



Racing & Performance
P R O D U C T S



2018 CATALOG

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A COMPANY OF FIRSTS SINCE 1953

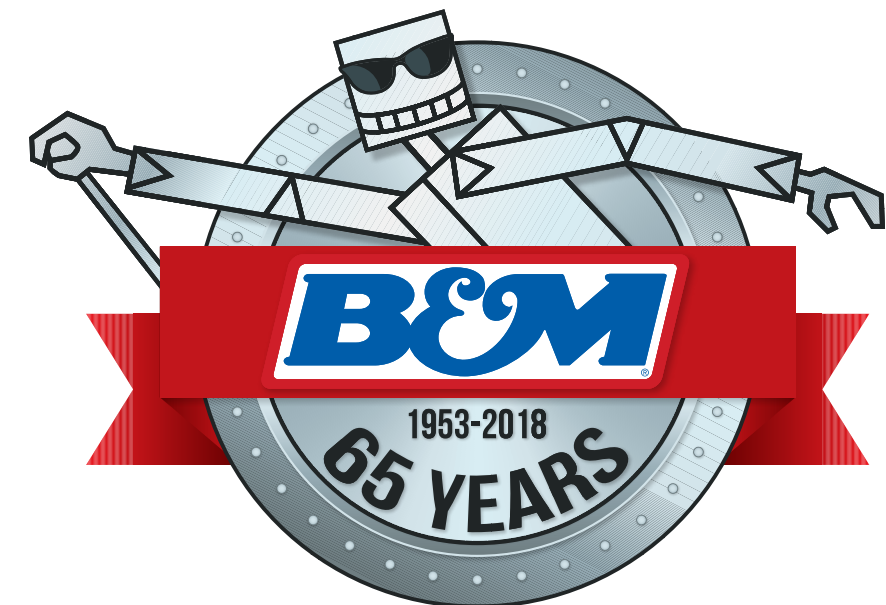
Since the very early 1950's, B&M has been at the vanguard of the growing automotive after-market. Racers themselves, B&M's founders, Bob and Mort, identified the needs of local racers and street performance enthusiasts, and developed products to fill those needs. As the industry grew so did B&M. And 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. Since the early 90s, B&M was the first and only manufacturer of manual shifters for Jeep Wranglers, and still is to this day.

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.



XDR MAGNUM GRIP SHIFT HANDLES

B&M Magnum Grip shift handles are designed to replace the factory shift knob. Modeled after the popular design used on many of B&M's racing shifters, both for an aggressive modern look and an ergonomic fit. CNC machined from billet aluminum and are black anodized for a great looking durable finish.

- CNC Machined Billet Aluminum Construction
- Durable Black Anodized Finish
- Customizable Magnum Grip Side Plates
- Quick and Easy Installation



08-17 POLARIS RZR	PART #	16-17 YAMAHA YZX1000R	PART #	13-17 CAN-AM MAVERICK	PART #
Black	81089	Black	81097	Black	81102
Blue	81140	Blue	81128	Blue	81134
Green	81141	Green	81129	Green	81135
Orange	81142	Orange	81130	Orange	81136
Red	81143	Red	81131	Red	81137
White	81144	White	81132	White	81138
Yellow	81145	Yellow	81133	Yellow	81139

XDR MAGNUM GRIP SIDE PLATES

Customize the look of your B&M Magnum Grip shift handle with these all new colorful side plates. The knurled texture is molded into the plastic for a sure grip even in the most extreme terrain. Available in your choice of white, blue, green, yellow, orange, red, black or real Rosewood.

- Diamond Pattern Texture for Sure Grip
- Tough Polycarbonate Construction
- Customize Your Interior
- Quick and Easy Installation

COLOR	PART #
Black	81200
Blue	81201
Green	81202
Yellow	81206
Orange	81203
Red	81204
White	81205
Rosewood	81086



XDR MAGNUM GRIP GATED SHIFTERS

B&M Racing is proud to introduce our new line of Magnum Grip gated performance shifters for popular side by sides. Features CNC billet aluminum construction, replaceable midnight black polycarbonate side grip plates and spring loaded stainless steel trigger for positive locking and unlocking between gears. Other features include Mil-Spec anodized black finish, stainless steel gate plate, bushing rod and trigger. The "Hill Killer" versions allow for quickly shifting from drive to reverse without using the trigger.

- CNC Billet Aluminum Magnum Grip Shifter
- Stainless Steel Gate Plate and Trigger
- Replaceable Colored Side Plates
- Padlock Security Lockout



MODEL	PART #
17-18 Can-Am Maverick X3 (Includes matching passenger grab handle)	81149
17-18 Can-Am Maverick X3 "Hill Killer" Version (Includes matching passenger grab handle)	81167
Optional "Hill Killer" Gate Plate for 81149	80756
08-18 Polaris RZR 570, 800, and 900 (Without factory boot)	81126
08-18 Polaris RZR 570, 800, and 900 "Hill Killer" Version (Without factory boot)	81169
Optional "Hill Killer" Gate Plate for 81126	80758
14-18 Polaris RZR 900 Turbo (With factory boot)	81151
14-18 Polaris RZR 900 Turbo "Hill Killer" Version (With factory boot)	81168
Optional "Hill Killer" Gate Plate for 81151	80757

XDR MAGNUM GRIP SHORT THROW SHIFTER

#81148 • 16-17 Yamaha YZX1000R

This shifter reduces throw by over 47% versus the stock shifter and provides firm, quick positive shifts. Features include CNC machined billet aluminum construction, a durable MIL-Spec black anodized finish and replaceable side grip plates that incorporate a diamond design pattern for a sure grip. Includes all necessary hardware and easy to follow instructions.

- Reduces Throw by over 47%
- CNC Machined Billet Aluminum Construction
- MIL-Spec Black Anodized Finish
- Customizable Magnum Grip Side Plates



XDR MAGNUM GRIP PASSENGER GRAB HANDLES

These grab handles are patterned off our Magnum Grip race shifter design for an ergonomic feel and a modern aggressive look. Like the matching shift handles, these feature black anodized CNC machined billet aluminum construction and replaceable polycarbonate side grip plates. The adjustable mounting bracket system allows your passenger to dial in their perfect fitment. Includes all necessary hardware and easy to follow installation instructions.

- Adjustable Positioning for Optimal Comfort
- Black Anodized Finish
- Customizable Magnum Grip Side Plates



MODEL	PART #
08-18 Polaris RZR	81154
16-17 Yamaha YZX1000R	81156

XDR LOCKING DIPSTICK KIT

#22303 • 16-17 Yamaha YXZ1000R

This locking dipstick is designed to allow for a quick and easy check of the transfer case fluid level and quality. Constructed of billet stainless steel fittings, steel braided hose and black anodized aluminum 6061-T6 cap and bracket, this rugged unit allows for both cold and warm fluid level checks.

- Polished Billet Stainless Steel Fittings
- Braided Stainless Dipstick/Fluid Fill Tube
- Stamped Fluid Level Indicator



B&M BALL SHIFT HANDLE

#81172 • 13-18 Can-Am Maverick, Commander & X3

Add a bit of style and comfort to your Can-Am with this B&M ball shift handle. Made from super durable black phenolic with a black anodized CNC machined aluminum adapter. Direct replacement for the OEM shift knob.

- Super Durable Black Phenolic Construction
- White B&M Logo
- Quick and Easy Installation



JEEP JK DIFFERENTIAL COVERS

12310/12312 • Nodular Iron Differential Covers

These super tough differential covers are perfect for Jeep Wranglers, Cherokees and all applications with Dana 30 or Dana 44 differentials. Features include a super durable black powder coated clear gloss finish with machined B&M logo, reinforcing ribs to help strengthen the cover and give it rugged good looks. Other features include a magnetic drain plug and a fill port with an o-ringed magnetic dipstick with “easy-grip” checkering for a sure grip when checking fluid levels whether on the trail, in the shop or at home.



- Super tough nodular iron construction
- Filled for strength & improved heat transfer
- Low profile design for tight fit applications
- Fill plug and magnetic drain plug
- Includes stainless steel mounting hardware
- Made in the USA

APPLICATION	PART
DANA 30 10 BOLT	12310
DANA 44 10 BOLT	12312

JEEP JK SUPERCOOLERS

Featuring an optional high output, automatically actuated electric fan, these coolers can be placed in tighter spaces where less natural air flow is available. 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. B&M SuperCoolers are suitable for automatic transmission fluid, engine oil, differential fluid, and power steering fluid. See the complete lineup of B&M's SuperCoolers starting on page 46.



JEEP JK SHIFTERS & HANDLES

45195 • Jeep Wrangler Manual Shifter

Fits 2005-2018 Jeep Wrangler TJ/LJ/JK

B&M Racing is the first and only company to address the JK's need for an upgraded manual shifter option. The unit features a CNC machined billet aluminum case with an electric blue anodized finish housing super tough 4140 chromoly internal components. Shift throw has been reduced by 35% over the factory shifter along with increased detent pressure creating a noticeably stiffer shift feel addressing the weak factory detent springs that can pop out of gear while off-roading.



- 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

*See page 42 for earlier model Jeep Wrangler shifter applications.

46200 • Jeep Wrangler Manual Shifter Stick

Fits 2005-2018 Jeep TJ/LJ/JK Wrangler

This B&M shifter stick assembly can be used as either a direct-replacement of the factory shifter stick, or as the finishing touch when used with our JK Precision SportShifter part #45195. Constructed from high strength 4340 nickel-chromoly steel with improved bends giving you more shifting leverage and comfort than the factory stick.



- Ergonomic Bends for Improved Shifting Comfort
- Heavy-duty 4340 Nickel-Chromoly Alloy Stick
- Durable Black E-coat Finish

81152 • Jeep Wrangler Extended Transfer Case Handle

Fits 2007-2018 Jeep JK Wrangler

This direct bolt-on transfer case handle is designed for better leverage and allows the driver to operate the transfer case without taking your eyes off the road. Made from high strength 4340 nickel-chromoly steel, the stick is longer than stock and features new bends to locate the handle next to the transmission shift handle.



- Ergonomic Bends for Improved Shifting Comfort
- Heavy-duty 4340 Nickel-Chromoly Alloy Stick
- Durable Black E-coat Finish

81085 • Jeep Wrangler Magnum Grip Auto Shift Handle Set

Fits 2007-2018 Jeep JK Wrangler

Designed to replace the factory shift knobs for automatic transmissions. Modeled after popular Magnum Grip designs used on B&M's racing shifters for modern look with a functional feel and fit. CNC machined from billet aluminum and are black anodized for a durable finish. Includes a transmission shift handle along with a matching transfer case shift handle and all hardware.



- CNC Machined Billet Aluminum Construction
- Durable Black Anodized Finish
- Replaceable Magnum Grip Side Plates
- Quick and Easy Installation

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 IHRA Classes
- SFI Flexplates Include Certification Sticker
- Double Welded Ring Gears on all SFI Approved Flexplates
- SFI Flexplates are also an Excellent Choice for Heavy Duty, Non-Racing Applications such as Towing
- Direct Bolt-On Components

MAKE	BLOCK	CID	YEAR	BALANCE	RING GEAR	BOLT CIRCLE	PART
CHEVROLET STANDARD SFI FLEXPLATES							
Chevrolet	Small	exc.400	'55-'85	Internal	168	Dual	10-3/4" & 11-1/2"
Chevrolet	Small	exc.400	'55-'85	Internal	153	Single	10-3/4"
Chevrolet	Small	400	55-85	External	168	Dual	10-3/4" or 11-1/2"
Chevrolet	Small		'86-'97	External	153	Single	10-3/4"
Chevrolet	Small		'86-'97	External	168	Dual	10-3/4" & 11-1/2"
Chevrolet	Big	exc.454	To '90	Internal	168	Dual	10-3/4" & 11-1/2"
Chevrolet	Big	454	To '90	External	168	Dual	10-3/4" & 11-1/2"
Chevrolet	LS Motors		'97+ up	Internal	168		11.50"
CHRYSLER STANDARD SFI FLEXPLATES							
Chrysler	Small	340 w/TF 727	'71-'76	External	No	Dual	10" & 11-1/8"
Chrysler	Small	360 w/TF 904	'71-'92	External	No	Single	10"
Chrysler	Small	360 w/TF 727	'71-'92	External	No	Dual	10" & 11-1/8"
Chrysler	Big	383 w/TF 727	'71+ up	External	No	Dual	10" & 11-1/8"
Chrysler	Big	400 w/TF 727	'71+ up	External	No	Dual	10" & 11-1/8"
Chrysler	Big	440 w/TF 727	'71+ up	External	No	Dual	10" & 11-1/8"
Chrysler		w/TF 727	'62+ up	Internal	No	Dual	10" & 11-1/8"
Chrysler		w/TF 904	'62+ up	Internal	No	Single	10"
Chrysler		w/TF 727	'62+ up	Internal	No	Single	10"
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							
Ford	Small	289-302 w/C4	'68-'81	28.2	157		10-1/2"
Ford	Small	289-351C w/C4	'68-'81	28.2	164		11.4"
Ford	Small	302 w/AOD	'82-'95	50.0	164		11.4"
Ford	Small	302 w/C4	'82-'95	50.0	157		10-1/2"
Ford	Small	289-351 w/C4			157		10-1/2"

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



NITROUS HOLESHOT™

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 hit" abuse of plate-type nitrous systems, and are also tough enough to handle the high power and torque of big cubic inch crate engines. All Nitrous HoleShot converters are completely balanced 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. Listed converters are NOT to be used in trans-brake applications. To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend protecting your investment by adding a B&M transmission cooler with all new transmission installations.

- 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

HOLESHOT™

RATED UP TO 600 HP & 500 FT-LBS

The B&M HoleShot converters are an excellent choice for improving acceleration and increasing drivetrain strength in virtually any street machine. An added benefit of a HoleShot high stall converter is when a higher duration camshaft is used, the engine idle is greatly improved when stopped in gear. These high quality balanced converters come standard with full furnace brazed impeller and turbine, heavy duty needle type thrust bearings, and new turbine hubs. Please note: If your vehicle has a large displacement engine or power adders such as nitrous, the B&M Nitrous HoleShot is a better choice. To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend protecting your investment by adding a new SuperCooler transmission cooler with all new transmission installations.

*Note: Engines smaller than 350 cubic inches may not achieve indicated stall speeds. Listed converters are NOT to be used in transbrake applications.

- Furnace Brazed Impeller and Turbine
- New Precision Steel Pump Drive Tube
- Dual Pattern Drive Lugs on Some GM HoleShots
- New Turbine Hub
- New Springs and Rollers in Stator
- New Heavy Duty Needle Bearings Used Instead of Thrust Washers

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. To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend protecting your investment by adding a B&M transmission cooler with all new transmission installations.

- Furnace Brazed Impeller and Turbine Fins (Not Spot Brazed)
- New Precision Steel Pump Drive Tube
- Pressure Tested
- Heavy Duty Needle Thrust Bearings Between Stator and Turbine
- New Thrust Washer Between Turbine and Cover
- Fully Balanced

TORKMASTER™

RATED UP TO 350 HP & 350 FT-LBS

High stall performance at an incredible value; these are excellent all-around performance street converters. Even without a highly modified engine, these converters will give you better acceleration through a higher stall speed, allowing the engine to develop more torque at the time of initial acceleration. These quality assembled converters are put together with new pump drive tubes, needle bearings were equipped on the original model, and new thrust washers. TorkMaster converters are not to be used with a transbrake. To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend protecting your investment by adding a B&M transmission cooler with all new transmission installations.

*Note: TorkMaster converters are not recommended for higher performance big blocks or super charged engines. Stall speed listings are based on an engine producing 230 ft.lb. 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.

- Highest Quality "Value Priced" Street Performance Converters Available
- New Precision Steel Pump Drive Tube
- Needle Bearings where Factory Equipped
- New Thrust Washer Between Turbine and Cover



TRANSMISSION APPLICATION	Nitrous HoleShot 2400	Nitrous HoleShot 3000	Nitrous HoleShot 3500	Nitrous HoleShot 3600	HoleShot 2000	HoleShot 2400	HoleShot 2500	HoleShot 2600	HoleShot 3000	HoleShot 3200	HoleShot 3300	HoleShot 3500	HoleShot 3600	HoleShot 3800	Tork Master 2000	Tork Master 2400	Tork Master 3000	Traveler
Chrysler '67-'81 Torqueflite A727 1.6						10415 ⁹			10425 ⁹						10416	10417 ⁹		
Ford '66-'69 step case C4 with 10.5" bolt circle, 24 spline input shaft, 1.375 crank pilot						50412					50452			50453				
Ford '70-'82 step case C4 with 10.5" bolt circle, 26 spline input shaft, 1.375" crank pilot	50449				50448	50416	50451		50436		50452			50453		50441	50442	
Ford C4 with 11.4" Bolt Circle and 26 spline														50454				
Ford '66-'91 C6 with 332, 352, 360, 390, 406, 427, 428, 429 CID with 1.848" crank pilot						40412		40475			40476			40477				
Ford '71-'91 C6 w/289, 302, 351C, 351M, 351W, 400M, 460 CID with 1.375" crank pilot						40422			40442						40427			
Ford '80-'92 AOD with 11.4" bolt circle, 1.375" crank pilot. Won't fit AODE/4R70W (See below)		40474			40472										40437 ⁸	40438 ⁸		
Ford AODE						50402												
GM '62-'73 POWERGLIDE						70411												
GM '68-'81 TH350, TH375 (Will not fit TH350C)	20480	20481		20482	20416 ⁴	20412 ⁴			20413	20483 ¹¹			20425	20485 ¹¹	20400 ⁴	20404	20402	30423
GM '65-'91 TH400, TH425, TH375	20480	20481	20484 ¹¹	20482	20416 ⁴	20412 ⁴			20413	20483 ¹¹			20425	20485 ¹¹	20400 ⁴	20404	20402	
GM '84-'93 TH700R4 30 spline (All cars & trucks)					70417 ⁶	70419 ⁶			70421 ⁷			70444 ¹¹			70420 ⁶	70418 ⁶		70422 ⁶
GM '93-'96 4L60E 30 spline (V8s only)					70417 ¹⁰	70419 ¹⁰									70420 ¹⁰	70418 ¹⁰		70422 ¹⁰
GM '97-'04 4L60E Camaro & Firebird w/LS1						70441			70442									
GM '91+ 4L80E (Not intended for diesel engines)																		70431

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.

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

Stall Speed: Very mild street cars will use a 2,000 rpm stall speed unit. Most street driven performance cars with 350 lb. ft. of torque or more need a 2,400 rpm unit. Cars with more radical small blocks (500 lb. ft. of torque at 4,500 rpm or higher) will need a 3,000 rpm converter. The more torque the motor puts out, the higher the resulting stall speed will be. Therefore most street performance big blocks like 2,400 rpm rated converters as they generally achieve 2,600-2,800 rpm.

Car Weight: Street rods generally do better with a 2,400 rpm converter even with a mild motor due to the vehicle's very 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.

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 (10.75") bolt circle flexplate or dual pattern flexplate.
5. Will not fit lock-up converter or clutch converter models.
6. 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).
7. Non-lockup converter which requires transmission modifications. Parts and instructions are included
8. Standard lockup feature retained. AOD 'split path' feature retained.
9. Has 10" bolt circle.
10. Retains lockup feature.
11. Features dual 10.75" & 11.5" pattern drive lugs.

QUALITY SHIFTS EVERY TIME

Who would you trust with your car's performance? The fly-by-night transmission business or the company with 65 years of experience in building and racing automatic transmissions? B&M may not be building the mighty Hydrotick anymore, but the experience and skills gained at the race track 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. They all retain a standard shift pattern and are the best transmissions available today for Street/Strip use.

TRAVELER TRANSMISSIONS

B&M's Traveler Transmission is a rugged model and has a medium/firm shift compared to the hard shift of the Street/Strip model. The Traveler is recommended for light trucks and RV/towing applications. The Traveler transmissions also feature increased oil flow which provides for cooler operation under extreme conditions.

To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend adding a B&M transmission cooler with all new transmission installations.

CHRYSLER TF-727 TRANSMISSION

The TF-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.



111212 • TF-727 Street/Strip Automatic Transmission

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 tailshaft and 6-1/2 inch separation on top bell housing bolts.

111112 • TF-727 Street/Strip Automatic Transmission

Fits Dodge, Chrysler and Plymouth 1967 to 1979 models with a 273 to 360 cubic inch engine using a non lock-up torque converter. Includes a B&M Racing chrome steel standard depth transmission pan and more. Has an 18-38 in. tailshaft. Max 500 HP / 450 Ft/Lbs. Does not include speedometer gear or dipstick tube.

- 2.45:1 First Gear Ratio, 1.45:1 Second Gear
- Rebuilt Performance Pump Assembly
- All New High Performance Friction Plates
- New Special Belleville Spring
- Five Clutch Direct 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 TH350/TH400 TRANSMISSION

We take each TH350/TH400 and make numerous improvements. The pumps have all been rebuilt to B&M specs. We tossed out the factory friction plates and replaced them with our high performance friction plates. Not only will this improve performance, but the clutches will last longer due to reduced slippage. We also replaced the intermediate roller clutches, new thrust bearings and races. New thrust bearings and races reduce the possibility of lateral movement of components resulting in less failure and better reliability.

113001 • TH350 Street/Strip Automatic Transmission

GM Turbo-Hydramatic 350 Street/Strip automatic transmission for 2 wheel drive models. 450 HP maximum/ 400 lb ft torque.

112002 • TH400 Street/Strip Automatic Transmission

GM Turbo-Hydramatic 400 Street/Strip automatic transmission for use with large 1.875 Spicer yoke for 2 wheel drive models. 600 HP maximum/ 550 lb ft torque.

112003 • TH400 Street/Strip Automatic Transmission

Includes B&M B.O.P./Chevy adapter plate so you can also use this transmission on 62 and later small block and big block Chevy engines.



- 2:52 1st gear, 1:52 2nd gear (TH350)
- 2:48 1st gear, 1:48 2nd gear (TH400)
- Extra Wide Direct Drum Bushing (TH350)
- Machined Forward & Direct Pistons (TH350)
- New Kickdown Band with Welded Anchors
- New Intermediate & Low Roller Clutches (TH350)
- Adjustable Modulator, Detent Control Link with New Breather
- Fully Recalibrated Valve Body
- Hardened Intermediate Outer Race (TH350)
- Dual Piston Apply Feature on 2-3 Shift to Increase Torque Capacity (TH350) (TH350) Max 450 HP / 400 lb ft Torque - (TH400) Max 600 HP / 550 lb ft Torque

GM TH350 4X4 TRANSMISSION

103005 • TH350 Traveler™ Transmission

B&M's TH350 Traveler Series transmission is designed for 4 wheel drive applications. Get the same performance benefits found in B&M's popular street/strip transmissions, but in an off-road package. Rated up to 425 HP, this transmission includes high performance friction plates and a recalibrated valve body.

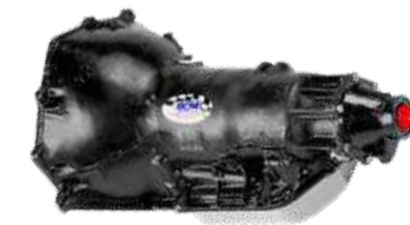


- 4x4 Compatible
- Forward Pattern
- High Performance
- Performance Friction Materials
- Chrome Standard Depth Transmission Pan
- Max 425 HP / 375 lb ft Torque

GM TH400 CHEVY TRANSMISSION

102002 • TH400 Traveler™ Transmission

The TH400 Traveler transmission features a short 4.00" tail shaft, large diameter bushing for use with a large diameter yoke and will handle up to 600 HP and 550 LB FT of Torque. Other features include the standard shift pattern, rebuilt B&M heavy duty front pump, all new B&M high performance friction plates, B&M chrome steel transmission pan and much more. Dip stick and speedometer gear not included.



- Increased Oil Flow For Cooler Operation in Extreme Conditions
- For heavy duty towing, RV, and off-road use
- Medium firm shifts
- Standard forward shift pattern
- Max 600 HP / 550 lb ft Torque

GM TH700R4/4L60 TRANSMISSION

Street/Strip Series

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 56.

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.

117103 • Fits 1984-1992 GM 700R4/4I60

Street/Strip automatic transmission (not electronic with 30 spline input) 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, Bearings & 2-4 Band
- High Performance Reaction Carrier Assembly
- Heavy Duty Sunshell
- Max 500 HP / 450 lb ft Torque

GM 700R4/4L60 TRANSMISSION

TRAVELER™ series

Traveler Transmissions are rugged models that have a medium firm shift compared to the harder shift of the Street Strip models. The Traveler transmissions are recommended for light trucks, RV, Towing and off-road applications for heavy duty use and feature an increase of oil flow compared to a stock transmission. This increased oil flow provides the necessary additional cooling to make these transmissions live longer when subjected to mile after mile of grueling abuse. B&M strongly recommends adding a Hi-Tek trans cooler to help further reduce heat build-up and extend the life of all automatic transmissions. Does not fit Corvette, or 60 degree V6 engines. Does not replace 4L60E transmissions.

107101 • Fits 1984-1992 GM 2 Wheel Drive

700R4/4L60 non-electronic with 30 spline input. Intended for heavy duty RV, towing and off-road. Does not fit Corvette, or 60 degree V6 engines. Does not replace 4L60E transmissions.

107104 • Fits 1984-1992 GM 4 Wheel Drive

700R4/4L60 non-electronic with 30 spline input. Intended for heavy duty RV, towing and off-road. Does not fit Corvette, or 60 degree V6 engines. Does not replace 4L60E transmissions.



- Beast Sunshell
- Reinforced Input Drum
- "Billet" Corvette 4th Gear Servo
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Fully Recalibrated Valve Body
- All New High Performance Friction Plates
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Standard Depth Transmission Pan
- Max 550 HP / 450 lb ft Torque

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.

117308 • Fits 1998-2006 GM 2 Wheel Drive

GM 4L60E (electronic shift model) Street/Strip automatic transmission. For use on LS type engines. Does not replace 4L60 (manual shift model.)



- Beast Sunshell
- Reinforced Input Drum
- "Billet" Corvette 4th Gear Servo
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Fully Recalibrated Valve Body
- All New High Performance Friction Plates
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Standard Depth Transmission Pan
- Max 550 HP / 450 lb ft Torque

GM 4L80E TRANSMISSION

Street/Strip Series

B&M Racing's GM 4L80E Street/Strip transmission is a complete ready to run unit (less converter) for high performance Street/Strip use. The Street/Strip 4L80E transmission is packed with performance features such as providing firm shifts, a high energy intermediate band, new overdrive sprag assembly, new low roller assembly and all new B&M Racing performance friction materials. Other features include all new solenoids, wiring harness, a B&M Racing recalibrated valve body, performance pump assembly, steel forward hub and can handle up to 800 HP / 650 lb-ft of torque.

118001 • Fits GM 1993-1996 2 Wheel Drive

Can be used with B&M Racing ShiftPlus2 transmission controller or HGM Compushift Controller for transplant applications.

118002 • Fits GM 1997 and Newer

Can be used with B&M Racing ShiftPlus2 transmission controller or HGM Compushift Controller for transplant applications.



- 34 Element Intermediate Sprag
- High Energy Intermediate Band
- New Overdrive Sprag Assembly
- New Low Roller Assembly
- All New High Performance Friction Plates
- Fully Recalibrated Valve Body
- Rebuilt Performance Pump Assembly
- Steel Forward Hub
- Max 800 HP / 650 lb ft of Torque

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.

114202 • Fits 1970-1989 Ford C6

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.



- 2.46:1 First Gear Ratio, 1.46:1 Second Gear
- Rebuilt Performance Pump Assembly and Governor
- All New High Performance Friction Plates
- New Intermediate Flex Band
- New Low Roller Clutch with Lube Hole in Inner Race
- New High Performance Adjustable Modulator
- New Belleville Spring
- Fully Recalibrated Valve Body
- Max 600 HP / 550 lb ft of Torque

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.

114501 • Fits 1980-1993 Ford Mustang

Fits 1980 to 1993 Ford Mustangs with 2 wheel drive and an AOD automatic transmission. For use on 289 cid, 302 cid, 351 Cleveland, and 351 Windsor engines.



- 2.40:1 First Gear Ratio, 1.47:1 Second Gear, .67:1 OD
- Rebuilt Performance Pump Assembly and Governor
- Comes w/ B&M Shift Lever or Stock Mustang Lever
- All New High Performance Friction Plates
- New Overdrive Band
- New Low Roller Clutch with Lube Hole in Inner Race
- New Transmission Filter
- Fully Recalibrated Valve Body
- Max 500 HP / 450 lb ft Torque



STREET/STRIP TRANSMISSION PACKAGES

107105 • TH350 Holeshot 2000 Transmission Package

B&M's TH350 Holeshot 2000 transmission package is a convenient way to make sure you have everything needed to install your new transmission. This package includes the transmission, a 2000 stall Holeshot converter, kickdown cable, dipstick, medium Supercooler and 3 gallons of Trick Shift Fluid. The transmission has a 6 inch tailshaft and 7 inch separation on the top bellhousing bolts.

107106 • GM 700R4 Holeshot 2400 Transmission Package

B&M's GM 700R4 Holeshot 2400 transmission package is a convenient way to make sure you have everything needed to install your new transmission. This package includes the transmission, a 2400 stall Holeshot converter, kickdown cable, dipstick, large Supercooler and 3 gallons of Trick Shift Fluid. The transmission does not replace the 4L60E.

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 transmission’s 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 transmission into a B&M tuned performer.

TRANSPAK: 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 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! 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 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 timed crisp shifts
- Eliminates soft slow shifts caused by excessive shift overlap
- Less wear and tear on your transmission’s clutches and bands

SHIFT IMPROVER APPLICATIONS

CHEVROLET, BUICK, OLDS, PONTIAC, GMC	
'68-'81 TH350, 375B & M38 (TH350C use TransPak 30235)	30262
'88-'94 TH400 (3L80)	20261
'65-'87 TH400, 375 & M40	20260
'81-'90 TH2004R	35265
'82-'93 TH700-R4/4L60	70239*
'93-'06 4L60E	70360*
FORD, LINCOLN, MERCURY	
'67-'69 C4	50260
'70-'82 C4	50262
'67-'91 C6	40262
'80-'92 AOD	40263
'92-'95 AODE/4R70W	40264
'96-'99 4R70W	40266
'89-'97 E40D	10025
CHRYSLER, DODGE, PLYMOUTH	
'66-'70 TF-727	10226
'71-'77 TF-727	10225
'66-'77 TF A904 w/6 cyl. engine	10226
'68-'70 TF A904 w/V-8 engine	10226
'71-'77 TF A904 w/V-8 engine	10225

*Requires modification to factory separator plate.



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
- Great for Rebuilding

GM TRANSMISSIONS	PART NUMBER
GM Powerglide Master Racing Overhaul Kit	21040
GM TH400 Master Racing Overhaul Kit	21041
GM TH350 Master Racing Overhaul Kit	21042

Shift Improver Kits

Shift Improver Kits



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 TH400, 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

CHEVROLET, BUICK, OLDS, PONTIAC, GMC	
'82-'93 TH700R4 (4L60)	70235
'65-'87 TH400, 375, and M40	20228
'68-'81 TH350, 375B, and M38	30228
'80-'86 TH350C	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-727 & A904	10228
'78-'96 TF-727, 518, 46RH & 47RH	10227
'78-'96 TF-904, 999, 32RH, 42RH & 500	10227



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. Except #70233. 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 B&M Street/Strip Transmission
- Includes B&M TransPak Modification Components
- All Parts to Convert Valve Body to a Full B&M Manual/Automatic Valve Body
- Refresh your Transmission and Improve Shift Action with Key Modifications
- B&M High Performance Friction Materials
- Drain Plug Kit Included

CHEVROLET, BUICK, OLDS, PONTIAC, GMC	
'87-'93 TH700R4 (not for 4L60E)	70233
'65-'87 TH400, 375 & M40	20229
'68-'81 TH350, 375B & M38	30229
'96+ 4L80E	70227
FORD, LINCOLN, MERCURY	
'70-'82 C4	50231
CHRYSLER, DODGE, PLYMOUTH	
'70-'77 TF-727	10229
'78-'79 TF-727 w/non lock-up conv.	10229

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!

70380 • GM

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.)

70381 • Ford

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



BUYER'S GUIDE

FEATURES		UNIMATIC	SPORTSHIFTER	STARSHIFTER	Z-GATE	HAMMER	QUICKSILVER	MEGASHIFTER	PRO STICK	PRO RATCHET	STREET BANDIT	PRO BANDIT
	Ratchet			X		X	X	X		X		
	Gated				X				X		X	X
	Detent	X	X	X								
	Console Mount					X	X	X				
	Reverse Lockout (Lift Stick)						X					
	Reverse Lockout (Trigger Operated)			X	X	X		X	X	X	X	X
	Reverse Pattern Manual Valve Bodied Transmissions						X*	X*	X	X	X	X
	Interchangeable Gate Plate								X	X	X	X
	Lighted Gear Indicator		X			X	X	X				
MAKE	TRANSMISSION TYPE											
Chrysler	A727 ('66 & later)	X	X	X	X	X	X	X	X	X	X	X*
	A904 ('66 & later)	X	X	X	X	X	X	X	X	X	X	X*
Ford	C4	X	X	X	X	X	X	X	X	X	X	X*
	C6	X	X	X	X	X	X	X	X	X	X	X*
	AOD	X*	X*			X*	X*	X*	X*	X*	X*	X*
	AODE & 4R70W	X*	X*			X*	X*	X*	X*	X*	X*	X*
	E40D & 4R100	X*	X*			X*	X*	X*	X*	X*	X*	X*
GM	Powerglide (w/Manual Valve Body)								X	X	X*	X
	TH200	X	X	X	X	X	X	X	X	X	X	X*
	TH250	X	X	X	X	X	X	X	X	X	X	X*
	TH350	X	X	X	X	X	X	X	X	X	X	X*
	TH400	X	X	X	X	X	X	X	X	X	X	X*
	700R4	X	X			X	X	X	X*	X	X*	X*
	200-4R	X	X			X	X	X	X*	X	X*	X*
	4L60					X	X	X	X*	X	X*	X*
	4L60E	X*	X*			X*	X*	X*	X*	X*	X*	X*
	4L65E	X*	X*			X*	X*	X*	X*	X*	X*	X*
4L80E		X*			X*	X*	X*	X*	X*	X*	X*	
4L85E		X*			X*	X*	X*	X*	X*	X*	X*	

*May require additional B&M parts for indicated applications.

Gated: Manually select gear with trigger or lever to gated location

Ratchet: Slapstick style shifter (i.e. bang shifter forward or backward to engage gears)

Detent: Similar to OEM style shifter

Console Mount: Mounts inside of factory console (ratchet style shifters only)

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

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 to neutral to forward gear). Primarily used for drag racing

Interchangeable Gate Plates: For converting to 2, 3, or 4-speed transmission types (Pro Stick and Bandit shifters only)



UNIMATIC™

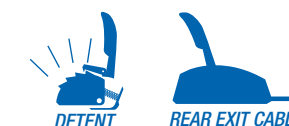
80775 • One of the Easiest Shifters to Operate

One of the easiest shifters to operate and install, the Unimatic shifter was designed to look just like a manual 4-speed when installed. Although, not a “race” shifter by any means, this unit is just as durable and trouble-free as the top-of-the-line B&M race shifters.

- Smooth and simple to operate detent shifting
- Stylish chrome stick and black plastic T-handle
- Includes polymer shifter boot, boot trim ring, neutral safety switch, and a 5' shift cable
- 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.)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, and 4L65E*
Ford	C4, C6, AOD*, AODE*, 4R70W, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)

*4L60E & 4L65E w/ PRNDL switch require accessory kit 70499. AOD requires 40496 installation kit. AODE & 4R70W requires 40504 installation kit. E40D & 4R100 requires 40505 installation kit.



SPORTSHIFTER™

80776 • Performs as if it Were Twice the Price

The SportShifter may be a low-cost alternative to B&M's top-of-the-line MegaShifter, but performs as if it were twice the price! 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.

- Smooth and simple to operate detent shifting
- 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 applications (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

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, and 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)

*4L60E & 4L65E w/ PRNDL switch require accessory kit 70499. AOD requires 40496 installation kit. AODE & 4R70W requires 40504 installation kit. E40D & 4R100 requires 40505 installation kit.



Automatic Shifters

Automatic Shifters



STARSHIFTER™

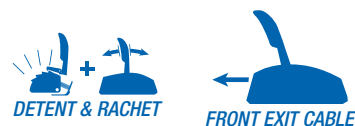
80675 • The Perfect Blend of Form and Function

The StarShifter is the perfect blend of form and function at a reasonable price while still giving you the option for the same ratchet-action and meets NHRA/IHRA reverse lockout requirements. In normal shift mode, the StarShifter operates as a straight-line detent shifter. But drop the shifter into low gear, lift the trigger up and pull the stick back to convert to ratchet-action. Now you can bang the stick forward through the gears without missing a gear.

- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- 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
- Fits certain 3-speed transmissions only (cannot be used on 4-speed automatics or reverse pattern manual valve bodied transmissions.)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200
Ford	C4, C6, and AOD*
Chrysler	TF-727 and A904 (1966 and later)

*AOD requires 40496 installation kit.



Z-GATE™

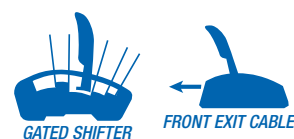
80681 • Eliminates the Possibility of Over-Shifting

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 and with many of the same great features of the higher priced shifters – you just can't go wrong!

- Smooth gate shifting
- One-hand/one-step reverse lockout operation meets NHRA/IHRA 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 automatics or reverse pattern manual valve bodied transmissions.)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200
Ford	C4, C6, and AOD*
Chrysler	TF-727 and A904 (1966 and later)

*AOD requires 40496 installation kit.



HAMMER™

The Hammer shifter may just be the most comfortable automatic shifter you can buy. 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. Quick & easy to operate with smooth ratchet-action shifting. Includes internal backup light switch, internal neutral safety switch, and illuminated gear position indicator.

80885 • Hammer™

- Includes 5' cable
- Shifter base shroud can be trimmed to fit many floors or tunnels
- Can be used with reverse pattern valve bodies

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 200R4, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)

*4L60E, 4L65E, 4L80E & 4L85E with PRNDL switch require installation kit 75498. AOD requires 40496 installation kit. AODE & 4R70W require 40504 installation kit. E40D & 4R100 require 40505 installation kit.



81001/81002 • Hammer™ Console '87-'93 Mustang

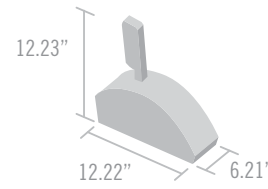
- Short throw ratchet action reduces shift time
- Works with stock automatic transmission shifter cable for easy install
- Direct console fit and direct OEM shifter replacement

SHIFTER PART #	FITS	TRANSMISSION MODEL
81001	94-04 Mustang	Ford AODE, AOD and C4*
81002	87-93 Mustang	Ford AODE, AOD and C4*

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



Automatic Shifters



80683 QUICKSILVER™



81125 QUICKSILVER™ CHEVELLE/EL CAMINO CONSOLE

QUICKSILVER™

Originally designed to be a clean triggerless and bootless shifter, the QuickSilver shifter 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 shifter. 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.

80683 • QuickSilver™

- Stylish chrome stick, knob, and top plate/housing
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Works with forward and reverse patterns

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



81125 • QuickSilver™ Console '68-'72 Chevelle/El Camino

- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Works with forward and reverse patterns

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E* and 4L85E*

*4L60E, 4L65E, 4L80E, and 4L85E with PRNDL switch require installation kit 70499. AOD requires 40496 installation kit. AODE & 4R70W require 40504 installation kit. E40D & 4R100 require 40505 installation kit.



Automatic Shifters



81025 QUICKSILVER™ CONSOLE CAMARO



80688 QUICKSILVER™ CONSOLE CAMARO/FIREBIRD

81025 • QuickSilver™ Console '68-'69 Camaro

- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Includes chrome knob
- Works with forward and reverse patterns

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E* and 4L85E*



80688 • QuickSilver™ Console '73-'81 Camaro & '70-'81 Firebird

- 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

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E* and 4L85E*

*4L60E, 4L65E, 4L80E, and 4L85E with PRNDL switch require installation kit 70499. AOD requires 40496 installation kit. AODE & 4R70W require 40504 installation kit. E40D & 4R100 require 40505 installation kit.



Automatic Shifters

Automatic Shifters



80690 MEGASHIFTER™



80680 LIGHT TRUCK MEGASHIFTER™

MEGASHIFTER™

By far B&M's most popular shifter design in form and function, the MegaShifter has become an American icon in the hot rod and racing industry. All due to its smooth ratcheting shift action, positive "impossible-to-miss-a-gear" shifting and its classic race look. The MegaShifter is always one of the first performance parts a driving enthusiast installs into his or her hot rod, truck, muscle car and race car. 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.

80690 • MegaShifter™

- Stylish chrome stick, handle, trigger and plate with smooth ratchet shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Stout shifter base shroud that can be trimmed to fit a multitude of floor contours and tunnel shapes

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, and 4L85E*
Ford	C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



80680 • Light Truck MegaShifter™

- Stylish chrome stick, handle, trigger and plate with smooth ratchet shifting
- Taller base for trucks and tall bench seat applications
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, and 4L85E*
Ford	C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



*4L60E, 4L65E, 4L80E, and 4L85E with PRNDL switch require accessory kit 70499. AOD requires 40496 installation kit. AODE & 4R70W require 40504 installation kit. E40D & 4R100 require 40505 installation kit.



81035 MEGASHIFTER™ CONSOLE



80694/80692 MEGASHIFTER™ CONSOLE CAMARO/FIREBIRD

81035 • MegaShifter™ Console '68-'69 Camaro

- Direct console fit and direct OEM shifter replacement (does not fit 1967 console)
- Smooth ratchet shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, and 4L85E*



80694 • MegaShifter™ Console '73-'81 Camaro & '70-'81 Firebird

- Direct console fit and direct OEM shifter replacement for 2nd generation Camaro/Firebird
- Smooth ratchet shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, and 4L85E*



80692 • MegaShifter™ Console '82-'92 Camaro Firebird

- Direct console fit and direct OEM shifter replacement for 3rd generation Camaro/Firebird
- Smooth ratchet shifting
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, and 4L85E*



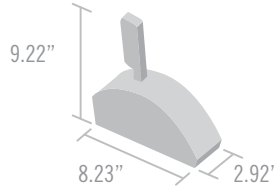
*4L60E, 4L65E, 4L80E, and 4L85E with PRNDL switch require accessory kit 70499. AOD requires 40496 installation kit. AODE & 4R70W require 40504 installation kit. E40D & 4R100 require 40505 installation kit.

Automatic Shifters

Automatic Shifters



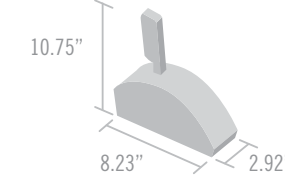
80702 PRO STICK™ FOR POWERGLIDE (WITHOUT COVER)



80704/80706 PRO STICK™



81040 MAGNUM GRIP PRO STICK



81052/81059 MAGNUM GRIP STEALTH PRO STICK

PRO STICK™

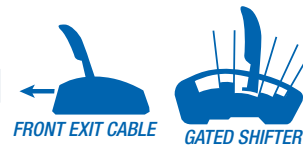
B&M's original hardcore race shifter, the Pro Stick is purely about function and dependability. This solid and durable shifter has been made to take the abuse of adrenaline-filled racing. Whether you're air solenoid, CO2 or just manual shifting this shifter can handle the job! Interchangeable gate plate 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).

80702 / 80704 / 80706 • Pro Stick™

- Billet aluminum stick, heat-treated/hardened 2-speed gate plate, and plate steel base
- One-hand/one-step reverse lockout operation that meets NHRA/IHRA requirements
- Replaceable gate plates

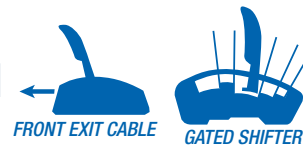
80702 Pro Stick for Powerglide without Cover

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic



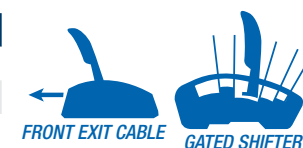
80704 Pro Stick for Powerglide with Aluminum Cover

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic



80706 Pro Stick with Aluminum Cover

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 200-R4, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



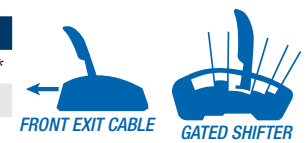
*4L60E, 4L65E, 4L80E and 4L85E transmissions require 4-speed gate plate #80712; if equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505. Interchangeable 3 and 4 speed gate plates available on page 54.

MAGNUM GRIP PRO STICK™

All the same features found on the Pro Stick with the addition of B&M's Magnum Grip handle design. The Magnum Grip shift handle features CNC billet aluminum construction, replaceable aluminum side grip plates and a spring loaded stainless steel trigger for positive locking and unlocking between gears. For those wanting a sleek look, check out the Magnum Grip Stealth Pro Stick with it's black anodized finish and optional carbon fiber look cover.

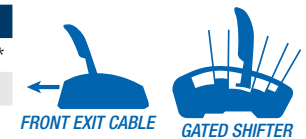
81040 • Magnum Grip Pro Stick™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 200-4R*, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



81052 • Magnum Grip Stealth Pro Stick™ (81059 • Carbon Fiber Look Version)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 200-4R*, 700R4, 4L60, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



*4L60E, 4L65E, 4L80E and 4L85E transmissions require 4-speed gate plate #80712; if equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505. Interchangeable 3 and 4 speed gate plates available on page 54.

80717 • Aluminum Pro Stick™ Cover

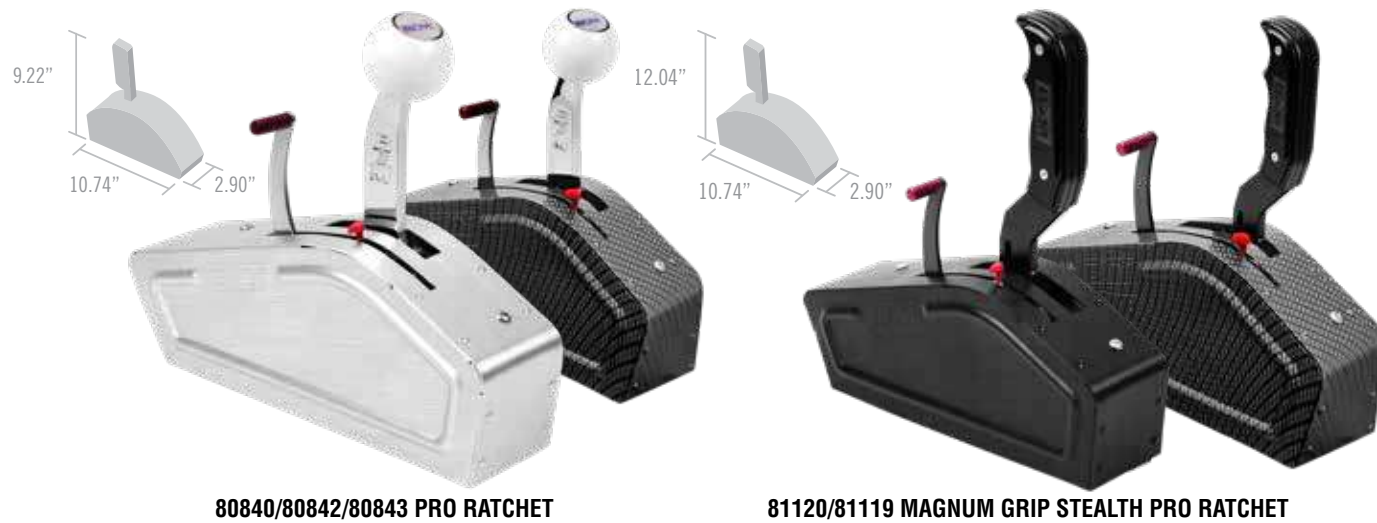


Page 55 • Magnum Grip Plates



Automatic Shifters

Automatic Shifters



80840/80842/80843 PRO RATCHET

81120/81119 MAGNUM GRIP STEALTH PRO RATCHET

PRO RATCHET™

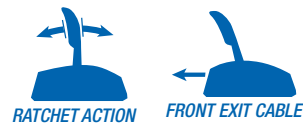
This is the ultimate professional race shifter. If you're looking for a stout, easy to operate shifter; designed, developed and refined by the company that invented race shifters, the Pro Ratchet is the top of the hill. Its no-nonsense style and myriad of features speaks volumes to its functionality. This shifter is the leading choice for 3 & 4-speed transmissions as well as Powerglides! Includes internal backup light switch, internal neutral safety switch, gear position indicator, forward pattern gear indicator, reverse pattern gear indicator, white knob, and 5' super duty race cable.

80840 / 80842 / 80843 • Pro Ratchet™

- 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
- Precision ratchet action works with either standard or reverse pattern valve bodies

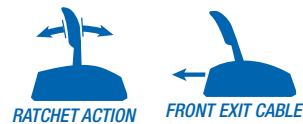
80840 Pro Ratchet

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic



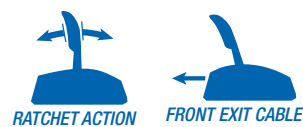
80842 Pro Ratchet (80843 • Carbon Fiber Look Version)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)

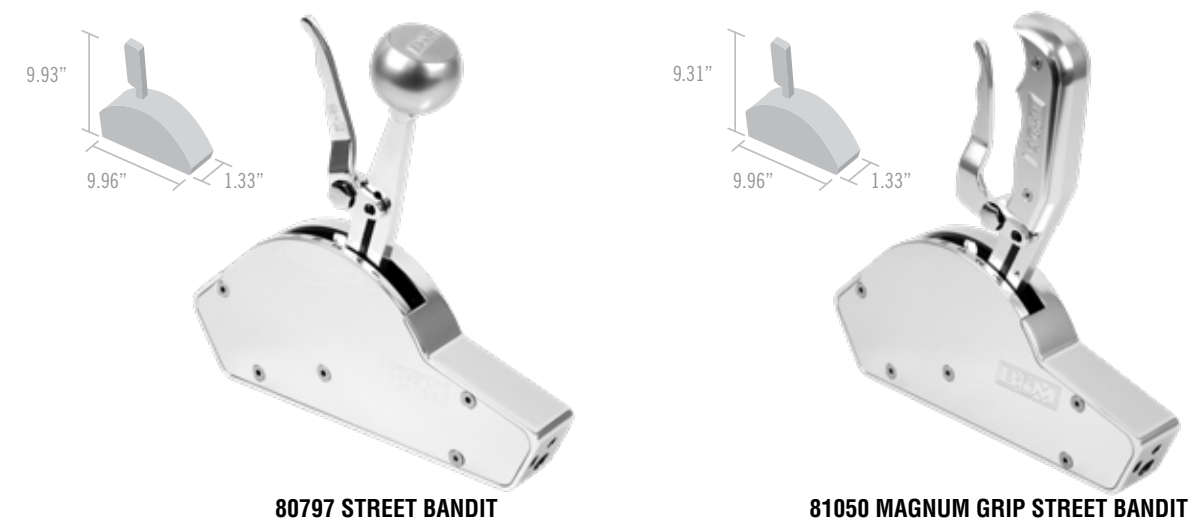


81120 • Magnum Grip Stealth Pro Ratchet™ (81119 • Carbon Fiber Look Version)

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R, 4L60E*, 4L65E*, 4L80E*, 4L85E*
Ford	C4, C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*
Chrysler	TF-727 and A904 (1966 and later)



*4L60E, 4L65E, 4L80E and 4L85E transmissions equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505.



80797 STREET BANDIT

81050 MAGNUM GRIP STREET BANDIT

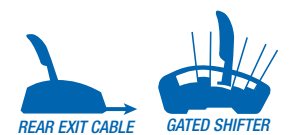
STREET BANDIT™

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 Street bandit has all the same features as the "Pro Bandit" line of shifters including race-proven durability and smooth positive gate shifting. Perfect for custom or high-tech interior design, the narrow lightweight styling will fit right into any interior! Interchangeable gate plate system allows the install of various B&M gate plates for most 2, 3, and 4-speed automatic transmissions including reverse patterns (sold separately).

80797 • Street Bandit™

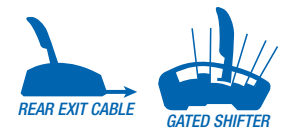
- Solid positive gate shifting
- Billet 6061-T6 aluminum stick, knob, knob insert, & housing that are polished & anodized
- Includes internal backup light switch, internal neutral safety switch, and a 4' rear exit cable

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R (4L60e, 4L65e, 4L80e and 4L85e w/o PRNDL switch)
Ford	C4, C6, AOD, AODE, 4R70W, E40D and 4R200
Chrysler	TF-727 and A904 (1966 and later)



81050 • Magnum Grip Street Bandit™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	TH400, 350, 250, 200, 700R4, 200-4R (4L60e, 4L65e, 4L80e and 4L85e w/o PRNDL switch)
Ford	C4, C6, AOD, AODE, 4R70W, E40D and 4R200
Chrysler	TF-727 and A904 (1966 and later)



*4L60E, 4L65E, 4L80E and 4L85E transmissions require 4-speed gate plate #80712; if equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505.

Interchangeable 3 and 4 speed gate plates available on page 52.

80884 • Optional Mounting Bracket



Page 55 • Magnum Grip Plates



Automatic Shifters

Automatic Shifters



80793 PRO BANDIT RACE



81112 STEALTH PRO BANDIT RACE

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 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). 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).

- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Meets NHRA & IHRA reverse lockout 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 80883)
- Interchangeable gate plate system for most popular 2, 3, and 4-speed automatic transmissions

80793 • Pro Bandit Race™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic*



81112 • Stealth Pro Bandit Race™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic*



*4L60E, 4L65E, 4L80E and 4L85E transmissions require 4-speed gate plate #80712. And if equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505. **Interchangeable 3 and 4 speed gate plates available on page 54.**



81045 MAGNUM GRIP PRO BANDIT RACE



81113 MAGNUM GRIP STEALTH PRO BANDIT RACE

MAGNUM GRIP PRO BANDIT RACE™

- Heat-treated/hardened gate plate & internal working components
- Ultra-slim footprint to fit in tight spaces
- Meets NHRA & IHRA reverse lockout 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 80883)
- Interchangeable gate plate system for most popular 2, 3, and 4-speed automatic transmissions

81045 • Magnum Grip Pro Bandit Race™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic*



81113 • Magnum Grip Stealth Pro Bandit Race™

TRANSMISSION MAKE	TRANSMISSION MODEL
GM	1962-1973 Powerglide Automatic*



*4L60E, 4L65E, 4L80E and 4L85E transmissions require 4-speed gate plate #80712. And if equipped with a PRNDL switch, will need installation kit #75498. Ford C4, C6 and AOD require optional installation kit #40496. Ford AODE & 4R70W requires optional installation kit #40504. Ford E40D & 4R100 requires optional installation kit #40505. **Interchangeable 3 and 4 speed gate plates available on page 54.**

80884 • Optional Mounting Bracket



Page 55 • Magnum Grip Plates



PRECISION SPORTSHIFTERS™

Shorter Throw, Better Feel

B&M Precision SportShifters 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.



45126 • BMW 3 & 5 Series Shifter

Fits 1984-2006 BMW 3 Series, E30, E36 & E46, 1987-2006 M3, 1996-2002 5 Series, E39 & M5 Models

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
- Dampened pivot cup with self lubricating pivot ball
- 20-25% shift throw reduction
- Counter balanced to reduce effort
- 2 piece 416 Stainless Steel & aluminum stick
- 6061-T6 Billet aluminum base
- Isolated two piece stick minimizes audible vibration
- German made polymer T-500 lower pivot bushings



45052 • Chevrolet Camaro & Pontiac Firebird Shifter

Fits 1993-2002 Chevy Camaro & Pontiac Firebird w/ V8 & 6 speed T56 Transmissions

B&M Precision SportShifters substantially shorten the shifter throw in your late model Camaro. Machined 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 • Chevrolet Corvette Shifter

Fits 2008-2013 Chevrolet Corvettes: C6 & Z06 Models - Does Not Fit Grand Sport Model

The B&M Precision SportsShifter for C6 Corvette's, feature precision engineered throw reduction combined with ultra-durable components resulting in positive, highly responsive shifts that will have you asking yourself, "why didn't I upgrade my Corvette shifter sooner?" With the countless hours spent in designing and testing, you can be sure these shifters will match your high demand for quality and the shifting performance your Corvette deserves!

- Engineered for precision shifts
- 33% shift throw reduction
- Accepts factory knob
- Stainless Steel lower stick
- 6061-T6 Billet aluminum base
- No modifications to factory trim needed



45044 • Chevrolet Corvette Shifter

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



45195 • Jeep Wrangler Shifter

Fits 2005-2018 Jeep TJ & JK Wrangler

B&M Racing introduces the Precision SportShifter for 2005-2018 Jeep Wranglers equipped with the NSG370 6-speed manual transmission. B&M Racing is the first and only company to address the JK's need for an upgraded manual shifter option. The unit features a CNC machined billet aluminum case with an electric blue anodized finish housing super tough 4140 chromoly internal components. Shift throw has been reduced by 35% over the factory shifter along with increased detent pressure creating a noticeably stiffer shift feel addressing the weak factory detent springs that can pop out of gear while off-roading. The shifter uses the factory shift stick and knob, or the new B&M shift handle with a round black B&M knob is available separately.

- 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



46200 • Jeep Wrangler Shifter Stick

Fits 2005-2018 Jeep TJ/LJ/JK Wrangler

This B&M shifter stick assembly is designed specifically for all 2007-2018 Jeep Wrangler models with 6 speed manual transmissions and can be used as either a direct-replacement of the factory shifter stick, or as the finishing touch when used with our JK Precision SportShifter part #45195. Constructed from high strength 4340 nickel-chromoly steel with improved bends giving you more shifting leverage and comfort than the factory stick and includes a black round shift knob with the B&M logo engraved on top. The shift handle features a durable black e-coat finish and a 3/8 x 16 thread pattern so you can customize the look of your shifter with other styles and colors of shift knobs.

- Ergonomic Bends for Improved Shifting Comfort
- Heavy-duty 4340 Nickel-Chromoly Alloy Stick
- Durable Black E-coat Finish



45048 • Jeep Wrangler

Fits 1999-2004 Jeep Wrangler TJ

This exceptional B&M Precision Sport Shifter is engineered for 1999-2004 Jeep Wranglers with NV3550 manual transmissions. The shifter is CAD designed and uses the finest materials resulting in a shift reduction of 30% for quicker more positive shifts you can depend on when off-roading, or everyday driving. Features include a 303 stainless steel stick assembly, CNC machined T6061 aluminum base and glass filled nylon pivot ball for firm positive shifts.

- 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



45047 • Honda Civic, CRX, Del Sol & Acura Integra

Fits 1988-2000 Honda Civic, 1988-1991 Honda CRX, 1993-1997 Honda Del Sol, 1990-2001 Acura Integra

This Precision SportShifter retains the factory style main bearing pivot and stick bends, but uses B&M's original weighted design for balanced short-throw shifting. Reduces shift throw by 28-30% faster and more precise shifting.

- Engineered for precision shifts
- 28-30% shift throw reduction
- 303 Stainless Steel stick
- Stick has factory bend
- Accepts factory knob
- Direct bolt on installation
- Weighted and balanced design



45075 • Honda Civic, CRX, Del Sol & Acura Integra

Fits 1988-2000 Honda Civic, 1988-1991 Honda CRX, 1993-1997 Honda Del Sol, 1990-2001 Acura Integra

This Precision SportShifter retains the factory style main bearing pivot, but uses B&M's weighted straight stick design for balanced short-throw shifting. Reduces shift throw by 28-30% faster and more precise shifting.

- Engineered for precision shifts
- 28-30% shift throw reduction
- 303 Stainless Steel stick
- Straight stick design
- Accepts factory knob
- Direct bolt on installation
- Weighted and balanced design



45059 • Jeep Wrangler

Fits 1990-1998 Jeep Wrangler YJ/TJ

This exceptional B&M Precision SportShifter is engineered for 1990-1998 Jeep Wranglers with AX15 manual transmissions. The shifter is CAD designed and uses the finest materials such as CNC machined T6061 aluminum housing, 303 stainless steel stick assembly and a glass filled nylon pivot ball for firm and positive shifts. All of this combined with a simple straight forward installation provides a professional level shifter at a great price.

- 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



45163 • Nissan 350Z, 370Z & Infiniti G35, G37

Fits 2003-2015 Nissan 350Z / 370Z & 2003-2013 Infiniti G35 / G37

When Nissan unveiled their new interpretation of the "Z" brand, B&M was one of the first to offer an improved Precision SportShifter for the 350Z/370Z, and Infiniti's G35/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

Manual Shifters

45088 • Nissan 180SX, 200SX, 240SX

Fits 88-99 180SX, 200SX JDM Models, 88-99 240SX w/ SR20/RB20 NA, 91-94 Pulsar GTiR, Skyline Models w/ RB20 NA

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 desires. 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 • Pontiac GTO

Fits all 2004-2006 Pontiac GTO Models

This Precision 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
- 37% shift throw reduction
- Spherical glass filled composite main pivot bearing
- 303S Stainless Steel stick
- CNC-machined aluminum base
- Direct bolt on installation



45135 • Porsche Boxter, Cayman, 911

Fits 05-11 911, Boxster/S (997/987), 98-04 911 (996), 96-04 Boxster/S (986), 05-12 Cayman/S (987110/987120)

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!

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



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 oil 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. To prevent contamination left from worn parts from being circulated in your new components and causing premature wear, we strongly recommend protecting your investment by adding a new SuperCooler transmission cooler with all new transmission installations.

With a B&M SuperCooler 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 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 SuperCooler 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 SuperCoolers 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.



70200 • Replacement Temp Sensor

SUPERCooler™

Engine Oil & Automatic Transmission Coolers

The newest of the B&M high performance heat exchangers, the 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 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
- 30% more cooling than a traditional tube and fin design
- 15x less flow restriction than a tube and fin design

DIMENSIONS	FAN DIA.	FAN CFM	FAN AMPS	WEIGHT	PART NUMBER
13.5" x 9" x 3.5"	9-1/2"	500 CFM	6 amps	7 lbs	70297
10" x 7.5" x 4"	7"	350 CFM	6 amps	5 lbs	70298



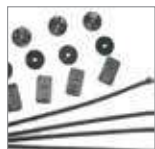
SUPERCOOLER™

Automatic Transmission Coolers

Your transmission's greatest ally! A B&M SuperCooler is built using all aluminum components and is furnace brazed; these stacked 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!

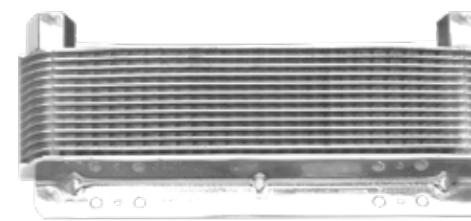
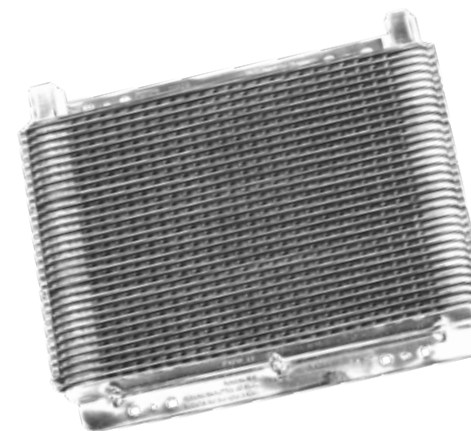
- Stacked plate design
- Low pressure drop
- All aluminum construction
- Oven brazed assembly
- Efficient and effective design
- Includes install kit
- 11/32" extended barb fittings ensure leak free connection
- 30% more cooling than a traditional tube and fin design
- 15x less flow restriction than a tube and fin design



80278 • Easy Mounting Kit for SuperCoolers

See Page 57

DIMENSIONS	BTU RATING	PART NUMBER
11"x 5.75"x .75"	9800 BTU	70255
11"x 7.25"x .75"	13,000 BTU	70268
11"x 5.75"x1.5"	14,400 BTU	70264



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: RV's 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.

- ATF, engine oil, differential oil, or even power steering fluid compatible
- Stacked plate design
- Larger capacity than standard SuperCoolers
- Ideal for racing and heavy duty applications
- Oven brazed, all aluminum construction
- Pressure tested to 200 PSI
- 1/2" NPT fittings – easily adapted to any fittings
- 30% more cooling than a traditional tube and fin design
- 15x less flow restriction than a tube and fin design

Black SuperCoolers

DIMENSIONS	BTU RATING	PART NUMBER
11"x 5.75"x 1.5"	15,000 BTU	70273
11"x 8"x 1.5"	20,500 BTU	70266
11"x 11"x 1.5"	29,200 BTU	70274

Polished SuperCoolers

DIMENSIONS	BTU RATING	PART NUMBER
11"x 2.75"x 1.5"	7,500 BTU	70265
11"x 8"x 1.5"	20,500 BTU	70272

SUPERCOOLER™ APPLICATION GUIDE

AUTOMATIC TRANSMISSION FLUID COOLING		
TORQUE CONVERTER STALL RANGE	PUSH-ON FITTINGS	FOR USE WITH BRAIDED LINE & AN FITTINGS
Stock stall converter	70255	
2000 stall converter	70268	
2400 stall converter	70268	70273
3000 stall converter	70264	70266
3500+ stall converter		70266 or 70274
STREET RODS		
Small Blocks naturally aspirated cruisers		70265*
Blown Small Blocks & Big Blocks		70272* or 70298
STREET MACHINES & MUSCLE CARS		
SMALL BLOCK—LESS THAN 3200 LBS		
2000 stall converter		70255 or 70268
2400 stall converter		70268 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
SMALL BLOCK—GREATER THAN 3200 LBS		
2000 stall converter		70268
2400 stall converter		70264 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
BIG BLOCK—LESS THAN 3200 LBS		
2000 stall converter		70268
2400 stall converter		70264 or 70273
3000 stall converter		70264 or 70266
3500+ stall converter		70266 or 70274
BIG BLOCK—GREATER THAN 3200 LBS		
2000 stall converter		70264
2400 stall converter		70264 or 70273
3000 stall converter		70266 or 70274
3500+ stall converter		70274 or 70298
DRAG RACING		
Dragster—Bracket Racing & Super Class Racing		70266 or 70272*
Door Car—Bracket Racing & Super Class Racing		70266 or 70272*
Blown or Nitrous Injected		70266, 70274 or 70297
ROAD RACING (DETERMINED BY MOUNTING LOCATION)		
Engine Oil Cooler		70266, 70274 or 70297
Differential Cooler		70266, 70274 or 70297
Manual Gearbox		70273 or 70266
Automatic Transmission		70266 or 70298
CIRCLE TRACK (DETERMINED BY MOUNTING LOCATION)		
Engine Oil Cooler		70266, 70274 or 70297
Differential Cooler		70266, 70274 or 70297
Manual Gearbox		70273 or 70266
Automatic Transmission		70266 or 70298
OFF-ROAD VEHICLES		
4WD Automatic Transmission		70264 or 70266
Rock Crawling & Trail Riding—Automatic Transmission		70297
Rock Crawling & Trail Riding—Power Steering		70273 or 70298
Desert Racing—Automatic Transmission		70266 or 70297
Short Course Racing—Automatic Transmission		70274 or 70297
TOWING		
Pickup with small trailer or boat (10,000 GVW total)		70268
Pickup with trailer or boat (14,000 GVW total)		70264
Pickup or 5th Wheel with trailer & motorhomes (18,000 GVW total)		70266
Pickup or 5th Wheel with trailer & motorhomes (Over 18,000 GVW total)		70297

* Polished cooler.

MORE FLUID, BETTER COOLING

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.

- 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
- Includes drain plug, temperature sensor ports, and all necessary mounting hardware



Chrome Plated Steel Deep Transmission 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
- Most use OE Filter. *Use B&M filter replacement part 10288



APPLICATION	CAPACITY GAINS	DESCRIPTION	PART NUMBER
44RH/46RE/46RH/47RE/TF727/ 518&618/48RE Cummins**	4 quarts	Cast Deep - Aluminum	10280
NAG-1	3 quarts	Cast Deep - Aluminum	10300
C4 Transmission*	2 quarts	Cast Deep - Aluminum	50281
C6*	2 quarts	Cast Deep - Aluminum	40281
AOD/AODE/ and 4R70W	3 quarts	Cast Deep - Aluminum	40291
Ford 6R80	3.25 quarts	Cast Deep - Aluminum	70394
Ford, E40D, 5R100, 4R100	3.5 quarts	Cast Deep - Aluminum	40295
Powerglide*	2 quarts	Cast Deep - Aluminum	70280
TH350*	3 quarts	Cast Deep - Aluminum	30280
TH350*	3 quarts	Chrome - Steel	30289
TH400	2 quarts	Cast Deep - Aluminum	20280
TH400	2 quarts	Chrome - Steel	20289
700R4	3 quarts	Chrome - Steel	70289
4L60 and 4L60E	3 quarts	Cast Deep - Aluminum	70260
4L80E	3 quarts	Cast Deep - Aluminum	70295
6L80E Car***	1.8 quarts	Cast Deep - Aluminum	70391
6L80E Truck	2 quarts	Cast Deep - Aluminum	70392
Toyota AB60 Transmission	3.5 quarts	Cast Deep - Black	70393
GM Allison 1000, 2000 & 2400	2.5 quarts	Cast Deep - Aluminum	70390
GM Allison 1000, 2000 & 2400	2.5 quarts	Cast Deep - Black	71390

Note: Most pans use OE filter // *Use B&M Filter Replacement part 10288 // **Use B&M Filter Extension part #10279 //

***Designed specifically for Camaro SS applications. May fit other vehicles. Check for proper clearance and fitment.

SUPER STRONG, SUPER COOL

Cast Aluminum Differential Covers

Don't let our diff covers' rugged good looks fool you. It was designed with several features you just won't find on factory equipped diff covers. Like being cast from T6 Aluminum for added strength and durability, large external fins for cooling and increased fluid capacity to also help dissipate heat. And we didn't stop there, we added load bolts to help support the bearing caps from deflection, incorporated a magnetic drain plug for servicing and milled the B&M logo in the cover for bragging rights. Now that's a differential cover you can be proud to say you own!

- Aluminum finned construction for strength & improved heat transfer
- Load bolts provide additional support to bearing caps
- Additional fluid capacity improves cooling
- Fill plug and magnetic drain plug ease servicing
- Includes Stainless Steel mounting hardware

APPLICATION	ALUMINUM	BLACK
DANA 30 10 BOLT (FRONT)	10310	11310
DANA 35 10 BOLT	10311	11311
DANA 60-70 10 BOLT	10314	11314
DANA 80 10 BOLT	10315	11315
CHRYSLER 9.25" 12 BOLT	10306	11306
AAM 9.5/9.76	----	71506
AAM 10.5 14 Bolt	----	11316
AAM 11.5" 14 BOLT	----	11317
FORD 8.8 10 BOLT	40297	41297
FORD Super 8.8	----	41296
FORD 9.75" 12 BOLT	40298	41298
FORD Sterling 10.25/10.5 12 BOLT	----	41299
GM 8.2" 10 BOLT B.O.P.	70503	----
GM 8.2"/8.5"/8.6 R.G.10 BOLT	70502	71502
GM 8.875" R.G. 12 BOLT (CAR)	70500	----
GM 8.875" R.G. 12 BOLT (TRUCK)	70504	71504
GM 10.5" 14 BOLT	70501	71501
GM 9.5" 14 BOLT	70505	71505



FOR THE SERIOUS OFF-ROADER

Nodular Iron Differential Covers

B&M's Nodular Iron differential covers are specifically designed for serious off-road enthusiasts. These super tough differential covers are perfect for Jeep Wranglers, Cherokees and all applications with Dana 30 or Dana 44 differentials. Features include a super durable black powder coated clear gloss finish with machined B&M logo, reinforcing ribs to help strengthen the cover and give it rugged good looks. Other features include a magnetic drain plug, a fill port with an o-ringed magnetic dipstick with "easy-grip" checkering for a sure grip when checking fluid levels whether on the trail, in the shop or at home.

- Super tough nodular iron construction
- Finned for strength & improved heat transfer
- Low profile design for tight fit applications
- Fill plug and magnetic drain plug ease servicing
- Includes Stainless Steel mounting hardware
- Made in the USA

APPLICATION	PART
DANA 30 10 BOLT	12310
DANA 44 10 BOLT	12312



Shifter Accessories & Service Parts

Shifter Accessories & Service Parts



80741 • Hammer Chrome T-Handle

Chrome plated Hammer Head T-handle w/SAE inserts (for most B&M shifters excluding manual shifters) includes SAE thread adapters. Fits 1/2-20, 3/8-24, 3/8-16, and 5/16-18 threads.



80534 • QuickSilver Billet Shifter Knob

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



80670 • QuickSilver Chrome Knob

Quicksilver Knob Fits B&M QuickSilver and Console QuickSilver shifters PN 80683, 80676 and 80688.



80669 • QuickSilver Knob Insert

Quicksilver Knob insert fits B&M QuickSilver and Console QuickSilver shifters PN 80683, 80676 and 80688.



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.



80846 • Lens & Insert

Lens insert for B&M shifter knob part numbers 46112.



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.



80641 • Universal Aluminum T-Handle

Universal Shifter T-Handle with B&M Logo, Aluminum, SAE Threads Fits 1/2-20, 3/8-24, 3/8-16, and 5/16-18 SAE thread. Fits most B&M shifters & most aftermarket (SAE) shifters.



80643 • Universal Chrome 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.



80658 • Universal Aluminum T-Handle with Button

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 sticks and a 12 Volt momentary switch to activate line-lock, transbrake or nitrous. Fits most B&M shifters & most aftermarket (SAE) shifters.



80659 • Universal Chrome T-Handle with Button

This B&M universal button T-handle with chrome finish 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 sticks and a 12 Volt momentary switch to activate line-lock, transbrake or nitrous. Fits most B&M shifters & most aftermarket (SAE) shifters.



Magnum Grip Auto Shift Handle Set

Designed to replace the factory shift knobs for automatic transmissions. Modeled after popular Magnum Grip designs used on B&M's racing shifters for modern look with a functional feel and fit. CNC machined from billet aluminum and are black anodized for a durable finish. Includes a transmission shift handle along with a matching transfer case shift handle and all hardware.

MAKE/MODEL	PART NUMBER
12-17 Jeep Wrangler	81085
07-11 Jeep Wrangler	81101
16-17 Toyota Tacoma	81099
11-15 Toyota Tacoma	81090



Magnum Grip Button Side Plates

12-volt momentary button to activate transbrake, nitrous, launch control or two step ignition. Easy install onto any Magnum Grip shifters. Wire is completely hidden in a machined channel.

STYLE	BUTTON SIDE	PART NUMBER
Single Button, Black Anodized	Left	81063
Single Button, Clear Anodized	Left	81060
Single Button, Black Anodized	Right	81078
Dual Button, Black Anodized	Left	81164



81086 • Magnum Grip Rosewood Side Plates

These smooth, matte finished real Rosewood side plates feature the B&M logo laser cut into the hardwood by a custom gun stock manufacturer right here in the USA. These replacement shift handles will fit all B&M Magnum Grip shifters.



Magnum Grip Polycarbonate Side Plates

Customize the look of your B&M Magnum Grip handle with these all new colorful side plates. The knurled texture is molded into the plastic for a sure grip even in the most extreme terrain.

COLOR	PART #
Black	81200
Blue	81201
Green	81202
Orange	81203
Red	81204
White	81205
Yellow	81206



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

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 QuickSilver

Service part for the 68-69 Camaro Console Quicksilver. Whether the original 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 for Console MegaShifter

Service part for the 68-69 Camaro Console MegaShifter. Whether the original 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.



81122 • Pro Ratchet Stealth Aluminum Cover

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 original cover is worn out, damaged, or missing... this cover is readily available as a replacement. Includes mounting screws, indicator decals, and gear indicator pointer.



81165 • USB Charging Port Replacement Skirt

Replacement skirt for the MegaShifter and SportShifter that 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.



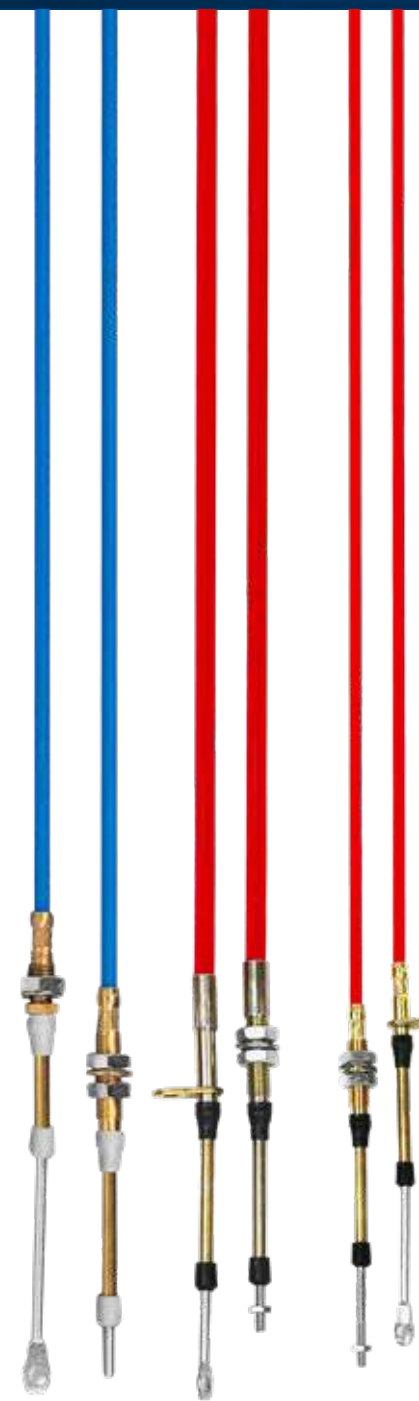
80883 • CO2 Ram Cylinder

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".



80884 • Mounting Bracket for Bandit Shifters

Aluminum floor mounting bracket compatible with all B&M Bandit line of shifters. Sold individually.



SHIFTER CABLES

Unimatic Shifter Cables

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

- Prelubed for smooth operation
- Properly clearanced to reduce backlash
- 0.25" outer diameter blue 'long lay' outer jacket

LENGTH	PART
All Unimatic 5-ft Blue Jacket cable	80735
All Unimatic 6-ft Blue Jacket cable	*80740

* Recommended for Chrysler applications.

Super Duty 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 prelubed for smooth operation.

- Rotary swaged ends
- Less than .015" per foot backlash
- Supplied with Pro Ratchet, Pro Stick & Pro Bandit; can be used on all B&M shifters (except Unimatic)

LENGTH	PART
3-ft. cable (eyelet/thread)	80831
4-ft. cable (eyelet/thread)	80832
5-ft. cable (eyelet/thread)	80833
8-ft. cable (eyelet/thread)	80834
10-ft. cable (eyelet/thread)	80835
12-ft. cable (eyelet/thread)	80836

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
- 0.250" outer diameter 'long lay' outer jacket
- These cables are supplied with most B&M shifters (except race shifters)

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

LENGTH	PART
6-ft. cable	80506

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

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

Shifter Accessories & Service Parts

Shifter Accessories & Service Parts

B&M AUTOMATIC SHIFTER ACCESSORIES	PART	DESCRIPTION
Brushed aluminum cover, Pro Stick	80717	Supplied with 80706 shifter (includes quick release pins)
Bracket & Lever Kit	35498	For GM TH400, 350, 250, 200, 200-4R, 700R4, 4L60, 4L60E, 4L80E, 4L85E
Bracket & Lever Kit	70497	For GM '62-'73 Powerglide w/o T.V. Hole
Bracket & Lever Kit	75498	For GM 4L60E, 4L65E, 4L80E, 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 trans
Bracket & Lever Kit	40504	For Ford AODE or 4R70W transmissions
Bracket & Lever Kit	40505	For Ford E40D or 4R100 transmissions
Cable Bracket, GM	30499	For TH400, 350, 250, 200, 200-4R, 700R4, 4L60, 4L60E, 4L80E, 4L85E
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 4L60, 4L60E, 4L65E, 4L80E, 4L85E with PRNDL switch
Cable Bracket, Ford	40498	For C6 transmissions
Cable Bracket, Ford	50499	For C4 transmissions
Cable Bracket, Ford	40495	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, 200-4R, 700R4, 4L60, 4L60E, 4L80E, 4L85E with 80797, 80798 or 81050 shifter
Cable Bracket, Ford (Bandit style shifters only)	40489	For C6 with 80797, 80798 or 81050 shifter
Cable Bracket, Ford (Bandit style shifters only)	50488	For C4 with 80797, 80798 or 81050 shifter
Gate Plate & 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, and Composite X	80712	4-speed forward pattern 4L60E, 4L65E, 4L80E, and 4L85E w/o PRNDL switch
Mounting Bracket	80884	Floor mount bracket 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 Bandits 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, 4L65E, 4L80E transmissions
Trans Lever	40461	For Ford C6, C4 transmissions
Trans Lever	10462	For Chrysler TF727 or 904 transmissions

AUTOMATIC SHIFTER SERVICE PARTS	REPLACEMENT T-HANDLE OR KNOB	KNOB INSERT	SHIFTER STICK	TRIGGER	BOOT	CHROME OR TOP COVER	BLACK PLASTIC COVER SKIRT	ALUMINUM COVER SKIRT	REPLACEMENT PINS FOR PROSTICK	INDICATOR WINDOW OR DECAL STANDARD PATTERN	INDICATOR WINDOW OR DECAL - REV. PATTERN	INDICATOR CABLE/POINTER	NEUTRAL REVERSE MICRO SWITCH	INDICATOR LIGHT	BACK-UP LIGHT KIT	5' REPLACEMENT CABLE
80775 Unimatic	80642												80609			80735
80776 SportShifter	80642				80661	80820	80665			80816		80813	80609	80667		80605
80681 Z-Gate	80642			80837		80645	80646						80629		80580	80605
80675 StarShifter	80641		80588	80837	80611	80616	80617			80849		80615	80629			80605
80885/81001/81002 Hammer	80741		80891	80892	80890	80893	80894			80895		80897	80629	80896		80605
80683/80676 QuickSilver	80670	80669	80587		80673	80671	80617			80672 80898	80618		80629	80729		80605
81125/81025 Console QuickSilver	80670	80669	80586		80673	81027				80672 80898	80618		80629	80729		80605
80688 Console QuickSilver	80670	80669	80586		80673	80644				80672 80898	80618		80629			
80690 MegaShifter	80641		80589	80837	80668	80820	80665			80696	80697	80814	80629	80667		80605
80692 Console MegaShifter	80641		80695	80838	80668	80663				80696	80697	80815	80629	80667		80605
80694 Console MegaShifter	80641		80695	80838	80668	80664				80696	80697	80815	80629	80667		80605
81035 Console MegaShifter	80641		80695	80838	80668	81037				80696	80697	80815	80629	80667		80605
80680 Truck MegaShifter	80641		80589	80837	80668	80820	80727			80696	80697	80814	80629	80667		80605
80701/80702/80706 Pro Stick	46110		80811	80868				80717	81127	80847	80847		80609			80833
81040 Magnum Grip				80868						80869	80869		80609			80833
81052 PS Stealth Magnum Grip										80696	80869		80609			80833
80840/80842 Pro Ratchet	46110		80586		80821		80821 81122*			80848	80848	80615	80629			80833
81120 PR Stealth Magnum Grip																
80797 Street Bandit	80534			80839									80628			80604
81050 Magnum Grip Street Bandit				80868						80869	80869		80628			80604
80793/81112 Pro Bandit & Stealth				80839									80609			80833
81045 Magnum Grip Pro Bandit				80868						80869	80869		80609			80833
81113 Pro Bandit Stealth Mag				80888						80869	80869		80609			80833

*Black Aluminum



Trick Shift ATF

With Trick Shift, you can literally pour in performance! Originally developed by B&M and a major oil company back in the early 1960's for racing applications. No other company offered a fluid strictly for performance shifting. Its 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 (utilize exclusively for maximum improvement)
- Not recommended for electronic controlled transmissions

TRICK SHIFT	PART
1 Quart	80259
1 Quart (Box of 12)	80261
1 Gallon (Box of 6)	80260



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.

22200 • Ford F-150 6R80 Locking Transmission Dipstick



Allows for a quick and easy check of the automatic transmission fluid level and fluid quality by the vehicle owner. Constructed of billet stainless steel fittings, steel braided hose and black anodized aluminum 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.

22168 • Chevy Camaro 6L80E Locking Automatic Transmission Dipstick



Allows for a quick and easy check of the automatic transmission fluid level and fluid quality by the vehicle owner. Constructed of billet stainless steel fittings, steel braided hose and black anodized aluminum 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: Made specifically to fit 2010-2015 Camaro SS. May fit other applications.

W5A580/NAG-1 Locking Transmission Dipstick



Allows for a quick and easy check of the transmission fluid level and fluid quality by the vehicle owner. Constructed of billet stainless steel fittings, steel braided hose and black anodized aluminum cap, 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. Fits W5A580/NAG-1 auto trans used in the 06-12 Dodge Charger, 05-08 Magnum, 08-12 Challenger and 05-12 Chrysler 300.

ENGINE	PART
3.5L Engine	22300
3.6L Engine	22300
5.7L Engine	22301
6.1L Engine	22302
6.4L Engine	22302



Aluminum Braided Dipstick

This trick looking B&M transmission dipstick has a solid billet aluminum handle with the B&M logo laser etched on the top of the handle showing off that you care about the details. The billet dipstick handle is also threaded and incorporates an O-ring seal that guarantee's a leak free seal when secured into the steel braided housing. There is also a sealing grommet at the base of the braided housing where it joins with the transmission ensuring for a leak free connection.

TRANSMISSION	LENGTH	PART NUMBER
GM TH350	13.5"	22165
GM TH400	13.5"	22166
GM 700R4 (4L60)	11.5"	22167



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).



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.



70354 • 4L60E Filter Extension

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.



70288 • Filter Extension for B&M Deep Transmission Pans 70289 & 70260

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.



20271 • Filter Extension for B&M Deep Transmission Pans 20280 & 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.



30284 • Filter Extension for B&M Deep Transmission Pans 30280 & 30289

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.



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 most B&M chrome steel deep pans and cast aluminum deep pans.



70237 • GM TH700R4 Kickdown Kit

TH700R4 transmissions will downshift from fourth to third gear anytime there is more than about half throttle (except Corvette and some H.O. Camaros and Firebirds). As a result, it is impossible to cruise at high speeds in overdrive (fourth) gear. This kit prevents a forced part throttle kickdown from fourth to third gear, and allows cruising at higher speeds in overdrive. The transmission will only kick down from fourth to third gear at 3/4 throttle.

GM 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.



TRANSMISSION	PART
TH350 TV/Kickdown Cable	30287
GM 700R4 TV Cable	70242



20297 • GM TH400 Kickdown Switch

When swapping the TH400 transmission into any vehicle, this kit makes installation of the transmission's kickdown feature a snap. This switch mounts to either a TH700R4, TH200, TH200-R4 or TH350 throttle cable bracket.



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.



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



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.

TRANSMISSION	PART
FORD 4R70W	40504
E400/4R100	40505



80217 • Power Switch for GM Clutch Converters

Power switch For GM Clutch Converters, 1981 to 1989 GM TH700R4 1981 to 1991 200-4R, 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 TH700R4 and the 200-4R 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.



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.



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.



20248 • Transmission Governor Recalibration Kit For TH700R4, TH400 & TH350

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.



70244 • Converter Lockup Controller

This B&M Converter Lockup Controller kit is for vehicles with mechanical speedometers and 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.



70248 • Converter Lockup Controller w/ Factory GM Electric Speed Sensor

This B&M Lockup Controller unit is for GM transmissions that are equipped with an OEM Electric Speed Sensor when using a GM electronic speedometer and provides control of lockup through vehicle speed on GM TH700R4, 200, 200-4R, 350 and 4L60 with a lockup converter. Does Not work with electronically controlled GM transmissions re: 4L60E, 4L80E etc. Can also be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style. Use #70244 for mechanically controlled driven speedometers.



Speedometer Cable & Generator for 70244 GM Converter Lock-Up Control Kit

This B&M Lockup Controller unit is for GM transmissions that are equipped with an OEM Electric Speed Sensor when using a GM electronic speedometer and provides control of lockup through vehicle speed on GM TH700R4, 200, 200-4R, 350 and 4L60 with a lockup converter. Does Not work with electronically controlled GM transmissions re: 4L60E, 4L80E etc. Can also be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style. Use #70244 for mechanically controlled driven speedometers.

COMPONENT	PART
Speedo Cable	70208
Speedo Cable & Generator	70209



80212 • B&M Temperature Gauge

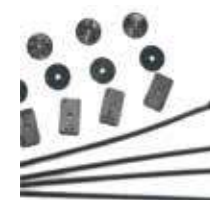
Most transmission and converter failures can be traced directly to excessive heat. Even if your vehicle was equipped with a standard transmission cooler, it is an excellent idea to install a transmission temp gauge. This is because most of the time an engine will produce enough power to overheat the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



46054 • B&M 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 CommandFlo 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.

- Accurate Fuel Pressure Measurement
- Prevents Lean Conditions
- White face
- Up to 100 PSI



80278 • B&M Easy Mounting Kit for SuperCoolers

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 are intended primarily as a brake-locking device for drag racing, but they also can be used on the street as a hill-holder for a maximum of up to 60 seconds. These high quality solenoids 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-line fuse assembly, indicator light, aluminum switch mount, and button switch.



46075 • Launch Control Solenoid

B&M Launch Controls are intended primarily as a brake-locking device for drag racing, but they also can be used on the street as a hill-holder for a maximum of up to 60 seconds. These high quality solenoids 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.



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.

DESCRIPTION	PART
Red Momentary Switch	46013
Green Momentary Switch	46003



20298 • Speedometer Block-Off Plug for Manual Transmissions

B&M Racing & Performance brings you this billet aluminum speedometer port block-off plug that fits all Tremec 3550, T-5, TKO 5 speeds, Magnum 6 speeds and Borg Warner T-45 manual transmissions. The plug is used to block the mechanical speedometer gear port when upgrading to an electronic speedometer and keep containments from getting in your transmission. It features a black Mil-Spec anodized finish for long lasting good looks, even in harsh conditions. Comes with installation instructions for an easy and quick installation.



20298 • B.O.P. Transmission Bellhousing Adapter Plate

This transmission bellhousing adapter plate was developed to bolt a Buick, Oldsmobile or Pontiac TH350, TH400 or TH700R4 transmission on Chevrolet small block big block engines manufactured after 1962. Does not fit late model LS or LS based LT engines. The heavy gauge adapter plate is laser cut to exacting tolerances for a precise fit, then powdercoated with a premium black finish. Also features the iconic B&M name laser cut in the plate. Includes hardware to mount the adapter plate to the transmission and installation instructions. Made in the USA.

Apparel



669986 • B&M Logo Embroidered Hat

Premium quality black snap-back, flat bill hat featuring the B&M logo. One size fits most.

- Black cotton twill hat
- Embroidered B&M logo
- Stylish racing apparel
- Snap-back style; one size fits most



669989 • XDR Logo Embroidered Hat

Premium quality black snap-back, flat bill hat featuring the XDR logo. One size fits most.

- Black cotton twill hat
- Embroidered XDR logo
- Stylish racing apparel
- Snap-back style; one size fits most



B&M Racing T-Shirt

Celebrate B&M's 65 years of rich history with this all new t-shirt. Featuring the iconic shifter man and the year of our founding, this is the perfect wardrobe addition for any auto enthusiast. High quality black pre-shrunk cotton.

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

SIZE	PART
S	654101
M	654102
L	654103
XL	654104
2XL	654105
3XL	654106



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 82"W 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