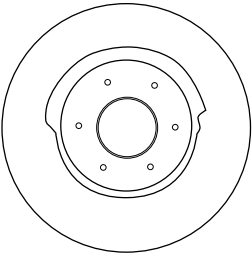
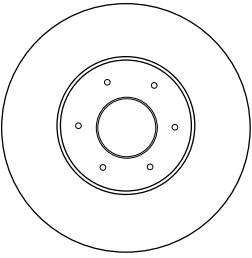
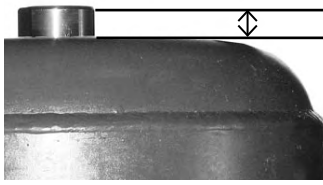
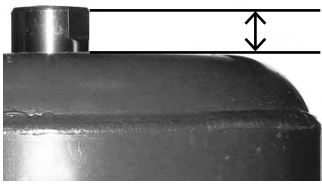
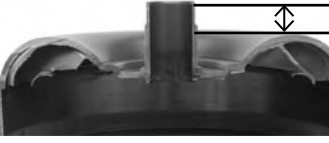
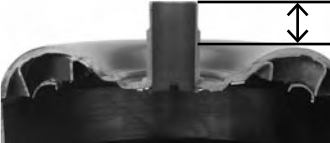

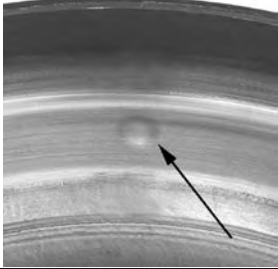





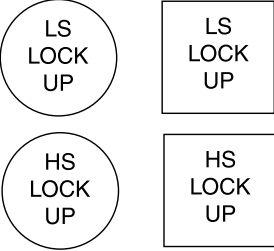









Chrysler

			
Crankshaft - Cast	Crankshaft - Steel	Impeller - Deep Early (.650")	Impeller - Shallow Late (.950")
			
Impeller - Deep Early (.650")	Impeller - Shallow Late (.950")	Pads - Do Not Use the Wrong Bolt!	Damage from using the wrong bolt! (Internal View)
			
Pattern - Offset	Pattern - 90°	Ring Gear - Narrow	Ring Gear - Wide
			
Stickers - Non Lock Up A727 (TF8) & A904 (TF6)	Stickers - Lock Up A727 (TF8) & A904 (TF6)	2 Weights - CR19 A727 (TF8) Narrow Ring Gear	2 Weights - CR17 A727 (TF8) Narrow Ring Gear
			
2 Weights - CR18 A727 (TF8) Narrow Ring Gear	2 Weights - CR22 A727 (TF8) Wide Ring Gear	2 Weights - CR21 A727 (TF8) Wide Ring Gear	2 Weights - CR20 A727 (TF8) Wide Ring Gear

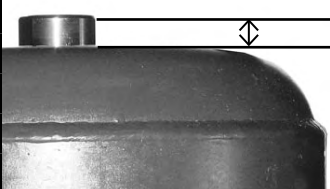
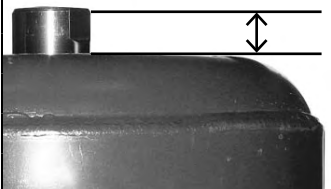
Chrysler


A404, A413, A470 (3 Pads Non Lock Up)


Ref: OM-1LS	3 Pads (Low Stall)		
CR35	Codes: 058, 466, 597, 873 1978-85 Non Turbo & 2.2L w/ EFI		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.75"	Low Stall	
Mounting: 3 Pads	Pilot Dia: 1.335"		


Ref: OM-1HS	3 Pads (High Stall)		
CR43	Codes: 068, 970 1978-85 Turbo & 2.2L w/o EFI		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.75"	High Stall	
Mounting: 3 Pads	Pilot Dia: 1.335"		

A404, A413, A470 (4 Pads Non Lock Up)


To ID Impellers	<p>In some later models, Chrysler changed to a Shallow Impeller (Lower Crown). Measure from the top of the impeller to the top of the hub as shown here. The Deep Impeller (Early) measures .650" and the Shallow Impeller (Late) measures .950".</p>		
		Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"


Ref: OM-8LS	4 Pads, Non Lock Up (Low Stall)		
CR39	Codes: 143, 161, 974 1986-Up Non Turbo (Deep Impeller)		
	Type: Non Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.75"	Early Deep Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		


Ref: OM-8HS	4 Pads, Non Lock Up (High Stall)		
CR40	Codes: 072, 339, 369, 432, 967, 972 1986-Up Turbo (Deep Impeller)		
	Type: Non Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.75"	Early Deep Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		


Ref: OM-14	4 Pads, Non Lock Up (Medium Stall)		
CR39K	Codes: 340, 370, 761, 963 1988-Up Turbo (Shallow Impeller)		
	Type: Non Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.75"	Late Shallow Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		


A413, A470, A670 (4 Pads Lock Up)

Ref: OM-9LS	4 Pads, Lock Up (Low Stall)		
CR41	Codes: 136, 137, 520, 627, 964, 965 (Deep Impeller) 1988-89 2.5L, 2.6L, 3.0L Non Turbo		
	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	Deep Impeller	
	Mounting: 4 Pads	Pilot Dia: 1.335"	

Ref: OM-9HS	4 Pads, Lock Up (High Stall)		
CR72	Codes: 138, 316, 597, 636, 679, 956, 969, 984 (Deep Impeller) 1988-89 2.2L, Turbo		
	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	Deep Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		

Ref: OM-13B	4 Pads, Lock Up (Low Stall)		
CR42	Codes: 002, 244, 305, 344, 444, 544, 626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub Height		
	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	Shallow Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		


Ref: OM-13BHS	4 Pads, Lock Up (High Stall)		
CR73	Codes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only) 90-Up 2.0L, 2.4L, Turbos (2" Hub Height)		
	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	Shallow Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		

Ref: OM-13BE	4 Pads, Lock Up (High Stall)		
CR88	Codes: (Shallow Impeller) (Fwd Only) 1996-Up 90° Bolt Pattern (2" Hub Height)		
	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	Shallow Impeller	
Mounting: 4 Pads	Pilot Dia: 1.335"		


Chrysler A413, A470, A670

A500 Non Lock Up (No Ring Gear)


Ref: R-49	No Ring Gear, Slotted Hub			
CR78	Codes: 746, 749 (NLA - Update Pump & Converter to Flats on Hub Style) 1988-92 Jeep 4.0L V6			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 27		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-53	No Ring Gear, Flats on Hub			
CR68	Codes: 877			
	1993-Up Jeep 4.0L V6			
	Type: Non Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 27		
	Bolt Circle: 10"	No Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"			

A500 Non Lock Up (122 T Narrow Ring Gear)

To ID Narrow & Wide Ring Gears	<p>Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear.</p> <p>Wide Ring Gears are approximately 1".</p>		
		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)

Ref: C-28	Narrow Ring Gear, Slotted Hub			
CR79	Codes: 831, 881 (NLA - Update Pump & Converter to Flats on Hub Style) 1988-92 3.9L V6			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 27		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-30	Narrow Ring Gear, Flats on Hub			
CR80	Codes: 873			
	1993-Up 3.9L V6			
	Type: Non Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 27		
	Bolt Circle: 10"	Narrow Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"			

A500 Lock Up (No Ring Gear)

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have an "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>			
		90° Bolt Pattern		

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Ref: OM-5	10", Offset Bolt Pattern			
CR47	Codes: 002B, 146, 311, 388 1990 D-50 Pickup, 2.5L Jeep (Rwd Only. 2.2" Hub Height)			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	No Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.335"			

Ref: OM-15	10", 90° Bolt Pattern			
CR97	(Rwd Only) 1996-Up 2.5L Jeep (2.2" Hub Height)			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	No Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.335"			


Ref: R-52	11", Offset Bolt Pattern			
CR69	Codes: 703 1992-Up 4.0L Jeep			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	No Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"			

Ref: R-54	11", 90° Bolt Pattern			
CR90	Codes: 596, 783, 784, 785 1996-Up 4.0L Jeep			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	No Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"			

Chrysler A500 Lock Up

A500 Lock Up (w/ 122 T Narrow Ring Gear & Slotted Hub)

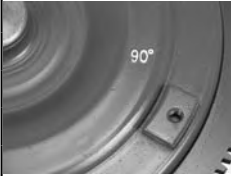


Ref: C-23LULS	Slotted Hub, Low Stall		
CR9L	1988-92 5.2L, 318		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
	Bolt Circle: 10"	Narrow Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		



Ref: N/A	Slotted Hub, Low Stall		
CR67L	Codes: 324 (w/ Stator Bearing)		
	1988-92 5.2L, 318		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 10"	Narrow Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-23LUHS	Slotted Hub, High Stall		
CR9H	1988-91 3.9L		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
	Bolt Circle: 10"	Narrow Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		


Ref: C-29	Slotted Hub, High Stall		
CR67	Codes: 627 (w/ Stator Bearing)		
	1988-92 3.9L		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 10"	Narrow Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"		

A500 Lock Up (w/ 122 T Narrow Ring Gear & Milled Flats on Hub)

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have an "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>			
		90° Bolt Pattern		

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Ref: N/A	Offset Bolt Pattern (Low Stall)			
CR29	Codes: 324, 899 (w/ Stator Bearing)			
	1992-Up 5.2L			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-50	Offset Bolt Pattern (High Stall)			
CR28	Codes: 871 (w/ Stator Bearing)			
	1992-Up 3.9L			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-51	90° Bolt Pattern			
CR91	Codes: 549, 593, 594, 781			
	1996-Up 3.9L (w/ Stator Bearing)			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A500 Lock Up (w/ 130 T Wide Ring Gear & Milled Flats on Hub) (Replaces 131 T)

Ref: C-53	Milled Hub, 90° Bolt Pattern			
CR93	Codes: 599, 792			
	1996-Up 5.2L, 5.5L			
	Type: Lock Up	Hub: Flats		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A518 Non Lock Up (130 T Wide Ring Gear & No Weights) (Replaces 131 T)


To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have an "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>			
		90° Bolt Pattern		

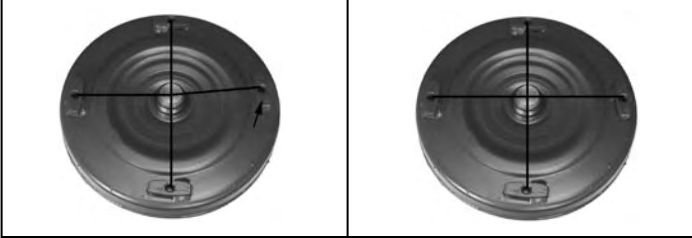
To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Non Lock Up, No Weights				
Offset Bolt Pattern	Offset Bolt Pattern (89-Up)			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Offset Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.810"		
CR61	C-26	Low Stall (Codes: 087, 125, 518) (w/ Stator Bearing)		
CR66	C-55	High Stall (Codes: 681, 682, 683, 862, 863) (w/ Stator Bearing)		

Non Lock Up, No Weights				
90° Bolt Pattern	90° Bolt Pattern (96-Up)			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	90° Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.810"		
CR92	C-56	High Stall (Codes: 546)		

A518, A618 Non Lock Up (130 T Wide Ring Gear w/ Weights) (Replaces 131 T)

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have an "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>			
		90° Bolt Pattern		

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Ref: C-57	Non Lock Up, w/ 91 Gram Weight			
CR58	Offset Bolt Pattern (Built w/ Stator Bearing)			
	Codes: 125, 520, 858 (High Stall)			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-49	Non Lock Up, w/ 120 Gram Weight			
CR62	Offset Bolt Pattern (Built w/ Stator Bearing)			
	Codes: 085, 121, 520 (Low Stall)			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A618 Non Lock Up (No Ring Gear)

Ref: C-90	310mm (13.875")			
CR27	A618			
	1989-Up 5.9L Cummins Diesel			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 13.875"	Input Splines: 24		
	Bolt Circle: 12.25"	No Ring Gear		
	Mounting: 6 Pads	Pilot Dia: 1.810"		

Chrysler A518, A618 Non L-Up

A518 Lock Up (130 T Wide Ring Gear) (Replaces 131 T)

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have a "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>			
		90° Bolt Pattern		

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Lock Up, No Weight				
No Weight	W/ Stator Bearing			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
Mounting: 4 Pads	Pilot Dia: 1.810"			
CR63	C-52	92-96, Offset Bolt Pattern, High Stall (Codes: 875, 878, 879, 957)		
CR94	C-59	96-Up, 90° Bolt Pattern, High Stall (Codes: 591, 595, 596, 767, 785, 787) (98-Up Some 5.9L)		
CR94L	C-61	96-Up, 90° Bolt Pattern, Medium Stall (Codes: 591, 595, 596, 767, 785, 787) (98-Up Some 5.9L)		

Lock Up, w/ 91 Gram Weight				
91 Gram Weight	W/ Stator Bearing			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
Mounting: 4 Pads	Pilot Dia: 1.810"			
CR64	C-54	92-96, Offset Bolt Pattern, Medium Stall (Codes: 642, 643, 878)		

48RE

To ID 48RE	<p>The 48RE has a sealing ring on the stator support shaft that rides on the inside of the impeller hub. Refer to the picture to the right. The A618 Lock Up, 47RE and the 47RH do not have this sealing ring.</p>	<p>The CR70X, CR70X-S1 and CR70X-S3 are compatible with the 48RE. These can also be used on the A618 Lock Up, 47RE and the 47RH.</p>	

The CR70X-S1 and CR70X-S3 are very low stall units, approximately 250 rpm's lower than the CR70L and CR70X. They may not be suitable for "stock" applications. These are best suited for vehicles that have engine modifications that result in increased torque output.

A618 Lock Up, 47RE, 47RH, 48RE (No Ring Gear)

Ref: C-93	310mm (13.875") (Gas Only)		
CR65 (Do Not Use in 48RE) See Page 64	A618 (Codes: 506)		
	1992-Up V10 Gas Only (Medium Stall)		
	Type: Lock Up	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Medium Stall	
	Mounting: 6 Pads	Pilot Dia: 1.810"	

Ref: N/A	310mm (13.875")		
CR70 (Do Not Use in 48RE) See Page 64	OE Converter Shown for Reference Only		
	Replaced by CR70L		
	Type: Lock Up	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Replaced by CR70L	
	Mounting: 6 Pads	Pilot Dia: 1.810"	

Ref: C-92HD	310mm (13.875") (Diesel Only)		
CR70L (Do Not Use in 48RE) See Page 64	A618, 47RE, 47RH (Codes: 634, 644, 868)		
	Billet Lid (Suggested Max Torque 550 ft. lbs.)		
	Type: Lock Up	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Low Stall	
	Mounting: 6 Tapped Holes	Pilot Dia: 1.810"	

Ref: C-94HD	310mm (13.875")		
CR70X See Page 64	48RE (Will Also Fit A618, 47RE, 47RH)		
	Billet Lid (Suggested Max Torque 550 ft. lbs.)		
	Type: Single Disc	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Low Stall	
	Mounting: 6 Tapped Holes	Pilot Dia: 1.810"	

Ref: C-94HD-S1	310mm (13.875")		
CR70X-S1 See Page 64	48RE (Will Also Fit A618, 47RE, 47RH)		
	Billet Lid (Suggested Max Torque 750 ft. lbs.)		
	Type: Single Disc	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Custom Low Stall	
	Mounting: 6 Tapped Holes	Pilot Dia: 1.810"	

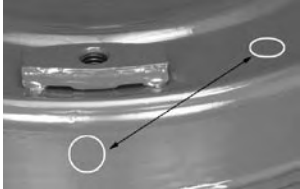

Ref: C-94HD-S3	310mm (13.875") (Multi Disc)		
CR70X-S3 See Page 64	48RE (Will Also Fit A618, 47RE, 47RH)		
	Billet Lid (Suggested Max Torque 1000 ft. lbs.)		
	Type: Multi Disc	Hub: Slotted	
	Diameter: 13.875"	Input Splines: 23	
	Bolt Circle: 12.25"	Custom Low Stall	
	Mounting: 6 Tapped Holes	Pilot Dia: 1.810"	



Chrysler A618 Lock Up


A604 (10")


To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole. Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern. Also refer to the following page "A604 10.75")</p>			
			Offset Bolt Pattern	90° Bolt Pattern
Ref: OM-10B	10", Low Stall			
CR44	Codes: 039, 040, 395, 581, 595 1989-90 3.0L, 3.3L			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 24		
	Bolt Circle: 8.75"	Offset Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.335"		
Ref: OM-13B	10", Medium Stall			
CR42	Codes: 002, 244, 305, 344, 444, 544 626, 627, 966 (91-Up 3.0L, 3.3L)			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	Offset Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.335"		
Ref: OM-13BHS	10", High Stall (Some) (Shallow Impeller)			
CR73	Codes: 147, 250, 311, 379, 479, 956 1991-Up 2.2L, 2.4L, 2.5L Non Turbo			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	Offset Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.335"		
Ref: OM-9HS	10", High Stall (Some) (Deep Impeller)			
CR72	Codes: 138, 316, 636, 679, 956, 969, 984 1991-Up 2.4L, 2.5L Turbo			
	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	Offset Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.335"		
Ref: OM-13BE	10", (90° Bolt Pattern)			
CR88	1996-Up Dodge Neon (Fwd Only)			
	Type: Lock Up	Hub: Flats (2" Tall)		
	Diameter: 10"	Input Splines: 22		
	Bolt Circle: 8.75"	90° Bolt Pattern		
	Mounting: 4 Pads	Pilot Dia: 1.335"		

A604 (10.75")

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Front Wheel Drive converters (A604 & A606) can be identified as follows: Offset bolt pattern covers may have an "O" stamped between the lugs or on the side. Some may have both. 90° bolt pattern covers will not have any stamping.</p>		
		Offset Bolt Pattern (One or Both)	90° Bolt Pattern

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Ref: OM-11B	10.75", Offset Bolt Pattern			
CR45	Codes: 076, 311, 375, 476, 518, 550, 775 1991-97 3.3L, 3.8L (Some 98-Up)			
	Type: Lock Up			Hub: Flats
	Diameter: 10.75"			Input Splines: 22
	Bolt Circle: 8.75"			Can be Smooth or Dimpled
	Mounting: 4 Pads	Pilot Dia: 1.335"		

Ref: OM-16	10.75", 90° Bolt Pattern			
CR85	Codes: 4736461 AD (Red Sticker) 1998-Up 3.3L, 3.8L			
	Type: Lock Up			Hub: Flats (2" Tall)
	Diameter: 10.75"			Input Splines: 22
	Bolt Circle: 8.75"			Can be Smooth or Dimpled
	Mounting: 4 Pads	Pilot Dia: 1.335"		

A606

Ref: OM-12	10.75", Offset Bolt Pattern			
CR46	Codes: 550, 799, 803 1993-Up (Smooth or Dimpled)			
	Type: Lock Up			Hub: Flats
	Diameter: 10.75"			Input Splines: 22
	Bolt Circle: 9"			Smooth or Dimpled
	Mounting: 4 Pads	Pilot Dia: 1.335"		

Ref: OM-17	10.75", 90° Bolt Pattern			
CR86	Codes: 4736461 AB (Red Sticker) 1998-Up (Smooth or Dimpled)			
	Type: Lock Up			Hub: Flats
	Diameter: 10.75"			Input Splines: 22
	Bolt Circle: 9"			Smooth or Dimpled
	Mounting: 4 Pads	Pilot Dia: 1.335"		

A727 (TF8) Non Lock Up (No Ring Gear)


Ref: R-24LS	11", Low Stall			
CR54L	1977-Up Pads can be thick or thin. (Use the correct length bolts to avoid damage).			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-24HS	11", High Stall			
CR54H	1977-Up Pads can be thick or thin. (Use the correct length bolts to avoid damage).			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-21	12", Low Stall			
CR51	1972-75			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 12"	Input Splines: 24		
	Bolt Circle: 11"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-90	310mm (13.875")			
CR27	Dodge Pickup			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 13.875"	Input Splines: 24		
	Bolt Circle: 12.25"	No Ring Gear		
	Mounting: 6 Pads	Pilot Dia: 1.810"		

A727 (TF8) Non Lock Up (130 T Narrow Ring Gear) (Replaces 131 T)

To ID Chrysler Weights	Prior to 1978, some A727 (TF8) converters used two balancing weights. Measure the weight and compare to the sizes listed. The measurements and matching converters are listed to the far right.		.88"x.62"x.177" (Used w/ CR22) 1.20"x.75"x.158" (Used w/ CR19) 1.40"x.75"x.25" (Used w/ CR17, CR21) 1.62"x.75"x.38" (Used w/ CR18, CR20)
	Weights	Measurements	

Ref: C-16	No Weights (19 Splines Early)		
CR5	1962-66 (Except 426 Hemi)		
	Type: Non Lock Up Hub: Slotted		
	Diameter: 12" Input Splines: 19		
	Bolt Circle: 11" Narrow Ring Gear		
	Mounting: 4 Pads Pilot Dia: 1.810"		

Ref: C-21	No Weights (24 Splines Late)		
CR7	1967-77 318, 383, 400 w/ Steel Crank		
	Type: Non Lock Up Hub: Slotted		
	Diameter: 12" Input Splines: 24		
	Bolt Circle: 11" Narrow Ring Gear		
	Mounting: 4 Pads Pilot Dia: 1.810"		

Ref: C-43	Two Weights (1.20" x .75" x .158")		
CR19	1972-73 440 HP w/ Cast (Forged) Crank		
	Type: Non Lock Up Hub: Slotted		
	Diameter: 12" Input Splines: 24		
	Bolt Circle: 11" Narrow Ring Gear		
	Mounting: 4 Pads Pilot Dia: 1.810"		

Ref: C-41	Two Weights (1.40" x .75" x .25")		
CR17	1972-76 400 w/ Cast Crank		
	Type: Non Lock Up Hub: Slotted		
	Diameter: 12" Input Splines: 24		
	Bolt Circle: 11" Narrow Ring Gear		
	Mounting: 4 Pads Pilot Dia: 1.810"		

Ref: C-42	Two Weights (1.62" x .75" x .38")		
CR18	1968-76 360 V8		
	Type: Non Lock Up Hub: Slotted		
	Diameter: 12" Input Splines: 24		
	Bolt Circle: 11" Narrow Ring Gear		
	Mounting: 4 Pads Pilot Dia: 1.810"		

Chrysler A727, TF8 Non L-Up

A727 (TF8) Non Lock Up (130 T Wide Ring Gear & No Weights) (Replaces 131 T)

To ID Narrow & Wide Ring Gears	Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear. Wide Ring Gears are approximately 1".		
		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)

Ref: C-24LS	No Weights (Low Stall)		
CR10L	1977-Up 225, 318 Low Stall		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		


Ref: C-24	No Weights (Medium Stall)		
CR10	1977-Up 225, 318 Medium Stall		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		



Ref: C-24HS	No Weights (High Stall)		
CR10H	1977-Up 225, 318 High Stall		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-25	426 Hemi		
CR12	1967-70 426 Hemi = CR12 (1964 = CR5H, 1965-66 = CR6)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Chrysler A727, TF8 Non L-Up

A727 (TF8) Non Lock Up (130 T Wide Ring Gear & 2 Weights) (Replaces 131 T)

To ID Chrysler Weights	<p>Prior to 1978, some A727 (TF8) converters used two balancing weights. Measure the weight and compare to the sizes listed.</p> <p>The measurements and matching converters are listed to the far right.</p>		<p>.88"x.62"x.177" (Used w/ CR22)</p> <p>1.20"x.75"x.158" (Used w/ CR19)</p> <p>1.40"x.75"x.25" (Used w/ CR17, CR21)</p> <p>1.62"x.75"x.38" (Used w/ CR18, CR20)</p>
		Weights	Measurements

To ID Narrow & Wide Ring Gears	<p>Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear.</p> <p>Wide Ring Gears are approximately 1".</p>		
		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)

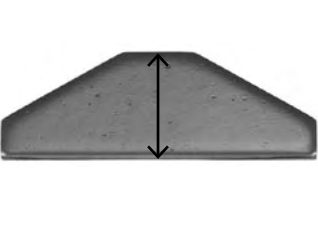
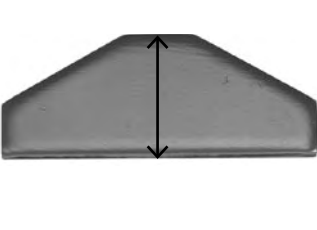
Ref: C-46	Two Weights (.88" x .62" x .177")			
CR22	1969-73 340 V8 w/ Cast Crank			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		



Ref: C-45	Two Weights (1.40" x .75" x .25")			
CR21	1973-76 400, 440 w/ Cast Crank			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-44	Two Weights (1.62" x .75" x .38")			
CR20	1971-76 360 V8			
	Type: Non Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	Wide Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Chrysler A727, TF8 Non L-Up

A727 (TF8) Non Lock Up (130 T Wide Ring Gear & Butterfly Weights) (Replaces 131 T)

To ID Butterfly Weights	<p>There are two butterfly weights for the 727.</p> <p>The 100 Gram Weight fits the 340, 400 & 440 with a Cast Crank. The overall height of this weight is approximately 1.175"</p> <p>The 120 Gram Weight fits the 360 engines. The overall height of this weight can be either 1.375" or 1.545" depending on the thickness of the metal.</p>		
	100 Gram (1.175" Tall)	120 Gram (1.375" or 1.545" Tall)	

To ID Narrow & Wide Ring Gears	<p>Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear.</p> <p>Wide Ring Gears are approximately 1".</p>		
	Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)	

Ref: C-47LS	Butterfly Weight (100 Gram)			
CR23L	1977-Up 400, 440 V8 Low Stall			
	Type: Non Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 24
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-47HS	Butterfly Weight (100 Gram)			
CR23H	1977-Up 400, 440 V8 High Stall			
	Type: Non Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 24
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-48LS	Butterfly Weight (120 Gram)			
CR25L	1977-Up 360 V8 Low Stall			
	Type: Non Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 24
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		



Ref: C-48HS	Butterfly Weight (120 Gram)			
CR25H	1977-Up 360 V8 High Stall			
	Type: Non Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 24
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A727 (TF8) Lock Up (No Ring Gear)

Ref: R-24LULS	11", Low Stall		 
CR55L	1978-Up 360, 400 V8		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 23	
	Bolt Circle: 10"	No Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

Ref: R-24LUHS	11", High Stall		 
CR55H	1978-Up 360, 400 V8		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 23	
	Bolt Circle: 10"	No Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

A727 (TF8) Lock Up (130 T Wide Ring Gear & No Weights) (Replaces 131 T)



To ID Narrow & Wide Ring Gears	<p>Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear.</p> <p>Wide Ring Gears are approximately 1".</p>		
		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)

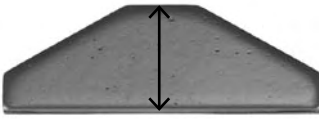
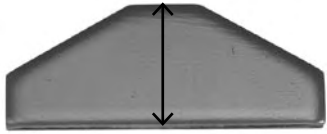
Ref: C-24LULS	No Weights		 
CR11L	1978-Up 225, 318 Low Stall		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 23	
	Bolt Circle: 10"	Wide Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

Ref: C-24LUHS	No Weights		 
CR11H	1978-Up 225, 318 High Stall		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 23	
	Bolt Circle: 10"	Wide Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

Chrysler A727, TF8 Lock Up

A727 (TF8) Lock Up (130 T Wide Ring Gear & Butterfly Weights) (Replaces 131 T)

To ID Narrow & Wide Ring Gears	<p>Narrow Ring Gears are approximately 1/2" from the outside of the converter to the outside of the gear.</p> <p>Wide Ring Gears are approximately 1".</p>		
		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)

To ID Butterfly Weights	<p>There are two butterfly weights for the 727.</p> <p>The 100 Gram Weight fits the 340, 400 & 440 with a Cast Crank. The overall height of this weight is approximately 1.175"</p> <p>The 120 Gram Weight fits the 360 engines. The overall height of this weight can be either 1.375" or 1.545" depending on the thickness of the metal.</p>		
		100 Gram (1.175" Tall)	120 Gram (1.375" or 1.545" Tall)

Ref: C-47LULS	Butterfly Weight (100 Gram)			
CR24L	1978-Up 400 V8 Low Stall			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-47LUHS	Butterfly Weight (100 Gram)			
CR24H	1978-Up 400 V8 High Stall			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-48LULS	Butterfly Weight (120 Gram)			
CR26L	1977-Up 360 V8 Low Stall			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-48LUHS	Butterfly Weight (120 Gram)			
CR26H	1977-Up 360 V8 High Stall			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 23
	Bolt Circle: 10"			Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A904 (TF6) 10" Non Lock Up (No Ring Gear) (3 Pads)

Ref: CT-2	3 Pads, .750" Pilot (No Inertia Ring)		
KM2	1974-78 1.6L Colt, Arrow (Rwd)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 27	
	Bolt Circle: 8.25"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: .750"	

Ref: CT-3	3 Pads, .750" Pilot (Inertia Ring)		
KM3	1974-78 2.6L Colt, Arrow (Rwd)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 27	
	Bolt Circle: 8.25"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: .750"	

Ref: OM-3	3 Pads, 1.079" Pilot (No Inertia Ring)		
CR37	1979-80 1.4L, 1.6L Colt Rwd		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.6"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: 1.079"	

Ref: OM-2	3 Pads, 1.335" Pilot (No Inertia Ring)		
CR36	1978-Up 2.0L, 2.5L, 2.6L D-50 & Post Office		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.6"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: 1.335"	

Ref: OM-4	3 Pads, 1.335" Pilot (Inertia Ring)		
CR38	1978-80 2.0L, 2.6L Colt		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 10"	Input Splines: 23	
	Bolt Circle: 8.6"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: 1.335"	

Chrysler A904, TF6 Non L-Up

A904 (TF6) 11" Non Lock Up (No Ring Gear) (4 Pads)


Ref: R-23	4 Pads		
CR52	1970-77		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	No Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-23LS	4 Pads, Low Stall & High Stall Option		
CR52L (Low Stall)	1978-Up 4 Cyl, 6 Cyl		
	Type: Non Lock Up	Hub: Slotted	
Ref: R-23HS	Diameter: 11"	Input Splines: 27	
CR52H (High Stall)	Bolt Circle: 10"	No Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

Ref: R-50	4 Pads, 1.335" Pilot (Inertia Ring)		
J100	1984-86 4 Cyl Post Office, Jeep		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 9.125"	Made in West Germany	
Mounting: 4 Pads	Pilot Dia: .825"		

A904 (TF6) Non Lock Up (Narrow Ring Gear) (1.550" Pilot)

Ref: C-13	No Weights (18 Splines Early)		
CR1	1960-62 6 Cyl (148 Tooth Ring Gear)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 18	
	Bolt Circle: 10"	148 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.550"		

Ref: C-15	No Weights (18 Splines Early)		
CR3	62-67 6 Cyl, V8 (122 Tooth Ring Gear)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 18	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.550"		

Ref: C-15A	No Weights (27 Splines Early)		
CR4	68-72 6 Cyl (122 Tooth Ring Gear)		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.550"		


Chrysler A904, TF6 Non L-Up

A904 (TF6) Non Lock Up (Narrow Ring Gear) (1.810" Pilot)

Ref: C-23	No Weights		
CR8	1968-77 225, 318		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-23LS	No Weights (Low & High Stall Options)		
CR8L (Low Stall)	1977-Up 225, 318		
	Type: Non Lock Up	Hub: Slotted	
Ref: C-23HS	Diameter: 11"	Input Splines: 27	
CR8H (High Stall)	Bolt Circle: 10"	122 Tooth Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

Ref: C-33	Two Weights (1.62" x .75" x .38")		
CR13L	1975-77 360 Engine		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-35LS	Butterfly Weight (120 Gram)		
CR15L	1975-77 360 Low Stall		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-35HS	Butterfly Weight (120 Gram)		
CR15H	1975-77 360 High Stall		
	Type: Non Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Chrysler A904, TF6 Non L-Up

A904 (TF6) Lock Up (No Ring Gear)

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. Rear Wheel Drive converters can be identified as follows: 90° bolt pattern covers may have an "90°, 0° or Ø" stamped between the lugs. Offset bolt pattern covers will not have any stamping.</p>		
		90° Bolt Pattern	

To ID Bolt Patterns	<p>In some later models, Chrysler changed from an offset bolt pattern to a 90° bolt pattern. The offset bolt pattern has one pad that is offset. Take a straight edge from the center of one bolt hole, across the center of the pilot, to the opposite bolt hole.</p> <p>Or measure the distance between the bolts next to each other. If the measurements are the same, it is a 90° bolt pattern. If they are different, it is an offset bolt pattern.</p>		
		Offset Bolt Pattern	90° Bolt Pattern

Ref: OM-5	10" Milled Flats on Hub			
CR47	Codes: 002B, 146, 311, 388 88-Up 2.5L Wrangler, D-50 Offset Bolts			
	Type: Lock Up			Hub: Flats
	Diameter: 10"			Input Splines: 22
	Bolt Circle: 8.75"			Offset Bolt Pattern
	Mounting: 4 Pads	Pilot Dia: 1.335"		


Ref: OM-15	10" Milled Flats on Hub			
CR97	1996-Up 2.5L Jeep Wrangler 90° Bolt Pattern			
	Type: Lock Up			Hub: Flats
	Diameter: 10"			Input Splines: 22
	Bolt Circle: 8.75"			90° Bolt Pattern
	Mounting: 4 Pads	Pilot Dia: 1.335"		

Ref: R-23LULS	11" AMC (Low Stall)			
CR53L	1978-Up 6 Cyl Some, V8 (Low Stall) Offset Bolt Pattern			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 26
	Bolt Circle: 10"			Offset Bolt Pattern
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-23LUHS	11" AMC (High Stall)			
CR53H	1978-Up 4 Cyl, 6 Cyl Some (High Stall) Offset Bolt Pattern			
	Type: Lock Up			Hub: Slotted
	Diameter: 11"			Input Splines: 26
	Bolt Circle: 10"			Offset Bolt Pattern
	Mounting: 4 Pads	Pilot Dia: 1.810"		

A904 (TF6) Lock Up (No Ring Gear) (cont.)

Ref: R-51	11" Fitchel & Sachs (Low Stall)		
J22	1984-87 6 Cyl Jeep Cherokee		
	Caution: Do Not Use Long Bolts		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 9.125"	Made in West Germany		
Mounting: 4 Pads	Pilot Dia: .825"		

Ref: R-51	11" Fitchel & Sachs (High Stall)		
J23	1984-87 4 Cyl Jeep Cherokee		
	Caution: Do Not Use Long Bolts		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 9.125"	Made in West Germany		
Mounting: 4 Pads	Pilot Dia: .825"		

A904 (TF6) Lock Up (Narrow Ring Gear) (No Weights)

Ref: C-23LULS	No Weights, Slotted Hub (Low Stall)		
CR9L	1978-Up 225, 318 Low Stall		
	CR30L = Clutch Omitted - See Disclaimer		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 10"	Narrow Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-23LUHS	No Weights, Slotted Hub (High Stall)		
CR9H	1978-Up 225, 318 High Stall		
	CR30H = Clutch Omitted - See Disclaimer		
	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	
Bolt Circle: 10"	Narrow Ring Gear		
Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-50	No Weights, Flats on Hub (High Stall)		
CR28	92-Up 3.9L, 5.2L High Stall (Code 871)		
	Type: Lock Up	Hub: Flats	
	Diameter: 11"	Input Splines: 26	
	Bolt Circle: 10"	Narrow Ring Gear	
Mounting: 4 Pads	Pilot Dia: 1.810"		

Chrysler A904, TF6 Lock Up


A904 (TF6) Lock Up (Narrow Ring Gear) (Butterfly Weights)

Ref: C-35LULS	Butterfly Weight (120 Gram)			
CR16L	1978-Up 360 V8 Low Stall			
	Type: Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: C-35LUHS	Butterfly Weight (120 Gram)			
CR16H	1978-Up 360 V8 High Stall			
	Type: Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 26		
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

45RFE

Ref: R-60	11.33" (Medium Stall)		 <p style="text-align: center;">O-Ring Not Included</p>	
CR2	1999-Up 4.7L V8 Cherokee, Durango			
	O-Ring on Hub (Not Included)			
	Type: Lock Up	Hub: Flats		
	Diameter: 11.67"	Input Splines: 29		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Ref: R-60A	11.33" (Low Stall)		 <p style="text-align: center;">O-Ring Not Included</p>	
CR2A	O-Ring on Hub (Not Included)			
	Type: Lock Up	Hub: Flats		
	Diameter: 11.67"	Input Splines: 29		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		