

# GM18A-HP & GM15-HP TORQUE CONVERTER



PRODUCT: GM18A-HP // GM15-HP

These converters have been designed and built for 700R4, 4L60, and 200 4R applications that would benefit from a slightly modified, higher stall speed rating. These converters are also built with premium HD components that are better suited to increased input torque as well as aggressive driving styles.

For use in OEM 298mm (12" diameter) applications, these converters are great in vehicles that have slight to moderate engine enhancements that raise the RPM level where peak engine torque is attained. Depending on individual specs, these converters will stall between 2100 and 2400 RPM, yet will retain all the benefits of a converter clutch system.

No core return is required for these units.

In the 30 spline applications, these converters are suitable for use in 1st generation 'on/off' lock up systems only. **These converters are not suitable for use in General Motors early pulse width modulated (PWM) or later EC<sup>3</sup> applications.** Also known as EC3, ECCC or EC cubed, EC<sup>3</sup> always requires carbon woven (or equivalent) friction material.



REINFORCED/BRAZED HIGH STALL PRIMARY WITH FLANGED IMPELLER HUB

HIGH CAPACITY HD TIMKEN BEARING – 100% NEW

14 BLADE HIGH STALL STATOR

HI TEMP PHENOLIC STATOR CAP – 100% NEW

REINFORCED/BRAZED TURBINE WITH HD HARDENED SPLINES

HEAVY DUTY LATE STYLE DAMPER WITH NEW KEVLAR LINING. HI TEMP PHENOLIC CONICAL WASHER WITH VITON O RING – 100% NEW