

8" Quick 60 Converter (Small Block) | [^Top](#)

		8" Converter Types * Approximate Stall				
Vehicle Type	Engine Type	A	B	C	D	E
Small Blocks - 3200 lbs & up (Heavy)						
-Bracket Cars -Some Super Street & Super Stock	-327 - 400 cid -RPM Torque Range 4500 - 8500	N/R	4000 to 4600 [1]	4600 to 5000 [2]	4800 to 5400 [2]	5000 to 5600 [3]
Small Blocks - 2400 to 3200 lbs (Medium)						
-Bracket Cars -Some Super Stock/Stock & Super Street cars	-327 - 400 cid RPM Torque Range 4500 - 8500	N/R	4000 to 4600 [1]	4400 to 5000 [2]	4800 to 5400 [2]	5200 to 5800 [3]
Small Blocks - 3200 lbs NON TRANSBRAKE						
-Bracket Cars -Some Super Stocks & Stock -Stall Speeds shown in flash -Stall can depend on your cars weight and gear ratios	-327 - 400 cid -RPM Torque Range 4500 - 8500	N/R	3800 to 4400 [1]	4000 to 4600 [2]	4400 to 4800 [2]	4600 to 5200 [3]
Small Blocks - 2100 to 2400 lbs (Medium)						
-Super Gas/Roadsters -Ideal for engines producing good mid & high RPM torque	-327 - 400 cid -RPM Torque Range 5000 - 9000	N/R	4000 to 4600 [1]	4400 to 5000 [2]	4800 to 5600 [2]	5200 to 5800 [3]
Small Blocks - 1400 to 2200 lbs (Light)						
-Super Comp Dragsters/Roadsters -Some competition eliminator cars	-327 - 400 cid -RPM	N/R	N/R	4400 to 5000 [2]	4800 to 5600 [2]	N/R

burning, naturally aspirated applications. For alcohol applications, anticipate 10% higher stall speed on average. For supercharged applications stall varies by boost and fuel type.

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		8" Converter Types & Approximate Stall				
Vehicle Type	Engine Type	A	B	C	D	E
Big Blocks - 3200 lbs & up (Heavy)						
-Bracket Cars -Stock & Super Stock types -Cars w/extreme drivetrain loads	-520 + cid -400 - 520 cid -RPM torque range 4000 - 7000	4600 to 5200 [1]	4800 to 5600 [1]	N/R	N/R	5400 to 6200 [3]
Big Blocks - 2400 to 3200 lbs (Medium)						
-Bracket Cars -Super Class type cars -Some Super Stocks	-520 + cid - call for custom -400 - 520 cid -RPM torque range 4500 - 8000	4600 to 5200 [1]	4800 to 5600 [1]	5200 to 6000 [2]	5400 to 6200 [2]	5400 to 6200 [3]
Big Blocks - 2400 to 3200 lbs NON TRANSBRAKE						

-Bracket Cars -Super Class type cars -Stall speeds shown are Flash stall/stall can depend on your cars brake holding capacity	-520 + cid - call for custom -400 - 520 cid -RPM torque range 4000 - 7500 -RPM torque range 4500 - 8000	N/R	4200 to 4800 [1]	4400 to 5000 [2]	4800 to 5200 [2]	5000 to 5600 [3]
Big Blocks - 1400 to 3200 lbs (Light)						
-Light Super Class Cars -Dragsters & Roadsters	-520 + cid - call for custom -400 - 520 cid -RPM torque range 4500 - 8000	N/R	5000 to 5600 [1]	5400 to 6200 [2]	5600 to 6400 [2]	N/R
N/R = not recommended. Converter listings above are for gasoline burning, naturally aspirated applications. For alcohol applications, anticipate 10% higher stall speed on average. For supercharged applications stall varies by boost and fuel type.						

10" Quick 60 Converter (Big Block) | [^Top](#)

		10" Converter Types & Approx. Stall		
Vehicle Type	Engine Type	H	I	J
Big Blocks - 3200 lbs & up (Heavy)				
-Bracket Cars -High hp street cars -Cars w/ limited tire size	-520 + cid - call for custom -400 - 520 cid -RPM torque range 4000 - 6500 -Nitrous	3200 to 3400	3600 to 3800	4000 to 4200
Big Blocks - 2400 to 3200 lbs (Medium)				
-Bracket Cars -High hp street cars -Cars w/ limited tire size	-520 + cid - call for custom -400 - 520 cid -RPM torque range 4000 - 7500 -Nitrous	3000 to 3200	3400 to 3600	3800 to 4000
Big Blocks - 1400 to 2300 lbs (Light)				
-Light Street Rods	-520 + cid - call for custom	2800 to	3200 to	3600 to

8" Quick Reference Part Number Chart		
Type of Converter	8" TH-400 (Quick 60) 10.75 b.c.*	
A	20600	
B	20604	
C	20608	
D	20612	
E	20616	
10" Quick Reference Part Number Chart - small bolt circle (10.75")		
H	I	J
20770 (w/alum. stator)	20774 (w/alum. stator)	20780 (w/alum. stator)
20772 (w/steel stator)	20776 (w/steel stator)	20782 (w/steel stator)
* Suitable for Powerglide with Turbo splined input shaft.		

-High hp street cars -Nitrous	-400 - 520 cid -RPM torque range 4000 - 7500	3000	3400	3800
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Converter listings above are for gasoline burning, naturally aspirated applications. For alcohol applications, anticipate 10% higher stall speed on average. For supercharged applications stall varies by boost and fuel type.

8" Special Application Big Block Converters

Part Number	Application
20661	10.75" B.C. TH spline 509-540 cid 5400-5900 stall
20662	10.75" B.C. TH spline 509-565 cid 5100-5900 stall

These converters are low stall converters for big inch motors. Slightly less aggressive launch than A or B type converters. Great top end MPH and a good choice for S/C and S/G.

9" Quick 60 Converter| ^Top

The 9" Quick 60 converter is designed for the Super Class racer with a big engine combination (540 CID +) or supercharged application. When an 8" is too loose and a 10" is too tight you will find this is the ideal converter for quick reaction and great top end MPH. The 9" will provide the type of stall you are looking for and still provide excellent MPH for the top end charge, while keeping your engine RPM in a range the engine can handle.

9" Quick 60 Race Converter Quick Reference Part Number Chart					
Horsepower	5600 Stall	5800 Stall	6000 Stall	6200 Stall	6400 Stall
950 HP	20670	20671	20672		
1100 HP		20670	20671	20672	
1250 HP			20670	20671	20672

9" Quick 60 Converters

Part Number	Application
20670	Turbo Spline - small bolt circle
20671	Turbo Spline - small bolt circle
20672	Turbo Spline - small bolt circle

All 9" Quick 60 converters feature small bolt circle and include motor plate spacer kits for 1/8" and 1/4" motor plates. Same construction characteristics as the 8" Quick 60 converters

including anti-balloon plates, steel billet turbine hub, furnace brazed impeller and turbine, super duty thrust bearings, super duty drive lugs, new precision pump drive tube and 22 element sprag. Fully balanced and pressure tested.

Race Converter Notes

1. These converters provide an aggressive launch with excellent top end MPH. If your vehicle is less than 2400lbs. this converter may shock the tires too hard causing tire spin. See C & D types. OK for for link dragsters.
2. These converters are designed with a slightly less aggressive shock to the tires than A,B & E type converters. These converters are designed for light to medium weight vehicles that are prone to tire spin. These converters will provide excellent top end MPH. Heavier vehicles should use A,B & E types.
3. These E type converters are capable of slightly more stall than the A,B,C & D types however they are specifically designed for heavier car that are less prone to tire spin. This type works extremely well off the line and can help heavy small and big block cars become starting line terrors. May have slightly less MPH than the A,B,C & D types. Ideal for Super Street and heavy bracket cars.
4. This converter type can be used for extreme altitude applications in light dragsters and super class cars. If you normally run a C type at sea level you can run this F type at altitude to stay in your C type RPM range. (listed stall is at sea level conditions).
5. These converters are designed to deliver high stall without sacrificing MPH. If your vehicle is 2400lbs. or less the shock to the tires will be hard and aggressive. If your vehicle is over 2400lbs. the shock to the tires will be slightly less aggressive similar to C & D types. If your vehicle is over 2600lbs. and you desire an aggressive launch use an A, B or E converter.