

# TRANSMISSION

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**TRANSMISSION CROSSMEMBER**

*Powerglide, TH350, TH400*

|               |   |               |
|---------------|---|---------------|
| <b>BY4558</b> | 26-36" inside rails- straight inc mount | <b>£82.19</b> |
| <b>BY4559</b> | 26-36" inside rails -3" drop inc mount  | <b>£86.68</b> |



## TORQUE CONVERTERS

*Not suitable for Turbochargers, Blowers, Transbrake, Big Blocks.  
 Lock up converter trans' or Nitrous unless clearly stated.*

The stall figures are based on the following- an engine producing 230 ft lbs of torque, at 2500rpm. More torque at 2500rpm will give you greater than rated stall speed. Less torque will give you less than the rated stall speed. An approximation of how camshafts affect stall speed, follows- advertised duration up to 248degrees a 2000rpm or a 2400rpm would be ok, Up to 268 a 2400rpm or 3000rpm would be ok. Over 272 degrees use a 3000rpm to 3600rpm stall converter.

**B&M** **Torque Converters- GM**  
*Rated at 375-400bhp & 350ft lbs*

|                |                                      |                |
|----------------|--------------------------------------|----------------|
| <b>BY20400</b> | <b>Torkmaster 2000 TH350/TH400</b>   | <b>£258.76</b> |
|                | 1800-2200rpm stall- small flex plate |                |
| <b>BY20404</b> | <b>Torkmaster 2400 TH350/TH400</b>   | <b>£300.79</b> |
|                | 2200-2600rpm stall- small flex plate |                |

**B&M** **Torque Converters- Ford**  
*Rated at 375- 400bhp & 350ft lbs*

|                 |   |                |
|-----------------|---|----------------|
| <b>BY450738</b> | <b>TCI Street Rodder C4 70-82 26spln</b>                | <b>£335.90</b> |
|                 | 300-400rpm increase in stall, stock or mild tune        |                |
| <b>BY50441</b>  | <b>Torkmaster 2400 C4 70-82 26spln</b>                  | <b>£409.76</b> |
|                 | 2200-2600rpm stall- 10.5" B.C. flex plate, 1.375" pilot |                |

**B&M** **Torque Converters- GM**  
*Rated at 500-525bhp & 500ft lbs*

|                 |                                     |                |
|-----------------|-------------------------------------|----------------|
| <b>BY20412B</b> | <b>Holeshot 2400 TH350/TH400</b>    | <b>£472.48</b> |
|                 | 2300-2500rpm stall-small flex plate |                |

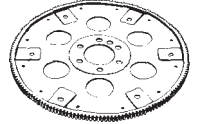
**B&M** **Torque Converters- GM**  
*Rated at 600-625bhp & 550ft lbs*

|                |  |                |
|----------------|--|----------------|
| <b>BY20480</b> | <b>Nitrous Holeshot 2400 TH350/TH400</b> | <b>£529.25</b> |
|                | 2300-2500rpm stall-dual bolt pattern     |                |
| <b>BY20481</b> | <b>Nitrous Holeshot 3000 TH350/TH400</b> | <b>£710.29</b> |
|                | 2800-3200rpm stall-dual bolt pattern     |                |

**B&M** **Torque Converters- GM**  
*Rated at 375-400bhp & 350ft lbs*

|                |  |                |
|----------------|--|----------------|
| <b>BY70420</b> | <b>Torkmaster 2000 TH700R4- 30spln</b>   | <b>£373.21</b> |
|                | Fits 1984-93 TH700R4-1993-96 4L60E V8 only. Can be used as "lockup".<br>1800-2200rpm stall- small flex plate |                |

These converters offer greater torque multiplication and a higher stall speed. Furnace brazed Impeller & Turbine, Precision Steel Pump Drive Tube, heavy duty needle bearings instead of thrust washers. New springs & rollers in stator, new Turbine Hub, Anti-balloon plates. OK with "plate" type Nitrous. **DO NOT USE WITH A TRANSBRAKE.**

**FLEX PLATES-Auto flywheel****CHEVROLET V8 SMALL BLOCK**

|                   |  |                |
|-------------------|--|----------------|
| <b>BYV516</b>     | Std- 153 teeth - Pre 1986                    | <b>£36.86</b>  |
| <b>BY399573</b>   | SFI certified, HD- 153 teeth - Pre 1986      | <b>£146.28</b> |
| <b>BYV503</b>     | Std- 168 teeth - Pre 1986                    | <b>£38.26</b>  |
| <b>BY399273</b>   | SFI certified, HD- 168 teeth - Pre 1986      | <b>£129.29</b> |
| <b>BY14088765</b> | Std- 153 teeth - <b>1986 on</b>              | <b>£43.42</b>  |
| <b>BYV508</b>     | Std- 168 teeth - <b>1986 on</b>              | <b>£39.00</b>  |
| <b>BY399773</b>   | SFI certified, HD- 168 teeth- <b>1986 on</b> | <b>£157.02</b> |
| <b>BYV504</b>     | 383/400 <b>external balance</b> 168 teeth    | <b>£36.43</b>  |
| <b>BY399373</b>   | SFI 383/400 <b>ext balance</b> 168 teeth     | <b>£121.93</b> |
| <b>BY20340</b>    | <b>LS</b> B&M SFI HD 168 Int 97-2017         | <b>£138.83</b> |

For 6 bolt cranks, dual converter pattern, does not fit all

**FORD V8 SMALL BLOCK not 281 4.6  
289-351W/C [all 351W/C are 28"oz external]**

|                  |  |                |
|------------------|--|----------------|
| <b>BYV631</b>    | Std-141 teeth <b>28"oz</b> 1974-78 Must 2        | <b>£77.16</b>  |
| <b>BY50236</b>   | Std-157 teeth-10.5" bolt circle, <b>pre 1982</b> | <b>£120.64</b> |
| <b>BY50239</b>   | HD 157teeth <b>50"oz, 1981-96</b>                | <b>£156.12</b> |
| <b>BY529615</b>  | 157 teeth <b>zero balanced-</b> no weight        | <b>£161.08</b> |
| <b>BYFRA-205</b> | Std-164 teeth <b>28"oz</b> 1968-80               | <b>£56.98</b>  |
| <b>BYV609</b>    | Std-164 teeth <b>50"oz,1982 on 302</b>           | <b>£48.90</b>  |
| <b>BY50238</b>   | Std-164 teeth <b>AOD 82-95 11.4" B/C</b>         | <b>£86.52</b>  |

**CHEVROLET V8 BIG BLOCK 396-454 MK:4/5/6**

|                 |  |                |
|-----------------|--|----------------|
| <b>BY399273</b> | SFI certified, HD- 168 teeth 396-427<br>1965-90 <b>no weight</b>   | <b>£129.29</b> |
| <b>BY399473</b> | SFI certified, HD- 168 teeth 454<br>1970-90 <b>with weight</b>   | <b>£134.66</b> |
| <b>BY399973</b> | SFI certified, HD- 168 teeth 454 MK5<br>1991-95 <b>with weight &amp; cast crank. Dual bolt pattern, 1 piece rear seal.</b> | <b>£144.66</b> |

**FORD V8 BIG BLOCK- inc FE**

|                  |                     |               |
|------------------|---------------------|---------------|
| <b>BYFRA-212</b> | Std FE 390 check bk | <b>£68.20</b> |
| <b>BYFRA-224</b> | Std FE 428          | <b>£65.03</b> |

**PONTIAC V8 326-455**

|                  |  |                |
|------------------|--|----------------|
| <b>BYV542</b>    | Std 166 teeth 1967-76 <b>2.75"</b> centre    | <b>£53.20</b>  |
| <b>BYFRA-117</b> | Std 166 teeth 1976-78 <b>2.5"</b> centre     | <b>£47.38</b>  |
| <b>BY13-065</b>  | SFI, HD- 166 teeth 67-76 <b>2.75"</b> centre | <b>£102.65</b> |

**CHRYSLER V8 326-455**

|   |                               |                |
|---|-------------------------------|----------------|
| <b>BY102360</b>   | SFI, 71-92 360, w/727         | <b>£127.90</b> |
| The above number has dual B.C. 6 bolt, external                 |                               |                |
| <b>BY145700</b>   | Std, 318-440, all Torqueflite | <b>£58.52</b>  |
| The above number has a large B.C. 6 bolt forged crank, internal |                               |                |

**BOLTS (Flex Plate & Converter)****FLEX PLATE TO CRANKSHAFT-ARP**

|                   |  |               |
|-------------------|--|---------------|
| <b>BY100-2901</b> | Chevy 2pce /Ford 7/16" x .680" 12pt head | <b>£16.09</b> |
| <b>BY200-2906</b> | Chevy 1 pce seal 7/16 x .725" small head | <b>£23.08</b> |
| <b>BY244-2901</b> | Chevy GenIII 6 bolt type                 | <b>£29.24</b> |
| <b>BY200-2904</b> | Pontiac 1/2"                             | <b>£41.68</b> |
| <b>BY200-2903</b> | Chrysler 273-440 6 bolt                  | <b>£21.53</b> |

**TORQUE CONVERTER BOLTS- to FLEX PLATE**

|  |  |               |
|--|--|---------------|
| <b>BY230-7301</b>                                  | P/glide/350/400 with OEM converter         | <b>£22.39</b> |
| The above number consists of 3- 3/8" nuts & bolts  |  |               |
| <b>BY230-7302</b>                                  | P/glide/350/400 w/some-a/market converters | <b>£16.25</b> |
| The above number consists of 3- 7/16" nuts & bolts |  |               |
| <b>BY230-7304</b>                                  | GM 200/700/4L60/4L80- 3bolts               | <b>£17.80</b> |
| <b>BY6717</b>                                      | Mr G Ford 3/8" x 24 flanged l/nuts only    | <b>£14.78</b> |

## TRANSMISSION-AUTO



B&M have been rebuilding & modifying transmissions for Street & Racing for over 50 years. Experience & skills gained at the Race Track ensure B&M is still delivering the best performance automatic transmissions on the market. The Street/Strip version is a complete ready to run unit [less converter & speedo drive] for high performance street & mild strip use. The transmission provides firm shifts & features a standard shift pattern. The units we keep in stock are for RWD and 2WD applications. Other types are available to order. Measuring the distance between your top 2 bellhousing bolts can help you decide what you have- GM Buick, Olds, Pontiac 7", GM Chevrolet 8.25", Ford C6 289-351W 5-1/8", Ford C6 FE 6", Ford C6 351M/400M, 429/460 7.75", Mopar 727 & 904 273-360 7.75", Mopar 727 361-440 6.5".

H.D. TRANSMISSIONS  
Built and Tested in the USA.

TCI Street Rodder Transmission packages, are the perfect solution for Street Cruisers who want excellent street performance and durability. Standard parts are replaced with TCI high performance parts where applicable. A valve body improvement kit is installed to give you firmer shifts, but not too harsh. These transmissions are fully automatic & retain the standard shift pattern. The transmission has a static hydraulic pressure test as well as a pressure test on a dyno. The torque converter has an approximate increase in stall speed of 300-400rpm, quicker acceleration, improved low end power and smooth running in stock or mildly modified engines. These packages consist of- Transmission, Cooler and fluid. Some include a dipstick.

STREET/STRIP CHEVROLET V8 TH350  
[non lockup] 1965-91 2WD, RWD

B&M Street/Strip up to 450bhp/400ft lbs. This transmission provides firm shifts with a std shift pattern. Ideal for high performance street and mild strip use. 1st gear ratio 2.52, 2nd 1.52, 3rd 1:00 to 1. Extra wide direct drum bushing, machined forward & direct pistons, new kickdown band with welded anchors, new intermediate and low roller clutches, B & M high performance friction plates, thrust bearings & races, adjustable modulator, new detent control link, breather and filter. Recalibrated valve body, hardened intermediate outer race & dual piston apply feature on 2-3 shift to increase torque capacity. Protect your investment with a cooler, gauge and external filter. Speedo drive not supplied.



BY113001 Chevrolet- TH350 -2WD 6" rear hsg £1803.80

STREET/STRIP CHEVROLET V8 TH400  
[non lockup] 1965-91 2WD, RWD

B&M Street/Strip up to 600bhp/550ft lbs. Large diameter bushing for use with large diameter yoke. 1-7/8". This transmission provides firm shifts with a std shift pattern. Ideal for high performance street and mild strip use. 1st gear ratio 2.48, 2nd 1.48, 3rd 1:00 to 1. Rebuilt front pump with B&M pressure regulator spring & shims. New intermediate roller clutch, B & M high performance friction plates, thrust bearings & races, new kickdown band with welded anchors, machined centre support with new case saver ring, adjustable modulator with silencer ring, new external electric connector and kickdown solenoid. Recalibrated valve body. Protect your investment with a cooler, gauge and external filter. Speedo drive not supplied.



BY112002 Chevrolet- TH400 -2WD 4" rear hsg £1613.83

STREET/STRIP CHRYSLER DODGE/PLYMOUTH V8 TF-727  
[non lockup] 1967-79 361-440 Big Block

B&M Street/Strip up to 500bhp/450ft lbs. This transmission provides firm shifts with a std shift pattern. Ideal for high performance street and mild strip use. 18-3/8" tailshaft. Includes a rebuilt front pump, five clutch direct drum, new low roller clutch, B&M 5.0 servo lever, four pinion front carrier, B&M friction plates and a new special bellville spring. Protect your investment with a gauge, cooler and external filter. Speedo drive not supplied.



BY111212 Mopar 361-440 BBM 18-3/8" rear hsg £1743.67

STREETRODDER CHRYSLER 318-360 TF-727  
[with converter, cooler, dipstick & fluid]

TCI Streetrodder- up to 450bhp. 1967-79 318-360 SBM, non-lockup.



BY111138P1 Chrysler 18-3/8" Tailshaft £1684.03

STREETRODDER Buick/Olds/Pontiac TH350 [non lockup]  
[with converter & fluid]

TCI Streetrodder- up to 450bhp. 1969-79 Buick, Olds, Pontiac

BY311138P1 Buick,Olds,Pontiac- 6" Tailshaft £1030.72sp

STREETFIGHTER CHEVY TH700R4 [lockup]  
[with SNS converter & fluid]

TCI Streetfighter- 400- 500bhp [non supercharged]. Chevrolet 84-93. 30.5" overall length. Ratios- 1st 3.06, 2nd 1.63, 3rd 1:1, 4th [overdrive] .70". Changing into 4th will reduce your engine rpm = , less wear, less noise, better fuel economy, less emissions. eg: TH350 in top gear running at 4000rpm. TH700 in 4th gear, revs drop to 2800rpm. This unit has a failsafe "constant pressure valve body". Ideal for most modified Street vehicles. Protect your investment, with a gauge, cooler and external filter.



BY371000P4 Chevrolet TH700R4 30 spline £2846.33

**SHIFT IMPROVER KITS**

These kits are a simple & 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 & an afternoon, you can have 60 years of performance tuning built into your transmission. Heavy Duty = Firm, positive shifts, without loss of passenger comfort, for improved performance in all street vehicles. Street/Strip = This choice is for the enthusiast who wants hard, fast shifts. Eliminates excessive shift overlap. Less wear & tear on your transmission's clutches & bands.



**GENERAL MOTORS**

|                |                        |               |
|----------------|------------------------|---------------|
| <b>BY30262</b> | TH350/375B/M38 1968-81 | <b>£54.48</b> |
| <b>BY20260</b> | TH400/375/M40 1965-87  | <b>£52.08</b> |
| <b>BY70239</b> | TH700R4/4L60 1982-93   | <b>£55.73</b> |
| <b>BY70360</b> | 4L60E1993-04           | <b>£60.56</b> |



**FORD, LINCOLN, MERCURY**

|                |             |               |
|----------------|-------------|---------------|
| <b>BY50260</b> | C4 1967-69  | <b>£53.34</b> |
| <b>BY50262</b> | C4 1970-84  | <b>£50.80</b> |
| <b>BY40262</b> | C6 1967-91  | <b>£50.80</b> |
| <b>BY40263</b> | AOD 1980-92 | <b>£57.23</b> |



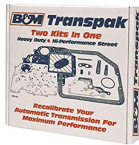
**CHRYSLER, DODGE, PLYMOUTH**  
Non Lock Up

|                 |                              |                 |
|-----------------|------------------------------|-----------------|
| <b>BY10232</b>  | TF727/904 V8 1978-79         | <b>£18.66sp</b> |
| <b>BY122500</b> | TF727 1962-79 19 & 24 spline | <b>£48.65</b>   |



**TRANSPACK KITS**

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 [TH350/400, C-6 & Chrysler Torqueflite only]. Most standard automatic transmissions won't downshift into low gear above 15mph and automatically upshift at a predetermined speed no matter what gear you are in. With the Transpak you can downshift at any speed, and you can hold the transmission in first gear to any speed you want. Ideal with a modified engine or you are towing a trailer or driving heavy loads downhill. Same choices with shift feel as Shift Improver Kit



**GENERAL MOTORS**

|                |                         |                |
|----------------|-------------------------|----------------|
| <b>BY30228</b> | TH350/375B/M38 1968-81  | <b>£113.08</b> |
| <b>BY30235</b> | TH350C [Lockup] 1980-86 | <b>£114.53</b> |
| <b>BY20228</b> | TH400/375/M40 1965-87   | <b>£103.24</b> |
| <b>BY70235</b> | TH700R4/4L60 1982-93    | <b>£107.56</b> |



**FORD/LINCOLN/MERCURY**

|                |                  |               |
|----------------|------------------|---------------|
| <b>BY50229</b> | C4 1970-82 [B&M] | <b>£96.74</b> |
| <b>BY40228</b> | C6 1967-88 [B&M] | <b>£80.68</b> |



**CHRYSLER, DODGE, PLYMOUTH**

|                |                    |                |
|----------------|--------------------|----------------|
| <b>BY10228</b> | TF727/A904 1966-77 | <b>£106.90</b> |
|----------------|--------------------|----------------|



**REBUILD KITS**

These Super rebuild kits are designed to give you all the parts needed for the average overhaul. Kit contents vary, be sure to check that the kit you buy has all the parts you require. If you need the band, modulator, bushes or thrust washers, double check before buying the kit, as some kits do not come with everything



**GENERAL MOTORS TH350/350C/400/700R4**

This kit contains-all paper gaskets, sump gasket, rubber "o" rings, rubber lip seals, metal clad seals, sealing rings, friction clutches, steel clutch plates, filter, band & common bushes.

|                 |  |                |
|-----------------|--|----------------|
| <b>BY753026</b> | TH350/250 1969-79 [inc thrust washers] | <b>£175.90</b> |
| <b>BY753024</b> | TH400/475 1965-90                      | <b>£191.28</b> |
| <b>BY753019</b> | TH700R4 1987-93                        | <b>£184.27</b> |

**FORD C4**

This kit contains-all paper gaskets, sump gasket, rubber "o" rings, rubber lip seals, metal clad seals, sealing rings, friction clutches, steel clutch plates, filter, band & common bushes.

|                 |   |                |
|-----------------|---|----------------|
| <b>BY753006</b> | C4 1965-69 Super rebuild kit              | <b>£153.31</b> |
| <b>BY753007</b> | C4 1970-81 Super rebuild kit [2 bands]    | <b>£105.42</b> |
| <b>BY754004</b> | C4 bush kit 70-86                         | <b>£</b>       |
| <b>BY756003</b> | C4 thrust washer kit 70-86 [popular ones] | <b>£</b>       |

**KIT to RESIST DOWNCHANGE from 4th to 3rd IF USING ABOVE HALF THROTTLE.**

[excl Corvette and some Camaro HO & Firebirds]



|                |  |               |
|----------------|--|---------------|
| <b>BY70237</b> | Changes 4th to 3rd k/down to- 3/4 throttle | <b>£44.69</b> |
|----------------|--|---------------|





**B & M MASTER RACING OVERHAUL GM KITS**



- BY21040** B&M P/glide Alum-inc band £152.05sp
- BY21042** B&M TH350 68-79+band £244.46
- BY21041** B&M TH400 1965-88 £311.86

**MOPAR-SUPER KIT**

This kit contains-all paper gaskets, sump gasket, rubber "o" rings, rubber lip seals, metal clad seals, sealing rings, friction clutches, steel plates, filter, band & common bushes.



- BY753039** 727 66-70 Super o/haul kit £156.78
- BY753040** 727 71-98 Super o/haul kit £135.47

**OIL SEALS TH350/400/700R4/4L60E/C4/C6/FMX**

- BY41SM02** Front-TH350-400 £5.33
- BY26SM01** Front-C4-C6-FMX £5.33
- BY759026** Front-GM 700R4-4L60E £5.78
- BY41SM10** Rear-TH350-C4-FMX-AOD-700R4 £5.33
- BY34SM01** Rear- TH400 £5.20
- BYSLS34743C** Rear- C6 £4.80



**FILTER SERVICE KITS & "PERM-ALIGN" SUMP GASKETS**

The Filter Service Kit comes with a sump gasket and filter to suit your transmission

**GENERAL MOTORS FILTER SERVICE KITS**

- BYAG172** P/glide with alum case £10.34
- BYAG171** TH350 1968-79 £7.34
- BYAG168** TH400 1965-88 £11.21
- BYAG215B** TH200R4 Std £9.78
- BYAG235B** TH700R4 Std £13.61



**FORD C4 - C6 FILTER SERVICE KITS**

- BY77010** C4 1967-69 £11.74
- BYAG185** C4 1970-84 £8.06
- BYAG180** C6 1967-88 std type £10.33



**MOPAR/CHRYSLER FILTER SERVICE KITS**

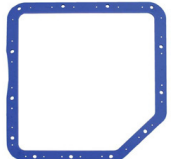
- BYAG1734** TF727 1967-79 £7.14



**PERM-ALIGN TRANSMISSION SUMP GASKETS**

Made from 40 durometer rubber that is vulcanized to a rigid steel frame. 3/16" thick, does not require sealer. Will not leak, split or fail.

- BY93107** Ford C4 £29.45
- BY93108** Ford C6 £30.94
- BY93106** Ford AOD-AODE-4R70W £31.64
- BY93110** Mopar 727 £30.44
- BY93100** GM Aluminium Powerglide £30.37
- BY93102** GM TH350 £32.84
- BY93103** GM TH400 £33.19
- BY93104** GM 700R4-4L60E-4L65E £35.78



**MODULATORS**

**ADJUSTABLE MODULATORS**

An adjustable modulator from enables you to set your shift points within a 2 to 4 mph range. This unit replaces stock modulators. A must for fine tuning your transmission. Adjustable modulators are found on most performance aftermarket specially built transmissions. They are pre-set for normal shift patterns.

**GENERAL MOTORS**

- BY20234** TH350/400



£23.71

**FORD**

- BY260101** C4 Push in 1974-86 green stripe £22.06
- BY360001** C4/C6 Screw in 1966-72 white stripe £29.78
- BY360002** C6 Push in -late 72 on purple stripe £20.20
- BY360003** C6 Push in 1977 and on green stripe £25.12



**SUMP PANS**

**CAST ALUMINIUM & CHROME**

**ALUMINIUM SUMP PANS-Lowers Fluid Temperature**

- BY328000** TH350 +2 US qts sump £204.71
  - BY228000** TH400 +2 US qts sump £181.25
  - BY378000** Sump +2 US qts £225.18
- Above fits-TH700R4/4L60E/4L65E 82-06 [not Corvette]
- BY518000** Ford C4 [case fill] +1 US qt £172.60
  - BY128000** TF727 + 2 US qts sump £214.56



**FORD C4**

- BY9531** C4 finned chrome 2.375" deep £33.46



**GM TH350/400/700 CHROME & ALUMINIUM SUMP**

- BY9122** TH350 finned chrome 2.25" deep £34.49
- BY9121** TH400 finned chrome 2.375" deep £37.63



**SUMP PAN DRAIN PLUG KIT**  
Easy to fit.

- BY805800** For metal sump £12.12



# S11/6 DIPSTICKS & TUBES

- TRANSMISSION -  
Dipsticks, Cooling  
Automatic Shifters

S11/6

## GENERAL MOTORS

|   |                                 |               |
|---|---------------------------------|---------------|
| <b>BY9690</b>                                       | Powerglide [aluminium] - Chrome | <b>£21.72</b> |
| <b>BY9764</b>                                       | TH350 - Chrome                  | <b>£21.95</b> |
| <b>BY8138</b>                                       | TH350 - Flexible type           | <b>£55.28</b> |
| <b>BY9765</b>                                       | TH400 - Chrome                  | <b>£21.06</b> |
| <b>BY8139</b>                                       | TH400 - Flexible type           | <b>£55.73</b> |
| <b>BY743865</b>                                     | TH700R4- Locking style, gold    | <b>£32.84</b> |
| Above number- <i>BY743865</i> also fits-4L60E/4L65E |                                 |               |
| <b>BY8140</b>                                       | TH700R4- Flexible type          | <b>£60.47</b> |



## FORD MOTOR CO USA

|                        |                              |               |
|------------------------|------------------------------|---------------|
| <b>BYM-6750-D303C4</b> | Chrome- case filled          | <b>£39.11</b> |
| <b>AJM440</b>          | C4 Black dipstick tube 64-73 | <b>£19.63</b> |
| <b>AJM438</b>          | C4 Zinc finish dipstick      | <b>£17.32</b> |

## GENERAL MOTORS

Much less likely to leak than an O-ring.



**BYGSK3292** "Hooded" seal for TH350 dipstick **£2.14**

# COOLING & FILTER



## TRANS' COOLING KIT

A high efficiency rating allows this smaller cooler to equal or better the cooling of ordinary fin and tube coolers. Formed aluminium 'stack plate' is stronger, smaller, lighter and more efficient than standard coolers. Low pressure drop. Inc installation kit.

**BY70264** Super Cooler 11" x 5.75" x 1.5" **£127.27**



## TRANS' COOLING KIT

This compact and lightweight, all aluminium transmission cooler is designed to keep the transmission within safe operating temperatures. Comes with a complete installation kit.

**BY820500** Aluminium Cooler 12.75" x 7.5" x 3/4" **£67.22**



## COOLING RADIATOR WITH ELECTRIC FAN

Suitable for Automatic transmission fluid, diff fluid, engine oil & pwr stg fluid. Includes a 12volt high output fan. Thermal switch activates fan at 175f. Tested to 200psi. Fitted with 1/2" NPT fittings. 13.5 x 9 x 3.5". Fan =500cfm.

**BY70297** Electric Fan [9.5"] & cooler **£435.61**



## REMOTE FLUID FILTER KIT

Many transmission failures are caused by contamination. A remote transmission oil filter increases filtration efficiency 2-5 fold. Includes permanent remote-adaptor, spin-on filter and hardware. Use BYPH8A or BYPH43 filter.

**BY80277** Fluid filter kit



**£59.05**

# AUTOMATIC SHIFTERS

## Universal Auto Shifters



## B&M-QUICKSILVER

This is a true ratchet shifter that can be ratcheted up or down the quadrant between Neutral & Low yet the stick remains in the same centred position. When the stick is in Drive it can be pulled up & shifted directly to Reverse or Park. One hand/one step, reverse lockout meets NHRA and IHRA requirements. You cant miss a gear. Includes illuminated gear position indicator, neutral safety switch, reverse light switch, 5ft cable and chrome knob. Can be used with a reverse pattern valve body. Base shroud can be trimmed for different floor shapes. Not available in RHD. L = 12.22" W = 6.21".

Fits GM TH350/400TH200R4/TH700R4/4L60E\*/4L65E\*/4L80E\*/4L85E\*. Ford C4/C6/AOD\*/AODE\*\*/4R70W\*\*/E40D\*\*/4R100\*\*. Chrysler 1966 and later Torqueflite A727 & A904.

\* If fitted with PRNDL switch, will require kit 70499.

\*\* Check B&M book for kits required.

**BY80683** Left Hand Drive **£362.04**



## B&M-MEGASHIFTER

The Megashifter is by far B&M's most popular shifter design. It has smooth ratchet shifting. One hand/one step reverse lockout feature meets NHRA and IHRA rules. You can't miss a gear. Can be used with a reverse pattern valve body. Includes neutral safety switch, reverse light switch, illuminated gear indicator, polished "T" handle and a 5ft shift cable.

Fits GM TH350/400/700R4/200R4/4L60E\*/4L65E\*. Ford C4/C6/AOD\*\*. Chrysler 1966 and on Torqueflite A727 & A904.

\* AOD requires fitting kit 40496. Fits other Ford trans- see B&M catalogue.

\*\* May require an extra kit. Check B&M catalogue.

**BY80690** Left hand drive **£385.93**

**BY80685** Right hand drive **£384.77**



## B&M Z-GATE

Sometimes the best design is the simplest one and the Z-Gate shifter is a great example. With the fewest moving parts of any of the automatic shifters in the B&M shifter line, the Z-Gate shifter and its patented internal "Z" shaped gate system eliminates the possibility of over shifting and missing gears. The reverse lockout meets NHRA and IHRA requirements. Includes neutral safety switch, reverse light switch, 5ft cable and black T-handle. Chrome stick, trigger and upper housing. Base shroud can be trimmed for different floor shapes. Not available in RHD. Fits certain 3 speed auto transmissions only. L = 13.15" W = 4.04".

Fits GM TH350/400. Ford C4/C6/AOD\*. Chrysler 1966 and later Torqueflite A727 & A904.

\* AOD requires fitting kit 40496.

**BY80681** Left Hand Drive **£250.91**



## TCI- FAST-GATE SHIFTER

The TCI Fast-Gate shifter is universal in design, allowing it to be used in any 3 or 4 speed application, either street or race. Its sturdy construction is capable of withstanding the demands of racing, yet is well suited for most street applications. The precision laser cut components ensure smooth accurate movements when shifting, and the reverse lockout mechanism eliminates the chance of transmission damage from accidentally shifting into reverse. Includes shifter cable, precision plated brackets and 1.9" diameter shifter ball. Black housing can be trimmed to suit floor shape. Complies with NHRA & IHRA regulations. Fits GM TH350/400/700R4/200R4/4L60E/4L70E/4L80E. Ford C4/C6/AOD\*. Chrysler TF727/TF904 & others.

\* AOD requires fitting kit 618016.

**BY616541** Left Hand Drive **£210.20**



**B&M-PRO-RATCHET**

This is the ultimate professional's race shifter. Easy to operate, just push forward or pull back. Gearlever always returns to the centre position after each shift. Impossible to miss a gear. One hand/one step reverse lockout feature meets NHRA/IHRA rules. Comes supplied with a lightweight brushed aluminium cover, white knob, 5' super duty cable, neutral safety switch, reverse light switch, gear position indicator and both forward and reverse pattern gear indicator. Short throw action for quicker shifts. L=10.74". W=2.90". Fits: GM TH400/350/700R4/200R4/4L60E\*/4L65E\*; Ford C4/C6/AOD\*\*; Chrysler 1966 and later Torqueflite A727/A904.



\* Requires Fitting kit 40496.  
\* May require an extra kit. Check B&M catalogue.

**BY80842** Left Hand Drive **£352.44**



**B & M-PROSTICK**

B&M's original hard core race shifter. Solid positive gate shifting, made to take the abuse of adrenaline filled racing. Comes with 3 speed forward pattern plate, other plates available. The reverse lockout meets NHRA and IHRA requirements. Ideal for Powerglide. Billet aluminium stick, small for tight spacer- L = 8.23", width = 2.92". Includes aluminium cover, neutral safety switch & knob for lever. Fits GM TH350/400: 200R4\*/700R4\*/4L80E\*/4L85E\*. Ford C4/C6/AOD\*\*/AODE\*\*/4R70W\*\*. Chrysler 1966 and on, Torqueflite A-727 & A-904.



\* Requires Gate Plate 80712.  
\*\* Check B&M book for fitting kit required.  
\*\*\* 4L80E & 4L85E with a PRNDL switch, will require a 75498 kit.

**BY80706** LHD Prostick **£352.26**



**MEGASHIFTER [For Consoles]**

The console Magashifter is guaranteed to make your Car more fun to drive. Custom fit console application. This shifter is by far B&M's most popular design because of its smooth ratcheting shifting action and "impossible to miss a gear shifting". The reverse lockout feature meets NHRA and IHRA requirements. Works with both 3 and 4 speed transmissions inc reverse valve bodies. Includes neutral safety switch, reverse light switch, illuminated gear indicator, T-handle & a 5 foot cable. For TH400/TH350/TH700-R4, 4L60/4L60E/4L65E in the following models:



MegaShifter For Consoles

**BY80694** Camaro 73-81, Firebird 70-81

**BY80692** Camaro 1982-92 & Firebird\*

\* will not fit 1988 to '92 Firebird Formula

**£381.67**  
**£179.93sp**

**CONSOLE AUTO' SHIFTER**

**SUNDRY ITEMS**



**HANDLES/KNOBS & BUTTONS**

Activates launch control, transbrake, boost retard or a nitrous system. Fits all B&M shifters and most SAE thread shifters.



**BY46112** White knob with button **£61.30**  
**BY80658** T-handle LHD with push button **£53.00**  
**BY46013** Large red pushbutton & curly cord **£95.81**



**TH400 KICK-DOWN SWITCH KIT**

TH400 Kickdown switch. Mounts to either a TH350/700 throttle cable bracket



**BY20297** B&M TH400 Switch **£74.03**



**SHIFTERBOOTKIT**

Hurst Shifter Boot Kits complete the installation of your shifter. These boot kits come complete with chrome trim plate and mounting hardware. 7-3/4" x 8-3/4" overall dims'.



**BY114-7494** Boot kit

**£74.59**



**GATEPLATES & LEVERS**

**BY80713** Power glide 2 speed gate plate & lever **£63.80**  
**BY80710** Reverse Pattern gate plate & lever (3) **£31.42**  
**BY35498** Shifter bracket & lever kit- trans\* **£31.15**



\* for TH400 TH350 TH250 TH2004R & TH700R4

**TORQUE CONVERTER INSPECTION COVER**

Flywheel/torque converter inspection cover  
Keeps stones and dirt out



**BY5135** TH350/400/700, chrome **£45.50**

**CABLES-SHIFTER & KICKDOWN**

**H.D. SHIFTER CABLES**

B&M Shifter Cable - threaded one end, ID .267" eyelet the other.



**BY80831** B&M 3ft Cable **£80.15**  
**BY80832** B&M 4ft Cable **£81.64**  
**BY80833** B&M 5ft Cable **£84.46**



**SHIFTERCABLE**

HURST Shifter Cable 5ft. Threaded one end, ID .1875" eyelet the other.



**BY500-8555** Hurst Cable **£82.13**



**KICKDOWN & T.V. CABLES**  
B&M/GM kickdown/T.V. cables

**BY30287** TH350 B&M **£45.52**  
**BY70242** TH700R4/200R4 B&M **£47.52**  
**BY25521268** TH200R4 GM OEM cable **£15.50sp**





**TREMEC T5 FORD USA H.D.5 Speed**

This version of the T5 gearbox is a Heavy-Duty World Class type with short throw shifter. It will directly fit the 1979-1993 Ford Mustang. The torque capacity is listed as 300lb ft with a car around the weight of the Mustang. Gear ratios are- 1st: 2.95, 2nd: 1.94, 3rd: 1.34, 4th: 1.00, 5th: 0.63. The 2nd & 3rd speed countershaft cluster gears are double moly. 3rd & 4th syncro rings are carbon fiber. Improved synchronizers & bearings are used. Input shaft is 1-1/16" x 10 spline. Output shaft is 28 spline. The speedo drive gear is 7 teeth. The unit has a Cobra style pocket bearing & a steel input bearing retainer. Use Mercon or Dexron 3- fluid.

**BY1352-000-251 FORD USA HD V8 T5 £3036.67**

**TREMEC EXTRA H.D. FORD USA C/RATIO 5 Speed**

This version of the TKO600 gearbox is an extra Heavy Duty Close Ratio type. It can be fitted to the 1979-1995 Ford Mustang, but extra parts will be needed. The torque capacity is listed as 600lb ft with a car around the weight of the Mustang. Gear ratios are- 1st: 2.87, 2nd: 1.90, 3rd: 1.34, 4th: 1.00, 5th: 0.82. Features improved shift forks, one piece counter-shaft, gear made of 4615 steel which increases the torque capacity. Input shaft is 1-1/8" x 26 spline. Output shaft is 31 spline. Can be used in 4.6L applications with a special bellhousing & clutch kit. These can be ordered from Ford Racing. Uses Synchronesh fluid.

**BYM-7003-R58C TKO600 Close Ratio £3187.20sp**

**HURST PIT PACK**

These steel bushings are designed to take the punishment of racing applications. These pit packs can be used on the Master Shift 3-speed and Competition Plus 4-speed. Kit includes 7 steel bushings and clips.

**BY332-7302 3,4 or 5 speed manuals £20.00**

**Electrical Plug & Wire For Speedo Sender**

Plugs into electrical sender unit for speedo, fitted on side of Tremec 600 gearbox.

**BYAJG330 GM Tremec 600 only £7.52**  
**BY957500 Ford Tremec 600 only £21.97**

**TREMEC GM CHEVROLET >600FT LBS 5 Speed**

The torque capacity is listed as 600lb ft. Gear ratios are- 1st: 2.87, 2nd: 1.89, 3rd: 1.29, 4th: 1.00, 5th: 0.82. Features improved shift forks, one piece counter-shaft, gear made of 4615 steel which increases the torque capacity. Input shaft is 1-1/8" x 26 spline. Output shaft is 31 spline. Uses Synchronesh fluid.

**BYTCET4618 TKO600 600ft lbs £3463.48**

**BOLT KIT**

Contains- 2- 1.25" x 1/2" UNC allen bolts, & 2- 1.25" x 1/2" UNC setscrews & washers

**BY55005K Gearbox to bell housing bolts £6.62**

**REAR YOKES/FLANGES/MOUNTS/SPEEDO DRIVE PARTS****REAR G/BOX YOKE & PROP FLANGE**

|                      |                                       |                |
|----------------------|---------------------------------------|----------------|
| <b>BYE6TZ-4841-E</b> | C4/AOD/US Ford T5/std Tremec 28spline | <b>£107.21</b> |
| <b>BY2-3-6041X</b>   | Tremec 600 31 spline yoke             | <b>£90.88</b>  |
| <b>BY3868649</b>     | TH350/T5 GM 26 spln yoke              | <b>£114.13</b> |
| <b>BY332431X</b>     | TH400 32 spline yoke                  | <b>£145.30</b> |
| <b>BYFLPROP</b>      | Mating plate welds onto p/shaft       | <b>£37.07</b>  |
| <b>BY20064</b>       | Universal joint T5 Mustang            | <b>£13.85</b>  |

**SPEEDO DRIVE PARTS T10 TH350: 7/8"**

|                   |                                   |               |
|-------------------|-----------------------------------|---------------|
| <b>BY880021T</b>  | Drive fitting .875"OD for 18-22t  | <b>£25.31</b> |
| <b>BY88015T</b>   | Mainshaft drive gear- 10 teeth    | <b>£29.14</b> |
| <b>BY880024T</b>  | Clip-mainshaft drive gear 5/16"   | <b>£16.74</b> |
| <b>BY10054241</b> | Fitting seal                      | <b>£3.01</b>  |
| <b>BY3987918</b>  | Driven gear -18 tooth brown       | <b>£11.15</b> |
| <b>BYGM-SSHD</b>  | Metal retaining plate for fitting | <b>£20.21</b> |

**GEARBOX MOUNTINGS**

**BY2378 GM-manual gearbox £3.64**  
*Camaro 1967-68 302cu in, 1969-73 307cu in inc auto, 1967-69 327cu in inc auto, 1967-72 350cu in inc auto, 1973-75 350cu in, 1973-74 350cu in inc M40-3AT, 1968-70 396cu in inc auto, 1970-71 400cu in inc M38-3AT, 1970-72 402cu in inc M38-3AT. Corvette 1962-68 327cu in inc auto, 1969-82 350cu in 4spd, 1969-78 350cu in auto, 1966-67+70-74 427cu in.*



**BY2360 GM-manual gearbox £5.46**  
*Camaro 1980-81 267cu in auto, 1976-81 305/350cu in inc auto, 1987-92 350cu in inc auto 4spd. Corvette 1980 305cu in inc auto.*



**BY2268 GM-automatic gearbox £4.51**  
*Camaro 1967-68 302cu in auto, 1967-72+75 350cu in M40-3AT auto, 1970-72 402cu in M40-3AT. Corvette 1979-82 350cu in, 1966-67 427cu in, 1970-74 454cu in M40-3AT.*



**BY2337 SomeGM auto/man-passenger cars £4.84**



**BY3-1108G GM man/auto polyurethan £42.73**

*Camaro 1967-81, Corvette 1963-82 excl M40, 1964-88 Chevelle/Malibu/El Camino, 1971-80 Monza/Vega*

**BY2253 Ford Mustang & others £7.14**

*1964-73 289/302cu in man & 3AT, 1970-71 Cobra 302cu in man & aut, 1969-73 351cu in man & aut, 1967-69 390cu in man & aut.*



**BY2530 Ford Mustang & others £11.42**

*1981-82 255cu in man & aut, 1987-93+82-85 302cu in SMan-4Aut, 1979 302cu in man & aut.*



**BY4-1104G Mustang T5 polyurethane £48.25**

*1980-95 302cu in.*

**BY4-1136G Mustang polyurethane £50.88**

*1965-68 289cu in, 1967-72 302/351cu in, 1971-77 302cu in.*

**SPEEDO DRIVE PARTS TH350/700: 2-5/64"**

|                      |                                   |               |
|----------------------|-----------------------------------|---------------|
| <b>BYGM-350700SL</b> | Drive fitting 2.078"OD [40's]     | <b>£98.80</b> |
| <b>BYGM-LDG-15T</b>  | Mainshaft drive gear 15teeth      | <b>£41.61</b> |
| <b>BYGM-LDNG-40T</b> | Driven gear for cable-40 teeth    | <b>£37.34</b> |
| <b>BY880024T</b>     | Clip-mainshaft drive gear 5/16"   | <b>£16.07</b> |
| <b>BYGM-LSHD</b>     | Metal retaining plate for fitting | <b>£22.42</b> |

**SPEEDO DRIVE PARTS TH200R4****original OEM GM**

**BY25524924 Drive gear & housing-inc seals £24.72sp**

**SPEEDO DRIVE PARTS TH400**

|                   |                            |               |
|-------------------|----------------------------|---------------|
| <b>BY15562374</b> | O-ring seal for fitting    | <b>£3.23</b>  |
| <b>BY880012</b>   | Drive gear- brown 39 teeth | <b>£25.04</b> |
| <b>BY880042</b>   | Driven gear housing 1.935" | <b>£48.60</b> |

*Above part [BY880042] has the seal & retaining plate with it and is designed to take a pinion of 34-39 teeth.*

**FORD USA T5 & TREMEC SPEEDO DRIVE PARTS**

|                       |                           |                  |
|-----------------------|---------------------------|------------------|
| <b>BY87036-S94</b>    | Fitting seal-replacement  | <b>£3.68</b>     |
| <b>BYCIDZ-17292-A</b> | Clip to secure gear       | <b>£4.56</b>     |
| <b>BYCODD-17271-B</b> | Drive gear-yellow         | <b>£13.68</b>    |
| <b>BY55016K</b>       | Bolt kit- cable to Tremec | <b>£0.55</b>     |
| <b>BYAJG95</b>        | Adaptor-cable screws onto | <b>£172.06sp</b> |