

**1-800-790-0039**



**BEST PRODUCT FOR THE  
RIGHT PRICE!!**

- Positive engagement, with our single H/D clutch and S/D triple clutch!
- More consistent ET with our Spragless Torque Converters!
- Maximum torque multiplication with our furnace brazing and tighter clearances!
- Ask about our special Diesel Low Stall Stator!
- Need more speed? Go with FTC!



**[www.FloridaTorque.com](http://www.FloridaTorque.com)**

**Blow Away the Competition**  
*With* **Hi Performance**  
**Torque Converters**

*From*

**Florida**  
**Torque Converter**

**Diesel & Hi Performance**  
**Catalog**



906 S.E. 9th Street  
Cape Coral, Florida 33990  
1-800-790-0039



**[www.FloridaTorque.com](http://www.FloridaTorque.com)**

# Quality



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**At Florida Torque Converter we take pride in our products.**

When we remanufacture a torque converter we make it better than it was when it was new. We use remanufacturing techniques and materials that exceed the original manufacturer's specifications. The end result is a BLUEPRINTED\* torque converter that will perform better than the original.

Florida Torque Converter wants to help you get the most performance from your vehicle. Just tell us what your needs are and we will build a torque converter that will get the job done and hold up under the most extreme conditions.

- We take the TIME to build quality into each and every Torque Converter we build.
- Our investment in the latest quality machinery allows our craftsmen to make sure your product is superior.
- From years of experience we have invented our own custom tools and fixtures to constantly improve the quality and efficiency of our operation.
- Thorough quality testing is performed on each and every Torque Converter before it leaves our facility.

*\*The term blueprinting in the automotive world means that every detail of the original specifications is checked and components are machined and balanced to fit together better and reduce vibration. The term also includes the use of parts and materials that exceed the original manufacturers specifications. The results of blueprinting a component extends the life of the component as well as reduces vibration transmitted to surrounding engine and transmission components.*

# Spragless FAQs

**Florida  
Torque Converter**



With the new technology in racing today, the choice of a spragless racing converter becomes increasingly clearer. The higher the horsepower, the higher the probability of sprag failure. More importantly, it is now clear that a sprag has no influence on the stall speed of the converter.

- Fact #1** A sprag is just a one way clutch, functioning just as a ratchet does in your toolbox. It is locking in one direction and freewheeling in the other. **Every torque converter manufactured by OEMs has a sprag.** A functioning sprag is very important for a street car making 100 – 200 HP and 500 – 3000 RPMs.
- Fact #2** **Neither a sprag or spragless insert has any influence on converter stall speed.** There are several factors necessary to achieve maximum MPH and consistent e.t. on every run. Most important of these is the proper fin angle, the right stator, the correct core size and a knowledgeable technician. Whether the converter is spragless or has a sprag, neither will influence the stall speed if the sprag is functioning properly. The problems all occur when the converter experiences sprag failure.
- Fact #3** **The sprag assemblies are often damaged during the initial tire shake** as the racer goes through the burnout. The sprag is rapidly loaded and unloaded during the tire shake, causing the sprag to wear unevenly and eventually break. A worn sprag is actually worse than a broken sprag as the racer has no idea why the vehicle is so inconsistent and will spend countless hours checking everything but the converter. When the sprag eventually breaks, a racer will see the car slow down about 0.5 seconds and spend hundreds of dollars to repair the sprag until it cracks or breaks again.
- Fact #4** **Intermittent sprag slippage hurts Reaction Time and E.T.** A sprag assembly that intermittently slips will usually not be apparent until you generate some heat in the transmission fluid. Often in the first few rounds, your reaction times seem OK, but get to the 3<sup>rd</sup> or 4<sup>th</sup> round and the vehicle reaction time falls off. Your 0.01 lite turns into a 0.04. This happens because your race car rolls through the stage beam slower, resulting in poor vehicle reaction time. When the sprag slips and allows the stator in the converter to spin, the converter “loads” the engine harder and the race car comes out of the stage beam slower. You can pull your hair out looking for answers, but you can’t see sprag failure. **This CANNOT occur with a “spragless” racing converter.**
- Fact #5** If the sprag in the stator of the converter **slips on the shift change**, the RPMs will fall back to something lower than the normal stall speed of the converter. For example, the RPM after a shift change will be 200 – 300 lower if the sprag is slipping. **This will slow the E.T. 0.02 – 0.03, plus a loss of MPH.** A quality playback tach will show this problem.
- Fact #6** **Spragless Racing Converters are not slower, just more consistent.**
- Fact #7** **Spragless Racing Converters do not have excessive slippage at the finish line.** One well known racer, shows 125 RPM slippage at the finish line with 3,000 horsepower. **That’s just over 1%. Try matching that with a sprag converter.**

Florida Torque Converters now offers their spragless converters in 8”, 9”, 10” and 10.5” to cover 400 – 2800 horsepower. The converter comes with a **6 month warranty** that starts from the date of installation. If you are tired of sending your sprag converter back for repair, over and over, then let us offer a solution. We can convert your sprag type converter to spragless for much less than a new converter. We will also **custom build** a new spragless converter to meet your exact stall requirements.

Please call 1-800-790-0039 for current pricing.

# Stage 1 Street Converters

**Florida  
Torque Converter**



The Florida Torque Converter Stage 1 Street Performance Converters are used primarily in cars that are street driven and only slightly modified. They are excellent converters for mild street motors.

Also available with lock up for added fuel economy.

**Stall speed range: 2400 – 2800 RPMs**

Make	Transmission Types
Ford	AODE, AOD, 4R70W, 4R75W, C4, C6
GM	2004R, 700R4, 4L60E, 350/400
Chrysler	727,518



**If your model is not listed, please call us. We can build anything to suit your specific needs.**

### Features:

- New Pump Hub
- New bearing between stator and pump
- New bearing between stator and turbine
- Computer balanced and pressure leak tested
- Rebuilt sprag assembly
- Pump and turbine fins tig spot welded for extra strength
- Competitively Priced
- 1 year warranty

*I needed a Stall Converter that would allow a hot cam and yet not slip too much in a heavy vehicle. Florida Torque put together a Stage 1 converter that worked perfectly. I can say that they came through with a converter that works for me. Others just said it couldn't be done.*

Eric W.

Please call 1-800-790-0039 for current pricing.

# Stage 2 Street / Strip - 10 Inch

## Florida Torque Converter



The Florida Torque Converter Stage 2 – 10” Street / Strip converters give you the most for your hard earned money. They are exceptional converters for the racers who want the convenience of street driving during the week and competitively racing on the weekends. They are rated up to 600 horsepower and are available with different stall ratings depending on horsepower and torque.

Also available with lock up for added fuel economy.

All the 10” Stage 2 - 350, 400 Street / Strip Converters are also offered **Extra Heavy Duty**. This adds anti-ballooning plates on the pump and is highly recommended for nitrous, blower and transbrake applications or horsepower over 600. These converters are rated up to 850 horsepower. – Also available with H/D sprag or spragless.

Make	Transmission Types
Ford	C4, C6
GM	2004R, 700R4, 4L60E, 4L65E, 350/400, Powerglide



**If your model is not listed, please call us. We can build anything to suit your specific needs.**

### Features:

- Three new Torrington bearings.
- New impeller hub
- New pilot
- New turbine hub
- Fully heli brazed fins
- 360 degree laser cut mounting ring with dual bolt pattern
- Computer balanced
- High pressure leak test
- Very competitive price
- 6 month warranty

*I have an '83 Malibu Wagon drag car making 550 HP. With just the addition of a Stage 2 torque converter from Florida Torque. I improved my ET from 11.60 to 11.20 and gained 4 miles an hour. Also, my car is now much more consistent on back to back runs. Just wish I would have called them sooner.*

*Bert M.*

Please call 1-800-790-0039 for current pricing.

# Allison Diesel Performance

## Florida Torque Converter



Allison 1000 & 2000 Diesel Triple Billet Heavy Duty Converters are designed and manufactured by Florida Torque Converter to improve the acceleration, pulling power and efficiency of your vehicle to the max.

If your truck is used for extreme towing (like travel trailer, boat, equipment trailer or any heavy trailer pulling) this converter is right for you.

The Allison Torque Converter is also available in a single oversize clutch version with Billet cover for those on a budget.

Also, ask about optional Low Stall Stator.



### FEATURES:

- Furnace Brazed Pump and Turbine
- Welded Turbine Hub
- Hardened Billet Splines
- Torrington Bearings
- Hardened Flanged Pump Hub
- Unique Billet Front Cover
- Computer Balanced and Pressure Tested
- Torrington Bearings, not plastic
- Extreme duty KEVLAR clutch materials
- 3 Year Warranty

Please call 1-800-790-0039 for current pricing.

# Cummins Diesel Performance

## Florida Torque Converter



Cummins Diesel Triple Billet Heavy Duty Converters are designed and manufactured by Florida Torque Converter to improve the acceleration, pulling power and efficiency of your vehicle to the max.

If your truck is used for extreme towing (like travel trailer, boat, equipment trailer or any heavy trailer pulling) this converter is right for you.

Our Cummins Torque Converter is also available in a single oversize clutch version with Billet cover for those on a budget.

Also, ask about optional Low Stall Stator.



### FEATURES:

- Furnace Brazed Pump and Turbine
- Welded Turbine Hub
- Hardened Billet Splines
- Torrington Bearings
- Hardened Flanged Pump Hub
- Unique Billet Front Cover
- Computer Balanced and Pressure Tested
- Torrington Bearings
- Extreme duty KEVLAR clutch materials
- 3 Year Warranty

*I have a '94 Dodge 2500 that is used for equipment hauling during the week and a little fun on the weekends. My mechanic suggested I change the torque converter for some performance gains. After installing Florida Torque's Special Triple Billet Converter with Low Stall Stator option, I could feel the difference right away. My truck has better acceleration and a very clean crisp lock up.*  
Paul P.

Please call 1-800-790-0039 for current pricing.

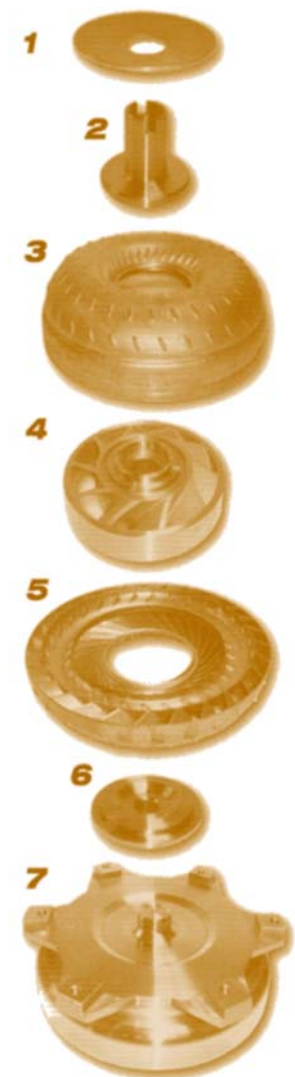
# Stage 3 Converters

## Florida Torque Converter



### 9.5" and 10.5" Stage 3 Torque Converters

The Florida Torque Converter Stage 3 converters are designed to withstand up to 1,000 horsepower with a custom billet front cover. These converters are perfect for drag racing and sled-pulling. Also available with custom stator options.



1. Reinforcing Plate
2. Flanged Impeller Hub
3. OEM Pump
4. Stator or Steel Stator
5. Turbine
6. Turbine Hub
7. Forged Billet Cover

Make	Transmission Types
Ford	C4, C6
GM	2004R (nl), 700R4 (nl), 4L60 (nl), 4L65, LT1/LS1, Powerglide
Chrysler	727, TorqueFlight (nl)

*If your model is not listed, please call us. We can build anything to suit your specific needs.*

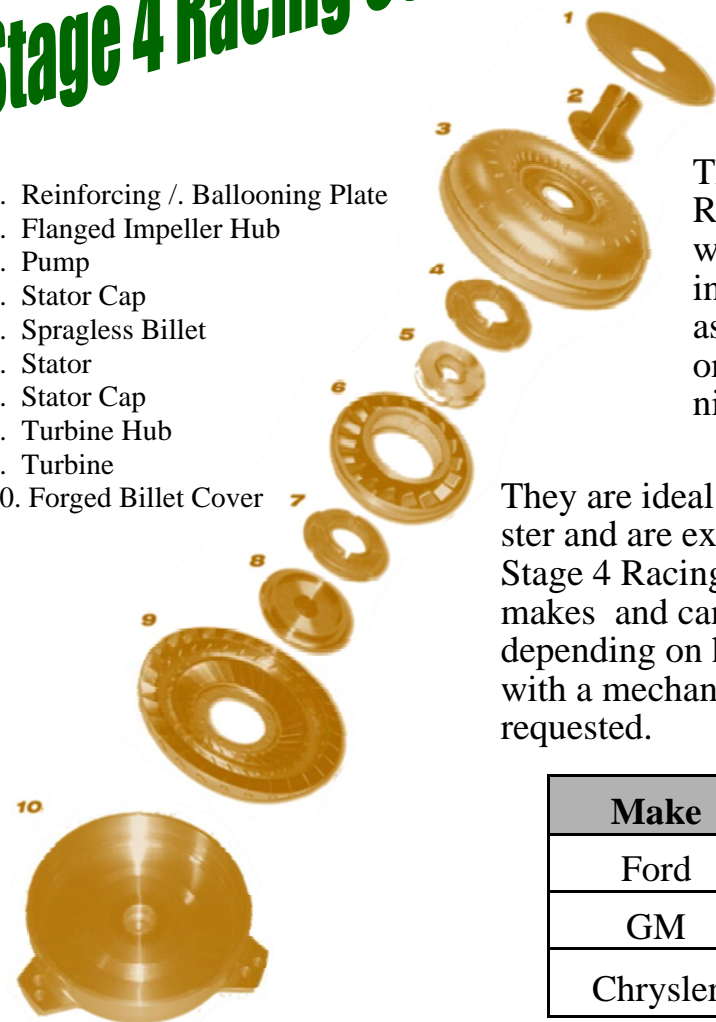
### Features

- Three new Torrington bearings.
- Reinforcing plate – Anti-ballooning
- New impeller hub
- New turbine hub
- Fully heli brazed fins
- Computer balanced
- Forged Billet Cover
- High pressure leak test
- Very competitive price
- 6 month warranty

Please call 1-800-790-0039 for current pricing.

# Stage 4 Racing Converters - 8 inch

1. Reinforcing / Ballooning Plate
2. Flanged Impeller Hub
3. Pump
4. Stator Cap
5. Spragless Billet
6. Stator
7. Stator Cap
8. Turbine Hub
9. Turbine
10. Forged Billet Cover



The Florida Torque Converter spragless Stage 4 Racing Converters are custom built to withstand 800 – 1,150 horsepower and engines in the 509 – 632 cubic inch class. They are assembled with either a custom built aluminum or steel stator, depending on horsepower, nitrous or blower application.

They are ideal converters for the 7.00-8.00 big block dragster and are extremely efficient, durable and consistent. The Stage 4 Racing Converter are available for a variety of makes and can be set to stall between 4,000 and 7,000 RPM depending on horsepower and torque. They are available with a mechanical diode or Borg Warner element sprag if requested.

Make	Transmission Types
Ford	C4, C6
GM	350 / 400, Powerglide
Chrysler	727, TorqueFlight

### Features:

- New 4140 hardened Chromoly impeller hub / New 4140 hardened pilot, turbine hub
- Custom CNC ported cast aluminum or steel stator
- Available with fabricated steel stator for maximum efficiency
- Anti-ballooning plates on pump and cover
- Torrington bearings
- Screw on pilot to adjust to midplate
- Furnace brazed fins
- Computer balanced and pressure leak tested
- No sprag to slip or fail
- All converters knife edged for maximum efficiency
- Very competitive price
- 6 month warranty

**For applications over 1,000 HP or weight over 3,000 pounds, the steel stator is recommended.**

Please call 1-800-790-0039 for current pricing.

# Florida Torque Converter



# Powerstroke Diesel Performance

# Florida Torque Converter



We are the only company that offers true Triple Clutch and TRIPLE BEARINGS and totally eliminates plastic stator caps.

E4OD-4R100 Triple Billet Heavy Duty Converters are designed and manufactured by Florida Torque Converter to improve the acceleration, pulling power and efficiency of your vehicle to the max.

If your truck is used for extreme towing (like travel trailer, boat, equipment trailer or any heavy trailer pulling) this converter is right for you.



### FEATURES:

- Furnace Brazed Pump and Turbine
- Welded Turbine Hub
- Hardened Billet Splines
- Torrington Bearings
- Hardened Steel Pump Drive
- Unique Billet Front Cover
- Computer Balanced and Pressure Tested
- Torrington Bearings, not plastic caps
- Extreme duty KEVLAR clutch materials
- 3 Year Warranty



We Remove the Plastic Stator Caps.

And replace them with Torrington Bearings

Please call 1-800-790-0039 for current pricing.