

Stallion Power Stroke Torque Converter

Since 1989 the Ford Power Stroke Diesel has had numerous types of failures. Ford Motor Company and the aftermarket specialists have addressed most of the issues. However, there is one problem that still exists; the torque converter. The problems consists of being too loose, which generates excessive heat, which leads to complete converter destruction.

Precision Industries has been building the Multi-Disc torque converter for a variety of makes and models since 1996. Then in 2000 after many requests we applied this technology to the Ford Power Stroke unit. The following are just a few of the advantages our Stallion torque converter has over the competition:

<u>Precision Industries</u>	<u>The Competition</u>
One-piece billet cover	Poorly designed metal plate with outer ring welded to it
Clutch driver with 40 round lug contact point design with .935" sq. inches	30 square lug contact point design .600 sq. inches
Computer designed alloy stator race	Stock race
Unique clutch assembly	Stock clutch
Friction contact area over 140 sq. in.	Factory clutch 39 sq. in.
Furnace brazed turbine & impeller for increased vortex fluid flow & strength	Stitch tacked turbine and impeller

What do these advantages mean to you?

1. Increased mileage due to superior and efficient fluid coupling.
2. Better acceleration from a stop due to increased torque multiplication.
3. No more overheating in heavy traffic or hot weather pulling a load.
4. No more turbo lag.
5. Peace of mind knowing that the Stallion Converter has a 100% 5 year warranty.

NO CORE CHARGE

