



P R O D U C T C A T A L O G

w w w . b m r a c i n g . c o m



a company of firsts



A COMPANY OF FIRSTS. MOST PERFORMANCE ENTHUSIASTS TODAY ARE ACCUSTOMED TO HAVING READY ACCESS TO PERFORMANCE PARTS FOR THEIR VEHICLE AT THEIR LOCAL DEALER, YET THEY NEVER WONDER WHO INVENTED THOSE PARTS. WHO WAS, IN FACT, THE FIRST TO IDENTIFY THE NEED, THEN DEVELOP AND MANUFACTURE THAT PRODUCT?

SINCE THE VERY EARLY 1950's, 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 HAD JUST SET.

This rich heritage keeps B&M moving forward to identify and develop products to meet performance enthusiasts' needs. As racing and street performance spread globally, B&M took its extensive knowledge and experience and applied it to the needs of racers, everyday drivers and hobbyists around the world. B&M will and racers what they need...Performance!

B&M IS A PROUD DESIGNER & SUPPLIER OF OEM SHIFTERS FOR THE FORD GT (pictured here and on cover)





A. Hugh Tucker

A BRIEF HISTORY OF B&M.
Since Inception, B&M has been in the forefront of the performance aftermarket industry and also a stalwart and fixture in the motorsport world. B&M has been well represented by racers in drag racing, off-road racing, touring cars, as well as special project cars and OEM support.

A. HUGH TUCKER '29 Ford Hi-boy
Hugh's legendary '29 Ford Hi-boy has gone through several iterations with B&M products. It was outfitted with a B&M Hydro Stick, and later a B&M modified TorqueFite transmission.

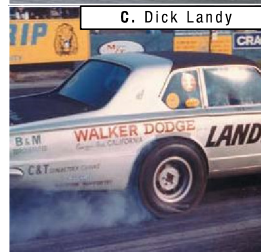
B. DON PRUDHOMME 'Tork Master Dragster
Don Prudhomme piloted the B&M Tork Master Dragster on his way to numerous victories and a long and legendary career in NHRA drag racing. Equipped with B&M converters, it gave an uncompromising edge to the B&M Tork Master Dragster.

C. DICK LANDY '66 Dodge Dart
Dick Landy's famous '66 Dodge Dart was equipped with a B&M transmission.

D. KS PITTMAN '33 Willys Coupe
K.S. Pittman piloted his classic '33 Willys Coupe, equipped with B&M transmission, to record breaking performances in his class.



B. Don Prudhomme



C. Dick Landy



D. KS Pittman



E. WALKER EVANS '77 Dodge Ram
The legendary off-road racer has raced with several vehicles equipped with B&M products, including his '77 Dodge Ram entry into Baja 1000.

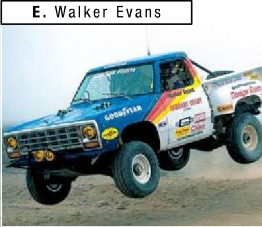
F. B&M NEON CAMARO '68 Camaro
To show-case B&M products and engineering, a '68 Camaro was painted in a special color scheme and jam packed with B&M products. Affectionately coined the "Neon Camaro," from the hot pink multiple paint scheme and the glowing neon lights where the Chevrolet emblem sit, the B&M Camaro project car kick started a new trend of show cars in the industry.

G. ROD FULLER Super Comp Dragster
Talented driver Rod Fuller piloted his Super Comp Dragster, loaded with B&M race products, to a 2000 Div 3 Super Comp Championship.

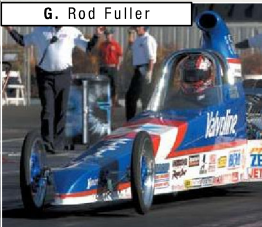
H. TURNER MOTORSPORTS BMW M3
B&M was a proud sponsor of SCCA's Pro Racing series, Speed World Challenge. Pictured here is Bill Auberten in the 2003 and 2004 championship winning Turner Motorsport BMW.

I. FORD GT
B&M also designed and supplied the shifter mechanism for some OEM applications. Ford Motor's flagship performance car, the Ford GT, each comes with a B&M designed and manufactured shifter.

E. Walker Evans



F. B&M Neon Camaro



G. Rod Fuller



H. Turner Motorsports



I. 2005 Ford GT





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B&M AUTOMATIC SHIFTERS



B&M INVENTED THE RACING AUTOMATIC SHIFTER AND STILL LEADS THE WAY TODAY. B&M OFFERS THE WIDEST RANGE OF APPLICATIONS, FUNCTIONS AND STYLING IN THE WORLD. B&M AUTOMATIC SHIFTERS ARE EASY TO INSTALL AND COME WITH DETAILED INSTRUCTIONS. THERE ARE SEVERAL BENEFITS TO B&M SHIFTERS:

TRANSMISSION CONTROL

The installation of a B&M shifter improves the driving experience. By being able to drive the vehicle by shifting quickly up and down through the gears the driver can maximize the engines torque curve. A B&M automatic shifter creates driver control that is similar to that of a manual transmission shifter if desired. The driver also has the choice to leave the shifter in "drive" and allow the vehicle to shift normally.

TRANSMISSION PROTECTION FUNCTION

Most B&M automatic shifters prevent the transmission from being accidentally shifted into reverse while driving. This function is required by most race sanctioning bodies and critical in street performance applications as well.

AESTHETICS

B&M delivers the control & function with the good looks you desire for the interior of your vehicle. When selecting a shifter, how the unit looks is very important. Whatever you drive, B&M has a look that works.

SELECTING YOUR SHIFTER

You should first determine how the shifter is going to be used and which features are needed to suit that application. Detailed mechanical design differences are described below. Most B&M shifters include a neutral safety switch and backup light switch as well as a reverse lock out to prevent accidental engagement of reverse even in hard shifting conditions. Most are operated by a cable from the shifter to the transmission. This allows for quick and easy installation and virtually unlimited shifter mounting positions in the vehicle. B&M offers two types of shifter installations - console and universal.

CONSOLE APPLICATIONS

A console installation replaces the factory console shifter with a B&M unit that fits within the confines of the vehicle's stock shifter enclosure or console.

UNIVERSAL APPLICATIONS

These shifters are used when the vehicle does not have a factory provided console or perhaps the vehicle originally came with a steering column mounted shifter.

COMPETITION AUTOMATIC SHIFTERS

In racing there is no room for error. Races are won and lost in hundredths of a second. B&M has been in the racing arena and delivering sophisticated transmission controls longer than anyone. B&M shifter equipped cars have placed their drivers in the winner's circle for over 50 years. It is no wonder that every B&M race shifter begins with the word 'Pro'!

SHIFTING MECHANISMS

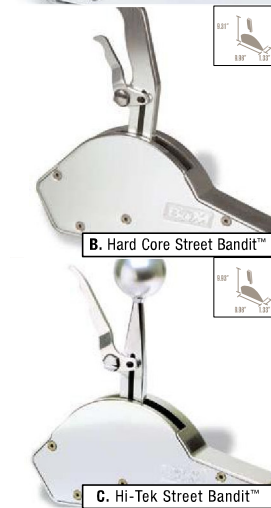
There are three types of shifter actions or internal mechanism designs. The Ratchet and Gate designs are found in the B&M top of the line shifters. The Detent design is a less expensive mechanism designed for economical positive shifts. Both Ratchet and Gate mechanisms are ideally suited for racing and street/strip applications.



automatic shifters



A. Magnum Grip Street Bandit™



B. Hard Core Street Bandit™




C. Hi-Tek Street Bandit™

APPLICATIONS

MAGNUM GRIP STREET BANDIT **81050**
Fits **GM** TH-400, 350, 250, 200 & 700R4. **Ford** C4, C6, **Chrysler** '66 & later Torqueflite A727 & A904. Features include backup light switch, neutral safety switch, Magnum Grip aluminum handle & 4' cable. Will not fit Ford AOD.

HARD CORE STREET BANDIT **80798**
Fits **GM** TH-400, 350, 250, 200 & 700R4. **Ford** C4, C6, **Chrysler** '66 & later Torqueflite A727 & A904. Features include backup light switch, neutral safety switch, blade style polished aluminum stick & 4' cable. Will not fit Ford AOD.

HI-TEK STREET BANDIT **80797**
Fits **GM** TH-400, 350, 250, 200 & 700R4. **Ford** C4, C6, **Chrysler** '66 & later Torqueflite A727 & A904. Features include backup light switch, neutral safety switch, billet aluminum knob with machined insert & 4' cable. Will not fit Ford AOD.

 gear shift
 rod end cable
 CNC machined

A. MAGNUM GRIP STREET BANDIT
This is one sweet piece of shifter technology. Milled from a 7-pound block of billet aluminum, it's got the look and feel of our Pro Bandit race shifter. If you want to give your vehicle that race "vibe", but retain all the drive-ability of a street shifter – this is the shifter for you! It features a polished billet aluminum housing and narrow styling. The solid design is clean, smooth and functional. Magnum Grip Street Bandit comes with a bold new Magnum Grip handle (CNC machined from billet aluminum) for an ergonomic grip. Cable operated and easy to install with an unique hidden mounting system. Includes neutral safety switch, backup light switch and blade type stick. Dimensions measure 9.96" long, 9.31" high and 1.33" wide.
Part number 81050.

B. HARD CORE STREET BANDIT
The Hard Core Street Bandit comes with an edgy "blade" style grip for that extra racecar like feel. All the same advanced features as the other Street Bandit series of shifters, such as the narrow styling, street-able drive-ability, and milled from a solid 7-pound billet aluminum, the "Hard Core" will compliment a stripped interior or a customized console! Dimensions measure 9.96" long, 9.31" high and 1.33" wide.
Part number 80798.

C. HI-TEK STREET BANDIT
The ultimate shifter for automatic transmission equipped street vehicles! Whether you're building a street rod or high-tech street machine, the Street Bandit is the pro's choice. The Hi-Tek Street Bandit has all the same feature as the above "Street Bandit" line of shifters, with an interchangeable billet knob design. Perfect for custom or high-tech interior design, the narrow styling will fit right into any interior! Dimensions measure 9.96" long, 9.93" high and 1.33" wide.
Part number 80797.

* All Bandit shifters use the same gate plates as found in the Pro Stick shifters. See page 10 for 2, 3 or 4 speed gate plates. Comes supplied with a 4 foot cable.



A. UNIVERSAL HAMMER

The B&M Hammer shifter may just be the most comfortably operated automatic shifter you can buy. Grab the handle of a Hammer shifter and it feels like it was molded to your hand. The unique design easily fits small to large hands and provides the appropriate wrist angle. The multi-position trigger is spoon-shaped for easy finger operation in a multitude of grip positions. The result is a shifter which is perfect for all new generation vehicles and street rods where style is not just form, but function. Get your hands on a Hammer! Dimensions measure 13.55" long, 10.07" high and 6.25" wide.

Part number 80885.

B. MUSTANG CONSOLE HAMMER

The Hammer has been designed to fit the stock factory full console for '87-'04 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.

Part numbers 81001 and 81002.

Uses factory cable. Conversion Kit #81020 required for C4 transmissions.



A. Universal Hammer™

APPLICATIONS

MUSTANG CONSOLE HAMMER 81001
Fits Ford AODE '94-'04. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator & HammerHead T-handle. C4 transmission requires #81020 installation kit. Uses factory cable.

MUSTANG CONSOLE HAMMER 81002
Fits Ford AOD '87-'93. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator & HammerHead T-handle. C4 transmission requires #81020 installation kit. Uses factory cable.

UNIVERSAL HAMMER 80885
Fits GM T81-400, 350, 250, 200, 700R4 & 200-4R. Ford C4, C6 & AOD (AOD requires #40496 installation kit), Chrysler '66 & later Torqueflite A7Z7 & A904. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, HammerHead T-handle & 5' cable.



B. Mustang Console Hammer™



automatic shifters :: performance shifters :: HAMMER



A. Megashifter™

A. MEGASHIFTER

The MegaShifter is one of B&M's all-time classic designs. We've sold more MegaShifters alone than some others have sold in their entire line. The MegaShifter is one of our most popular shifters due to it's timeless good looks and high performance ratchet action. And it's ideally suited for most popular universal applications. Dimensions measure 12.98" long, 12.61" high and 6.57" wide.
Part number 80690.

B. GM CONSOLE MEGASHIFTER

Got a '73-'92 Camaro or '70-'92 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 aluminum 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!
Part numbers 80692 or 80694.

C. TRUCK/SUV MEGASHIFTER

The classic MegaShifter design 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 or SUV. The Truck MegaShifter includes a taller base and an adjustable floor mount bracket for proper installation. Dimensions measure 14.89" long, up to 14.85" high and 6.42" wide.
Part number 80680.



B. GM Console Megashifter™

APPLICATIONS

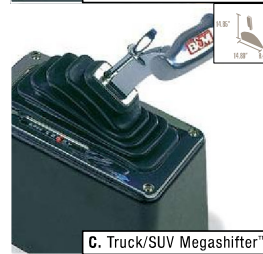
MEGASHIFTER 80690
Fits GM TH-400, 350, 250, 200, 700R4 & 200-4R. Ford C4, C6 & AOD (AOD requires #40496 installation kit). Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable.

GM CONSOLE MEGASHIFTER 80692
Fits '62-'92 Camaro & Firebird with GM TH-400, 350 & 700R4. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable.

GM CONSOLE MEGASHIFTER 80694
Fits '73-'92 Camaro & '70-'92 Firebird with GM TH-400, 350 & 700R4. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable.

TRUCK/SUV MEGASHIFTER 80680
Fits GM TH-400, 350, 250, 200, 700R4 & 200-4R. Ford C4, C6 & AOD (AOD requires #40496 installation kit). Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable. Taller base for trucks and tall bench seat applications.

MEGASHIFTER RIGHT HAND DRIVE 80685
For right hand drive vehicles (Australia, UK, South Africa), GM TH-400, 350, 250, 200, 700R4 & 200-4R. Ford C4, C6 & AOD (AOD requires #40496 installation kit). Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/NHRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable.



C. Truck/SUV Megashifter™



A. MUSTANG CONSOLE QUICKSILVER

The style and performance of B&M QuickSilver shifter is now available for your '05-'08 Mustang with SR55S transmission! Superb ratchet action seamlessly integrates to your console for a fast and smooth gear changes. Shifting mechanism hidden under console for a subtle look but a dramatic change in shifting performance.

Part number 81004.

B. QUICKSILVER

You want style and stout performance wrapped up in a classic package? The B&M QuickSilver shifter is your answer! This top of the line ratchet action shifter provides performance shifting without a trigger. To get into park or reverse from drive, just lift the knob/stick assembly and move it forward into position! And it's cable operated for easy installation and precise shifting. Dimensions measure 12.22" long, 12.23" high and 6.21" wide.

Part number 80683.

C. CONSOLE QUICKSILVER

Get the polished look of the QuickSilver shifter for your second generation Camaro or Firebird! The B&M QuickSilver shifter is available for your console and when installed, looks just like factory equipment! It features everything the universal QuickSilver does - top of the line ratchet action giving you performance shifting without a trigger. And like the QuickSilver, it's cable operated (factory cable), so it's easy to install and you won't miss a shift!

Part number 80688.

Uses factory cable.



A. Mustang Console QuickSilver™

APPLICATIONS

MUSTANG CONSOLE QUICKSILVER 81004
Fits '05-'08 Ford Mustang with SR55S transmission. Features include NHRA/IRRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator and plastic knob.

QUICKSILVER 80683
Fits GM TH-400, 350, 250, 200, 700R4 & 200-4R, Ford C4, C6 & AOD (AOD requires #40496 installation kit), Chrysler V6 & later Torqueflite A7Z7 & A904. Features include NHRA/IRRA reverse lockout, backup light switch, neutral safety switch, lighted gear indicator, chrome knob with insert & 5' cable.

CONSOLE QUICKSILVER 80688
Fits '73-'81 Camaro & '70-'81 Firebird, GM TH-400, 350, 700R4 & 200-4R. Features include NHRA/IRRA reverse lockout, lighted gear indicator & chrome knob with insert. Uses factory cable.



B. QuickSilver™



C. Console QuickSilver™



automatic shifters :: performance shifters :: **QUICKSILVER**



A. Z-GATE
The B&M Z-Gate shifter combines classic styling and performance at a popular price. If you're building a project on a budget, or just want to upgrade your automatic shifter, the Z-Gate is the only choice! The patented 'Z' shaped architecture eliminates the possibility of overshifting and missing a gear. Even more, this easy to operate shifter has many of the features found in our top of the line units, and it includes a T-Handle and T-Trigger - so you get the most bang for your buck! Fits 3-speed automatic transmission only. Dimensions measure 13.15" long, 11.83" high and 4.04" wide.
Part number 80681.
Cannot be used with reverse pattern valve bodies.

B. STARSHIFTER
The B&M StarShifter is one versatile shifter - wrapped up in a clean, timelessly styled package! In the normal mode the StarShifter is a straight line detent shifter. When the lever is in Low, lift the trigger all the way and pull the stick back to convert to ratchet action. Move the stick forward to convert to ratchet action. Move the stick forward to convert to ratchet action. Fits 3-speed automatic transmission only. Dimensions measure 12.22" long, 12.12" high and 2.90" wide.
Part number 80675.
Cannot be used with reverse pattern valve bodies.

C. SPORT SHIFTER
The Sport Shifter may be a low cost alternative to B&M's top of the line MegaShifter - but it performs as if it were 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. Utilizing a simple detent action between First, Second, High and Neutral, it features a lighted gear indicator, black plastic T-handle, neutral safety switch, backup light switch and flat aluminum stick. Dimensions measure 12.18" long, 11.15" high and 6.19" wide.
Part number 80776.



A. Z-Gate™

APPLICATIONS

Z-GATE 80681
Fits GM TH-400, 350, 250 & 200. Ford C4 & C6. Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/IHRA reverse lockout, backup light switch, neutral safety switch, black plastic T-handle & 5' cable. Will not fit TH-700R4, TH-200-4R or AOD. Cannot be used with reverse pattern manual valve body.

STARSHIFTER 80675
Fits GM TH-400, 350, 250 & 200. Ford C4 & C6. Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/IHRA reverse lockout, backup light switch, neutral safety switch, polished T-handle & 5' cable. Will not fit TH-700R4, TH-200-4R or AOD. Cannot be used with reverse pattern manual valve body.

STARSHIFTER RIGHT HAND DRIVE 80682
For right hand drive vehicles (Australia, New Zealand, Japan, South Africa & UK). GM TH-400, 350, 250 & 200. Ford C4 & C6. Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/IHRA reverse lockout, backup light switch, neutral safety switch, polished T-handle & 5' cable. Will not fit TH-700R4, TH-200-4R or AOD. Cannot be used with reverse pattern manual valve body.

SPORT SHIFTER 80776
Fits GM TH-400, 350, 250, 200, 700R4 & 200-4R. Ford C4, C6 & AOD (AOD requires #40406 installation kit). Chrysler '66 & later Torqueflite A727 & A904. Features include backup light switch, neutral safety switch, lighted gear indicator, polished T-handle & 5' cable.



A. STREET ROD SHIFTER

The B&M Street Rod shifter features an easy to operate gate style mechanism designed into a compact shifter. Whether you've got a coupe, highboy, roadster or sedan, the mechanism attaches directly to the transmission. The B&M Street Rod Shifter also features a 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. Most shifter boots will easily slip over the stick to provide the finishing touch. There are two stick lengths to choose from 12" or 15". Just choose which length is right for you!

Part numbers 81010, 81011, 81013 and 81014.

B. UNIMATIC

Want to turn your column shifter into a floor shifter and still retain that performance "flavor"? The Unimatic shifter is just the ticket! It looks identical to a manual 4-speed shifter and, because of it's cable operated design, can be installed easily. Similar to B&M top line shifters, it includes a neutral safety switch and 5' cable. Dimension measures 12.72" high.

Part number 80775.

Backup light not available with this model.



B. Unimatic™

APPLICATIONS

UNIMATIC 80775
Fits GM TH-400, 350, 250, 200, 700R4, 200-4R, Powerglide (w/manual valve body only, also requires #70497), Ford C4, C6 & AOD (AOD requires #40496 installation kit), Chrysler '66 & later Torqueflite A727 & A904. Features include neutral safety switch, black plastic T-handle & 5' cable.

STREET ROD SHIFTER 81010
Fits GM TH-350. Features include neutral safety switch, satin aluminum knob and a 12 inch tall stick.

STREET ROD SHIFTER 81011
Fits GM TH-350. Features include neutral safety switch, satin aluminum knob and a 15 inch tall stick.

STREET ROD SHIFTER 81013
Fits GM TH-700R4/4L60 with 4-bolt rear extension housing. Features include neutral safety switch, satin aluminum knob and a 12 inch tall stick.

STREET ROD SHIFTER 81014
Fits GM TH-700R4/4L60 with 4-bolt rear extension housing. Features include neutral safety switch, satin aluminum knob and a 15 inch tall stick.

*Street Rod Shifter shown here with installation bracket

A. Street Rod Shifter™





A. Universal T-Handles



C1. Shifter Knob

C2. Button Knob

C3. QuickSilver Billet Knob



B. Magnum Grip Button Actuator Plate



3. QuickSilver Billet Knob

CNC machined billet aluminum knob includes engraved insert with B&M logo. Adapters included with the knob fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 SAE threads.

Billet Knob SAE w/adapters	80534
Billet Knob Metric M12x1.25	80542
Billet Knob Metric M10x1.25	80548

A. UNIVERSAL T-HANDLES

- Fits most B&M shifters & most aftermarket (SAE) shifters.
- 10A @ 12V capacity.
- Button T-handles activate any line lock, transbrake or nitrous system. Works on 12 or 16 volt systems.

T-Handle packages include thread inserts to fit 1/2-20, 3/8-24, 3/8-16, and 5/16-18 SAE thread shifters. Button T-handle includes wire. B&M also offers a satin T-handle designed for use in right hand drive vehicles. All B&M automatic shifters have 1/2-20 threads. Button T-handle includes wire.

T-handle chrome aluminum	80643
T-handle chrome aluminum w/button	80659
T-handle brushed aluminum	80641
T-handle brushed aluminum w/button	80658
T-handle black plastic	80642
T-handle brushed aluminum RHD	80529

Hammer Head T-Handles

Chrome plated Hammer Head T-handle w/SAE inserts (for most B&M shifters exc. manual shifters) include SAE thread adapters fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 threads 80741 || M16 x 1.5 & M12 x 1.75 threads | 80742 |
B. MAGNUM GRIP BUTTON ACTUATOR PLATE

CNC machined aluminum 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 Actuator	81060
Stealth Magnum Grip Actuator	81063

C. SHIFTER KNOBS & BUTTON KNOBS**1. Shifter Knob**

High impact plastic, stain resistant white knob. Ideal for most shifters. Knob includes a clear lens and B&M logo insert. Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. For most B&M shifters & others w/SAE threads.

Shifter Knob	46110
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2. Button Knob

High impact white Button may be used to activate transbrake, launch control, nitrous or two step ignition control. Includes clear lens and B&M logo insert. Thread adapters fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 threads. Works w/12 or 16V system.

Button Knob	46112
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automatic shifters :: performance shifters :: PERFORMANCE AUTOMATIC SHIFTER ACCESSORIES

9

SHIFTER ACCESSORIES & SERVICE PARTS

Brushed aluminum cover, Pro Stick	80717	Supplied with 80706 shifter (includes quick release pins)
Bracket & Lever Kit	35498	For GM TH400, 350, 250, 2004R & 700-R4
Bracket & Lever Kit	70497	For GM 82-73 Powerglide w/o T.V. Hold
Bracket & Lever Kit	04096	For Ford AOD transmissions
Bracket & Lever Kit	04097	For Ford C6 transmissions
Bracket & Lever Kit	50498	For Ford C4 transmissions
Bracket & Lever Kit	10497	For Chrysler 56 & later 722 or 904 Torqueflite & AMC 72 & later Torque Command trans
Cable Bracket, GM	30499	For TH400, 350, 250, 2000, 700R4, 2004R Transmissions
Cable Bracket, Powerglide	70460	For Powerglide transmissions
Cable Bracket, Powerglide (Bandit style shifters only)	70469	For Powerglide with Pro Bandit (Composite X & Magnum Grip) & rear entry cable
Cable Bracket, Ford	04098	For C6 transmissions
Cable Bracket, Ford	50499	For C4 transmissions
Cable Bracket, Ford	04095	For AOD transmissions
Cable Bracket, Chrysler	10494	For T722T or 904 Transmissions (with rear entry cable shifters - all Bandit series)
Cable Bracket, Chrysler	10499	For T722T or 904 Transmissions
Cable Bracket, GM (Bandit style shifters only)	30498	For TH-400, 350, 250, 2000, 700R4, 200-4R with 80797, 80798 or 81050 shifter
Cable Bracket, Ford (Bandit style shifters only)	04489	For C6 with 80797, 80798 or 81050 shifter
Cable Bracket, Ford (Bandit style shifters only)	50488	For C4 with 80797, 80798 or 81050 shifter
Gate plate, Pro Stick, Pro Bandit, Street Bandit	80713	2-Speed forward & reverse plate
Gate plate, Pro Stick, Pro Bandit, Street Bandit, Stealth	80710	3-Speed reverse plate
Gate plate, Pro Stick, Pro Bandit, Street Bandit, Stealth	80711	3-Speed standard pattern (included with 80701 & 80706 shifters)
Gate plate, Pro Stick, Pro Bandit, Street Bandit, Stealth	80712	4-speed forward pattern (TH700-R4 & 200-4R)
Mounting Bracket	70884	Floor mount bracket for all Bandit shifters (for door cars)
Neutral Safety Switch kit, Pro Stick	02844	ONC mechanical floor plate w/integral 12-volt button
Powerglide Pro Lever	80465	For all B&M 2 speed shifters
Quick Disconnect & Cable Extension	80323	For all Bandit shifters when used in rear engine dragsters
Ram Bumper	08881	For Pro Bandits and all Bandit shifters
Reverse lockout extension, Pro Stick, Pro Ratchet	80736	With extension knob
Swivel & Pin	80628	For all B&M levers
Trans Lever	20462	For GM TH400, 350, 250, 2000, 700R4, 2004R Transmissions
Trans Lever	04061	For Ford C6, C4 Transmissions
Trans Lever	10461	For Chrysler T722T or 904 Transmissions

1400 Automatic Shifter											
Model	Year	Make	Model	Year	Make	Model	Year	Make	Model	Year	Make
80675 Starshifter	80641		80588	80837	80611	80616	80617	80849	80615	80629	80605
80683/80676 QuickSilver	80670	80669	80587	80673	80671	80617	80672		80629	80729	80605
80680 Truck MegaShifter	80641		80589	80837	80668	80820	80727	80696	80697	80814	80629
80681 Z-Date	80642			80837		80645	80646				80580
80685 MegaShifter RHD	80529		80589	80837	80668		80665	80696	80629	80667	80605
80688 Console QuickSilver	80670	80669	80586		80673	80644	80672		80629		
80690 MegaShifter	80641		80589	80837	80668	80820	80665	80696	80697	80814	80629
80692 Console MegaShifter	80641		80695	80838	80668	80663		80696	80697	80815	80629
80694 Console MegaShifter	80641		80695	80838	80668	80664		80696	80697	80815	80629
80695/80702/80706 Pro Stick	80642		80811	80668			80647	80847			80605
80775 Ultimate	80642				46102						80609
80777 SportShifter	80642				80661	80820	80665	80816	80813	80669	80667
80840/80802 Pro Hatchet	46110		80586		80821		80848	80848	80815	80629	80605
80845/10042 Z & 3 Hammer	80741		80891	80892	80890	80893	80894	80895	80897	80629	80896
80793/80794 Pro Bandit				80839						80628	80604
80797/98 Hi-Tek Street Bandit	80534									80628	80832
80855 Pro Gate	46110				80868		80869	80869		80628	80832
81040/81041 Magnum Grip					80868		80869	80869		80628	80832
81045/81046 Magnum Grip					80868		80869	80869		80628	80834
81050 Magnum Grip					80868		80869	80869		80628	80604







A. Pro Bandit™

APPLICATIONS

PRO BANDIT **80793**
Fits **GM** Powerglide '62-'73 - kit for rear engine dragsters. Features include machined billet aluminum polished body, NHRA/IMRA reverse lockout, neutral safety switch & blade style polished aluminum stick. Will fit Powerglides with standard or reverse pattern manual valve body.

PRO BANDIT **80794**
Fits **GM** Powerglide '62-'73 - **shifter only** for door cars, roadsters & altereds. Features include machined billet aluminum polished body, NHRA/IMRA reverse lockout, neutral safety switch & blade style polished aluminum stick. Will fit Powerglides with standard or reverse pattern manual valve body.**

MAGNUM GRIP PRO BANDIT **81045**
Fits **GM** Powerglide '62-'73 - kit for rear engine dragsters. Features include machined billet aluminum polished body, NHRA/IMRA reverse lockout, neutral safety switch & blade style polished aluminum stick. Will fit Powerglides with standard or reverse pattern manual valve body.

MAGNUM GRIP PRO BANDIT **81046**
Fits **GM** Powerglide '62-'73 - **shifter only** for door cars, roadsters & altereds. Features include machined billet aluminum polished body, NHRA/IMRA reverse lockout, neutral safety switch & blade style polished aluminum stick. Will fit Powerglides with standard or reverse pattern manual valve body.**



A. 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 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). #80794 includes the mechanism only and is intended for custom installation. Be sure to order proper length cable and transmission lever assembly. All Bandit shifters use the same gate plates as found in the Pro Stick shifters (see page 13 for 2, 3 or 4 speed gate plates). See page 17 for additional racing shifter accessories. Dimensions measure 9.96" long, 9.31" high and 1.33" wide.

Part numbers 80793 or 80794.

B. 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 aluminum 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 (see page 13 for 2, 3 or 4 speed gate plates). See page 17 for additional racing shifter accessories. Dimensions are 9.96" long, 10.5" high and 1.33" wide.

Part numbers 81045 or 81046.

* Fully polished and bright anodized

** Must order Super Duty cable (see page 20), lever & bracket kit (see page 13) appropriate for the vehicle. Floor mount bracket is #80884. Cable exits rear of shifter & enters rear of transmission.

A. PRO STICK

The ultimate shifter for Powerglide applications with or without air, solenoid or C02 actuators! The next time you happen to be around the staging lanes at your local track, take a look inside some of the race cars. You'll notice Pro Sticks sitting in many of the cars. The Pro Stick is B&M's original hard core race shifter. Designed for one thing - ultimate transmission control and performance! All Pro Stick shifters use interchangeable gate plates. Dimensions measure 8.23" long, 9.22" high and 2.92" wide.

Part numbers 80704 & 80706.

B. 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.

Part numbers 81040 & 81041.

C. PRO STICK WITHOUT COVER

Our Pro stick applications without cover! You can customize your Pro Stick application with your own cover, or with one of our Pro Stick accessories for a custom install, or if you want to shave that last ounce of weight from your racecar.

Part numbers 80701 & 80702



A. Pro Stick™

APPLICATIONS

PRO STICK **80704**
Fits GM Powerglide '62-'73 - **with cover**. Will fit Powerglides with standard or reverse pattern manual valve body.

PRO STICK **80706**
Fits GM TH-400, 350, 250, 200, 700R4, 200-4R - **with cover** (TH-700R4 & 200-4R req. 4 spd gate plate #80712). **Ford** C4, C6 & AOD (AOD requires #40496 installation kit). **Chrysler** '66 & later Torqueflite A727 & A904.

MAGNUM GRIP PRO STICK **81040**
Fits GM TH-400, 350, 250, 200, 700R4, 200-4R (TH-700R4 & 200-4R req. 4 spd gate plate #80712). **Ford** C4, C6 & AOD (AOD requires #40496 installation kit). **Chrysler** '66 & later Torqueflite A727 & A904.

MAGNUM GRIP PRO STICK **81041**
Fits GM Powerglide '62-'73.

PRO STICK without COVER **80701**
Fits GM TH-400, 350, 250, 200, 700R4, 200-4R - **without cover** (TH-700R4 & 200-4R req. 4 spd gate plate #80712). **Ford** C4, C6 & AOD (AOD requires #40496 installation kit). **Chrysler** '66 & later Torqueflite A727 & A904.

PRO STICK without COVER **80702**
Fits GM Powerglide '62-'73 - **without cover**. Will fit Powerglides with standard or reverse pattern manual valve body.



B. Magnum Grip Pro Stick™



C. Pro Stick™ without Cover





Stealth is the new BLACK! The ultimate race shifter clad in light weight, black anodized aluminum! If you're looking for a stout shifter with a stealthy install - designed, developed and refined by the company that invented race shifters - the Pro Ratchet is the top of the hill. The Stealth Pro Ratchet's contemporary style and myriad features speaks volumes to it's functionality. This shifter is the leading choice for 3 & 4 speed transmissions! Easy to operate and install, it comes supplied with a 5' Super Duty race cable. Ratchet shifting action with reverse lock-out means you will never miss a shift!

Part number 81120 & 81121.

From the people who know automatic shifter performance the best! This brand new shifter from B&M features a black anodized and shot-peened shifter body & cover plate. This shifter exudes attitude with it's 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 C02 ram or an electric solenoid.

Part number 81111 & 81112.

This is the ultimate race shifter. If your looking for a stout shifter - designed, developed and refined by the company that invented race shifters - the Pro Ratchet is the top of the hill. It's no-nonsense style and myriad features speaks volumes to it's functionality. This shifter is the leading choice for 3 & 4 speed transmissions as well as Powerglides! Easy to operate and install, it comes supplied with a brushed aluminum cover and 5' Super Duty race cable. Dimensions measure 10.74" long, 9.22" high and 2.90" wide.



APPLICATIONS

STEALTH PRO RATCHET **81120**
Fits GM TH-700R4, 400, 200-4R, 350, 250 & 200 3 & 4 spd.
Ford C4, C6 & AOD (AOD req. 40496 inst. kit). Chrysler '66 &
later Torqueflite 727 & 904. Features include NHRA/IHRA
reverse lockout, backup light switch, neutral safety switch,
anodized aluminum cover & 5' Super Duty cable.

STEALTH PRO RATCHET 81121
Fits GM Powerglide '62-'73. Features include NHRA/THRA reverse lockout, backup light switch, neutral safety switch, anodized aluminum cover & 5' Super Duty cable.

MAGNUM GRIP STEALTH PRO BANDIT 81111
Fits **GM** Powerglide '62-'73 - **shifter only** for door cars,
roadsters & altered. See Pro Bandit on p.11 for features.

STEALTH PRO BANDIT 81112
Fits GM Powerglide '62-'73 - kit for rear engine dragsters.
See Pro Bandit on p.11 for features.

PRO RATCHET 80840
Fits GM Powerglide '62-'73. Features include NHRA/IHRA reverse
lockout, backup light switch, neutral safety switch, brushed
aluminum cover, white plastic knob & 5' Super Duty cable.

PRO RATCHET **80842**
Fits GM TH-400, 350, 250, 200, 700R4, 200-4R. Ford C4, C6 & AOD (AOD requires #40496 installation kit). Chrysler '66 & later Torqueflite A727 & A904. Features include NHRA/HRA reverse lockout, backup light switch, neutral safety switch, brushed aluminum cover, white plastic knob & 5' Super Duty cable.



C. Pro Ratchet™

A. ALUMINUM PRO STICK COVER

Brushed aluminum replacement cover (same as supplied with the #80706 Pro Stick shifter) for the B&M Pro Stick shifter. Comes with embossed B&M logo and quick release mounting pins.

Aluminum Pro Stick Cover **80717**

B. MAGNUM GRIP BUTTON SIDE PLATE

Optional stealth magnum grip side plate with 12-volt momentary 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.

Stealth Magnum Grip Button Side Plate **81063**

Aluminum Magnum Grip Actuator **81060**

C. CO₂ RAM CYLINDER

B&M's CO₂ 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".

CO₂ Ram Cylinder **80883**



A. Aluminum Pro Stick Cover



B. Stealth Mag. Grip Button Plate



Aluminum Mag. Grip Button Plate



C. CO₂ Ram Cylinder





A. Performance Shifter Cables

B. Super Duty Race Shifter Cables

C. Unimatic Shifter Cables

- A. PERFORMANCE SHIFTER CABLES**
- Properly clearanced to reduce backlash
 - 0.250" outer diameter 'long lay' outer jacket
 - These cables are supplied with most B&M shifters (except race shifters)

B&M offers several lengths depending on application. The popular 5' length comes packaged with most B&M shifters.

Cables for B&M shifters built from 1981 to present: (With eyelet on one end and threads on the other)

4-ft. cable	80604
5-ft. cable	80605

(supplied with all B&M Shifters except Unimatic, racing shifters & Console QuickSilver.)

Cables for B&M shifters built before 1981: (With threads on both ends)

6-ft. cable	80506
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- B. SUPER DUTY RACE SHIFTER CABLES**
- Rotary swaged ends
 - Less than .015" per foot backlash
 - Supplied with Pro Ratchet, Pro Stick & Pro Bandit but can be used on all B&M shifters (except Unimatic)

B&M's superior grade of hardcore super duty race cables feature a .375" O.D. Red 'long-lay' outer jacket and have up to 50% less backlash than competitive cables. All B&M Race Cables are prelubed for smooth operation.

2-ft. Super duty cable (eyelet/thread) ..	80830
3-ft. Super duty cable (eyelet/thread) ..	80831
4-ft. Super duty cable (eyelet/thread) ..	80832
5-ft. Super duty cable (eyelet/thread) ..	80833
8-ft. Super duty cable (eyelet/thread) ..	80834
10-ft. Super duty cable (eyelet/thread) ..	80835
12-ft. super duty cable (eyelet/thread) ..	80836

- C. UNIMATIC SHIFTER CABLES (Unimatic shifters only)**
- Prelubed for smooth operation
 - Properly clearanced to reduce backlash
 - .25" outer diameter blue 'long lay' outer jacket

Two lengths available, 5 foot cable is standard for most applications.

All Unimatic 5-ft Blue Jacket cable **80735**
All Unimatic 6-ft Blue Jacket cable **80740**
(recommended for Chrysler applications)



B&M PRECISION SPORT SHIFTERS



THE ART OF DRIVING. THE THREE PEDALEO TANGO. THERE ARE FEW BETTER JOYS IN A SPORTS CAR THAN ROWING THROUGH THE GEARS. TO DO IT RIGHT, THOUGH, YOU MUST HAVE THE RIGHT TOOLS. AND A B&M PRECISION SPORT SHIFTER WILL MULTIPLY THAT PURE DRIVING JOY BY REDUCING YOUR THROW.

BETTER VEHICLE PERFORMANCE FROM IMPROVED TRANSMISSION SHIFTING

Your manual transmission is the link that supplies engine power to the driveline and ultimately to your wheels. Precise control of that transmission through the use of B&M Precision Sport Shifter not only reduce the time between shifts, the precision tolerances engineered into each B&M Sport Shifter provide you with solid feedback when each gear engages, to allow you to orchestrate that beautiful "three pedaled tango" and engage your clutch and gas pedal at the precise moment to maximize engine output and minimize gear downtime. Whether you are carving up canyon roads or finding that elusive apex at your favorite racetrack, B&M Precision Sport Shifters give you the ultimate control over your manual transmission for unparalleled performance.

REDUCE SHIFTER TRAVEL BETWEEN 25% & 54%

While other manufacturers may claim they have the "shortest" throw available, B&M engineers the right amount of throw reduction into each and every Precision Sport Shifter. To achieve the right reduction, B&M engineers carefully takes each measurement to the thousandth of an inch and made sure the angle of the selector rod or operating cable are not affected, by properly moving the fulcrum. Ergonomics, usability, and noise/vibration/harshness issues are all taken into consideration while numerous prototypes are built and destroyed to bring you the finest short shifter available, with the proper throw reduction that gives you the most comfortable shifts with minimum increase in effort.

APPLICATIONS FOR JUST ABOUT EVERY PERFORMANCE VEHICLE

Unlike other fly-by-night operations that make shifters for a few select models, B&M has experience in making short shifters for a wide range of brands and models spanning multiple decades. No matter what you drive, chances are B&M has a short shifter for it.

EASY TO INSTALL IN MOST CARS - NO MODIFICATIONS NEEDED TO FACTORY TRIM

With a B&M Precision Sport Shifter, you will never know that one is installed until you go for that first gear change. B&M makes every effort to keep modifications to factory parts to a minimum while ensuring ease of installation. Once all the trim parts are re-installed it will look like it came from the factory!

WORLDWIDE SERVICE & SUPPORT AVAILABLE

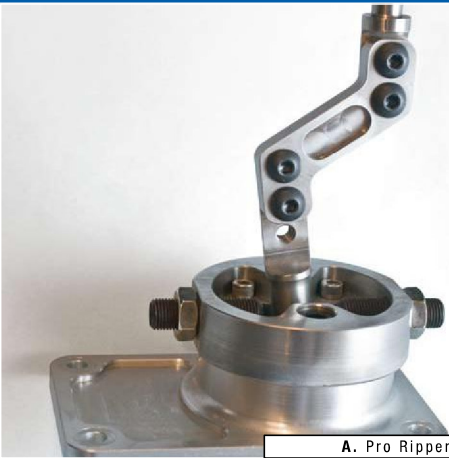
B&M has been around for over 50 years and have been making the most reliable shifters in the world. We've built a reputation for well engineered products that withstand the test of time and hard, performance driving. B&M stands behind each and every Precision Sport Shifter we make and will provide service and support all across the world. When you buy a B&M short shifter, you are not buying from some back operation in a garage, but one of the most trusted name brands in the automotive aftermarket.

TÜV APPROVED

B&M Precision Sport Shifters are so well built, we've even earned the seal of approval from one of the toughest regulatory agencies in the world, TÜV, the German authority in transportation equipment. In addition, B&M sport shifters are so well built, we're even the OEM supplier for the Ford GT program. (see picture above)



manual shifters



A. PRO RIPPER

The Pro Ripper shifter for the Mustang is the top of the line shifter providing smooth precise shifts along with shorter throws. The 3 piece top stick can be mounted on either side, forward or backwards, up or down, for virtually unlimited adjustability that leaves the stick in the most comfortable ergonomic position for the individual driver. Quick, comfortable, and smooth shifts is the result along with a virtually unbreakable shifter, gear change after gear change, due to the superior materials and engineering design.

- CNC machined stainless steel stick assembly
- Fully adjustable stick design
- Stainless steel collar
- Spherical glass filled nylon pivot ball
- Transmission fill plug in base (#45070)

B. PRECISION SPORT SHIFTER, '05-'09 MUSTANG GT W/3650

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

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

C. PRECISION SPORT SHIFTER, '83-'04 MUSTANG W/T-5 OR T-45

The benchmark Precision Sport Shifter from B&M includes many of the key features found in the top of the line models. Stainless steel and billet aluminum along with a 30% throw reduction make for one fine shifter. Smooth precise shifts will make you a better driver, its reasonably priced and it includes a million mile warranty.

- CNC machined stainless steel one piece stick
- CNC machined aluminum base
- Adjustable neutral stick position
- Spherical glass filled nylon pivot ball
- Shift throw reduced by 30%



A. Pro Ripper

PRECISION SPORT SHIFTERS FOR FORD APPLICATIONS

FORD Escort, '92-'02 **45071**
Fits all engine range, with 42% throw reduction, U.S. model.

FORD Mustang
'83-'04 with T5 w/O.D. & T45 transmission, Pro Ripper, 3-way adjustable stick, 35% throw reduction **45070**
'83-'04 with T5 w/O.D. & T45 transmission, 30% throw reduction **45090**
'05-'09 GT with 3650 transmission, 30% throw reduction **45090**

FORD Thunderbird TC, '83-'88 **45090**
Turbo Coupe with T5 transmission, 30% throw reduction

B. '05-'09 Ford Mustang



C. '83-'04 Ford Mustang

Some part numbers not pictured. See website for more details.

**A. PRECISION SPORT SHIFTER, '97-'07
CHEVROLET CORVETTE C5 & C6 inc. Z06**
Perfect shifts are meant for one of the best sports car of today! With precision engineered throw reduction, combined with ultra durable components, you can be sure these shifters will match and exceed the performance of your late model Corvette!

- Smoother, more precise shifts
- 33% shift throw reduction
- Spherical pivot bearing
- Fully isolated upper stick
- Stainless steel lower stick
- Easy installation
- No modifications to factory trim needed

**B. PRECISION SPORT SHIFTER, '93-'02 CHEVY
CAMARO w/ T56**
American engineered muscle to go with American engineered muscle! B&M Sport Shifters substantially shorten the shifter throw in your late model Camaro. Durable and consistent short shifts will dramatically improve your daily driving experience! CNC (Computer Numerically Controlled) machined from 303 stainless steel and 6061-T6 aluminum.

- Shift throw reduced by 30% for quicker shifts
- 303S Stainless steel stick w/6061-T6 Billet aluminum base
- Neutral stick position may be adjusted for driver preference (#45052)
- Direct bolt on installation
- Spherical glass filled nylon pivot ball



A. '97-'07 Corvette

**PRECISION SPORT SHIFTERS FOR
CHEVROLET APPLICATIONS**

CHEVROLET CAMARO

'83-'02 with 5 Speed T5 transmission. 30% throw reduction **45051**
'93-'02 V-8 with 6 Speed T56 transmission. 30% throw reduction **45052**

CHEVROLET CAVALIER

'00-'04 all engine range including Ecotec. 28% throw reduction **45156**

CHEVROLET Corvette

'97-'07 all engine range with fully isolated upper stick. Fits C5 and C6 models including Z06. 33% throw reduction **45044**

Some part numbers not pictured. See website for more details.



B. '93-'02 Camaro





A. PRECISION SPORT SHIFTER '04-'05 PONTIAC GTO
Engineered specifically for the GTO enthusiast. This Sport Shifter has all of the features a performance minded driver requires. The finest materials, CAD designed, coupled with a short throw results in an extraordinary precision shifting system. Adjustable upper stick allows for different mounting options to center the stick for the most comfortable position. This stylized precision shifter includes many of the key features found in race shifters including a stainless steel stick assembly, a CNC machined aluminum base and a glass filled nylon pivot ball.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303S Stainless steel stick
- CNC Machined aluminum base
- Spherical glass filled nylon pivot ball
- Direct bolt on installation



A. '04-'05 Pontiac GTO

PRECISION SPORT SHIFTERS FOR OTHER GENERAL MOTORS APPLICATIONS

OLDSMOBILE Alero, '00-'03	45156
Fits 2.4, 2.2, and Ecotec engines, 28% throw reduction	
PONTIAC Firebird	
'83-'02 with 5 Speed T5 transmission, 30% throw reduction	45051
'93-'02 with 6 Speed T56 transmission, 30% throw reduction	45052
PONTIAC GTO, '04-'06	45043
37% throw reduction	
PONTIAC Grand Am, '00-'04	45156
Fits 2.4, 2.2, and Ecotec engines, 28% throw reduction	
PONTIAC Sunfire	
'00-'04 all engine range including Ecotec, 28% throw reduction	45156

Some part numbers not pictured. See website for more details.

B. PRECISION SPORT SHIFTER, '00-'04 PONTIAC SUNFIRE
A premium sport shifter engineered for the Sunfire enthusiasts. This Sport Shifter has all of the features a performance minded driver requires. The finest materials, CAD designed, coupled with a short throw results in one extraordinary precision shifting system. This stylized precision shifter includes many of the key features found in race shifters including a stainless steel stick assembly, CNC machined aluminum lockout collar, machined aluminum pivot and it accepts factory knob. All of this combined with a simple straightforward installation provides a professional level shifter.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303S stainless steel stick
- CNC Machined aluminum lockout collar
- Anodized 6061-T6 aluminum pivot ball
- Accepts factory knob
- Direct bolt on installation

B. '00-'04 Pontiac Sunfire

A. PRECISION SPORT SHIFTER, '92-'09
DODGE VIPER

Power is nothing without control! Control this powerful "beast" with a B&M Precision Sport Shifter to make sure you're in the right gear at the right time. Height adjustable upper stick ensures a better ergonomic fit, and CNC machined base with 303 Stainless Steel stick ensures a solid durable shifter that will match the performance of your Viper!

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- CNC Machined aluminum base
- Spherical glass filled nylon pivot ball

B. PRECISION SPORT SHIFTER, '95-'96
CHRYSLER SEBRING

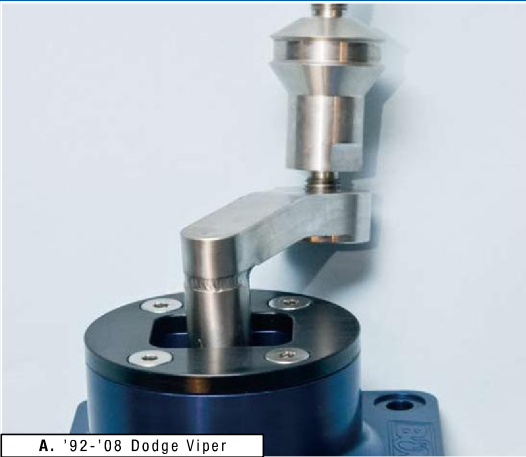
B&M engineered this stylish masterpiece of a Precision Sport Shifter to match the sleek style of the Chrysler Sebring. Too bad, once it's installed all you will see is the OEM console and boot. That is, until you grab the shifter and spiritedly rip through the gears! Adjustable throw reduction varies from 35% to 50%, with the same over-the-top quality engineering and material to last the life-time of the car and then some.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- Stainless steel cable adapter
- CNC machined aluminum pivot shoulder
- Precision needle bearing pivot

C. PRECISION SPORT SHIFTER, '99-'01 JEEP
WRANGLER

The "original SUV" needs some love too. B&M puts the "sport" back in the SUV with this rendition of the Precision Sport Shifter for the TJ platform built between '99 to '01. Professional, durable, and dependable. Just like the Wrangler.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- CNC Machined aluminum base
- Spherical glass filled nylon pivot ball
- Direct bolt on installation



A. '92-'08 Dodge Viper

B. '95-'96 Sebring

PRECISION SPORT SHIFTERS FOR
CHRYSLER GROUP APPLICATIONS

CHRYSLER Sebring, '95-'96 45077
35-50% adjustable throw reduction

DODGE Avenger, '95-'96 45077
35-50% adjustable throw reduction

DODGE Viper, '92-'99 45055
30% throw reduction

EAGLE Talon, '95-'98 45077
35-50% adjustable throw reduction

JEEP Wrangler
'90-'98 all engine range, with AX15 transmission, 30% throw
reduction 45059
'99-'03 all engine range, with NV3550 transmission, 35%
throw reduction 45156

Some part numbers not pictured. See website for more details.

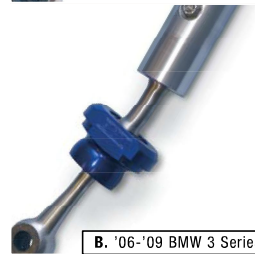
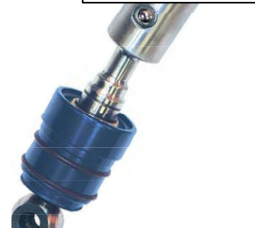


C. '99-'01 Jeep Wrangler





A. '87-'06 BMW M3



B. '06-'09 BMW 3 Series

PRECISION SPORT SHIFTERS FOR BMW APPLICATIONS		
BMW 1 Series, '04-'09		45123
E81, E82, E87, E88 all gas engines, 25-30% throw reduction		
BMW 3 Series		
'84-'06 E30, E36, and E46 all gas engines with 20-25% throw reduction		45126
'87-'06 E30, E36, and E46 M3 with 20-25% throw reduction		45128
'05-'09 E90, E91, E92, and E93 all gas engines (except S65) with 25-30% throw reduction		45123
BMW 5 Series		
'96-'02 E39 all gas engines with 20-25% throw reduction		45128
'99-'03 E39 M5 with 25-30% throw reduction		45126

Some part numbers not pictured. See website for more details.

A. PRECISION SPORT SHIFTER

- '87-'06 BMW M3**
Simple to install. Zero maintenance. Precision engineering like how the Germans would have done it. This B&M Precision Sport Shifter packs a 20% to 25% reduction in throw with a self-lubricating bearing for the ultimate in smooth short shifter technology.
- A precise 20-25% throw reduction
 - Counter balanced to reduce effort
 - Two piece 416 Stainless Steel & Aluminum Stick assembly
 - Two piece stick provides vibration free operation
 - Dampened pivot cup with self lubricating pivot ball
 - Polymer Iglide T-500 lower pivot bushings

B. PRECISION SPORT SHIFTER

- '06-'09 BMW 3 SERIES**
B&M has taken the superb engineering in the latest generation BMWs and taken it one step further in refinement! We've taken the existing B&M design and simplified it further, now installation is easier while the durability you've come to expect from B&M has been retained. Shift throw has been moderately reduced while tolerances has been tightened up, but with the buttery smooth motion you've come to expect with your BMW mostly maintained. This truly is your ultimate companion for your latest generation 3 series.
- Ideal for street or track applications
 - Fits into factory console with no modifications
 - 25-30% throw reduction
 - Accepts factory knob
 - Counter balanced to reduce effort
 - Two piece 416 Stainless Steel & Aluminum Stick assembly
 - Two piece stick provides vibration free operation
 - Dampened pivot cup with self lubricating pivot ball

A. PRECISION SPORT SHIFTER, '98-'07
PORSCHE 911

If Porsche entrusts B&M to make their OEM Sport Shifter, shouldn't you? This B&M Precision Sport Shifter is engineered to Porsche's strict specifications, developed specifically for the mighty 911s, Boxsters, and Cayman! Shorten the throw while removing some of the inherent sloppiness in the cable operated shifter, there really is no substitute!*

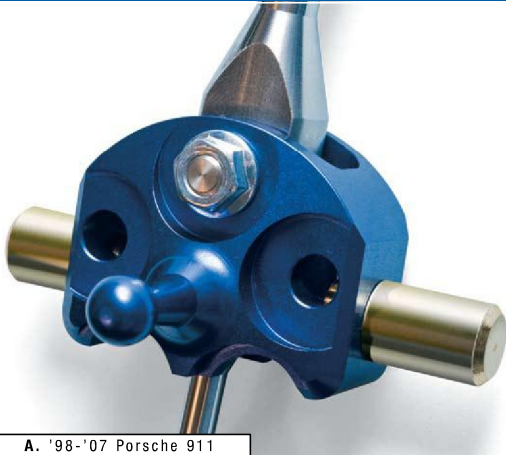
- Ideal for street or track applications
- Fits into factory cradle with no modifications
- 35% throw reduction
- Accepts factory knob
- 416 Heat treated stainless steel stick
- Precision needle bearing pivot
- 7075-T6 billet aluminum housing

*B&M was Porsche OEM sport shifter supplier
**Require precise adjustment of cable for smooth operation.
See instruction for details.

B. PRECISION SPORT SHIFTER, '00-'04
AUDI TT

Instead of cheap, bracket and lever solutions, B&M brings you a complete assembly with re-engineered pivot bearing and stainless steel stick for precision control, solid engagement and long term durability.

- Engineered for Precision Shifts
- Shift throw reduced by 25% for quicker shifts
- 303 Stainless steel stick
- Stainless steel pivot ball
- Unique reverse lockout device
- Accepts factory knob
- Direct bolt on installation



A. '98-'07 Porsche 911

PRECISION SPORT SHIFTERS FOR AUDI, PORSCHE,
VOLKSWAGEN & MISC. EUROPEAN APPLICATIONS

AUDI A3

'00-'04 1.8, 1.9td engines only, 25% throw reduction **45114**

Porsche Boxster/Boxster S, '97-'04 **45135**

35% throw reduction

Porsche Cayman/Cayman S, '05-'08 **45135**

35% throw reduction

Porsche 911

'98-'04 996 all engine range, including GT2, GT3, C2, C4, C4S

& Turbo, 35% throw reduction **45135**

'05-'09 997 all engine range, 35% throw reduction , **45135**

Seat Ibiza/Cupra

'99-'04 all engine range, 25% throw reduction **45114**

Skoda Octavia, '98-'04 **45114**

All gas engines, 25% throw reduction

Vauxhall/Opel Astra, '01 **45156**

All gas engines, 28% throw reduction

Volkswagen Beetle

'00-'05 all gas engine range, 25% throw reduction , **45114**

Volkswagen Cabrio

'00-'05 all gas engine range, 25% throw reduction , **45114**



B. '00-'05 Volkswagen GTI

Volkswagen Golf

'00-'05 all gas engine range, 5 & 6 speeds,

25% throw reduction **45114**

'04-'05 3.2L R32, 6 speed, 25% throw

reduction **45114**

Volkswagen GTI

'00-'05 25% throw reduction **45114**

Volkswagen Jetta/Bora

'00-'05 all gas engine range, 25% throw

reduction **45114**

Some part numbers not pictured.
See website for more details.





**PRECISION SPORT SHIFTERS FOR
ASIAN IMPORT APPLICATIONS**

Acura Integra

'90-'01 all engine range, stainless steel stick with factory bend, 30% throw reduction	45047
'90-'01 all engine range, race model, stainless steel stick, aluminum housing, with spherical bearing, 36% throw reduction	45074
'90-'01 all engine range, straight stainless steel stick, 28% throw reduction	45075

Acura RSX, '02-'05 **45121**

All engine range, 5 & 6 speed, including Type S, 25/35% throw reduction	
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Honda Civic

'88-'00 all engine range, stainless steel stick with factory bend, 30% throw reduction	45047
'88-'00 all engine range, race model, stainless steel stick, aluminum housing, with spherical bearing, 36% throw reduction	45074
'88-'00 all engine range, straight stainless steel stick, 28% throw reduction	45075
'01-'05 except Si, Type R and dash mounted shifters, 25/35% throw reduction	45121

Honda CRX

'88-'92 all engine range, stainless steel stick with factory bend, 30% throw reduction	45047
'88-'92 all engine range, race model, stainless steel stick, aluminum housing, with spherical bearing, 36% throw reduction	45074
'88-'92 all engine range, straight stainless steel stick, 28% throw reduction	45075

Honda del Sol

'93-'97 all engine range, stainless steel stick with factory bend, 30% throw reduction	45047
'93-'97 all engine range, race model, stainless steel stick, aluminum housing, with spherical bearing, 36% throw reduction	45074
'93-'97 all engine range, straight stainless steel stick, 28% throw reduction	45075

Some part numbers not pictured. See website for more details.

**A. PRECISION SPORT SHIFTER, '02-'05
ACURA RSX**

Ever since the first Acura hit the shores here in North America in 1988, the Integra has been at the forefront of the Sport Compact market. With a new name replacing the venerable Integra, B&M has applied the same race winning formula to our Sport Shifter design for the RSX.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- Adjustable throw reduction
- 303 Stainless steel stick
- CNC machined aluminum pivot and cable arm for optimal operation

**B. PRECISION SPORT SHIFTER, '88-'00
HONDA CIVIC**

The car that defined the import sports compact industry...Shouldn't it deserve the shifter from a company that started the Specialty Equipment Manufacturer's Association? B&M has been synonymous with performance aftermarket shifters, put one in your Honda Civic and find out what 50 plus year's worth of engineering know-how can do for you.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- CNC Machined aluminum pivot housing
- Spherical bearing pivot

A. PRECISION SPORT SHIFTER, '03-'08
NISSAN 350Z

When Nissan unveiled their new interpretation of the "Z" brand, B&M is the first to offer an improved Precision Sport Shifter for the 350Z. Perfect companion for a legendary name-plate, the B&M shifter tightens up the factory tolerances and provides a sportier feel to the action between gates. This is a must have for any 350Z with manual transmission!

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- Fully isolated design
- 303 Stainless steel stick
- CNC Machined aluminum and Delrin™ base
- Spherical bearing pivot

B. PRECISION SPORT SHIFTER, '92-'03
MAZDA PROTEGE

Designed to fit the Mazda family of vehicles, this B&M shifter will dramatically improve shift feel as well as reduce throw by a healthy 42%. Give your family sedan or the sporty MX-3 a nice race-y feel with this race inspired shifter!

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- CNC machined aluminum pivot housing
- Spherical bearing pivot



PRECISION SPORT SHIFTERS FOR
ASIAN IMPORT APPLICATIONS

Infiniti I35, '03-'05 45163
Fully isolated design, 33% throw reduction

Mazda 323, '92-'94 45071
All gas engine range, 42% throw reduction

Mazda MX-3, '92-'97 45071
All engine range, 42% throw reduction

Mazda Protégé, '92-'03 45071
Includes MP3 & MP5, 42% throw reduction

Mitsubishi Eclipse, '95-'99 45077
Adjustable 35-50% throw reduction

Nissan 180SX, '88-'99 45088
Japanese Domestic Market model, 40% throw reduction

Nissan 200SX, '88-'99 45088
Japanese Domestic Market model, 40% throw reduction

Nissan 240SX, '88-'99 45088
SR20/RB20 Non Turbo, 40% throw reduction

Nissan 350Z, '03-'05 45163
Fully isolated design, 33% throw reduction

Nissan Pulsar GTiR, '91-'94 45088
40% throw reduction

Nissan Skyline non turbo 45088
RB20 engine only, 40% throw reduction



A. '03-'05 Nissan 350Z



B. '92-'03 Mazda Protégé





A. PRECISION SPORT SHIFTER, '96-'05 SUBARU IMPREZA
Subaru's impressive domination in the world of World Rally Championship nearly parallels B&M's leadership in sports manual shifter design. Crafted of 303 stainless steel and designed with a lifetime's experience in motorsports, B&M Precision Sport Shifters are the rugged, hard-core performance companion to the legendary rally car.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- Anodized billet aluminum pivot with dual precision needle bearings
- Optional front & rear bushings included

B. PRECISION SPORT SHIFTER, '04-'05 SCION TC
Add a touch of performance to go with the young and hip Scion tc! This B&M Precision Sport Shifter application reduces throw by a moderate 25% and accepts any custom knob that will fit a tc. Lower stick counter-balanced for a smoother operation.

- Engineered for Precision Shifts
- Shift throw reduced for quicker shifts
- 303 Stainless steel stick
- CNC machined aluminum pivot
- Counter balanced lower stick
- Direct bolt on installation

C. MANUAL SHIFTER KNOBS
B&M's Manual Shifter Knobs are perfect for when style and performance matter! These are made from the highest grade materials, these sturdy knobs incorporate the latest styling. All B&M knobs are mounted and tightly secured via an innovative stick locating/locking method that keeps the mounting method invisible. These knobs fit up to 9/16" or 14mm threads in diameter.

Short leather - fits 9/16" or 14mm threads **80744**

A. '96-'05 Subaru Impreza



C. Manual Shifter Knobs

PRECISION SPORT SHIFTERS FOR ASIAN IMPORT APPLICATIONS

Scion tc, '04-'05	45168
25% throw reduction	
Subaru Impreza, '96-'05	45150
Includes WRX (non-U.S.), STI 7, STI 8, 5 speed only. 21% throw reduction	
Subaru Legacy, '96-'03	45150
21% throw reduction	

Some part numbers not pictured. See website for more details.

B. '04-'05 Scion tc



B&M TORQUE CONVERTERS



WHY DO I NEED A B&M TORQUE CONVERTER? THE REASON FOR CONSIDERING A B&M TORQUE CONVERTER BOILS DOWN TO PERFORMANCE. HIGHER STALL SPEED IS THE KEY. A HIGHER STALL CONVERTER ALLOWS THE VEHICLE TO ACCELERATE BETTER FROM A DEAD STOP AND MAY PROVIDE TIRE-SMOKING PERFORMANCE.

B&M offers a wide range of performance torque converters to fit almost everybody's needs. From tank master, to the nitrous holestet for street applications to the quick 60 converters for racing, B&M has the right converter for your vehicle. All B&M converters are precision engineered, spin balanced and pressure tested. The B&M environmental drive train development lab is a key tool used in the development of every converter designed by the engineering staff. Precision engineered, tested and the success at the track provide proof that B&M torque converters are the finest you can buy.

WHAT SHOULD I EXPECT FROM A PERFORMANCE TORQUE CONVERTER?

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.

WHAT IS STALL SPEED?

Stall speed numbers are listed primarily to rate the converter's performance level. Typically, the number assigned, 2000, 2400, 3000 etc, lets you know what to expect from the converter. If a 2400 is selected, you should be able to footbrake stall the converter to about 2400 RPM. This should provide anywhere from 500 to 1000 more RPM to launch, or accelerate, the vehicle from a dead stop, as compared to the stock converter in the vehicle. This increase should substantially improve the acceleration capability of the vehicle. Lighter cars, 2800 lbs and under, typically stalls a little lower than the above mentioned numbers, therefore you should choose a converter with a higher stall number for optimum performance.

HOW DOES THE ENGINE'S CAMSHAFT AFFECT THE TORQUE CONVERTER'S PERFORMANCE?

The camshaft will affect the torque curve of the engine, which will affect the performance of the converter. For example if your 350 cid engine produces 230 lb. ft. of torque at 2400 rpm a B&M HoleShot 2000 converter will produce 2000 rpm stall speed. If you install a 268-degree cam into this engine you will raise the torque curve and at 2400 rpm your engine will produce less torque. Thus the 2000 stall converter will only stall at 1800 or less. However with this new cam the engine will make much more power above 3000 rpm. Keep in mind when the torque curve of the engine is raised you will need more stall speed in the converter to allow the vehicle to accelerate at low rpm (below 3000). A good rule of thumb for advertised cam durations up to 248 degrees, a 2000 or 2400 stall converter is a good choice. Advertised cam durations up to 268 degrees, a 2400 or 3000 stall converter is a good choice. Advertised cam durations over 272 degrees, a 3000 to 3600 stall converter is a must.

TORQUE CONVERTER TERMINOLOGY

Mild Performance - Vehicles with minor engine modifications (cam, manifold, headers) that does not produce more than 350 Horsepower.

Medium Performance - Vehicles with above modifications plus compression increase or supercharger up to 450 Horsepower.

Serious Performance - Vehicles with above modifications plus major engine and drivetrain modified vehicles - 450 + Horsepower. Foot brake bracket cars.

Pro Street - Very high performance, very light vehicles, bracket cars driven on the street - 500+ Horsepower.

Motor Home/RV & Towing - Intended to provide better initial acceleration in heavy vehicles.

Stall Speed - See above, "What Is Stall Speed?" for details.

Note: Be realistic in evaluating your engine power. Most people think their engine is making a bit more power than it is. Highly modified and tuned engines usually back-burn and torque which means you need a higher stall converter.



torque converters



NITROUS HOLESHOT – RECOMMENDED FOR STREET ROD, PRO STREET & STREET MACHINES WITH PLATE-TYPE NITROUS SYSTEMS

1. Furnace brazed impeller
2. New precision steel alloy pump drive tube
3. New heavy duty needle bearing between stator & impeller (not a thrust washer)
4. Needle bearing between stator & turbine
5. Furnace brazed turbine
6. Dual pattern drive lugs on some GM Holeshots
7. New turbine hub
8. New springs & rollers in stator
9. Anti-balloon plates

Nitrous engines produce some serious horsepower and require a serious torque converter to handle it. The newest line of street performance converters from B&M is the Nitrous Holeshot series. Built with the same features as the other B&M Holeshots with the addition of anti-balloon plates. The anti-balloon plates will allow these converters to stand up to the instant horsepower nitrous delivers. Converters with higher than stock stall speed will allow the vehicle to accelerate better from a dead stop and it will allow the vehicle to idle better when a big cam is used. The Holeshot is a good choice for the typical street machine, however when nitrous is used the Nitrous Holeshot is your only real choice. The Nitrous Holeshot 2400 is also an excellent choice for big cubic inch crate motor applications. Fully furnace brazed, heavy duty needle bearing thrust packages and new turbine hubs are the key features along with anti-balloon plates are found in the Nitrous Holeshot converters. These are serious converters for the serious street performance car.

Stall speed listings are based on an engine producing 230 lb. ft. of torque @ 2,500 rpm. More torque @ 2,500 rpm will give you more stall speed, less torque @ 2,500 rpm will give you less stall speed than the stall speed ratings indicated.

Engines smaller than 350 cid may not achieve stall speed indicated. Converters listed here 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.

Nitrous Holeshot™

APPLICATIONS

A. NITROUS HOLESHOT 2400

- 2300-2500 RPM
- Mild to Serious Performance
- Small & Big Blocks
- Furnace Brazed, Fully Balanced

Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot **40480**
 Ford '70-'82 slap case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot **50449**
 Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see note on right) **40473**

B. NITROUS HOLESHOT 3000

- 2800-3200
- Serious Performance
- Small & Big Blocks
- Furnace Brazed, Fully Balanced

GM '65-'91 TH400, TH425, TH375 **20481**
 GM '68-'81 TH350, TH375B (will not fit TH-350C) ... **20481**

C. NITROUS HOLESHOT 3600

- 3400-3800 RPM
- Serious Performance
- Small & Big Blocks
- Furnace Brazed, Fully Balanced

GM '65-'91 TH400, TH425, TH375 **20482**
 GM '68-'81 TH350, TH375B (will not fit TH-350C) ... **20482**

A. Nitrous Holeshot™ 2400

B. Nitrous Holeshot™ 3000

C. Nitrous Holeshot™ 3600

WARNING:

High stall torque converters can build extra heat. Install a supplementary transmission oil cooler (see B&M cooling systems, pgs 47-51) to control this extra heat or premature transmission failure could occur. B&M's Holeshot and Torq Master converters are not to be used with a transbrake.

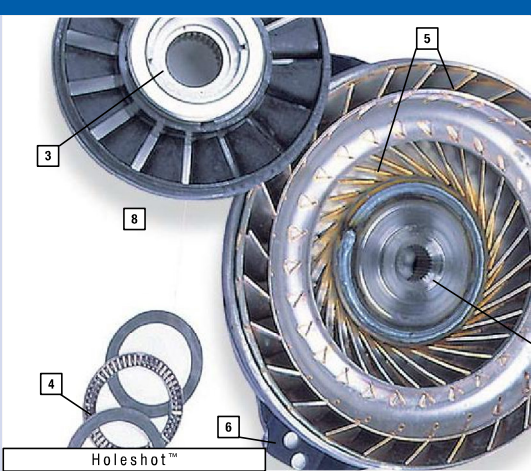
HOLESHOT – RECOMMENDED FOR PRO STREET, SERIOUS STREET MACHINES & STREET RODS

- 1. Furnace brazed impeller
- 2. New precision steel alloy pump drive tube
- 3. New heavy duty needle bearing between stator & impeller (not a thrust washer)
- 4. Needle bearing between stator & turbine
- 5. Furnace brazed turbine
- 6. Dual pattern drive lugs on some GM Holeshots
- 7. New turbine hub
- 8. New springs & rollers in stator

A higher than stock stall speed as delivered by the Holeshot converter will provide several advantages and benefits in vehicles with modified engines. Many modifications, particularly big cams, tend to reduce low end power and torque. The high stall converter allows the engine to launch the car at a higher rpm where more torque is available. The Holeshot is generally a very good choice for the typical street machine that is looking for better launch capability and more strength. Street rods with modified engines will also benefit from a Holeshot converter. If your engine has a plate-type nitrous system, you need a Nitrous Holeshot.

Stall speed listings are based on an engine producing 230 lb. ft. of torque @ 2,500 rpm. More torque @ 2,500 rpm will give you more stall speed, less torque @ 2,500 rpm will give you less stall speed than the stall speed ratings indicated. The Holeshot 2400 is an excellent choice for crate motor applications.

Important: Holeshot converters are **not** to be used with a transbrake.



APPLICATIONS

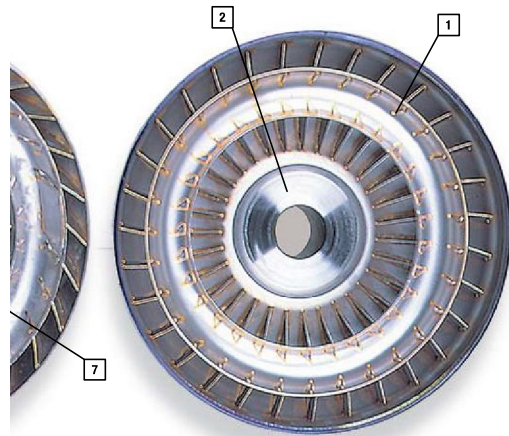
A. HOLESHOT 2000	
■ 1900-2100 RPM	■ Small & Big Blocks
■ Mild Performance	■ Furnace Brazed, Fully Balanced
GM '65-'91 TH400, TH425, TH375 20416	
GM '68-'81 TH350, TH375B (will not fit TH-350C) 20416	
GM '84-'93 TH-700-R4 30 spline (all cars & trucks) 70417	
GM '93-'96 4L60E 30 spline (V8s only) 70417	
GM '97-'03 4L60E Corvette, Camaro & Firebird w/LS1 70440	

A. Holeshot™ 2000



B. Holeshot™ 2400





C. Holeshot™ 3000



D. Holeshot™ 3600



APPLICATIONS

B. HOLESOT 2400

- 2300-2500 RPM
- Small & Big Blocks
- Mild to Serious Performance
- Furnace Brazed, Fully Balanced

GM '65-'91 TH400, TH425, TH375	20412
GM '68-'81 TH350, TH375B (will not fit TH-350C)	20412
GM '82-'84 TH-700-R4, all TH200C, TH2004R 27 spline	70415
GM '84-'93 TH-700-R4 30 spline (all cars & trucks)	70419
GM '93-'96 4L60E 30 spline (V8s only)	70419
GM '97-'03 4L60E Camaro & Firebird w/LSI	70441
Chrysler '67-'81 Torqueflite A-727	10415
Ford '66-'91 C6 with 332, 352, 360, 390, 406, 427, 428, 429 cid with 1.848" crank pilot	40412
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot	40422
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot	50416
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W	40430

Engines smaller than 350 cid may not achieve stall speed indicated. Converters listed here 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.

APPLICATIONS

C. HOLESOT 3000

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

GM '65-'91 TH400, TH425, TH375	20413
GM '68-'81 TH350, TH375B (will not fit TH-350C)	20413
GM '84-'93 TH-700-R4 30 spline (all cars & trucks)	70421
Chrysler '67-'81 Torqueflite A-727	10425
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot	50436
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see note on left)	40431

D. HOLESOT 3600

- 3400-3800 RPM
- Small & Big Blocks
- Serious Performance
- Furnace Brazed, Fully Balanced

GM '65-'91 TH400, TH425, TH375	20425
GM '68-'81 TH350, TH375B (will not fit TH-350C)	20425

WARNING:

High stall torque converters can build extra heat. Install a supplementary transmission oil cooler (see B&M cooling systems, pgs 47-51) to control this extra heat or premature transmission failure could occur. B&M's Holeshot and Torq Master converters are not to be used with a transbrake.

TORK MASTER – RECOMMENDED FOR MILD PERFORMANCE APPLICATIONS & STREET RODS

- The best “value priced” street performance converters available
- New precision pump drive tube
- Pressure tested & fully balanced
- Tork Master converters are not recommended for big blocks or supercharged engines

TORK MASTER FEATURES

1. New alloy steel pump drive tube
2. Needle thrust bearing when factory equipped
3. New thrust washer between turbine & cover when required

Similar in performance characteristics to the Holeshot series, the Tork Master is B&M's lowest cost performance torque converter. The Tork Master is an excellent all-around performance street converter.

Stall speed listings are based on an engine producing 230 lb. ft. of torque @ 2,500 rpm. Similar to average small block.

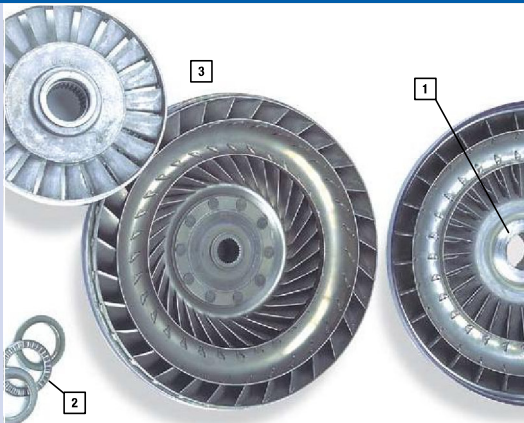
Important: Tork Master converters are **not** to be used with a transbrake.

APPLICATIONS**A. TORK MASTER 2000**

- 1900-2100 RPM
- Mild Performance Applications, not for big block
- Competitively Priced ■ Fully Balanced

GM '65-'91 TH400, TH425, TH375	20400
GM '68-'81 TH350, TH375B (will not fit TH-350C) ...	20400
GM '64-'93 TH-700-R4 30 spline (all cars & trucks) ...	70420
GM '93-'96 4L60E 30 spline (V8s only)	70420
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot.	40427
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see note below)	40437

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.

**Tork Master™****APPLICATIONS****B. TORK MASTER 2400**

- 2300-2500 RPM
- Mild Performance Applications, not for big block
- Competitively Priced ■ Fully Balanced

GM '65-'91 TH400, TH425, TH375	20404
GM '68-'81 TH350, TH375B (will not fit TH-350C) ...	20404
GM '64-'93 TH-700-R4 30 spline (all cars & trucks) ...	70418
GM '93-'96 4L60E 30 spline (V8s only)	70418
Chrysler '67-'81 Torqueflite A-727	10417
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot	50441
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see note below)	40438

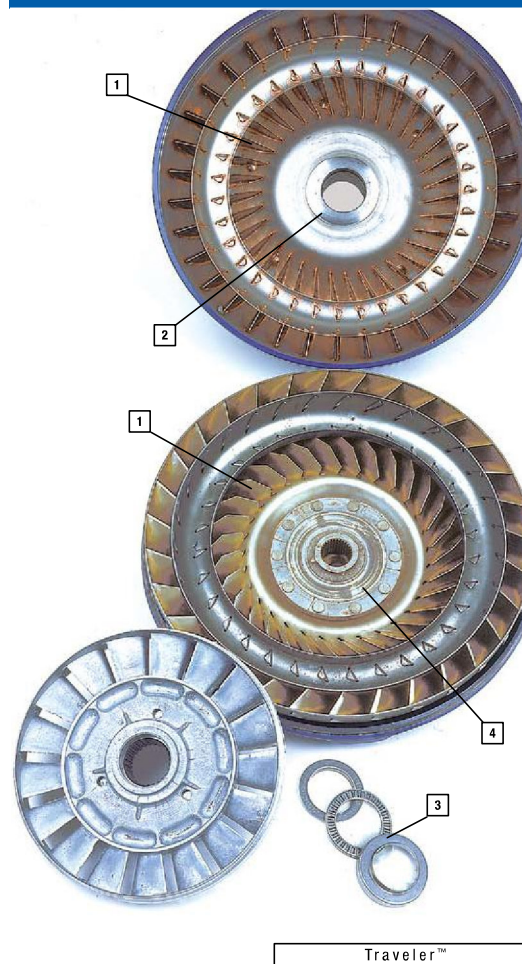
C. NITROUS HOLESOT 3600

- 2800-3200 RPM
- Mild Performance Applications, not for big block
- Competitively Priced ■ Fully Balanced

GM '65-'91 TH400, TH425, TH375	20402
GM '68-'81 TH350, TH375B (will not fit TH-350C) ...	20402
Chrysler '67-'81 Torqueflite A-727	10418
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot	50442

**A. Tork Master™ 2000****B. Tork Master™ 2400****C. Tork Master™ 3000**

Engines smaller than 350 cid may not produce the torque at 2,500 rpm to achieve stall speed indicated. Holeshot Series converters are not to be used in transbrake applications.



TRAVELER – IDEAL FOR LIGHT TRUCK AND TOWING APPLICATIONS

- Provides slightly higher stall speed than stock to improve pulling power at low speeds.
- New precision pump drive tube
- Heavy duty needle bearings
- Furnace brazed
- New sprag & rollers in stator
- Pressure tested.
- Fully balanced.

TRAVELER FEATURES

1. Fully furnace brazed fins in both the impeller & turbine (not spot brazed)
2. New precision alloy pump drive tube
3. Heavy duty needle thrust bearings between stator & turbine (not a thrust washer)
4. New thrust washer between turbine & cover

The Traveler converter is intended for use in motorhomes, tow vehicles or other heavy duty applications where a slightly higher stall speed is helpful in getting the vehicle moving. The Traveler is also stronger than a stock converter and has been internally modified to provide about 300 rpm more stall speed for help in initial acceleration without sacrificing normal highway operation. It is manufactured to B&M's exacting tolerances for long life.

Important: Traveler converters are **not** to be used with a transbrake.

APPLICATIONS

TRAVELER

GM '65-'91 TH400, TH425, TH375	20423
GM '68-'81 TH350, TH375B (will not fit TH-350C) ..	30423
GM '84-'93 TH-700-R4 30 spline (all cars & trucks) ..	70422
GM '93-'96 4L60E 30 spline (V8s only)	70422

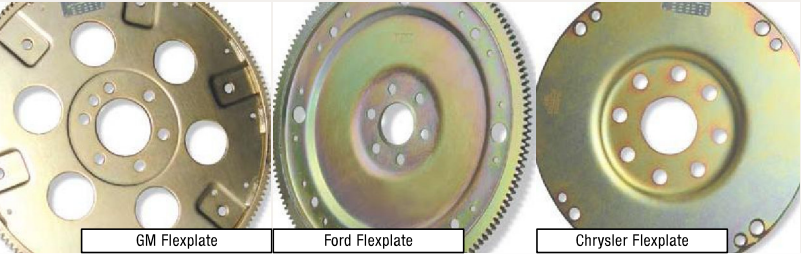
WARNING:

High stall torque converters can build extra heat. Install a supplementary transmission oil cooler (see B&M cooling systems, pgs 47-51) to control this extra heat or premature transmission failure could occur. B&M's Holeshot and Torq Master converters are not to be used with a transbrake.

FLEXPLATES (SFI Approved Except as Noted)

- SFI spec 29.1 approved, NHRA & IHRA legal for all classes.
- SFI certification sticker included (recertification req. every 3 yrs).
- Ideal for street applications to extreme duty racing & high RPM (above 6,000) use.

CHEVROLET STANDARD SFI FLEXPLATES									
Chevrolet	Small	exc.400	'55-'85	Int	168	Dual	10-3/4 & 11-1/2"	20230	
Chevrolet	Small	exc.400	'55-'85	Int	153	Single	10-3/4	20237	
Chevrolet	Small	400cid	'55-'85	Ext	168	Dual	10-3/4 & 11-1/2"	20232	
Chevrolet	Small		'86-'97	Ext	153	Single	10-3/4"	20238	
Chevrolet	Small		'86-'97	Ext	168	Dual	10-3/4 & 11-1/2"	20239	
Chevrolet	Big	exc.454	To '90	Int	168	Dual	10-3/4 & 11-1/2"	20230	
Chevrolet	Big	454	To '90	Ext	168	Dual	10-3/4 & 11-1/2"	20233	
CHRYSLER STANDARD SFI FLEXPLATES									
Chrysler	Small	340 w/TF727	'71-'76	Ext	No	Dual	10" & 11-1/8"	10235	
Chrysler	Small	360 w/TF904	'71-'92	Ext	No	Single	10"	10238	
Chrysler	Small	360 w/TF727	'71-'92	Ext	No	Dual	10" & 11-1/8"	10236	
Chrysler	Small	360 w/TF727	'93-'99	Ext	No	Dual	10" & 11-1/8"	10242	
Chrysler	Big	383 w/TF727	'71+ up	Ext	No	Dual	10" & 11-1/8"	10237	
Chrysler	Big	400 w/TF727	'71+ up	Ext	No	Dual	10" & 11-1/8"	10237	
Chrysler	Big	440 w/TF727	'71+ up	Ext	No	Dual	10" & 11-1/8"	10237	
Chrysler	Big	440 w/TF727	'70+ up	Ext	No	Dual	10" & 11-1/8"	10238	
Note: These B&M externally balanced Chrysler engine flexplates must be used when changing converters on an internally balanced engine.									
Chrysler		w/TF727	'62+ up	Int	No	Dual	10" & 11-1/8"	10230 ⁽¹⁾	
Chrysler		w/TF904	'62+ up	Int	No	Single	10"	10231 ⁽¹⁾	
Chrysler		w/TF727	'62+ up	Int	No	Single	10"	10231 ⁽¹⁾	
(1) Cast Crank. (a) High perf. 440 with forged crank. (b) Six-Bolt Crank. (c) Eight-Bolt Crank.									
FORD NON-SFI REPLACEMENT FLEXPLATES									
Ford	Small	302-351C w/C6	'69-'85	28.2	164		11.4"	40232	
Ford	Small	289-302 w/C4	'68-'81	28.2	157		10-1/2"	50236	
Ford	Small	289-351C w/C4	'68-'81	28.2	164		11.4"	50237	
Ford	Small	302 w/A00	'82-'95	50.0	164		11.4"	50238	
Ford	Small	302 w/C4	'82-'95	50.0	157		10-1/2"	50239 ⁽¹⁾	
Ford	Small	289-351 w/C4		Int	157		10-1/2"	50240 ⁽¹⁾	
(1) Special Application 50.0 in. oz. External balance with 157 tooth ring gear. (2) Special Application for Internally balanced small block Ford Engines with 157 tooth ring gear.									



TORQUE CONVERTER APPLICATION GUIDE

Transmission Application	20481	20482	20416 ¹	20412 ²	20413	20425	20400 ³	20404	20402	20423
GM '65-'91 TH400, TH425, TH375 ⁴	20481	20482	20416 ¹	20412 ²	20413	20425	20400 ³	20404	20402	20423
GM '68-'81 TH350, TH375B ⁵ (will not fit TH-350C)	20481	20482	20416 ¹	20412 ²	20413	20425	20400 ³	20404	20402	20423
GM '82-'84 TH-700-R4, all TH200C, TH2004R 27 spline				70415						
GM '84-'93 TH-700-R4 30 spline (all cars & trucks)			70417 ¹	70419 ²	70421 ¹		70420 ³	70418 ³		70422 ²
GM '93-'96 4L60E 30 spline (V6s only)			70417 ¹	70419 ²			70420 ³	70418 ³		70422 ²
GM '97-'03 4L60E Camaro & Firebird w/LS1			70440 ¹	70441 ¹						
Chrysler '67-'81 Torqueflite A-727 ^{1A}				10415 ¹⁰	10425 ¹¹			10417 ¹⁰	10418 ¹⁰	
Ford '66-'91 C6 with 332, 352, 360, 390, 406, 427, 428, 429 cid with 1.848" crank pilot ¹				40412						
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot ¹	40480			40422 ²			40427 ²			
Ford '70-'82 step case C4 with 10.5" bolt circle, 28 spline input shaft, 1.375" crank pilot	50449			50416	50436			50441	50442	
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot, Won't fit AODE/4R70W (see below)	40473 ¹			40430 ¹	40431 ¹		40437 ²	40438 ¹		

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 & 40427 will not fit 460 CID engine.

HoleShot vs. Turk Master: HoleShots are furnace brazed and include more sophisticated bearings. Consequently they are able to withstand much more torque and horsepower. Turk 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 blow 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.

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.



B&M has partnered with Figueroa Motorsports, Inc. to distribute our race converters. For more information about our Quick 60 line of Racing Torque Converters, please contact:

FIGSPEED
Figueroa Motorsports, Inc.
3131 Maricopa Ave. Suite A
Lake Havasu City, AZ
86406

Phone: 800-847-6648
Phone: 928-854-3941
Fax: 928-854-9174

or visit www.figspeed.com for more information.



B&M AUTOMATIC TRANSMISSION

WHO WOULD YOU TRUST YOUR CAR'S PERFORMANCE TO? THE DRIVE-BY-NIGHT TRANSMISSION BUSINESS. OR THE COMPANY WITH HALF A CENTURY'S WORTH OF EXPERIENCE IN RACING AUTOMATIC TRANSMISSIONS? B&M MAY NOT BE BUILDING THE MIGHTY HYDROSTICK ANYMORE, BUT THE EXPERIENCE AND SKILLS GAINED AT THE RACE-TRACK WITH RACE PROVEN RESULTS MEAN B&M'S PERFORMANCE AUTOMATIC TRANSMISSION IS STILL THE BEST ON THE MARKET.

B&M offers two ranges of transmission choices based on your specific application:

STREET/STRIP TRANSMISSIONS

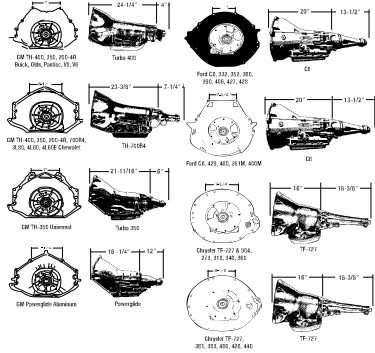
B&M's Street/Strip Transmission is a complete ready to run unit (less converter) for high performance street and mild strip use. The transmission provides firm shifts and features a standard shift pattern, these are the finest available for street/strip use.

TRAVELER TRANSMISSIONS

This is a rugged model and has a medium/firm shift compared to the hard shift of the Street/Strip model. The Traveler is recommended for light trucks and RV/towing applications. The Traveler features increased oil flow which provides for cooler operation under heavy duty use.



TRANSMISSION BELLHOUSING IDENTIFICATION



performance automatic transmissions



A. GM TH-700/4L60



B. GM TH-350



C. GM TH-400

A. GM TH-700/4L60	
APPLICATIONS	
GM TH-700/4L60 TRANSMISSION	
GM (Chevrolet) except Corvette & 60° V-6 ('84 or later 30 tooth spline converter)	117101
GM TH-350 TRANSMISSION	
Street/Strip Automatic Transmission (Chevrolet) 2 wheel drive with 6" tallshaft	113001
GM TH-400 TRANSMISSION	
Street/Strip Automatic Transmission (Chevrolet) with large diameter bushing for use with large diameter yoke (1-7/8") (spicer yoke #2-3-10431X)	112002

- A. GM TH-700/4L60 TRANSMISSION**
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).
- 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
- B. GM TH-350 TRANSMISSION**
- 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
 - Hardened intermediate outer race
 - Dual piston apply feature on 2-3 shift to increase torque capacity
- C. GM TH-400 TRANSMISSION**
- 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
 - 34 element sprag with special drum

A. GM 4L60E TRANSMISSION

- 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

NOTE: Can be used with HGM "Compushift" Controller for transplant applications.

B. GM 4L80E TRANSMISSION

- 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

NOTE: Can be used with HGM "Compushift" Controller for transplant applications.

C. CHRYSLER A518 TRANSMISSION

- Performance Servos
- High Energy Flex Intermediate Band
- 5.0 Lever
- New Solenoid Pack
- High Energy Low Reverse Band
- New Low Roller Assembly
- New Overdrive Sprag
- Performance Frictions
- Recalibrated Valve Body
- Performance Pump Assembly



A. GM 4L60E

APPLICATIONS

GM 4L60E TRANSMISSION

Street/Strip Automatic Transmission '96-'97 LT motors **117307**
Street/Strip Automatic Transmission '98-up LS motors **117308**

GM 4L80E TRANSMISSION

Street/Strip Automatic Transmission '93-'96 **118001**
Street/Strip Automatic Transmission '97-up **118002**

CHRYSLER A518 TRANSMISSION

Street/Strip Automatic Transmission '93-'95 **111214**



B. GM 4L80E



C. Chrysler A518





A. Ford 5R55S



B. Ford 4R70W

A. FORD 5R55S TRANSMISSION

- Performance Frictions
- High Energy Bands
- New Servo Pistons
- Recalibrated Valve Body
- Performance Pump Assembly
- New Solenoid Assembly Pack
- New Overdrive Sprag
- New Overrun Sprag
- 600 Hp

B. FORD 4R70W TRANSMISSION

- Performance Overdrive Servo
- High Energy Overdrive Band
- All New Solenoids and Wiring Harness
- Performance Frictions
- 7 Count High Gear Frictions
- Recalibrated Valve Body
- Performance Pump Assembly
- Mechanical Diode Sprag
- New Low Roller Assembly
- Chrome Pan, Standard Depth
- 600 Hp Max

NOTE: Can be used with HGM "CompuShift" Controller for transplant applications.

APPLICATIONS

FORD 5R55S TRANSMISSION

Street/Strip Automatic Transmission '05-'08 Mustang
..... **115505**

FORD 4R70W TRANSMISSION

Street/Strip Automatic Transmission '98-up **114507**

A. FORD C-6 TRANSMISSION

- 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, belville spring & filter
- Fully recalibrated valve body

B. FORD AOD TRANSMISSION

- 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



A. Ford C-6

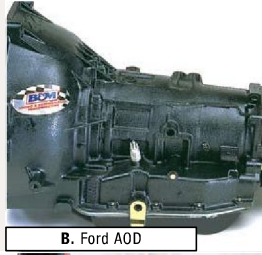
APPLICATIONS

FORD C-6 TRANSMISSION

Street/Strip Automatic Transmission '70-'89 289, 302, 351C, 351W 13-1/2" tallshaft **114282**

FORD AOD TRANSMISSION

Street/Strip Automatic Transmission '80-'93 (Mustang only) 289, 302, 351C & 351W **114501**



B. Ford AOD

B&M has partnered with Figueroa Motorsports, Inc. to distribute our legendary race transmissions. For more information, please contact:

FIGSPEED
Figueroa Motorsports, Inc.
3131 Maricopa Ave. Suite A
Lake Havasu City, AZ
86406



Phone: 800-847-6648
Phone: 928-854-3941
Fax: 928-854-9174

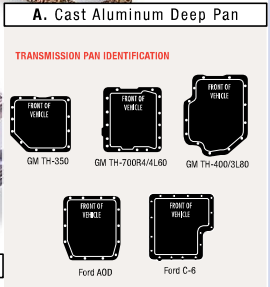
or visit www.figspeed.com for more information.



Figspeed Drag Racer



performance automatic transmissions :: FORD TRANSMISSIONS



A & B. DEEP 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

C. POLISHED CAST ALUMINUM STOCK DEPTH TRANSMISSION PANS

Cast aluminum pans feature a polished finish and built in drain plug. A socket head cap screw kit is included to mount the pan to the transmission.

- Bolt kit & pan gasket included
- Built-in drain plug
- No modification to dip stick required
- Excellent choice for street rods & low ground clearance vehicles.

APPLICATIONS

CAST ALUMINUM DEEP PANS

GM All TH-400 (Will not fit Jeep CJ7) (+2 quarts)	20280
GM All TH-350 & 250 (+3 quarts)	30280
GM Powerglide (+2 quarts)	70280
GM 4L60E, 4L60 (TH-700R4 incl. Corvette) (+3 quarts)	70280
GM 4L80E & 4L80E (+3 quarts)	70285
Chrysler TF A-727, 518, 618, 44RH & 46RE (+4 quarts)	10280
Ford C-4 (+2 quarts)	50281
Ford C-6 also fits trucks (+2 quarts)	40281
Ford AOD, AODE & 4R70W (+3 quarts)	40291
Ford E400/4R100 & 5R100 Torque Shift 5-speed (+3.5 quarts)	40295

CHROME STEEL DEEP PANS

GM All TH-400 (+2 quarts)	20289
GM All TH-350 & 250 (+3 quarts)	30289
GM '82-'93 TH-700R4/4L60 Will not fit 2WD pickup or Suburban. (+3 quarts)	70289

*Replacement filter use B&M filter 10280.
**Fits Corvette with side fill plug.

FILTER EXTENSIONS FOR ALL B&M DEEP PANS

For B&M pan #10280	10279
For B&M pan #20280 & #20289	20271
For B&M pan #30280 & #30289	30284
For B&M pan #70280	70282
For B&M pan #70289	70288
For B&M pan #70260 (w/4L60E)	70354
For B&M pan #50291	50279

POLISHED CAST ALUMINUM STOCK DEPTH TRANSMISSION PANS

GM TH-350	54615
GM TH-400	54616
GM TH-700R4 (4L60)	54617

A. ORIGINAL TRICK SHIFT ATF
FOR ALL PRE-1993 VEHICLES

Trick Shift was originally developed by B&M for racing applications. It's become so successful that it's the most popular high performance fluid on the street also! Not an additive, this is the best performance ATF available! A scientific blend of foam inhibitors, pressure agents and shift modifiers that will provide extended transmission life and drastically improved shift feel. Trick Shift is the easiest way to measurably improve the transmission performance of your vehicle. Trick Shift works with all automatic transmissions* when a firmer shift is desired. "Pour in Performance" is not just a catchy phrase - it's reality! It can be mixed with stock-type transmission fluids, however to attain maximum improvement you should use Trick Shift exclusively. Ideal for towing, light trucks and RV applications as well as racing. Not recommended for electronic controlled transmissions.

Trick Shift ATF - one US Quart **80259**

B. SYNTHETIC TRICK SHIFT™ ATF
FOR ALL PRE-2000 VEHICLES*

Formulated as a performance automatic transmission fluid. Synthetic Trick Shift features the latest synthetic fluid technology suitable for most late model automatic transmissions as well as many manual transmissions. Not an additive, this safe and effective formula of extreme pressure agents, foam inhibitors and exceptional thermal stability will provide a long service life for your transmission. Applications include street, racing, off-road, towing and heavy- duty fleet use. Synthetic Trick Shift may be mixed with all other types of ATF but works best by itself. When using B&M Synthetic Trick Shift you can literally 'Pour in Performance'. Meets or exceeds Mercon or Dexron III requirements.

Mercon is a trademark of Ford Motor Company. Dexron III is a trademark of General Motors Corporation.

Synthetic Trick Shift ATF—one US Quart , **80286**

* Not recommended for automatic transmissions manufactured after 2000. Not intended for use in CVTs.



AUTOMATIC TRANSMISSION OIL CAPACITY CHART

General Motors			
TRANSMISSION	STOCK PAN	WITH B&M DEEP PAN	STOCK CONVERTER
Turbo-Hydro 700R4	5 quarts	Add 3 Quarts	4.5 quarts
Turbo-Hydro 400	3 quarts	Add 2 Quarts	7.0 quarts
Turbo-Hydro 350	3 quarts	Add 3 Quarts	6.0 quarts
Powerglide	4 quarts	Add 2 quarts	5.0 quarts
Turbo-Hydro 200	3 quarts		4.5 quarts
4L60E	5 quarts	Add 3 quarts	4.5 quarts
4L60E	7 quarts	Add 3 quarts	4.5 quarts

Ford Motor Company			
TRANSMISSION	STOCK PAN	WITH B&M DEEP PAN	STOCK CONVERTER
C6	5 quarts		5.0 quarts
C4	3 quarts	Add 2 Quarts	5.0 quarts
AOD & AODE	6 quarts	Add 3 Quarts	5.0 quarts
E40D	10 quarts	Add 3 quarts	5.0 quarts

Chrysler			
TRANSMISSION	STOCK PAN	WITH B&M DEEP PAN	STOCK CONVERTER
A-727 & 518 TF	4 quarts	Add 4 Quarts	4.0 quarts
A-904 & 500 TF	4 quarts		4.0 quarts

B&M Converter Capacities	
12" Converters	6 quarts
11" Converters	5 quarts
10" Converters	4 quarts
9" Converters	3 quarts
8" Converters	3 quarts



B&M TRANSMISSION KITS



YOUR CURRENT AUTOMATIC TRANSMISSION A BIT OF A DISSAPPOINTMENT? WISHING FOR THAT EXTRA "UMPH," THAT FIRMER SHIFT, OR THAT QUICKER CHANGE IN GEARS? B&M OFFERS A RANGE OF "KITS" THAT WILL GIVE YOUR AUTOMATIC TRANSMISSION ANYTHING FROM A SUBTLE IMPROVEMENT, ALL THE WAY TO THAT RACE-CAR LIKE SHIFT A B&M TRANSMISSION IS FAMOUS FOR. KITS ARE COMPLETE WITH EVERYTHING YOU'LL NEED FOR YOUR UPGRADE.

SHIFT IMPROVER KIT™

The B&M Shift Improver Kit the easiest way to get the stout performance you've always wanted out of your automatic transmission—and you get two modes of performance to select from: Heavy Duty, or Street/Strip. It's our least expensive and simplest to install kit. All you need are some hand tools! In the space of an afternoon, you can turn your transmission into a B&M-tuned unit! Ask the thousands of satisfied customers that have installed one in their transmissions!

TRANSPAK™

The next step up from the Shift Improver Kit is the Transpak. It has all the features in the Shift Improver Kit plus it provides additional driver manual control (GM TH-400, 350, Ford C-6 & Chrysler Torqueflite only). Most stock automatic transmissions won't downshift into low gear above 15 mph, and automatically upshift at a predetermined speed no matter what gear you're in. With the Transpak, you can downshift at any speed, and you can hold the transmission in first gear to any speed that you want! This is an asset when you've got a modified engine, and you want additional RPMs, or you're towing a trailer or driving heavy loads downhill.

TRANSKIT™

A B&M transmission in a box! If you've got the time, we've got the parts to transform your automatic transmission into a full-blit B&M performer! This is our ultimate transmission kit - it 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 we build.

Our instruction sheets provide the do-it-yourselfer with all the information needed to completely overhaul an automatic transmission—Even if you have no experience in this area!

SHIFTPLUS™

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!

SHIFT IMPROVER KIT

- Recalibrate your automatic transmission for optimum performance & extended life!
- Select the mode that best suits your application
- Provides crisp shifts on any stock automatic transmission
- Eliminates shift overlap & excess wear on clutches & bands due to slippage

The B&M Shift Improver Kit is the easiest way to get the stout performance you've always wanted out of your automatic transmission—and you get two modes of performance to select from: Heavy Duty, or Street/Strip. It's our least expensive and simplest to install kit. All you need are some hand tools! In the space of an afternoon, you can turn your transmission into a B&M-tuned unit! Ask the thousands of satisfied customers that have installed one in their transmissions!

STAGE 1. HEAVY DUTY

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

STAGE 2. STREET/STRIP

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

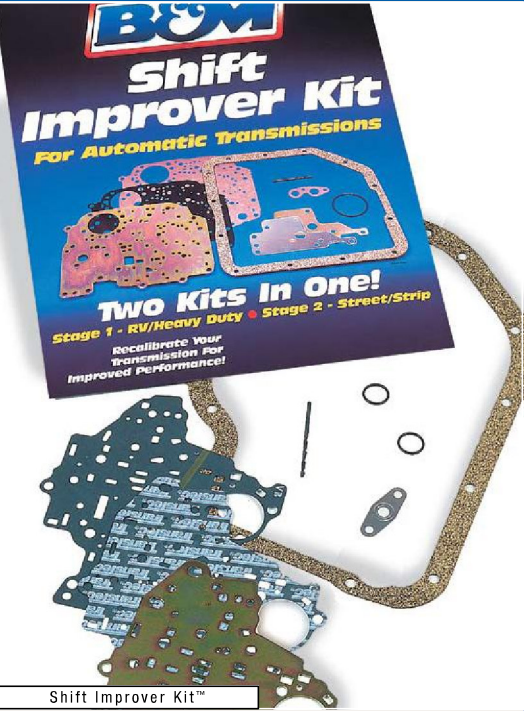
APPLICATIONS

CHEVROLET, BUICK, OLDS, PONTIAC, GMC

'88-'94 TH-400 (3L80)	20261
'65-'67 TH-400, 375 & M40	20260
'68-'81 TH-350, 375B & M38 (For TH-350C use TransPak #30235)	30262
'81-'90 TH-200-4R	35265
'82-'93 TH-700-R4/4L60	70239
'93-'02 4L60E	70360

FORD, LINCOLN, MERCURY

'67-'91 C3	40262
'80-'92 AOD	40263
'67-'69 C4	50260
'70-'82 C4	50262
'92-'95 AODE/4R70W	40264
'96-'99 4R70W	40266
'89-'97 E40D	10025



Shift Improver Kit™

CHRYSLER, DODGE, PLYMOUTH

'66-'70 TF A-727	10226
'71-'77 TF A-727	10225
'66-'77 TF A-904 w/6 cyl. engine	10226
'68-'70 TF A-904 w/V-8 engine	10226
'71-'77 TF A-904 w/V-8 engine	10225





- TRANSPAK**
- Recalibrate your automatic transmission for optimum performance
 - Select the mode that best suits your application
 - Improves transmission life
 - Transmission removal not required

The next step up from the Shift Improver Kit is the Transpak. It has all the features in the Shift Improver Kit plus it provides additional driver manual control (GM TH-400, 350, Ford C-6 & Chrysler Torqueflite only). Most stock automatic transmissions won't downshift into low gear above 15 mph, and automatically upshift at a predetermined speed no matter what gear you're in. With the Transpak, you can downshift at any speed, and you can hold the transmission in first gear to any speed that you want! This is an asset when you've got a modified engine, and you want additional RPMs, or you're towing a trailer or driving heavy loads downhill.

STAGE 1. HEAVY DUTY
For street rods, normal passenger vehicles or other heavy duty use. Firmer shift feel but not harsh. Improves transmission performance and life dramatically without loss of comfort. Normal automatic operation when in "Drive".

STAGE 2. HI-PERFORMANCE STREET
For full performance street use. Essentially the same as Heavy Duty mode except shift is much quicker. Retain full automatic features and standard shift points with selector in "Drive".

APPLICATIONS

CHEVROLET, BUICK, OLDS, PONTIAC, GMC	
'81-'90 TH-200/4R	35229
'82-'93 TH-700R4 (4L60)	70235
'65-'87 TH-400, 375, and M40	20228
'68-'81 TH-350, 375B, and M38	30228
'80-'88 TH-350-C	30235
'62-'73 Powerglide	70228
'93-'02 4L60E	70365
FORD, LINCOLN, MERCURY	
'80-'92 AOD (except '92 & later w/electronic shift) ..	40227
'67-'91 C6	40228
'64-'86 C4	50227
'70-'82 C4	50229
CHRYSLER, DODGE, PLYMOUTH	
'66-'77 TF A-727 & A-904	10228
'78-'96 TF 727, 518, 46RH & 47RH	10227
'78-'96 TF 904, 959, 52RH, 42RH & 500	10227

TRANSKIT

- Same quality and components used in a B&M Street/Strip transmission in a do-it-yourself kit.
- Transpak modification components including special replacement valves & springs.
- Includes all the necessary parts, springs, plates, etc., 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.
- Drain plug kit.

A B&M transmission in a box! If you've got the time, we've got the parts to transform your automatic transmission into a full-tilt B&M performer! This is our ultimate transmission kit—it 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 we build.

Our instruction sheets provide the do-it-yourselfer with all the information needed to completely overhaul an automatic transmission —Even if you have no experience in this area! (Bushings not included with TransKits.)

APPLICATIONS

CHEVROLET, BUICK, OLDS, PONTIAC, GMC	
'87-'93 TH-700R4 (not for 4L60E) (doesn't include step by step instructions)	70233
'65-'67 TH-400, 375 & M40	20229
'68-'81 TH-350, 375B & M38	30229
FORD, LINCOLN, MERCURY	
70-'82 C4	50231
CHRYSLER, DODGE, PLYMOUTH	
70-'77 TF A-727	10229
'78-'79 TF A-727 w/inch lock-up conv.	10229





A. ShiftPlus™ Electronic Shift Improver

A. SHIFTPLUS™ ELECTRONIC SHIFT IMPROVER FOR ELECTRONIC AUTO TRANSMISSIONS

- Recalibrate your automatic transmission for optimum performance & extended life—just select the mode that best suits your application!
- Reduces slippage and heat!
- Installs in minutes & is 50 state emissions legal!

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!

C. MASTER RACING OVERHAUL KIT

- Includes all OEM gaskets, seals, bushings & high performance friction materials for a complete high performance or racing trans overhaul*.

*No transbrake body gaskets, components or installation instructions included.



B. Master Racing Overhaul Kit

APPLICATIONS

SHIFTPLUS™ ELECTRONIC SHIFT IMPROVER

GM Rear wheel drive & 4WD trans code MT1 or M30 (RPO code found on sticker in glove box) '93-'98 Suburban, Tahoe, Blazer (C/K, S/T), pickup (C&K) 1500, 2500, 3500, Impala, Camaro, Firebird & '94-'98 Corvette (will not fit '99 & later vehicles)

70380

Ford RWD & 4WD trans code D,E,P,U,H,L & V (found on plate on driver door post), '97 Expedition/Navigator, '95-'97 Explorer, '95-'97 pickup F-150, F-250, '94-'97 F-350, '94-'97 Mustang Thunderbird & Cougar, '93-'97 Lincoln Mark VIII (will not fit '97 & later vehicles)

70381

MASTER RACING OVERHAUL KIT

GM Powerglide Master Racing Overhaul Kit

21040

GM TH-400 Master Racing Overhaul Kit

21041

GM TH-350 Master Racing Overhaul Kit

21042



B&M COOLING SYSTEMS



PROPER FLUID TEMPERATURE IS THE KEY TO YOUR PERFORMANCE COMPONENT'S LONGEVITY. WHEN MODIFYING PERFORMANCE COMPONENTS SUCH AS A TRANSMISSION TO OPERATE NEAR PEAK POTENTIAL, IT IS VITAL TO KEEP LUBRICANT WORKING AT ITS PEAK PERFORMANCE AS WELL.

With a properly engineered and fitted B&M cooler you can ensure your fluid and components are working at their peak potential, plus extend the life of the component. It's a little added protection to prevent a break-down that leaves you stranded in the middle of the road, or worse yet, in the middle of competition. Here are some highlights of B&M coolers:

LIGHTWEIGHT, ALL ALUMINUM CONSTRUCTION

Aluminum has the benefit of being lightweight, durable, and an excellent heat exchanger. By using lightweight aluminum for all B&M cooling systems, weight and size can be kept to a minimum while strength, capacity and durability are not compromised for performance applications. All aluminum construction also eliminates weak points in fittings and reduces galvanizing reaction between different materials.

STACKED PLATE DESIGN

Most B&M cooling systems are the compact and durable stacked plate design. A stacked plate design offers the benefit of a highly rigid structure in a very compact space, with fluids flowing through plates stacked closely together for maximum cooling surface and efficiency. The plates are laid structurally to improve strength and are ideal for external installations where the cooler may be exposed to elements such as dirt, rock, or debris that may impact the cooler at speed. The compact nature of the design also allows for installation in small and less accessible areas of the vehicle.

FIN AND PLATE DESIGN

Fin and plate cooler design combines the best of the fin and tube cooler design and stacked plate for the ultimate in cooling efficiency and capacity. Fin and plate coolers can typically see a 25-30 percent improvement in cooling capacity over similarly sized fin and tube coolers while maintaining superior structural strength of the stacked plate design. Some B&M cooling system takes advantage of this superior cooler design for the ultimate in strength and cooling capacity.

PRESSURE TESTED FOR REAL-WORLD APPLICATIONS

All B&M cooling systems are pressure tested up to 200 psi to ensure consistent real-world performance. The reason why B&M can put our cooling systems through these rigorous tests before each unit is sent out is because each cooler is oven brazed for strength and durability. Nothing leaves the B&M factory unless it meets the highest standards in the industry.

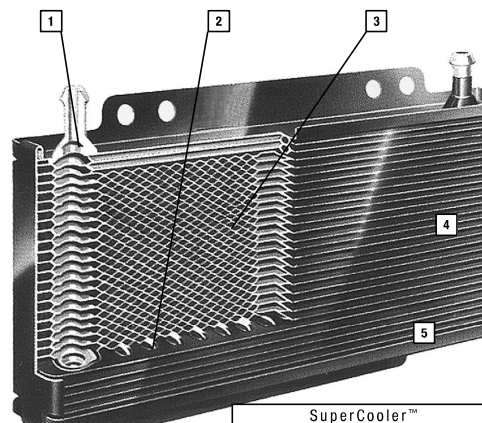
MOUNTING BRACKET BUILT RIGHT INTO COOLER

B&M coolers have mounting brackets built right on the cooler for ease of installation and flexible mounting options. While other coolers may require you to build a convoluted bracket to fit, therefore introducing weak points in the cooling system, the built-in mounting bracket integrates the strength of the cooler right into the mount, and saves you the time and hassle in building a custom bracket in limited space to fit the cooler. The built-in mount also allows you to mount B&M coolers in positions and places not ideal for other inferior coolers.

These are just some of the benefits of a B&M cooling system, see each individual B&M cooler for more features and benefits.



cooling systems



SuperCooler™



A. SuperCooler #70264



C. SuperCooler #70268



B. SuperCooler #70255

SUPERCOOLER AUTOMATIC TRANSMISSION APPLICATIONS

SuperCooler 11"x5-3/4"x3/4" rated at 9800 BTU ... **70255**
 SuperCooler 11"x7-1/4"x3/4" rated at 13,000 BTU ... **70268**
 SuperCooler 11"x5-3/4"x1-1/2" rated at 14,400 BTU **70264**

SUPERCOOLER AUTOMATIC TRANSMISSION COOLERS

- Stacked Plate design
- 'Low Pressure Drop' feature
- All aluminum construction
- Oven brazed construction
- Small & efficient design
- Includes installation kit
- Pressure tested to 200psi
- 3/4" thinline coolers are ideal for tight fit locations
- 3/8" extended nipple fittings providing improved hose & clamp contact

B&M SuperCoolers are 100% aluminum 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 other debris. The Super-Coolers intended for automatic transmission fluid also offer an additional feature known as "Low Pressure Drop". The coolers assembled with hose barb ends include a unique bypass feature allowing a controlled amount of ATF to bypass the stacked plate core when the fluid is cold. This is beneficial in cold climate areas to guard against lube system failure. Controlled by viscosity, fluid is returned directly to the lube circuit through bypass openings in the stacked plate 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.

SUPERCOOLER 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.

SUPERCooler UNIVERSAL & RACE COOLERS

- Can be used for ATF, engine oil, rear differential oil or power steering fluid cooling
- Ideal for racing and heavy-duty applications
- Oven-brazed, all aluminum construction
- Efficient 'Stacked Plate' design
- Pressure tested to 200psi
- 1/2" NPT fittings easily adaptable to AN fittings

Like our transmission coolers, B&MSuperCooler universal and race coolers are 100% aluminum 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 other debris. Suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in circle track, road racing, off-road, tractor pulling and monster truck 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



A. SuperCooler™ #70274



B. SuperCooler # 70266



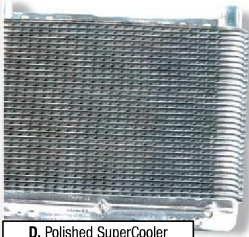
C. SuperCooler # 70273

SUPERCooler UNIVERSAL & RACE APPLICATIONS

SuperCooler 11"x6-3/4"x1-1/2" rated at 15,000 BTU **70273**
 SuperCooler 11"x8"x1-1/2" rated at 20,500 BTU ... **70266**
 SuperCooler 11"x11"x1-1/2" rated at 29,200 BTU .. **70274**

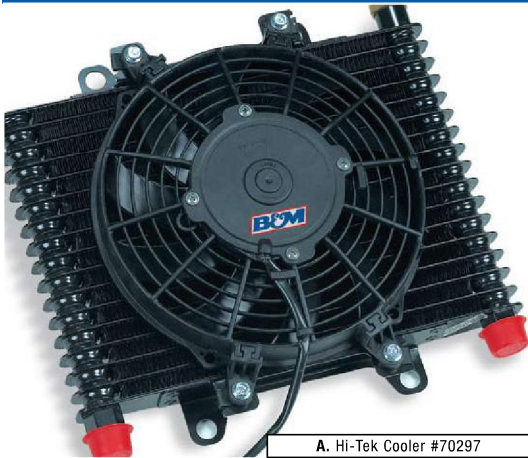
POLISHED SUPERCooler

11"x 2-3/4" x1-1/2" rated at 7,500 BTU **70265**
 11"x 6-1/2" x1-1/2" rated at 20,500 BTU **70272**



D. Polished SuperCooler





A. Hi-Tek Cooler #70297



B. Hi-Tek Cooler #70298

HI-TEK, ENGINE OIL, & AUTOMATIC TRANSMISSION COOLER APPLICATIONS

Hi-Tek, Cooling System 13-1/2" x 9" x 3-1/2" w/9-1/2" dia. fan @ 500 CFM, 6 amps, weight 7lbs. **70297**
Hi-Tek, Cooling System 10" x 7-1/2" x 4" w/7" dia. fan @ 350 CFM, 6 amps, weight 5 lbs. **70298**

HI-TEK ENGINE OIL & AUTOMATIC TRANSMISSION COOLERS

- Ideal for the toughest cooling applications
- Fin and plate cooler construction
- Includes 12 volt high flow fan
- Thermal switch included activates fan at 175°
- Pressure tested to 200psi
- Coolers fitted with 1/2" NPT fittings easily adaptable to AN fittings
- Black finish

The newest addition to B&M's line of SuperCooler fluid 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 175 degrees F. Can be used for racing, RV and street performance vehicles. Suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in circle track, road racing, off-road, tractor pulling and monster truck applications.

A. SUPERCOOLER ENGINE OIL COOLER KIT

- Can be used for ATF, engine oil, rear differential oil or power steering fluid cooling
- Ideal for racing and heavy-duty applications
- Oven-brazed, all aluminum construction
- Efficient 'Stacked Plate' design
- Pressure tested to 200psi
- 1/2" NPT fittings easily adaptable to AN fittings

The same design as the B&M transmission SuperCooler! 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.

B. EASY 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.

C. TRANSMISSION TEMP GAUGE

Most transmission and converter failures can be traced directly to excessive heat. This accurate B&M Temperature Gauge comes with a light kit, color-coded dial face, anti-glare enclosure, wires, terminals, special sending unit and T-fitting for easy installation.



A. SuperCooler™ Engine Oil Kit

APPLICATIONS

SUPERCOOLER ENGINE OIL COOLER KIT

Most Chevrolet big block and small block V-8's with recessed filter. 70270

OIL COOLER EASY MOUNT KIT

..... 80278

TRANSMISSION TEMPERATURE GAUGE

Temperature gauge kit, 100-350 degrees Fahrenheit with installation kit 80212

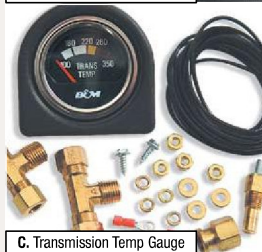
Replacement sending unit 80214

Temperature gauge kit with white gauge face, 100-350 degrees Fahrenheit with installation kit 80226

Water Temperature gauge kit with white gauge face, 100-250 degrees Fahrenheit 80227



B. Easy Mounting Kit



C. Transmission Temp Gauge



SUPERCooler APPLICATION GUIDE

Automatic Transmission Fluid Cooling		
TORQUE CONVERTER STALL RANGE	SUPERCooler WITH PUSH-ON FITTINGS	SUPERCooler FOR USE WITH BRAIDED LINE & AN FITTINGS
Stock stall converter	70255	
2000 stall converter	70268	
2400 stall converter	70268	70273
3000 stall converter	70264	70266
3500+ stall converter		70266 or 70274
Street Rods		
Small Blocks naturally aspirated cruisers		70265*
Blown Small Blocks & Big Blocks		70272* or 70298
Street Machines & Musclecars		
SMALL BLOCK—LESS THAN 3200 LBS		
2000 stall converter		70255 or 70268
2400 stall converter		70268 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
SMALL BLOCK—GREATER THAN 3200 LBS		
2000 stall converter		70268
2400 stall converter		70264 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
BIG BLOCK—LESS THAN 3200 LBS		
2000 stall converter		70268
2400 stall converter		70264 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
BIG BLOCK—GREATER THAN 3200 LBS		
2000 stall converter		70264
2400 stall converter		70264 or 70273
3000 stall converter		70266 or 70274
3500+ stall converter		70274 or 70298
Drag Racing		
Dragster—Bracket Racing & Super Class Racing		70266 or 70272*
Door Car—Bracket Racing & Super Class Racing		70266 or 70272*
Blown or Nitrous Injected		70266, 70274 or 70297
Road Racing (determined by mounting location)		
Engine Oil Cooler		70266, 70274 or 70297
Differential Cooler		70266, 70274 or 70297
Manual Gearbox		70273 or 70266
Automatic Transmission		70266 or 70298
Circle Track (determined by mounting location)		
Engine Oil Cooler		70266, 70274 or 70297
Differential Cooler		70266, 70274 or 70297
Manual Gearbox		70273 or 70266
Automatic Transmission		70266 or 70298
Off-Road Vehicles		
4WD Automatic Transmission		70264 or 70266
Rock Crawling & Trail Riding—Automatic Transmission		70297
Rock Crawling & Trail Riding—Power Steering		70273 or 70298
Desert Racing—Automatic Transmission		70266 or 70297
Short Course Racing—Automatic Transmission		70274 or 70297
Towing*		
Pickup with small trailer or boat (10,000 GVW total)		70268
Pickup with trailer or boat (14,000 GVW total)		70264
Pickup or 5th Wheel with trailer & motorhomes (18,000 GVW total)		70266
Pickup or 5th Wheel with trailer & motorhomes (Over 18,000 GVW total)		70297

* Polished cooler.



B&M ACCESSORIES



WHETHER IT'S A CABLE ADAPTER YOU NEED OR A BUTTON OR A MOMENTARY SWITCH FOR YOUR LAUNCH CONTROL, B&M CARRIES THE RIGHT ACCESSORIES FOR YOUR DRIVELINE'S PERFORMANCE NEEDS. YOU CAN ENTRUST B&M TO SUPPLY YOU WITH TOP NOTCH QUALITY AND PERFORMANCE WITH INDUSTRY LEADING ENGINEERING BEHIND THESE INNOVATIVE PARTS TO ACCESSORIZE YOUR CAR!

TRANSMISSION ACCESSORIES

B&M accessories for the transmission ranges from an improved universal drain plug kit for your transmission pan to kickdown switches for TH-400 applications to a converter lock-up control. These accessories further improve the functionality and feel of your transmission in addition to B&M automatic shifters, torque converters, and various B&M transmission kits.

COMPETITION ACCESSORIES

These B&M accessories are meant for competition use. Race proven upgrades are applied to tried and true components to help the professional racer earn that top step on the podium. For more information on B&M's race products, such as race transmissions and Quick 60 race torque converters, please contact our partner FigSpeed, www.figspeed.com, at 800-847-6648.

FUEL MANAGEMENT SYSTEM & ACCESSORIES

B&M CommandFic™ Fuel Pressure Modifier is designed to allow adjustment of the fuel flow rate, which allows you to tune air/fuel ratio for specific vehicle applications. Built and engineered to the same utmost standards as the rest of B&M products, you can trust the 50 plus years of engineering and know-how B&M brings to each and every one of our products.

B&M LIFESTYLE ACCESSORIES

Wear your B&M gear and wear it proud! Classic and contemporary B&M gear will compliment and accessorize more than just your car... It'll be the perfect statement to your unique and individual style. B&M shifters and transmission products will improve the performance of your car; let B&M jackets, tee-shirts, caps, gear bags, and attaché case improve your look and style! These B&M lifestyle accessories let your friends know that you mean serious business, and that you (and your car) are not to be trifled with.



accessories



A. Throttle Valve Cable Adapter Plate

A. THROTTLE VALVE CABLE ADAPTER PLATE

- Easily anchors TV cable to engine
- Properly positions TV anchor point for easy adjustment
- May be used with B&M 64510 & 64511 carb lever cable adapters

This easily installed Throttle Valve cable adapter is designed the properly anchor the cable assembly at the carburetor. This bracket when used in conjunction with the B&M #64510 & 64511 takes the guesswork out of TV cable adjustment. Suitable for use on Holley and Edelbrock and other square bore-type carburetors.

Throttle Valve Cable Adapter **64512**



B. TV Cable Adapters



C. GM High Performance Servo

B. THROTTLE VALVE CABLE ADAPTERS

Easily installed TV cable levers for Holley or Edelbrock carbs. These kits allow you to adapt these carbs onto TV cables to provide proper travel of the cable.

Throttle Valve Cable Adapter, Holley ... **64510**

Throttle Valve Cable Adapter, Edelbrock & Carter **64511**

C. GM TH-700R4 HIGH PERFORMANCE SERVO

This servo is designed to provide increased hydraulic apply area to improve the capacity of the 2-4 servo. By increasing the apply area the transmission will shift firmer into 2nd and 4th gear and will also eliminate a 2-3 shift flare that plague older 700R4 transmissions. This is a must for true high performance use.

GM TH-700R4 & 4L60 **70225**



D. GM TV/Kickdown Cables



E. GM TH-400 Kickdown Switch

D. GM TV/KICKDOWN CABLES

These universal fit adjustable cables will work in 95% of all listed transmission applications, yet are less expensive than OE models. Use as straight replacement cable or ease the installation of transmission swaps.

Universal GM TH350 TV/
Kickdown Cable **30287**

Universal GM TH-700-R4 TV Cable **70242**

E. GM TH-400 KICKDOWN SWITCH

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

GM TH400 Kickdown Switch **20297**

A. GM CONVERTER LOCK-UP CONTROL

- For GM TH-700, 4L60, 200, 200-4R & 350.
- Provides dash mounted control to govern converter lockup at speeds 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. Eliminates lock and unlock cycling and premature lockup avoiding engine lugging and spark knock. Provides lockup at highway speeds for fuel economy. Can be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style transmission and converter.

GM Automatic trans. w/lockup converter & mechanical speedometer cable 5ppm pulse rate **70244**

GM Automatic trans w/lockup converter & OEM electronic speedometer (exc. Berlina, '84-'86 Firebird) 40ppm pulse rate only **70248**

Not legal for sale or use on emission controlled vehicles.

**A. GM Converter Lock-up Control****B. 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 **80250**

**B. Universal Drain Plug Kit****C. GM TH-700R4 KICKDOWN KIT**

TH-700R4 transmissions will downshift from fourth to third gear anytime there is more than about half throttle (except Corvette and some H.O. Camaros and Firebirds). As a result, it is impossible to cruise at high speeds in overdrive (fourth) gear. This kit prevents a forced part throttle kickdown from fourth to third gear, and allows cruising at higher speeds in overdrive. The transmission will only kick down from fourth to third gear at 3/4 throttle.

GM TH-700-R4 Kickdown Kit **70237**

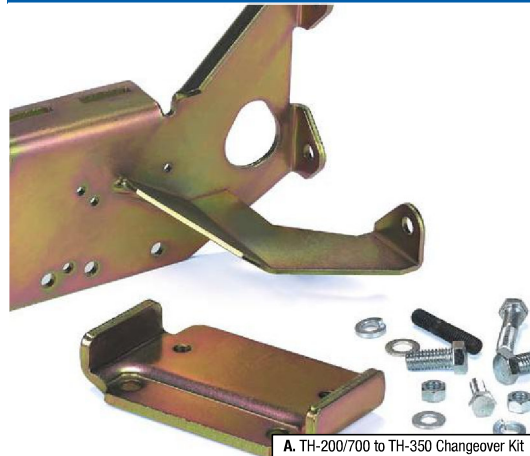
**C. GM TH-700R4 Kickdown Kit****D. GM GOVERNOR RECALIBRATION KIT**

This kit allows you to adjust the mile per hour shift points of your transmission after it is installed. It is very useful if you have a vehicle that is lightweight, has a low rear end gear ratio or is a conversion. Installs in a few minutes via access through the governor cover on the side of your transmission!

Governor recalibration kit for GM TH-700R4, 400 & 350 **20248**

Not legal for sale or use on emission controlled vehicles.

**D. GM Governor Recalibration Kit**



A. TH-200/700 to TH-350 Changeover Kit

A. GM TH-200/700 TO TH-350 CHANGEOVER KIT
 Replace the TH-200 or TH-700 in your '82-'92 Camaro or Firebird with a TH-350. Utilize the stock '82 TH-200 driveshaft or have one made. Some models require additional GM parts.
 GM TH-200/TH-700 to TH-350 Changeover Kit **30299**
 Not legal for sale or use on emission controlled vehicles.

B. POWERSWITCH FOR GM CLUTCH CONVERTERS

Operate your vehicle as a standard type torque converter when it is more desirable than the lock-up type. The Powerswitch kit supplied for these transmissions only locks out the converter clutch in first through third gear. The TH700-R4 and the TH2004R will not function properly with the lock-up converter locked out in fourth gear. The Powerswitch kit automatically overrides the switch in fourth gear in overdrive transmissions. '81-'89 GM TH-700R4 '81-'91 TH-2004R, 200C & 350C **80217**
 Not legal for sale or use on emission controlled vehicles.

C. UNIVERSAL 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, and is easily mounted on a firewall or fenderwell.

Remote Transmission Oil Filter Kit **80277**
 Replacement filter is a Fram™ PH8A or equivalent.

D. GM VACUUM MODULATOR

B&M's Vacuum Modulator is fully adjustable, this allows you to tailor your shift points to within a range of 2-4 mph. Comes supplied pre-adjusted for normal shift points.

GM TH350 & TH400 **20234**

Note: If you have a big camshaft and your engine does not make adequate vacuum you will not be able to make the stock or B&M modulator work properly, usually resulting in late, hard shifts.

E. TRANS SHIELD

These units fit properly and are easier to remove and install. They feature an added pem nut on the right side, allowing a dip stick tube to be bolted to the shield and additional clearance has been added to the cooler fitting location for installation of quick release fittings. The belly strap allows installation of a shifter cable bracket (two holes have been added to the strap for deep pans).

GM Powerglide transmission shield (red) **22150**



B. Powerswitch for GM Clutch Converters

C. Universal Remote Transmission Filter Kit

D. GM Vacuum Modulator

E. Trans Shield

A. LAUNCH CONTROL

- The choice for performance & dependability
- Controls the front or rear brakes
- For street & racing applications
- For use with manual or automatic transmission
- Works with 12 & 16 volt systems
- Use it as a brake locking device for drag racing or as a hill holding device for street

The B&M launch control is a sophisticated device, which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on an uphill grade. can be used to hold brakes for up to 60 secs. 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 only **46075**
 Launch Control Kit as shown **46076**

B. MUSHROOM CAP BUTTON & CORD

- Rated at 12 amps - works with 12 & 16 volt systems.
- Light weight spiral cord, self cleaning contacts, bounce-free operation.

A button and cord assembly with extra large actuator button. Benefits racers with gloves and can't feel the light microswitch buttons and/or those who race with 'multi-hit' delay boxes. Ideal for Full and Pro Tree applications. Large Actuator Red Button (w/cord) ... **46013**

C. REMOTE BUTTON & CORD

- Rated at 12 amps - works with 12 & 16 volt systems.
- Light weight spiral cord, self cleaning contacts, bounce-free operation.

Ideal for bracket racing. Use with transbrake, launch control and nitrous systems. Standard Remote Green Button with spiral cord. **46003**



A. Launch Control



B. Mushroom Cap button & Cord

C. Remote Button & Cord

D. LOCKING DIP STICK

B&M has designed a locking short dip stick in conjunction with the newly redesigned transmission shield to attach directly to the servo cover. The screw-on cap is precision machined billet aluminum with a knurled finish and O-ring seal to prevent leaks. The dipstick plugs into the transmission with a sealing grommet (standard equipment on most new GM transmissions).
 GM Powerglide or Dedenbear case (red cap) **22164**



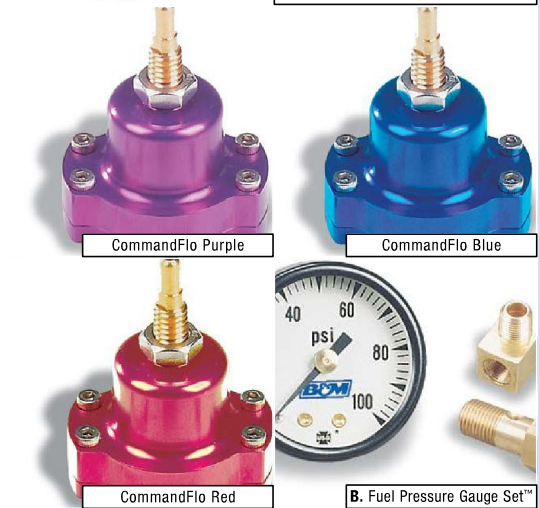
D. Locking Dip Stick





A. CommandFlo™ Fuel Pressure Modifier

A. COMMANDFLO FUEL PRESSURE MODIFIER*
The CommandFlo is a billet aluminum fuel flow modifier. Designed specifically for Honda and Acura applications, the CommandFlo allows adjustment of the fuel flow rate which allows you to properly tune the air/fuel ratio. Ideal for use with free flow intakes and exhaust systems. The CommandFlo offers these special features: Bolt-on adjustable modifier for stock fuel regulators, CNC machined 6061-T6 billet aluminum case, and allows pressure adjustments from 25-60 PSI. Will fit most fuel rails with NR-1 regulator.
CommandFlo - Honda '88-'00 Civic/CRX, '00 S2000, Acura '90-'00 Integra, Acura '91-'00 NSX (purple) **46051**
CommandFlo - Honda '88-'00 Civic/CRX, '00 S2000, Acura '90-'00 Integra, Acura '91-'00 NSX (silver) **46057**
CommandFlo - Honda '88-'00 Civic/CRX, '00 S2000, Acura '90-'00 Integra, Acura '91-'00 NSX (red) **46058**
CommandFlo - Honda '88-'00 Civic/CRX, '00 S2000, Acura '90-'00 Integra, Acura '91-'00 NSX (blue) **46059**
*Not legal for sale or use on emission controlled vehicles.



CommandFlo Purple

CommandFlo Blue

CommandFlo Red

B. Fuel Pressure Gauge Set™

B. FUEL PRESSURE GAUGE SET
The B&M Fuel Pressure Gauge Set allows for accurately measuring fuel pressure. Proper fuel pressure is critical at full throttle to prevent lean conditions. Recommended for use with CommandFlo™.
Fuel Pressure Gauge Set '88-'00 Honda Civic/CRX & '90-'00 Acura Integra, '89-'99 Mitsubishi Eclipse **46054**

A. RETRO HYDROSTICK TEE

Back in the days when B&M started in Van Nuys, California, we were known for our Hydro Stick transmissions. We may not be selling Hydro Sticks anymore, but you can still wear the original B&M logo proudly, with this 100% cotton white tee featuring small B&M Hydro Stick logo on front and large mechanical man image on the back.

Hydro Stick tee (s) \$12	95020
Hydro Stick tee (m) \$12	95021
Hydro Stick tee (l) \$12	95022
Hydro Stick tee (xl) \$12	95023
Hydro Stick tee (xxl) \$15	95024

B. BLACK CREW CAP

Fitted all black spandex infused twill cap with red piping on the bill. B&M logo on front and web address on back. Two sizes available.

Crew cap (l/xl 7-1/8 - 7-5/8) \$12	95050
Crew cap (s/m 6-3/4 - 7-1/4) \$12	95051

C. Factory Team Tee

100% cotton black tee featuring small B&M factory team logo on front with large dragster image on the back.

Factory Team tee (m) \$12	95235
Factory Team tee (l) \$12	95236
Factory Team tee (xl) \$12	95237
Factory Team tee (xxl) \$14	95238



A. Hydrostick Tee



B. Black Crew Cap



C. Factory Team Tee



LIMITED WARRANTY GUIDE

B&M WARRANTY INFORMATION

This warranty covers the original purchasing consumer. This warranty is limited to repair or replacement by B&M of any B&M part that fails because of a defect in materials or workmanship. Implied warranty: Any warranties implied by law are limited to the duration of this warranty, (except in those states where prohibited by law).

B&M PRODUCT WARRANTY COVERAGE

- **Limited Lifetime Warranty**—All currently cataloged automatic and manual shifters (except cables) are covered by a limited lifetime warranty.
- **1 Year Limited Warranty**—All other B&M products (except racing products) are covered for one year from the date of retail purchase to be free of defects in material and workmanship to the original purchaser (not warranted against normal wear, misuse or abuse).
- **90 Day Limited Warranty**—B&M transmissions are covered for a period of 90 days from the date of retail purchase to the original retail purchaser.

WHAT IS NOT COVERED

- Failure of a B&M product due to misapplication, improper installation or maintenance, failure to provide adequate cooling or maintain proper fluid level, misuse, abuse, unauthorized repairs, accidents, or modifications to the original design.
- Removal or replacement costs, transmission oil.
- Damage to related components.
- Costs incurred due to downtime of vehicle, towing costs or transportation costs.
- Normal wear and tear.
- Products used for racing - except shifters.
- Melted shifter cables.
- Transmissions and High Stall Converters damaged by overheating. These must be protected by a supplementary transmission oil cooler (in addition to the stock radiator-type cooler).
- Shipping costs.

WARRANTY SERVICE PROCEDURE

Transmission warranty claims must have authorization for return (RMA number supplied by B&M). An RMA will only be issued by B&M after a copy of the consumer's original sales receipt is faxed to B&M indicating the date of sale. Any deviation will not be accepted for warranty consideration. Any returned transmission must be shipped prepaid to B&M. B&M will make every effort to quickly inspect the unit and advise the distributor or customer of the findings. Any out of warranty unit or problems not attributed to a legitimate warranty claim will not be warranted under any circumstances. In the event of a warranty denial, B&M will contact the returning party with an estimate to repair the unit. Any unit not authorized for repair within 30 days, is subject to B&M's right to scrap the unit with no credit given to the distributor or returning party. If the unit is repaired at the customer's expense, the unit will then be sent back to the distributor or customer at his expense. However, if a unit is found to be defective, B&M will pre-pay the freight via UPS ground or common carrier to the distributor or customer within the USA.

PRODUCT RETURN PROCEDURE

- In the event a problem develops with a B&M product, contact B&M: (818) 882-6422 or Fax (818) 882-6694. Ask for customer service. It may be determined that the product will have to be returned to B&M. A return material authorization number (RMA number) will be assigned to you.
- The retailer or the customer should return the product in question, freight prepaid. It must be accompanied with the original sales receipt and a clear description of the problem.
- If the product is determined to be defective and within the warranty period, B&M will repair, replace or issue credit to the distributor at B&M's option. Any repaired or replaced product will be returned to the sender freight prepaid via UPS or motor freight.
- This limited warranty may give you specific legal rights, which vary from state to state.
- B&M products used for racing (except shifters) are complex in nature and designed for specific and severe duty and therefore are non-returnable under any circumstances.

CUSTOMER SERVICE: (818) 882-6422 M-F 7:00AM-4:00PM PST



www.bmracing.com

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