

CATALOG DESIGN/USE

DIA =

measurement of total outside diameter

Pilot =

measurement of pilot diameter. Lists pilot style if applicable

Hub =

measurement of hub diameter at the point where the bushing rides. Lists hub style if applicable.

Mount =

Lists number of pads or holes on mounting surface & mount description.

Spline =

Lists spline count on the turbine (input) shaft.

Transmission Type

4T65E

DIA Pilot Hub Mount Spline Part No.



10.75"

.825"

1.787"
w/bushing

3
Pads

27

B-22-3W

Code: Various
modulated lockup

C65

Photo 1:

Transmission side. (Hub)

Photo 2:

Engine side. (Pilot)

Code =

Lists all codes known to date. Codes may be stamps (ink or metal), stickers, paint, etc.

Additional information/Note =

Lists helpful information for further identification. This will include lock-up type, stall speeds (rib angles), and any additional information.

Part No. =

Two part numbers are listed. The number in **bold** is the primary Transtar number. The second number in *italic* is the west coast Transtar number. (Both numbers are included for reference).

Note: west coast numbers may not be listed in conversion charts. See interchange in back of catalog.

GENERAL MOTORS

GENERAL NOTES FROM TECHNICAL SERVICES DEPARTMENT

GM torque converters basically are arranged according to the table of contents. Import applications used in GM vehicles are toward the end of the section.

Converters using a specific GM code may be listed in the master conversion chart which appears at the beginning of the section.

The following criteria should be used to determine the proper converter from the conversion chart:

1: FWD - 125C, 4T40E, 4T60/E, 4T65E

RWD - 200C, 2004R, 350C, 700R4, 4L60E/65E

2. Converter diameter -

- A. 245mm - 10 1/4"
- B. 258mm - 10 3/4"
- C. 298mm - 12"
- D. 310mm - 12 1/2"

3. Piston lining type -

- A. Paper (On/Off)
- B. Carbon fiber (PWM type I)
- C. Woven graphite (PWM type II)

(The correct piston lining must be used or apply problems/failure will occur. Computer strategy II requires a woven graphite lining due to almost continuous slippage in lock-up mode. Use the GM code or a scanner to determine strategy II systems).

4. Stall speed - RPM

5. Transtar number - code/size -

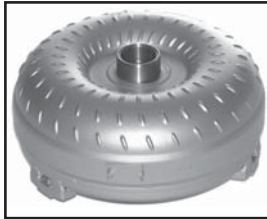
- A. B-21 (245mm - FWD)
- B. B-22 (258mm - FWD)
- C. B-24 (245mm - RWD)
- D. B-15/20 (298mm - 27/30 spline)
- E. B-29 (298mm - 30 spline)
- F. B-85 (310mm - split bell)

6. GM code charts - 245/258mm 298/310mm

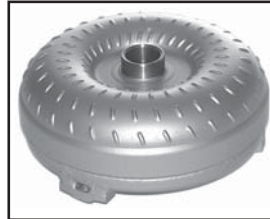
The GM code chart can be used to determine the Transtar part number for a non-listed GM code.

CONVERTER TYPE IDENTIFICATION

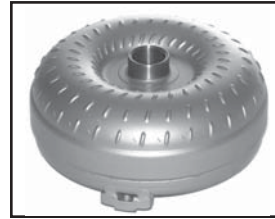
LOW STALL



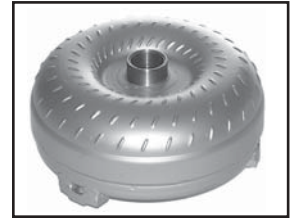
LOW/MEDIUM STALL



MEDIUM/HIGH STALL



HIGH STALL



SERIES IDENTIFICATION

	<p>10.25" 245mm</p>	<p>.825"</p>	<p>1.787" w/bushing</p>	<p>3 Pads</p>	<p>27</p>	<p>B-21 SERIES</p>
<p>Code: Various Note: Viscous models have wider pads. Applies to 125C, 4T40E, 4T60/E, 4T65E (some).</p>						
	<p>10.75" 258mm</p>	<p>.825"</p>	<p>1.787" w/bushing</p>	<p>3 Pads</p>	<p>27</p>	<p>B-22 SERIES</p>
<p>Code: Various Applies to 4T65E.</p>						
	<p>10.25" 245mm</p>	<p>.825"</p>	<p>1.748" w/slot</p>	<p>3 Pads</p>	<p>27</p>	<p>B-24 SERIES</p>
<p>Code: Various Applies to 200C, 4L60, 4L60E</p>						
	<p>12.00" 298mm</p>	<p>1.704"</p>	<p>1.748" Slot</p>	<p>3/6 Pads</p>	<p>27/30</p>	<p>B-15/30 SERIES</p>
<p>Code: Various B15/19/23 - Applies to 200C, 2004R, 3254L, 700R4 B16/20 - Applies to 250C, 350C B29/30 - Applies to 4L60, 4L60E</p>						
	<p>12.50" 310mm</p>	<p>1.704"</p>	<p>1.748" Slot</p>	<p>3 Pads</p>	<p>30</p>	<p>B-85 SERIES</p>
<p>Code: Various Applies to 4L60E, 4L65E</p>						

GENERAL MOTORS

GM IDENTIFICATION CODES

245mm/258mm TC Identification Codes for 125C, 200C, 180C, 4L30E, 4T40E, 4T60/E, 4T65E, 700R4, 4L60E.

1st Digit Trans type	2nd Digit K-factor (stall)	3rd Digit Damper style	4th Digit Bolt circle
F= Front wheel Drive 125C & 440-T4 B-21 Family J= Front wheel Drive 4T65E B-22 Family S= THM180/180C (Straussburg) B-17 & B-25 Family H= Rear Wheel Drive 200C & 700R4 B-24 Family	A= 240 2795 B= 220 2560 C= 205 2385 D= 180 2095 E= 160 1865 F= 148 1720 G= 140 1630 H= 130 1515 J= 177 2060 K= 237 2760 L= 163 1895 M= 131 1525 P= 240 2795 S= 1865 T= 1630 Y= 122 1420 Z= 203 2375	0= No clutch 1= 120# 2= 170# 3= 4= 215# Heavy Duty 5= 215# RTC 6= 170# H/D 7= 215# RTC-H/D 8= Viscous Clutch 9= 240# 4 Lobe 10 Degree A= 215# B= 215# Co-Axial RTC C= Carbon Filled or 170# D= Paper Clutch E= Carbon Filled F= <i>Woven Graphite</i> H= Carbon Filled K= Carbon Filled L= Paper Clutch M= Paper Clutch (Luk) P= Carbon Filled Q= <i>Woven Graphite</i> R= 140# RTC Paper Clutch V= <i>Woven Graphite</i> Y= <i>Woven Graphite</i>	A= FWD Opel B= FWD 237mm 125C & 440T4 C= FWD Viscous Cadillac D= RWD 247.65mm L/U E= RWD 237mm N L/U 180C F= RWD 237mm L/U 180C G= RWD 247.65mm L/U 180C H= RWD 247.65mm N L/U 180C J= RWD 247.65mm L/U 180C K= RWD 237mm L/U 180C M=FWD 247.65mm L/U 4T65E N= RWD 237mm N L/U 180C P= RWD 237mm L/U 180C S= RWD 237mm L/U 180C 1.254 Pilot T= RWD 247.65 L/U 180C U= RWD 208mm L/U 180C X= RWD 237mm L/U 180C Z= RWD 247.65mm L/U 180C

JZFM

= 4T65E, 2375, Woven, 247 Bolt circle

TRANSTAR MASTER CONVERSION CHART

GM 245MM FRONT WHEEL DRIVE

CONVERTER AND STALL SPEED FWD (125C/ 4T60/ 4T60E) - NON/PWM PAPER LINING

PART STALL	B-21-9 1420	B-21-1 1525	B-21-2 1525 viscous	B-21-3 1630/1720	B-21-4 1865/1895	B-21-5 2060/2095	B-21-6 2375/2385	B-21-7 2560	B-21-8 2760/2795
	FY5	FH5	FM8	FF6	FE2	FA9B	FC1	FB1	FA1
	FY4B	FM4	FM8B	FG2	FE4	FD2	FC1B	FB2	FA2
	FY6B	FM5	FM8C	FG4	FE6	FD2B	FZ1	FB3	FA3
	FY7B	FM7		FG5	FE4B	FD4B	FZ2	FB2B	FA1B
	FY9B	FM9		FG9B	FL4	FD6B	FZ3	FB4B	FA2B
	FYAB	FM4B		FGAB	FL6	FDAB	FZ1B	FBAB	FA3B
		FM9B			FL4B	FJ2	FZ2B		FAAB
					FL9B	FJ2B	FZBB		FACB
					FLDB	FJ4B	FZRB		FK1
						FJ9B			FK2
						FJAB			FK3
						FJBB			FK1B
									FKBB

TRANSTAR MASTER CONVERSION CHART

GM 245MM FRONT WHEEL DRIVE (continued)

CONVERTER AND STALL SPEED FWD (4T40E-4T60E- 4T65E) - PWM CARBON FIBER LINING

PART	B-21-9P	B-21-1P	B-21-3P	B-21-4P	B-21-5P	B-21-6P	B-21-7P	B-21-8P
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
	FYHB		FGHB FGKB	FLHB	FDHB FDKB FJHB	FZCB FZEB FZPB		

CONVERTER AND STALL SPEED FWD (4T40E-4T60E-4T65E) - PWM WOVEN GRAPHITE LINING

PART	B-21-9W	B-21-1W	B-21-3W	B-21-4W	B-21-5W	B-21-6W	B-21-7W	B-21-8W
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
				FLQB	FDQB	FZFB	FBFB	

GM 258 MM - 4T65E - FRONT WHEEL DRIVE

CONVERTER AND STALL SPEED FWD (4T65E) - PWM WOVEN GRAPHITE LINING

PART	B-22-9W	B-22-1W	B-22-3W	B-22-4W	B-22-5W	B-22-6W	B-22-7W	B-22-8W
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
			JTFM	JJFM JZFM	JXFM			

GM 245MM REAR WHEEL DRIVE

CONVERTER AND STALL SPEED RWD (200C-700R4-4L60E) - NON/PWM PAPER LINING

PART	B-24-9	B-24-1	B-24-3	B-24-4	B-24-5	B-24-6	B-24-7	B-24-8
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
	HY9D			HE9D HL9D	HD2 HJAD HJ2	HZAD HZ2	HB1 HB2	HA1 HK1

CONVERTER AND STALL SPEED RWD (4L60E) - PWM CARBON FIBER LINING

PART	B-24-9P	B-24-1P	B-24-3P	B-24-4P	B-24-5P	B-24-6P	B-24-7P	B-24-8P
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
	HYHD			HEHD HLHD	HJHD	HZHD	HBCD HBHD	

CONVERTER AND STALL SPEED RWD (4L60E) - PWM WOVEN GRAPHITE LINING

PART	B-24-9W	B-24-1W	B-24-3W	B-24-4W	B-24-5W	B-24-6W	B-24-7W	B-24-8W
STALL	1420	1525	1630/1720	1865/1895	2060/2095	2375/2385	2560	2760/2795
	HYQD			HLQD			HBFD	

298mm/310mm Torque Converter Identification Codes for 200C, 250C, 350C, 2004R, 325-4L, 700R4, 4L60E.

1st Digit Application	2nd Digit Stall	3rd Digit Clutch Damper style	4th Digit Cover
B= 250C & 350C B-16 Family C= 200C, 2004R Pre i85 700R4 325-4L B-15 Family D= 1985-Up 700R4 B-29 Family	B= 2025 C= 2075 (Brazed impellar) E= 1654 F= 1611 G= 1397 H= 1397 (Brazed impellar) K= 1211 (Brazed impellar) L= 1654 (Brazed impellar)	1= 300# step rate 2= 240# step rate 3= 290# poppet valve 4= 160# straight rate 5= 221# straight rate 6= 195# straight rate 7= 195# poppet valve 8= 300# step rate 9= 290# poppet valve A= 300# straight rate (pre 96) A= 300# Carbon / Woven (96-Up) B= 300# static open RTC B= 300# Carbon / Woven (96-Up) C= 330# step rate C= 330# Carbon / Woven (96-Up) G= 180# Carbon Filled Clutch H= 110# Carbon Filled Clutch L= 100# Carbon Filled Clutch N= 110# Woven Graphite Clutch P= 100# Woven Graphite Clutch Z= 225# straight rate - paper clutch	C= L/U, 3 lug gas D= L/U, 3 lug deisel E= L/U, 6 lug F= L/U, 3 lug G= L/U, 3 lug

DLPF

= 4L60/E, 1654, Woven, 3 lug cover

TRANSTAR MASTER CONVERSION CHART

GM 298MM (27 SPLINE) RWD

CONVERTER AND STALL SPEED RWD (200C, 200R4, 325-4L, 700R4)

PART STALL	B-15L 1600	B-15 2000	B-15S 1400	B-15P 1600	B-19 1400	B-23 1400
			w/poppet gas	w/poppet gas	w/poppet diesel	6-lug diesel
	CE4C CF4C	CB4C CB5C	CG3C	CE3C CF9C	CG9D CH9D	CG5E

GM 298MM (30 SPLINE) RWD

CONVERTER AND STALL SPEED RWD (250C, 350C)

PART STALL	B-16S 1400	B-16L 1600	B-16 2000	B-20 1400 w/poppet diesel
	BG4C BG8D	BE4C BE4D BE8D BE8F BF4C	BB4C BB4D BB8D BB8F	BG9D BH9D

TRANSTAR MASTER CONVERSION CHART

GM 298MM (30 SPLINE) RWD

CONVERTER AND STALL SPEED RWD (700R4-4L60E - NON/PWM PAPER LINING)

PART STALL	B-29 1211	B-29L 1400	B-29M 1600	B-29H 2000	B-30 1211
	DK5F	DG5F DGAF DGAG	DE5F DE8F DEAF DEBF DF5F DL5F DL8F DLAF	DB8F DBAF DC8F DCAF	6-lug deisel DK5E

CONVERTER AND STALL SPEED RWD (4L60E) - PWM CARBON FIBER LINING

PART STALL	B-29P 1211	B-29LP 1400	B-29MP 1600	B-29HP 2000
	DKAF DKGF DKHF DKLF	DGHF DGHG DHHF DHHG	DELf DFLF DLLF	DBLF DCLF

CONVERTER AND STALL SPEED RWD (4L60E) - PWM WOVEN GRAPHITE LINING

PART STALL	B-29W 1211	B-29LW 1400	B-29MW 1600	B-29HW 2000
	DKNF DKPF	DHPF DHPG	DLNF DLPF	DBNF DCNF

GM 310MM (RWD)

CONVERTER AND STALL SPEED RWD (4L60E) - PWM CARBON FIBER LINING








PART STALL	B-85LP 1400	B-85MP 1600
	TMAX TMBX	TLBX TLCX

CONVERTER AND STALL SPEED RWD (4L60E) - PWM WOVEN GRAPHITE LINING

PART STALL	B-85LW 1400	B-85MW 1600
	TMAX TMBX	TLBX TLCX

NOTE: GM code may refer to carbon fiber or woven graphite for 310mm converters.
Determine computer strategy to obtain proper converter.


GENERAL MOTORS

	DIA	Pilot	Hub	Mount	Spline	Part No.
125 (M34), 3T40 - non lockup						
	11"	.825"	1.748" w/bushing	3 Pads	27	B-14 C22
Code: 1980-81; Non-lockup, hub has inner bushing						
	11"	.825"	1.748" w/bushing	6 Pads	27	B-14-6 C22A
Code: 1980-81; Non-lockup, hub has inner bushing						
125C (MD9), 3T40 - lockup						
	10.25" 245mm	.825"	1.787" w/bushing	3 Pads	27	B-21 SERIES SEE CHART
Code: Various Applies to 125C 1982-Up.						
180 (MD3), 3L30 - non lockup						
	9.5"	.900/.560"	1.873" Slot	3 Square Pads	22	OP-1 F02
Code: 1969-75; Opel, Fiat 1.4L engine						
	9.5"	.900/.560"	1.873" Slot	3 Round Pads	22	OP-2 F01
Code: 1969-75; Opel, Fiat 1.3L engine						
	10.5"	.900"	1.873" Slot	3 Brackets	22	OP-3 C38
Code: 9 5/8" Bolt hole circle diameter						
	10"	1.085"	1.873" Slot	3 Brackets	22	B-13 C19
Code: 1977-79; Chevette, T1000 1.6L						

GENERAL MOTORS

DIA Pilot Hub Mount Spline Part No.

180 (MD3), 3L30 - non lockup (continued)

	10"	.825"	1.873" Slot	3 Pads	27	B-17
	Code: SAO 1980-81; Chevette, Chevelle 1.6L					C30


180C (MD2), 3L30 - lockup


The 245mm 180C converters are not only sorted by stall speed and piston lining, but by cover design as well:


1. Mounting pad spacing - 3 types: 208mm (8.195"), 237mm (9.338"), 247.65mm (9.757")
2. Pad thickness/Quantity - Thick (.500), Thin (.125), 3/6 pad
3. Pilot style - Short (1"), Long (1 1/2"), Large OD (1.260")

All known 180C/4L30E codes are listed (see below):

SAI B-25-8	SFHE B-25-3G	SF6X B-25-3C	SJLP B-25-5C	SPIU B-25-8B
SELP B-25-4C	SFHT B-25-3G	SGHH B-25-3W	SJLS B-25-5E	24210868 B-25-3Y
SE9P B-25-4C	SFLP B-25-3C	SJAJ B-25-5	SJ9K B-25-5C	24211269 B-25-3Y
SE9S B-25-4E	SFLT B-25-3B	SJHS B-25-5J	SJ9S B-25-5E	







	10.25"	.825" 1" long	1.873" Slot	3 Pads	27	B-25-8
	Code: SAI 1982-85; Chevette 9 3/4" bolt circle dia./thin pad.					C31

	10.25"	.825" 1.5" long	1.873" Slot	3 Pads	27	B-25-5
	Code: SJAJ, SJCJ 1987-Up; Postal vehicle LLV 9 3/4" bolt circle dia./thin pad.					C31A







	10.25"	.825" 1" long	1.873" Slot	3 Pads	27	B-25-8B
	Code: SPIU (96012140) 1990-Up Suzuki/Geo 8" bolt circle dia./thin pad.					4L30-2

GM

GENERAL MOTORS







	DIA	Pilot	Hub	Mount	Spline	Part No.
200 (M29) - non lockup						
	9.75"	1.085"	1.748" Slot	3 Brackets	27	B-10 C14
Code: 1976-82; 4cyl. engine						
	11"	1.085"	1.748" Slot	3 Brackets	27	B-12 C15
Code: 1976-82; 4cyl. engine						
	12.5"	1.704"	1.748" Slot	3 Pads	27	B-11 C18
Code: USS or Metric threads. BOP Applications.						
	12.75"	1.704"	1.748" Slot	3 Brackets	27	B-9 C16
Code: Chevrolet Applications						
200C (MV9) - lockup						
	10.25" 245mm	.825"	1.748" w/slot	3 Pads	27	B-24 SERIES SEE CHART
Code: Various Applies to 1980-87 200C						
	12" 298mm	1.704"	1.748" Slot	3/6 Pads	27	B-15 SERIES SEE CHART
Code: Various B15/19/23 - Applies to 1980-87 200C						

GENERAL MOTORS







	DIA	Pilot	Hub	Mount	Spline	Part No.
2004R (MW9) - lockup						
	12" 298mm	1.704"	1.748" Slot	3/6 Pads	27	B-15 SERIES SEE CHART
Code: Various Note: May require static open (gas) or static closed (diesel) poppet valves. B15/19/23 - Applies to 1981-90 2004R						
250/350 - non lockup						
	12"	1.704"	1.873" Slot	3 Pads	30	B-1A <i>P6</i>
Code: 1969-79; 8 cyl. Buick, Olds, Pontiac						
	12"	1.704"	1.873" Slot	3 Brackets	30	B-35 <i>C9</i>
Code: 1969-79; 8 cyl. Chevrolet						
	11.75"	1.704"	1.873" Slot	3 Brackets	30	B-7 <i>C10</i>
Code: 1969-79; 6 cyl. Chevrolet						
	11.75"	1.704"	1.873" Slot	3 Brackets	30	P-9 <i>C12</i>
Code: 1972-76; 4 cyl. Cooling shroud						
	10.75"	1.704"	1.873" Slot	3 Brackets	30	P-10 <i>C13</i>
Code: 1973-77; 4 cyl. Vega Cooling shroud						

GM

GENERAL MOTORS

	DIA	Pilot	Hub	Mount	Spline	Part No.
250C/350C - lockup						
	12" 298mm	1.704"	1.873" Slot	3 Pads	30	B-16 SERIES Code: Various Note: May require static closed (diesel) poppet valve. B16/20 - Applies to 1980-86 250C/350C SEE CHART
300 SUPER TURBINE						
	12.5"	1.704"	1.873" Slot	3 Pads	30	B-1 Code: Variable pitch stator; VP solenoid on front pump GM1
	12"	1.704"	1.873" Slot	3 Pads	30	B-1A Code: Fixed pitch stator P6
	12"	1.704"	1.873" Slot	3 Pads	30	B-4 Code: Fixed pitch stator Cooling shroud P4
325(M32) - non lockup						
	13"	1.704"	1.873" Slot	3 Pads	30	B-3 Code: 1979-81; US/Metric Threads Low Stall; 3 rows of ribs GM3
	13"	1.704"	1.873" Slot	3 Pads	30	B-3HS Code: 1979-81; US/Metric Threads High Stall; 2 rows of ribs GM7

GENERAL MOTORS

	DIA	Pilot	Hub	Mount	Spline	Part No.
325 4L(M57) - lockup						
	12" 298mm	1.704"	1.748" Slot	3/6 Pads	27	B-15 SERIES SEE CHART
Code: Various B15/23 - Applies to 1982-85 325 4L						
400 (M40), 425, 475 (3L80)						
	13"	1.704"	1.873" Slot	3 Pads	30	B-2 <i>GM4</i>
Code: Variable pitch stator; VP solenoid on front pump Do not interchange with fixed pitch stator converters.						
	13"	1.704"	1.873" Slot	3 Pads	30	B-3 <i>GM3</i>
Code: U.S.S./Metric threads; Low stall						
	13"	1.704"	1.873" Slot	3 Pads	30	B-3HS <i>GM7</i>
Code: 2 rows of ribs High stall; U.S.S./Metric threads						
	13"	1.704"	1.873" Slot	6 Pads	30	B-6 <i>GM5</i>
Code: U.S.S./Metric threads; Low stall						
	13"	1.704"	1.873" Slot	6 Pads	30	B-6HS <i>GM6</i>
Code: 2 rows of ribs High stall; U.S.S./Metric threads						

GM

GENERAL MOTORS

DIA Pilot Hub Mount Spline Part No.

4L30E (ML4)

The 245mm 4L30E converters are not only sorted by stall speed and piston lining, but by cover design as well:

1. Mounting pad spacing - 3 types: 208mm (8.195"), 237mm (9.338"), 247.65mm (9.757")
2. Pad thickness/Quantity - Thick (.500), Thin (.125), 3/6 pad
3. Pilot style - Short (1"), Long (1 1/2"), Large OD (1.260")

All known 180C/4L30E codes are listed (see below):

SAI B-25-8	SFHE B-25-3G	SF6X B-25-3C	SJLP B-25-5C	SPIU B-25-8B
SELP B-25-4C	SFHT B-25-3G	SGHH B-25-3W	SJLS B-25-5E	24210868 B-25-3Y
SE9P B-25-4C	SFLP B-25-3C	SJAJ B-25-5	SJ9K B-25-5C	24211269 B-25-3Y
SE9S B-25-4E	SFLT B-25-3B	SJHS B-25-5J	SJ9S B-25-5E	



10.25"	.825" 1" long	1.873" Slot	3 Pads	27	B-25-3B
Code: SFLT (8681486)					
On/Off Lining 9 3/4" bolt circle dia./thick pad.					
4L30-3					



10.25"	.825" 1.5" long	1.873" Slot	3 Pads	27	B-25-3C
Code: SFLP, SF6X					
On/Off Lining 9 3/8" bolt circle dia./thick pad.					
4L30-1					



10.25"	.825" 1" long	1.873" Slot	3 Pads	27	B-25-3G
Code: SFHE, SFHT					
Carbon Fiber Lining 9 3/4" bolt circle dia./thick pad.					
4L30-3					








10.25"	.825" 1.5" long	1.873" Slot	6 Pads	27	B-25-3W
Code: SGHH (24200319)					
Carbon Fiber Lining 9 3/8" bolt circle dia./thick pad.					
4L30-5					



10.25"	.825" 1" long	1.873" Slot	6 Pads	27	B-25-3Y
Code: (24210868, 24211269)					
Carbon Fiber Lining 9 3/4" bolt circle dia./thick pad.					
NL					








GENERAL MOTORS

	DIA	Pilot	Hub	Mount	Spline	Part No.
4L30E (ML4) - (continued)						
	10.25"	.825" 1.5" long	1.873" Slot	3 Pads	27	B-25-4C 4L30-1
Code: SELP, SE9P On/Off Lining 9 3/8" bolt circle dia./thick pad.						
	10.25"	1.260" OD	1.873" Slot	3 Pads	27	B-25-4E 4L30-4
Code: SE9S (8678197, 9604117) BMW On/Off Lining 9 3/8" bolt circle dia./thick pad.						
	10.25"	.825" 1.5" long	1.873" Slot	3 Pads	27	B-25-5C 4L30-1
Code: SJLP, SJ9K On/Off Lining 9 3/8" bolt circle dia./thick pad.						
	10.25"	1.260" OD	1.873" Slot	3 Pads	27	B-25-5E 4L30-4
Code: SJLS, SJ9S BMW On/Off Lining 9 3/8" bolt circle dia./thick pad.						
	10.25"	1.260" OD	1.873" Slot	3 Pads	27	B-25-5J NL
Code: SJHS BMW Carbon Fiber Lining 9 3/8" bolt circle dia./thick pad.						





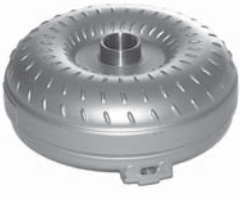







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GENERAL MOTORS







	DIA	Pilot	Hub	Mount	Spline	Part No.
4L60 (MD8), 4L60E (M30), 4L65E (M32)						
	10.25" 245mm	.825"	1.748" Slot	3 Pads	27	B-24 SERIES SEE CHART
Code: Various Applies to 4L60, 4L60E						
	12" 298mm	1.704"	1.748" Slot	3/6 Pads	27/30	B-29/30 SERIES SEE CHART
Code: Various B29/30 - Applies to 4L60, 4L60E						
	12.5" 310mm	1.704"	1.748" Slot	3 Pads	30	B-85 SERIES SEE CHART
Code: Various Applies to 4L60E, 4L65E						
4L80E (MT1)						
	13"	1.704"	1.999" Mill Flat	6 Pads	35	B-81 Code: 194, 492, 528, 576, 606, 670, 671, 675, 849 1991-on; 6.5L, 7.4L - 1st design (short hub) Low stall, Single element stator. <i>4L80-1</i>
	13"	1.704"	1.999" Mill Flat	6 Pads	35	B-82 Code: 193, 366, 526, 604 1991-on; 4.3L, 5.7L, 6.2L - 1st design (short hub) High stall, Dual element stator. <i>4L80-2</i>
	13"	1.704"	1.999" Mill Flat	6 Pads	35	B-81B Code: 0827, 0829 2000-Up, 5.7L, 6.5L, 7.4L - 2nd design (long hub) Low stall, Single element stator. <i>4L80-4L</i>
	13"	1.704"	1.999" Mill Flat	6 Pads	35	B-82B Code: 364, 830, 831 2000-Up, 5.7L, 6.5L, 7.4L - 2nd design (long hub) High stall, Single element stator. <i>4L80-4H</i>

GENERAL MOTORS







		DIA	Pilot	Hub	Mount	Spline	Part No.	
5L40E								
		10.25" 245mm	1.260"	1.748" Slot	3 Pads	27	B-25-2E NA	
		Code: 24212839, 5459 Applies to 5L40E						
4T40E (MN4), 4T45E (MN5)								
		10.25" 245mm	.825"	1.787" w/bushing	3 Pads	27	B-21 SERIES SEE CHART	
		Code: Various Applies to 4T40E, 4T45E.						
4T60 (ME9), 4T60E (M13), 4T65E								
		10.25" 245mm	.825"	1.787" w/bushing	3 Pads	27	B-21 SERIES SEE CHART	
		Code: Various Applies to 4T60/E (Some 4T65E exc. Volvo) Note: Viscous models have wider pads.						
		10.25" 245mm	.825"	1.787" w/bushing	6 Pads	27	B-21-1WS NA	
		Code: FMVV 1999-Up, Volvo w/4T65E Low stall, Woven Carbon clutch.						
		10.25" 245mm	.825"	1.787" w/bushing	6 Pads	27	B-21-4WS NA	
		Code: FLTV 1999-Up, Volvo w/4T65E Medium stall, Woven Carbon clutch.						
4T65E (MN3, M15, MN7 HD)								
		10.75" 285mm	.825"	1.787" w/bushing	3 Pads	27	B-22 SERIES SEE CHART	
		Code: Various Applies to 4T65E.						

GM

GENERAL MOTORS







	DIA	Pilot	Hub	Mount	Spline	Part No.
4T80E (MH1)						
	11.25"	.825"	1.873" blank	4 brackets	30	B-83 C60
						Code: 8683441 1993-On Cadillac Allante Six sided hex pump shaft; Clutch Lockup
	11.25"	.825"	1.873" blank	4 brackets	30	B-84 C61
						Code: 8683440 1993-Up Cadillac Northstar, Spline type pump shaft, Viscous Lockup.
ALLISON AT540/545, LCT1000/2000						
	13"	1.704"	1.873" Slot	6 Pads	30	DC-540 TC290-6L
						Code: Furnace brazed; Allison bearing, medium stall
	13"	1.704"	1.873" w/bushing	6 Pads	30	DC-545 TC290-RV
						Code: Furnace brazed; Allison bearing, low stall, diesel applications.
	13"	1.704"	2.293" Mill Flat	6 Pads	30	DC1000 SERIES NA
						Code: 210 2.06 RATIO DC-1210 211 2.01 RATIO DC-1211 221 1.75 RATIO DC-1221 222 1.63 RATIO DC-1222
ALUMINUM POWERGLIDE						
	10.75"	.905"	1.75" w/bushing	3 Brackets	22	P-1 C1
						Code: 1960-69; Corvair, Corvan truck Ring gear & cooling shroud

GENERAL MOTORS

		DIA	Pilot	Hub	Mount	Spline	Part No.
ALUMINUM POWERGLIDE (continued)							
	11.75"	1.704"	1.873" Slot	3 Brackets	17	P-6	C7
		Code: 1963-73; 6 cyl. 250 engine Cooling shroud					
	11.75"	1.704"	1.873" Slot	3 Brackets	17	P-3	C7A
		Code: 1966-73; 6 cyl. water cooled engine					
	11.75"	1.704"	1.873" Slot	3 Brackets	17	P-3	C5
		Code: 1965; 396 engine					
	12.25"	1.704"	1.873" Slot	3 Brackets	17	P-2	C3
		Code: 1960-62; Iron Case, 1963-68; Aluminum Case 8 cyl. Mounting brackets have captive nuts					
	12.25"	1.704"	1.873" Slot	3 Brackets	17	P-4	C4
		Code: 1962-73; 283, 292, 307, 327, & 350 engines					
SATURN TAAT							
	10"	.905"	1.581" Slot	4 Nuts/clips	19	HMS-1	ST1
		Code: GP3, 76322 1991-on; Saturn					

GM

GENERAL MOTORS



	DIA	Pilot	Hub	Mount	Spline	Part No.
GM IMPORT						
A130/240/210						
	9.625"	1.100" Cup	1.498" Slot	6 Pads	26	TO-22 <i>TOY-132</i>
	Code: 1985-on; Geo Metro, Sprint, Suzuki, Firefly: A210 45 deg. ribs; Non-lockup.					
	9.5"	1.100" Cup	1.498" Slot	6 Pads	26	TO-29 <i>TOY-133</i>
	Code: Stepped Impeller 1985-on; Geo Metro, Sprint, Suzuki, Firefly: A210 45 deg. ribs; Non-lockup.					
	9.5"	1.100" Cup	1.498" Slot	6 Pads	26	TO-19 <i>TOY-131</i>
	Code: Black paint dot 1984-on; Chevy Nova: A130 10 deg. ribs; Lockup, Low Stall.					
	10.25"	1.100"	1.498" Slot	6 Pads	26	TO-39 <i>TOY-135</i>
	Code: "7" white paint 1990 Geo Prizm: A130/A240 20 deg. ribs; Lockup, High Stall.					
GEO - Spectrum, Storm & F3A, JF403E						
	9.5"	.787"	1.768" w/ bushing	4 Pads	18	DA-7X <i>FT13</i>
	Code: KF4 1981-on; GEO Storm 3 speed, Chevy Spectrum F3A transmission; Non-lockup					
	10.25"	.785"	1.65" Mill Flat	6 Pads	18	DA-20 <i>JF-1</i>
	Code: A1, KF1 1989-on; GEO Storm 4 speed, Impulse JF403E transmission; Lockup					

GENERAL MOTORS

DIA Pilot Hub Mount Spline Part No.

GM IMPORT

JR403E (tiltmaster truck)

	11"	.785"	1.808"	Ring 6 holes	24	DA-25
<p>Code: GM/Isuzu truck, 4 cylinder turbo diesel. For additional JR403E listings, see Mitsubishi/Nissan sections. JR5</p>						
	11"	.785"	1.808"	4 Pads .375	24	DA-27
<p>Code: GM/Isuzu truck, 4 cylinder turbo diesel. For additional JR403E listings, see Mitsubishi/Nissan sections. JR8</p>						

GM