	Chry	/sler	
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)
		mantan	
Pattern - Offset	Pattern - 90°	Ring Gear - Narrow	Ring Gear - Wide
LO STALL HIGH STALL	LS LOCK UP LOCK UP LOCK UP LOCK UP		
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

	А	404, A413, A470 (3	Pads Non Lock Up)	
Ref: OM-1LS	3 Pads (I	Low Stall)		
	Codes: 058,	466, 597, 873	A.	
	1978-85 Non Tur	rbo & 2.2L w/ EFI	CS.	
CR35	Type: Non Lock Up	Hub: Slotted		
CR35	Diameter: 10"	Input Splines: 23		
	Bolt Circle: 8.75"	Low Stall		
	Mounting: 3 Pads	Pilot Dia: 1.335"		
Ref: OM-1HS	3 Pads (H	High Stall)		
	Codes:	068, 970	The second se	
	1978-85 Turbo	& 2.2L w/o EFI		
0042	Type: Non Lock Up	Hub: Slotted		P
CR43	Diameter: 10"	Input Splines: 23		
	Bolt Circle: 8.75"	High Stall		
	Mounting: 3 Pads	Pilot Dia: 1.335"		
	A	404, A413, A470 (4	Pads Non Lock Up)	
To ID Impellers	Shallow Impeller Measure from the to the top of the hul The Deep Impeller	r (Early) measures Ilow Impeller (Late)		
			Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
Ref: OM-8LS	4 Pads, Non Loo	ck Up (Low Stall)	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
Ref: OM-8LS	Codes: 14	3, 161, 974	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
	Codes: 14 1986-Up Non Turk	3, 161, 974 po (Deep Impeller)	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
Ref: OM-8LS CR39	Codes: 14 1986-Up Non Turk Type: Non Lock Up	3, 161, 974 Do (Deep Impeller) Hub: Flats	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10"	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
	Codes: 14 1986-Up Non Turk Type: Non Lock Up	3, 161, 974 Do (Deep Impeller) Hub: Flats	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
CR39	Codes: 14 1986-Up Non Turt Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335"	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall)	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
CR39	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339,	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
CR39 Ref: OM-8HS	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339, 1 1986-Up Turbo	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972 (Deep Impeller)	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
CR39	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950" Impeller (Late) .950" Impeller (Late) .950"
CR39 Ref: OM-8HS	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339, 5 1986-Up Turbo Type: Non Lock Up Diameter: 10"	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950"
CR39 Ref: OM-8HS	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats	Deep Impeller (Early) .650"	Shallow Impeller (Late) .950" Impeller (Late) .950" Impeller (Late) .950"
CR39 Ref: OM-8HS CR40	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loc Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335"		Shallow Impeller (Late) .950"
CR39 Ref: OM-8HS	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Loce Codes: 072, 339, 5 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" but the stall of the		Shallow Impeller (Late) .950" Image: Additional system Imag
CR39 Ref: OM-8HS CR40	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 340, 1	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" 5 Up (Medium Stall) 370, 761, 963		
CR39 Ref: OM-8HS CR40	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 340, 1 1988-Up Turbo (5	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" blue Up (Medium Stall) 370, 761, 963 Shallow Impeller)		
CR39 Ref: OM-8HS CR40	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 340, 1 1988-Up Turbo (S Type: Non Lock Up	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (Medium Stall) 370, 761, 963 Shallow Impeller) Hub: Flats		
CR39 Ref: OM-8HS CR40 Ref: OM-14	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 340, 1 1988-Up Turbo (S Type: Non Lock Up Diameter: 10"	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bk Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" blub: Flats Shallow Impeller) Hub: Flats Input Splines: 23		
CR39 Ref: OM-8HS CR40 Ref: OM-14	Codes: 14 1986-Up Non Turk Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 072, 339, 1 1986-Up Turbo Type: Non Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 4 Pads, Non Lock Codes: 340, 1 1988-Up Turbo (S Type: Non Lock Up	3, 161, 974 bo (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (High Stall) 369, 432, 967, 972 (Deep Impeller) Hub: Flats Input Splines: 23 Early Deep Impeller Pilot Dia: 1.335" bt Up (Medium Stall) 370, 761, 963 Shallow Impeller) Hub: Flats		

A413, A470, A670 (4 Pads Lock Up)	
Ref: OM-9LS 4 Pads, Lock Up (Low Stall)	
Codes: 136, 137, 520, 627, 964, 965	
(Deep Impeller)	All Contra
1988-89 2.5L, 2.6L, 3.0L Non Turbo	
Type: Lock Up Hub: Flats	
CR41 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)	
Codes: 138, 316, 597, 636, 679,	
956, 969, 984 (Deep Impeller)	
1988-89 2.2L, Turbo	
CR72 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)	
Codes: 002, 244, 305, 344, 444, 544,	
626, 627, 966 (Shallow Impeller)	ACTIONA
626, 627, 966 (Shallow Impeller)	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub Height	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub Height CR42 Type: Lock Up Hub: Flats	
CR42 $ \begin{array}{c} 626, 627, 966 (Shallow Impeller) \\ 1990-Up 3.0L (Fwd Only) 2" Hub Height \\ \hline Type: Lock Up Hub: Flats \\ \hline Diameter: 10" Input Splines: 22 \end{array} $	
CR42 $ \begin{array}{c} 626, 627, 966 (Shallow Impeller) \\ 1990-Up 3.0L (Fwd Only) 2" Hub Height \\ \hline Type: Lock Up Hub: Flats \\ Diameter: 10" Input Splines: 22 \\ \hline Bolt Circle: 8.75" Shallow Impeller \end{array} $	
CR42 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"	
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"	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub Height1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956(Shallow Impeller) (Fwd Only)	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956(Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956(Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: Flats	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956(Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22	
626, 627, 966 (Shallow Impeller)1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956(Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)Further in the stall input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)COdes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)Codes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only) 90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)Octore: Bolt Circle: 8.75"Shallow ImpellerDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)CR73Shallow Impeller) (Fwd Only)90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)Codes: (Shallow Impeller) (Fwd Only)1996-Up 90° Bolt Pattern (2" Hub Height)	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)CR73Codes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only) 90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)Ype: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)Codes: (Shallow Impeller) (Fwd Only)Codes:Ref: OM-13BE4 Pads, Lock Up (High Stall)Codes: (Shallow Impeller) (Fwd Only)Codes:(Shallow Impeller) (Fwd Only)Codes: <td></td>	
626, 627, 966 (Shallow Impeller) 1990-Up 3.0L (Fwd Only) 2" Hub HeightType: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BHS4 Pads, Lock Up (High Stall)COdes: 147, 250, 311, 379, 479, 956 (Shallow Impeller) (Fwd Only) 90-Up 2.0L, 2.4L, Turbos (2" Hub Height)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow Impeller)Type: Lock UpHub: FlatsDiameter: 10"Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)Codes:Ref: OM-13BEA Pads, Lock Up (High Stall)Input Splines: 22Bolt Circle: 8.75"Shallow ImpellerMounting: 4 PadsPilot Dia: 1.335"Ref: OM-13BE4 Pads, Lock Up (High Stall)Codes:(Shallow Impeller) (Fwd Only)1996-Up 90° Bolt Pattern (2" Hub Height)	

Chrysler A413, A470, A670

Pilot Dia: 1.335"

Mounting: 4 Pads

		A500 Non Lock l	Jp (No Ring Gear)	
Ref: R-49	No Ring Gear			
	-	pdate Pump & Converter	1 m	
	to Flats on Hub Style)	1988-92 Jeep 4.0L V6		
0070	Type: Non Lock Up	Hub: Slotted		
CR78	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		
		s: 877 eep 4.0L V6	I	
	Type: Non Lock Up	Hub: Flats		
CR68	Diameter: 11"	Input Splines: 27	and the second second	
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		
	A50	00 Non Lock Up (12	2 T Narrow Ring Gear)	
To ID Narrow & Wide Ring Gears	Wide Ring outside of the gear.			
			Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)
Ref: C-28	Narrow Ring Ge	ear, Slotted Hub		
	Codes: 831, 881 (NLA - U	pdate Pump & Converter	P	
	to Flats on Hub Style) 1988-92 3.9L V6		
CR79	Type: Non Lock Up	Hub: Slotted		los - col
Ch/5	Diameter: 11"	Input Splines: 27		Contraction and the second sec
	Bolt Circle: 10"	Narrow Ring Gear		Contraction of the second s
	Mounting: 4 Pads	Pilot Dia: 1.810"	and an	
Ref: C-30	Narrow Ring Ge	ar, Flats on Hub		
		s: 873 3.9L V6	A.	
	Type: Non Lock Up	Hub: Flats		
CR80	Diameter: 11"	Input Splines: 27		And the state
	Bolt Circle: 10"	Narrow Ring Gear		A CONTRACTOR OF A CONTRACTOR O
	Mounting: 4 Pads	Pilot Dia: 1.810"	and and a support of the second	

		A500 Lock Up	(No Ring Gear)	
To ID Bolt Patterns	offset bolt pattern to a 90° Drive converters can be bolt pattern covers may stamped between the	hrysler changed from an ^o bolt pattern. Rear Wheel identified as follows: 90° y have an "90°, 0° or Ø" lugs. Offset bolt pattern ave any stamping.	90°	Pattern
To ID Bolt Patterns	offset bolt pattern t The offset bolt pattern h Take a straight edge fro hole, across the cen opposite Or measure the distance each other. If the the same, it is a 90° b	hrysler changed from an o a 90° bolt pattern. as one pad that is offset. om the center of one bolt ter of the pilot, to the bolt hole. between the bolts next to measurements are polt pattern. If they are offset bolt pattern.	Offset Bolt Pattern	90° Bolt Pattern
Ref: OM-5	10", Offset	Bolt Pattern		
CR47	Codes: 002B, 146, 31 Pickup, 2.5L Jeep (Rwo Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	11, 388 1990 D-50 Only. 2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear Pilot Dia: 1.335"		
Ref: OM-15	10", 90° B	olt Pattern	and a set	To and the second se
Ref: OM-15 CR97	(Rwd	olt Pattern Only) o (2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear Pilot Dia: 1.335"		
	(Rwd 1996-Up 2.5L Jeep Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	Only) o (2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear		
CR97	(Rwd 1996-Up 2.5L Jeep Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11", Offset Code	Only) o (2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear Pilot Dia: 1.335"		
CR97 Ref: R-52 CR69	(Rwd 1996-Up 2.5L Jeer Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11", Offset Code 1992-Up Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Only) (2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear Pilot Dia: 1.335" Bolt Pattern s: 703 4.0L Jeep Hub: Flats Input Splines: 26 No Ring Gear Pilot Dia: 1.810"		
CR97 Ref: R-52	(Rwd 1996-Up 2.5L Jeer Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11", Offset Code 1992-Up Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 11", 90° B Codes: 596,	Only) (2.2" Hub Height) Hub: Flats Input Splines: 22 No Ring Gear Pilot Dia: 1.335" Bolt Pattern s: 703 4.0L Jeep Hub: Flats Input Splines: 26 No Ring Gear		

	A500 Loc	k Up (w/ 122 T Nar	row Ring Gear & Slotted Hub)
Ref: C-23LULS	Slotted Hu	b, Low Stall	
	1988-92	5.2L, 318	
CR9L	Type: Lock Up	Hub: Slotted	
CR9L	Diameter: 11"	Input Splines: 26	Contraction of the second seco
	Bolt Circle: 10"	Narrow Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	2222 ATTHOUGHOUCEFEER
Ref: N/A	Slotted Hu	b, Low Stall	
	Codes: 324 (w/	Stator Bearing)	
	1988-92	5.2L, 318	
CR67L	Type: Lock Up	Hub: Slotted	
	Diameter: 11"	Input Splines: 26	and the second s
	Bolt Circle: 10"	Narrow Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	a a a a a a a a a a a a a a a a a a a
Ref: C-23LUHS	Slotted Hul	b, High Stall	
Ref: C-23LUHS		b, High Stall 91 3.9L	(B) (B)
Ref: C-23LUHS	1988-5	91 3.9L	
	1988-4 Type: Lock Up	91 3.9L Hub: Slotted	
	1988-9 Type: Lock Up Diameter: 11"	91 3.9L Hub: Slotted Input Splines: 26	
	1988- Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	91 3.9L Hub: Slotted Input Splines: 26 Narrow Ring Gear	
CR9H	1988-5 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Slotted Hul	Hub: Slotted Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810"	
CR9H	1988- Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Slotted Hul Codes: 627 (w/	Hub: Slotted Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" b, High Stall	
CR9H Ref: C-29	1988- Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Slotted Hul Codes: 627 (w/	Hub: Slotted Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" b, High Stall Stator Bearing)	
CR9H	1988-5 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Slotted Hul Codes: 627 (w/ 1988-5	Hub: Slotted Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" b, High Stall Stator Bearing) 92 3.9L	
CR9H Ref: C-29	1988- Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Slotted Hul Codes: 627 (w/ 1988- Type: Lock Up	Hub: Slotted Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" b, High Stall Stator Bearing) 92 3.9L Hub: Slotted	

	A500 Lock U	p (w/ 122 T Narrow	Ring Gear & Milled Flats on	Hub)
To ID Bolt Patterns	offset bolt pattern t Rear Wheel Drive identified as follows: may have an "90°, 0° o the lugs. Offset bolt	hrysler changed from an o a 90° bolt pattern. converters can be 90° bolt pattern covers or Ø" stamped between pattern covers will not stamping.	90° Bol	Pattern
To ID Bolt Patterns	offset bolt pattern to a 90 bolt pattern has on Take a straight edge bolt hole, across the c opposite Or measure the distance each other. If the measure a 90° bolt pattern. If the	hrysler changed from an o' bolt pattern. The offset ie pad that is offset. from the center of one enter of the pilot, to the bolt hole. between the bolts next to rements are the same, it is ney are different, it is an It pattern.	Offset Bolt Pattern	90° Bolt Pattern
Ref: N/A	Offset Bolt Pat	tern (Low Stall)		
	Codes: 324, 899 (w/ Stator Bearing)		
	1992-L	Jp 5.2L	CIN I	
CR29	Type: Lock Up	Hub: Flats		
UTI25	Diameter: 11"	Input Splines: 26		An interest
	Bolt Circle: 10"	Narrow Ring Gear	and the second second	THE CONTRACTOR OF THE PARTY OF
	Mounting: 4 Pads	Pilot Dia: 1.810"		
Ref: C-50	Offset Bolt Pat	tern (High Stall)		
	Codes: 871 (w/	Stator Bearing)		
	1992-U	Jp 3.9L		
CB28	Type: Lock Up	Jp 3.9L Hub: Flats		
CR28	Type: Lock Up Diameter: 11"	Hub: Flats Input Splines: 26		
CR28	Type: Lock Up Diameter: 11" Bolt Circle: 10"	Hub: Flats Input Splines: 26 Narrow Ring Gear		
CR28	Type: Lock Up Diameter: 11"	Hub: Flats Input Splines: 26		
CR28 Ref: C-51	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Hub: Flats Input Splines: 26 Narrow Ring Gear		
	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810"		
	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549,	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern		
Ref: C-51	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781		
	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11"	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26		
Ref: C-51	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10"	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear		
Ref: C-51	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11"	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26		
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810"	& Milled Flats on Hub) (Re	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810"	& Milled Flats on Hub) (Remote Name)	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 500 Lock Up (w/ 13) Milled Hub, 90	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" 0 T Wide Ring Gear	& Milled Flats on Hub) (Register)	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 500 Lock Up (w/ 13) Milled Hub, 90 Codes:	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" 0 T Wide Ring Gear	& Milled Flats on Hub) (Re	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 500 Lock Up (w/ 13) Milled Hub, 90 Codes:	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" 0 T Wide Ring Gear 0° Bolt Pattern 599, 792	Image: Constraint of the second se	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 500 Lock Up (w/ 13 Milled Hub, 90 Codes: 1996-Up Type: Lock Up Diameter: 11"	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" 0 T Wide Ring Gear 599, 792 5.2L, 5.5L Hub: Flats Input Splines: 26	Image: Addition of the second seco	blaces 131 T)
Ref: C-51 CR91	Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 90° Bolt Codes:549, 1996-Up 3.9L (w Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 500 Lock Up (w/ 13) Milled Hub, 90 Codes: 1996-Up Type: Lock Up	Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" t Pattern 593, 594, 781 / Stator Bearing) Hub: Flats Input Splines: 26 Narrow Ring Gear Pilot Dia: 1.810" 0 T Wide Ring Gear 599, 792 5.2L, 5.5L Hub: Flats	Image: Constraint of the second se	blaces 131 T)

Chrysler A500 Lock Up

	A518 Non Lock U	p (130 T Wide Ring	Gear & No Weights) (Repla	ces 131 T)
To ID Bolt Patterns	offset bolt pattern to a 90 ^o Drive converters can be bolt pattern covers may stamped between the l	chrysler changed from an ° bolt pattern. Rear Wheel identified as follows: 90° y have an "90°, 0° or Ø" ugs. Offset bolt pattern ave any stamping.	90° Bolt	Pattern
To ID Bolt Patterns	offset bolt pattern to a 90 bolt pattern has one pad th edge from the cent across the center opposite Or measure the distance each other. If the the same, it is a 90° bolt p	chrysler changed from an 0° bolt pattern. The offset hat is offset. Take a straight ter of one bolt hole, of the pilot, to the bolt hole. between the bolts next to measurements are hattern. If they are different, t bolt pattern.	Contraction of the second seco	90° Bolt Pattern
	Non Lock Up, No Weights			
	Offset Bolt P	attern (89-Up)	E	150
Offset Bolt	Type: Non Lock Up	Hub: Slotted		
Pattern	Diameter: 11"	Input Splines: 24		and the second sec
	Bolt Circle: 10"	Offset Bolt Pattern		Contraction and a second s
	Mounting: 4 Pads	Pilot Dia: 1.810"	22222222222000000000000000000000000000	
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 Bearin	ng)
	Non Lock Up	o, No Weights		
	90° Bolt Pattern (96-Up)		T	1 Con
90° Bolt	Type: Non Lock Up	Hub: Slotted		
Pattern	Diameter: 11"	Input Splines: 24		
	Bolt Circle: 10"	90° Bolt Pattern	A CONTRACT OF A	Contractor Programmer and States
1			A DESCRIPTION OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER	the second se
	Mounting: 4 Pads	Pilot Dia: 1.810"	***>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	

CR92

C-56

High Stall (Codes: 546)

	A518, A618 Non Loo	ck Up (130 T Wide I	Ring Gear w/ Weights) (Rep	laces 131 T)
To ID Bolt Patterns	offset bolt pattern to a 90° Drive converters can be bolt pattern covers may stamped between the l	hrysler changed from an ^o bolt pattern. Rear Wheel identified as follows: 90° y have an "90°, 0° or Ø" ugs. Offset bolt pattern ave any stamping.	90° Bolt	Pattern
To ID Bolt Patterns	offset bolt pattern to a 90 bolt pattern has one pad th edge from the cent across the center opposite Or measure the distance each other. If the measur a 90° bolt pattern. If the	hrysler changed from an 0° bolt pattern. The offset hat is offset. Take a straight ter of one bolt hole, of the pilot, to the bolt hole. between the bolts next to rements are the same, it is hey are different, it is an It pattern.	Offset Bolt Pattern	90° Bolt Pattern
Ref: C-57		91 Gram Weight		·
	Offset Bolt Pattern (B	uilt w/ Stator Bearing) , 858 (High Stall)	E	
CR58	Type: Non Lock Up	Hub: Slotted		W TTO
	Diameter: 11"	Input Splines: 24		The second se
	Bolt Circle: 10"	Wide Ring Gear	The second se	and the second s
	Mounting: 4 Pads	Pilot Dia: 1.810"		
Ref: C-49	Non Lock Up, w/	120 Gram Weight		
	-	uilt w/ Stator Bearing)		

Ref: C-49	Non Lock Up, w/ 120 Gram Weight			
	Offset Bolt Pattern (B	Offset Bolt Pattern (Built w/ Stator Bearing)		
	Codes: 085, 121	Codes: 085, 121, 520 (Low Stall)		
CDGO	Type: Non Lock Up	Hub: Slotted		
CR62	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")			
	A6	518	and a state of the		
	1989-Up 5.9L Cummins Diesel		E COD S		
CR27	Type: Non Lock Up	Hub: Slotted	10000		
	Diameter: 13.875"	Input Splines: 24	1100000	(B)	
	Bolt Circle: 12.25"	No Ring Gear		and the second s	
	Mounting: 6 Pads	Pilot Dia: 1.810"			

	A518 Lo	ck Up (130 T Wide	Ring Gear) (Replaces 131 T	-)
To ID Bolt Patterns	offset bolt pattern to a 90 Drive converters can be bolt pattern covers ma stamped between the	Chrysler changed from an ^o bolt pattern. Rear Wheel identified as follows: 90° y have an "90°, 0° or Ø" lugs. Offset bolt pattern ave any stamping.	90° Bol	r Pattern
To ID Bolt Patterns	offset bolt pattern to a 9 bolt pattern has one p straight edge from the across the center opposite Or measure the distance each other. If the measure	Chrysler changed from an 0° bolt pattern. The offset ad that is offset. Take a center of one bolt hole, r of the pilot, to the bolt hole. • between the bolts next to rements are the same, it is ley are different, it is an		
		lt pattern.	Offset Bolt Pattern	90° Bolt Pattern
	Lock Up,	No Weight		
	W/ Stator Bearing		E	
No Waight	Type: Lock Up	Hub: Slotted	1	
No Weight	Diameter: 11"	Input Splines: 23	1 /	and the second sec
	Bolt Circle: 10"	Wide Ring Gear	The second se	CONTRACTOR CONTRACTOR CONTRACTOR

		-	Contraction of the second s
	Bolt Circle: 10"	Wide Ring Gear	A STATE OF THE OWNER
	Mounting: 4 Pads	Pilot Dia: 1.810"	
CR63	C-52	92-96, Offset Bolt Patte	rn, 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/ 9	1 Gram Weight	
	W/ Stato	r Bearing	
91 Gram	Type: Lock Up	Hub: Slotted	
Weight	Diameter: 11"	Input Splines: 23	A Commence of the second secon
	Bolt Circle: 10"	Wide Ring Gear	THE REPORT OF TH
	Mounting: 4 Pads	Pilot Dia: 1.810"	11100000000000
CR64	C-54	92-96, Offset Bolt Patte	ern, Medium Stall (Codes: 642, 643, 878)

	48	RE	
To ID 48RE	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.	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.	

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 I	Lock Up, 47RE, 47I	RH, 48RE (No Ring Gear)	
Ref: C-93	310mm (13.875	5") (Gas Only)	C. T. C.	8
	A618 (Co	des: 506)	Supplier and the second second	S . A
CR65	1992-Up V10 Gas O	only (Medium Stall)	2, C. D. S.	
(Do Not Use	Type: Lock Up	Hub: Slotted	1000.000	81 2 8
in 48RE)	Diameter: 13.875"	Input Splines: 23	"LICODD'	
	Bolt Circle: 12.25"	Medium Stall		
See Page 64	Mounting: 6 Pads	Pilot Dia: 1.810"		
	wounting. or ads	T liot Dia. 1.010		and the second
Ref: N/A	310mm (13.875")	and the	A
CR70	OE Converter Showr Replaced	-	a as a	Reference and and
(Do Not Use	Type: Lock Up	Hub: Slotted	11 Provention	R
in 48RE)	Diameter: 13.875"	Input Splines: 23	Million	
	Bolt Circle: 12.25"	Replaced by CR70L		
See Page 64		Pilot Dia: 1.810"		
	Mounting: 6 Pads			
Ref: C-92HD	310mm (13.875'	") (Diesel Only)		and the second sec
	A618, 47RE, 47RH (C	odes: 634, 644, 868)	- Martin -	
CR70L	Billet Lid (Suggested N	lax Torque 550 ft. lbs.)	1	
(Do Not Use	Type: Lock Up	Hub: Slotted	1 100000	
in 48RE)	Diameter: 13.875"	Input Splines: 23	(Leona .	
See Page 64	Bolt Circle: 12.25"	Low Stall	Contraction of the Contraction o	
-				
	Mounting: 6 Tapped Holes	Pilot Dia: 1.810"		1 3 3 4 4 M
Ref: C-94HD	Mounting: 6 Tapped Holes 310mm (
Ref: C-94HD		13.875")		
Ref: C-94HD	310mm (13.875") A618, 47RE, 47RH)		
Ref: C-94HD CR70X	310mm (48RE (Will Also Fit	13.875") A618, 47RE, 47RH)		
CR70X	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted	Contraction of the second seco	
	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted Input Splines: 23		
CR70X	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall		
CR70X See Page 64	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810"		
CR70X	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875")		
CR70X See Page 64	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH)		
CR70X See Page 64	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. Ibs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. Ibs.)		
CR70X See Page 64 Ref: C-94HD-S1	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc	13.875") A618, 47RE, 47RH) lax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) lax Torque 750 ft. lbs.) Hub: Slotted		
CR70X See Page 64 Ref: C-94HD-S1	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25"	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810"		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1 See Page 64	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810"		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1 See Page 64 Ref: C-94HD-S3	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810" Si') (Multi Disc) A618, 47RE, 47RH)		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1 See Page 64 Ref: C-94HD-S3	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875 48RE (Will Also Fit	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810" Si') (Multi Disc) A618, 47RE, 47RH)		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1 See Page 64 Ref: C-94HD-S3 CR70X-S3	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875 48RE (Will Also Fit Billet Lid (Suggested M	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810" "") (Multi Disc) A618, 47RE, 47RH) ax Torque 1000 ft. lbs.)		
CR70X See Page 64 Ref: C-94HD-S1 CR70X-S1 See Page 64 Ref: C-94HD-S3	310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (48RE (Will Also Fit Billet Lid (Suggested M Type: Single Disc Diameter: 13.875" Bolt Circle: 12.25" Mounting: 6 Tapped Holes 310mm (13.875 48RE (Will Also Fit Billet Lid (Suggested M Type: Multi Disc	13.875") A618, 47RE, 47RH) Iax Torque 550 ft. lbs.) Hub: Slotted Input Splines: 23 Low Stall Pilot Dia: 1.810" 13.875") A618, 47RE, 47RH) Iax Torque 750 ft. lbs.) Hub: Slotted Input Splines: 23 Custom Low Stall Pilot Dia: 1.810" Si'') (Multi Disc) A618, 47RE, 47RH) ax Torque 1000 ft. lbs.) Hub: Slotted		

A604 (10")

To ID Bolt
Patterns

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")

Offset Bolt Pattern

90° Bolt Pattern

Ref: OM-10B	10", Lo	ow Stall
		IO, 395, 581, 595 3.0L, 3.3L
0044	Type: Lock Up	Hub: Flats
CR44	Diameter: 10"	Input Splines: 24
	Bolt Circle: 8.75"	Offset Bolt Pattern
	Mounting: 4 Pads	Pilot Dia: 1.335"
Ref: OM-13B	10", Mec	dium Stall
	Codes: 002, 244,	305, 344, 444, 544
	626, 627, 966 (9	91-Up 3.0L, 3.3L)
0040	Type: Lock Up	Hub: Flats
CR42	Diamatan 10"	lass t Ostinas and

Input Splines: 22 Offset Bolt Pattern

Pilot Dia: 1.335"

Ref: OM-13BHS	10", High Stall (Som	e) (Shallow Impeller)	
	Codes: 147, 250,	311, 379, 479, 956	
	1991-Up 2.2L, 2.4	L, 2.5L Non Turbo	
CR73	Type: Lock Up	Hub: Flats	
	Diameter: 10"	Input Splines: 22	7
	Bolt Circle: 8.75"	Offset Bolt Pattern	10
	Mounting: 4 Pads	Pilot Dia: 1.335"	

Diameter: 10"

Bolt Circle: 8.75" Mounting: 4 Pads

Ref: OM-9HS	10", High Stall (Sor	ne) (Deep Impeller)
	Codes: 138, 316, 63	6, 679, 956, 969, 984
	1991-Up 2.4L	., 2.5L Turbo
CR72	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° B	olt Pattern)	
	1996-Up Dodge I	Neon (Fwd Only)	
CR88	Type: Lock Up	Hub: Flats (2" Tall)	
CHOO	Diameter: 10"	Input Splines: 22	
	Bolt Circle: 8.75"	90° Bolt Pattern	
	Mounting: 4 Pads	Pilot Dia: 1.335"	



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66

		A604 (10 75")	
To ID Bolt Patterns	an offset bolt pattern to Wheel Drive converter identified as follows: O may have an "O" stam on the side. Son 90° bolt pattern o	Chrysler changed from a 90° bolt pattern. Front s (A604 & A606) can be Offset bolt pattern covers ped between the lugs or ne may have both. covers will not have amping.	Offset Bolt Pattern (One or Both)	90° Bolt Pattern
To ID Bolt Patterns	offset bolt pattern to offset bolt pattern has Take a straight edge bolt hole, across the the opposi Or measure the distanc to each other. If the same, it is a 90° bolt pa	Chrysler changed from an a 90° bolt pattern. The s one pad that is offset. from the center of one e center of the pilot, to ite bolt hole. The bolts next measurements are the ttern. If they are different, et bolt pattern.	Offset Bolt Pattern	90° Bolt Pattern
Ref: OM-11B	10.75", Offse	et Bolt Pattern		
CR45		75, 476, 518, 550, 775 8L (Some 98-Up) Hub: Flats Input Splines: 22 Can be Smooth or Dimpled Pilot Dia: 1.335"		
Ref: OM-16	10.75", 90°	Bolt Pattern		
CR85		AD (Red Sticker) 3.3L, 3.8L Hub: Flats (2" Tall) Input Splines: 22 Can be Smooth or Dimpled Pilot Dia: 1.335"		Market Market
	Mounting. 41 aus	1 liot Dia. 1.000		
		A6	06	
Ref: OM-12	10.75", Offse	et Bolt Pattern		
CR46		50, 799, 803 oth or Dimpled) Hub: Flats Input Splines: 22 Smooth or Dimpled Pilot Dia: 1.335"		
Ref: OM-17	10.75" 90°	Bolt Pattern	-	
		AB (Red Sticker)		5-3

Ref: OM-17	10.75", 90°	Bolt Pattern	
	Codes: 4736461	AB (Red Sticker)	
	1998-Up (Smoo	oth or Dimpled)	1:
CR86	Type: Lock Up	Hub: Flats	(
Choo	Diameter: 10.75"	Input Splines: 22	
	Bolt Circle: 9"	Smooth or Dimpled	
	Mounting: 4 Pads	Pilot Dia: 1.335"	



Chrysler A604, A606

		4727 (TF8) Non Lo
Ref: R-24LS	11", Lo	ow Stall
		e thick or thin. (Use the s to avoid damage).
CR54L	Type: Non Lock Up	Hub: Slotted
CH34L	Diameter: 11"	Input Splines: 24
	Bolt Circle: 10"	No Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"
Ref: R-24HS	11", Hig	gh Stall
		e thick or thin. (Use the s to avoid damage).
CR54H	Type: Non Lock Up	Hub: Slotted
СКЭ4П	Diameter: 11"	Input Splines: 24
	Bolt Circle: 10"	No Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"
Ref: R-21	12", Lo	ow Stall

	1972	2-75	
0051	Type: Non Lock Up	Hub: Slotted	
CR51	Diameter: 12"	Input Splines: 24	
1	Bolt Circle: 11"	No Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	
Ref: C-90	310mm (13.875")	
			Willian.

Ref: C-90	310mm (13.875")	E .
	Dodge	Pickup	
CR27	Type: Non Lock Up	Hub: Slotted	I TROUGHT S
CR21	Diameter: 13.875"	Input Splines: 24	Channel CR
	Bolt Circle: 12.25"	No Ring Gear	
	Mounting: 6 Pads	Pilot Dia: 1.810"	

	A727 (TF8) Non Lock Up (130 T Na	arrow Ring Gear) (Replaces	i 131 T)
		0 0	.88"x.62"x.177" (Used w/ CR22)
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		1.20"x.75"x.158" (Used w/ CR19) 1.40"x.75"x.25" (Used w/ CR17, CR21)
	are listed to the far right.		1.62"x.75"x.38" (Used w/ CR18, CR20)
		Weights	Measurements

Ref: C-16	No Weights (19	Splines Early)		
	1962-66 (Exce	ept 426 Hemi)	Fo	
CR5	Type: Non Lock Up	Hub: Slotted		
Chū	Diameter: 12"	Input Splines: 19		And the state of the second state of the secon
	Bolt Circle: 11"	Narrow Ring Gear	and the second se	
	Mounting: 4 Pads	Pilot Dia: 1.810"	***************************************	

Ref: C-21	No Weights (24	4 Splines Late)	
	1967-77 318, 383, 4	400 w/ Steel Crank	
CB7	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 (1.2	20" x .75" x .158")
	1972-73 440 HP w/ (Cast (Forged) Crank
CR19	Type: Non Lock Up	Hub: Slotted
Chig	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")
	1972-76 400 v	w/ Cast Crank
CR17	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")	
	1968-76	360 V8	
	Type: Non Lock Up	Hub: Slotted	
CR18	Diameter: 12"	Input Splines: 24	Contraction of the second seco
	Bolt Circle: 11"	Narrow Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	

A	727 (TF8) Non Lock Up (130 T Wide R	ing Gear & No Weights) (Re	places 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)	
	1977-Up 225,	318 Low Stall	
CR10L	Type: Non Lock Up	Hub: Slotted	
CRIUL	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	Contractive Contractive
	Mounting: 4 Pads	Pilot Dia: 1.810"	
Ref: C-24	No Weights (Medium Stall)	
		18 Medium Stall	

	1977-Up 225, 31	18 Medium Stall	
CR10	Type: Non Lock Up	Hub: Slotted	
CHIU	Diameter: 11"	Input Splines: 24	
	Bolt Circle: 10"	Wide Ring Gear	The second second
	Mounting: 4 Pads	Pilot Dia: 1.810"	00000000000000000000000000000000000000

	Mounting. 41 dds	Thot Bla. 1.010
Ref: C-24HS	No Weights	(High Stall)
	1977-Up 225,	318 High Stall
	Type: Non Lock Up	Hub: Slotted
CR10H	Diameter: 11"	Input Splines: 24
	Bolt Circle: 10"	Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"
Ref: C-25	426 Hemi	
	1967-70 426	Hemi = CR12
	(1964 = CR5H,	1965-66 = CR6)
0010	Type: Non Lock Up	Hub: Slotted
CR12	Diameter: 11"	Input Splines: 24
	Bolt Circle: 10"	Wide Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"

	727 (TF8) Non Loc	k Up (130 T Wide F	Ring Gear & 2 Weights) (Rep	laces 131 T)
			0 0	.88"x.62"x.177" (Used w/ CR22)
	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			1.20"x.75"x.158" (Used w/ CR19)
To ID Chrysler Weights			<u>a a</u> a a	1.40"x.75"x.25" (Used w/ CR17, CR21)
Treights		the far right.		1.62"x.75"x.38" (Used w/ CR18, CR20)
			Weights	Measurements
To ID Narrow & Wide Ring Gears	from the outside of outside of	tre approximately 1/2" the converter to the f the gear. re approximately 1".		
			Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)
Ref: C-46	Two Weights (.8	8" x .62" x .177")	CIL	
	1969-73 340 V8 w/ Cast Crank			1 3
CR22	Type: Non Lock Up	Hub: Slotted	A start A	
	Diameter: 11"	Input Splines: 24		and the second sec
	Bolt Circle: 10"	Wide Ring Gear	The second se	CONTRACTOR DATE AND
	Mounting: 4 Pads	Pilot Dia: 1.810"		
Ref: C-45	Two Weights (1.	40" x .75" x .25")		
	1973-76 400, 44	0 w/ Cast Crank		100
1				
0.001	Type: Non Lock Up	Hub: Slotted		
CR21	Type: Non Lock Up Diameter: 11"	Hub: Slotted Input Splines: 24		
CR21				
CR21	Diameter: 11"	Input Splines: 24		
CR21 Ref: C-44	Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Input Splines: 24 Wide Ring Gear		
	Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Two Weights (1.	Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810"		
Ref: C-44	Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Two Weights (1.	Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" 62" x .75" x .38")		
	Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Two Weights (1. 1971-76	Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" 62" x .75" x .38") 5 360 V8		
Ref: C-44	Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Two Weights (1. 1971-76 Type: Non Lock Up	Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" 62" x .75" x .38") 5 360 V8 Hub: Slotted		

A727	7 (TF8) Non Lock Up	o (130 T Wide Ring	Gear & Butterfly Weights) (Replaces 131 T)
	There are two butterfl	y weights for the 727.		
To ID Butterfly Weights	 The 100 Gram Weight fits the 340, 400 & 440 with a Cast Crank. The overall height of this weight is approximately 1.175" 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 o		100 Gram (1.175" Tall)	120 Gram (1.375" or 1.545" Tall)
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-47LS	Butterfly Weig	iht (100 Gram)		
	1977-Up 400, 44	40 V8 Low Stall	E .	
CR23L	Type: Non Lock Up	Hub: Slotted		10-6/1
OTIZOE	Diameter: 11"	Input Splines: 24	and the second s	And the second sec
	Bolt Circle: 10"	Wide Ring Gear	and a state of the second of the second	
	Mounting: 4 Pads	Pilot Dia: 1.810"		
	Butterfly Weight (100 Gram)			
Ref: C-47HS	Butterfly Weig	lht (100 Gram)		
Hef: C-47HS	Butterfly Weig		T	
CR23H	1977-Up 400, 44	40 V8 High Stall		
	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10"	40 V8 High Stall Hub: Slotted		
	1977-Up 400, 4 4 Type: Non Lock Up Diameter: 11"	40 V8 High Stall Hub: Slotted Input Splines: 24		
	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10"	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810"		
CR23H	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" ht (120 Gram)		
CR23H Ref: C-48LS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" ht (120 Gram)		
CR23H	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Int (120 Gram) V8 Low Stall		
CR23H Ref: C-48LS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10"	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" ht (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear		
CR23H Ref: C-48LS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11"	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Int (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24		
CR23H Ref: C-48LS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10"	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Hilot Dia: 1.810" V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810"		
CR23H Ref: C-48LS CR25L	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram)		
CR23H Ref: C-48LS CR25L Ref: C-48HS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram)		
CR23H Ref: C-48LS CR25L	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 High Stall		
CR23H Ref: C-48LS CR25L Ref: C-48HS	1977-Up 400, 44 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Non Lock Up	40 V8 High Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 24 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 High Stall Hub: Slotted		

		A727 (TF8) Lock	Up (No Ring Gear)	
Ref: R-24LULS	11", Lo	w Stall		
	1978-Up 360, 400 V8			
ODEEL	Type: Lock Up	Hub: Slotted		
CR55L	Diameter: 11"	Input Splines: 23		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		
	•	•	·	

Ref: R-24LUHS	11", High Stall		
	1978-Up 360, 400 V8		
CR55H	Type: Lock Up	Hub: Slotted	
Спээп	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	g Gear & No Weights) (Repla	aces 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".		
L		Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)
Ref: C-24LULS	No Weights		

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

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

A7	27 (TF8) Lock Up (⁻	130 T Wide Ring G	ear & Butterfly Weights) (Re	places 131 T)
To ID Narrow & Wide Ring Gears	from the outside of outside of	tre approximately 1/2" the converter to the f the gear. re approximately 1".	Narrow Ring Gear (1/2" Wide)	Wide Ring Gear (1" Wide)
To ID Butterfly Weights	There are two butterfly weights for the 727. The 100 Gram Weight fits the 340, 400 & 440 with a Cast Crank. The overall height of this weight is approximately 1.175" 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.		100 Gram (1.175" Tall)	120 Gram (1.375" or 1.545" Tall)
Ref: C-47LULS	Butterfly Weig	ght (100 Gram)		
	1978-Up 400	V8 Low Stall		
CR24L	Type: Lock Up	Hub: Slotted	A present of	10
CR24L	Diameter: 11"	Input Splines: 23		A State of the second sec
	Bolt Circle: 10"	Wide Ring Gear		Contraction of the second s
	Mounting: 4 Pads	Pilot Dia: 1.810"		
Ref: C-47LUHS	Butterfly Weig	ght (100 Gram)		
Ref: C-47LUHS		ght (100 Gram) V8 High Stall	F	
	1978-Up 400	V8 High Stall		
Ref: C-47LUHS		V8 High Stall Hub: Slotted		
	1978-Up 400 Type: Lock Up	V8 High Stall Hub: Slotted Input Splines: 23		Contraction of the second seco
	1978-Up 400 Type: Lock Up Diameter: 11"	V8 High Stall Hub: Slotted		
CR24H	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810"		
	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear		
CR24H	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810"		
CR24H Ref: C-48LULS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram)		
CR24H	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram) V8 Low Stall		
CR24H Ref: C-48LULS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram) V8 Low Stall Hub: Slotted		
CR24H Ref: C-48LULS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11"	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Pilot Dia: 1.810 Hub: Slotted Input Splines: 23		
CR24H Ref: C-48LULS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear		
CR24H Ref: C-48LULS CR26L	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810"		
CR24H Ref: C-48LULS CR26L Ref: C-48LUHS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" ght (120 Gram)		
CR24H Ref: C-48LULS CR26L	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Show Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Show Stall Hub: Slotted		
CR24H Ref: C-48LULS CR26L Ref: C-48LUHS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" yht (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" yht (120 Gram) V8 High Stall Hub: Slotted Hub: Slotted		
CR24H Ref: C-48LULS CR26L Ref: C-48LUHS	1978-Up 400 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads Butterfly Weig 1977-Up 360 Type: Lock Up Diameter: 11"	V8 High Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Mt (120 Gram) V8 Low Stall Hub: Slotted Input Splines: 23 Wide Ring Gear Pilot Dia: 1.810" Ght (120 Gram) V8 High Stall Hub: Slotted Input Splines: 23		

	A904 (T	F6) 10" Non Lock	Up (No Ring Gear) (3 Pads)
Ref: CT-2	3 Pads, .750"Pilot	t (No Inertia Ring)	<u> </u>
	1974-78 1.6L Co	olt, Arrow (Rwd)	A AT A A A A A A A A A A A A A A A A A
KM2	Type: Non Lock Up	Hub: Slotted	The second se
	Diameter: 10"	Input Splines: 27	
	Bolt Circle: 8.25"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: .750"	and the second
Ref: CT-3	3 Pads, .750"Pil	ot (Inertia Ring)	
	1974-78 2.6L Co	olt, Arrow (Rwd)	
KMO	Type: Non Lock Up	Hub: Slotted	1
KM3	Diameter: 10"	Input Splines: 27	1000
	Bolt Circle: 8.25"	No Ring Gear	
	Mounting: 3 Pads	Pilot Dia: .750"	
Ref: OM-3	3 Pads, 1.079" Pilo	ot (No Inertia Ring)	
	1979-80 1.4L, 1.6L Colt Rwd		ab (The
CR37	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" Pilo	ot (No Inertia Ring)	
	1978-Up 2.0L, 2.5L, 2.	6L D-50 & Post Office	
CR36	Type: Non Lock Up	Hub: Slotted	
CH30	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" P	ilot (Inertia Ring)	
	1978-80 2.0	L, 2.6L Colt	
CR38	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"	

	A904 (1	rF6) 11" Non Lock I	Up (No Ring Gear) (4 Pads)
Ref: R-23	4 P	ads	
	197	0-77	
CR52	Type: Non Lock Up	Hub: Slotted	
Chộz	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	l Cyl, 6 Cyl	
	Type: Non Lock Up	Hub: Slotted	
Ref: R-23HS	Diameter: 11"	Input Splines: 27	
CR52H	Bolt Circle: 10"	No Ring Gear	
(High Stall)	Mounting: 4 Pads	Pilot Dia: 1.810"	
Ref: R-50	4 Pads, 1.335" P	ilot (Inertia Ring)	
	1984-86 4 Cyl P	Post Office, Jeep	
J100	Type: Non Lock Up	Hub: Slotted	
3100	Diameter: 11"	Input Splines: 27	Carrier Contraction
	Bolt Circle: 9.125"	Made in West Germany	
	Mounting: 4 Pads	Pilot Dia: .825"	and the second se
	A904 (TF6	6) Non Lock Up (Na	rrow Ring Gear) (1.550" Pilot)
Ref: C-13		B Splines Early)	
	1960-62 6 Cyl (148	3 Tooth Ring Gear)	
0.54	1960-62 6 Cyl (148 Type: Non Lock Up	3 Tooth Ring Gear) Hub: Slotted	
CR1			
CR1	Type: Non Lock Up	Hub: Slotted	
CR1	Type: Non Lock Up Diameter: 11"	Hub: Slotted Input Splines: 18	
CR1 Ref: C-15	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear	
	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550"	
Ref: C-15	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" B Splines Early)	
	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear)	
Ref: C-15	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted	
Ref: C-15	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11"	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18	
Ref: C-15 CR3	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear Pilot Dia: 1.550"	
Ref: C-15	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (2)	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear	
Ref: C-15 CR3 Ref: C-15A	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (2)	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear Pilot Dia: 1.550" 7 Splines Early)	<image/>
Ref: C-15 CR3	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (2 68-72 6 Cyl (122	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear Pilot Dia: 1.550" 7 Splines Early) Tooth Ring Gear)	<image/>
Ref: C-15 CR3 Ref: C-15A	Type: Non Lock UpDiameter: 11"Bolt Circle: 10"Mounting: 4 PadsRegistration62-67 6 Cyl, V8 (12)Type: Non Lock UpDiameter: 11"Bolt Circle: 10"Mounting: 4 PadsNo Weights (2)68-72 6 Cyl (122)Type: Non Lock Up	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" 8 Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear Pilot Dia: 1.550" 7 Splines Early) Tooth Ring Gear) Hub: Slotted	<image/>
Ref: C-15 CR3 Ref: C-15A	Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (14 62-67 6 Cyl, V8 (12 Type: Non Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads No Weights (2 68-72 6 Cyl (122 Type: Non Lock Up Diameter: 11"	Hub: Slotted Input Splines: 18 148 Tooth Ring Gear Pilot Dia: 1.550" B Splines Early) 2 Tooth Ring Gear) Hub: Slotted Input Splines: 18 122 Tooth Ring Gear Pilot Dia: 1.550" 7 Splines Early) Tooth Ring Gear) Hub: Slotted Input Splines: 27	<image/>

Chrysler A904, TF6 Non L-Up

		6) Non Lock Up (Na
Ref: C-23		
nei: 0-23		eights 225, 318
0.00	Type: Non Lock Up	Hub: Slotted
CR8	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
	Bolt Circle: 10"	122 Tooth Ring Gear
CR8H (High Stall)	Mounting: 4 Pads	Pilot Dia: 1.810"
Ref: C-33	Two Weights (1.	62" x .75" x .38")
	1975-77 3	60 Engine
	Type: Non Lock Up	Hub: Slotted
CR13L	Diameter: 11"	Input Splines: 27
	Bolt Circle: 10"	122 Tooth Ring Gear
	Mounting: 4 Pads	Pilot Dia: 1.810"
Ref: C-35LS	Butterfly Weig	ght (120 Gram)
	1975-77 36	0 Low Stall
	Type: Non Lock Up	Hub: Slotted
CR15L	Diameter: 11"	Input Splines: 27

Ref: C-35HS	Butterfly Weight (120 Gram)		
	1975-77 36	0 High Stall	
004511	Type: Non Lock Up	Hub: Slotted	
CR15H	Diameter: 11"	Input Splines: 27	
	Bolt Circle: 10"	122 Tooth Ring Gear	A Contraction of the United States
	Mounting: 4 Pads	Pilot Dia: 1.810"	and a standard of the second

122 Tooth Ring Gear

Pilot Dia: 1.810"

Bolt Circle: 10"

Mounting: 4 Pads

		A904 (TF6) Lock l	Jp (No Ring Gear)	
To ID Bolt Patterns	offset bolt pattern to a 90° Drive converters can b 90° bolt pattern covers m stamped between the	hrysler changed from an ^o bolt pattern. Rear Wheel be identified as follows: hay have an "90°, 0° or Ø" lugs. Offset bolt pattern ave any stamping.	90° 90° 90° Bolt	0° Ø Ø Pattern
To ID Bolt Patterns	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.		Offset Bolt Pattern	90° Bolt Pattern
Ref: OM-5	10" Milled F	Flats on Hub		
	Codes: 002B	, 146, 311, 388		
	88-Up 2.5L Wrangle	er, D-50 Offset Bolts		
CR47	Type: Lock Up	Hub: Flats		
	Diameter: 10"	Input Splines: 22	Concentration of the second	
	Bolt Circle: 8.75"	Offset Bolt Pattern		0
	Mounting: 4 Pads	Pilot Dia: 1.335"		
Ref: OM-15	10" Milled F	Flats on Hub	100	
	1996-Up 2.5L Jeep Wrangler			
	-			
	-	t Pattern		
CB97	-			
CR97	90° Bol	t Pattern		
CR97	90° Bol Type: Lock Up	Hub: Flats Input Splines: 22 90° Bolt Pattern		
CR97	90° Bol Type: Lock Up Diameter: 10"	t Pattern Hub: Flats Input Splines: 22		
CR97 Ref: R-23LULS	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	Hub: Flats Input Splines: 22 90° Bolt Pattern		
	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads	Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335"		
	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335"		
Ref: R-23LULS	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall)		
	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) blt Pattern Hub: Slotted Input Splines: 26		
Ref: R-23LULS	90° Boli Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10"	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) Dit Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern		
Ref: R-23LULS	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11"	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) blt Pattern Hub: Slotted Input Splines: 26		
Ref: R-23LULS	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) Dit Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern		
Ref: R-23LULS CR53L	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 11" AMC 1978-Up 4 Cyl, 6 Cyl	Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) DIT Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern Pilot Dia: 1.810"		
Ref: R-23LULS CR53L Ref: R-23LUHS	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 11" AMC 1978-Up 4 Cyl, 6 Cyl	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) olt Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern Pilot Dia: 1.810" (High Stall) yl Some (High Stall)		
Ref: R-23LULS CR53L	90° Bol Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 11" AMC 1978-Up 4 Cyl, 6 Cyl	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) olt Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern Pilot Dia: 1.810" (High Stall) yl Some (High Stall) olt Pattern		
Ref: R-23LULS CR53L Ref: R-23LUHS	90° Boli Type: Lock Up Diameter: 10" Bolt Circle: 8.75" Mounting: 4 Pads 11" AMC 1978-Up 6 Cyl So Offset Bo Type: Lock Up Diameter: 11" Bolt Circle: 10" Mounting: 4 Pads 11" AMC (1978-Up 4 Cyl, 6 Cyl)	t Pattern Hub: Flats Input Splines: 22 90° Bolt Pattern Pilot Dia: 1.335" (Low Stall) me, V8 (Low Stall) olt Pattern Hub: Slotted Input Splines: 26 Offset Bolt Pattern Pilot Dia: 1.810" (High Stall) olt Pattern Hub: Slotted Hub: Slotted		

	A	.904 (TF6) Lock Up (No Ring Gear) (cont.)	
Ref: R-51	11" Fitchel & Sachs (Low Stall)		And in the Annual States	
	1984-87 6 Cyl Jeep Cherokee		S SPEC	100
	Caution: Do Not Use Long Bolts		E RADE	
J22	Type: Lock Up	Hub: Slotted	1 There are	
JZZ	Diameter: 11"	Input Splines: 26	Charles 1	1 Still
	Bolt Circle: 9.125"	Made in West Germany		
	Mounting: 4 Pads	Pilot Dia: .825"		
Ref: R-51	11" Fitchel & Sachs (High Stall)			
	1984-87 4 Cyl Jeep Cherokee		E aspenter	
	Caution: Do Not Use Long Bolts			
J23	Type: Lock Up	Hub: Slotted		
	Diameter: 11"	Input Splines: 26	· · · · · · · · /	
	Bolt Circle: 9.125"	Made in West Germany		
	Mounting: 4 Pads	Pilot Dia: .825"		1 1 1 1 1 1 1

A904 (TF6) Lock Up (Narrow Ring Gear) (No Weights)			
Ref: C-23LULS	No Weights, Slotted Hub (Low Stall)		
	1978-Up 225, 318 Low Stall		
	CR30L = Clutch Omitted - See Disclaimer		
CR9L	Type: Lock Up	Hub: Slotted	
CRYL	Diameter: 11"	Input Splines: 26	
	Bolt Circle: 10"	Narrow Ring Gear	Contraction of the second seco
	Mounting: 4 Pads	Pilot Dia: 1.810"	and an
Ref: C-23LUHS	No Weights, Slotted Hub (High Stall)		
	1978-Up 225, 318 High Stall		
	CR30H = Clutch Omitted - See Disclaimer		
ODOLL	Type: Lock Up	Hub: Slotted	
CR9H	Diameter: 11"	Input Splines: 26	

	Mounting: 4 Pads	Pilot Dia: 1.810"	and an	
Ref: C-50	No Weights, Flats	on Hub (High Stall)		
	92-Up 3.9L, 5.2L High Stall (Code 871)		I	
0000	Type: Lock Up	Hub: Flats		1:
CR28	Diameter: 11"	Input Splines: 26		The Contraction of the Contracti
	Bolt Circle: 10"	Narrow Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"		

Narrow Ring Gear

Bolt Circle: 10"

	A904 (TF6) Lock Up (Narrow	
Ref: C-35LULS	Butterfly Weight (120 Gram)		
	1978-Up 360	V8 Low Stall	
CD16I	Type: Lock Up	Hub: Slotted	
CR16L	Diameter: 11"	Input Splines: 26	
	Bolt Circle: 10"	Narrow Ring Gear	
	Mounting: 4 Pads	Pilot Dia: 1.810"	
Ref: C-35LUHS			
Rel: C-35LUH5	Butterfly Weight (120 Gram)		
	1978-Up 360 V8 High Stall		
	Type: Lock Up	Hub: Slotted	
CR16H	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)			
	1999-Up 4.7L V8 Cherokee, Durango		A Page A Page	
	O-Ring on Hub (Not Included)			
CR2	Type: Lock Up	Hub: Flats	1 0 0 0 0 0 °	
CRZ	Diameter: 11.67"	Input Splines: 29		
	Bolt Circle: 10"	No Ring Gear		
	Mounting: 4 Pads	Pilot Dia: 1.810"	O-Ring Not Included	
Ref: R-60A	11.33" (Low Stall)			
	O-Ring on Hub (Not Included)			
CR2A	Type: Lock Up	Hub: Flats	Millings Martin	
	Diameter: 11.67"	Input Splines: 29	The property of the second sec	
	Bolt Circle: 10"	No Ring Gear		

Pilot Dia: 1.810"

O-Ring Not Included

Mounting: 4 Pads