

# Tork Master & Traveler Torque Converter Application Information

Transmission Application	Tork Master 2000	Tork Master 2400	Tork Master 3000	Traveler (SUV & Light Truck)
GM '65-'91 TH400, TH425, TH375 (4)	20400(5)	20404	20402	20423
GM '68-'81 TH350, TH375B (6) (will not fit TH-350C)	20400(5)	20404	20402	30423
GM '84-'93 TH-700-R4 30 spline (all cars & trucks)	70420(7)	70418(7)		70422(7)
GM '91-'01 4L80E (not for diesel applications)				70431
Chrysler '67-'81 Torqueflite A-727 (1&6)	10416	10417(10)	10418(10)	10402
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 cid with 1.375" crank pilot (3)	40427*	40428*		40425
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot.	50440	50441	50442	
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (see below).	40437(9)	40438(9)	40439(2)	
Ford '89-'99 E4OD (not for diesel applications)				50480

Engines smaller than 350 cid may not achieve stall speed indicated. Converters listed on this chart are not to be used in transbrake applications. Stall speed listings are based on engine producing 230 lb. ft. of torque @ 2,500 rpm. If your engine produces more torque at 2,500 rpm stall speed may be higher. If your engine produces less torque you'll get less stall speed. \*40422, 40428, 40442 & 40427 will not fit 460 CID engine.

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

**Stall Speed:** Very mild street cars will use a 2,000 rpm stall speed unit. Most street driven performance cars with 350 lb ft of torque or more need a 2,400 rpm unit. Cars with more radical small blocks (500 lb ft of torque at 4,500 rpm or higher) will want to use a 3,000 rpm converter. Remember that 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 will generally achieve 2,600-2,800 rpm.

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

## Converter Footnotes

1. B&M Chrysler converters when used with an externally balanced engine require a B&M flexplate.
2. Specially designed non-lockup converter, so that no input shaft change or transmission modification is required.
3. Ford C6 converters are supplied with an 11.4" diameter bolt circle mounting pattern, may require a flexplate change.
4. GM vehicles with variable pitch trans (some '65-'67 Olds, Buick & Cadillac) must have pump and input shaft changed to fixed pitch design to use B&M converter.
5. Requires small (10-3/4") bolt circle flexplate or dual pattern flexplate. See Flexplates listed on page 46.
6. Will not fit lock-up converter or clutch converter models.
7. V-8's only, retains lockup feature. Can be run as lockup or non-lockup. This converter won't fit V6 or 4 cyl. (exc. 4.3L V6).
8. Non-lockup converter which requires transmission modifications. Parts and instructions are included
9. Standard lockup feature retained. AOD 'split path' feature retained.
10. Has 10" bolt circle.
11. Retains lockup feature.

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