
1986-93 Mustang 5.0L GT 2-1/2" H-Pipe	1507	1521
1986-93 Mustang 5.0L GT 2-1/2" X-Pipe	1661	1662
1994-95 Mustang 5.0L GT 2-1/2" H-Pipe	1562	1563
1994-95 Mustang 5.0L GT 2-1/2" X-Pipe	1664	1663
1996-98 Mustang 4.6L 2V GT 2-1/2" H-Pipe	1565	----
1996-98 Mustang 4.6L 4V Cobra 2-1/2" H-Pipe	1566	----
1996-98 Mustang 4.6L 2V GT 2-1/2" X-Pipe	1665	1666
1996-98 Mustang 4.6L 4V Cobra 2-1/2" X-Pipe	1616	1618
1999-04 Mustang 4.6L GT/Cobra 2-1/2" X-Pipe	1669	1670
2005-08 Mustang 4.6L GT 1-3/4" X-Pipe	1769	1770

HURST Shifters

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



NEW!

COMP STICK KITS

Relive the 60's in your automatic equipped late model Mopar automatic. Hurst styling and quality adds a custom look to your interior, the feel of a Hurst knob in your hand brings back memories of days when performance ruled. Includes CNC machined billet console plate, stainless steel Hurst engraved handle sleeve, black knob with recessed Hurst emblem.



APPLICATION

PART NO.

08+ Dodge Challenger w/Auto Stick- Black	538 0402
08+ Dodge Challenger w/Auto Stick- Polished	538 0403
08+ Chrysler 300, Dodge Magnum & Charger w/Auto Stick- Black	538 0404
08+ Chrysler 300, Dodge Magnum & Charger w/Auto Stick- Polished	538 0405
05-07 Chrysler 300, Dodge Magnum & Charger w/Auto Stick- Black	538 0410
05-07 Chrysler 300, Dodge Magnum & Charger w/Auto Stick- Polished	538 0411

BILLET/PLUS SHIFTER FOR '05-'09 MUSTANG GT 4.6L

The Hurst Billet/Plus is the next generation of competition transmission controls. Designed with a high pivot mechanism for reduced shifter throw and a patented design for ease of operation, they feature an anodized gold base, polyimide pivot cup for reduced vibration, high-strength steel stick, and a heat-treated billet steel gear selector for the ultimate in strength and reliability.

Part No. 391 5074 Fits Tremec TKO



BILLET/PLUS SST SHIFTER for '83-'01 MUSTANG 4.6/5.0L

The Hurst Billet/Plus SST shifters have a super-short throw for quicker shifts. They're designed with a high-pivot mechanism for reduced shifter throw, and a patented design for ease of operation. They feature a CNC-machined billet aluminum base, a high-strength chrome steel stick, and a heat-treated billet steel gear selector for the ultimate in strength and reliability.

Part No. 391 5071 Fits T-5 & T-45 Transmissions



COMPETITION/PLUS SHIFTER For 2005-07 Mustang

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

APPLICATION

PART NO.

05-07 Mustang GT w/4.6L	391 0201
05-07 Mustang w/4.0L V6	391 0203



COMPETITION/PLUS 2 for '09 CHALLENGER

You associate Hurst with classic muscle cars, so this shifter just begs for a place in the new retro-styled Challenger. Six-speed equipped Challengers can benefit from the features of this improved design shifter:

- Shift throw reduced for quicker shifts
- Spherical pivot bearing for smooth, positive shifting
- New CNC machined aluminum carrier arm
- Front and rear isolated mount assembly
- Comes with classic Hurst chrome stick and white knob, will also accept factory stick and knob

Part No. 391 6020



BILLET/PLUS SHIFTER

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



Year	Make/model	Engine	Transmission	Billet/Plus #
83-92	Camaro/Firebird	V6/V8	BW T-5	391 5032
93-02	Camaro/Firebird	V6	BW T-5	391 5032
93-02	Camaro/Firebird	V8	BW T-56	391 5060
93-02	Camaro/Firebird	V8	BW T-56	391 5061*
83-93	Mustang	V6/V8	BW T-5	391 5030
94-01	Mustang	V6/V8	BW T-5 & T-45	391 5031
83-93	Mustang	5.0L/4.6 V8	Tremec 3550 & TKO	391 5070
83-98	Mustang	V8	BW T56 (aftermarket)	391 5072
83-01	Mustang	V8	BW T5 or T45	391 5033
01-04	Mustang	V8	Tremec 3650	391 5035
03-04	Mustang Cobra	4.6 V8 DOHC	BW T56	391 5036
89-96	Corvette C4	V8	ZF6	391 5084
97-04	Corvette C5	V8	BW T56	391 5085
05-06	Corvette C6	V8	BW T56	391 5086



HURST Shifters

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PISTOL-GRIP 2™ QUARTER STICK™ SHIFTER

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



TRANSMISSION

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

PISTOL-GRIP QUARTER STICK™ SHIFTER

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



APPLICATION

	PART NO.
Powerglide (Aluminum case only) Forward & Reverse valve body	316 2001
GM TH-250, 350, 375, 400, forward valve body	316 2006
GM TH-250, 350, 375, 400, reverse valve body	316 2001
GM TH-700R4 & 2004R, forward valve body	316 2030
Chrysler/AMC A-727, A-904, forward valve body	316 2009
Ford C4, C6, forward valve body	316 2009
Chrysler/AMC A-727, A-904, reverse valve body	316 2014
Ford C4, C6, reverse valve body	316 2014

QUARTER STICK™ SHIFTER

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

APPLICATION

	PART NO.
GM Powerglide, forward & reverse valve body	316 0001
GM TH-250, 350, 375, 400, forward valve body	316 0006
GM TH-250, 350, 375, 400, reverse valve body	316 0001
GM TH-700R4 & 2004R, forward valve body	316 0030
Chrysler/AMC A-727, A-904, reverse valve body	316 0014
Chrysler/AMC A-727, A-904, forward valve body	316 0009
Ford C4, C6, reverse valve body	316 0014
Ford C4, C6, forward valve body	316 0009



V-MATIC 2 SHIFTER

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

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



PRO-MATIC 2 RATCHET SHIFTER

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

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



QUARTER STICK ACCESSORIES

Aluminum 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 aluminum mounting plate kit. Does not fit Quarter Stick Pistol Grip 2™.

APPLICATION	PART NO.
Aluminum Cover	130 0041
Replacement Pins	189 0082



Plastic Cover Kit

Adds a distinctive finished look to your Quarter Stick installation. Mounting plate and button head screws are included.

APPLICATION	PART NO.
Quarter Stick/Pistol Grip	130 0055
Quarter Stick 2/Pistol Grip 2	130 0056



Neutral Safety Switch

Neutral/park start safety switches include the switch and mounting hardware.

Part No. 248 8600

Back-up Light Switch

These backup light switch kits are designed to illuminate your OEM reverse lights when backing up.

Part No. 248 8601



SHIFTER CABLES

	APPLICATION	PART NO.
For replacement of damaged cables or to tailor a shifter to your own specific applications.	11' Adjustable single eyelet	500 0020
	3' Adjustable single eyelet	500 0023
	4' Adjustable single eyelet	500 0024
	5' Adj. single eyelet Quarter Stick, Auto Stick 3	500 0025
	8' Adjustable single eyelet	500 0028
	5' Adj. single eyelet V-Matic, Pro Matic	500 8555
	5' Adj. double eyelet Q-Stick, late Camaro/Monte Carlo	500 0029



HURST Shifters and Accessories

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COMPETITION/PLUS 4-SPEED SHIFTER

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



HURST PIT PACK

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

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



INDY MATIC 1

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

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



AUTOMATIC 3-4 SPEED FLOOR SHIFTER

Features an 11" chrome plated solid steel stick. Universal GM, Mopar & Ford.

Part No. 7668

PICKUP TRUCK 3 SPEED MANUAL FLOOR SHIFTER

Features an 18" chrome plated solid steel stick. Universal GM, Mopar & Ford.

Part No. 7667



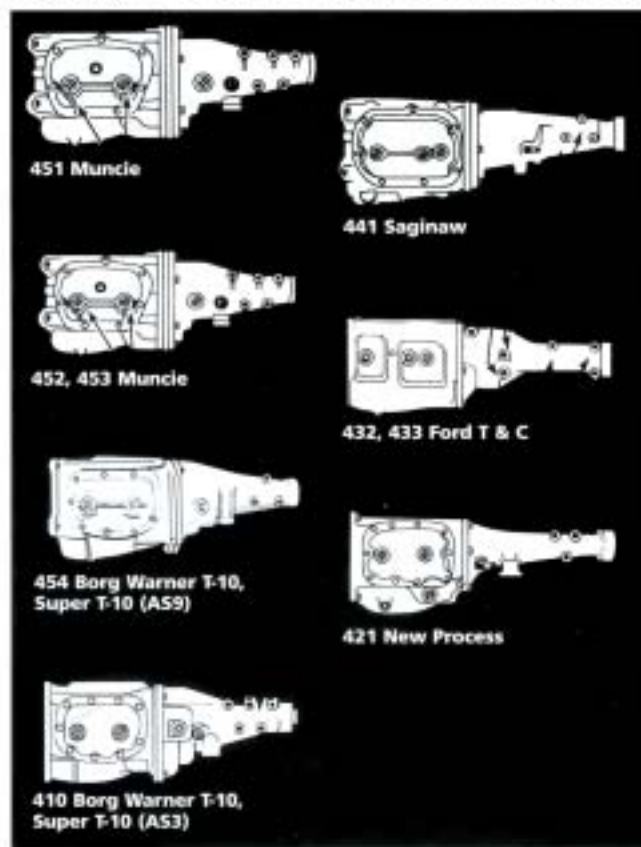
STREET SUPER SHIFTER 4-SPEED

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

Part No. 391 7535



Popular 4 Speed Transmission Identifier



INDY 4-SPEED SHIFTER

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

APPLICATION	PART NO.
GM Cars, Muncie and Borg Warner	503 0030
GM Cars, Saginaw Trans 7 Bolt Cover	503 0033
Ford Cars, '62-up 10 Bolt Cover	503 0031
Chrysler Cars, '66-up 10 Bolt Cover	503 0032





B&M Racing Shifters

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

STEALTH PRO RATCHET

Reverse lockout feature meets NHRA/IHRA requirements. It's all one-handed. Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns). Precise gate action ensures consistency. Comes with 5' Super Duty race cable #80833



APPLICATION

GM, Ford, Chrysler Race Shifter
GM Powerglide

PART NO.

81120
81121

PRO RATCHET SHIFTERS

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



APPLICATION

Powerglide
GM TH-700R4, 400, 200-4R, 350, 250 & 200 4-Spd
Ford C4, C6 & AOD (AOD req. 40496 Inst. Kit)
66-Later Chrysler Torqueflite 727 & 904

PART NO.

80840
80842
80842
80842

MAGNUM GRIP PRO BANDIT

This is it--the ultimate combination of design, function, and sheer performance. The Magnum Grip Pro Bandit shifters feature an easy-to-operate, gate-type mechanism. CNC machined from 6061-T6 aluminum, Magnum Grip Pro Bandit shifters are then polished and clear anodized for corrosion resistance and great looks. They're only available as rear exit cable models, and are designed for Powerglide transmissions with standard or reverse shift pattern valve bodies.



APPLICATION

Powerglide - shifter & base only
Powerglide - includes 8 ft. Super Duty race cable, P/G pro lever, quick disconnect and cable extension

PART NO.

81046
81045

PRO BANDIT

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



APPLICATION

Shifter Kit for Powerglide Rear Engine Dragster
Shifter Only - Powerglide for cars, roadsters & altered

PART NO.

80793
80794

MAGNUM GRIP PRO STICK

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



APPLICATION

GM Turbo, Ford C4/C6, Mopar A727/904
GM Powerglide 62-73

PART NO.

81040
81041

PRO STICK

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



DESCRIPTION

PART NO.

Shifter w/aluminum cover	80706
Shifter w/o cover	80701
Powerglide Pro-Stick	80702
Powerglide Pro-Stick w/cover	80704

SHIFTER CABLES

DESCRIPTION

PART NO.

Ends: eyelet/threaded	
4' Performance cable	80604
5' Performance cable	80605
Ends: eyelet/threaded	
3' Super duty race cable	80831
4' Super duty race cable	80832
5' Super duty race cable	80833
8' Super duty race cable	80834
10' Super duty race cable	80835
5' Blue jacket cable Unimatic Replacement Cable	80735



B&M Street Shifters

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



Ride With the Bandit!

STEALTH PRO BANDIT SHIFTER

This brand new shifter from B&M features a black anodized and shot-peened shifter body & cover plate. this shifter exudes attitude with its choice of either a Magnum Grip style handle or a Blade style handle. Both style handles feature a CNC machined aluminum black anodized stick. The Magnum Grip handle includes carbon fiber side plates. This lightweight shifter is ideal for rear engine dragster applications and includes mount for CO2 ram or an electric solenoid.

Part No. 81110 Stealth Pro Bandit, Blade Style (Shifter only)
Also available as complete kit and with Magnum Grip.



Product shown with optional button-equipped side plate.

MAGNUM GRIP STREET BANDIT™

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

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



STREET BANDIT™ HI-TEK

- Ideal for high-tech pro-street & street rod type vehicles.
- Narrow styled aluminum housing.
- Includes neutral safety switch, backup light switch and billet aluminum knob.
- Can be used with a reverse pattern valve body.
- Billet aluminum knob with an engraved insert.

Part No. 80797



STREET BANDIT™ SHIFTER HARD CORE

- Ideal for high-tech pro-street & street rod type vehicles.
- Narrow styled aluminum housing.
- Includes neutral safety switch, backup light switch and billet aluminum knob.
- Can be used with a reverse pattern valve body.
- Includes polished blade-style stick assembly

Part No. 80798



'05-'08 MUSTANG QUICKSILVER CONSOLE SHIFTER

Get the Hi-Tek look for your '05-'08 Mustang with the B&M Console QuickSilver shifter! This shifter features several unique materials - the black Delrin® knob with aluminum insert, along with the stainless steel stick and CNC machined, billet aluminum cover plate with lighted gear indicator, provide a one-of-a-kind look! The Console QuickSilver Shifter for Mustang features the famous B&M ratchet action mechanism, providing performance shifting without a trigger. Shift one gear at a time, no missed shifts and improve your driving performance!

Part No. 81004 '05-'08 Mustang w/5R55E trans.



MUSTANG CONSOLE HAMMER

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



DESCRIPTION	PART NO.
94-00 Mustang console w/AODE	81001
87-93 Mustang console w/AOD	81002
Conversion kit to install to fit a C4 transmission	81020

HAMMER SHIFTER

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

Part No. 80885



HAMMER HEAD T-HANDLES

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



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

B&M Street Shifters

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



STREET ROD SHIFTER

The B&M Street Rod shifter features a clean, compact design featuring a unique fully adjustable mounting bracket assembly for optimum shifter location. The CNC machined 6061-T6 aluminum stick and billet aluminum knob (with insert) feature a bright-anodized finish that will look spectacular in any interior whether you've got a coupe, highboy, roadster or sedan. Most shifter boots will easily slip over the stick to provide the finishing touch.

- Easy to operate gate-style mechanism
- Mechanism attaches directly to the transmission
- No buttons to rattle, just press the stick down and into reverse!

Designed specifically for your Street Rod!



DESCRIPTION

PART NO.

Street Rod Shifter - TH-350 with 12" stick	81010
Street Rod Shifter - TH-350 with 15" stick	81011
Street Rod Shifter - TH-700R4/4L60/4L60E with 12" stick	81013
Street Rod Shifter - TH-700R4/4L60/4L60E with 15" stick	81014

STREET ROD SHIFTER STICKS

By popular request from the street rodding community B&M has introduced longer sticks for the popular Street Rod Shifter. Whether you have the B&M Street Rod Shifter for the TH-350 or TH-700R4 transmission, you can now replace the standard stick with a longer stick to further customize your street rod! These new, longer sticks are available in 24" and 33" lengths and come in two styles - single bend or double bend.



DESCRIPTION

PART NO.

Street Rod Stick 24", Single Bend	81100
Street Rod Stick 24", Double Bend	81101
Street Rod Stick 33", Single Bend	81102
Street Rod Stick 33", Double Bend	81103

UNIMATIC SHIFTER

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

Part No. 80775



SPORT SHIFTER

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

Part No. 80776



MEGASHIFTER

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

APPLICATION

PART NO.

Universal shifter	80690
82-92 Camaro/Firebird	80692
73-81 Camaro, 70-81 Firebird	80694
Light Truck Megashifter	80680
Megashifter Boot	80668



QUICKSILVER SHIFTER

Universal Mount

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

Camaro/Firebird

Get the polished look of the QuickSilver shifter for your second generation Camaro or Firebird! The QuickSilver shifter is available for your console and when installed, looks just like factory equipment! All the same great features as the universal QuickSilver.



APPLICATION

PART NO.

GM TH-700R4, 350, 400, 200-4R, 250 & 200 3/4 spd;	
Ford C4/C6 & AOD; Chrysler '66 & later Torqueflite A727 & A904	80683
Camaro/Firebird 82-92 Console	80688

Z-GATE

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

Part No. 80681



STARSHIFTER

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

Part No. 80675



B&M Manual Shifters & Shift Knobs

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



PRO RIPPER PRECISION SHIFTERS

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



APPLICATION

83-03 Mustang w/T5 or T45
03-04 Ford Mustang Cobra w/T56

PART NO.

45070
45045

RIPPER SHIFTER

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

APPLICATION

93-02 Camaro/Firebird with T-56
83-00 Chevy Camaro with T5
97-05 Chevy Corvette C5/C6 & Z06
89-96 Chevy Corvette
92-02 Dodge Viper
01-03 Ford Mustang with 3650 Tremec
83-03 Ford Mustang with T5 or T45
Universal Tremec 3550/TKO
Universal Tremec T-56

PART NO.

45052
45051
45044
45056
45055
45072
45050
45054
45053



MANUAL SHIFTER KNOBS

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



DESCRIPTION

Tall Leather
Short Leather
Carbon Fiber Look
Billet-look Aluminum

PART NO.

80743
80744
80745
80746

PRECISION SPORT SHIFTER for '05-'09 MUSTANG GT

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



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

Part No. 45042 2005-'09 Mustang GT w/3650



PRECISION SPORT SHIFTERS

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

APPLICATION

90-01 Acura Integra
02-up Acura RSX
2005 Chevy Cobalt SS
00-05 Chevy Cavalier
04-07 Dodge SRT10
92-01 Ford Escort
01-05 Honda Civic
88-00 Honda Civic & 88-92 CRX
88-00 Honda Civic, 88-92 CRX
93-97 Honda Del Sol
00-05 Mitsubishi Eclipse
95-99 Mitsubishi Eclipse
94-03 Neon
88-99 Nissan 180SX, 200SX, 240SX
02-05 Nissan Sentra
03-05 Nissan 350Z
00-04 Pontiac Sunfire
04-05 Scion tC
00-05 VW Beetle, Cabrio, Golf, GTI, Jetta

PAR NO.

45075
45121
45187
45156
45040
45071
45121
45075
45074
45075
45100
45077
45076
45088
45068
45163
45156
45168
45114



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



Shifter Knobs & T-Handles

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



"SIDEWINDER" SHIFT KNOBS

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

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

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

COMPETITION KNOBS & T-HANDLES WITH SWITCH

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



COMPETITION KNOB

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

COMPETITION T-HANDLE

THREAD SIZE	BRUSHED FINISH
3/8-16	153 0003
3/8-24	153 0006
7/16-20	153 8510
12mm x 1.75 Mustang	153 4910
16mm x 1.50 Camaro/Firebird	153 4960
SAE & Metric (Polished Finish)	153 0011



CLASSIC SHIFTER KNOBS

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

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



SHIFTER STICKS

Pistol Grip Handle & Stick

- High strength steel or aluminum
- 3/8-16 thread size for Hurst T-handles and knobs
- 3/8" I.D. bolthole with 7/8" center-to-center spacing

DESCRIPTION	PART NO.
'70-'74 E-Body, '71-'74 B-Body, Console	538 8575
'70 B-Body, Non-Console	538 8585
'71-'74 B-Body, Non-Console	538 8580
'70 B-Body, Console	538 8590



HURST LOGO T-HANDLE

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

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

Part No. 153 5000 Hurst Logo T-Handle



PISTOL-GRIP SHIFTER HANDLE

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

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



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

BRUSHED ALUMINUM T-HANDLE

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

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



Shifter Accessories



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

STREET SHIFTER 3 SPEED MANUAL FLOOR SHIFTER

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

Part No. 7666

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



CHROME-PLATED SKULL SHIFTER KNOB

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

Part No. 9628



SHIFTER BOOTS

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



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



RACING GEAR LUBES

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

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



HURST Shifter Boots

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



HURST EQUIPPED EMBLEM

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

Part No. 136 1000

SUPER BOOT & PLATE

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

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



B-4 BOOT & PLATE

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

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



INDY BOOT & PLATE

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

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



B-1 BOOT & PLATE

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

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



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



B&M Shifter Accessories

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



T-HANDLES

Available in three universal finishes, these B&M T-Handles fit all B&M and most aftermarket and OEM shifters with SAE threads. T-Handle packages include thread inserts to fit 1/2"-20, 3/8"-24, 3/8"-16 and 5/16"-18 SAE thread shifters.

DESCRIPTION	PART NO.
Brushed aluminum	80641
Universal chrome aluminum	80643
Black Plastic	80642

BILLET ALUMINUM KNOB



Replace your old or damaged shift knob with this billet aluminum knob. Round knob with satin finish and B&M logo. For Manual or Automatic transmission.

Part No. 80534

TRADITIONAL WHITE SHIFTER KNOB



These shifter knobs include a clear lens with the following inserts: A standard 4-speed pattern; a 4-speed pattern with reverse, left, and down; a 3-speed pattern; Pro Ratchet; and Pro Stick. The white knobs fit most B&M and other shifters with inch threads.

Part No. 46110

TRANSMISSION DRAIN PLUG KIT

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

Part No. 80250



UNIVERSAL T-HANDLE WITH BUTTON

These Universal T-Handle shift knobs from B&M fit most B&M and aftermarket (SAE and metric) shifters. They're available in plastic or aluminum, with or without a button for activating line lock, transbrake, or nitrous systems.

DESCRIPTION	PART NO.
Brushed aluminum	80658
Chrome aluminum	80659

SHIFTPLUS™ ELECTRONIC SHIFT IMPROVER

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



APPLICATION	PART NO.
93-98 rwd/4wd w/4L60E/4L80E trans.	70380
94-97 F-series w/E40D transmission	70381



TEMPERATURE GAUGE

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

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

GOVERNOR RECALIBRATION KIT

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

Part No. 20248



MAGNUM GRIP with BUTTON ACTIVATOR

These B&M button shifter knobs give you quick, convenient control of your vehicle's accessories. They allow you to activate any line lock, roll control, or nitrous system at the touch of a button. They work with 12 or 16 V systems.

Part No. 81060

BUTTON KNOB

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

Part No. 46112 Universal



SHIFTER SERVICE PARTS

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



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

ADJUSTABLE VACUUM MODULATOR

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

Part No. 20234 All TH250 & TH400



B&M Transmissions & Accessories

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



GM TH-350 TRANSMISSION

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

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

GM TH-700/4L60 TRANSMISSION

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

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



SYNTHETIC TRICK SHIFT

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

Part No. 80286

TRICK SHIFT

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

Part No. 80259



GM TH-400 TRANSMISSION

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

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



SHIFT IMPROVER KIT™

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

DESCRIPTION PART NO.

General Motors

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

Chrysler

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

Ford

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



TRANS-PAK

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

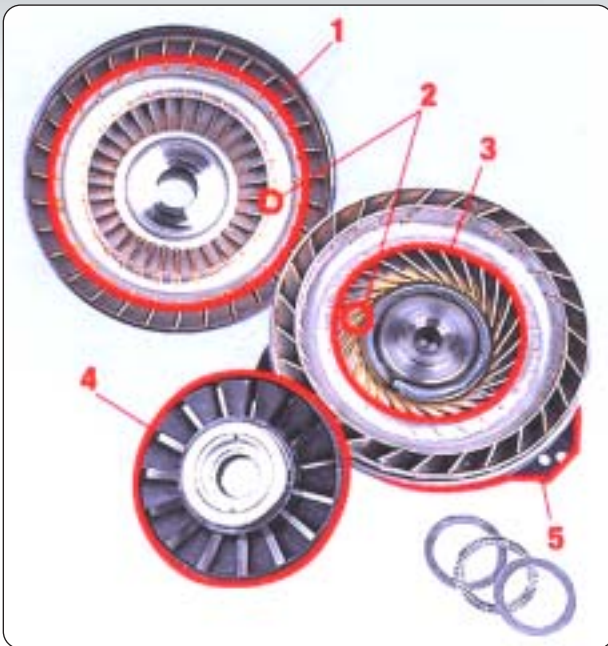
DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Chevrolet, Buick, Oldsmobile, Pontiac, GMC		Chrysler, Dodge, Plymouth - con't.	
82-91 TH-700R4 (4L60)	70235	62-77 Torqueflite A-727	10228
65-87 TH-400, 375 and M40	20228	68-77 Torqueflite A-904 w/V8; 66-77 w/6 cyl.	10228
68-81 TH-350, 375B and M38	30228	Ford, Lincoln, Mercury	
80-86 TH-350C	30235	64-66 C4	50227
62-73 Powerglide	70228	67-91 C6	40228
93-01 4L60E	70365	70-82 C4	50229
91-01 4L80E	10054	80-92 AOD (exc. 92 & later w/electric shift)	40227
Chrysler, Dodge, Plymouth		89-97 E40D	10055
78-up TF727, 518, 46RH, 47RH, TS904, 999, 32RH, 42RH	10227		



B&M Torque Converters

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

B&M Torque Converter Features



1. IMPELLER

Pumps fluid through converter and drives oil pump in transmission.

The impeller assembly is the key area in the converter when considering the converters performance characteristics. The impeller can be modified to raise or lower the stall speed as well as affect the top end performance of the converter (MPH). By performing a fin bend change on the outside fins you can change the stall and change the top end MPH by a measurable amount.

2. FURNACE BRAZING

Furnace brazing (copper colored material visible on turbine fins) is a method used to strengthen converter components.

Braze material is applied to all of the fin areas, then the entire turbine is placed into a furnace, which heats up the braze material causing it to melt and fill the voids. Not only does this process strengthen the entire assembly it also makes the turbine more efficient by eliminating any of the cross leakage between the fins.

3. TURBINE

Spins input shaft in transmission.

The turbine assembly is completely furnace brazed. The turbine also includes a steel billet turbine hub with broached splines. This stronger turbine hub will eliminate the possibility of stripped splines in the center hub. The raised center section is designed to be a bearing and race pilot for the needle thrust bearing assembly.

4. STATOR

Multiplies torque by redirecting fluid flow in converter and incorporates one way clutch assembly.

The stator has a very important function inside the converter as it multiplies torque by redirecting fluid flow in converter and it incorporates a one-way clutch assembly. The one-way clutch assembly allows the stator to hold, when the converter is multiplying torque and to spin in the direction of the oil flow when not holding.

5. COVER

Attaches converter to the flexplate.

The cover assembly is essentially the stock cover with the addition of B & M designed drive lugs or modified stock drive lugs. The cover OD is machined to provide a smooth surface for the new body-weld. The pilot is inspected and re-machined as needed to provide a good fit into the crankshaft of the engine. This is extremely important as the pilot on the converter centers the converter behind the crankshaft. Proper alignment of the converter will eliminate most vibration problems related to the Converter and Transmission assembly.

TORQUE CONVERTER APPLICATIONS

Transmission Application	Nitrous Holeshot 2400	Nitrous Holeshot 3000	Nitrous Holeshot 3600	Holeshot 2000	Holeshot 2400	Holeshot 3000	Holeshot 3600	Tork Master 2000	Tork Master 2400	Tork Master 3000	Traveler (SUV & Light Truck)
GM '65-'91 TH400, TH425, TH375 (4)	20480	20481	20482	20416(5)	20412(5)	20413	20425	20400(5)	20404	20402	20423
GM '68-'81 TH350, TH375B (6) (will not fit TH-350C)	20480	20481	20482	20416(5)	20412(5)	20413	20425	20400(5)	20404	20402	20423
GM '82-'84 TH-700-R4, all TH200C, TH2004R 27 spline				70416(7)	70415(11)	70426(11)					
GM '84-'93 TH-700-R4 30 spline (all cars & trucks)				70417(7)	70419(7)	70421(8) 70425(11)		70420(7)	70418(7)		70422(7)
GM '93-'96 4L60E 30 spline (R4s only)				70417(11)	70419(11)	70425(11)		70420(11)	70418(11)		70422(11)
GM '97-'03 4L60E Corvette, Camaro & Firebird w/LS1				70440(11)	70441(11)	70442(11)					
GM '91-'01 4L80E (not for diesel applications)											70431
GM '62-'73 Aluminum Case Powerglide					70411						
Chrysler '67-'81 Torqueflite A-727 (186)					10415(10)	10425(10)		10416	10417(10)	10418(10)	10402

B&M Torque Converters

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



TORQUE CONVERTER APPLICATIONS - Cont.

Transmission Application	Nitrous HoleShot 2400	Nitrous HoleShot 3000	Nitrous HoleShot 3600	HoleShot 2000	HoleShot 2400	HoleShot 3000	HoleShot 3600	Tork Master 2000	Tork Master 2400	Tork Master 3000	Traveler (500 & light trucks)
Ford '66-'91 C6 with 332, 352, 360, 390, 406, 427, 428, 429 cid with 1.848" crank pilot (3)	40480				40412						
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot (3)				40479*	40422*	40442*		40427*	40428*		40425
Ford '66-'69 step case C4 with 10.5" bolt circle, 24 spline input shaft, 1.375" crank pilot					50412	50432					
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot.	50449	50450	50447	50448	50416	50436		50440	50441	50442	
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see below).	40473 (2)	40474 (2)		40472 (2)	40430(2)	40431(2) 40447(9)		40437(9)	40438(9)	40439(2)	
Ford '93-'04 AODE/4R70W lockup type converter. Will not fit AOD.					50402(11)	50403(11)					
Ford '89-'99 F40D (not for diesel applications)											50480

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

* 40422, 40428, 40442, 40427 & 40479 will not fit 460 CID engine.

Converter Footnotes

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

NOTE: Like all aftermarket converters, B&M Torque Converters are remanufactured.

HoleShot vs. Tork Master: HoleShots are furnace brazed and include more sophisticated bearings. Consequently they are able to withstand much more torque and horsepower. Tork Masters are great values for most small block applications except supercharged and nitrous engines. HoleShots or Nitrous HoleShots should be used in all 450 lb ft torque applications, all blown and nitrous applications.

Stall Speed: Very mild street cars will use a 2,000 rpm stall speed unit. Most street driven performance cars with 350 lb ft of torque or more need a 2,400 rpm unit. Cars with more radical small blocks (500 lb ft of torque at 4,500 rpm or higher) will need a 3,000 rpm converter. The more torque the motor puts out, the higher the resulting stall speed will be. Therefore most street performance big blocks like 2,400 rpm rated converters as they generally achieve 2,600-2,800 rpm.

Car Weight: Street rods generally do better with a 2,400 rpm converter even with a mild motor due to the vehicle's very light weight. A 2,000 rpm converter will tend to require too much braking effort while idling, whereas the 2,400 rpm unit will be comfortable and still efficient.



TCI Transmission Products

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

SHIFT-BY-WIRE SHIFTER SYSTEM

Shift by Twist or Touch

Looking for a modern alternative to traditional automatic transmission shifters? The Twist Shift-By-Wire System utilizes a twist knob for gear selection. The Touch Shift-By-Wire allows you to select the desired gear via an illuminated touch pad display. Both systems provide unlimited mounting options and allow positive gear selection via the modern, sleek user interface. Units come equipped with a neutral safety and brake switch that keeps the car from being started in gear or shifted out of park without the brake being engaged.



DESCRIPTION

PART NO.

Twist Shift-By-Wire Shifter for GM 700R4, 4L60E-4L85E Transmissions	615555
TouchShift-By-Wire Shifter for GM 700R4, 4L60E-4L85E Transmissions	615550

OUTLAW™ SHIFTER

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



APPLICATION

PART NO.

Powerglide Outlaw Shifter with Cover	611323
3-Speed Forward Pattern Outlaw Shifter with Cover	616331

STREET ROD SHIFTERS

Shifters designed specifically for the needs of today's street rodders. Available in three different shifter rod lengths and a variety of configurations to cover all popular automatic transmission models, the TCI® Street Rod Shifter is the ideal solution to your street rod shifting needs. With classic styling, outstanding durability, and ultra smooth shifting action, the TCI® Street Rod Shifter is destined to become an instant classic. Beautiful chrome-plated shifter rod. Black anodized shifter knob with Teflon-lined lockout button. Shifter boots sold separately in a variety of styles.



Dozens of applications in 9", 11" and 15" rod lengths available.

CAST ALUMINUM PANS

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

APPLICATION

PART NO.

TH-350	328000
TH-400	228000
GM 4L60E & TH700R4	378000
GM Powerglide (2 extra qts.)	528200
Ford C4 (Dipstick in case only)	518000



STREET RODDER® TRANSMISSION PACKAGES

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

APPLICATION

PART NO.

Chrysler 727 Big Block	111038P1
Ford C6 FE Blocks 332, 352, 390, 406, 427, 428	411038P1
Ford C6 351M, 400, 429, 460	411238P1
Ford C4, 70-82 289-351 Dipstick goes into the case	511238P1
Ford C4, 70-82 289-351 Dipstick goes into the pan	511638P1
GM 700R4 84-93 30 spline 30-1/2" overall length	371038P1
GM TH350 Non-lockup Chevrolet V8 and 4.3L, w/6" tailshaft	311038P1
GM TH350 Non-lockup Chevrolet V8 and 4.3L, w/9" tailshaft	311098P1
GM TH400 non variable pitch w/4" tailshaft Chevrolet V8	211038P1

SIZZLER® TRANSMISSIONS

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



APPLICATION

PART NO.

GM	
TH-350	311038
TH-400	211038
TH700R4	371038
CHRYSLER	
TF727 (Big Block)	111038
TF727 (Small Block)	111138
TF904 (Small Block)	111338
FORD	
C4 (Case Filled)	511238
C4 (Pan Filled)	511638
C6 (Small Block)	411438
C6 (Big Block)	411238
C6 (FE Block)	411038

TCI Torque Converters

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



The "New Look" of Advanced Torque Converter Technology **New HDT Coating™ - Heat Dissipating Technology**

The new proprietary metallic gray HDT Coating™ represents the latest in thermal coating technology and enables TCI® torque converters to operate at a lower temperature and cool down faster. That means TCI® torque converters, already the industry performance leader, now provide even greater efficiency and longevity.

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



Torque Converter Series	Recommended Usage	Camshaft Duration	Rear Gear Ratio	Engine Characteristics	Expected RPM Stall Speeds
Sizzler	Street enthusiast /street rodder	Stock to 260	Stock to 3.23	Smooth idle, stock compression ratio	Small block 1500 to 1700 Big block 1700 to 1900
Saturday Night Special 12"	Show cars & street rods	Stock to 265	Stock to 3.23	Smooth idle, stock compression ratio	Small block 1600 to 1800 Big block 1800 to 2000
Breakaway 11"	Modified street machines & weekend racers	265 to 280	3.00 to 3.73	Fair idle, mild engine modifications	Small block 2200 to 2400 Big block 2400 to 2600
Streetfighter 10"	Street racer with radically modified engines	280 to 300	3.55 to 4.56	Rough idle, raised comp. ratio large fuel system,	Small block 3000 to 3400 Big block 3400 to 3600
Super Streetfighter	Race only applications	280 to 310	3.73 to 4.88	Rough idle, large fuel system, raised comp. ratio, top end power	Small block 3500 to 3800 Big block 3800 to 4000
Ultimate Streetfighter	1000+ Horsepower Race	290°+	3.73+	Race engines w/power adders creating 1000+ HP	Small block 3500+ Big block 3800+

ROLLSTOP®

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



APPLICATION	PART NO.
Universal - Complete Kit	861700
Custom Rollstop® Kit - '99-'04 Ford Mustangs	861729



DIPSTICK TUBE ASSEMBLIES

A full length, locking dipstick assembly appropriate for race or street use.

APPLICATION	PART NO.
GM Powerglide Filler Tube (Chrome)	743700
GM Powerglide Filler Tube (Gold Dichromate)	743800
GM Powerglide Shorty Filler Tube (Gold Dichromate)	743850

TRANS-BRAKE VALVE BODIES

Trans-brake valve bodies allow you to achieve maximum torque converter stall and provide quicker, more consistent reaction times and 60-foot times.



APPLICATION	PART NO.
GM TH400 Trans-Brake Kit, '65-later	221500
GM Powerglide Bracket Trans-Brake Kit	748200
Powerglide Trans-Brake Solenoid with 0.200" stroke	749800

MAX SHIFT® PERFORMANCE TRANSMISSION FLUIDS

Max Shift™ RTF

Racing Transmission Fluid

Tested and proven to run up to 30° F cooler, even during extreme-heat racing sessions and repeated usage.

Max Shift™ STF

Synthetic Transmission Fluid

Designed with heavy-duty and performance applications in mind, this product will run cooler, prevent excessive wear and reduce internal friction.



APPLICATION	PART NO.
One Gallon Max Shift RTF	950601
One Quart Max Shift STF	950655

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



B&M Transmission Accessories

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

CAST ALUMINUM DEEP PANS

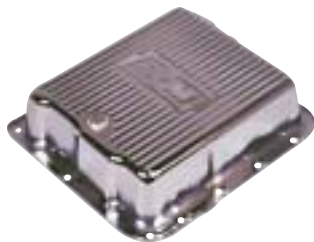
Additional oil capacity (deep pans only) equals more cooling ability. No modification to the dipstick needed. Some models include fluid pickup extension and gasket. Filter included in TH-350, Powerglide, Ford and TF-727/518 deep pan kits. B&M Deep Pans feature built-in drain plugs.



APPLICATION	PART NO.
GM 4L60E & 4L60 (Adds 3 qts.)	70260
GM Powerglide (Adds 3 qts.)	70280
GM All TH-350 & 250 (Adds 3 qts.)	30280
GM All TH400 (Adds 2 qts.)	20280
GM 4L80E (Adds 3 qts.)	70295
Chrysler TF A-727 & 518 (Adds 4 qts.)	10280
Ford C6 (Adds 2 qts.)	40281
Ford C4 (Adds 2 qts.)	50281
Ford E4OD (Adds 3 qts.)	40290
Ford AOD, AODE, 4R7OW (Adds 3 qts.)	40291

DEEP PANS

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



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

LOCKING DIPSTICK for POWERGLIDE

You have to have a way to check the fluid level in your automatic transmission, so why not do it in style with one of B&M's transmission fluid dipsticks? The cap screws into the tube and is O-ring sealed, while the base of the tube has a sealing grommet where it goes into the transmission, the same as most new GM transmissions.



Part No. 22164

CONVERTER LOCK-UP CONTROL for GM TH-700, 4L60, 200, 200-4R & 350

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

Part No. 70244



SFI FLEXPLATES

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



APPLICATION	PART NO.
55-85 Chevy SB V8 & 90° V6 w/168 Tooth Ring Gear & 10-3/4" or 11-1/2" b.c. (exc. 400)	20230
55-85 Chevy SB V8 w/153 Tooth Ring Gear & 10-3/4" b.c. (exc. 400)	20237
55-85 Chevy 400 w/168 Tooth Ring Gear, externally balanced	20232
90-Earlier Chevy BB V8 w/168 Tooth Ring Gear & 10-3/4" or 11-1/2" b.c. (exc. 454)	20230
90-Earlier Chevy 454 ext. balanced BB V8 w/168 Tooth Ring Gear & 10-3/4" or 11-1/2" b.c.	20233
71-92 Chrysler externally balanced 360 w/A-727	10236
62-80 Chrysler internally balanced TF-727	10230
Chrysler 383, 400, 440 w/cast crank	10237

FORD STREET REPLACEMENT FLEXPLATES

B&M Ford flexplates are standard replacement flexplates, and are ideally suited to muscle car and street rod applications.

APPLICATION	PART NO.
'69-'85 SB 302-351C w/C6	40232
'68-'76 C4 - 289, 302 w/157T	50236
'68-'81 SB 289-351C w/C4	50237
'82-'95 C4 - 302 w/157T	50239
'82-'95 SB 302 w/AOD	50238



TRANS SHIELDS

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

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



LAUNCH CONTROL

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

DESCRIPTION	PART NO.
Launch Control Solenoid	46075
Launch Control w/Install Kit	46076
Launch Control Switch w/Cord	46003
Launch Control Button Style Switch w/Cord	46013



B&M SuperCoolers

Heat is the #1 killer of engines and transmissions and related driveline components. B&M SuperCoolers and Hi-Tek coolers allow you to protect your vehicle with the most efficient coolers by size and weight available! Easily installed and mount virtually anywhere - these coolers are the simplest way to protect your vehicle.



SUPERCOOLER TRANSMISSION COOLERS

B&M's SuperCooler low pressure drop coolers reduce the risk of lube system failure. A controlled amount of ATF is allowed to bypass the stacked plate core, passing through a self-regulating orifice which monitors resistance to flow. Controlled by viscosity, the thicker ATF is returned directly to lube through two open bypass openings in the stacked plate core. As operating temperatures increase, more of the ATF flow is directed through the core. Resulting in a highly efficient cooling technology that combines improved protection against lube system failure with the required levels of optimal heat transfer. Pressure tested to 200 PSI. Includes installation kit.



APPLICATION	PART NO.
16,000 GVW 11" x 5-3/4" x 3/4"	70255
19,000 GVW 11" x 7-1/2" x 3/4"	70268
24,000 GVW 11" x 6" x 1-1/2"	70264

**1-1/2" Thick
for Extreme
Efficiency!**



SUPERCOOLER UNIVERSAL AUTOMATIC TRANSMISSION and OIL COOLERS

Use for transmission fluid, engine oil, power steering fluid, differential and turbo oil.

APPLICATION	PART NO.
15,000 GVW 11" x 5-3/4" x 1-1/2"	70273
20,500 GVW 11" x 8" x 1-1/2"	70266
29,200 GVW 11" x 11" x 1-1/2"	70274

SUPERCOOLER POLISHED TRANSMISSION COOLERS

A compact, but highly efficient version of our race cooler. Great for limited space or unique mounting situations. Female 1/2 NPT fittings.



APPLICATION	PART NO.
15,000 GVW 11" x 4-1/2" x 1-1/2"	70265
28,000 GVW 11" x 8" x 1-1/2"	70272

COOLER MOUNTING KIT

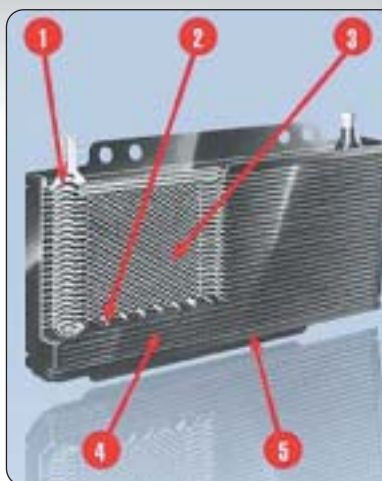
This easy mounting kit included with most B&M coolers is available separately for remounts or additional cooler support. Includes 4 nylon mounting rods, 4 nylon slip-on locking nuts, and 4 sponge rubber pads.

Part No. 80278



SuperCooler Key Features:

1. High technology design includes the 'Low Pressure Drop' feature to reduce the risk of lube system failure.
2. Fluxless, oven brazed construction is vibration resistant.



3. Multiple oil flow paths for maximum cooling efficiency.
4. Revolutionary 'stacked-plate' construction
5. Lightweight aluminum alloy for maximum corrosion resistance.

**Pressure
Tested to
200 PSI!**

HI-TEK ENGINE COOLING SYSTEM

These cooling systems include a thermal switch to activate the fan when the fluid temperature reaches 175° F. Can be used for racing, RV and street performance vehicles. Fin and plate cooler construction. Pressure tested to 200 psi. Units include 1/2 NPT fittings & thermal switch. Black finish



APPLICATION	PART NO.
13-1/2" x 9" x 3-1/2" with 9-1/2" diameter fan	70297
10" x 7-1/2" x 4" with 7" diameter fan	70298

SUPERCOOLER ENGINE OIL COOLERS

Without a cooler, high engine speeds and oil temperatures can break down lubricants and destroy your engine. Includes mounting hardware, filter adapter, hoses and fittings.

- Stacked Plate design cooler
- Engine oil filter adapter
- Fittings and hose included
- A must for towing and RV applications



APPLICATION	PART NO.
Most GM V8's with recessed filter 11" x 8" x 1-1/2"	70270



Promotive Torque Converters

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



HIGH PERFORMANCE TORQUE CONVERTERS

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

APPLICATION

PART NO.

GM Turbo 350/400

10" Dia., 10 1/2" B.P., 2700-3000 RPM	271030
10" Dia., 10 1/2" B.P., 3200-3500 RPM	271035
10" Dia., 10 1/2" B.P., 3500+RPM	271036
11" Dia., 10 1/2" B.P., 2200-2600 RPM	271126
12" Dia., 10 1/2" B.P., 2000-2200 RPM	271222

GM Powerglide with PG spline

10" Dia., 10 1/2" B.P., 3500-4000 RPM	271040
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Chrysler A-727

11" Dia., 10" B.P., 2000-2400 RPM	273124
11" Dia., 10" B.P., 2800-3200 RPM	273132

Ford C4 with 26 spline input shaft, '70-'82

11" Dia., 10 1/2" B.P., 2000-2400 RPM	272124
11" Dia., 10 1/2" B.P., 2800-3200 RPM	272132

Ford C4 early with 24 spline

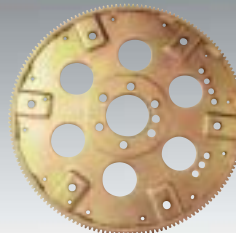
11" Dia., 10 1/2" B.P., 2500-2800 RPM	272128
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Ford C6

11" Dia., 11 7/16" B.P., 2000-2400 RPM	272125
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HI PERFORMANCE FLEXPLATES

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



APPLICATION

PART NO.

57-58 Chevy 90° V6/SB V8 exc. 400, 12.85 dia. 153 teeth w/weight	283501
57-85 Chevy 90° V6/SB V8 exc. 400, 14.13 dia. 168 teeth w/weight	284541
70-76 Chevy SB 400, 14.13 dia. 168 teeth w/weight	284002
86-97 Chevy 90° V6/SB V8, 12.85 dia. 153 teeth w/weight	283503
86-97 Chevy 90° V6/SB V8, 14.13 dia. 168 teeth w/weight	283502
65-90 Chevy BB V8 exc. 454, 14.13 dia. 168 teeth w/weight	284541
70-90 Chevy BB 454, 14.13 dia. 168 teeth w/weight	284542
91-97 Chevy BB 454 Gen V & VI w/cast crank, 14.13 dia. 168 teeth w/weight	285021
68-76 Ford SB 302/351W, 10.5" converter BC, 28.2 oz. bal wt., 13.30 dia. 157 teeth	283021



ROLL CONTROL

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

Part No. 174 5000



ROLL CONTROL SWITCH

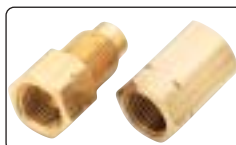
Incorporates a micro switch for immediate & accurate release. Includes 2 feet of wire for installation hookup to Roll/Control, nitrous, transbrake or other 12 volt accessories.

Part No. 248 3875

ROLL CONTROL ADAPTER FITTING KITS

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

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



HOT SHIFT™ ATF FLUID

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

DESCRIPTION

Performance ATF	180 1000
Synthetic Blend ATF	180 2000

PART NO.



SNAP ACTION SWITCH

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

Part No. 248 3880



LOCKING DIPSTICKS

TCI® introduces a fresh line of quality filler tubes. Applications for the most popular Ford, GM & Chrysler transmissions are available. Each dip stick 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 tube designs.

APPLICATION

PART NO.

GM Powerglide Shorty Filler Tube	743850
GM TH350 Chevy Filler Tube	743861
GM TH400 Chevy Filler Tube	743802
Ford C6 Small-Block Filler Tube	743813
Ford C4 Case-fill Style	743811
Ford C6 460 Big-Block Filler Tube	743815

LAKEWOOD Safety & Suspension

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



SAFETY BELLHOUSING ASSEMBLIES

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



APPLICATION	PART NO.
58-81 Chevy most V8 & 90° V6	15000
97-02 Chevy 5.7L LS1	15005
84-92 Camaro & Firebirds SB, V8 & V6	15020
65-77 Pontiac All V-8s	15100
96-03 Mustang 4.6/5.4L V8	15230
79-93 Mustang 289-302-351W	15202
61-70 Ford 390-427-428	15210
Chrysler SB & 5.7L Hemi	15315

SAFETY BLOCK PLATE

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



APPLICATION	PART NO.
Fits all Chevy bellhousings	15705

BELLHOUSING LOCATING KIT

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



APPLICATION	PART NO.
All GM (.622 dia.)	15981
Ford/Chrysler	15980

Both NHRA & IHRA Legal

DRIVE SHAFT LOOP for '05-'06 MUSTANG

New Drive Shaft Safety Loop is required and approved by all major racing sanctioning bodies. Made from 1/4" thick zinc-plated steel, this Safety Loop features easy bolt-on installation without modifications, and is both NHRA and IHRA legal. Comes complete with mounting hardware and instructions.

Part No. 18005 2005-'06 Mustang



POLISHED ALUMINUM BELLHOUSINGS

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



APPLICATION	PART NO.
58-81 Chevy most V8 & 90° V-6 w/block mounted starter & conventional mechanical clutch linkage.	P4700

HEAVY DUTY CLUTCH FORKS

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



APPLICATION	PART NO.
For Most Popular GM Intermediates	15500
Ford Mustang when installing long style clutch with Lakewood Bellhousing	15525
Ford Mustang	15535

ROLLER PILOT BUSHING

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



Part No. 15977

GM ADJUSTABLE CLUTCH FORK PIVOT BALL

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

Part No. 15501



TRANSMISSION ADAPTERS

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

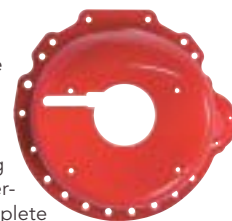


APPLICATION	PART NO.
Engine to Transmission Chevy	77-150
65-78 Ford 289, 302, 351C/W, All six bolt locks to Ford Top Loader & T10 Trans	77-200
SB Ford to GM Transmission	77-205

MUSTANG TKO BELLHOUSING

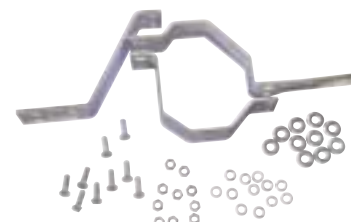
Specifically made for the '05-'07 Mustangs. This bellhousing lets you drop in and bolt up the Bad-Boy of all Racing transmissions. It is SFI certified and comes complete with Safety Block-Plate and all mounting hardware needed to install.

Part No. 15255 2005-'07 Mustang



DRIVE SHAFT SAFETY LOOP

Designed for safety, the four piece loop is a must for most competition cars. It is easily installed, adjustable, and comes complete with hardware and zinc plated. NHRA/IHRA legal.



DESCRIPTION	PART NO.
Universal	18000
Mustang 79-95	18017
Camaro/Firebird 82-92	18020
Camaro/Firebird 93-01	18022

E-Z-ADJUSTABLE DOWEL PINS

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



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



CENTERFORCE Clutches

Centerforce® offers multi-level product lines allowing customers to choose a performance clutch that matches their application and driving style. Centerforce clutch assemblies are designed as an improved OE-style, direct bolt-in replacement performance clutch. The unique Centerforce design allows for easy pedal effort and everyday drivability, while offering increased holding-capacity for maximum performance. Centerforce engineers evaluate each assembly and apply our patented processes to increase the clutches holding-capacity and performance.

WHICH CLUTCH IS RIGHT FOR YOU?

- Centerforce® offers multi-level product lines allowing customers to choose a performance clutch that matches their application and driving style.
- The unique Centerforce® design allows for easy pedal effort and everyday drivability, while offering increased holding capacity for maximum performance.
- Centerforce® engineers evaluate each assembly and apply their patented processes to increase the clutches holding-capacity and performance.



Centerforce® I

- High-quality entry-level performance clutch.
- Patented Centerforce® centrifugal weights (where applicable)
- Premium friction materials
- Stage 1 clutch system is perfect for applications with stock engines or mild power increases from minor bolt-on modifications.



Centerforce® II

- Full facing-disc with premium friction materials.
- Patented Centerforce® centrifugal weights (where applicable)
- Static clamp load is increased via their patented machining process.
- Superb holding power and maximum clutch life, making this stage ideal for selected street/strip, off-road and towing applications.



Centerforce® Dual Friction®

- Patented processes to provide a performance clutch that offers exceptional street characteristics.
- Outstanding holding capacity and durability.
- Full facing on the pressure plate side for drivability.
- Carbon composite puc style (segmented) on the flywheel side for a positive engagement.
- The ultimate in street/strip holding power and performance without sacrificing pedal effort and driver control.



**CENTERFORCE®
offers over 1600
different applications
for cars, trucks
and SUVs!**



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THE PERFORMANCE PROCESS

Centerforce® currently holds 9 exclusive patents pertaining to automotive performance clutches. Centerforce® uses their patented processes and over 25 years of experience to create the best clutch and flywheel package for your application.

Some of these processes include:

- The famous Centerforce® weight system
- Dual-Friction discs
- Ball bearing actuated pressure plates
- Precision billet flywheels

Each application is developed to provide you with the right amount of clamp load, friction, durability and ease of use.



DFX®

- SFI approved for safety and performance!
- Engineered to competition standards.
- Increased integrity and holding capacity.
- The best drivability from a race-inspired clutch!
- Centerforce's patented centrifugal weight system and ball bearing actuated diaphragm.



Flywheels

- High strength SFI approved billet flywheels.
- Aluminum flywheels feature mechanically retained starter ring gears and replaceable steel friction surfaces
- CAD/CAM designed and CNC machined to strict tolerances for perfect fitment and performance.



LMC Series

- Lightweight, SFI approved competition clutches designed for road racing and circle track.
- Machined aircraft-grade billet aluminum with a replaceable friction surface.
- Dual-segmented carbon composite lining for improved cooling and excellent torque capacity.
- Centerforce's patented centrifugal weight system and ball bearing actuated diaphragm.



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ACT Flywheels

Finally, ACT offers eXACTly what performance enthusiasts need: all the benefits of a premium quality light weight flywheel at an affordable price.

XACT FLYWHEEL PROLITE AND STREETLITE

CHOICE OF TWO DIFFERENT WEIGHTS PROLITE AND STREETLITE

- Quicker acceleration and increased throttle response
- Maximum gear life - gear will not wear out or fall off
- Serviceable - can be resurfaced with no need to purchase additional parts
- Chrome-moly forgings 3X more rigid than aluminum
- Longer lasting because of heat treated friction surfaces
- Excellent heat capacity from retaining adequate material behind the friction surface
- Trouble-free single piece design
- SFI certified to ensure safety



► PROLITE

► STREETLITE

XACT
FLYWHEEL



ACT flywheels are lighter, stronger and safer than stock cast flywheels to meet the needs of both the enthusiast and hard core racer.



Material is properly distributed for maximum strength, lower inertia, good heat tolerance and rigidity.



One piece construction allows less opportunity for failure and provides uniform efficient heat transfer from the clutch disc. No more warped inserts or loose ring gears.



Integral ring gear permits more weight reduction where it matters most and eliminates the chance of gear breakage or separation from the flywheel.



Precision machined threads will not easily strip out or get damaged like those found on aluminum flywheels.



By hot forging chrome-moly steel, each flywheel yields an ultra fine centralized grain structure that is superior in strength to any other manufacturing method.



Timing marks are precisely located and clearly displayed (when applicable).



ACT gives extra effort to strategically slot XACT ProLite flywheels to lower inertia without sacrificing strength and heat dissipation.



ACT heat treats the entire forging for strength and toughness, and induction hardens their ring gears for longest gear life.



XACT Flywheels are certified as meeting SFI Specification 1.1. XACT Flywheels are legal for competition in all racing organizations where SFI certification is required.



Ring gears are cut with lead-in chambers for better starter engagement and prevention against rounding off gear teeth.



All flywheels are CNC machined and dynamically computer balanced for super smooth high RPM reliability.

ACT Performance Clutches

ACT offers complete performance clutch kits and individual components for import and sport compact applications. ACT offers two pressure plates— ACT Heavy Duty and the ACT Xtreme pressure plate. ACT has several options for the disc: Performance Street Modified Street, Standard replacement, and 6 Pad Race.

Get Power To Your Tires - COUNT ON ACT.



▶ STOCK ▶ MODIFIED ▶ PERFORMANCE ▶ SOLID

CHOICE OF FOUR STREET DISCS STOCK • MODIFIED • PERFORMANCE • SOLID

- Quiet operation from OE quality torsional dampeners
- Increased clutch life
- Reduced fade - increased heat tolerance which helps prevent warping of mating surfaces



▶ SINTERED IRON ▶ SOLID HUB ▶ SPRING CENTERED

CHOICE OF THREE DISCS SINTERED • SOLID HUB • SPRING CENTERED

- Quicker shifting due to reduced weight
- Higher torque and heat capacity than organic discs with fade-free characteristics
- Longer clutch life through ACT's careful selection of materials and features
- SFI to ensure safety

PRESSURE PLATES

SPORT • HEAVY DUTY • XTREME • MAXX XTREME



▶ SPORT ▶ HEAVY DUTY ▶ XTREME ▶ MAXX XTREME

CHOICE OF FOUR CLAMP LOADS SPORT • HEAVY DUTY • XTREME • MAXX XTREME

- Longer clutch life achieved through ACT's exclusive diaphragm design
- Smooth and precise feel with easy modulation
- Quiet, trouble free operation by use of strong drive straps
- Less vibration even at high RPM because of dynamic balancing
- Variety of designs available - all factory push, pull, crimp and rivet designs