



TORQUE CONVERTER IDENTIFICATION

With the many different stall speed converters that are available on late model GM and Ford vehicles it is important to be able to find a way to identify them.

By examining the embossing or hatch marks on the converter shell you can determine whether the converter is a low or high stall unit.

In Figure 1, we have shown the different angles of the embossing. The direction of the embossing will determine whether it is a high or low stall unit. In Figure 1, the converters illustrated on the left are the high stall units and the ones on the right are the low stall units.

It should become a common practice when exchanging a converter, to match the embossing angles with the unit removed from the vehicle with the one to be installed.

Although stall speeds can vary even though the embossing looks the same outwardly, the stator in the converter and the number of blades will effect stall speed. However, the difference may be 100 to 200 rpm difference which will not have a marked effect on transmission operation.

Another check that should be made on the late model vehicles is a stall test using a tach or a computer scanner and if the vehicle is driveable, this stall test prior to transmission removal will display converter stall speed-application.

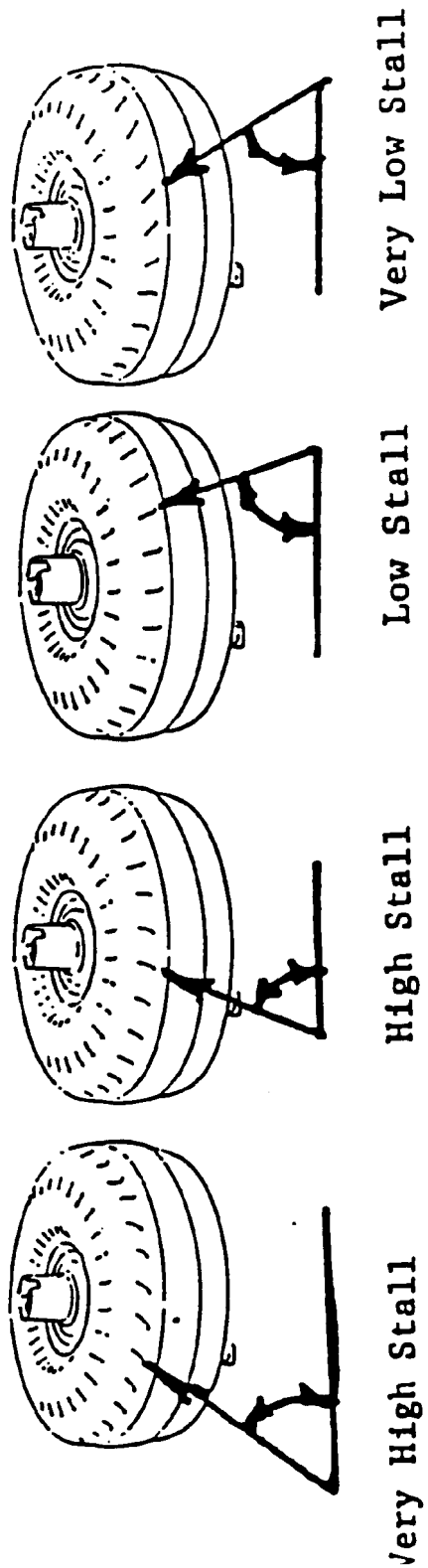


Figure 1