

## **LOCK-UP COMPETITION TORQUE CONVERTERS**



**THIS CONVERTER WILL LOCK-UP 100%**

This converter will lock up only in high gear unless you request otherwise or anytime using the Bruno. The later into the run you lock it up, the better the clutches in it will live as the converter will have the least percentage of slip making it easier to lock up.

**You must use a WOT switch in the circuit so the unit can lock up only if the throttle is wide open so the clutches release when you lift at the end of your run. Remember it will be like you didn't push the clutch in if you don't.**

Most runs have been done with it locking up at 5 seconds into the run on the ¼ mile and 3 seconds after the gear change in the 1/8<sup>th</sup> mile.

**Use caution as it may light the tires when it locks!**

The ATI SuperPlate with ARP bolts and Spring Steel Spacer are a must as it will keep the flexplate from trying to move and weld itself to the crankshaft. (Which it will using the lock up). The crank bolt holes in this part are bored on size to the bolts and act as dowel pins stopping any movement.

In addition to the WOT switch, Bruno-Lenco locking up with nitrous need:

- A 300 PSI regulator from the bottle
- A nitrous solenoid after the regulator to the line that feeds the unit, so nitrous pressure is gone when you are not locking up the converter.