Since the very early 1950’s, B&M has been at the vanguard of the growing automotive after-market. Racers themselves, B&M’s founders identified the needs of local racers and street performance enthusiasts, and developed products to fill those needs. As the industry grew so did B&M. And as racers went faster, B&M developed products to help them break the records they just set.

In the 50’s it was B&M who came up with the idea of using a performance reinforced Hydramatic for racing. In the 60s it was B&M who developed shifters to go along with it, and later in the decade came race converters. In the 70s, B&M introduced shift and transmission improving kits – always constantly refining and expanding existing product lines.

If you’ve ever raced a vehicle, or driven a hot rod with an automatic transmission, high stall torque converter, an after-market automatic shifter, or performance enhancing shifting kit, thank B&M. From Trick Shift performance ATF to reverse pattern valve bodies, 1.80 gear sets to cool canisters, the list of firsts goes on and on…

It’s this tradition that keeps moving B&M to identify and develop what the performance enthusiast needs. As racing and street performance has spread globally, B&M has taken it’s extensive knowledge and experience and applied it to the needs of racers, everyday drivers and hobbyists around the world.

Keep looking to B&M to continue to be amongst the very first to identify vehicle needs in the global automotive after-market, supplying enthusiasts and racers what they need.

Jesse Greening 1927 Roadster with a B&M T5 shifter
**The new B&M StarTek starter is designed to provide high torque and power in a wide range of demanding applications. With 4.5:1 reduction gears coupled to a high power 300 Amp motor, hard starting becomes a thing of the past. The StarTek uses an ultra-high-strength pinion gear, billet aluminum mounting flange, seated ball bearings, and dual winding solenoid to ensure maximum reliability. For most applications, the StarTek body can be clocked in different positions relative to the main mounting block. This ensures you have the most clearance possible between your starter and other engine components. These starters are dyno tested in-house to make sure they meet B&M’s high standards for quality and performance.**

- Billet Aluminum Mounting Flange // 4.5:1 Gear Reduction Ratio for Maximum Torque //
- High Performance 300 Amp Motor // Ultra High Strength Pinion Gear // Designed for Higher Compression and Blown Engines // Dual Winding Solenoid for Lower Engagement
- Current Draw // Indexable Mounting Positions

**18:1 MAXIMUM COMPRESSION**

**HIGH PERFORMANCE**

**UP TO 30% WEIGHT SAVINGS***

**SPACE SAVING DESIGN**

*Due to the large amount of possible applications for every starter, not all applicable OEM starters have been compared

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<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>NOTES</th>
<th>CLOCKING POSITIONS</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Block Ford, 289, 302, 351W, 5.0L</td>
<td>Ring Gear Teeth: 157, 164 [Ring Gear Depth: 3/4&quot; [Register Diameter: 4.064&quot;]]</td>
<td>Four</td>
<td>77100</td>
</tr>
<tr>
<td>Small Block Ford, 289, 302, 351W, 5.0L - 4-speed Manual</td>
<td>Ring Gear Teeth: 164 [Ring Gear Depth: 3/8&quot; [Register Diameter: 4.130&quot;]]</td>
<td>Four</td>
<td>77101</td>
</tr>
<tr>
<td>Ford V8, 351C, 351M, 400, 429, 460</td>
<td>Ring Gear Teeth: 5/8&quot; - 11/16&quot; [Ring Gear Depth: 11/16&quot; - 3/4&quot;]</td>
<td>Two</td>
<td>77102</td>
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<tr>
<td>Big Block Ford FE - 390, 427, 428</td>
<td>Ring Gear Teeth: 153, 168 [Ring Gear Depth: 3/4&quot; [Register Diameter: 4.064&quot;]]</td>
<td>Three</td>
<td>77103</td>
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<tr>
<td>Small Block &amp; Big Block GM Straight Mount</td>
<td>Ring Gear Teeth: 168 [Ring Gear Depth: 3/4&quot; [Register Diameter: 4.064&quot;]]</td>
<td>Three</td>
<td>77104</td>
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<tr>
<td>Small Block &amp; Big Block GM Staggered Mount</td>
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<td>Three</td>
<td>77105</td>
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<tr>
<td>GM LS1-LS7 Engines (NOT GTO)</td>
<td>Will not fit GTO [Ring Gear Teeth: 168 [Register Diameter: 4.064&quot;]]</td>
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<tr>
<td>Chrysler Big Block and Small Block, 318 - 440</td>
<td>No clocking [Ring Gear Teeth: 168 [Register Diameter: 4.064&quot;]]</td>
<td>No clocking</td>
<td>77107</td>
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</table>

**APPLICATION**

**NOTES**

**CLOCKING POSITIONS**

**PART NUMBER**

- **Billet Aluminum Mounting Flange** // **4.5:1 Gear Reduction Ratio for Maximum Torque** //
- **High Performance 300 Amp Motor** // **Ultra High Strength Pinion Gear** // **Designed for Higher Compression and Blown Engines** // **Dual Winding Solenoid for Lower Engagement**
- **Current Draw** // **Indexable Mounting Positions**
QUALITY SHIFTS EVERY TIME

Who would you trust with your car's performance? The drive-by-night transmission business or the company with over 60 years of experience in building and racing automatic transmissions? B&M may not be building the mighty Hydramatic anymore, but the experience and skills gained at the race track with race proven results ensure B&M is still delivering the best performance automatic transmissions on the market. B&M offers two 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. These transmissions provide firm shifts, upgraded components and rebuilding tricks that only comes with years of experience. These transmissions all retain a standard shift pattern and are the best transmissions available today for Street/Strip use. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with our high performance transmission installations.

STREET/STRIP SERIES

The 727 Street/Strip Transmission has been built for performance minded enthusiasts who want a stronger more reliable transmission for their vehicle. The pump has been rebuilt to B&M specs, the factory friction plates have been replaced with high performance friction plates that can handle the increased load supplied by performance engines. In turn this extends clutch life and offers more holding power and less slippage resulting in better performance through the gears. The factory valve body has been recalibrated to B&M specifications for optimal line pressure and shift points. And the list of mods goes on. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with our high performance transmission installations.

#111212

Fits 1967 to 1979 Chrysler, Dodge Plymouth with a A727 automatic transmission and a 361 to 440 CID engine using a non lock-up converter. Has 18-3/8 inch talsnitch and 6-1/2 inch separation on top bell housing bolts

• 2.45:1 first gear ratio 1.45:1 second gear
• Rebuilt Performance Pump Assembly
• All New High Performance Friction Plates
• New Special Bellhousing Spring
• New Clutch Set and Drum
• New Low Roller Clutch
• B&M 5.0 Servo Lever
• Four Pinion Front Carrier
• Fully Recalibrated Valve Body
• Max 500 HP / 450 lb ft Torque

GM 700 / 4L60 TRANSMISSION

The 4L60 Street/Strip transmission is suitable for use behind engines producing up to 500 HP and 450 ft-lb of torque, which covers most small blocks and mild big blocks. It features a low first gear ratio and overdrive 4th, making it a very desirable unit. It also features several new components, along with a rebuilt front pump, governor with a new gear and a Corvette 2-4 servo assembly just to name a few. With a freshly rebuilt pump, your rest assured your new transmission has the proper oil flow rate and pressures. Can be used with Lock Up Control Unit. See B&M Lock Up Controllers on page 9.

#117101

Fits 1984 and newer GM Turbo-Hydramatic 700R4 4L60 (not electronic shift model) Street/Strip automatic transmission with 30 Tooth splined converter. For 2 wheel drive models. No Corvette or 60 degree angled V6 models.

• 3.06 1st gear ratio, 1.63 2nd, 1.1 3rd & .70 OD ratio
• Corvette 2-4 Servo Assembly
• Fully Recalibrated Valve Body
• New Overdrive Sprag Assembly
• Rebuilt Performance Pump & Governor with new gear
• All new B&M High Performance Friction Plates
• New Thrust Washer kit, Races, Thrust Bearings & 2-4 Band
• High Performance Reaction Carrier Assembly
• Heavy Duty Sunshell
• Max 500 HP / 450 lb ft Torque

STREET/STRIP AUTOMATIC TRANSMISSIONS

TOGGLE NAVIGATION
GM 4L60E TRANSMISSION

STREET/STRIP SERIES

The Street/Strip GM 4L60E is a must have for those wanting a high performance overdrive transmission. The years of experience and skills that B&M has gained at the track have been applied to these transmissions. Several parts have been replaced to assure optimal performance including replacing the factory friction plates with high performance friction plates, along with a rebuilt performance pump to assure optimum flow rate even in demanding conditions. A chrome transmission pan is installed to contain the fluid, but is aesthetically pleasing as well. The list goes on and on, which makes the Street/Strip GM 4L60E transmissions a very desirable unit. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with all new B&M transmission installations.

#117308
Fits 1998 and newer GM 4L60E (electronic shift model) 2 wheel drive Street/Strip automatic transmission. For use on LS type engines. Does not replace 4L60 (manual shift model)

#117307
Fits GM 1996 and 1997 models with LT motor. Can be used with HGM Compushift with all new B&M transmission installations.

FORD AOD TRANSMISSION

STREET/STRIP SERIES

Our Ford AOD Street/Strip transmissions have been modified specifically for 1980-1993 Mustangs. Whether you are driving on the street or track, this transmission will prove to be a well modified upgrade for your Mustang. The factory friction plates have been removed, and replaced with high performance friction plates, a new lower roller clutch and more. Aside from the hand full of new parts installed in this transmission, the AOD Street/Strip transmission also comes with a rebuilt front pump and governor which assures that your new transmission has the proper oil flow rate and pressure. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with all new B&M transmission installations.

#114501
Fits 1970 to 1989 Ford C6 Street/Strip automatic transmission. For use on 289 cid, 302 cid, 351 Cleveland and 351 Windsor engines. For 2 wheel drive models.

#114102

GM 4L80E TRANSMISSION

STREET/STRIP SERIES

The B&M Street/Strip GM 4L80E transmissions features all of the same high performance components found in other B&M transmissions including high performance friction materials, all new gaskets and seals and the unit is fully tested. Along with all the new parts installed, the factory valve body has been recalibrated to B&M specifications for optimal line pressure and shift schedule. The Street/Strip GM 4L80E Transmission has been built to handle up to 800 horsepower! We can proudly say that it is quite capable of receiving the fierce amount of power that your engine has to deliver. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with all new B&M transmission installations.

#118002
Fits GM 1997 and up models. Can be used with HGM Compushift Controller for transplant applications.

#118001
Fits GM 1993 to 1996 models. Can be used with HGM Compushift Controller for transplant applications. Replacement 4L80E

#118003
Fits GM 1996 and 1997 models with LT motor. Can be used with HGM Compushift Controller for transplant applications Replacement 4L80E

FORD C-6 TRANSMISSION

STREET/STRIP SERIES

The Ford C-6 Street/Strip transmission comes with new internal components with high performance in mind. The odds of this transmission being mounted in a truck or behind a large cubic inch engine, is quite high. That is why we have replaced the factory friction plates with our high performance friction plates, a new adjustable modulator which relays engine load to the transmission so it can shift properly. With an adjustable modulator, you can raise or lower the line pressure, and even adjust shift points. This transmission is equipped with all kinds of new parts so it’s one less thing you have to worry about when modifying the drivetrain in your vehicle. We strongly recommend protecting your investment by adding a CoolTek transmission cooler with all new B&M transmission installations.

#114202
Fits 1970 to 1989 Ford C6 Street/Strip automatic transmission. For use on 289 cid, 302 cid, 351 Cleveland and 351 Windsor engines. For 2 wheel drive models.

#114002
Fits 1966 to 1976 Ford C6 Street/Strip automatic transmission. For use on 302, 347 and 428 CID engine. 13-1/2” tailshaft.
FOR AUTOMATIC TRANSMISSIONS

Here at B&M, we find the term “slush box” extremely offensive when used in the context of an automatic transmission. If those two words are a fitting description of the shift quality in your vehicle, we are here to help. 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 quality shift which B&M’s transmissions are famous for.

B&M’s Transmission Kits modify an automatic transmission’s shift timing in order to increase shift firmness and in turn improve durability. This is because many OEM’s allow far too much shift overlap in their transmissions. With too much overlap comes not only that dreaded, disconnected, “Slushy” feeling when driving, but also decreased efficiency and durability because of excess heat.

With a B&M Transmission Kit, you can reduce this overlap period, which has several benefits: Not only is the shifting action improved, but because less slippage is occurring you can notice improvements in city fuel economy. Finally, with less heat being generated by the transmission itself, there is less stress on the seals and clutches within the transmission, improving reliability.

SHIFT IMPROVER KIT

The B&M Shift Improver Kit is the easiest way to gain the performance you want out of your automatic transmission. With this kit you can choose between two modes of performance: Heavy Duty, or Street/Strip. The Shift Improver Kit is B&M’s most economical and simplest to install kit – all you need are some hand tools! In the space of an afternoon, you can turn your automatic transmission into a B&M tuned performer.

TRANSPIAK

The next step above B&M’s Shift Improver Kit is the TransPak. The TransPak has all the features found in the Shift Improver Kit, plus it provides additional manual control capabilities to the driver (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 you are doing in. With the TransPak, you can downshift at any speed, and you can hold the transmission in first gear to any speed you want! A TransPak will allow you the control to do everything from rev-out a modified engine for maximum performance, to hold a tow vehicle in low gear while descending a grade.

TRANSKIT

60 years of transmission knowledge packed into a very small box! If you have the time, we’ve got the parts to transform your automatic transmission into a relative of the mighty Hydrostick. This is our top of the line transmission kit, and comes with full instructions on how to assemble your transmission to B&M specifications (part numbers 20229, 30229, 50231, and 10229 only.) These kits also include special directions on modifying your case, pump, and other components to provide you with all the science and knowledge gained from every specialty B&M transmission since 1953.

SHIFTPLUS

Electronic controls can be a double-edged sword — on one side, they make it very easy to change the attributes of a system without taking it apart, but the other side is that without extremely specialized knowledge and equipment they are impossible to change. B&M’s Shiftplus is here to help! The Shiftplus control box electronically recalibrates your transmission’s hydraulic system, reducing both slippage and heat. This improves the shift quality of your vehicle and also extends transmission life! The best part is that all of this takes place without ever having to remove the transmission pan or valve body. Every Shiftplus kit comes with a switch that allows the driver to control the mode of the transmission, choosing between stock or performance modes.

SHIFT IMPROVER APPLICATIONS

<table>
<thead>
<tr>
<th>Application</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>B&amp;M '94 TH-400 (3L80)</td>
<td>20261</td>
</tr>
<tr>
<td>'66-'71 TH-400, 375 &amp; 440</td>
<td>20260</td>
</tr>
<tr>
<td>'68-'81 TH-350, 375B &amp; M38</td>
<td>30262</td>
</tr>
<tr>
<td>'62-'82 TH-700,R4/4L80</td>
<td>70239</td>
</tr>
<tr>
<td>'93-'04 4L60E</td>
<td>70360</td>
</tr>
</tbody>
</table>

SHIFT IMPROVER KIT

Performance made easy! The B&M Shift Improver Kit is a simple and affordable way to get the performance you have always wanted from your transmission. Choose between two configurations: Heavy Duty, or Street/Strip. With some simple hand tools and an afternoon, you can have 60 years of performance tuning built into your transmission. B&M transmission performance has never been so attainable.

STAGE 1. HEAVY DUTY

Firm, positive shifts without loss of passenger comfort for improved performance in all street vehicles. Recommended for normal passenger vehicles and tow vehicles.

STAGE 2. STREET/STRIP

Provides positive shifts for high performance street use or competitive events. This configuration is for the enthusiast who wants hard, fast shifts.

- Recalibrate your transmission’s shift timing
- Select the configuration that best suits your application
- Provides well appointed, crisp shifts
- Eliminates excessive shift overlap
- Less wear and tear on your transmission’s clutches and bands

SHIFT IMPROVER APPLICATIONS (continued)

<table>
<thead>
<tr>
<th>Application</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>'89-'92 AODE</td>
<td>10225</td>
</tr>
<tr>
<td>'93-'96 4L80E 4R100</td>
<td>70239</td>
</tr>
<tr>
<td>'96-'97 4L70E</td>
<td>10025</td>
</tr>
</tbody>
</table>

B&M MASTER RACING OVERHAUL KIT

Includes all OEM gaskets, seals, bushings, and high performance friction materials for a complete high performance or racing overhaul. Note: transbrake body gaskets/components and installation instructions are not included.

- Complete high performance or racing transmission overhaul
- Includes only OEM valvebody gaskets
- Instructions not included
- Great for rebuilding
- Sold as a kit

<table>
<thead>
<tr>
<th>GM TRANSMISSIONS</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>GM Powerglide Master Racing Overhaul Kit</td>
<td>21040</td>
</tr>
<tr>
<td>GM TH-400 Master Racing Overhaul Kit</td>
<td>21041</td>
</tr>
<tr>
<td>GM TH-350 Master Racing Overhaul Kit</td>
<td>21042</td>
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</tbody>
</table>
TRANSPAK APPLICATIONS

- CHEVROLET, BUICK, OLDS, PONTIAC, GMC
  - '82-'93 TH-700R4 (4L60) 70235
  - '65-'87 TH-400, 375, and M40 20228
  - '68-'81 TH-350, 375B, and M38 30228
  - '80-'86 TH-350-C 30235
  - '93-'04 4L60E 70365
  - FORD, LINCOLN, MERCURY
    - '80-'92 AOD (except '92 & later w/electronic shift) 40227
    - '67-'91 C6 40228
    - '70-'82 C4 50229
- CHRYSLER, DODGE, PLYMOUTH
  - '66-'77 TF A-727 & A-904 10227
  - '78-'79 TF A-727 w/non lock-up conv. 10227

B&M SHIFTPLUS™
B&M's ShiftPlus electronically recalibrates your transmission by reducing shift overlap, the time it takes shifting from one gear to the next, and also gives a quicker more positive upshift. This dramatically improves the shift quality of your vehicle, making driving much more enjoyable. Also, firmer shifts reduce slippage and associated heat, increasing the reliability of your transmission. The best part of ShiftPlus is you can easily achieve all of this without disassembling your transmission!

- Electronically recalibrate your automatic transmission!
- Reduces slippage and heat
- Install without removing the transmission pan or valve body
- Transfer between stock and performance modes with the flip of a switch
- 50 state emissions legal

B&M 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 you want! This is an asset when you’ve got a modified engine, and you want additional RPMs, are towing a trailer, or driving heavy loads downhill.

STAGE 1. HEAVY DUTY
For street rods, passenger vehicles, or heavy duty use. Firmer shift feel as compared to stock, but not harsh. Improves transmission performance and life dramatically without loss of comfort. Retains normal automatic operation when in drive.

STAGE 2. HIGH PERFORMANCE STREET
For maximum performance street use. All of the same features as the Heavy Duty configuration, but with faster shifts. Retains normal automatic operation when in drive.
- Performance calibration and shift timing
- Select the configuration that best suits your application
- Improves transmission life by reducing heat
- Additional manual control provided for lower gears

B&M TRANSKIT™
If you've got the time, we've got what you need! This kit allows you to perform a complete transmission refresh, plus upgrade to full B&M specifications! The kit contains parts and instructions that put 60 years of automatic transmission knowledge to work - for you. *Special instructions include how to modify your case, pump, and other components to get top level performance. This ensures that you have all the tips and tricks built in to your transmission right from the start.

Even if you have limited experience with automatic transmissions, rest assured all the required information is included to completely rebuild your transmission into a real performer.

- Same quality components used in a B&M Street/Strip transmission
- Includes B&M TransPak modification components
- Includes all the necessary parts to convert your valve body to a full B&M manual/automatic valve body
- Refresh your entire transmission, improve shift action with key modifications along the way
- B&M high performance friction materials
- Drain plug kit included

TRANSKIT APPLICATIONS

- CHEVROLET, BUICK, OLDS, PONTIAC, GMC
  - '87-'93 TH-700R4 (not for 4L60E) 70233
  - '65-'87 TH-400, 375 & M40 20229
  - '68-'81 TH-350, 375B & M38 30229
  - '96+ 4L80E 70227
- FORD, LINCOLN, MERCURY
  - '70-'82 C4 50231
  - '70-'77 TF A-727 10229
  - '78-'79 TF A-727 w/non lock-up conv. 10229

- 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)
SFI APPROVED & HIGH QUALITY REPLACEMENTS

With automatic equipped cars, it can be easy to forget that all of your engine’s torque is transferred through a flexplate before reaching the torque converter and transmission. That’s a lot of force! If you have a performance vehicle fitted with an automatic transmission, one of the most prudent modifications you can make is installing a quality flexplate. B&M’s Flexplates are designed to handle high levels of torque in both street and racing applications. Our SFI approved plates, featuring .150” thick steel center sections and double welded ring gears, are some of the strongest available. Whether you have a mild street set up and are simply looking for a high quality flexplate at an excellent price, or are pushing the limits in all out competition and need SFI approvals, B&M has the right flexplate for you.

- Quality flexplates for both street (non-SFI) & racing (SFI) applications
- SFI spec 29.1 Approved flexplates are legal for applicable nhra and ira classes
- SFI flexplates include certification sticker and engraving
- Double welded ring gears on all SFI approved flexplates
- SFI flexplates are an excellent choice for heavy duty, non-racing applications such as towing
- Direct bolt-in components

FLEXPLATE APPLICATIONS

<table>
<thead>
<tr>
<th>MAKE</th>
<th>BLOCK</th>
<th>CID</th>
<th>YEAR</th>
<th>BALANCE</th>
<th>RING GEAR</th>
<th>BOLT CIRCLE</th>
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<tbody>
<tr>
<td>CHEVROLET STANDARD SFI FLEXPLATES</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Chevrolet Small</td>
<td>exc.400</td>
<td>’55-’85</td>
<td>Internal</td>
<td>168</td>
<td>Dual</td>
<td>10-3/4 &amp; 11-1/2”</td>
<td>20230</td>
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<tr>
<td>Chevrolet Small</td>
<td>exc.400</td>
<td>’55-’85</td>
<td>Internal</td>
<td>153</td>
<td>Single</td>
<td>10-3/4</td>
<td>20237</td>
</tr>
<tr>
<td>Chevrolet Small</td>
<td>400</td>
<td>’55-’85</td>
<td>External</td>
<td>168</td>
<td>Dual</td>
<td>10-3/4 or 11-1/2”</td>
<td>20232</td>
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<tr>
<td>Chevrolet Small</td>
<td>’86-’97</td>
<td>’86-’97</td>
<td>External</td>
<td>153</td>
<td>Single</td>
<td>10-3/4</td>
<td>20238</td>
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<tr>
<td>Chevrolet Small</td>
<td>Big</td>
<td>exc.454</td>
<td>To ’90</td>
<td>Internal</td>
<td>168</td>
<td>Dual</td>
<td>10-3/4 &amp; 11-1/2”</td>
</tr>
<tr>
<td>Chevrolet Big</td>
<td>454</td>
<td>To ’90</td>
<td>External</td>
<td>168</td>
<td>Dual</td>
<td>10-3/4 &amp; 11-1/2”</td>
<td>20233</td>
</tr>
<tr>
<td>Chevrolet LS Motors</td>
<td>97’s up</td>
<td>’97’s up</td>
<td>Internal</td>
<td>168</td>
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<td>11.50”</td>
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<tr>
<td>CHRYSLER STANDARD SFI FLEXPLATES</td>
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<tr>
<td>Chrysler Small</td>
<td>340 w/T727</td>
<td>’71-’76</td>
<td>External</td>
<td>No Dual</td>
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<td>10” &amp; 11-1/8”</td>
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<tr>
<td>Chrysler Small</td>
<td>360 w/T964</td>
<td>’71-’92</td>
<td>External</td>
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<td></td>
<td>10”</td>
<td>10239</td>
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<tr>
<td>Chrysler Small</td>
<td>Big</td>
<td>3833 w/T727</td>
<td>’71+ up</td>
<td>External</td>
<td>No Dual</td>
<td>10” &amp; 11-1/8”</td>
<td>10236</td>
</tr>
<tr>
<td>Chrysler Big</td>
<td>4003 w/T727</td>
<td>’71+ up</td>
<td>External</td>
<td>No Dual</td>
<td>10” &amp; 11-1/8”</td>
<td>10237</td>
<td></td>
</tr>
<tr>
<td>Chrysler Big</td>
<td>4403 w/T727</td>
<td>’71+ up</td>
<td>External</td>
<td>No Dual</td>
<td>10” &amp; 11-1/8”</td>
<td>10237</td>
<td></td>
</tr>
<tr>
<td>Chrysler w/T727</td>
<td>’62+ up</td>
<td>Internal</td>
<td>No Dual</td>
<td>10” &amp; 11-1/8”</td>
<td>10”</td>
<td>102301</td>
<td>102301</td>
</tr>
<tr>
<td>Chrysler w/T904</td>
<td>’62+ up</td>
<td>Internal</td>
<td>No Single</td>
<td></td>
<td>10”</td>
<td>102301</td>
<td>102301</td>
</tr>
<tr>
<td>Chrysler w/T727</td>
<td>’62+ up</td>
<td>Internal</td>
<td>No Single</td>
<td></td>
<td>10”</td>
<td>102301</td>
<td>102301</td>
</tr>
</tbody>
</table>

Note: These B&M externally balanced Chrysler engine flexplates must be used when changing converters on an externally balanced engine.

FORD NON-SFI REPLACEMENT FLEXPLATES

<table>
<thead>
<tr>
<th>MAKE</th>
<th>BLOCK</th>
<th>CID</th>
<th>YEAR</th>
<th>BALANCE</th>
<th>RING GEAR</th>
<th>BOLT CIRCLE</th>
<th>PART #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford Small</td>
<td>289-308 w/C4</td>
<td>’68-’81</td>
<td>28.2</td>
<td>157</td>
<td>10-1/2”</td>
<td>50236</td>
<td></td>
</tr>
<tr>
<td>Ford Small</td>
<td>289-351C w/C4</td>
<td>’68-’81</td>
<td>28.2</td>
<td>164</td>
<td>11.4”</td>
<td>50237</td>
<td></td>
</tr>
<tr>
<td>Ford Small</td>
<td>302 w/AOD</td>
<td>’82-’95</td>
<td>50.0</td>
<td>164</td>
<td>11.4”</td>
<td>50238</td>
<td></td>
</tr>
<tr>
<td>Ford Small</td>
<td>302 w/C4</td>
<td>’82-’95</td>
<td>50.0</td>
<td>157</td>
<td>10-1/2”</td>
<td>50239P</td>
<td></td>
</tr>
<tr>
<td>Ford Small</td>
<td>289-351 w/C4</td>
<td>Internal</td>
<td>157</td>
<td>10-1/2”</td>
<td></td>
<td>50246</td>
<td></td>
</tr>
</tbody>
</table>

(1) Six-Bolt Crank. (2) Eight-Bolt Crank. (3) Special Application 50.0 in. oz. External balance with 157 tooth ring gear. (4) Special Application for internally balanced small block Ford Engines with 157 tooth ring gear
Higher Stall, Higher Torque

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 every need. All B&M converters are precision engineered, spin balanced and pressure tested. The B&M environmental drivetrain 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 provides 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 RPM is selected, you should be able to flash 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 ft.lbs. 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 engine combination is, the higher the stall should be. One other added benefit of a high stall converter is when a higher duration camshaft is used, the engine idle is increased 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.

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TRAVELER™
RATED UP TO 600 HP & 500 FT-LBS

B&M’s Traveler converters are designed for use in heavy-duty applications such as motor homes and tow vehicles. The slightly higher stall speed helps to get the heavy vehicle moving, without sacrificing normal highway operation. The minor 300 RPM increase on stall speed is also helpful in keeping transmission oil temperature lower, when compared to normal high stall converters. The Traveler is stronger than a stock converter as well, through the use of new pump drive tubes, needle bearings where equipped on the original model, and new thrust washers. These units are manufactured to B&M’s specifications for long, trouble-free operation. Please note: Traveler converters are not to be used with a transbrake.

**WARNING:** High-stall converters can build extra heat. B&M recommends installing a supplementary transmission oil cooler to control this extra heat, as well as a transmission temperature gauge to monitor the temperature of the transmission oil. Please see B&M cooling systems.

- Furnace brazed impeller and turbine
- New precision steel pump drive tube
- New heavy-duty needle bearings used instead of thrust washers
- New springs and rollers in stator
- Dual pattern drive lugs on some GM HoleShots
- New turbine hub
- Anti-balloon plates

RATED UP TO 700 HP & 550 FT-LBS

With the addition of anti-balloon plates, the Nitrous HoleShot is the strongest of the B&M street converter line. These converters will take the “instant on” abuse of plate-type nitrous systems, and are also tough enough to handle the high power and torque of big cubic inch crate engines. These high-stall converters provide better acceleration through two factors: First, a high stall converter offers greater torque multiplication than a standard converter. Second, the higher stall value allows the engine to be further up the torque curve at the point the vehicle starts to move. This is truly a “win-win” situation – when it’s time to accelerate, more torque is being produced, and thus multiplied by a higher value! One other added benefit of a high stall converter is when a higher duration camshaft is used, the engine idle is greatly improved when stopped in gear. All Nitrous HoleShot converters are completely full. With full furnace brazed impeller and turbine, heavy-duty needle type thrust bearings, new turbine hubs and anti-balloon-plates, these are serious converters for serious performance street cars and drag race cars.

Please note: Stall speed listings are based on an engine producing 230 ft. lbs. of torque at 2,500 RPM. More torque at 2,500 RPM will give you greater than rated stall speed, less torque at 2,500 RPM will give you less than rated stall speed. Note: Engines smaller than 350 cubic inches may not achieve indicated stall speeds. Listed converters are not to be used in transbrake applications.

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- Furnace brazed impeller and turbine
- New precision steel pump drive tube
- New heavy-duty needle bearings used instead of thrust washers
- New springs and rollers in stator
- Dual pattern drive lugs on some GM HoleShots
- New turbine hub
- Anti-balloon plates

**CONVERTER APPLICATIONS**

<table>
<thead>
<tr>
<th>TRANSMISSION APPLICATION</th>
<th>Nitrous HoleShot 2600 HP</th>
<th>Nitrous HoleShot 3000 HP</th>
<th>Nitrous HoleShot 3500 HP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford '80-'92 AOD with 11.4” bolt circle, 1.375” crank pilot</td>
<td>70449</td>
<td>50447</td>
<td>50446</td>
</tr>
<tr>
<td>Ford '80-'92 ADD with 11.4” bolt circle, 1.375” crank pilot, (Not intended for diesel engines)</td>
<td>40474</td>
<td>40472</td>
<td>40457</td>
</tr>
<tr>
<td>AODE</td>
<td>5049</td>
<td>5049</td>
<td>5049</td>
</tr>
<tr>
<td>AOD</td>
<td>5049</td>
<td>5049</td>
<td>5049</td>
</tr>
<tr>
<td>TorkMaster vs. TorqueMaster: HoleShots are furnace brazed and include more sophisticated bearings. Consequently they are able to withstand much more torque and horsepower. TorqueMasters are great values for most small block applications except supercharged and nitrous engines. HoleShots or Nitrous HoleShots should be used in all 450 lb. ft. torque applications, all blown and nitrous applications.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stall Speed: Very mild street cars will use a 2,000 rpm stall speed unit. Most street driven performance cars with 350 ft. lbs. of torque or more need a 2,400 rpm unit. Cars with more radical small blocks (500 ft. lbs. 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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Weight: Street rods generally do better with a 2,400 rpm converter even with a mild motor due to the vehicle’s very lightweight. 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.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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. 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.
4. Requires small (10-3/4”) bolt circle flexplate or dual pattern flexplate.
5. Will not fit lock-up converter or clutch converter models.
6. V8’s only, retains leakdown feature. Can be run as leakdown or non-lookdown. This converter won’t fit V6 or 4 cyl. (exc. 4.3L V6).
7. Non-lockup converter which requires transmission modifications. Parts and instructions are included.
9. Has 10” bolt circle.
10. Retains leakdown feature.

*Will not fit 460 CID engine.
## B&M Racing Buyers Guide

### Automatic Shifting

**Interchangeable Gate Plates**
- For converting to 2, 3, or 4-speed transmission types (Pro Stick and Bandit shifters only)
- Going from park to reverse to neutral to forward gear. Primarily used for drag racing

**Reverse Manual Pattern**
- For transmissions where forward gears are in reverse (1-2-3 vs. 3-2-1 forward gears when going from park to reverse)

**Reverse Lockout**
- Prevents going into reverse by accident, have to disengage safety lock to engage reverse gear

**Console Mount**
- Mounts inside of factory console (ratchet style shifters only)
- Similar to OEM style shifter

**Detent**
- Slapstick style shifter (i.e. bang shifter forward or backward to engage gears)

**Ratchet**
- Manually select gear with trigger or lever to gated location

### Transmission Options

#### Manual Shifting
- **TH200**
  - GM
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **TH250**
  - Ford
  - Durable accordion shift boot and shifter housing

- **TH350**
  - Chrysler
  - One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements

- **TH400**
  - GM
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle, a 5’ shift cable and all necessary brackets and levers to fit listed transmission applications

- **700R4**
  - Chrysler
  - Fits certain 3-speed transmissions only (cannot be used on 4-speed, TH-700R4, TH-200-4R, AOD, AODE, or reverse pattern manual valve body transmissions)

### Automatic Shifting
- **UNIMITIC™**
  - The StarShifter is the perfect blend of form and function, all at a reasonable price. If you can live without the decorative features that many of the top-of-the-line B&M shifters possess, then this shifter gives you all the same ratchet-action and meets NHRA/IHRA reverse lockout requirements without the added cost. In the normal shift mode, the StarShifter operates as a straight-line detent shifter. But drop the shifter into low gear, lift the trigger all the way up, and pull the stick back to convert to ratchet-action. Now you can bang the stick forward through the gears. With the B&M StarShifter, you’ll never miss a gear again. Dimensions measure 12.2” long, 12.12” high and 6.25” wide.

- **STARSHIFTER™**
  - Fits certain 3-speed transmissions only (cannot be used on 4-speed, TH-700R4, TH-200-4R, AOD, AODE, or reverse pattern manual valve body transmissions)

### Transmission Options

#### Manual Shifting
- **TH200**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **TH250**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **TH350**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **TH400**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **700R4**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

### Automatic Shifting
- **UNIMITIC™**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing

- **STARSHIFTER™**
  - Includes backup light switch, neutral safety switch, mechanical gear indicator, polished T-handle and shifter housing
**#80776 SPORTSHIFTER™**

The SportShifter 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! This unit is not a ratchet shifter and not intended for racing applications, but it makes a perfect addition to any street machine. Utilizing a simple to operate detent action between first, second, high, and neutral, it features an illuminated gear indicator, black T-handle, neutral safety switch, backup light switch, and flat aluminum stick. Dimensions measure 12.18” long, 11.15” high and 6.19” wide.

- Smooth and simple to operate detent shifting
- Black accodion style shift-boot, chrome bezel plate, and stick that will fit any T-handle or knob
- Thick steel detent plates and mounting brackets
- Includes backup light switch, neutral safety switch, illuminated gear indicator, black plastic T-handle, 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications including most popular 3 & 4 speed automatic transmissions (some additional parts may be required for other transmission applications)

- Stout shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes

**#80683 QUICKSILVER™**

Originally designed to be a clean triggerless and mostly bootless shifter, the QuickSilver shifter smoothly ratchets through the forward gears all the way to the neutral position with a sharp, uncluttered look that is reminiscent of many manual transmissions. Simply lift the stick while in drive to access reverse and park. Lift again to move from park to the forward gears – it is that simple! Shifting is smooth, easy, and safe with the QuickSilver shifter. Dimensions measure 12.22” long, 12.23” high and 6.21” wide.

- Smooth ratchet-action shifting
- Stylish chrome stick, knob, and top plate/housing
- One-hand/one-step reverse lockout operation that meets NHRA/HRRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, chrome knob with insert, and a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications including most popular 3 & 4 speed automatic transmissions
- Stout shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes
- Works with forward and reverse patterns

**#80681 Z-GATE™**

Sometimes the best design is the simplest one and the Z-Gate shifter is a great example. With the fewest moving parts of any of the automatic shifters in the B&M shifter-line, the Z-Gate shifter and its patented internal “Z” shaped gate system eliminates the possibility of over-shifting and missing gears. Fewer moving parts mean less possibility of failure. With its simple and elegant design, the cost to produce this shifter stays very low and this savings is passed on to you - resulting in a low cost, yet cost effective shifter. With many of the same great features of the higher priced shifters – you can’t go wrong! Dimensions measure 13.15” long, 11.83” high and 4.04” wide.

- Smooth gate shifting
- Stylish chrome stick, trigger, and top plate/housing
- Durable and slim shifter housing
- One-hand/one-step reverse lockout operation that meets NHRA/HRRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications

- Fits certain 3-speed transmissions only (cannot be used on 4-speed, TH-700R4, TH-200-4R, AOD, AODE, or reverse pattern manual valve bodied transmissions)

**#81125 EL CAMINO/CHIEVLE QUICKSILVER CONSOLE**

The B&M console Quicksilver shifter has been designed for a perfect fit in the factory automatic center console for all 1968-1972 Chevelle’s and El Camino’s. The smooth ratcheting action and good looks of the Quicksilver shifter puts everyone on notice that you’re serious about performance and style. Installation is quick, clean and easy with detailed installation instructions.

- Smooth ratcheting shifting
- Stylish chrome stick, knob, and top bezel
- One-hand/one-step reverse lockout operation that meets NHRA/HRRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, chrome knob, a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications which include most popular 3 and 4 speed automatic transmission applications
- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)
- Works with forward and reverse patterns

**TRANSMISSION MAKE**

<table>
<thead>
<tr>
<th>TRANSMISSION MODEL</th>
</tr>
</thead>
</table>
| GM Th400, 350, 250, 200, TH400R4, 700R4, 4L60, 4L60E, 4L80E, 6.19” wide.
| Chrysler A727 and A904 (1966 and later) |

*May require additional B&M parts for indicated application.*
#81025 GEN 1 CAMARO QUICKSILVER™ CONSOLE

Get the polished look of the QuickSilver shifter for your first generation (’58-’69) Camaro with the QuickSilver shifter that directly fits your vehicle’s center console. Originally designed to be a clean trigger-less and mostly boot-less shifter, the QuickSilver smoothly ratchets through the forward gears all the way through to the neutral position with a sharp uncluttered look that is reminiscent of many manual transmissions. Simply lift the stick while in drive to access reverse and park.

Lift again to move from park to the forward gears – it is that simple! Shifting is smooth, easy, and safe with the QuickSilver. With factory cable actuation, installation can be completed in just minutes with simple hand tools.

- Smooth ratchet shifting
- Stylish chrome stick, knob, and top bezel, textured black sold separately B&M #81026
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, chrome knob, a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications which fits most popular 3 and 4 speed automatic transmission applications
- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)
- Works with forward and reverse patterns
- Can be used with reverse pattern valve bodies

#80688 GEN 2 CAMARO/FIREBIRD QUICKSILVER™ CONSOLE

Get the polished look of the QuickSilver shifter for your second generation ’73-’81 Camaro or ’70-’81 Firebird that directly fits your vehicle’s center console. Originally designed to be a clean trigger-less and mostly boot-less shifter, the QuickSilver smoothly ratchets through the forward gears all the way through to the Neutral position with a sharp uncluttered look that is reminiscent of many manual transmissions. Simply lift the stick while in drive to access reverse and park. Lift again to move from park to the forward gears – it is that simple! Shifting is smooth, easy, and safe with the QuickSilver and factory cable actuation means installation can be completed in just minutes with simple hand tools.

- Smooth ratchet shifting
- Stylish chrome stick, knob, and top plate/housing
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Direct console fit and direct OEM shifter replacement
- Includes illuminated gear indicator, chrome knob
- Works with forward and reverse patterns

#80680 LIGHT TRUCK MEGASHIFTER™

The ultimate MegaShifter design in a configuration that will fit your truck! The MegaShifter is a bullet-proof, proven design that you can depend on for perfect shifts. It has all the features of the standard MegaShifter, but in a size that will fit your truck or SUV. This shifter 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.

- Smooth ratchet shifting
- Stylish chrome stick, handle, trigger and plate
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, polished T-handle, a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications which include most popular 3 and 4 speed automatic transmission applications
- Shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes

#80689 MEGASHIFTER™

By far B&M’s most popular shifter design, the MegaShifter has become an icon itself in American muscle car lore. Due to its smooth ratcheting shift action and positive “impossible-to-miss-a-gear” shifting, there are probably more MegaShifters in high-performance muscle cars, than there are surviving column shifted performance vehicles. The MegaShifter was one of the first performance parts a driving enthusiast would install into his or her hot rod back then, and it is still one of the “must have” parts that performance drivers include in their muscle cars or hot rods today. Dimensions measure 12.98” long, 12.81” high and 6.57” wide.

- Smooth ratchet shifting
- Stylish chrome stick, handle, trigger and plate
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, polished T-handle, a 5’ shift cable, and all necessary brackets and levers are included to fit listed transmission applications which include most popular 3 and 4 speed automatic transmission applications
- Shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes

### Transmission Fitment

**TRANSMISSION MAKE** | **TRANSMISSION MODEL** | **FITMENT**
--- | --- | ---
GM | TH400, 350, 700R4, 4L60, 4L60E, 4L65E, 4L60 and 4L65E | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Ford | C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100* | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Chrysler | A727 and A904 (1966 and later) | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Crysler | A727 and A904 (1966 and later) | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*

### Transmission Fitment

**TRANSMISSION MAKE** | **TRANSMISSION MODEL** | **FITMENT**
--- | --- | ---
GM | TH400, 350, 250, 200, 700R4, 200R4, 4L60, 4L65E, and 4L65E* | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Ford | C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100* | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Chrysler | A727 and A904 (1966 and later) | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
Crysler | A727 and A904 (1966 and later) | *4L60E & 4L65E with PRNDL switch require accessory kit #70499. AODE requires #40496 installation kit. AODE & 4L70W require #40504 installation kit. E40D & 4R100 require #40505 installation kit.*
#81035 GEN 1 CAMARO MEGASHIFTER™ CONSOLE
The MegaShifter console is guaranteed to make your 1968-1969 Camaro more fun to drive. This shifter is by far B&M’s most popular design because of its smooth ratcheting shifting action and positive “impossible-to-miss-a-gear” shifting. Get complete control of your 3 or 4 speed automatic transmission. This one shifter will easily fit both, 3 or 4-speed, with just a simple removal of a pin. And with easy bolt-in installation, exact factory console fit, and classic MegaShifter style, you’ll be driving your first-generation automatic F-Body like it was meant to be driven.

- Smooth ratcheting shifting
- Stylish chrome stick, handle, trigger and plate
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, polished T-handle, a 5” shift cable, and all necessary brackets and levers are included to fit listed transmission applications which include most popular 3 and 4 speed automatic transmission applications
- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)

GEN 2 CAMARO/FIREBIRD MEGASHIFTER™ CONSOLE

#80694/80692 CAMARO/FIREBIRD MEGASHIFTER™ CONSOLE
The console MegaShifter is guaranteed to make your Camaro or Firebird more fun to drive. This shifter is by far B&M’s most popular design because of its smooth ratcheting shift action and positive “impossible-to-miss-a-gear” shifting. Get complete control of your 3 or 4 speed automatic transmission. This one shifter will easily fit both, 3 or 4-speed, with just a simple removal of a pin. With easy bolt-in installation, exact factory console fit, and classic MegaShifter style, you’ll be driving your third-generation automatic F-Body like it was meant to be driven.

- Smooth ratcheting shifting
- Stylish chrome stick, handle, trigger and plate
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes backup light switch, neutral safety switch, illuminated gear indicator, polished T-handle, a 5” shift cable, and all necessary brackets and levers are included to fit listed transmission applications which include most popular 3 and 4-speed automatic transmission applications
- Direct console fit and direct OEM shifter replacement
- Will not fit 1988-1992 Formula Firebirds

FITS 97-93 MUSTANG
Grab the 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 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.

- Quick & easy to operate with smooth ratchet-action shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes internal backup light switch, internal neutral safety switch, illuminated gear position indicator, Hammerhead T-handle and 5’ cable
- Stout shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes
- Can be used with reverse pattern valve bodies

#80885 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 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.

- Quick & easy to operate with smooth ratchet-action shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes internal backup light switch, internal neutral safety switch, illuminated gear position indicator, Hammerhead T-handle and 5’ cable
- Stout shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes
- Can be used with reverse pattern valve bodies

#81002 HAMMER CONSOLE
FITS ‘97-‘93 MUSTANG

FITS ’94-‘94 MUSTANG

#81001 HAMMER CONSOLE
FITS ‘94-‘94 MUSTANG

* C4 requires part number 81020 installation kit. Uses factory cable.

TRANSMISSION MAKE TRANSMISSION MODEL
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
GM TH400, 350, 300, 200, 700R4, 4L60, 4L60E, and 4L65E
* C4 requires part number 81020 installation kit. Uses factory cable.
#81052 MAGNUM GRIP STEALTH PRO STICK

Due to popular demand, the Magnum Grip Pro Stick is now available in BLACK. This B&M automatic performance shifter combines the same style and functionality as the Magnum Grip Pro Stick with a captivating black anodized finish. Designed, developed, and refined by the company that invented race shifters - The Pro Stick continues to turn heads at every event. Kit includes: Black Anodized Aluminum Cover, 5 Super Duty race cable, and hardware.

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

#81040 MAGNUM GRIP PRO STICK

B&M’s original hardcore race shifter mechanism with the beefy Magnum Grip handle, this Magnum Grip Pro Stick is all about function. The engineers at B&M modeled this shifter handle using a Colt Model 1911 and its replaceable side plate hand grips for inspiration. This solid and durable shifter has been made to take the abuse of adrenaline-filled race shifting. Whether you’re air, solenoid, CO2 or just manual shifting, this shifter can handle the job!

- Solid, positive gate shifting
- Billet aluminum grip, heat-treated/hardened 2-speed gate plate, and plate steel base
- Small footprint to fit in tight spaces & lightweight
- One-hand/one-step reverse lockout operation that meets NHRA/HRA requirements
- Includes lightweight aluminum cover and neutral safety switch
- Cable actuated for multiple mounting positions and locations
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)
- Lifetime Limited Warranty

#81076 PRO STICK-ALUMINUM COVER

B&M’s original hardcore race shifter, the Pro Stick is purely about function, though it also features an attractive lightweight aluminum cover. This solid and durable shifter has been made to take the abuse of adrenaline-filled racing. B&M is so confident that this shifter will outlast a lifetime of racing, that the B&M Pro Stick (as well as all B&M shifters) is backed by a Lifetime Limited Warranty. Whether you’re air, solenoid, CO2 or just manual shifting this shifter can handle the job! Dimensions measure 8.25" long, 9.22” high and 2.92” wide.

- Solid, positive gate shifting
- Billet aluminum grip, heat-treated/hardened 2-speed gate plate, and plate steel base
- Small footprint to fit in tight spaces & lightweight
- One-hand/one-step reverse lockout operation that meets NHRA/HRA requirements
- Includes neutral safety switch
- Cable actuated for multiple mounting positions and locations
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)
- Lifetime Limited Warranty

#80706 MAGNUM GRIP PRO STICK

The Magnum Grip Pro Stick is B&M’s original hardcore race shifter mechanism mated with the beefy Magnum Grip handle. Removing the aluminum cover means this shifter is all about function. The engineers at B&M modeled this shifter using a Colt Model 1911 and its replaceable side plate hand grips for inspiration (see B&M #81059 & #81063). This solid and durable shifter has been made to take the abuse of adrenaline-filled race shifting. B&M is so confident that this shifter will outlast a lifetime of racing, that this shifter (as well as all B&M shifters) is backed by a Lifetime Limited Warranty. Whether you’re air, solenoid, CO2, or just manual shifting, this shifter can handle the job!

- Solid, positive gate shifting
- Billet aluminum grip, heat-treated/hardened 2-speed gate plate, and plate steel base
- Small footprint to fit in tight spaces & lightweight
- One-hand/one-step reverse lockout operation that meets NHRA/HRA requirements
- Includes neutral safety switch
- Cable actuated for multiple mounting positions and locations
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)
- Lifetime Limited Warranty

TRANSMISSION MAKE TRANSMISSION MODEL
GM TH400, 350, 250, 200, 700R4, 200-4R, 4L80E*, 4L85E* Ford C4,C6, AOD*, AODE*, 4R70W*, 4R100*, 4R90W*, 4R110* Chrysler A727 and A904 (1966 and later)

*4L80E and 4L85E equipped with a PRNDL switch will need the optional accessory kit #75498.

GM TH700R4, 200-4R, 4L80E, and 4L85E require a 4-speed gate plate #80712. AOD requires #40496 installation kit. Ford AODE & 4R70W require installation kit #40504. Ford E40D & 4R100 requires installation kit #40505.
**PRO STICK FOR POWERGLIDE**

B&M’s original hardcore race shifter, the Pro Stick without the aluminum cover is purely about function. This lightweight, yet solid and durable shifter has been made to take the abuse of adrenaline-filled racing. B&M is so confident that this shifter will outlast a lifetime of racing, that the B&M Pro Stick (as with all B&M shifters) is backed by a Lifetime Limited Warranty. Whether you’re air, solenoid, CO2 or just manual shifting this shifter can handle the job! Dimensions measure 8.23” long, 9.22” high and 2.92” wide.

- Solid, positive gate shifting
- Billet aluminum stick, heat-treated/hardened 2-speed gate plate, and plate steel base
- Small footprint to fit in tight spaces & lightweight
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes neutral safety switch
- Cable actuated for multiple mounting positions and locations
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)
- Lifetime Limited Warranty

**PRO RATCHET**

This is the ultimate professional race shifter. If you’re looking for a stout, easy to operate shifter; designed, developed and refined by the company that invented race shifters, the Pro Ratchet is the top of the hill. Its no-nonsense style and myriad of features speaks volumes to its functionality. This shifter is the leading choice for 3 & 4 speed transmissions! Easy to operate – just pound through the gears and push the red lever if you need to get into Reverse. It comes supplied with a brushed aluminum cover and 5’ Super Duty race cable that makes install a breeze. Dimensions measure 10.74” long, 12.04” high and 2.90” wide.

- Quick & easy to operate with smooth ratchet-action shifting
- Stick always returns to center position after each shift
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Supplied with a lightweight brushed aluminum cover
- Precision ratchet action works with either standard or reverse pattern valve bodies
- Includes internal backup light switch, internal neutral safety switch, gear position indicator, forward pattern gear indicator, reverse pattern gear indicator, and 5' super-duty race cable
- **PRO STICK FOR POWERGLIDE**
  - Fits 1962-1973 GM Powerglide automatic race transmissions

**MAGNUM GRIP STREET BANDIT**

The engineers at B&M modelled this shifter handle using a Colt Model 1911 and its replaceable side plate handle grips for inspiration (see B&M #81080 & #81063). An exact duplicate of the stick found in the award winning race Magnum Pro Bandit shifter, this unit is the simplified and cleaned-up street version of the full race shifter. With the same advanced features as the other Street Bandit shifters, such as narrow styling, street-able drive-ability, and milled from a solid 7-pound billet of aluminum, the “Magnum Grip” will compliment a stripped interior or a customized console! Dimensions measure 9.96” long, 9.31” high and 1.33” wide.

- Solid positive gate shifting
- Billet 6061-T6 aluminum Magnum Grip stick & shifter housing that are polished & anodized
- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Lightweight mechanism and housing
- Includes internal backup light switch, internal neutral safety switch, and 4’ rear exit cable
- Mounts through bottom of shifter – flush countersunk hardware won’t rub on body panels
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)

**MAGNUM GRIP STREET RATCHET**

This is the ultimate professional race shifter with a Magnum Grip stick in stealthy black anodized finish. If you’re looking for a stout, easy to operate shifter; designed, developed and refined by the company that invented race shifters, the Steal Pro Ratchet is the top of the hill. Its no-nonsense style and myriad of features speaks volumes to its functionality. This shifter is the leading choice for 3 & 4 speed transmissions! Easy to operate – just pound through the gears and push the red lever if you need to get into Reverse. It comes supplied with a brushed aluminum cover and 5’ Super Duty race cable that makes install a breeze. Dimensions measure 10.74” long, 12.04” high and 2.90” wide.

- Quick & easy to operate with smooth ratchet-action shifting
- Black anodized Magnum Grip stick always returns to center position after each shift
- Easiest shift unit to “double-shift” with an air, CO2, or electric shift solenoid
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Supplied with a lightweight brushed black anodized aluminum cover
- Precision ratchet action works with either standard or reverse pattern valve bodies
- Includes internal backup light switch, internal neutral safety switch, gear position indicator, forward pattern gear indicator, reverse pattern gear indicator, and 5’ super-duty race cable

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**PRODUCT INFORMATION**

**GM TH400, 250, 200, 700R4, 208R4, 4L60E*, 4L65E*, 4R70W*, 4R100**

- B&M's original hardcore race shifter, the Pro Stick without the aluminum cover is purely about function. This lightweight, yet solid and durable shifter has been made to take the abuse of adrenaline-filled racing. B&M is so confident that this shifter will outlast a lifetime of racing, that the B&M Pro Stick (as with all B&M shifters) is backed by a Lifetime Limited Warranty. Whether you’re air, solenoid, CO2 or just manual shifting this shifter can handle the job! Dimensions measure 8.23” long, 9.22” high and 2.92” wide.

- **PRO STICK FOR POWERGLIDE**
  - Fits 1962-1973 GM Powerglide automatic race transmissions

- **PRO RATCHET**
  - This is the ultimate professional race shifter. If you’re looking for a stout, easy to operate shifter; designed, developed and refined by the company that invented race shifters, the Pro Ratchet is the top of the hill. Its no-nonsense style and myriad of features speaks volumes to its functionality. This shifter is the leading choice for 3 & 4 speed transmissions! Easy to operate – just pound through the gears and push the red lever if you need to get into Reverse. It comes supplied with a brushed aluminum cover and 5’ Super Duty race cable that makes install a breeze. Dimensions measure 10.74” long, 12.04” high and 2.90” wide.

- **MAGNUM GRIP STREET BANDIT**
  - The engineers at B&M modelled this shifter handle using a Colt Model 1911 and its replaceable side plate handle grips for inspiration (see B&M #81080 & #81063). An exact duplicate of the stick found in the award winning race Magnum Pro Bandit shifter, this unit is the simplified and cleaned-up street version of the full race shifter. With the same advanced features as the other Street Bandit shifters, such as narrow styling, street-able drive-ability, and milled from a solid 7-pound billet of aluminum, the “Magnum Grip” will compliment a stripped interior or a customized console! Dimensions measure 9.96” long, 9.31” high and 1.33” wide.

- **MAGNUM GRIP STREET RATCHET**
  - This is the ultimate professional race shifter with a Magnum Grip stick in stealthy black anodized finish. If you’re looking for a stout, easy to operate shifter; designed, developed and refined by the company that invented race shifters, the Steal Pro Ratchet is the top of the hill. Its no-nonsense style and myriad of features speaks volumes to its functionality. This shifter is the leading choice for 3 & 4 speed transmissions! Easy to operate – just pound through the gears and push the red lever if you need to get into Reverse. It comes supplied with a brushed aluminum cover and 5’ Super Duty race cable that makes install a breeze. Dimensions measure 10.74” long, 12.04” high and 2.90” wide.
**#80797 STREET BANDIT HI-TEK**

The ultimate shifter for automatic transmission equipped street vehicles! Whether you’re building a street rod or a high-tech street machine, the Street Bandit is the pro’s choice. The Hi-Tek Street Bandit has all the same features as the “Street Bandit” line of shifters including race-proven durability and smooth, positive gate shifting. With an interchangeable billet knob design you can have that classic B&M look or customize and place just about any 1/2"-20 threaded handle on the stick. Perfect for custom or high tech interior design, the narrow lightweight styling will fit right into any interior! Dimensions measure 9.96” long, 9.31” high, and 1.33” wide.

- Solid positive gate shifting
- Billet 6061-T6 aluminum stick, knob, knob insert, & housing that are polished & anodized
- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Lightweight mechanism and housing
- Includes internal backup light switch, internal neutral safety switch, and a 4” rear exit cable
- Mounts through bottom of shifter – flush countersink hardware won’t rub on body panels
- Interchangeable gate plate system easily allows the install of various B&M gate plates for most popular 2, 3, and 4 speed automatic transmissions including reverse patterns (sold separately)

**#80793 PRO BANDIT RACE**

Milled from a 7-pound block of billet 6061-T6 aluminum, the award-winning Pro Bandit shifter features an easy to operate gate type mechanism. Designed by B&M’s factory race team drivers and engineers as a rear exit cable mode for Powersigle transmissions with standard or reverse shift pattern valve bodies, this masterpiece of shifting perfection is made for rear engine dragsters and includes an 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, including this version, use the same gate plates as found in the Pro Stick shifters and can easily be swapped out by simply removing the five side cover screws. The ultra-slim profile (just 1.33” wide!) allows this shifter to be mounted just about anywhere. Please see our accessories section for additional racing shifter parts and accessories. Dimensions measure 9.96” long, 9.31” high, and 1.33” wide. Designed for rear engine dragsters.

- Solid positive gate shifting
- Billet 6061-T6 aluminum stick & housing that are polished & anodized
- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Lightweight mechanism and housing
- Includes internal backup light switch, internal neutral safety switch, and a 4’ rear exit cable
- Mounts through bottom of shifter – flush countersink hardware won’t rub on body panels
- Mounting location for CO2 cylinder ram (B&M #8983)
- Mounts through bottom of shifter – flush countersink hardware won’t rub on body panels

**#81045 MAGNUM GRIP PRO BANDIT RACE**

Milled from a 7-pound block of billet 6061-T6 aluminum, the award-winning Pro Bandit shifter features an easy to operate gate type mechanism with the beefy Magnum Grip handled stick. The engineers at B&M modeled this shifter handle using a Colt Model 1911 and its replaceable side plate hand grips for inspiration. This shifter was conceptualized and designed by B&M’s factory race team drivers and engineers. Featuring a rear exit cable mode for Powersigle transmissions with standard or reverse shift pattern valve bodies, this masterpiece of shifting perfection is made for rear engine dragsters. This shifter 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, including this version, use the same gate plates as found in the Pro Stick shifters and can easily be swapped out by simply removing the five side cover screws. The ultra-slim profile (just 1.33” wide!) allows this shifter to be mounted just about anywhere. Please see our accessories section for additional racing shifter parts and accessories. Dimensions measure 9.96” long, 9.31” high, and 1.33” wide. Designed for rear engine dragsters.

- Solid positive gate shifting
- Billet 6061-T6 aluminum Magnum Grip stick & housing that are polished & anodized
- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Lightweight mechanism and housing
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes 8’ super duty rear exit race cable, B&M P/G pro lever, Quick Disconnect and cable extension
- Mounting location for CO2 cylinder ram (B&M #8983)

**#81113 MAGNUM GRIP STEALTH PRO BANDIT RACE**

The cutting-edge Magnum Grip design, coupled with the race-tested performance of the Pro Bandit shifter is an unbeatable combination! This shifter contains all of the features of the standard Magnum Gripped Pro Bandit, and adds “Stealth” military specification black anodizing. 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. Dimensions measure 9.96” long, 9.31” high, and 1.33” wide.

- “Stealth” black military specification anodized finish
- Narrow design with no knobs
- Lightweight mechanism
- Reverse exit cable
- Neutral safety switch built in
- CNC-machined from 6061-T6 aluminum
- Meets NHRA & IHRA reverse lockout requirements
- Mounting location for B&M #8983 ram cylinder
- Mounts through bottom of shifter – flush countersink hardware won’t rub on body panels

**#81114 STEALTH PRO BANDIT RACE**

Same as Pro Bandit Race with added black finish.
SHORTER THROW, BETTER FEEL

B&M’s manual shifters follow a strict yet simple philosophy in design. B&M uses the very best materials in the most effective mechanisms to provide simple, yet elegant shifting solutions. Stainless Steel, anodized aluminum, and ultra-high strength materials are used in the design when and where necessary. Each vehicle is evaluated individually with performance as the goal and the shifter is designed for optimum shift throw and balance with seating position, clutch travel, and effort to make a shifter that enhances your driving experience.

#45114 AUDI & VOLKSWAGEN MODELS

The B&M Precision SportShifter feels solid in the palm of your hand, one of the many reasons why it is a great choice for the Audi A3, VW New Beetle, Golf, GTI, and Jetta. This shifter comes completely assembled with pivot bearing and a Stainless Steel stick for precision control, solid engagement, and long-term durability. This product does not require any cable adjustments! Use that time saved and spend it cruising around town with your new B&M Precision SportShifter!

- Engineered for precision shifts
- 25% shift throw reduction
- Anodized billet aluminum pivot ball
- 303 Stainless steel
- Billet aluminum lock out collar
- CNC-machined Delrin® knob with aluminum engraved insert
- Direct bolt on installation


#45126 BMW 3 SERIES & 5 SERIES

We’ve taken the existing B&M design and simplified it further for your BMW. Although the installation is easier, the durability you’ve come to expect from B&M has been retained. Shift throw has been moderately reduced and tolerances have been tightened up to offer a superbly functioning shifter.

- Engineered for precision shifts
- Dampered pivot cup with self lubricating spherical pivot ball
- 20-25% shift throw reduction
- Counter balanced to reduce effort
- 2 piece 416 Stainless Steel & aluminum stick
- Isolated two piece stick minimizes audible vibration
- German made polymer T-500 lower pivot bushings


#45052 1993-2002 CAMARO & FIREBIRD

FITS 1993-2002 CAMARO & PONTIAC FIREBIRD W/ V8 & 6 SPEED T56 TRANSMISSIONS

B&M SportShifters substantially shorten the shifter throw in your late model Camaro. Mached from 303 Stainless Steel and 6061-T6 aluminum, these shifters are made for precision shifts. They are made to last, too!

- Engineered for precision shifts
- 30% shift throw reduction
- Spherical glass filled composite main pivot bearing
- 303S Stainless stick
- 6061-T6 Billet aluminum base
- Adjustable neutral stick position

#45034 2008-2014 CORVETTE C6, C7 & Z06

FITS 08-14 CHEVROLET CORVETTES; C6 & Z06 MODELS, PLUS THE NEW C7 - DOES NOT FIT GRAND SPORT MODEL

When Chevrolet rolled out the awesome new C7, B&M knew there would be a demand for a sports shifter. The engineers at B&M were able to modify the original C6 design to fit both the C6 / Z06 and the new C7! Whether you are shifting through six or seven speeds, this shifter will provide you with responsive, short-throw shifts that are worthy of the continuing Corvette legacy.

- Engineered for precision shifts
- 33% shift throw reduction
- Fully isolated upper stick
- Stainless Steel lower stick
- No modifications to factory trim needed

#45044 1997-2007 CORVETTE C5, C6 & Z06

FITS 1997-2007 CHEVROLET CORVETTES INCLUDING C5, C6 AND Z06 MODELS

The Corvette is considered to be the longest running, continually produced sports car in the world. You deserve perfect shifts... and your Corvette deserves a B&M Precision SportShifter! This shifter features precision engineered throw reduction combined with ultra durable components. The B&M Precision SportShifter provides positive, highly responsive shifts that will have you wondering why this upgrade wasn’t performed sooner. With the countless hours spent in designing and testing, you can be sure these shifters will match the high performance of your Corvette!

- Engineered for precision shifts
- 33% shift throw reduction
- Accepts factory knob
- Fully isolated upper stick
- Stainless Steel lower stick
- No modifications to factory trim needed
In the late 1980’s, Ford had plans to change the Mustang platform from RWD to FWD. The Pro Ripper Shifter for the Mustang would not be what it is today if that plan was to materialize. The Pro Ripper shifter for the Mustang is our 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. This allows the stick to be set in the most comfortable ergonomic position for the individual driver. Quick, comfortable, and smooth shifting is the result when you combine superior materials with superb engineering design.

- 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

Fits 1983 to 2004 ford Mustang with t5 with overdrive or 45 transmission

FITS ‘96-‘04 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 ’96 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

JEEP WRANGLER

FITS ‘99-‘04 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

Originally B&M straight Stainless Steel stick design.

FITS ‘90-‘98 JEEP WRANGLER

When Nissan unveiled their new interpretation of the “Z” brand, B&M was one of the first to offer an improved Precision Sport Shifter for the 350Z, 370Z, and Infiniti’s G35 and G37. A Perfect companion for a legendary nameplate, 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 Nissan 350/370Z or Infiniti G35/37 enthusiast with a 6-speed manual transmission!

- Engineered for precision shifts
- 33% shift throw reduction
- Spherical pivot bearing
- Fully isolated design
- 303 Stainless Steel lower stick
- CNC-machined aluminum and Delrin® base
- Accepts factory knob


NISSAN 180SX & 200SX

The Nissan 180, 200, 240sx, and Skyline are widely popular in the world of drifting. Vehicles like these should have a shifter with all of the features a performance minded driver requires. It has many of the key features found in race shifters including a Stainless Steel stick assembly, internal centering springs, a CNC machined aluminum base, and a spherical glass filled composite main pivot bearing.

- Engineered for precision shifts
- 40% shift throw reduction
- Spherical glass filled composite main pivot bearing
- 303 Stainless Steel stick
- CNC machined aluminum base
- Accepts factory knob

**#45043 2004-2006 PONTIAC GTO**

This SportShifter has all of the features a performance minded driver requires for his or her Pontiac GTO (Gran Turismo Omologato). It has many of the key features found in race shifters including a Stainless Steel stick assembly, a CNC-machined aluminum base, and a glassfilled nylon pivot ball. It even has an adjustable upper stick, allowing for different mounting options to center the stick for the most comfortable position. Countless hours on CAD (Computer-Aided Design), coupled with a short throw in mind, has resulted in an extraordinarily precise shifting system.

- Engineered for precision shifts
- 25-33% shift throw reduction
- Precision needle main bearing
- 7075-T6 Billet aluminum pivot carrier
- 416 Heat treated billet Stainless Steel stick
- Counter-balanced to reduce shift effort
- Adjustable neutral stick position
- Bolt on installation

*Fits 2004 to 2006 Pontiac GTO models

**#45135 PORSCHE BOXSTER, CAYMAN & 911**

Did you know that B&M was a supplier to Porsche AG worldwide, and that this exact shifter was used on the factory team GT3 cup cars? You can now take advantage of that very same shifter technology for your Porsche. This B&M Precision SportShifter is engineered to Porsche's strict specifications, developed specifically for the mighty 911s, Boxsters, and Caymans! It's been engineered for precision shifts.

- Engineered for precision shifts
- 7075-T6 Billet aluminum pivot carrier
- 416 Heat treated billet Stainless Steel stick
- Spherical glass filled composite main pivot bearing
- Counter-balanced to reduce shift effort
- Adjustable neutral stick position
- Bolt on installation


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**RUN COOLER, LAST LONGER**

**B&M COOLING SYSTEMS FOR AUTOMATIC TRANSMISSIONS**

Power generates heat. This fundamental truth is important to keep in mind when increasing the capabilities of your vehicle. Proper temperature is the key to both reliability and performance in several key automotive systems, whether it's the engine, transmission, differential, or even power steering.

With a B&M cooler properly set up in your vehicle, you have 60 years of automotive engineering and knowledge looking after whatever component it's attached to. These coolers will serve as protection against failure, whether you're simply traveling to your next destination or racing to the finish line. Here are some of the highlights of B&M coolers:

**LIGHTWEIGHT, ALL ALUMINUM CONSTRUCTION**

Being an excellent conductor, aluminum naturally fills the role of a heat exchanger extremely well. Through the exclusive use of aluminum in all B&M cooler products, the size of the cooling systems can be kept at a minimum, thus reducing weight while retaining high strength and durability.

**STACKED PLATE DESIGN**

Most B&M cooling systems are of the compact and highly durable stacked plate design. A stacked plate design offers an extremely rigid cooling structure to prevent vibration induced cracks in even the most demanding racing applications. The internal geometry of the plates has been arranged to maximize cooling surface area while offering minimum resistance to fluid flow – a true recipe for ultimate efficiency. The inherent resilience of these coolers makes them ideal for external installations where the cooler may be exposed to the elements, such as dirt, rocks, or debris that could strike 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 draws from the durability of the stacked plate cooler and combines it with the heat exchanging efficiency of a fin and tube design. This combination yields the ultimate in cooling efficiency and reliability. Fin and plate coolers can typically offer a 25%-30% improvement in cooling capacity over similarly sized fin and tube coolers, and are incredibly tough. B&M’s “Hi-Tek” line of coolers offers this technology.

**PRESSURE TESTED FOR REAL-WORLD APPLICATIONS**

All B&M cooling systems are pressure tested up to 200 PSI to ensure high quality for real world applications. The ability of the entire line up of B&M’s coolers to withstand these rigorous tests comes from their oven-brazed construction. A cooler does not leave the factory unless it meets some of the highest standards in the industry.

**MOUNTING BRACKETS BUILT RIGHT INTO THE COOLER**

B&M coolers have mounting brackets built in to the external structure of the assembly, allowing for ease of installation and versatile mounting options. While other coolers may require you to build a convoluted bracket to fit, the built in mounting points of B&M’s coolers integrate the strength of the entire assembly into the mounts, saving you time and making easy work of installation.

These are just some of the benefits of B&M’s line up of coolers; please see each individual system for more features and technical data.
**B&M SUPERCOOLER**

**AUTOMATIC TRANSMISSION COOLERS**

Your transmission’s greatest ally! A B&M SuperCooler is built using all aluminum components and is furnace brazed; these stamped plate coolers are some of the most effective heat exchanging devices available. Don’t worry if your application is particularly harsh, these sturdy coolers will efficiently cool your transmission while putting up with all sorts of things thrown at them. This is the beauty of the stacked plate design—these coolers are strong enough to do their job in harm’s way.

An additional feature of the SuperCooler is the “Low Pressure Drop” design of the core of the cooler. When cold automatic transmission fluid encounters the cooler, an amount bypasses the stacked plate core because of the fluids higher viscosity, allowing it to directly return to the transmission. This is beneficial in that the transmission is allowed to reach operating temperature more quickly – especially in cold climate areas. As the fluid warms up it acts as its own thermostat, the lowering of viscosity allows more fluid to be passed through the core, thus regulating the temperature. B&M’s line up of SuperCoolers are truly a unified front in the battle of optimum transmission temperature!

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th>BTU RATING</th>
<th>PART NUMBER</th>
</tr>
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<tbody>
<tr>
<td>11”x5-3/4”x3/4”</td>
<td>9800 BTU</td>
<td>70255</td>
</tr>
<tr>
<td>11”x7-1/4”x3/4”</td>
<td>13,000 BTU</td>
<td>70268</td>
</tr>
<tr>
<td>11”x6-3/4”x1-1/2”</td>
<td>14,400 BTU</td>
<td>70264</td>
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</tbody>
</table>

**B&M SUPERCOOLER**

**AUTOMATIC RACE & UNIVERSAL COOLERS**

If you have a system or component that needs cooling, B&M’s Universal and Race SuperCoolers can handle it! Like our transmission coolers, B&M’s Universal and Race SuperCoolers are all aluminum and furnace brazed, featuring a stacked plate design. With larger capacities available and built-in 1/2” NPT fittings, these heat exchangers are up to the task of virtually any application. With strong, durable, and lightweight cores, these coolers have seen duty in a myriad of applications: RVs and tow vehicles, circle track racing, road racing, off-road, even monster trucks and rock crawling! These teams and individuals know when you need an efficient cooler you can place anywhere, B&M is the place to start.

Perhaps you need all this performance, but in a more attractive package? In addition to the three sizes of the standard black SuperCoolers, B&M also offers two sizes of Polished SuperCoolers, with all the same great features that have made our heat exchangers so popular.

<table>
<thead>
<tr>
<th>STANDARD BLACK</th>
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<tbody>
<tr>
<td>DIMENSIONS</td>
<td>BTU RATING</td>
<td>PART NUMBER</td>
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<td>11”x5-3/4”x1-1/2”</td>
<td>15,000 BTU</td>
<td>70273</td>
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<tr>
<td>11”x8”x1-1/2”</td>
<td>20,500 BTU</td>
<td>70266</td>
</tr>
<tr>
<td>11”x11”x1-1/2”</td>
<td>29,200 BTU</td>
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**SILVER**

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<tbody>
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<td>11”x2-3/4”x1-1/2”</td>
<td>7,500 BTU</td>
<td>70265</td>
</tr>
<tr>
<td>11”x8-1/2”x1-1/2”</td>
<td>20,500 BTU</td>
<td>70272</td>
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</tbody>
</table>
B&M HI-TEK ENGINE OIL & AUTOMATIC TRANSMISSION COOLERS

The newest of the B&M high performance heat exchangers, the Hi-Tek cooling system is the top of the line. With the addition of a high output, automatically actuated electric fan, these coolers can be placed in tighter spaces where less natural air flow is available. The fin and plate cores on these coolers are the strongest and most efficient of B&M’s line up. With the thermal switch keeping an eye on your fluid temperature and kicking the fan on whenever it reaches 175° F or higher, you can focus on the most important task – driving with confidence.

These coolers are suitable for automatic transmission fluid, engine oil, differential fluid, and power steering fluid. Like B&M’s Race and Universal SuperCoolers, Hi-Tek coolers have seen duty in RV’s and tow vehicles, circle track racing, road racing, off-road, even monster trucks and rock-crawling. High capacity cooling in a compact package that’s a snap to mount in confined spaces: This is B&M’s Hi-Tek cooler.

• Ideal for the toughest cooling applications
• Fin and plate construction
• Includes 12 volt, high output fan
• Included thermal switch activates fan at 175 degree F
• Pressure tested to 200 PSI
• 1/2” NPT fittings – easily adapted to an fittings

STANDARD BLACK

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th>FAN DIA.</th>
<th>FAN CFM</th>
<th>FAN AMPS</th>
<th>WEIGHT</th>
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<tbody>
<tr>
<td>13-1/2” x 9” x 3-1/2”</td>
<td>500 CFM</td>
<td>6 amps</td>
<td>7 lbs</td>
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<tr>
<td>10” x 7-1/2” x 4”</td>
<td>350 CFM</td>
<td>6 amps</td>
<td>5 lbs</td>
<td>70298</td>
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</table>

B&M SUPERCOOLER ENGINE OIL COOLER KIT

#70270 ENGINE OIL COOLER KIT

The same proven design as the B&M Transmission SuperCooler, but packaged with all components required for keeping your GM V8 oil at the proper temperature. Without an oil cooler, high loads and high engine speeds can raise the oil’s temperature to the point of break down, causing significant engine damage. Protect your engine’s vitals with this easy to install kit! Includes mounting hardware, filter adapter, hoses, fittings, and easy to follow instructions.

• Kit can be used on all GM V8 engines with recessed oil filters
• Excellent for towing, heavy duty applications, and hot conditions
• Efficient stacked plate design
• Pressure tested to 200 PSI
• 1/2” NPT fittings – easily adapted to an fittings

SUPERCOOLER APPLICATION GUIDE

<table>
<thead>
<tr>
<th>AUTOMATIC TRANSMISSION &amp; TRANSMISSIONS</th>
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<tbody>
<tr>
<td>TURBO CONVERTER STALL RANGE</td>
</tr>
<tr>
<td>Stock stall converter</td>
</tr>
<tr>
<td>2000 stall converter</td>
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<tr>
<td>2400 stall converter</td>
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<tr>
<td>2800 stall converter</td>
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<tr>
<td>3500+ stall converter</td>
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STREET RODS

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<td>3000 stall converter</td>
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<td>3500+ stall converter</td>
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STREET MACHINES & MUSCLE CARS

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<td>3500+ stall converter</td>
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DRAG RACING

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<tr>
<th>Dragster – Bracket Racing &amp; Super Class Racing</th>
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<tr>
<td>70266 or 70272*</td>
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<tr>
<td>Door Car – Bracket Racing &amp; Super Class Racing</td>
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<tr>
<td>70266 or 70272*</td>
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<tr>
<td>Blown or Nitrous Injected</td>
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<tr>
<td>70266, 70274 or 70297</td>
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ROAD RACING (DETERMINED BY MOUNTING LOCATION)

<table>
<thead>
<tr>
<th>Engine Oil Cooler</th>
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<tbody>
<tr>
<td>70266, 70274 or 70297</td>
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<tr>
<td>Differential Cooler</td>
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<tr>
<td>70266, 70274 or 70297</td>
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<tr>
<td>Manual Gearbox</td>
</tr>
<tr>
<td>70273 or 70266</td>
</tr>
<tr>
<td>Automatic Transmission</td>
</tr>
<tr>
<td>70266 or 70298</td>
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</table>

CIRCLE TRACK (DETERMINED BY MOUNTING LOCATION)

<table>
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<tbody>
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<tr>
<td>Automatic Transmission</td>
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<td>70266 or 70298</td>
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OFF ROAD VEHICLES

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<tr>
<th>Automatic Transmission</th>
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<td>70264 or 70266</td>
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<tr>
<td>Rock Crawling &amp; Trail Riding – Automatic Transmission</td>
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<tr>
<td>70266 or 70273</td>
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<tr>
<td>Rock Crawling &amp; Trail Riding – Power Steering</td>
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<tr>
<td>70267 or 70297</td>
</tr>
<tr>
<td>Desert Racing – Automatic Transmission</td>
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<tr>
<td>70267 or 70297</td>
</tr>
<tr>
<td>Short Course Racing – Automatic Transmission</td>
</tr>
<tr>
<td>70274 or 70297</td>
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<table>
<thead>
<tr>
<th>TOWING</th>
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</thead>
<tbody>
<tr>
<td>Pickup with small trailer or boat (10,000 GVW total)</td>
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<tr>
<td>70268</td>
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<tr>
<td>Pickup with trailer or boat (14,000 GVW total)</td>
</tr>
<tr>
<td>70264</td>
</tr>
<tr>
<td>Pickup or 5th Wheel with trailer &amp; motorhomes (16,000 GVW total)</td>
</tr>
<tr>
<td>70266</td>
</tr>
<tr>
<td>Pickup or 5th Wheel with trailer &amp; motorhomes (Over 18,000 GVW total)</td>
</tr>
<tr>
<td>70297</td>
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</tbody>
</table>

* Polished cooler.

WWW.BMRACING.COM 707.544.4761

42 43
CAST ALUMINUM DEEP TRANSMISSION PANS

Excessive heat can kill a transmission quickly. One of the best and easiest ways to help dissipate that excess heat from a transmission is by installing a B&M cast aluminum deep pan. The extra fluid capacity, multiple cooling fins, and greater heat transfer of aluminum all combine to make the B&M cast aluminum transmission pan a functional solution to keep your transmission running cool. Whether you’re racing, towing, off-roading, or just an enthusiastic driver in warmer weather – keeping your transmission cool is essential to its continued operation and longevity. In addition, this easy to install pan includes a drain plug to make fluid changes simple and less messy and all necessary hardware.

• Multiple cooling fins for greater heat dissipation
• Thick durable cast aluminum construction
• CNC machined mounting surface, bolts holes, and ports
• No modifications to dipstick required
• Easy installation with easy-to-follow instructions
• Lifetime Limited Warranty
• Includes drain plug, temperature sensor ports, and all necessary mounting hardware

CHROME PLATED STEEL DEEP PANS

B&M’s chrome plated steel deep pans help protect your transmission and look great doing so. Added transmission fluid capacity equates to greater capacity to dissipate damaging heat from the transmission. The added drain plug makes subsequent transmission fluid changes a breeze and it’s all wrapped up in a durable and attractive chrome plated finish.

• Durable steel construction and chrome plated finish
• No modifications to dipstick required
• Includes drain plug and all necessary mounting hardware
• Easy installation with easy-to-follow instructions
• Lifetime Limited Warranty
• Most use OE Filter. *Use B&M Filter Replacement part #10288

NOTE: B&M highly suggests the use of an accurate and high quality transmission dipstick that allows both frequent fluid level checks and proper fill levels.

APPLICATION CAPACITY GAINS DESCRIPTION PART NUMBER

<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>CAPACITY</th>
<th>GAINS</th>
<th>DESCRIPTION</th>
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<td>Cast Deep - Aluminum</td>
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<tr>
<td>TH400</td>
<td>2 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>20280</td>
<td></td>
</tr>
<tr>
<td>TH 400</td>
<td>2 quarts</td>
<td>Chrome - Steel</td>
<td>20289</td>
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</tr>
<tr>
<td>*TH-350</td>
<td>3 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>30280</td>
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<tr>
<td>*TH-350</td>
<td>3 quarts</td>
<td>Chrome - Steel</td>
<td>30289</td>
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<tr>
<td>4L80E and 4L80E</td>
<td>3 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>70260</td>
<td></td>
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<tr>
<td>*Powerglide</td>
<td>2 quarts</td>
<td>Chrome - Steel</td>
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<td>TH1004R</td>
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<td>Cast Deep - Aluminum</td>
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<td>4L60E</td>
<td>3 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>70296</td>
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<tr>
<td>*6</td>
<td>2 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>40321</td>
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<td>AOD/AODE/ and 4R70W</td>
<td>3 quarts</td>
<td>Cast Deep - Aluminum</td>
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<tr>
<td>Ford, E4OD, SR100, 4R100</td>
<td>3.5 quarts</td>
<td>Cast Deep - Aluminum</td>
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<tr>
<td>*C4 Transmission</td>
<td>2 quarts</td>
<td>Cast Deep - Aluminum</td>
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<td>NAG-1</td>
<td>3 quarts</td>
<td>Cast Deep - Aluminum</td>
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<td>1.8 quarts</td>
<td>Cast Deep - Aluminum</td>
<td>70391</td>
<td></td>
</tr>
</tbody>
</table>

DIFFERENTIAL COVERS

The B&M Cast Aluminum Differential Cover! It looks good but performs GREAT. Don’t let this cover’s rugged good looks fool you, it was designed with several features that you will not find on a factory equipped cover. For instance, the cover features external fins and an increase of fluid capacity over stock to dissipate unwanted heat. It is cast out of T6 Aluminum for added strength and durability. To keep this cover a step above the rest, the engineers at B&M added load bolts to the cover to help support the bearing caps from deflection. Incorporated to the B&M Cast Aluminum Differential Cover is a magnetic drain plug to make life easier when servicing. Now that is a differential cover you can be proud to say you own!

• Solid cast aluminum construction for strength & improved heat transfer
• Engraved support bar adds strength and style
• Load bolts provide additional support to bearing caps
• Additional fluid capacity improves cooling
• Cast-in ribs provide strength & aid in cooling efficiency
• Fill plug and magnetic drain plug ease servicing
• Includes Stainless Steel mounting hardware

APPLICATION PART # ALUMINUM FINISH BLACK FINISH

<table>
<thead>
<tr>
<th>APPLICATION PART #</th>
<th>ALUMINUM FINISH</th>
<th>BLACK FINISH</th>
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</thead>
<tbody>
<tr>
<td>DANA 30 10 BOLT (FRONT)</td>
<td>10310</td>
<td>11310</td>
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<tr>
<td>DANA 35 10 BOLT</td>
<td>10311</td>
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<td>DANA 44 10 BOLT</td>
<td>10312</td>
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<tr>
<td>DANA 60-70 10 BOLT</td>
<td>10314</td>
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<tr>
<td>DANA 80 10 BOLT</td>
<td>10315</td>
<td>11315</td>
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<tr>
<td>FORD 8.8 10 BOLT</td>
<td>40297</td>
<td>41297</td>
</tr>
<tr>
<td>FORD 9.75” 12 BOLT</td>
<td>40298</td>
<td>41298</td>
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<tr>
<td>GM 8.2” 10 BOLT B.O.P</td>
<td>70503</td>
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<tr>
<td>GM 8.2”/8.5”/8.6 R.G. 10 BOLT</td>
<td>70502</td>
<td>71502</td>
</tr>
<tr>
<td>GM 8.875” R.G. 12 BOLT (CAR)</td>
<td>70500</td>
<td>--</td>
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<tr>
<td>GM 8.875” R.G. 12 BOLT (TRUCK)</td>
<td>70504</td>
<td>71504</td>
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<tr>
<td>GM 10.5” 14 BOLT</td>
<td>70501</td>
<td>71501</td>
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<tr>
<td>GM 9.5” 14 BOLT</td>
<td>70505</td>
<td>71505</td>
</tr>
<tr>
<td>CHRYSLER 9.25” 12 BOLT</td>
<td>10306</td>
<td>11306</td>
</tr>
</tbody>
</table>
#80741 HAMMER T-HANDLE

#80534 QUICKSILVER BILLET SHIFTER KNOB

#46110 B&M SHIFTER KNOB
High impact plastic, stain resistant white knob. Ideal for most shifters. Knob includes a clear lens and B&M logo insert. Fits 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. For most B&M shifters & others w/SAE threads.

#46112 UNIVERSAL SHIFTER KNOB WITH BUTTON
High impact white knob with central button may be used to activate transbrake, launch control, nitrous or two step ignition control. Includes B&M logo insert. Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Works w/ 12 or 16V system.

#80642 UNIVERSAL BLACK PLASTIC T-HANDLE
T-handle packages include thread inserts to fit 1/2-20, 3/8-24, 3/8-16, and 5/16-18 SAE thread shifters. All B&M automatic shifters have 1/2-20 threads. Fits most B&M shifters & most aftermarket (SAE) shifters.

#80643 T-HANDLE CHROME ALUMINUM
T-handle packages include thread inserts to fit 1/2-20, 3/8-24, 3/8-16, and 5/16-18 SAE thread shifters. All B&M automatic shifters have 1/2-20 threads. * Fits most B&M shifters & most aftermarket (SAE) shifters.

#80658 UNIVERSAL T-HANDLE
This B&M universal button T-handle fits most B&M and aftermarket shifters. Kit includes thread inserts to fit 1/2 - 20, 3/8 - 24, 3/8 - 16 and 5/16 - 18 SAE threaded stickers and a 12 Volt momentary switch to activate line-lock, transbrake or nitrous.

#80659 UNIVERSAL T-HANDLE WITH BUTTON
This Universal T-handle shift knob from B&M fits most B&M and aftermarket (SAE and metric) shifters. They’re available in plastic or aluminum, with or without a button for activating line lock, transbrake, or nitrous systems. Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Works w/12 or 16V system.

MAKGIN GRIP BUTTON SIDE PLATES
Optional stealth magna 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 a machined channel on the shifter stick.

#80637 RATCHET PAWL SPRING
Service Part: Upper Pawl Spring for B&M QuickSilver, Console QuickSilver, and Console Hammer shifters.

#81026 BLACK TEXTURED SHIFTER COVER FOR CONSOLE QUICKSILVER
Black (Textured) Cover for 68-69 Camaro Console QuickSilver is designed as an alternative to the chrome cover that is included with the 68-69 Camaro Console QuickSilver. Simple to install, and a great choice for those who are going for that “Blacked Out” look. Comes complete with four (4) mounting screws, a boot, and two (2) indicator windows to accommodate both 3-speed and 4-speed applications.
#81027 CHROME PLASTIC COVER FOR CONSOLE QUICKSLIVER
Chrome Plastic Cover for 81025 is a service part for the 68-69 Camaro Console Quicksilver. Whether the Chrome-Plastic Cover is worn out, damaged, or missing... this cover is readily available as a replacement. Sold individually. Does not come with any additional hardware or accessories.

#81037 CHROME PLASTIC COVER CONSOLE MEGASHIFTER
Chrome Plastic Cover for 81035 is a service part for the 68-69 Camaro Console MegaShifter. Whether the Chrome-Plastic Cover is worn out, damaged, or missing... this cover is readily available as a replacement. Sold individually. Does not come with any additional hardware or accessories.

#80717 ALUMINUM PRO STICK COVER
Brushed aluminum replacement cover (same as supplied with the #80706 Pro Stick shifter) for the B&M Pro Stick shifters. Comes with embossed B&M logo and quick release mounting pins.

#80883 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 stroke is 1.5”.

#81165 USB CHARGING PORT REPLACEMENT SKIRT
B&M introduces their updated replacement skirt for the MegaShifter and SportShifter that includes a dual USB charging port. This new skirt includes a dual 5V 3.1A port that is great for charging most cell phones and tablets, while eliminating the need to have cords running up to the dash of the vehicle. The skirt includes the charging plug, wire, fuse and necessary electrical connectors to complete the installation and is backed by a 1 year warranty.

#81122 PRO RATCHET STEALTH (BLACK) ALUMINUM COVER
Pro Ratchet Stealth (black) Aluminum Cover is a service part for the Pro Ratchet line of B&M racing shifters. It is a lightweight aluminum cover that is black anodized for durability and helps keep debris out of the shifter. Whether the aluminum cover is worn out, damaged, or missing? This cover is readily available as a replacement. Includes mounting screws, indicator decals, and gear indicator pointer.

**SHIFTER CABLES**

**UNIMATIC SHIFTER CABLES:** Two lengths available, 5 ft. cable is standard for most applications.
- Pre-lubed for smooth operation
- Properly clearance to reduce backlash
- .25” outer diameter blue ‘long lay’ outer jacket

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>PART #</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 ft. cable eyelet/thread</td>
<td>80506</td>
</tr>
<tr>
<td>5 ft. cable (eyelet/thread)</td>
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<tr>
<td>6 ft. cable (eyelet/thread)</td>
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<tr>
<td>8 ft. cable (eyelet/thread)</td>
<td>80506</td>
</tr>
<tr>
<td>10 ft. cable (eyelet/thread)</td>
<td>80506</td>
</tr>
</tbody>
</table>

**SUPER DUTY RACE SHIFTER CABLES:** 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 pre-lubed for smooth operation.
- 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)

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>PART #</th>
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<tbody>
<tr>
<td>3 ft. cable</td>
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<tr>
<td>4 ft. cable</td>
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<td>5 ft. cable</td>
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<tr>
<td>6 ft. cable</td>
<td>80834</td>
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<tr>
<td>8 ft. cable</td>
<td>80835</td>
</tr>
<tr>
<td>10 ft. cable</td>
<td>80836</td>
</tr>
</tbody>
</table>

**PERFORMANCE SHIFTER CABLES:** B&M offers several lengths depending on application. The popular 5 ft. length comes packaged with most B&M shifters.
- Proper clearance to reduce backlash
- .250” outer diameter ‘long lay’ outer jacket
- These cables are supplied with most B&M shifters (except race shifters)
- Prelubed for smooth operation
- Properly clearance to reduce backlash
- .250” outer diameter ‘long lay’ outer jacket
- Supplied with Pro Ratchet, Pro Stick & Pro Bandit but can be used on all B&M shifters (except Unimatic)

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>PART #</th>
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</thead>
<tbody>
<tr>
<td>6 ft. cable eyelet/thread</td>
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<td>8 ft. cable eyelet/thread</td>
<td>80838</td>
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<td>10 ft. cable eyelet/thread</td>
<td>80839</td>
</tr>
<tr>
<td>12 ft. cable eyelet/thread</td>
<td>80840</td>
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</table>

**CABLES FOR B&M SHIFTERS BUILT BEFORE 1981:**
- Includes mounting screws, indicator decals, and gear indicator pointer.
- With threads on both ends

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>PART #</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 ft. cable</td>
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<td>4 ft. cable</td>
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<td>5 ft. cable</td>
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<tr>
<td>B&amp;M AUTOMATIC SHIFTER ACCESSORIES</td>
<td>PART #</td>
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<tr>
<td>-----------------------------------</td>
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</tr>
<tr>
<td>Brushed aluminum cover, Pro Stick</td>
<td>60717</td>
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</table>
| Bracket & Lever Kit               | 35498  | For GM TF400, 350, 250, 200-4R, & 700-R4 *
| Bracket & Lever Kit               | 70497  | For GM 62-73 Powerglide w/ T.V. Hose |
| Bracket & Lever Kit               | 75498  | For GM 4L60E, 4L80E, 4L85E, 4L85E with PRNDL switch |
| Bracket & Lever Kit               | 40496  | For Ford AOD transmissions |
| Bracket & Lever Kit               | 40497  | For Ford C6 transmissions |
| Bracket & Lever Kit               | 50498  | For Ford C4 transmissions |
| Bracket & Lever Kit               | 10497  | For Chrysler '66 & later 727 or 904 Torqueflite & AMC '72 & later Torque Command trams |
| Bracket & Lever Kit               | 40504  | For Ford AOD or 4R100 transmissions |
| Bracket & Lever Kit               | 40505  | For Ford E4OD or 4R100 transmissions |
| Cable Bracket, GM                | 30499  | For TH400, 350, 250, 200, 700R4, 250-4R 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, GM                | 70499  | For GM 4L60E, 4L80E, 4L85E with PRNDL switch |
| Cable Bracket, Ford               | 40498  | For C6 transmissions |
| Cable Bracket, Ford               | 50498  | For AOD transmissions |
| Cable Bracket, Chrysler           | 10494  | For TF727 or 904 transmissions (with rear entry cable shifters - all Bandit series) |
| Cable Bracket, Chrysler           | 10499  | For TF727 or 904 transmissions |
| Cable Bracket, GM (Bandit style shifters only) | 30498  | For TH400, 350, 250, 200, 700R4, 250-4R with 80797, 80798 or 81050 shifter |
| Cable Bracket, Ford (Bandit style shifters only) | 40498  | For C6 with 80797, 80798 or 81050 shifter |
| Gate plate & lever, Pro Stick, Pro Bandit, Street Bandit | 80713  | 2-speed forward & reverse pattern |
| Gate plate, Pro Stick, Pro Bandit, Street Bandit, Stealth | 80710  | 3-speed reverse pattern |
| 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 & 250-4R) |
| Mounting Bracket                  | 80884  | For all Bandit shifters (for door cars) |
| Neutral Safety Switch Kit, Pro Stick | 80844 | Mounting bracket and neutral safety switch for Pro Stick |
| Powerglide Pro Lever              | 70465  | For all B&M 2 speed shifters |
| Quick Disconnect & Cable Extension | 80323  | For all Bandit shifters when used in rear engine dragsters |
| Ram Bumper                        | 80881  | For Pro Bandit and all Bandit shifters |
| Reverse lockout Extension, Pro Stick, Pro Ratchet | 80726  | With extension knob |
| Swivel & Pin                      | 80638  | For all B&M levers |
| Trans Lever                       | 20462  | For GM TH400, 350, 250, 200, 700R4, 200-4R, 4L60E, 4L80E, 4L85E transmissions |
| Trans Lever                       | 40461  | For Ford C8, C4 transmissions |
| Trans Lever                       | 10462  | For Chrysler TF727 or 904 transmissions |
#80259 B&M TRICK SHIFT ATF
With Trick Shift, you can literally pour in performance! It was originally developed by B&M in conjunction with a major oil company back in the early 1960’s for racing applications. No other company offered a fluid strictly for performance shifting. Trick Shift’s blend of foam inhibitors, extreme pressure agents, and shift modifiers worked so well for racing applications that it found its way to street use. This specific blend extends transmission life and dramatically improves shift quality. If you want an inexpensive way to improve the transmission performance of your vehicle, go with Trick Shift!
- Ideal for racing, performance street, RV, and heavy duty applications
- Provides extended transmission life and firmer shifts
- Can be mixed with stock-type transmission fluids (recommended to utilize exclusively for maximum improvement)
- Not recommended for electronic controlled trans

#22164 LOCKING DIP STICK FOR POWERGLIDE OR DEDENBEAR
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).

#80277 UNIVERSAL REMOTE TRANSMISSION FILTER KIT
Many transmission failures are caused by contamination. A remote transmission oil filter increases filtration efficiency 2 to 5 fold. Replacement filter is a Fram™ PH8A or equivalent.

#70237 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.

#20234 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. For GM TH350 & TH400. 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.

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.

<table>
<thead>
<tr>
<th>TRANSMISSION</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>TH355 TV/Kickdown</td>
<td>30237</td>
</tr>
<tr>
<td>GM TH-700-R4 TV Cable</td>
<td>70242</td>
</tr>
</tbody>
</table>

#20297 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.

#64511 THROTTLE VALVE CABLE ADAPTER
Easily installed TV cable levers for Edelbrock carbs. These kits allow you to adapt the throttle valve cable onto these carbs in order to achieve proper travel.

B&M ALUMINUM BRAIDED DIPSTICK
The best way to check your transmission’s oil is to use one of B&M’s transmission fluid dipsticks. The O-ring sealed cap screws into the tube, while the base of the tube has a sealing grommet where it goes into the transmission.

<table>
<thead>
<tr>
<th>TRANSMISSION</th>
<th>PART NUMBER</th>
</tr>
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<tbody>
<tr>
<td>GM TH-350</td>
<td>22165</td>
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<tr>
<td>GM TH-400</td>
<td>22166</td>
</tr>
<tr>
<td>GM TH-700R4 (4L60)</td>
<td>22167</td>
</tr>
</tbody>
</table>

#22168 B&M 6L80E LOCKING AUTOMATIC TRANSMISSION DIPSTICK
The B&M 6L80E Locking Transmission Dipstick was designed to allow for a quick and easy check of the automatic transmission fluid level and fluid quality by the vehicle owner/operator without having to go to the dealership. Constructed of billet Stainless Steel fittings, steel braided hose and black mil-spec anodized aluminum 6061-T6 cap and bracket, this rugged unit allows for both cold and warm fluid level checks and is meant to be left in the vehicle and locked into place. Additional features include an engraved B&M logo locking knurled handle cap and fluid level stamped indicator end. Note: designed specifically to fit 2010-2014 Camaro SS. May fit other applications.
#120003 4L80E INTERNAL WIRING HARNESS
Replacement internal wiring harness for 1993 and later GM 4L80E automatic transmissions. Can also be used to update 4L80E transmissions manufactured previous to 1993.
- Sold individually
- Replaces 4L80E automatic transmission wiring harnesses
- Weather resistant
- Made in the USA

#120004 B&M SPEEDOMETER CONTROL UNIT
B&M’s speedometer control unit

#120001 SHIFTPLUS 2 ELECTRONIC OVERDRIVE TRANSMISSION CONTROLLER
The ShiftPlus 2 electronic overdrive transmission control for GM 4L60E, 4L65E, 4L70E, 4L80E and 4L85E is fully configured right out of the box. There is no tuning necessary but for those who demand customization the unit is also optionally fully programmable based on load, speed and RPM. Works with GM automatic transmission models 4L60E, 4L65E, 4L70E, 4L80E and 4L85E that are 1993 and newer. Gives users complete control over most popular electronic overdrive transmissions and no laptop, hand-held tuning device, or software of any kind is required. Shift firmness, shift points, and torque converter lockup are simply adjusted with easy to use dials found on the end of the unit. Comes with a calibration for your transmission so all you have to do is drive it like it is or adjust it to suit your individual taste. Complete transmission diagnostics built in with bright LEDs right on the unit. Includes the Simple Shift control unit and wiring harness, specific to your application with clearly labeled connectors and easy to follow instructions. Available for most popular GM and Ford electronic overdrive transmissions

#120002 THROTTLE POSITION SENSOR FOR CARBURETED ENGINE KIT
This B&M throttle position sensor is used for carbureted engines. Part works in conjunction with B&M transmission controller part number #120001 only.

#70354 FILTER EXTENSION REPLACEMENT FOR B&M DEEP TRANSMISSION PAN
Filter extension for B&M deep pan part #70260 when used on a GM 4L60E automatic transmission. Lowers the filter to the bottom of the pan for improved fluid pick up on deeper than stock transmission oil pans.

#50279 FILTER EXTENSION REPLACEMENT FOR B&M DEEP TRANSMISSION PAN
Filter Extension for B&M part # 50281

#10288 SPECIAL FILTER FOR MOST B&M TRANSMISSION DEEP PANS
Replacement filter to be used on some B&M chrome steel deep pans, cast aluminum.

#70260 FILTER EXTENSION REPLACEMENT FOR GM DEEP TRANSMISSION PAN
Filter for GM deep transmission pans. Designed to be used with a B&M transmission controller part number #120001 only. Lower the filter to the bottom of the pan for improved fluid pickup on GM transmission systems.

ENGINE PART NUMBER
3.5L Engine 22300
3.6L Engine 22300
5.7L Engine 22301

ENGINE PART NUMBER
6.1L Engine 22302
6.4L Engine 22302

B&M NAG-1 LOCKING TRANSMISSION DIPSTICK
The B&M NAG-1 Locking Transmission Dipstick was designed to allow for a quick and easy check of the automatic transmission fluid level and quality by the vehicle owner/operator without having to go to the dealership. Constructed of billet steel and black mil-spec anodized aluminum 6061-T6, this rugged unit allows for both cold and warm fluid level checks and is meant to be left in the vehicle and locked into place. Additional features include an engraved B&M logo looking knurled handle cap and temperature range engraved indicator end.

ENGINE PART NUMBER
FORD 4R70W 40504
E400/4R100 40505

ENGINE PART NUMBER
6.1L Engine 22302
6.4L Engine 22302

#80217 POWER SWITCH FOR GM CLUTCH CONVERTERS
GM TH-700R4, TH-200-4R, 200C AND 350C
Power switch for GM Clutch Converters,1981 to 1989 GM TH-700R4, 1981 to 1991 TH-2004R, 1980-1985 200C and 350C. Operate your vehicle as a standard type torque converter when it is more desirable than the lock-up type. The Power switch 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 Power switch kit automatically overrides the switch in fourth gear in overdrive transmissions.

#80250 TRANSMISSION PAN DRAIN PLUG KIT
Only a few automatic transmissions have drain plugs from the factory, removing the pan to drain the fluid can be a mess. Remove the pan once, drill a hole, bolt the B&M Drain Plug Kit in, and eliminate messy oil splash. Also non-magnetic.

TRANSMISSION PART NUMBER
FORD 4R70W 40504
E400/4R100 40505

BRACKET AND LEVER KIT
This B&M Bracket and Lever Kit allows most B&M shifters to be used on a vehicle equipped with a Ford 4R70W or E400/4R100 Automatic transmission. Both Selector Shaft and Selector Lever are made of T6 Aluminum. Due to the countless uses and exposure to the elements, both parts are Hard Anodized to prevent wear and corrosion.

#80288 SPECIAL FILTER FOR MOST B&M TRANSMISSION DEEP PANS
Replacement filter to be used on some B&M chrome steel deep pans, cast aluminum.

ENGINE PART NUMBER
3.5L Engine 22300
3.6L Engine 22300
5.7L Engine 22301

ENGINE PART NUMBER
06-12 Dodge Charger, 05-08 Dodge Magnum, 08-12 Dodge Challenger and 05-12 Chrysler 300e
#70288 FILTER EXTENSION REPLACEMENT FOR B&M DEEP TRANSMISSION PAN
Filter extension for B&M deep transmission pans. Works well with B&M deep pan part #70289 and 70260 with 700R4/4L60. Used to extend the filter to the bottom of a deeper than stock transmission pan. Easy to install.

#30284 FILTER EXTENSION FOR B&M TRANSMISSION DEEP PANS
Filter extension for B&M deep pan part #30280 and 30289. Lowers the filter to the bottom of a deeper than stock transmission oil pan for improved fluid pick up.

#20271 FILTER EXTENSION FOR B&M DEEP TRANSMISSION PANS 20280 AND 20289
Filter extension for B&M deep pan part #20280 and 20289. Lowers the filter to the bottom of the pan for improved fluid pick up on deeper than stock transmission oil pans.

#20248 TRANSMISSION GOVERNOR RECALIBRATION KIT FOR TH-700R4, TH-400 AND TH-350 TRANSMISSION
This kit allows you to adjust the full throttle shift points of your transmission after it is installed in your vehicle. The Governor Recalibration Kit is very useful if you have a vehicle that is very light or has a low rear-end gear ratio.

#70248 CONVERTER LOCKUP CONTROLLER W/ FACTORY GM ELECTRIC SPEED SENSOR
The B&M Lockup Controller provides control of lockup through vehicle speed on GM TH-700, 200, 200-4R, 350 and 4L60 with a lockup converter. Can be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style.

#70244 CONVERTER LOCKUP CONTROLLER
The B&M Converter Lockup Controller provides dash-mounted control to govern converter lockup at any speed between 30 and 90 mph. These kits eliminate converter lock and unlock cycling and premature unwanted converter lockup.

B&M SPEEDOMETER CABLE & GENERATOR FOR 70244 – GM CONVERTER LOCK-UP CONTROL KIT
Speedo Cable and Generator for part #70244 are service parts for GM Converter Lock-Up Control Kit - 70244. Whether the cable and generator are worn out or damaged... these two components are readily available as replacements so you can continue with your project or have your vehicle back to perfect as soon as possible. This package does not contain any other part aside from the Speedo Cable and Generator. Instructions not included.

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speedo Cable</td>
<td>70208</td>
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<tr>
<td>Speedo Cable &amp; Generator</td>
<td>70209</td>
</tr>
</tbody>
</table>

#80212 B&M TEMPERATURE GAUGE
Most transmission and converter failures can be traced directly to excessive heat. Even if your vehicle was equipped with a standard transmission cooler, it is an excellent idea to install a transmission temp gauge. This is because most of the time an engine will produce enough power to overheat the transmission, especially in towing applications. This gauge allows the driver to operate the vehicle within its limits, preventing possible damage.

#80278 B&M 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-lock nuts, and 4 sponge rubber pads. This special hardware is exceptionally convenient when mounting a cooler to an existing heat exchanger, such as an air conditioning condenser or radiator.

#46076 LAUNCH CONTROL WITH BUTTON
B&M Launch Controls can be used to control either your front or rear brakes. They’re intended primarily as brake-locking devices for drag racing, but they also can be used on the street as hill-holders (up to 60 seconds).

#46075 LAUNCH CONTROL SOLENOID
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. Installation kit includes: in-dash line fuse assembly, indicator light, aluminum switch mount, and button switch.

#46057 COMMAND-FLO
CommandFlo for Honda ‘88-’00 Civic/CRX, ’00 S2000, Acura ‘90-’00 Integra, Acura ’91-’00 NSX. The CommandFlo is a billet aluminum fuel flow modifier for Honda and Acura applications. The CommandFlo allows adjustment of the fuel flow rate which lets you properly tune the air/fuel ratio. Ideal for use with free flow intakes and exhaust systems.

B&M SPEEDOMETER CABLE & GENERATOR FOR 70244 – GM CONVERTER LOCK-UP CONTROL KIT
Speedo Cable and Generator for part #70244 are service parts for GM Converter Lock-Up Control Kit - 70244. Whether the cable and generator are worn out or damaged... these two components are readily available as replacements so you can continue with your project or have your vehicle back to perfect as soon as possible. This package does not contain any other part aside from the Speedo Cable and Generator. Instructions not included.

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speedo Cable</td>
<td>70208</td>
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**#46054 Fuel Pressure Gauge**

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 Commando for a complete, accurate fuel delivery tuning system. Designed specifically to fit Acura, Honda, & Mitsubishi applications. However may fit any application with 1/8" NPT.

**Spiral Cord Switches**

Use with Transbrake, launch control and nitrous systems. Rated at 12 amps. Works with 12 and 16 volt systems. Two wire cord measures 18 inches and stretches to 60 inches.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part Number</th>
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</thead>
<tbody>
<tr>
<td>Red Momentary Switch</td>
<td>46013</td>
</tr>
<tr>
<td>Green Momentary Switch</td>
<td>46003</td>
</tr>
</tbody>
</table>

**#652212 B&M Adjustable Hat**

Black &M logo hat with velcro adjustable. One size fits most.
- Black cotton twill hat
- Embroidered &M logo
- Stylish racing apparel
- Velcro adjustable one size fits most

**B&M HydroStick T-Shirt**

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.
- B&M quality
- Durable
- Fade resistant
- Premium quality 100% pre-shrunk

<table>
<thead>
<tr>
<th>Size</th>
<th>Part Number</th>
</tr>
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<tbody>
<tr>
<td>S</td>
<td>653201</td>
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<tr>
<td>M</td>
<td>653202</td>
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<tr>
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<tr>
<td>XL</td>
<td>653204</td>
</tr>
<tr>
<td>2XL</td>
<td>653205</td>
</tr>
</tbody>
</table>

**#651700 B&M Banner**

This large scale B&M logo banner is perfect to display your B&M Performance Products pride in your shop, garage, or out at the track. The banner is 62”x 23’ H, made from heavy duty vinyl, with a hemmed edge, and grommets in each corner. Ready to hang!
- B&M quality
- Durable Vinyl
- Fade resistant
- Hemmed perimeter
- 4 grommets attached

**Lifetime Limited Warranty**

Lifetime Limited Warranty applies to all B&M shifters, differential covers and cast aluminum pans.

**One Year Limited Warranty**

One Year Limited Warranty applies to B&M starters, coolers, shifter related accessories (knobs, handles, etc.), torque converters, flexplates, dipsticks, stamped steel pans and other transmission related accessories (except racing products).

**90 Day Limited Warranty**

90 Day Limited Warranty applies to B&M transmissions, launch control kits and all electrical components (switches, lights, solenoids).

B&M Racing & Performance (“B&M”) extends the following limited warranty to products purchased after August 1, 2015 to the original purchaser of its shifters, pans, coolers, starters, transmissions, components and accessories (hereafter “products”).

B&M warrants the products mentioned above against defects in materials and workmanship for the period set forth below, when they are owned by the original purchaser and remain installed on the vehicle on which they were originally installed. This warranty is void if the product was not installed properly on the vehicle, was installed on a vehicle for which it was not designed, or was removed from the vehicle on which it was originally installed and reinstalled on another vehicle. This warranty shall not apply to normal wear (bushings, springs, etc.), cosmetic issues such as coatings and material discoloration, or any product that was installed on a racing vehicle (excluding shifters), installed contrary to B&M instructions, or altered, misused, repaired, damaged from an accident, collision, undercarriage road impact or debris, or willful or negligent act.

The warranty set forth herein for all B&M shifters, differential covers and cast aluminum pans extends for a period of the life of the original vehicle the product was installed on. The warranty set forth herein for B&M starters, coolers, shifter related accessories (knobs, handles, etc.), torque converters, flexplates, dipsticks, stamped steel pans and other transmission related accessories (except racing products) extends for a period of one year from the date of original purchase and the original vehicle it was installed on. The warranty set forth herein for B&M transmissions, launch control kits and all electrical components (switches, lights, solenoids) extends for a period of 90 days from the date of original purchase and the original vehicle it was installed on.

To make any claim under the terms of this limited warranty, the original purchaser MUST either return the product to the original retailer or directly to B&M. If the original purchaser elects to return the product to B&M directly, he or she must first contact B&M and obtain a Returned Material Authorization (RMA) number. Once the RMA number is received, the original purchaser may return the product to B&M Racing at 1500 Overland Court, Sacramento, CA 95691 (or such other address provided by B&M) along with the RMA number and Proof of Purchase of the covered product. The Proof of Purchase must clearly show the place of purchase, purchase price, product purchased, and date of purchase. If upon inspection by B&M the product is found to be defective in material or workmanship, B&M shall at its option, either exchange the product for new product with the same part number or refund the original purchase price.

This warranty is not contingent upon the purchaser’s completion of the Warranty Registration Form found on the B&M website. If however the purchaser completes and submits that form at the time of purchase, B&M will keep that on file which may serve as an aid in determining warranty coverage in the event of the loss of the original purchase receipt.

B&M’s liability is expressly limited to the replacement of the product or refund of the purchase price as described herein. B&M shall have no liability for the cost of installation or removal of the defective product, the cost of labor or any additional parts required to complete the installation of the replacement product, towing or transportation costs, or return shipping costs. In no event shall B&M be liable for any direct, indirect, special, incidental and/or consequential losses or damages, including but not limited to interruption of business or loss of business or loss of profit or damage to related components resulting from the use of or inability to use the product, or any breach of warranty or any defect in the product, even if B&M shall have been advised of the possibility of such potential losses or damages. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights. You may also have other rights which may vary from state to state.

The warranties set forth herein are exclusive and unless otherwise required by applicable law, no other warranties are made by B&M or are authorized to be made with respect to the product.