

# **ATI** PERFORMANCE PRODUCTS<sup>®</sup>

ART KOHN · NHRA FACTORY STOCK · GREG STANFIELD POWER · ATI EQUIPPED



ATI SUPER DAMPER

ATI SUPER F

ATI FLEXPLATE

ATI TREEMASTER CONVERTER

ATI COPO SPEC TRANSMISSION

**2019 CATALOG**



# The Patent Wall at ATI!



United States Patents are granted for new, useful and non-obvious inventions. For us, each patent represents an improvement that benefits our industry. We are proud of these patents. Some have been blockbusters like the Super Damper and some have had a brief moment of glory, but all have been an investment by our company to improve the products that allow our racers to be competitive and safe on the track.

Because we make our products in-house in our own machine shop with materials we hand pick for quality and durability, we can craft a part that will drive our racers to the finish line.

ATI controls the manufacturing of each piece right here in our new facility. We buy the materials; we own the machines that cut that material to our specifications; we custom build the parts that make the products that you can buy from this catalog.

We are proud of our industry! We like it that things change so often that before the over-

burdened Patent Office can issue a patent, design, improvements are already on the horizon. That makes for a robust and thriving industry. It is superb for the racers.

ATI will keep designing products, our machine shop will keep making those products and our racers will keep benefiting from ATI in-house, locally made parts. We still have room for a few more patents on that wall.

Thanks for paging through the ATI catalog where we are ***“driving technology to the finish line”***.

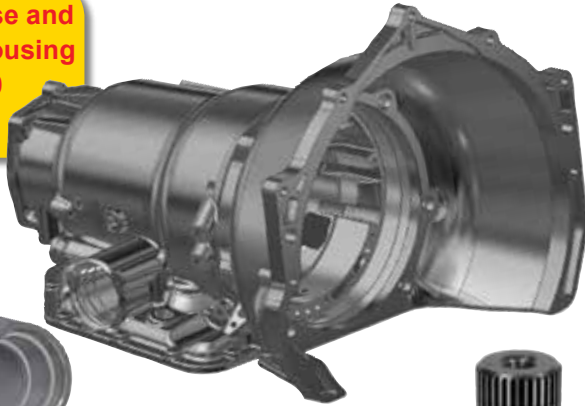


# New from ATI!

**MADE IN  
THE USA**



**ATI SuperCase and  
Extension Housing  
for the TH350  
Page 65**



**SFI Direct Fit and  
Bolt-On Bells  
Pages 39, 51, 65, 74**

**4340 Forged  
Output Shaft  
for T400  
Page 78**



ATI's expanded Winter 2019 catalog features many of ATI's top quality race components that are produced in-house at our new Baltimore, Maryland facility.

In addition to our large line of transmissions, torque converters and Super Dampers, this newest catalog also highlights some of our latest products including the T350 SuperCase, Bolt-On and Direct Fit SFI bellhousings for Powerglide, T350/T400 and Metric 200, and the 4340 forged T400 output shaft with extra long splines and markings so it can be cut to Powerglide length or all the way down to the shortest 4x4.

With over 490 photos, descriptions and Racer Tech Tips, our catalog is the perfect source for products and information needed to get to the Winners Circle. We thank you for your continued support; making us one of the leading manufacturers of high performance parts in the motorsports industry today!

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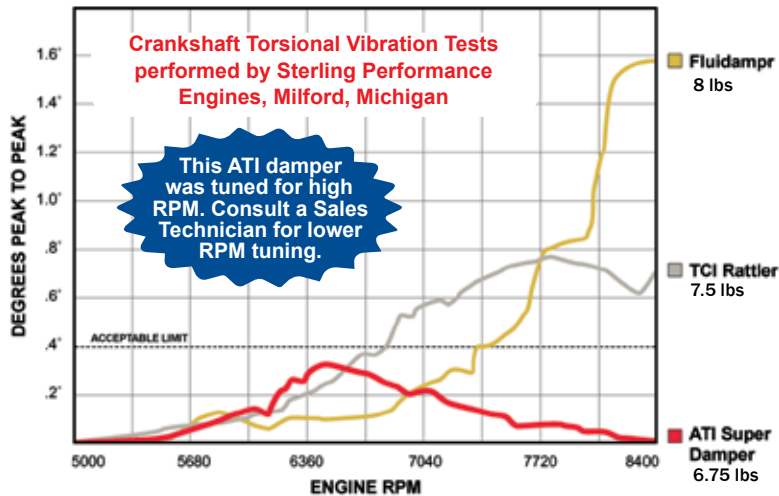


# Super Dampers

*The crankshaft damper preferred around the globe by the best drag race, endurance, diesel and NASCAR engine builders!*



## Crankshaft torsional vibration measurements



The data represented in this graph is the result of testing performed at Sterling Performance Engines in Milford, Michigan. Jim Gamache, President of Sterling, manned the controls of his Superflow 901 dyno and performed a series of closely controlled tests. Roush Anotrol was contracted to measure torsional crank twist on the SB Chevrolet. Each dyno pull was monitored, graphed and documented by two Roush Anotrol engineers.

- Standard equipment on engines from companies like Hendrick Motorsports, ECRT, Roush-Yates Racing, Penske, and every NASCAR engine.
- Found on Mopar 392s and GM's 572 crate, 427 Anniversary and 302, 350, LT376, 396, 327, 350 SC & 427 COPO engines as well as 2009-2011 & 2015 Drag Pak Challengers and the 2012+ Ford Cobra/SCJ race engines.
- The choice of the best engine builders in the world such as Reher-Morrison, Precision Racing Technologies, Sonny Leonard, Steve Schmidt, Larry Morgan, Scott Shafiroff, Katech, Charlie Buck, BES, Pat Musi and many others.



When NASCAR lines up a 40+ car field to start a 500 mile race, each car will record about 3 million cycles on the engine. That's a total of 120 million engine cycles for practice and competition for all 40 cars.

If you have ever watched the in-car cameras on TV, each car comes off the corners at about 6500 to 7000 RPM on average. They then accelerate down the straight away to 9500 RPM, and lift for Turn One, exit at Turn Two and then do the same thing down the back stretch. That's the equivalent of two extremely hard, slow acceleration rate 1/4 mile runs



per lap. Multiply that by 500 laps or 1000 1/4 mile passes x 40 cars = 40,000 1/4 mile passes in 3 hours.

Breakage is usually confined to a valve spring, valve or rocker arm. Crankshaft breakage is extremely rare. That is because every engine is equipped with an ATI Super Damper. That's correct; it's the only damper that you will find on any of the NASCAR race engines.

If you enjoy buying crankshafts and having broken engine parts, use one of the competition's, or an overseas damper. If you would rather be racing and working



on your program to make it better, than start with an ATI Super Damper!

Initially, an ATI Super Damper will cost a bit more, but engine protection and repair prevention make the difference in cost negligible. If one damper fails, or worse yet, a crankshaft or other engine part breaks, the difference you pay for ATI quality becomes moot.





# There's a Super Damper for you!

## ATI manufactures two main types of Super Dampers.

### Type 1: Dampers with the crank hub and inner shell as one combined part (Figure 1)



ATI's 8" dampers are excellent for 632 CID and above engines. General Motors uses them as OEM equipment on their 572 crate engines and the leading PDRA and ProMod builders use them exclusively on their monsters.

Our 7" dampers have been used on big engines successfully for 25 years. Additionally, the 7" units are used on many NASCAR engines (355 CID, 800 HP, 9500 RPM) for many cycles without crank failure, however most of these engines are less than 3.4" stroke. Most of these dampers have been professionally tuned to the builder's combination through torsional instrumentation. This type of damper is produced for our higher volume units in 3-ring, 1.5" width mainly for 5.5", 6", 7" and 8" diameter assemblies. Most of the 5" dampers utilize this design due to space constraints and fitment within vehicles.

Available as internally and externally balanced units for small block and big block engines, these Super Dampers are the least expensive and most popular units that ATI builds. Dampers are packaged partially assembled with the 6 flat head bolts torqued for out-of-the-box installation, and the installation of your pulley or just the pulley bolts with Loctite and proper 16 or 28 ft lb torque.

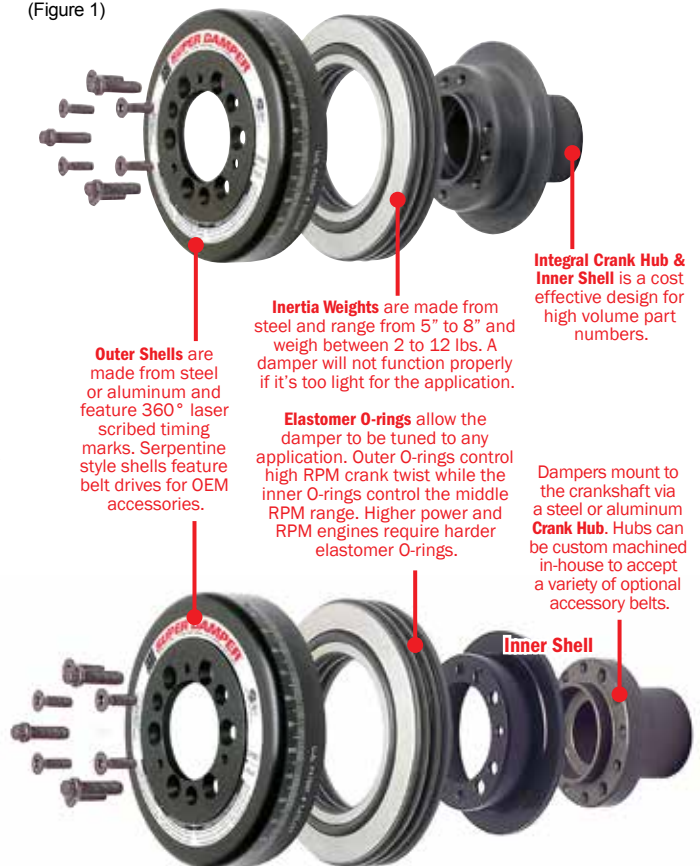
### Type 2: Damper with a separate hub and inner shell (Figure 2)

This second type of damper has a separate inner shell to locate the crank hub and contain the inertia weight. They are made of steel and aluminum in 2 widths (1.160" and 1.460"), in many diameters including 6", 7" and 8" for smooth shells or 6.78", 7.53" and larger for serpentine shells.



Our most common size (1.460") dampers consist of an outer shell, inner shell and an inertia weight riding on 8 elastomer o-rings (of varying hardness): 3 on the OD, 3 on the ID, and 1 on each face of the inertia weight to separate it from the inner and outer shells. Our 1.160" wide dampers have 6 elastomer o-rings: 2 on the OD, 2 on the ID, and one on each face. The dampers are self-contained and will bolt to numerous crank hubs that join them to the engines. Damper assemblies, without the crank hubs, weigh from 2.6 lbs to 14 lbs and contain inertia weights from 2 lbs to 10 lbs. All inertia weights are steel. Without the steel inertia weight there is no damper; dampers must have mass to do their job!

### Damper with a 1-piece hub and inner shell (Figure 1)



**Outer Shells** are made from steel or aluminum and feature 360° laser scribed timing marks. Serpentine style shells feature belt drives for OEM accessories.

**Inertia Weights** are made from steel and range from 5" to 8" and weigh between 2 to 12 lbs. A damper will not function properly if it's too light for the application.

**Integral Crank Hub & Inner Shell** is a cost effective design for high volume part numbers.

**Elastomer O-rings** allow the damper to be tuned to any application. Outer O-rings control high RPM crank twist while the inner O-rings control the middle RPM range. Higher power and RPM engines require harder elastomer O-rings.

Dampers mount to the crankshaft via a steel or aluminum **Crank Hub**. Hubs can be custom machined in-house to accept a variety of optional accessory belts.

### Damper with a separate hub and inner shell (Figure 2)

## ATI offers counter bored hubs that accept drive mandrels



Typical SBC OEM style flat faced hub

Hundreds of applications with counter bored hub to accept common drive mandrels

◀ ATI has a variety of mandrels designed for use with dry sump systems. See page 24 or consult your Sales Technician.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Damper Info You Need to Know

**ATI produces numerous Damper assemblies with steel and aluminum outer shells in a variety of configurations. If you can think of it, we've already done it!**

Super Dampers in stock and ready to ship



Super Dampers are SFI Certified 18.1



- ✓ Serpentine belt drives in 4, 5, 6, 7, 8, 10, 11, 12, 14 and 16 rib configurations
- ✓ 8 and 14 mm supercharger drives with the damper inside the shell
- ✓ Steel shells with 60-2 or any number of teeth for engine management
- ✓ Aluminum shells with magnets inserted for ignition triggers, data acquisition or RPM sensing

## LASER ENGRAVING

Approximately 99% of all units are fully degreed in 1° increments for 360° on microprocessor-controlled laser equipment. Custom timing or face lasering (aluminum only) is available for multiple damper orders. - **5 part minimum order.**



## BALANCING

Internal balance units have each part of the damper accurately balanced to 1/10 oz in before assembly. These units **should not** be on the crank for balancing as the inertia weight may not be centered until the engine starts. External balance GM 400 and 454 are identically balanced to GM service balance specifications. The hub and weight only should be installed for crank balance. Since all hub/weights are identically balanced, ATI offers a slip fit hub and weight assembly for both the 400 and 454, allowing you to balance before pressing the damper on the crank. Replacing a damper on a previously balanced engine requires match balancing the Super Damper to the existing damper, unless the previous damper was an unaltered ATI unit. ATI can match balance a Super Damper to your existing unit accurately and promptly.

## DAMPER OVERHAUL

Includes fresh elastomer o-rings, new bolts, new face decal and SFI recertification. Extra replacement parts are available at warehouse pricing.

## DAMPER SPECIFICATIONS

Current production units are 10.465", 8.074", 7.074" and 6.325" diameter for standard dampers and 7.530", 6.750" and 5.5" on serpentine dampers.

Widths are constant on 2-ring, 3-ring and serpentine dampers.

Typical 2 ring dampers are 1.2" wide, 3 ring dampers are 1.5" wide. External balance units are typically 1.8" wide.

## CUSTOM HUBS

Most dampers will accept separate crank hubs that can be designed for any engine. They are also available with HTD, Serpentine or Gilmer style drives on the hubs between the engine and the damper, to drive oil or fuel pumps. Some import dampers even have the lower timing gear as an integral unit to the hub. Custom hubs can be designed and manufactured to suit your needs. Some may require honing before installation.

All custom hubs and dampers require an initial engineering fee which will count as a non-refundable deposit and be applied toward the final invoice price of the custom piece. Pricing will vary depending upon the complexity of the application. Approximately 8 – 12 weeks are required to manufacture the hub or complete custom Super Damper. This time can vary greatly on the time of year, however we will always try to beat the estimate for the customer. If you are in need of a special damper or hub not listed in this catalog, contact an ATI Sales Technician.



LS1 F Body alum, 25 tooth HTD 6 groove serp #916039



Mitsubishi EVO Integral Cam Drive #916025

## MICRO SLEEVES FOR ALUMINUM HUBS

Steel micro sleeves for the seal diameter are factory installed and recommended for aluminum hubs in the following applications: SB Ford (#916004), SB Chevy (#916005), BB Chevy (#916005BB), and LS1/LS2 (#973200).

## PULLEY MOUNTING

Most units have 3 Chevrolet mounting holes: 3/8-16 on a 3.200" bolt circle for pulley mounting except OEM Chrysler, OEM 3 bolt Fords and 4 bolt Fords. Most crank hubs have a protruding diameter to locate the OEM pulley.

**Protruding diameters:**

**Pulley mounts:**

Buick, all.....2.119"  
Chrysler .....2.250"  
Ford FE & 385.....2.179"  
Pontiac V8 .....2.455"

Chevrolet ..... 3.200" .....3 Bolt Ford..... 3.300" .....3 Bolt Ford..... 3.300" .....4 Bolt Chrysler ..... 2.810" .....6 Bolt 5" Dampers.. 2.750" .....3 Bolt

3 Bolt Fords require pulley holes to be enlarged to 1/2" if Ford pulleys are used on dampers with the GM 3.2" bolt circle. Most units have a 4.750" register diameter for locating the Moroso/MSD style trigger wheels.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Reading the Super Damper Charts

**1** Choose your brand. Application Charts are located on pages 8-21

**3** Replacement crank hub only part number and material description. Damper assemblies include hubs!

## **2** Chevrolet Super Dampers

Material, diameter and weight of damper

Bolt pattern and part numbers of replacement damper only (without the crank hub)

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUB PART NUMBER			
	8.074" 3 RING	7.074" 3 RING	6.325" 3 RING	7.074" 3 RING		2 RING	3 RG	2 RG	STEEL	ALUM	1 PC HUB & INNER SHELL
AVERAGE TOTAL WEIGHT ▶	11.00 LBS	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS			
INERTIA WEIGHT ▶	7.70 LBS	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS			
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>											
CHEVROLET FRONT [1]	917007	917010	918940	917030	918850	917020	917070	917050			
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009							AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>											
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE					917210	917480	91732	916040		916090
		917780									916951
	STANDARD FRONT NO COUNTERBORE 2nd 3/16" keyway at 180 from std	917780K									916951K
	STANDARD FRONT NO COUNTERBORE Undersized hub 1.240" bore		917781U								916951U
	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel	917788			917204		917412		916044		
USE w /JESSEL BELT DRIVE [5]					917232	917234	917236			916092	916952
SB V8 LS1-1.483" CRANK		917777	917776	917211		917213	917215	91721	916045 [13]		916099 [13]
SB V8 1.600" CRANK	STD FRONT USE W/ DRY SUMP [4] Counterbore to accept drive mandrel	917783	917784	917222	917223	917201	917411	91726	916043		916093
	STD FRONT USE w/DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]	917783K						91722			916043K
V8 BIG BLOCK	STANDARD OEM FRONT	917062									916890
			917065	917061	917300	917301		918700	916010		
			917060		917310	917311		918720		916080	916890
	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K								916890K
		917060U								916890U	
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER							918425 [15]		916009		916951
CHEVROLET 409 [8]			917781								916951
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>											
V8 SB 400		917080									916071-2
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT		917740									916122-2

**4** Engine Applications

Internally balanced assemblies: part #s include dampers, hubs and bolts.

**5** Externally balanced assemblies: part #s include dampers, hubs and bolts.

- [1] These are damper shell assemblies only without a hub.
- [2] These dampers are outer shell, inertia weight & o-rings. The inner shell is integral with the crank hub.
- [4] Hubs for these assemblies have a 2.280 counterbore. A standard length crank bolt is used & the mandrel bolts to the 3 pulley mounting holes. This eliminates the 4" - 6" long bolt that's ineffective in retaining torque. Adapter #916321 for existing mandrels with 1.245" pilot.
- [5] Aluminum hubs for these assemblies have a 2.250 seal diam. with a .500 wall thickness and fits inside the Jesel lower pulley. This eliminates hub failure at the keyway on engines driving dry sump pumps and pulleys. For Comp Cams style belt drive, use a 7" 2 ring damper due to fitment issues with the cam timing adjustment. Hub must be machined to fit inside lower cam gear.








- [7] Use hub # 916172 for 1.245" crank with BB seal & Chevy bolting.
- [8] Timing pointer must be corrected. Original pointer shows approximately 10° @ TDC (advanced) when the piston is at TDC.
- [13] Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub.
- [15] Non-stock damper - 8 week lead time required.
- [16] Custom aluminum hub is available. Contact a Sales Technician for more information.

**6** Footnotes for specialized damper info.

### Color Coding the Charts

Assembly part numbers are color coded to correspond to the bolt pattern listed near the top of the chart. Those without color utilize the standard Chevrolet Front.

 = Designates a **light** steel damper - 3.5 lb inertia (Chevy chart only)

-  = Chevrolet Front, 6 Bolt
-  = Chevrolet Front for Hub with Inner Shell
-  = Chrysler Front Blower Drive, 3/8-24 Pulley Bolts
-  = Chrysler OEM Front, 5/16" Bolts
-  = Ford OEM Front, 4 Bolt Pulley
-  = Ford OEM Front, 3 Bolt Pulley
-  = Chevrolet Front for CCW Engine Rotation



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.





# Chevrolet Super Dampers<sup>®</sup>

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS						REPLACEMENT CRANK HUB PART NUMBER			
	8.074"	7.074"	6.325"	8.17"	7.074"		6.325"		STEEL	ALUM	1 PC HUB & INNER SHELL		
	3 RING			3 RING	3 RING	2 RING	3 RG	2 RG					
AVERAGE TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	15.4 LBS 7.60 LBS	11.5 LBS 4.50 LBS	8.3 LBS 2.40 LBS	13.6 LBS 7.60 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.90 LBS 2.40 LBS	2.20 LBS 1.97 LBS				
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>													
CHEVROLET FRONT [1]	917007	917010	918940	---	917030	918850	917020	917070	917050				
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009 917011								AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---	
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT		917785	917782		917220	917221	917200	917410	917260	916040		
								917210	917480	917320		916090	
				917781									916951
				917780									916951
				917780K									916951K
	STANDARD OEM CHEVY FRONT Undersized hub 1.240" bore			917781U								916951U	
	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL [4]					917204			917412		916044	916952	
				917788								916952	
				917789								916952	
	USE WITH JESEL BELT DRIVE [5]				917232		917234	917236			916092		
	CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER [15]							918425			916009		
	CHEVROLET 409 [8]			917781								916951	
SB LS1 1.483" CRANK	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL		917777 [16]	917776		917211 [16] [17]		917213 [16] [17]	917215 [17]	917216 [17]	916045 [13]		
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP [4] Counterbore to accept drive mandrel		917783	917784		917222	917223	917201	917411	917261	916043		
	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]			917783K							916043K		
V8 BIG BLOCK	STANDARD OEM FRONT		917062									916890	
			917065	917061		917300	917301		918700		916010		
						917310	917311		918720			916080	
				917060								916890	
					917312							916890	
	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std		917062K	917060K								916890K	
	STANDARD OEM FRONT Undersized hub -1.5940" bore			917060U								916890U	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
V8 SB 400			917080									HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL
V8 BB 454-502 MARK IV & GEN 5 & 6 STANDARD OEM FRONT			917740									916071-2	916070-2
												916122-2	916120-2

- [1] These are damper shell assemblies only without a hub.
- [2] These dampers are outer shell, inertia weight and o-rings. The inner shell is integral with the crank hub.
- [4] Hubs for these assemblies have a 2.280 counterbore. A standard length crank bolt is used and the mandrel bolts to the 3 pulley mounting holes. This eliminates the 4" - 6" long bolt that's ineffective in retaining torque. Adapter #916321 for existing mandrels with 1.245" pilot.
- [5] Aluminum hubs for these assemblies have a 2.250 "seal" diameter with a .500 wall thickness and fits inside the Jesel lower pulley. This eliminates hub failure at the keyway on engines driving dry sump pumps and pulleys. For Comp Cams style belt drive, use a 7" 2 ring damper due to fitment issues with the cam timing adjustment. Hub must be machined to fit inside lower cam gear.

- [8] Timing pointer must be corrected. Original pointer shows approximately 10° @ TDC (advanced) when the piston is at TDC.
- [13] Use part #916099 hub for standard aluminum replacement. Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub.
- [15] Non-stock damper - 8 week lead time required.
- [16] 7" dampers will not fit front distributor drive timing covers
- [17] Aluminum hub part #916099 is available ADD at time of install.



MAGNUSON IN-HOUSE TEST VEHICLE  
ATI Super Damper, T-400 Transmission and  
Converter -equipped



**Part # 916098 adapts an ATI Super Damper to the rear of the crankshaft for boat applications.**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# GM Serpentine Dampers



The ATi Serpentine Super Damper contains grooves for serpentine belts machined into the outer damper shell. The dampers come standard with 6 outer grooves for standard OEM drive systems. 8 & 10 grooves are available for supercharger applications. Crank hubs may be fitted with a 6 groove serpentine pulley to drive external oil pumps or vehicle accessories.

#917246 LS1 Y Body with AC Pulley

## LS1 - LS2 - LS3 - LS6 - L76

		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [2]		
		STEEL	ALUMINUM				6 GROOVE SERP	OEM OD	10% UD	STEEL	ALUM
		7.425"	7.480"	6.780"	5.670"					AVG WT 2.9 LBS	AVG WT 1.4 LBS
	MAXIMUM OUTER DIAMETER ▶	9.75 LBS	7.30 LBS	4.5 LBS	---						
	AVERAGE WEIGHT ▶										
LS1 F BODY '98-'02	OEM DIAMETER WITH A/C PULLEY	917242				917015	916734		916031		
	OEM DIAMETER - NO A/C PULLEY		917264			917073			916031		
	10% UD WITH A/C PULLEY			917276 [5,7]		917071-44		916031			
	10% UD NO A/C PULLEY			917277 [5,7]		917071-44		916031			
CAMARO FIREBIRD	10% UD NO A/C PULLEY			917243 [5,7]					916035		
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918845 [8,10,12]		916179	916347			
LS1/LS2 V BODY '04-'06 GTO	25% UD - ACCESSORIES NO A/C PULLEY				918844 [8,10]			916347			
	OEM DIAMETER 8MM HTD 25 TOOTH DRY SUMP PULLEY		918852 [8]			917073		916037A			
	10% UD 8MM HTD 25 TOOTH DRY SUMP PULLEY			918855		917071		916037A			
Y BODY CORVETTE (Not Grand Sport) LS1 '97-'04 C5 LS2 '05-'07 C6 LS3 '08-'13 C6 LS6 Z06 '01-'04 C5 G8/L76 '08-'09 NEW "SS"	OEM DIAMETER WITH A/C PULLEY [6]	917246				917015CSX	916734		916032M3		
	OEM DIAMETER - NO A/C PULLEY		917266			917074CS			916032M3		
	10% UD WITH A/C PULLEY			917278 [1,5,6]		917071CS-44X		916032M3			
	10% UD NO A/C PULLEY			917279 [1,5,6]		917071CS-44		916032M3			
	OEM DIAMETER 8MM HTD 28 TOOTH DRY SUMP PULLEY		917304			917073CS		916033A			
	10% UD 8MM HTD 28 TOOTH DRY SUMP PULLEY			917289		917071CS		916033A			
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918848 [11,12]		916179	916349			
	25% UD - ACCESSORIES NO A/C PULLEY				918847			916349D			
	LS1/ LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)							916045 [9]	916099 [9]

[1] Requires shorter serpentine belt. Goodyear #4060785 for accessories and #4040405 for AC.

[2] All hubs have 3/16 key @ std SB 10° location.

[5] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.

[6] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATi can also perform this operation.

[7] Belts: A/C #4040390 - Accessories #4060775.

[8] Requires 1.25" longer crank bolt (included).

[9] Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub. For .005 undersized steel hub, order part #916045U.

[10] Requires shorter belts: Gates #K060760 - 6 rib, #4040390 - 4 rib.

[11] Requires shorter belts: Gates #K060775 - 6 rib, Goodyear #K040405 - 4 rib, 25040353 - AC.

[12] For no A/C pulley, use #916179D pulley delete ring.

## LS3 2010-2013 GRAND SPORT LS7 2014-2015 Z28 CAMARO, Z BODY LS7 - LS9 Y BODY CORVETTE



#918624  
LS9 ZR1 Corvette  
14% Overdrive

		DAMPER ASSEMBLY WITH HUB					SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS	
		ALUMINUM							STEEL
		8.530"	8.25"	7.530"	7.480"	7.650"			
	MAX. OUTER DIAM. ▶	11.50 LBS	11.75 LBS	6.75 LBS	9.00 LBS	4.5 LBS			
	AVERAGE WEIGHT ▶								
LS3 /LS7 [4] DRY SUMP OEM SIZE	8 RIB W/ 4 RIB A/C PULLEY					918620 [2]	917049 [1]	916058	
	8 RIB NO A/C PULLEY				918620N		917049N [1]	916058	
LS3 /LS7 [4] DRY SUMP 10% UD	8 RIB 10% UD, OEM DIAM. A/C PULLEY				918620U [2]		917049U	916058U	
	8 RIB 10% UD, NO A/C PULLEY					918620UN	917049UN	916058U	
LS3 /LS7 [4] DRY SUMP	10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY			918622 [2]			917089	916058	
LS9	ZR1 VETTE, OEM DIAM.				918634 [2]		917097	916107	
	ZR1 VETTE, 14% OD [3]	918624 [2]					917093	916107	
LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB See chart below for more options.					918639		917073	916431	

[1] Utilizes 60 durometer rubber.

[2] Non-removable A/C pulley - OEM diameter.

[3] Contact Lingenfelter for belt and more information.

[4] 2010 - 2013 LS3 Corvette Grand Sport coupes with manual transmission come equipped with a dry sump system, LS7 damper is required.

**Note! All hubs have 3/16 key @ std SB 10° location. 8 groove and 10 groove shell assemblies are available for supercharger applications. Consult your ATi Sales Technician for more information.**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# GM Serpentine Dampers

**2010 - 2015 Z Body Camaro & Gen 3 Vortec Truck accessory location on an LS7 with OEM length crank snout Does not work with 2014 - 2015 Z28!**

Call us for more information on these new applications!

**Step 1 - Start with Hub #916431**

**Step 2 - Choose your serpentine drive:**

SERPENTINE DRIVE	CORRESPONDING PART #S	
	SHELL ASSEMBLY	BOLTS
OEM DIAM, 6 RIB	917073	950213
OEM DIAM, 8 RIB	917025	950209
5% OD, 8 RIB	917107	950213
10% OD, 8 RIB	917108	950213
OEM, 10 RIB	917034X	950209
4% OD, 10 RIB	917091	950209
6% OD, 10 RIB	917094	950209

**Step 3 - Choose your A/C pulley size:**

AC SIZE PULLEY	PART #
OEM DIAMETER - 7.50"	916734B [1] [2]
6% UD - 7.00"	916734 [1] [2]
17% UD - 6.25"	916732 [1]

[1] Must use A/C pulley. Contact ATI for non-A/C use!  
[2] Order 916734M1 for '98 - '02 F Body Camaros

**\*Note! All percentages are calculated from an OEM LS3 Camaro-based Damper**

PART #	DESCRIPTION
918643	LS7 DRY SUMP WITH F BODY ACCESSORIES
918639	LS7 DRY SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286R	LS7 WET SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286S	LS7 WET SUMP - LONG SNOOT
SK128H6	LS9 WET SUMP - LONG SNOOT



#918629  
LS3 Z Body 2010+ Camaro  
10% UD with OEM AC Pulley

## LS3, LSA & V6 Z BODY 2010 - 2015 CAMARO

MAX OUTER DIAM ▶  
AVERAGE WEIGHT ▶

	DAMPER ASSEMBLY WITH HUB	SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [1]
			OEM OD	10% UD	STEEL
	ALUMINUM				
	7.480"	7.074"	6.780"		
	7.9 LBS	---	4.5 LBS		
Z BODY LS3 2010 - 2015 CAMARO [5]	OEM DIAMETERS WITH A/C PULLEY	918628	917073	916734B	916430M
	OEM DIAMETERS NO A/C PULLEY	918644	917073		916430M
	10% UD WITH A/C PULLEY [2]		918629	917071	916430M
Z BODY, LSA 2012- 2015 ZL-1 CAMARO 2009 - 2015 CADILLAC CTS-V LSA [4]		918854	917092	916734	916032M3
	DRIVE PULLEYS				
Z BODY V6 2010 - 2015 CAMARO [3]	OEM DIAMETER	918636	917099	916115	916114
	OEM DIAMETER, 10% UD	918637	917099	916116	916114
	OEM DIAMETER, 25% UD	918638	917099	916117	916114

- [1] All hubs have 3/16 key @ std SB 10° location.  
[2] Only OEM A/C pulley size available for LS3 Camaro. NAPA belt #s 25060827, 25040353AC.  
[3] Includes timing cover seal (#973136) and seal installer (#916113).

- [4] No supercharger pulley supplied. Must choose #916153 (OEM), #916105 (5% OD), #916106 (10% OD), #916227 (17% OD), #918159 (24%OD).  
[5] For dampers requiring an LS7 / LS9 dry sump with 2010 - 2015 Camaro accessories drives, see chart above.



#918854  
LSA Cadillac CTS-V  
Super Damper shown with 5% OD Pulley

## CADILLAC CTS-V LS2/LS6 & LSA

OUTER DIAMETER ▶

	DAMPER ASSEMBLY WITH HUB	AC PULLEY	REPLACEMENT HUBS
	LIGHTWEIGHT ALUMINUM		STEEL
	7.480"	6.780"	
2016+ LT4 CADILLAC CTS-V [4]	918856 [1]		916032M3
2009 - 2015 CADILLAC CTS-V LSA [4]	918854 [1]	916734	916032M3
'04-'07 CTS-V LS2/LS6 10% UD		917278 [3]	916032M3
'04-'07 CTS-V LS2/LS6 OEM DIAMETER	917266 [2]	916734	916032M3

- [1] No supercharger pulley supplied. (Sold separately, see chart.)  
[2] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for you send your hub in.

- [3] CTS-V is 10% UD - Use Duralast Pt # 375K4 for AC pulley & Gates Pt # K060806, 6 rib for accessory drive.  
[4] For applications making over 20 lbs. of boost, ATI offers a stronger, heat-treated & double keyed hub. Available outright or as upgrade on new orders. Pt #916032H for 918856 and 918854.



**TECH TIP**  
LS cars have 3. The Y Body and Caddy are the closest to the engine. The F Body is the next closest and the Truck and 2010-2015 Camaro share the same length which is furthest from the engine. When looking for a damper for your project we must know what offset your accessories are to pick the proper damper. If you are unsure of the length you need, you can run the part number for the water pump and that will tell us what vehicle and platform we will need to match.

If you have a race engine with either nothing running off the damper or you are going to run a mandrel, use our part number 917777. This damper has a smooth outer shell without serpentine groves and a standard big Chevy register of 2.280 with a 3-bolt 3.200 bolt circle. It sits the closest to the timing cover, even closer than the Y Body platform.

## Know your offset!



John Lane - Ext. 3044  
Internet & Southern Regional Sales Tech



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# GM Serpentine Dampers



#918427-16  
LS based 2016 COPO 427



#917268  
GEN 2 LT1 / LT4 F Body

## GM LS & LT BASED COPO CRATE ENGINES

		DAMPER PART #	SHELL ASSY W/O HUB	A/C PULLEY	REPLACEMENT STEEL HUBS
2016*	LS - 350 - A BODY, SUPERCHARGED 7.95" OD ALUMINUM	918327-16	917138	916732	916430MK (Dual Key)
2012-2015	LS - 350, 396, 427 - Z BODY, NAT. ASPIRATED 7.48" OD ALUMINUM	918427 [1]	917073	916732	916430M
2016*	LS - 350, 396, 427 - A BODY, NAT. ASPIRATED 7.074" OD ALUMINUM	918427-16	918850	916794	916045
2016*	LT - 376 - A BODY, NAT. ASPIRATED 7.074" OD ALUMINUM	918376	917030	916794	916315

[1] Can be built with a smooth shell assembly #918850 and titanium bolts.

## 1992-1996 LT1 - LT4 - LT5

MAX OUTER DIAM ▶  
AVERAGE WEIGHT ▶

		DAMPER ASSEMBLY WITH HUB		SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS [3]		
		STEEL	ALUMINUM				
		7.425"	7.480" 6.780"	6 GROOVE SERP	4140 HEAT-TREATED STEEL 2.9 LBS		
		9.75 LBS	6.75 LBS 4.5 LBS				
B BODY	GEN 2 LT1 IMPALA CAPRICE [8] [9]			917327	917071-44	916049A	
F BODY CAMARO FIREBIRD	GEN 2 LT1 - LT4 [1] [5]			917270		917015	916047A [2,6]
					917268		917073
Y BODY CORVETTE	GEN 2 LT1 - LT4 [1] [5]			917274 [10]		917015	916096A [2]
					917275	917071-44	916096A [2]

[1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or 1996 & up Corvette engine reluctor wheel; discard spacer provided.

[2] For hubs with a 6 hole bolt pattern and 2.25 seal, use hub #916048B for F body.

[3] All hubs have 3/16 key @ std SB 10° location.

[5] Washer #953070 is required with LT1 hubs and is shipped with dampers.

[6] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub #916048A.

[8] Due to variations in GM's production, the spacer provided may or may not be needed on your application.

[9] Damper is 10% UD from OEM. Use belt #4060630.

[10] 1992 and 1993 models may need a longer belt.

Note: 8 groove & 10 rib shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 rib, steel), #917075 (6 3/4" diameter, 8 rib, aluminum)

## 2019 LT5 - ZR1 CORVETTE 2016+ LT1 A BODY CAMARO - LT4 ZL1, CTS-V 2014+ LT1 & LT4 Y BODY CORVETTE



#917315 -  
LT1, LT4, LT5 Super Damper  
with 5% OD Pulley

MAX. OUTER DIAM ▶  
AVERAGE WEIGHT ▶

		DAMPER ASSY W/HUB	REPLACEMENT HUBS
		ALUMINUM	STEEL
		7.480"	AVG. WT. 2.9 LBS
		7.30 LBS	
2016+	LT1 CAMARO SS, WET SUMP	918856 [5]	916032M3
	LT4 CAMARO ZL1, CADILLAC CTS-V WET SUMP [2]		
	LT1 CAMARO SS, WET SUMP - 10% UD		
2014+	LT1 CORVETTE STINGRAY, WET SUMP	917314 Includes bolt	916154
	LT1 CORVETTE STINGRAY, DRY SUMP	917315 [5] Includes bolt	916164
	LT4 CORVETTE STINGRAY, DRY SUMP [1]		
2019	LT5 CORVETTE ZR1 [3]		

[4] Will fit 2016+ CTS-V and 2017+ ZL1 but is NOT recommended for their HP levels

[5] For applications making over 20 lbs. of boost, ATI offers a stronger, heat-treated & double keyed hub. Available outright or as upgrade with a damper. Pt #916164H for 917315 and #916032H for 918856.

### [1] Requires a supercharger pulley

Pulley	Drive Diam.	Part #
Procharger - LT1 Dry Sump	8.130"	916163
LT4 Dry Sump, 5% OD	8.437"	916163-5
LT4 Dry Sump, 10% OD	8.800"	916163-10
LT4 Dry Sump, 15% OD	9.240"	916163-15
LT4 Dry Sump, 20% OD	9.602"	SK1040-B5

### [2] For other CTS-V dampers, see page 10.

Pulley	Drive Diam.	Part #
2.5% UD	7.835"	916153
3.25% OD	8.295"	916105
8% OD	8.690"	916106
15% OD	9.170"	916227
24% OD	9.770"	916159

### [3] Requires an 11 groove supercharger pulley

Pulley	Drive Diam.	Part #
2019 ZR1 LT5 - OEM	8.07"	916244
2019 ZR1 LT5 - 5% OD	8.48"	916244-5
2019 ZR1 LT5 - 10% OD	8.88"	916244-10
2019 ZR1 LT5 - 15% OD	9.28"	916244-15
2019 ZR1 LT5 - 20% OD	9.68"	916244-20



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# GM Serpentine Dampers



#917286  
LS1 K Body with AC Pulley

## VORTEC TRUCK, SSR, TRAILBLAZER LS1 / LS2

OUTER DIAMETER ▶  
AVERAGE WEIGHT ▶

	DAMPER ASSEMBLY WITH HUB		SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 RIB SERP	REPLACEMENT HUBS [1]	
	STEEL	ALUMINUM				
	7.425"	7.480"	6.78"	6 RIB SERP	OEM OUTER DIAMETER	
	9.75 LBS	---	---			
GEN 3 & 4 VORTEC TRUCK INCLUDES 4.8 / 5.3 / 6.0 L TRUCK SSR ('03 - '06) LS1 & LS2 TRAILBLAZER SS ('06 - '09) LS2	917286 [2]			917015	916734B	916430M
GEN 3 & 4 VORTEC TRUCK 10% UD		918628		917073	916734B	916430M
GEN 3 & 4 VORTEC TRUCK - NO A/C PULLEY			918629	917071	916734B	916430M
		918644		917073		916430M

[1] All hubs have 3/16 key @ std SB 10° location.

[2] All 2010 - 2015 Z Body Camaro dampers are compatible with this application, including OEM 6 rib as well as 8 rib and 10 rib overdrive blower dampers. (See page 10 for more information.)

Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum).

## L86 TRUCK



Must specify pulley size and purchase separately

	DAMPER ASSEMBLY WITH HUB	SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS [1]
GEN 5 V8 L86, L83, LV3 <i>Front drive pulley NOT included, but available in OEM, underdrive and overdrive separately.</i>	918645 Includes crank bolt #951499	918645S	916433

[1] All hubs have 3/16 key @ std SB 10° location.

Please note: 8 rib and 10 rib shell assemblies are available for supercharger applications. Consult your ATI Sales Technician for details. #917017 (7 1/2" diameter, 8 rib, steel) or #917075 (6 3/4" diameter, 8 rib, aluminum).

Requires a front drive pulley (sold separately):

Part #	Size	Drive Diam.
916358	OEM	7.525"
916359	10% UD	6.773"

Overdrive pulleys for supercharging available.



## ECOTEC 4 CYL. 2.0L/2.2L/2.4L



DAMPER ASSEMBLY WITH HUB [1]		REPLACEMENT HUBS	
ALUMINUM		STEEL	STEEL W/ INNER SHELL
6.776" OD	5.670" OD	2.9 LBS	
4.5 LBS	---		
917287		916752	
	917288 [2]		916753

[1] All hubs have 3/16 key @ std SB 10° location. 8 groove shell for supercharged upgrades, OEM 6 groove location. When using the 14% UD w/ AC, Alternator and Tensioner, use belt K050390. Fits all LSJ, LNF, LHU, LDK & LES.

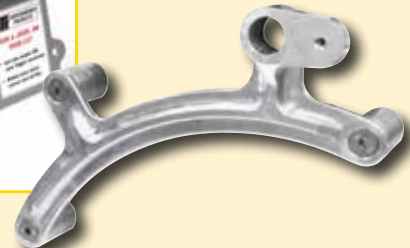
[2] 12% UD from stock; not for over 800 HP on the street, 6 rib only.

## Cam Sensor Bracket Kit



**NEW!**

Running a Jesel on your LS?  
Retain your stock sensors  
and wiring while getting late  
model LS accuracy!



ATI's billet aluminum bracket kits are designed for LS engines using Jesel Belt drives by providing 4 trigger cam signal resolution. Includes a late model camshaft reluctor and bracket for standard or raised cams. The bracket accepts the OEM sensor and bolt without interfering with OEM or electric water pumps.

KIT - STANDARD CAM	184500
KIT - RAISED CAM	184500R



### TECH TIP

**I don't see a Damper for my application. Can ATI make a custom damper for me?**

Yes! ATI's engineers can custom manufacture an ATI Super Damper to fit almost any application. If you'd like us to make a damper for you, contact our sales department and talk with one of our damper techs. In some cases we will need you to supply us with a stock damper for measurement. We have made dampers for all types of engines, from Ferrari and BMW to John Deere and Massey Ferguson.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# GM Supercharged Dampers



The ATI Supercharger Super Damper places the powerful protection of our Super Damper inside the crankshaft blower pulley! Why bother with an additional blower pulley that bolts to your stock harmonic balancer? These dampers feature external belt drives for virtually any type of blower belt, and eliminates the need for separate crank mounted blower pulleys.

Crank hubs are available for all engines and are available with 25 tooth x 20mm 8mm HTD drive pulleys machined in the hub for dry sump or fuel pump drives between the damper / blower pulley and the engine. Most hubs have dual keyways and are available in custom lengths for all cam belt drive set-ups from Jesel, Danny B, and Comp Cams. Numerous pulley offsets are available to keep the blower drive as close to the engine as possible to reduce the bending movement to the crankshaft nose.

INTERNAL BALANCE DAMPER ASSEMBLIES	MAT'L	OUTER DIAM	AVERAGE WEIGHT	INERTIA WEIGHT	PART #	REPLACEMENT CRANK HUBS
SB BLOWER W/ 1.246" CRANKSHAFT 2 - 3/16" KEYWAYS ***8 lbs of boost or less only in race apps. Street applications OK to 12 lbs max***	STEEL	7.074"	8.75 LBS	4.50 LBS	918872E	916133 [1]
SB BLOWER WITH BBC 1.600" CRANKSHAFT - 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918873E	916134 [4] [3]
SB, 6 BOLT 3/8-16 CHEVY FRONT2 - 3/16" KEYWAYS, 180° APART BB Chevy seal diameter must use #925500 cover	STEEL	7.074"	8.75 LBS	4.50 LBS	918869	916172
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (8 & 4 RIB)	STEEL	7.425"	---	---	917345	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 & 4 RIB)	ALUM	7.530"	---	---	917347X	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 RIB) - NO A/C	ALUM	7.530"	---	---	917349X	916032M3
LS1 F BODY (8 & 4 RIB)	STEEL	7.425"	---	---	917345A	916031
LS1 / LS2 F BODY CAMARO / FIREBIRD / V BODY GTO 6 BOLT PATTERN FOR BOLT ON BLOWER PULLEY, SINGLE 3/16" KEYWAY	STEEL	7.425"	---	---	918853	916031S [5]
LS3 Z-BODY 2010 - 2015 CAMARO & GEN 3 VORTEC TRUCK 6 BOLT PATTERN FOR BOLT-ON BLOWER PULLEY, SINGLE 3/16" KEYWAY	ALUM	7.480"	14.00 LBS	4.0 LBS	918635	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (10 & 4 RIB)	ALUM	7.950"			918632	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (8 & 4 RIB)	STEEL	7.425"	---	---	917285	916430M
LS3 Z BODY CAMARO 2010 - 2015 LS1/LS2 C & K BODY TRUCK SSR, AND TRAILBLAZER	ALUM	8.190"	---	---	918625	916430M
	ALUM	7.530"	---	---	918627	916430M
LS7 Y BODY, 10 RIB 8" 10% OD - OEMAC PULLEY, SINGLE 3/16" KEYWAY	ALUM	8.250"	---	---	918622	916058
LS9 Y BODY, 11 & 6 RIB, 14% OD	ALUM	8.530"	---	---	918624	916107
LS9 Y BODY, 11 & 6 RIB	ALUM	7.530"	---	---	918634	916107
BB BLOWER 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918871E	916145
	ALUM	7.074"	6.25 LBS	4.50 LBS	918870E	916145
BB BLOWER 38-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	13.00 LBS	4.50 LBS	917064	916891 [2]
BB BLOWER DRIVE WITH JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS, 180° APART HUB HAS 24 TOOTH 8MM HTD ACCESS. DRIVE	STEEL	7.074"	8.75 LBS	4.50 LBS	918874E	916144
<b>EXTERNAL BALANCE DAMPER ASSEMBLIES</b>						
BB BLOWER, 3/16" & 1/4" KEYWAYS 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	917741E	916145

- [1] Use hub #916136 for 1.246" SB crankshaft with BB seal and Chrysler bolting.  
 [2] One piece hub and inner shell.  
 [3] For equally spaced OEM holes & ignition trigger, use #916134A.

- [4] The BB Chevy and SB Chevy with BB 1.600" nose both use a unique 2-piece hub that allows the stock length bolt to hold the damper to the crank and a separate extension to locate the blower pulley and crank trigger. (See diagram.)

- [5] Use hub part #916031A for larger seal diameter and dual 3/16" keyways. Recommended when exceeding 10 lbs of boost or using a 12 rib or cog drive. Includes proper seal (required).

SHELL ASSEMBLIES	MAT'L	# RIBS	OD	Part #
<b>OTHER SUPERCHARGED APPLICATIONS</b>  LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP)	ALUM	8	8.27"	917108 [1]
	ALUM	8	7.96"	917107 [1]
	ALUM	8	7.48"	917139 [3]
	ALUM	10	8.19"	917094
	ALUM	10	7.95"	917091
	ALUM	10	7.53"	917034X [2]
	ALUM	10	7.53"	917034 [3]

- [1] Must be counter sunk drilled for Y Body apps. [2] 5/16 countersunk pulley bolt holes [3] 3/8 countersunk pulley bolt holes

**Our Supercharged series places the outstanding protection of a Super Damper inside the crank blower pulley! For more Supercharged options, see pages 14-15.**

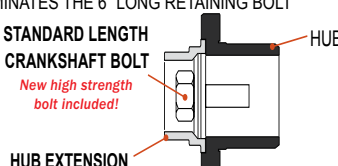
### BLOWER DRIVE HUBS

- 2-PIECE HUB FOR BB CHEVY (3 VERSIONS)
- SB CHEVY WITH BB SNOOT

ELIMINATES THE 6" LONG RETAINING BOLT

**STANDARD LENGTH CRANKSHAFT BOLT**

New high strength bolt included!



HUB

HUB EXTENSION



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Supercharged Components

## SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPS



Hub For  
SBC 6 Bolt 3/8-24,  
Chrysler Front  
with 3/16 Keyways  
(Part #916136)



Cast Aluminum Timing  
Cover with 2.331 Seal  
Diameter (Part #925500)



4140 Heat Treated Hub  
for Gen 2 LT1, F Body  
6 Bolt, 3.2 BC  
(Part #916048B)

The early small block Chevrolet and the later LT1 and LS1 engines all present problems when supercharging. The original Small Block and LT1 have a shaft size of 1.245" and a seal diameter of 1.760" leaving the hub wall thickness at .257" or just over 1/4". Many engine builders put a 1/4" key in the crankshaft leaving just 1/8" of material between the groove and the seal surface. The result: a failed hub that destroys the damper and the nose of the crank shaft. The later LT1 and LS1 are even worse with just a press fit and no keys; a total disaster when you try to supercharge and drive the blower from the damper. To remedy this situation, ATI now manufactures a variety of Small Block Chevrolet hubs for supercharging.

### Big Block 2.331" Seal Diameter

For the serious racer with high boost requirements, ATI offers a small block Chevy crank hub with the **big block 2.331 seal diameter** increasing the wall to .562"; a whopping 220% increase that totally eliminates failure at this point. A new timing cover and seal are required. For small blocks up to 1992.

HUB FOR SBC, 6 BOLT, CHRYSLER FRONT WITH (1) 3/16 KEYWAY AND (1) 1/4 KEYWAY\* 916135

\*The damper shell assembly for 6 bolt Chrysler is #918442E.

HUB FOR SBC, 6 BOLT 3/8-24, CHRYSLER FRONT, (2) 3/16 KEYWAYS\* 916136

\*Room in front of damper for ignition trigger wheel located on hub.

HUB FOR SBC, 6 BOLT 3/8-16, CHEVY OEM FRONT, (2) 3/16 KEYWAYS\* 916172

\*The complete damper assembly with the 916172 hub is damper #918869.

HUB FOR SBC WITH BIG BLOCK SNOOT, BB SEAL DIAMETER  
6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"\* 916134

\*Includes 951502 crank bolt.

TIMING COVER - SB CHEVY, W/BB SEAL, MILODON CAST ALUMINUM 925500

### 1.940" Seal Diameter

For the economy minded racer who is limiting boost to 20 psi using the **standard small block crank**, ATI offers a 1.245 bore hub with a 1.940" seal diameter and a new seal that fits the stock small block timing cover. This increases the wall thickness to .347" - a 35% increase!

HUB FOR SBC, 6 BOLT, CHEVY OEM FRONT, (2) 3/16 KEYWAYS\* 916169

\*The damper shell assembly for 6 bolt Chevy is #917026

Use Bolt Kit #950201

HUB FOR SBC, 6 BOLT, CHRYSLER FRONT, (2) 3/16 KEYWAYS\* 916168

\*The damper shell assembly for 6 bolt Chrysler is #918442E

Use Bolt Kit #950220

SEAL FOR V8 & V6 90° 973134

### LT1 Engines with 2.25" seal diameter

For the **LT1**, as blower damper hubs have a **2.25 seal diameter**, ATI machines the timing cover to accommodate a new seal. This is a must on the LT1 due to the long hub length. **See page 11 for more about LT1 hubs to fit your application.** Timing covers are also available.

HUB - GEN 2 LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT,  
SUPERCHARGED

916048B

**NOTE: Corresponding 6 bolt shell assemblies: 917026 - fits all 6 bolt Chevy fronts 918442E (steel) & 918440E and 918455E (aluminum) fits 6 bolt Chrysler fronts.**

## ATI's Super Pulley reduces the risk of belt failure!

Tired of breaking blower belts? ATI's Super Pulley uses "Superior Sprag Technology" to release the pulley each time the blower spins faster than the engine RPM, reducing wear on your supercharger by not allowing the gear drive to mesh in the opposite direction when spinning down! Fits F1/F2/F3 and reverse rotation ProChargers and accommodates 8mm HTD style belts up to 70 mm wide. Ideal for both competition and street applications; it's a must for any crank started, street driven or race blower car!

### .875" SHAFT

45T, F1, F2, P1, D1 916195-45  
45T, F1 REVERSE ROTATION 916195-45R

### .991" SHAFT

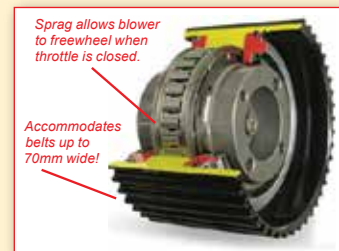
45T, F2 916196-45  
45T, F2 REVERSE ROTATION 916196-45R

HOLDING TOOL TO TIGHTEN FRONT BOLT  
MILITEC GREASE 14 OZ. FOR USE IN SUPER PULLEY

918989  
975003

### SUPER PULLEY CLUTCH HUB ASSEMBLY

916216  
For Procharger bolt-on pulley and ATI big HP pulley (pulley not included) 50 tooth HTD 8mm. Call for details.  
Requires customer's pulley.



Sprag allows blower to freewheel when throttle is closed.

Accommodates belts up to 70mm wide!

U.S. PATENT # 7,644,814



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Supercharged Components

## LS WIDE BELT CONVERSION KITS

Everything you need to convert your stock 6 rib serpentine belt to an 8 or 10 rib! The wider belts give you more belt surface which can create more boost without the slippage.

**Note! Dimensions listed are over-all diameters, not necessarily drive diameters. Consult a Sales Technician for more information.**

### Y BODY (LS1 / LS2 / LS3 / LS6)

Includes damper, power steering, alternator & tensioner pulleys. May require water pump pulley for 10 rib and larger applications.

8 RIB SERPENTINE	917346
• OEM – 7.425" Overall Dia, uses shell assy, 917025	
• 9% OD – 7.960" Overall Dia, uses shell assy, 917107	
• 12% OD – 8.235" Overall Dia, uses shell assy, 917108	

### Y BODY (LS7) ★

Includes damper, power steering pulley, alt pulley, water pump pulley, tensioner pulley & idler pulleys.

10 RIB SERPENTINE, 9% OVERDRIVE KIT	917343
-------------------------------------	--------

8 RIB SERPENTINE, OEM	917352
• OEM – 7.437" Overall Dia, uses shell assy, 917049	
• 9% OD – 7.960" Overall Dia, uses outer shell, 916354 ♦	
• 13% OD – 8.235" Overall Dia, uses outer shell, 916355 ♦ ♦ No A/C only!	

### Z BODY 2010-2015 CAMARO (LS3)

Includes damper, power steering pulley, alt pulley, water pump pulley, tensioner pulley, idler pulleys.

10 RIB SERPENTINE	917351
• OEM – 7.530" Overall Dia, uses shell assy, 917034X	
• 4% OD – 7.950" Overall Dia, uses shell assy, 917091	
• 7% OD – 8.190" Overall Dia, uses shell assy, 917094	

### CADILLAC CTS-V ('04 - '07)

Includes damper assembly, power steering pulley, alternator pulley, tensioner pulley.

8 RIB SERPENTINE	917350
• OEM – 7.425" Overall Dia, uses shell assy, 917025	
• 9% OD – 7.960" Overall Dia, uses shell assy, 917107	
• 12% OD – 8.235" Overall Dia, uses shell assy, 917108	

### LS TRUCK (4.8 / 5.3 / 6.0)

Includes damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley.

8 RIB SERPENTINE	917339*
• OEM – 7.425" Overall Dia, uses shell assy, 917025	
• 6% OD – 7.960" Overall Dia, uses shell assy, 917107	
• 10% OD – 8.235" Overall Dia, uses shell assy, 917108	

\* Note! Includes 4" overall length water pump pulley. May need modifying by installer for some applications or substitute 916187WPP-A (2.80") or 916187WPP-B (3.05") at time of order.

10 RIB SERPENTINE	917338
• OEM – 7.530" Overall Dia, uses shell assy, 917034X	
• 4% OD – 7.950" Overall Dia, uses shell assy, 917091	
• 7% OD – 8.190" Overall Dia, uses shell assy, 917094	

★ LPE Note - To achieve full effectiveness, these kits require a high strength tensioner, bracket and belt available from Lingenfelter Performance Engineering. To be used with the Magnuson style supercharger.

## 10 RIB PULLEYS

Pulley Type	Drive Diam.	Part #
LS SERIES ALTERNATOR (2.62 OD)	2.625"	916185
LS TRUCK ALTERNATOR (2.62 OD)	2.625"	916185M
TENSIONER PULLEY (DOUBLE BEARING)	2.640"	916186
LS SERIES POWER STEERING PULLEY	6.330"	916187
LS TRUCK POWER STEERING PULLEY	6.370"	916187T



10 Rib Conversion Kit for Z Body 2010- 2015 Camaro

Billet 6061 Aluminum

## PULLEY ASSEMBLIES

**Aluminum Assemblies for 10 to 12 Rib Belts that Press onto the Water Pump Shaft**



Water Pump Pulley



Double Ball Bearing



Idler Pulley

Location Cap



LS TRUCK/GTO	4.00 OAL	.7465" SHAFT	916187WPP
LS TRUCK	2.80 OAL	.7465" SHAFT	916187WPP-A
LSX / VORTEC	3.05 OAL	.7465" SHAFT	916187WPP-B
LS3 - Z BODY,	2.39 OAL	.6250" SHAFT	916218

Optional Idler Pulley, Double Bearing, Black Hard Coat, Supplied with Cap for 10mm x 1.5 Bolt

76 MM	916208-76
90MM	916208
100MM	916208-100

## ACCESSORY PULLEYS FOR 2010 - 2015 LS3 CAMAROS & LS BASED TRUCKS

Replace your standard A/C pulley with an under-drive 3" 4-groove aluminum pulley or an aluminum 31 tooth 8mm HTD drive pulley. Now you can easily drive a relocated alternator, vacuum pump or a dry sump pump with your ATI Super Damper. It's as easy as specifying the rear pulley at the time of your order. Available for any damper using 916430M or 916430MK hub.

ALUMINUM PULLEY, 4 GROOVE .....	916165
ALUMINUM 8MM HTD DRIVE PULLEY .....	916166

WHEN ORDERED WITH A SUPER DAMPER

IF ORDERED AS A "PULLEY ONLY" :

916165
916166





Many blower drive kits supply a V-belt pulley that bolts to the stock damper with 3 bolts and serves as an adapter to bolt on the 6 bolt blower pulley. While this system has 6 bolts driving the blower pulley, the 6 bolt pulley is driven to the damper by just 3 bolts. Like most blower pulleys, the ATI true blower dampers have 6 bolt holes on the Chrysler bolt circle. It is recommended that the adapter pulley be drilled through 29/64 so that it is sandwiched between the blower pulley and the ATI damper with all 6 bolts.

**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Ford Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS			REPLACEMENT CRANKSHAFT HUBS	
	7.074"	6.325"	7.074"		6.325"	STEEL	ALUM
AVERAGE TOTAL WEIGHT ▶	3 RING		3 RING	2 RING	3 RING		
INERTIA WEIGHT ▶	8.75 LBS	6.00 LBS	6.25 LBS	5.00 LBS	3.90 LBS		
	4.50 LBS	2.40 LBS	4.50 LBS	3.40 LBS	2.40 LBS		
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>							
CHEVROLET FRONT	917010	918940	917030	917020	917070		
FORD OEM FRONT - 3 BOLT PULLEY	917012	918941		---	917076	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS
FORD OEM FRONT - 4 BOLT PULLEY		918930	918007		918935		
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>							
V8 SB (ALL) 6 CYL See timing tab chart on page 17 for proper timing [2]	CHEVY FRONT 3" C TIMING TAB [6]	917514	917515			917661	916560 [10,12]
						917681	916570 [1]
	3" C TIMING TAB [1]		917511			917660	916560 [1,10,12]
						917680	916570 [1]
	3" A TIMING TAB		917511AK				916560AK
	3.35" C TIMING TAB		918023				916563 [1]
	3.35" C TIMING TAB		918920	918002		918923	916561 [10]
	4" C TIMING TAB		918929			918927	916564
4" B TIMING TAB		918921			918924	916562	
4" B TIMING TAB [4]		918917			918918	916562G [8]	
V8 "FE" 332 - 428 [3]	918310	918311	918320	918290		916580	
V8 "385" 429 - 460	917620	917621	917630		918780	916610	
V8 "385" 429 - 460 WITH SHORT SNOOT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564				916560G [8]
	Call for other damper assembly part numbers [5]						
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys				918230 [19]			916920
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>							
V8 SB ALL FORD 28.2 OZ. IN. EXCEPT 1982 AND UP 302 HO (See below)	3" A AND C TIMING TAB [1] [15]		918895 [7]			916560 [10,12]	
	3.35" C TIMING TAB		918900		CLEVELAND AND WINDSOR	916561 [10]	
	4" B TIMING TAB		918911		USE WHEN STROKING THE 302 HO WITH THE EXTERNAL BALANCE CRANK RETAINS STOCK 302 HO PULLEY LOCATION. 28.2 OZ IN IMBALANCE	916562 [10]	
1982-1995 302 HO ONLY 34 OZ.IN. OEM	4" B TIMING TAB		918910		1982 AND UP 302 HO ONLY	916562 [10]	

- [1] These dampers have a 2.280 female pulley locating diameter.
- [2] Minor modifications to water pump may be needed to clear 7" dampers. Most electrical water pumps have clearance.
- [3] 1957-1961 early FE - Requires adapter #916581, & shortening the spacer sleeve .375", to install stock pulleys in the OEM location.
- [4] For use with aftermarket crank with key at front. Hub must be honed to fit. Hub has .150 counterbore for full length press fit. May not fit with Jesel belt drives. Call ATI for info.
- [5] Ford 3 bolt dampers will accept pulleys with std Ford 3 bolt 3.3" diam circle.
- [6] For early "A" timing tab, be sure to tell your Sales Tech that A timing tab is needed with driver's side timing marks.

- [7] Timing marks 0-60° in 1° increments.
- [8] This hub is bored straight through with no lead area & will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft. Add "G" to part # for aftermarket crank. This hub is bored straight through with no lead area and will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- [10] Add "U" to # for undersized specs.
- [12] Contact an ATI Sales Tech for correct part # when used with Ford 3-bolt pulleys
- [15] Does not work with 2.0L Pinto.



Mustang Cobra Jet  
20% overdrive 10 groove  
#918048



ROY HILL'S DRAG RACING SCHOOL  
ATI Super Damper-equipped

## SUPERCHARGED DAMPER APPLICATIONS

AVERAGE TOTAL WEIGHT ▶  
INERTIA WEIGHT ▶

OUTER DIAMETER ▶	STEEL SHELLS			REPLACEMENT CRANK HUB
	7.425"	6.325"	6.780"	
	3 RING		3 RING	STEEL
	---	6.00 LBS 2.40 LBS	8.00 LBS 3.00 LBS	

### INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

FORD	SB V8 & V6, 4" LONG, B TIMING		918916		916566A [1]
	V8 MUSTANG COBRA 4.6 L 8 RIB - 12%OD	918038 [3]			916572
	V8 MUSTANG ('96 - '04) 4.6 L 8 RIB			918037	916572

### EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

FORD	V8 SB EXCEPT '82 - '93 302 HO 28.2 OZ IN		918912		916566A [1]
------	--	--	--------	--	-------------

## Do you have the correct Ford Super Damper?

If you require an externally balanced damper, choose 28.2 or 50 oz. in.

Measure the overall length of your damper from the front pulley face to the rear of the hub where it touches the lower timing gear.

Select the bolt pattern: 3-bolt, 4-bolt or Chevy

Know your application: Drag, Oval, Road, etc.

- [1] Hub #916566A has increased wall thickness and two 3/16" keyways for 4-bolt supercharged applications. Requires seal #973131. This hub is bored straight through with no counterbore for OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft. For undersized hub, order part #916566AU.
- [3] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Ford Super Dampers®



SERPENTINE APPS MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶		DAMPER ASSEMBLY WITH HUB						SHELL ASSEMBLY LESS HUB			REPLACEMENT HUBS [3]					
		STEEL		ALUMINUM				6 GRV SERP	8 GRV SERP	10 GRV SERP	STEEL 2.9 LBS	STEEL W/ INTEGRAL SHELL	ALUM			
		7.425"	8.120"	8.074"	7.8"	7.48"	6.780"							5.5"	7.55 LBS	
MUSTANG GT & COBRA 4.6L '96 - '04	OEM 6 GRV [6]						918036				917078			916571		
	6 GRV -15% UD									918041					916575M	
	8 GRV						918037				917079			916572		
MUSTANG COBRA 4.6L OEM CRANK SUPPORT '03 - '04	6 GRV						918044				917078			916584		
MUSTANG GT 4.6L MOD MOTOR '05 - '10	OEM 6 GRV						918039				917021			916565 [2]		
	6 GRV - 15%UD									918042					916575	
	8 GRV - 12% OD						918018							916565 [2]		
	8 GRV - 20% OD						918019				918019S			916565 [2]		
GT500 COBRA JET MID 2007 - 2012 5.4L GT 500 '13-'14 5.8L	OEM 6 & 10 GRV	918045											917085	916576H		
	OEM 6 & 10 GRV 10% OD						918049						917115	916576H		
	OEM 6 & 10 GRV 15% OD						918046 [4]						917102	916576H		
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV						918062 [9]						917134	916577		
	8 GRV												917134	916579 [10]		
	8 GRV - 12% OD						918065						917133	916578 [10]		
2011+ MUSTANG GT COYOTE 5.0 V8 2012-2013 BOSS 2011-2013 F-150 2013 COBRA JET NATURALLY ASPIRATED 2012-2013 COBRA JET SUPERCHARGED 2014, 2016 COBRA JET SUPERCHARGED 5.0L GT SUPERCAR, 5.4 L - SUPERCHARGED	6 GRV WITH A/C PULLEY						918047				917104			916124		
							918047A									916124A
	6 GRV W/O AC PULLEY						918047N				917104A			916124		
							918047NA									916124A
	8 GRV - 10% OD						918052						918052S	916124		
	8 GRV - 15% OD						918053						918053S	916124		
	10 GRV 20% OD WITH A/C PULLEY						918048 [7,11,14]						917109	916124K [8]		
10 GRV 20% OD W/O AC PULLEY						918048N						917109A	916124K [8]			
10 GRV 20% OD WITH A/C PULLEY						918066 [12]						917142	916124K			
GT SUPERCAR, 5.4 L - SUPERCHARGED		918043											917085	916576H		

**V6 Eco-Boost Applications coming soon!**

- [2] Washer #954078 is required and included.
- [3] All hubs have 3/16 key @ std SB 10° location.
- [4] Standard GT500 will require an 88" belt with a stock diameter. blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.
- [6] An optional adapter ring and interchangeable blower drive pulleys are available from METCO Motorsports for this damper.
- [7] These dampers will not work with a stock water pump pulley. Must use Ford 10 rib conversion kit to retain stock water pump or an electric pump must be used.
- [8] Hub #916124K has two (2) 3/16" keyways.
- [9] OEM replacement, can be used with a 6 rib belt to the rear.
- [10] Has oversized hub and special seal (#973138).
- [11] Does not fit the 2014 Cobra Jet without modifications to the rear of the shell.
- [12] No timing marks.
- [13] For an aluminum hub, add "A" to part number.
- [14] Install required Whipple Pulley Kit WB-COY10-11 for 2011-2014 and WB-COY10-15 for 2015.



**If you have an externally balanced damper, can it be altered to internally balanced?**

Many people think you can simply remove the weight and the damper would be OK for an internally balanced engine. This is an incorrect assumption, however, due to the design of the damper. When the weight is removed, the weight attaching holes and o-rings are exposed to the elements and the damper will not function properly. This could potentially damage your engine.

## Internal balance or external balance, do you have the correct damper part number?

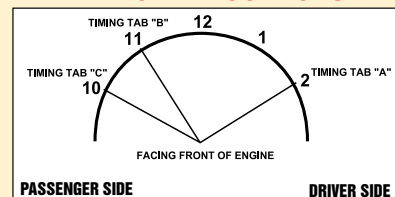
- Part #918910:**  
For 50 oz in - 1982 and later 302 HO only!  
All other Ford Small Blocks use:
- 3 timing covers with 3 tab locations (see chart).
  - 2 pulley styles: 3 bolt or 4 bolt.
  - 3 different lengths: 3", 3 3/8" with 3 bolt pulleys, and 3 3/8" or 4" with 4 bolt pulleys.
  - External balance units are 28.2 oz. in. 302-351, except 302 HO part #918910 which IS 50 oz in.

- Part #918911 (28 oz in):**  
If you install a 351 external balance crank in a 302 HO and use the stock 302 HO timing cover. The 28.2 oz in units will work on all external balance engines EXCEPT the 1982 and later HO provided:
- The timing tab is in the proper place or you can fabricate a pointer.
  - The length is OK if you are using pulleys.

### Ford Small Block Timing Tabs\*

EXT BAL DAMPER ALL 28.2 OZ	TAB	PULLEY	LENGTH
918895	A & C	3 BOLT	3"
918911	B	4 BOLT	4"
918900	C	4 BOLT	3 3/8"

#### TIMING TAB LOCATIONS



\* "A" SB Ford timing tab engines (driver side timing) would most likely be 260 (all), 289 (all), 302-('67-'69) and Boss 302 ('69-'70).



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# Chrysler Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS	
	7.074"		7.074"				STEEL	ALUM
	3 RING	2 RING	3 RING		2 RING			
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS		
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS		

## DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	917010		917030	918850	917020		AVG. WT. 2.4 LBS	AVG. WT. .85 LBS
CHRYSLER OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	918440E	918455E	917040E	917041E		

## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

V8 A 318 - 340 - 360 [2]	CHEVY FRONT	918280						916190	
	OEM FRONT	918282E		917392E	917393E			916253	
			918605 [3]			917400E	917401E	916254 [8]	
VIPER V10 GEN I, II '92 - '02	OEM FRONT					917932E		916262	
VIPER V-10 GEN III '03-'06 [9]	OEM FRONT					917934E		916265	
VIPER V-10 GEN IV 2008 - 2010 GEN V 2013+ [9]	OEM FRONT					917936E		916269	
V8 B 361 383 400 413 426 440	CHEVROLET FRONT [11]	917120		918430				916200L	
	OEM FRONT [11]	OEM TIMING COVER Retains stock location for pulley alignment				917470E		916661	
		OEM TIMING COVER	917122E [12]				917471E		916661L
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]		917475E [12,13]				916663

## EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

V8 360 '71 - '92 [2]	OEM FRONT		918605E					916249
V8 360 MAGNUM '93 - UP [2]	OEM FRONT	918604E						916442
V8 B 400-440 CAST CRANK	OEM FRONT OEM TIMING COVER ONLY	918601E [6]						916663

[2] Hubs are dimensioned to clear the stock cast-in timing tab on MOST applications. Due to changes by the manufacturer over time, the tab may need to be ground and re-welded. The damper face for pulley mounting will be forward of the OEM location by .150" for 2-ring int. balance, .450" for 3-ring int. balance, .750" for 3-ring ext. balance. Hubs may be shortened by the listed amount for int. balance & by .600" (.150" fwd of OEM) on ext. balance if tab is cleared. 2-ring int. balance can be installed in OEM location with minor clearing of timing tab and retain OE timing mark.

[3] Customer must cut and reweld the stock timing tab. This damper is OEM location.  
 [6] Cannot retain OE location. Must space out accessory pulleys .750".  
 [8] For 2 ring dampers, use hub 916254M.  
 [9] Supplied with new lightweight aluminum pulley to retain stock belt location.  
 [11] Passenger timing.  
 [12] Not an OEM replacement for stock pulley location.  
 [13] 3/8" pulley bolts in shell. Hub has 5/16" bolts.



8.25 @180.77 mph with an ATI T-400 Transmission and ATI Super Damper!

WORLD'S QUICKEST / FASTEST GEN V VIPER BUILT BY NTH MOTO

## SUPERCHARGED APPLICATIONS

AVERAGE TOTAL WEIGHT ▶  
INERTIA WEIGHT ▶

STEEL SHELL	ALUMINUM SHELL	REPLACEMENT CRANK HUBS
7.074" OD		
3 RING	2 RING	
8.75 LBS	5.00 LBS	STEEL
4.50 LBS	3.40 LBS	

## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

V8 B 361, 383 400, 413 426, 440	A FUEL 2-1/4" KEYWAYS 1 AT TDC DSTM [7]	917123E [7]		916256
	OEM BB 2-1/4" KEYWAY OEM TIMING TAB [4]	917110E [6]		916258
VIPER V-10 GEN I, II 1992 - 2002 [2]			917931E	916260 [1]
VIPER V-10 GEN III 2003 - 2006 [2] [3] [5]			917933E	916264 [1]
VIPER V-10 GEN IV '08 - '10, GEN V 2013+ [2] [3]			917935E	916268

[1] Hub has 2 3/16" wide keys at 180° and requires a #916261M spacer, supplied with the damper.  
 [2] For GTS-R, call your Sales Tech.  
 [3] Supplied with new lightweight alum pulley to retain stock belt location.  
 [4] Passenger timing.  
 [6] Not an OEM replacement for stock pulley location.  
 [7] Part #918442E-99 shell is used. 99 durometer rings are used with driver's side timing.

## Viper Pulleys for Superchargers

### VORTECH APPLICATIONS

VIPER GEN 3	7.790 - 10 & 7 GROOVE	916263C
VIPER GEN 3	7.790 - 8 & 7 GROOVE	916263D
VIPER GEN 1-2	7.320 - 10 & 7 GROOVE	916263
VIPER GEN 1-2	7.790 - 10 & 7 GROOVE	916263A

### PAXTON APPLICATIONS

VIPER GEN 3	7.280 - 8 & 7 GROOVE	916266
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Viper V-10 Gen III Super Damper #917934E



Where do I find the part number on my Super Damper?



Ricky Hults  
Sales Technician - Ext. 3041

The number you see stamped on the face of an ATI damper is NOT a part number, it is the SFI Certification Number. The damper part number is not stamped anywhere on the damper itself. All of the numbers you see stamped on your damper are for the individual components that comprise the damper assembly as a whole. The best way to identify your damper is to locate the part number on the center crank hub which is normally stamped on the engine side in the vicinity of the bolt holes.



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# Chrysler Dampers

## SERPENTINE APPS

SERPENTINE APPS			OUTER DIAMETER ▶	ALUMINUM SHELLS							SHELL ASSY LESS HUB	REPLACEMENT CRANK HUBS	
				3 RING								STEEL AVG. WT. 2.4 LBS	HUB WITH INNER SHELL
				8.900"	8.184"	7.480"	7.074"	6.780"	6.325"	5.930"			
AVERAGE TOTAL WEIGHT ▶			13.0 LBS	12.5 LBS	9.0 LBS	6.25 LBS	4.50 LBS	3.90 LBS	7.55 LBS	6.45 LBS			
INERTIA WEIGHT ▶			4.0 LBS	4.0 LBS	4.0 LBS	4.50 LBS	2.40 LBS	2.40 LBS	2.20 LBS	2.20 LBS			
2015+ VVT	6.2L SUPERCHARGED V8 HEMI HELLCAT, '18 DEMON CHALLENGER & CHARGER	OEM	10 RIB & 6 RIB		918483						918483S	916278	
		10% OD		918485 [8]							918485S	916278	
2005 -2010 NON-VVT	6.1 L / CRATE 392 & 426 HEMI STOCK [7]	5% OD	6 RIB					918432			917071-55	916652	
		17% OD			918437						917073	916652	
		13% UD								918438 [3,6]	---	---	916241
2011+ VVT	5.7L & 6.4L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, COMMANDER	6% OD	6 RIB					918459			917071	916541	
		18% OD			918486						917073	916541	
		15% UD								918487	---	---	916241
2009 - 2010 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, DURANGO, ASPEN	4% OD	6 RIB								917071	916246	
		18% OD			918446						917073	916246	
		15% UD								918447 [3]	---	---	916245
2005 -2008 NON-VVT	300, MAGNUM, GRAND CHEROKEE, CHARGER, COMMANDER	10% OD	6 RIB			918436					917073	916247	
		2% UD						918435			917071	916247	
		4% OD	8 RIB			918434 [5]					917044	916248	
2003 -2008 NON-VVT	5.7L HEMI TRUCK LENGTH DURANGO, ASPEN	5% UD	7 RIB						918433 [5]		917075	916248	
		15% UD	7 RIB								---	---	916242
		6% OD	8 RIB					918453			917075	916238	
2009+ VVT	5.7L HEMI TRUCK LENGTH DURANGO	15% UD	6 RIB								917020	916239	
		OEM					918454				918850	916311	
YEARS VARY	4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE W/BOLT-ON PULLEY OEM (PT# 916236) & 25% UD (PT# 916237)	25% UD	6 RIB							918429 [4]	918428	917070	916311
2000 - 2010	2.4L NEON SRT-4 / PT CRUISER DOUBLE 4 RIB OUTER SHELL	7% OD	4 RIB								917469 [2]	918449	916422

- [1] Requires shorter belt (Goodyear #4070975) 7 groove.
- [2] Use Duralast belt #560K4.
- [3] Must turn down OD of stock washer to 1.850".
- [4] Requires a 97.75" long belt - Gates part # K060975.
- [5] These are 8 groove dampers. Your OEM belt is 7 rib. Use the first groove closest to the engine. Aftermarket belts are 6 rib.
- [6] Requires shorter belt - Dayco pt # 5060800.
- [7] For 392, use 5.7/6.1 OEM or ARP retaining bolts.
- [8] Adds 3 PSI. Requires grinding the AC bracket for clearance. Use Gates Belt #K100594H (59.4").



## Buick-Pontiac-Olds & AMC Dampers

DAMPERS			OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUBS		
				7.074"	6.325"	7.750"	7.074"		6.325"			STEEL	STEEL WITH INNER SHELL
				3 RING		3 RING		2 RING	3 RING	2 RING			
TOTAL WEIGHT ▶			8.75 LBS	6.00 LBS	13.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	3.30 LBS			
INERTIA WEIGHT ▶			4.50 LBS	2.40 LBS	2.4 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS			
<b>DAMPERS ONLY LESS HUB PART NUMBERS</b>													
CHEVROLET FRONT				917010	918940		917030	918850	917020	917070	917050	AVG. WGT. 2.4 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL				917011									
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360				917940	917941							916270	
BUICK V6 & V8 (ALL) EXCEPT 430 & 455	DRY SUMP				918571							916290	
	BUICK V8 430 - 455 [1]							918171				916230	
<b>NEW!</b>	BUICK GRAND NATIONAL "T TYPE" GNX '82-'87						917456 [3]					916284	
	OLDSMOBILE V8 267-455			917830	917831		917840					916760	
	PONTIAC 4 CYLINDER 151			917780	917781								916951
	PONTIAC V8			917160	917161		917220	917221	917200	917410	917260	916040	
	PONTIAC V8			917160	917161		917730					916500	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
AMC 360 401	180° OEM WEIGHT				917942							916270	
	240° OEM WEIGHT				917943							916270	
<b>NEW!</b>	BUICK GRAND NATIONAL "T TYPE" GNX '82-'87			917455 [3]								916284	
	BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPERCHARGER PULLEY						918421 [4]					916211	
	BUICK V8 (430 - 455) [1]			918400								916230	
	OLDSMOBILE V8 (267 - 455) [2]			918480								916760	

- [1] Buick engines require mounting damper face forward of the OEM location to clear the timing cover for external balance dampers. Hubs may be machined on the crank gear end when using the shorter internal balance units to move the damper closer to the engine. 430-455 is .725" forward of the OEM location; 265-350 V8 & 252 V6 are 1.250" forward of the OEM location.
- [2] Machining the timing cover may be required for clearance.
- [3] Includes 6 groove drive pulley #916287.
- [4] Outer diameter is 7.105". Total weight is 12 lbs. Inertia is 2.40 lbs.

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# Import Super Dampers®



## NISSAN



VQ35-VQ37



GTR VR38



RB26



SR20

MAX. OUTER DIAMETER ▶

	ALUMINUM SHELLS						REPLACEMENT CRANK HUBS		
	7.450"	7.074"		6.78"		6.325"	5.5"	STEEL	STEEL WITH INNER SHELL
	2 RING	3 RING	2 RING	3 RING	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	5.25 LBS	6.25 LBS	5.45 LBS	5.00 LBS	4.50 LBS	3.90 LBS	3.60 LBS		
INERTIA WEIGHT ▶	3.50 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	2.20 LBS	2.40 LBS		

### DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	---	917030	918850	---	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
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### INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

NISSAN 4 CYLINDER L16, 18, 20								917720		916020
NISSAN 6 CYLINDER L24, 26, 28 SINGLE V BELT BEHIND DAMPER		917800	917801					918040		916780
NISSAN RB-26 DIRECT BOLT-ON U/D - R32 ONLY For cars making up to 750 HP									918599 [1]	916063
NISSAN RB-26 - DIRECT BOLT-ON U/D - R32 For cars making up to 1000 HP	917752 [2]									916065
NISSAN RB-26 - DIRECT BOLT-ON U/D-R33-34 ONLY For cars making up to 750 HP									918598 [1]	916063
NISSAN RB-26 DIRECT BOLT-ON U/D - R33/34 For cars making up to 1000 HP	917753 [2]									916065
NISSAN 300ZX '90 - '98 35MM CRANK 800 HP MAX									917754 [6]	916781
NISSAN 300ZX '90 - '98 35MM CRANK 1000 HP MAX						917755 [7]				916784
NISSAN 350Z VQ35DE 2002 - END OF '06 RACING APP.			918586							916069
NISSAN 350Z VQ35DE 2002 - END OF '06 STREET APP.						918588				916069
NISSAN 370Z V6 VQ35HR 5.7" OEM 7 RIB PULLEY				918565 [5]						916778
NISSAN 370Z V6 VQ35HR 4.8" 15% U/D 7 RIB PULLEY				918566 [5]						916778
NISSAN V6 V6 VQ35HR, 350Z, 370Z 4% UD									918584	916316
NISSAN SR20 FWD [3] RACING APP.			918608							916082
NISSAN SR20 FWD [3] STREET APP.						918607				
NISSAN SR20 RWD, 4 & 5 GRV W/PS PULLEY STREET APP.									918582 [4]	916066
NISSAN KA24 OEM SIZE									917756	916792
NISSAN GTR VR38			918641							916787

- [1] 15% UD for power steering, AC, water pump and alternator are all 5% UD.  
 [2] Damper includes new billet aluminum water pump pulley for clearance and to maintain OEM water flow. AC is a 25% OD. Do not use a belt if racing! 3% UD power steering, 10% UD for alternator.  
 [3] If installing on a standard "DE" engine, you must use ATI crank spacer #916298 behind the damper.

- [4] Power steering pulley is 11% UD.  
 [5] Only for use on dry sump motors without a dipstick. OEM dipstick will not clear damper.  
 [6] Power steering pulley is 6% UD, alternator, water pump is 12% UD.  
 [7] Power steering pulley is 8% OD, alternator, water pump is 6% OD.



## TOYOTA - SCION

MAXIMUM OUTER DIAMETER ▶

	ALUMINUM SHELLS			REPLACEMENT CRANKSHAFT HUB PART NUMBER	
	7.074"	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	3.75 LBS	8.00 LBS	3.60 LBS		
INERTIA WEIGHT ▶	2.20 LBS	3.00 LBS	2.20 LBS		

### DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	---	---	917027	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
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### INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

TOYOTA 2ZZGE 1.8L 4% OD CELICA GT-S, COROLLA XRS, MATRIX XRS LOTUS - ELISE, EXIGE, 2-ELEVEN & PONTIAC - VIBE GT			918564		916147
SUPRA '87-'92 7M-GE/GTE 3.0 INLINE 6 CYL			918525		916068
SUPRA '94 - '98 JA80 2JZ-GTE 6 CYL [2]	OEM SPACING, 6 RIB		918562		916023 [3]
TOYOTA 4YE	4 CYL 2.2L 20% OD				916024
TOYOTA 3S-GTE '90 - '95 MR2 TURBO, 4 & 4 RIB - 7% OD			918529		916796
SCION 2AZ-FE 2.4 - 2.6L 2% UD			918523		916016
SCION 4U-GSE, 10% UD		918482I			916148I

- [1] Fits Toyota 4.0L 236-239: 4 Runner ('03-up), Tacoma ('05-up), Tundra ('05-up), and FJ Cruiser ('07-up).  
 [2] Requires longer belt: 15% OD, OEM, 6 rib. (Use Goodyear #4060775, Gates #K060775, Dayco #5060775 or Drive-Rite #775K6).

- [3] 24 Tooth HTD drive crank hub available for 36-2 trigger - order pt #916292.



Supra  
918525



Scion  
1AZ-FE



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Import Super Dampers®



Honda  
D Series



Honda  
B Series  
Race Version



Honda  
F 20, F22  
Street Version



Honda  
K20 Street  
Version



**HONDA**

MAX. OUTER DIAMETER ▶

ALUMINUM					REPLACEMENT CRANKSHAFT HUB			
7.074"	6.780"	6.325"	5.670"					
2 RING	2 RING	2 RING	3 RING					
AVERAGE TOTAL WEIGHT ▶	5.00 LBS	3.75 LBS	5.25 LBS	3.30 LBS	3.60 LBS	STEEL	ALUM	STEEL WITH INNER SHELL
INERTIA WEIGHT ▶	3.40 LBS	2.20 LBS	3.50 LBS	1.97 LBS	2.20 LBS			

Other applications are available upon request.

## DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT FOR CCW ENGINE ROTATION	917020 CCWP	917000 CCWP		917050		AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	AVG. WGHT. 2.6 LBS
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## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

ACURA NSX, 3.0L 600HP MAX					917757			916779
HONDA "B" SERIES CCW MOTOR ROTATION [2] RACE ONLY, ALT DRIVE ONLY	918471	918470		918474 [1]		916026		916028
OEM HONDA "B" SERIES BOLT-ON SERP PS PULLEY 500 HP OR LESS [5]						918476		916342
HONDA "D" - 750 HP MAX RACE ONLY/ALT DRIVE ONLY	918456					916129		
HONDA F20 / F22 7% OD - 600HP MAX						918464		916127
HONDA F20 / F22 10% UD [6] [7]	918465						916128	
HONDA H22 (Call for H23)	RACING APPLICATIONS [4]		918469	918467			916054M	
	STREET APPLICATIONS - 400HP MAX [3]				918468		916054	
HONDA K-20	RACING APPLICATIONS (NO PULLEY)			918478			916017	
	STREET APPLICATIONS					918477		916029

- [1] Not for over 300 HP - damper has lightweight inertia for clearance!  
 [2] For no alternator / serpentine on hub, use hub #916027 and appropriate shell assembly #.  
 [3] PS - 4% OD, 6 rib serpentine accessory drive is 9% OD or 400 + HP with serpentine drive (call).  
 [4] Race damper has a smooth outer shell with no belt drives.

- [5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.  
 [6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.  
 [7] Does not fit with OEM water pump.

## AUDI - MAZDA - MINI - MITSUBISHI - SUBARU - TRIUMPH



Audi / VW - Street



Mitsubishi EVO 10



Subaru FA20

MAXIMUM OUTER DIAMETER ▶	STEEL	ALUMINUM SHELLS						REPLACEMENT CRANKSHAFT HUB	
	6.570"	7.074"	6.570"	6.325"	5.740"	5.670"	5.5"	STEEL AVG. WGHT. 2.4 LBS	STEEL W/ INNER SHELL AVG. WGHT. 2.6 LBS
AVERAGE TOTAL WEIGHT ▶		3.75 LBS		3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS		
INERTIA WEIGHT ▶		2.20 LBS		2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>									
AUDI 6 RIB - STREET VERSION [8] A4 ('02 - '05, 1.8L) ('02 - '05, 3.0L) A4 QUATTRO ('02 - '05, 1.8L) ('02 - '06, 3.0L) A6 ('02 - '04, 3.0L) ALLROAD ('03 - '05, 2.7L) S4 ('04 - '05 4.2L)			918067					916317	
AUDI 6 RIB - RACE VERSION [7] A6 ('02 - '04, 2.7L-3.0L) ALLROAD ('03 - '05, 2.7L)	918068							916318	
MAZDA MIATA '94 - '05 1.8L [4]						918522		916885	
MINI COOPER S '01 - '06 1.6L [1] [5]						917992			916102
MINI COOPER S '01 - '06 1.6L 6 RIB 2% OD [5]					917993				916102
MITSUBISHI ECLIPSE / TALON				918251 [2,6]				916025	
MITSUBISHI EVO 8 & 9 [3]				918250 [2]				916025	
MITSUBISHI EVO 10, 3% UD						918253			916123
MITSUBISHI EVO 10 - RACE VERSION		918254						916399	
SUBARU FA20/TOYOTA 4U-GSE, 10% UD BRZ ('12+), FORESTER ('12-'16), IMPREZA ('12-'14), LEGACY ('13-'14), OUTBACK ('13-'14), XV CROSSTREK ('13-'14) SCION - FRS ('12-'16) TOYOTA - 86 ('12+)		918482L							916148L
SUBARU WRX EJ20, 22, 25 OEM SIZE							917991		916884

- [1] The Mini Cooper Belt Tensioner Tool (Pt #90880118410) is required to remove or replace the factory belt.  
 [2] Damper hub and lower timing gear is made into 1 piece for strength. Also requires trimming of the lower timing cover for clearance.  
 [3] 12% OD from OEM. For correct belt length, use Carquest/Gates K060715  
 [4] Customer must supply trigger wheel if needed. Bolt-on 5.5" billet aluminum super charger pulley is available, order part #916376. Must also add belt guide # 916885BG if using a trigger wheel or # 916885 BG1 without a trigger wheel.  
 [5] 2003-2008 ONLY requires special puller. ATI puller will not work with this damper!  
 [6] Timing marks - TDC, 5, 10, 15, 20, 25, 30° with CW rotation.  
 [7] Fits '02-'04 A6 2.7L, 2.8L and 3.0L engines and includes the lower timing gear.  
 [8] Fits '02-'05 A4 1.8L/3.0L, '03-'05 Allroad 2.7L and '97-'05 Passat 2.8L engines with an available OEM timing gear.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# BMW Dampers built by ATI!

ONLY FROM VAC

ATI Performance Products has partnered with VAC Motorsports to develop new dampers for BMW 2.5L, 2.8L, 3.0L and 3.2L straight-6 engines found in the E36 and E46 M3 as well as newer Z3s and Z4s.



917994TR

917994

These dampers eliminate crankshaft harmonic vibration, allowing the engine to produce more horsepower and torque, while reducing internal engine wear at the same time. Broken oil pumps and timing chains will be a thing of the past! When used with a VAC accessory pulley, these dampers are a direct replacement over the OEM balancer. They have a 7" outer diameter and include OEM style timing alignment tabs. BMW enthusiasts should know that all ATI Super Dampers exceed SFI 18.1 Safety Certification and are approved for competition.

**NEW!**

SK183Q1..... N52/N54 - E60 535i, E90/E91/E92/E93 335i, E82/E88 135i ('07 - '10)  
..... X6 xDrive35i ('08 - '10), Z4 sDrive35i ('09 - '16), E85 Z4 2.5i ('05 - '08)

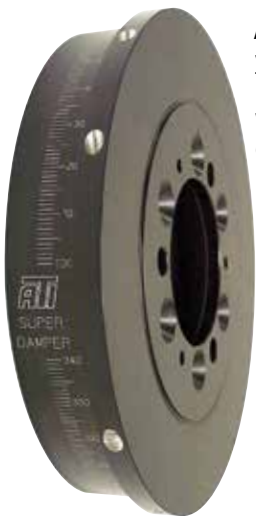
917994TR... E36 Euro M3 with Trigger Wheel - S50b30 ('94-'95), S50b32 ('96-'99)

917994 ..... S54 - E36 Z3 (August 2000 -'02), E46 M3 ('01-'06), Z4 M ('04 - '08)

917995TR... E36 with Trigger Wheel - 325i, 328i, M3 US - M50 ('91-'95), M52 ('96-'99), and S50us/S52us ('95-'99), Z3 - S52 ('97 - July 2000)

917995..... M52 - E46 325i, 328i, 330i, M52Tu, M54 ('99 - '05)  
M54 - Z4 2.5i, 3.0i ('04 - '08)

## Crank Trigger Shells



ATI offers a custom crank trigger shell option, eliminating an additional pulley being bolted to your damper. If you already own an ATI Super Damper, you can just change the outer shell to the trigger. ATI can place any number of magnets in the outer shell at whatever degree marks you wish. These aluminum crank trigger shells will work with "Flying Magnet" pick ups and other trigger sources. When placing your order, please have the desired quantity and location of magnets ready. Additional charges for extra magnets.

Shell Diameter	Maximum # Magnets
6"	16
7"	24
8"	28

6" and 7" Dampers  
8" Dampers

### CHEVY

8"	3 RING, CHEVY FRONT.....	916380TR
7"	3 RING, CHEVY FRONT.....	916680TR
7"	3 RING, CHEVY FRONT..... 4 magnets starting at 50 degrees	916680TR-50
7"	3 RING, CHEVY FRONT..... 4 magnets starting at 55 degrees	916680TR-55
7"	3 RING, CHEVY FRONT..... 4 magnets starting at 60 degrees	916680TR-60
7"	2 RING, CHEVY FRONT.....	916960TR
6"	3 RING, CHEVY FRONT.....	916730TR

### FORD

7"	3 RING, FORD 4 BOLT FRONT.....	916909TR
6"	3 RING, FORD 4 BOLT FRONT.....	916915TR

### CHRYSLER

7"	3 RING, CHRYSLER FRONT.....	916612TR
7"	2 RING, CHRYSLER FRONT.....	916611TR

### HOW TO ORDER A CUSTOM TRIGGER SHELL

In order to build a trigger shell correctly, you will need to provide the placement of the first magnet. This is NOT the degree of timing you want to run but rather the number to which the pick-up is pointing when the TDC pointer is at the firing degree.

If you want to run 32° of timing, first rotate the engine to put the 32° mark at the TDC pointer. Then, move the pick-up to the center of its travel (so you will have room for adjustment either way) and indicate the number the pick-up is pointing to. This will be the placement of the first magnet. When the magnet comes around and meets the pick-up, the engine will fire at 32°.

Most EFI set-ups require the first magnet to be between 50° and 60°. This allows full travel within the timing map. In these cases, you will need to rotate the engine so that your specified number is at the TDC pointer. Where you tell us the pick-up is pointing is where we will put the 1st magnet.

Most people use the commonly available pick-up brackets and run similar total timing numbers. ATI offers three stocking trigger shells for Chevrolet based engines on the most commonly requested marks.

ATI now features four new Super Damper shells with integrated steel trigger options that are compatible with the new AEM Infinity and other stand alone engine management systems. The integrated 24-tooth reluctor wheel eliminates the need for separate trigger wheels that can come loose, and also offers more accurate readings.



**Does not work with BigStuff3 EFI!**

7"	3 Rg, Smooth	916360-10AEM
6"	3 Rg, Smooth	916711-10AEM
7"	3 Rg, 6 Groove	916364CSAEM
6"	3 Rg, 6 Groove	916731CSAEM

Call for custom shells that are available for Holley, BS3 and others.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Performance Diesel Dampers



**Trusted by top shops like SoCal Diesel, Pure Diesel, East Coast Diesel, Diesel Innovations, Power Products Unlimited & more!**



Cummins with Reluctor



Powerstroke



Duramax



Whether you have a mildly tuned street 5.9L Cummins or a 700" International Sled Puller, ATI has a damper to fit your needs. At ATI we've been building elastomer Super Dampers for nearly 30 years and we know how to build them right. ATI Diesel Dampers range from 6" to 10" in diameter and weigh between 10 to 36 lbs. They are tuned in-house to fit your exact application, and if you make a change, your Super Damper can change too. Each part is replaceable and rebuildable. No need to replace your entire damper at service intervals or if something happens. Don't be fooled, treat your diesel engine like the professionals do, with an ATI Super Damper!

**How Much Power Do You Make?**



	ENGINE	OUTER DIAMETER		DAMPER ASSEMBLY WEIGHT	DAMPER PART #	EXTRA HUB
		STEEL 4 RING	STEEL 3 RING			STEEL
CATERPILLAR [10]	3208		8.074"	20 lbs.	917367	916007
CUMMINS 1992-1998 2 TIMING SLOTS FOR TACH [5]	5.9L 6BT		8.074"	23 lbs.	917373	916014 [2]
CUMMINS IN-LINE 1989 - 1991 & 1998½ - 2002 [1]	4BT 6BT		8.074"	20 lbs.	917365	916014 [2]
CUMMINS 2003 - 2007 ½	5.9L		7.98"	18 lbs.	917374	916119
CUMMINS 2007.5+ , 8 RIB [6]	6.7L		7.98"	19 lbs.	917375	916138
CUMMINS ISC - REPLACEMENT FOR RUBBER [3] STYLE OEM ENGINES BETWEEN 10/1997 - 4/2004 6C, 6L8.9, C Gas Plus CM556 C8.3, C8.3G, G8.3, GTA8.3 CM558 ISC CM2150 / CM554 / CM850 / 8.3 CM2250 ISL CM2150 / CM2150 SN / CM554 / CM850 / G / CM2180 ISL9 CM2250 / L Gas Plus CM556 QSC8.3 CM2250 / CM554 / CM850 QSL9 CM2250 / CM554 / CM850 / G CM558	8.3L		7.95"	21 lbs.	917372	916083
DURAMAX, 6 RIB 2001- 2015+ NEUTRAL BALANCE	6.6L		7.425"	19 lbs	917378	916081
DURAMAX, 6 RIB 2011+ LML & LGH	6.6L		7.425"	19 lbs.	917376	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371	916081
FORD POWERSTROKE 2011+	6.7L		7.95"	17.7 lbs.	918892	916775
FORD POWERSTROKE 2008 - 2010 [7]	6.4L		8.48"	26 lbs.	918887	916764
FORD 6.0 POWERSTROKE 2003 - 2007	6.0L		7.95"	16 lbs	918888 [4]	916761
FORD F-250/350 POWERSTROKE 1999 -2003	7.3L		7.45"	15 lbs.	918889 [11]	916754
INTERNATIONAL	640	10.465"		36 lbs.	918642 [9]	---
INTERNATIONAL (HEAVY)	640	10.465"		39 lbs	918642H [9]	---
INTERNATIONAL	640/466		8.074"	23 lbs.	917361	916013
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		8.074"	19 lbs.	917364 [8]	916015
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		7.074"	15 lbs.	917363	916015
JOHN DEERE W/ STANDARD INERTIA	466/619		7.074"	13 lbs.	917362 [8]	916015
OLIVER TRACTOR, 6 CYL. CHEVY FRONT	6 CYL.		7.074"	14 lbs.	917368	916008
PERKINS V-8	640		8.074"	20 lbs.	917366	916006

- [1] For a race version with no pulley & shortened hub, order pt # 917365C.
- [2] Requires a modified hub for competition, #916014M.
- [3] OEM service calls for 2 year replacement.
- [4] Requires front pulley #916118 for dual alternator.
- [5] Damper OD is 9.254". OEM tach sensor may be relocated from 11 o'clock to 3 o'clock. Order an ATI bracket kit, part #917373BKT.
- [6] Shell assembly part #917114 includes an 8 groove trigger wheel.
- [7] Drive pulley - part # 916162.
- [8] Timing for a 466 John Deere will line up TDC on the bottom side of the damper at 180° so you will be under the engine to set from the 180° mark. Request a second 1/4" keyway to be cut for topside timing at no additional charge if requested at time of new order. The 619 timing will be set at TDC and straight up at 12 o'clock.
- [9] Requires a custom hub.
- [10] This damper is NOT an OEM replacement! Race application only! Please call a Sales Technician for more information before ordering. This damper is NOT returnable.
- [11] Damper is 12% OD. Use NAPA belt 25-081253.

**STEP KEY**  
FOR 3208 CATERPILLAR DIESEL HUB (.750" X .750")  
918952



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# Damper Components & Tools

## 6061 T6 BILLET DRY SUMP DRIVE MANDRELS

These drive mandrels are designed for use with dry sump systems. They are available for Buick, Chevrolet and Ford applications.

CHEVY 3-BOLT\* 916631

FORD 3-BOLT & 4 BOLT WITH 2.281 COUNTERBORE\* 916633

*\*Profile milled, back cut, countersunk holes. Includes spacer and mounting bolts!*

*For mandrels that fit 5" Super Dampers, contact ARE Dry Sump Systems. 916-652-5282*



Ford 3 & 4-Bolt Drive Mandrel



*For mandrels that fit Duramax Diesel Super Dampers, contact Jones Racing. 610-847-2028*

### Anatomy of an ATI Mandrel



DRIVE MANDREL SPACER 916635

1/4" thick spacer slides on the mandrel shaft and mates to the mandrel radius to give a flat surface for pulleys.

## T-40 PLUS TORX BIT



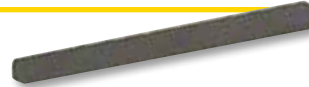
ATI dampers are assembled with T-40 Plus counter sunk bolts for the strongest possible mechanical connection of the shell assembly to the crankshaft hub. Also known as IP-40 Torx-Plus Insert Bit, the T-40 Plus must be used in lieu of a regular Torx bit for these bolts as the Torx head is designed for maximum strength when removing the bolt.

T-40 PLUS TORX BIT 918997

## KEY STOCK

3 sizes available!

Make your own machine keys with this super strong heat-treated 8630 alloy steel! Tensile strength is 112,000 PSI.



3/16 x 3/16 x 2 7/8" 916325

1/4 x 1/4 x 2 7/8" 916326

KEY STOCK FOR DRIVE MANDRELS  
*Not heat-treated!*  
1/8 x 1/8 x 5 3/4" 916327

## STEP KEYS



3/16" to 1/4" step keys for reducing cranks with 1/4" keyway to 3/16".

STEP KEY (3" LONG) 918992

## DAMPER ASSEMBLY LUBE

Available for those who rebuild their own dampers. It's the only correct assembly lube for ATI Super Dampers!



975005



## CRANK HUB SPACERS

Spaces your damper out easily!

CHEVY BB	.093	916310
CHEVY SB	.093	916320
CHEVY LS1 for Jesel Drive	.965	916322
CHEVY LS1 for Jesel Drive, steel	.965	916322S
CHEVY LS1 for Jesel Drive w/ belt guide	.965	916323
CHRYSLER	.093	916370
CHRYSLER 360 to OEM position	.285	916470
FORD SB PONTIAC V-8	.093	916400
NISSAN SR20 Use with base DE engine	.200	916298



### TECH TIP

### The proper press fit for your Damper

Make sure that your ATI Super Damper has the proper press fit. If the damper is too loose on the snout of your crankshaft, all of your engine's harmonics will not transfer to the damper and allow it to do the proper job. For best results, use a damper installation tool when you install or remove your damper. Check out ATI's Damper Rebuilding Tools, page 25.



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# Damper Components & Tools

## ELASTOMER KITS

Elastomer kits can be ordered for dampers in 2, 3, and 4 ring configurations. Unless marked, most dampers are shipped with 70 durometer elastomers for 7" diameter dampers and 60 durometer for 6" dampers.



OD	NUMBER OF RINGS	DUROMETER OUTER / INNER / FACE	PART #
8"	3	70 / 70 / 70	918959
8"	3	70 / 70 / 80 - ALUM SHELL	918959-70AL
8"	3	80 / 80 / 70	918959-80
8"	3	80 / 70 / 70	918959-87
7"	3	40 / 40 / 70	918960-40
7"	3	50 / 50 / 70	918960-50
7"	3	60 / 60 / 70	918960-60
7"	3	70 / 70 / 70	918960-70
7"	3	70 / 70 / 80 - ALUM SHELL	918960-70AL
7"	3	70V / 70 / 70	918960-70V*
7"	3	70 / 60 / 70	918960-76
7"	3	70V / 60 / 70	918960-76V*
7"	3	80 / 80 / 70	918960-80
7"	3	80 / 60 / 70	918960-86
7"	3	80 / 70 / 70	918960-87
7"	3	80 / 70 / 80 - ALUM SHELL	918960-87AL
7"	3	80 / 80 / 80	918960-88
7"	3	90 / 90 / 70	918960-90
7"	2	60 / 60 / 70	918970-60
7"	2	70 / 70 / 70	918970-70
7"	2	70 / 60 / 70	918970-76
7"	2	70 / 60 / 80 - ALUM SHELL	918970-76 AL
7"	2	80 / 80 / 70	918970-80
7"	2	80 / 70 / 70	918970-87
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70V*
6"	3	50 / 50 / 70	918980-50
6"	3	60 / 60 / 70	918980-60
6"	3	70 / 70 / 70	918980-70
6"	3	70V / 70 / 70	918980-70V*
6"	3	70 / 60 / 70	918980-76
6"	3	70V / 60 / 70	918980-76V*
6"	3	80 / 80 / 70	918980-80
6"	2	50 / 50 / 70	918990-50
6"	2	60 / 60 / 70	918990-66
6"	2	70 / 70 / 70	918990-70
6"	2	70 / 60 / 70	918990-76
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80

\* Viton O-Rings on Outer

## DAMPER REBUILDING TOOL SET



To best dampen torsional vibrations in your engine, ATI Super Dampers are rebuildable and can be "tuned" by changing the durometer of the inserts. This custom-machined tool set lets you assemble and disassemble the Super Damper with ease.

REBUILDING TOOLS FOR 6" & 7" DAMPERS  
918998

REBUILDING TOOL SET FOR SERPENTINE & STD OD  
918998S

REBUILDING TOOL SET FOR 5" DAMPER  
918998-5

### OPTIONAL INERTIA RING FIXTURES

5" GUIDE FIXTURE	916986
6" GUIDE FIXTURE	916988
7" GUIDE FIXTURE	916989
8" GUIDE FIXTURE	916987
5" PUSHER	916985
5" SHAFT	916984

### OPTIONAL CROSS BAR PUSHER

FOR STANDARD & SERPENTINE OUTER SHELLS  
916995C



### TECH TIP

## What you need to know about damper bolts

The flat head countersunk bolts used in ATI's Super Dampers require a T40 Plus Torx Bit. (ATI Part # 918997) If you are trying to source one yourself, this bit is also referred to as an IP40 Torx Plus Insert Bit. Do not use a standard T40 Torx bit as it will not work and will ultimately strip the head. Remember! You must install, torque and Loctite® all bolts supplied with your Super Damper regardless of whether or not you are bolting a pulley to the face of the damper.



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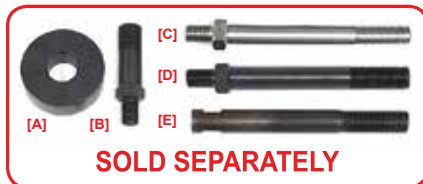
# Damper Components & Tools

## DAMPER PULLER INSTALLER KIT



**Great for the professional engine builder and home mechanic alike!**

ATI's Puller/Installer Kit can be used as a universal puller. The puller plate is CNC-machined to accept a variety of bolt sizes. Made with professional grade, heavy duty material, this kit comes in a handy storage case and works with all popular engines. It can also be used for similar items such as pulleys and steering wheels.



**SOLD SEPARATELY**

PULLER / INSTALLER KIT	918999
<b>Optional installation studs for use with Puller Installer Kit</b>	
[A] INSTALL. STUD AND WASHER FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA	918999D
[B] INSTALL. STUD ONLY FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA	951392
[C] INSTALL. STUD FOR NEW GEN HEMI	918999H
[D] INSTALL. STUD FOR NEW GEN HEMI HELLCAT & 2018 DEMON	918999HC
[E] INSTALL. STUD FOR LS1, 2, 6, 7 & 9	918999SC

**Viper version coming soon!**

## ADJUSTABLE TIMING POINTERS

Adjustable timing pointers for the Torsional Super Damper are available for Small Block and Big Block Chevys, and Small Block and Big Block Fords. Machined from quality billet aluminum, these pointers provide up to four degrees of adjustment ensuring accurate timing for optimum engine performance. The black anodized finish provides sufficient contrast against engine parts.

<b>CHEVY</b>	
6.325" SMALL BLOCK CHEVY	918950
7" SMALL BLOCK CHEVY	918954
7" BIG BLOCK CHEVY	918958
8" BIG BLOCK CHEVY	918951

<b>FORD</b>	
BB FORD - "385" 429-460	918945
SB - B KEY, SVO & HP BLK 3/8 BOLT HOLES*	918946
SB - C KEY, SVO & HP BLK 3/8 BOLT HOLES*	918947
SB - B KEY, STK BLK 5/16 BOLT HOLES*	918948
SB - C KEY, STK BLK 5/16 BOLT HOLES*	918949

\* Will not work with Cleveland engines



SB Chevy 6.325"  
#918950

BB Chevy 7"  
#918958

SB Ford  
C Key, Stk Blk  
#918949

BB Ford "385" 429-460  
#918945

## CRANK PIN DRILL FIXTURE KITS

U.S. Patent #6,851,899



ATI's Crank Pin Drill Fixture Kit for the LS1, 2, 3, 6 and 7 along with Hemi Super Dampers allows you to install 1 or 2 dowel pins to the LS or Hemi crank, eliminating the damper twist on the shaft. In most applications, the crank may be drilled and the pin installed with the engine in the vehicle. This is a must for engines used in circle track racing or supercharging!

CRANK PIN DRILL FIXTURE KIT FOR LS1, LS2, LS3,LS6 AND LS7	918993
CRANK PIN DRILL FIXTURE KIT FOR LS1, LS2, LS3,LS6 AND LS7 LOCATES TIMING MARKS TO USE A DISTRIBUTOR* INSTEAD OF THE ELECTRONIC TIMING	918993-1
* Locates on timing gear key for reference.	
EXTRA PIN, 3/16	958025
CRANK PIN DRILL FIXTURE KIT FOR HEMI 6.1 / 392/ 5.7 CAR AND TRUCK	918008
FOR 2009+ 6.1 / 392/ 5.7 CAR & VVT AND 6.2 HELLCAT & '18 DEMON	918008-1



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Damper Hardware

## DAMPER BOLT PACKS

<b>MOST COMMON!</b> (6) 5/16-18 X 1 AND (3) 3/8-16 X 1 1/4	9 BOLTS	950200
(6) W/ STD THREAD AND (6) 3/8-16 X 1 1/4, <b>NOT CHRYSLER</b>	12 BOLTS	950201
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, <b>NOT CHRYSLER</b>	9 BOLTS	950202
(6) 5/16 - 18 X 1 AND (3) 5/16 - 18 X 2 1/4	9 BOLTS	950203
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1	9 BOLTS	950204
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1, BUTTON HEAD	9 BOLTS	950205
LS1 Y BODY WITH REAR PULLEY - ALL 5/16 BOLTS, FLAT HEAD	9 BOLTS	950209
(6) 5/16 - 18 X 3/4, CHRYSLER DAMPERS	6 BOLTS	950210
LS Y BODY - (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/4 - ALL FLAT HEAD	9 BOLTS	950211
LS1 F BODY WITH REAR PULLEY - ALL 5/16 BOLTS	9 BOLTS	950213
LS1 Y BODY NO AC - 5/16 - 18 X 1 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950217
(6) 5/16 - 18 X 1 AND (3) 3/8 - 24 X 1 1/4, <b>NOT CHRYSLER</b>	9 BOLTS	950218
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, <b>NOT CHRYSLER</b>	12 BOLTS	950219
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, <b>NO PULLEY BOLTS</b>	6 BOLTS	950220
LS Y BODY (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 - ALL FLAT HEAD	9 BOLTS	950224
(9) 5/16 - 18 X 3/4 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950226
FORD - 4 BOLT DAMPERS WITH PULLEY BOLTS	8 BOLTS	950230
FORD - (6) 5/16-18X1 (3) 3/18-16X2 (3) 3/8-16X1-1/4	12 BOLTS	950282
5 IN DAMPER - (6) 5/16 - 18 X 1 AND (3) 5/16-18 X 1 1/4	9 BOLTS	950241
5 IN DAMPER - (6) 5/16-18 X 1 AND (3) 5/16-18 X 2	9 BOLTS	950243
CADILLAC CTS-V (Part #918854) WITH ARP PULLEY BOLTS	12 BOLTS	950245
(6) W/FINE THREAD AND (6) 3/8 - 24 X 1 1/2, <b>NOT CHRYSLER</b>	12 BOLTS	950248
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS	16 BOLTS	950251

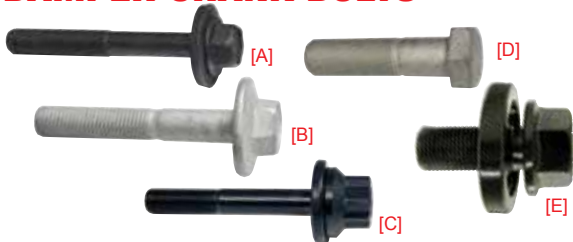
**MOST COMMON  
BOLT PACK!**

#950200  
Bolt pack for our most common Super Dampers except Chrysler and Ford OEM 4 Bolt



#950230  
Bolts for all 4-Bolt Ford damper applications

## DAMPER CRANK BOLTS



SMALL BLOCK CHEVY, OEM	950231
BIG BLOCK CHEVY, OEM	950232
360 MOPAR (3/4 X 16 X 3 HHCS)	950233 [D]
5.7, 6.4L 2011+ HEMI	951496
CUMMINS 8.3 ISC, MODIFIED	951388
LS1,2,3,4,6 & L71, L76/7, L92, L98/9, LSA, LSX CRATE MOTORS, L20, L33, L55, LC9, LFA, LH6/8, LM4/7/G, LQ9, LY5-7LT1/LT4 WET SUMP	ARP (Inc. SEALANT) 951503 [C] OEM GM 951499 [B]
LT1/LT4 (2014+) & LS3, 7 & 9, OEM GM Factory dry sump engines only	951500 [A]
SB CHEVY WITH INTEGRAL WASHER	951501
BB CHEVY WITH INTEGRAL WASHER	951502
SB & BB FORD WITH INTEGRAL WASHER	950234 [E]



**Have an aftermarket application that uses standard bolts? ATI has a quick fix to fill the gap with our cone-shaped aluminum washers!**

CONE SHAPED WASHERS, ALUMINUM  
Converts countersink to flat 5/16"  
953003

## ARP STAINLESS STEEL BOLTS

ARP Stainless is specially alloyed for extra durability. It's polished using a proprietary process to produce a beautiful finish.

**ARP**  
automotive racing products

- [A] 951454 - 3/8-16 x 3/4"
- [B] 951334 - 3/8-16 x 1-1/4"
- [C] 951452 - 3/8-16 x 1-1/2"
- [D] 951453 - 3/8-16 x 2-1/2"
- [E] 951455 - 5/16-18 x 1"
- [F] 951236 - 3/8-16 x 3 1/2"



## TITANIUM BOLT PACKS

Kit 950200T

Includes 6 titanium 5/16 - 18x1 countersunk bolts and 3 Titanium 3/8-16x1 bolts that fit most standard Super Dampers, except Chrysler. These bolts are made in the USA and are 47% lighter than steel!

**Only two-tenths  
of a pound!**



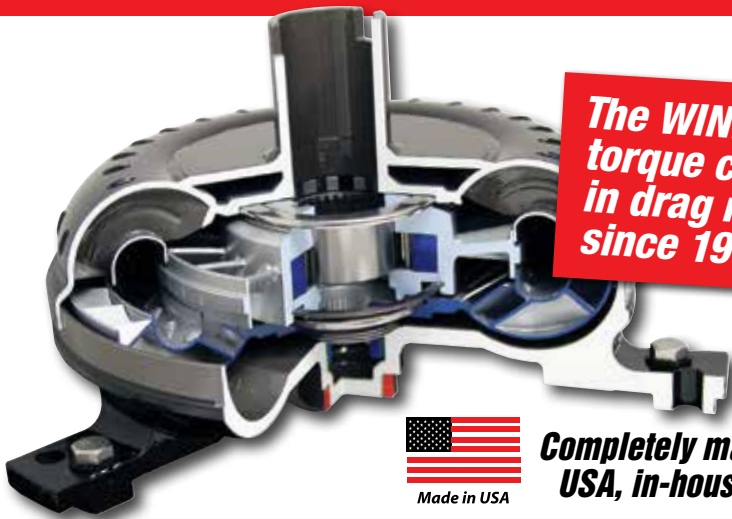
TITANIUM - ALL 3 BOLT EX. CHRYSLER	950200T
TITANIUM - MINI COOPER	950216T
TITANIUM - FACE BOLTS ONLY (6) 5/16-18 X 1"	950220T

**For ALUMINUM damper assemblies only!**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Treemaster Converters®



**The WINNINGEST  
torque converter  
in drag racing  
since 1961!**



**Completely made in the  
USA, in-house at ATI!**

Since ATI maintains an ample supply of new, in-house built components required to custom-build a torque converter to the exact needs of the customer, many orders can be turned-around the following business day after it arrives.

At ATI, we take our commitment to superior race products very seriously. Not only do we produce quality torque converters, but we also manufacture the equipment to make them. ATI's CW3 Converter Welder, Converter Balancer and Leak Tester ensure our customers get the best products on the market today!



There are absolutely no compromises with ATI sprag-equipped Treemaster Converters! Unlike other converter manufacturers that use refurbished OEM or new off-shore parts, ATI uses all new components that are produced in-house using only original Opel tooling.

**ATI is the only independent company in the world that has this capability.**

Because of its ability to control all aspects of the manufacturing process, ATI has the advantage of designing each component for optimum efficiency and total durability.

Configuring a torque converter to take full advantage of an engine's power curve is what separates the winners from the "also rans". With over fifty years of racing experience, ATI custom-builds converters to the exact needs of our customers.

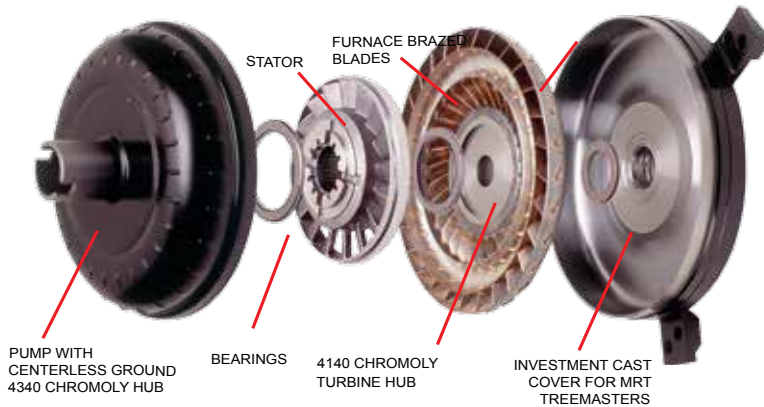
To accomplish this in a timely manner, ATI maintains a large inventory of turbines, stators and components. This gives ATI the ability to turn around your new converter or repair efficiently. It doesn't get any better than this!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Treemaster Converters®



DAN FLETCHER -  
Over 100 NHRA National Event Wins  
ATI Transmission, Treemaster Converter, Super  
Damper and Super F ATF



CONTINGENCY ITEM

## TREEMASTER CONVERTERS

	8"	10"
	Part #	Part #
Powerglide	208500	---
TH350 and TH400	408500	408360
700-R4 / T-200, Non Lock-up, Std	708500	---
C-6 1.848" Standard*	608500	---
C-6 1.375" Standard*	609500	---
C-4 Standard	649500	---
C-4 2008+ Factory Cobra Jet, Strd 2011+ 5.0 Coyote	649530	---
TF-727 - Chrysler	729500	---
TF-904 - Chrysler	909500	---

\*4 speed pilot size (1.83") is also available - call for details.

## TREEMASTER "MRT"

*Minimum Reaction Time Option - Great for transbrakes, turbo & NOS use!*

Quick and consistent reaction times are the key to winning rounds and races! Many factors affect your reaction time, but most people don't realize a converter is a very big part of that. MRT stands for "Minimum Reaction Time" and is one of our most popular converter lines. Most of these converters have the unique designed cast steel front cover. Additional optimized new stator designs are available. With over 30 years of hard core racing information compiled on different combinations, ATI will know what your car needs, the first time!

	8" 3.5 - Stroke	8" 3.5 + Stroke	10"
	Part #	Part #	Part #
Powerglide	208700	208800	---
TH350 and TH400	408700	408800	408390
C-4 Specify spline and bolt circle	649700	649800	---
TF-727 - Chrysler Not for AMC!	---	729800	---
TF-904 - Chrysler*	909700	---	---
TF-904 - AMC*	909701	---	---

\* 3.6 +/- stroke on 8" Treemaster for TF-904

*Please call ATI's Technicians when placing your converter order.*



## STEEL VS. ALUMINUM STATORS

OEM stators are die cast and are not very strong. After GM France ceased 8" Opel converter production, ATI purchased the tooling to produce their own 8" units. Originally, there was virtually no radius on the stator where the blade meets the body, but ATI increased that radius, ultimately stopping failures. Since 100% of these stators are produced by ATI, they all have the new radius. ATI heavy duty alloy stators are poured as an investment casting that is 400% stronger than the die casting. We have never seen one failure with these stators.

ATI's custom alloy stators have two distinct advantages over their steel counterparts. First, they are lighter by 2/3, hence the inertia of the spinning unit is much less and imposes considerably less load on the sprag when it has to stop the stator. This increases sprag life. Second, and most importantly, each blade of the aluminum stator is shaped like an air foil, as opposed to the flat shape of the steel blade. The air foil shape causes the fluid to increase in speed as it passes over the blade. Torque multiplication is far greater, producing free energy with the aluminum stator.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# **NEW!** Bolt Together / Lock-Up Converters

**BOLT TOGETHER!**



**19.1 LBS**



**26.5 LBS**

**BOLT TOGETHER LOCK-UP!**

## 8" AND 9" LOCK-UP CONVERTERS

ATI now offers Bolt-Together and Lock-Up versions of their popular Treemaster and MRT Converters. For racers who frequently send out their converters for stall changes or overhauls, they will save both time and money by having the option to service and adjust the converter themselves – at home or at the track! Each unit comes with a billet aluminum rear cover, stator, brazed turbine and pump half. ATI offers several different stator options specific to converter size. 8" pumps are adjustable and ATI offers pump options for 9" & 10" converters allowing for a multitude of possible combinations. ATI also offers a range of Bolt-Together Lock-Up Converters that provide 0% slip, minimum ET and maximum MPH!

- Double O-ring seals
- Requires just half the assembly bolts of other bolt together converters keeping the largest diameter of the converter as light as possible.

	8"	9"
	Part #	Part #
<b>Bolt Together *</b>	408850	408950
<b>Bolt Together Lock Up</b>	408851	408951

## 10" AND 10.5" OUTLAW CONVERTERS®



**BOLT TOGETHER**

**10" & 10.5" BOLT TOGETHER OUTLAW CONVERTER®**



**BOLT TOGETHER LOCK-UP**

**10" & 10.5" BOLT TOGETHER LOCK-UP OUTLAW CONVERTER®**



**LOCK-UP**

**RATED TO 2800 HP FOR 0% SLIP**

**Lock up in just .03 seconds when used with ATI's SuperCase and Pump!**

**STARTING AT 29.8 LBS**

**FRICTION PLATES**  
For Bolt Together Cover Assemblies

GREEN, LOCK UP CLUTCH	451924
BLUE, LOCK UP CLUTCH	451924B
BLACK SOFT APPLY LOCK UP CLUTCH	451928

**PAD SPACERS FOR BOLT-TOGETHER CONVERTERS**  
(Requires 6 per Converter)

.750"	451900A
.500"	451900B
.250"	451900C

	10"	10.5"
<b>Bolt Together Outlaw</b>	408450	408435
<b>Bolt Together Outlaw - Lock-Up</b>	408451	---
<b>Bolt Together Outlaw Non-Lock Up with Lock-Up Height</b>	---	408431
<b>Outlaw for SG 4 &amp; Big Shaft 400 -Lock-Up</b>	---	408422LU
<b>Outlaw for SG 4 &amp; Big Shaft 400 - Bolt Together Lock-Up</b>	---	408430LU

All Bolt Together and Lock-Up Outlaw Converters® come standard with Fuel Element Sprag

**Titanium studs and nuts available!**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Bolt Together Builder Kits



**ATI's now offers Builder Kits for 8", 9", 10" and 10.5" Bolt Together and Bolt Together Lock-Up Torque Converters. If you have a local converter builder you trust, this may be the option for you!**



EB CUSTOM WORKS - 2016 COBRA JET  
ATI Transmission, 8" Bolt-Together Converter & Super Damper

Each kit gives your builder the ability to convert your favorite existing welded converter to a Bolt-Together or Bolt-Together Lock Up unit for ease of maintenance and stall changes. It also provides substantial weight savings over conventional welded torque converters. Kits include everything except the converter core (stator - pump - turbine).



**AVERAGE WEIGHT SAVINGS ON A BOLT-TOGETHER CONVERTER OVER A CONVENTIONAL WELDED UNIT**

**8" CONVERTER .... 2.5 LBS.      10" CONVERTER .... 4.3 LBS.**



	8" *	9"	10"	10.5"
	Part #	Part #	Part #	Part #
<b>Bolt Together</b>	408850K	408950K	408450K	456805K
<b>Bolt Together Lock Up</b>	408851K	408951K	408451K	408430K

- \* • O-Ring for Pump Ring (Outer), 8" 970004
- O-Ring for Pump Ring (Inner), 8" 970005

**\* Not for individual sale \***

**HOW TO QUALIFY FOR PURCHASE**

**In order to purchase these builder kits, you must be a qualified performance business located at a commercial location. A business license and Tax ID number are required.**

**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Fuel and Blown ~ Outlaw Converters®

## FUEL & BLOWN



The super strong **Fuel & Blown** unit features a special 22 element sprag with double cage construction to simultaneously control each sprag element. This arrangement maintains alignment while providing the highest possible dynamic load capacity. The sprag sits in concentric races that are heat-treated to 65 on the Rockwell C scale with every step of the manufacturing process accomplished in house at ATI.

	8"	9"	10"
	Part #	Part #	Part #
<b>TH350 and TH400</b>	408900	408930	408420
<b>TF-727 - Chrysler (not for AMC)</b>	729900	729930	---
<b>Toyota 2JZ (T350/T400 Spline)</b>	---	408931	



## 10" & 10.5" OUTLAW CONVERTERS®

**Outlaw Racing** Torque Converters are available with 5-axis fully machined billet steel, aluminum or hand-built steel stators and have 6-bolt mounting on the GM small bolt circle. For maximum efficiency each converter has one-way sprags with a .5" thick wall on the inner race for the C-6 stator spline used on Bruno and Lenco units.

	10"	10.5"
	Part #	Part #
<b>Outlaw</b>	408421	408424
<b>Outlaw for SG 4 &amp; Big Shaft 400</b>	408423	408422

## CRANK PILOT RINGS

Threaded, removable, replaceable converter pilots. These pilot rings are used on ATI's 8" and 9" converters for Ford and GM applications.

### GM APPLICATIONS

STANDARD GM	.450" LONG	For no midplate to .125" midplates	451340
MIDPLATE GM	.638" LONG	For .125" to .250" midplates	451350
MIDPLATE GM	.765" LONG	For .375" midplate	451351
MIDPLATE GM	.865" LONG	Extra long for special applications	451352
STANDARD GM - LS1	.765" LONG	NO midplate	451342

### FORD APPLICATIONS (C4 C6)

STANDARD FORD	.675" LONG	1.848 Diameter	651330
STANDARD FORD	1.205" LONG	1.375 Diameter	651340

## CRANK PILOT SLEEVES

For mid-plate use (.250" LONGER)	451923
For non-mid-plate use	451922



Information concerning your race combination is an absolute necessity for choosing a converter design that will provide maximum performance. Refer to the racer Information Sheet on page 97 for a list of specifications your Sales Technician will need in order to assist you.



- After we have established a running combination, rear gear becomes an important part of your converter combination. Removing rear gear to slow down the RPM may not work. Rather, it may just make the converter work harder and slip more by asking it to lock-up at a lower RPM.
- Higher RPM makes a converter more efficient. If your converter is slipping, adding gear may reduce the slippage without gaining trap RPM. ATI converters are designed to operate efficiently with the proper rear gear specified.
- Converter slip in the 200 - 300 RPM range is normal and desired. It tells you that the engine is still making power at trap RPM and not laying down; dictating less rear gear or more tire diameter.

## Diagnosing Converter Problems

- Your engine's trap RPM is an important number:

If it is lower than normal and the MPH is off, your motor probably has a problem or the sprag is locked, not allowing the stator to freewheel, just like a spragless converter. This not only hurts ET and MPH, but it will not let the motor accelerate and cooks the fluid. The engine will go to the same RPM and no higher every run.

If the trap RPM is higher and the MPH is the same or lower, the converter or trans may be hurt, or something is causing drag on the car (ie: a front shock locking in the extended position making the front end push too much air, a bent rear end housing or a worn out ring and pinion, etc.)



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Streetmaster Converters®



**No cheap junk  
in these units!**

**A superior quality performance converter great for hot street cars that also see track action!**

- The same methods, quality materials and workmanship as our Treemaster Converters!
- Minimizes low RPM slippage
- Reduces heat build-up

	<b>Tightest</b> 3.0 & Greater Rear Gear	<b>Stage 1</b> 3.30 To 3.70 Rear Gear	<b>Stage 2</b> 3.70 To 4.30 Rear Gear
	Part #	Part #	Part #
<b>TH350 and TH400</b>	408320	408330	408340
<b>C-6 1.848" Crank Pilot</b>	608320	608330	---
<b>C-4 Specify spline &amp; bolt circle</b>	649320	649330	---
<b>TF-727 - Chrysler</b>	---	729330	729340



## 10" SUPERSTREET MASTERS

Available For 700R4 and 4L60/65E.

	<b>LOCK UP</b>	<b>NON-LOCK UP</b>
	Part #	Part #
<b>700R4 / 4L60E ('85-'97) Standard SBC</b>	708330	708331
<b>4L60E / 4L65E ('98 - up) Standard SBC</b>	708332	708333
<b>4L60E / 4L65E ('98 &amp; up) LS1</b>	708334	708335



## 10" LOCK-UP SUPERSTREET MASTERS WITH BILLET COVERS

For 4L60/65E, 4L80/85E, 6L80 and 8L80/90E

**Coming soon!  
Hellcat, 10R90  
AND 10L90!**

	Part #
<b>SINGLE DISK LOCK-UP</b>	
<b>4L60E / 4L65E</b>	708337
<b>4L60E / 4L65E - For 2005 Corvette</b>	708339
<b>4L80E / 4L85E</b>	708338
<b>NEW! 4L80E / 4L85E - For Toyota 2JZ</b>	708341
<b>TRIPLE DISK LOCK-UP</b>	
<b>4L60E / 4L65E</b>	708347
<b>4L60E / 4L65E - For 1997-2004 Corvette</b>	708344
<b>4L60E / 4L65E - For 2005 Corvette</b>	708349
<b>4L80E / 4L85E</b>	708348
<b>NEW! 4L80E / 4L85E - For Toyota 2JZ</b>	708342
<b>6L80E / 6L85E / 6L90E</b>	708340
<b>6L80E / 6L90E - For 2006-2014 Corvette</b>	708345
<b>8L80E / 8L90E - For 2016+ Camaro &amp; CTS-V</b>	708350
<b>NEW! 8L80E / 8L90E - For late 2014+ Corvette</b>	708351

Single and triple disk available!

### PILOT EXTENSIONS

CONVERTS AN LT CONVERTER TO AN LS PILOT

708700



### TECH TIP

## Street Converter Facts

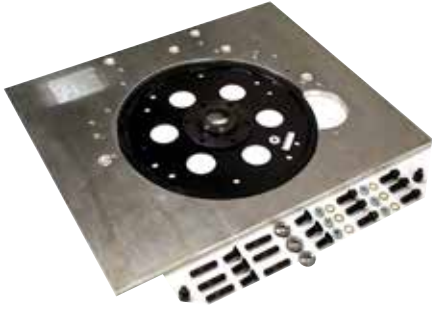
**At ATI, we have become aware of some misinformation about Street Converters and we'd like to set the record straight with a few facts.**

- A Street Converter will only see full stall when the maximum torque is present and the tires are hooked.
- When street driving, keep the car out of high gear until you are up to speed.
- Low and 2nd gear will keep the horsepower per gear ratio low and RPM higher. The unit will be coupled. ATI recommends 3.70 gear minimum.
- In high gear at speed, the throttle setting will be light and the converter will couple.
- ATI recommends down-shifting to 2nd to pass someone or accelerate with heavy throttle.
- A heavy throttle in high gear will cause the converter to get to stall speed easily and will create heat.
- A light throttle and level ground will allow a 3000 - 4000 stall speed converter to couple at 1500 or less.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Adapter Kits



**Features a 0.5" thick 6061T-6 heat-treated aluminum plate with an SFI-spec chromoly steel flexplate and mounting hardware!**

Over the years many types of transmissions have been utilized in medium to high horsepower bracket and class-style race cars. Although there are numerous transmissions available for racers to choose from, the GM two and three speed automatics seem to be some of the most popular transmissions in the performance transmission market. Many racers would argue that a Chevy Powerglide transmission, when matched with the proper rear gear, is the quickest and most consistent of all existing transmission designs.

This is great if you own a vehicle with a GM engine. But what if you have a Ford or Chrysler? ATI's adapter kits allow Ford and Chrysler owners to benefit from the GM transmissions as well! With an ATI adapter kit, you now can perform the operation in less time with less fabrication. Includes an ATI adapter plate, an ATI crank adapter, an ATI Flexplate, and all the necessary mounting hardware to correspond with your Ford or Chrysler engine.

GM POWERGLIDE-T350-T400 TRANSMISSIONS									
	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	HARDWARE KIT				
<b>FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only</b>									
All - Internal Balance SFI Flexplate, 164 Teeth	915231 [1]	915110	915603	915704 [1]	950141				
All - Except '81 & Up 5.0l (302) 28.2 oz. in. SFI Flexplate, 164 Teeth	915232 [5]	915110	915603	915705 [2]	950141				
<b>FORD 429-460 ENGINES SFI flexplates for aftermarket converters only</b>									
All - Internal Balance, SFI Flexplate	915242 [1]	915120	915612	915700 [1]	950160				
<b>CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 &amp; 6)</b>									
All - Internal Balance	915250 [1] [6] [12]	915130	915630X [7] [8]	915650X [1] [6] [7] [8]	950170				
<b>CHRYSLER B &amp; RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 &amp; 6)</b>									
8 Bolt Crank 426 HEMI Driver Side Starter	915290 [1]	915150	915640X [7] [9]	915660X [1] [6] [7] [9]	950190				
HEMI to Chevy Pro Mods using Fuel Cranks Passenger Side Starter	915291X	915140X	915640XF [10]	915660X [10]	950190X				
<b>CHRYSLER LATE MODEL HEMI</b>									
5.7 - 6.1 - 6.4 HEMI	915245 [11]	915145	915606	915664	950145				
<b>CHRYSLER DODGE VIPER</b>									
VIPER V-10 (Adapter plate only)		915148							

- [1] Engine must be internally balanced.
- [2] 28.2 oz in weight is 4 1/4" x 3/4" x 3/8" thick.
- [3] 50.0 oz in weight is 4 1/4" x 7/8" x 7/16" thick.
- [4] 460 truck crank with D9TP-6375AA or E7TP-6375AA OEM weighted flexplate.
- [5] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [6] Some 340-383-400-440 are externally balanced. Engine must be internally balanced. Weights may be added by your engine balancer for external balance.
- [7] When ordering replacement parts, be sure to specify date of original order. Parts shipped prior to 1/2007 have different dimensions and part# (non-X numbers).
- [8] Requires six (6) crank bolts - ATI #951471-6 (grade 8) or OPTIONAL ATI #951034-6 (Extreme Duty).
- [9] Requires eight (8) crank bolts - ATI # (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
- [10] Requires eight (8) crank bolts - ATI #951035-8 (Extreme Duty). DO NOT use grade 8 bolts in this application! Use #915640XFB bushing.
- [11] Requires Mopar Starter, part# 05030023AA. Clamps for the adapter may require spacers. For 4L60E, add pt. #915859, for T350 & 700R4, add pt. #915860 and for the ATI Super Case, add pt. #915861.
- [12] 90 day lead time - semi custom part.

## FLEXPLATE CRANK ADAPTERS (FOR CHRYSLER AND CHEVY CRANKS)

These reinforcing crankshaft adapters bolt on behind the flexplate to extend the pilot diameter 1/2" toward the transmission, eliminating extra long pilots on the converter. Bolt kits available - page 38.

- CHEVY W/ 7/16" CRANK BOLTS 915000
- CHRYSLER FUEL CRANK 8 - 1/2" CRANK BOLTS FOR BRUNO / Lenco (.250" THICK) 915641



**4140 heat-treated material!**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Race Quality Flexplates



Flexplate for Ford Mod Motor



Gen III HEMI Flexplate

**Performance flexplates are critical components in today's high tech race cars. Choose a genuine race quality flexplate from ATI!**

Manufactured in the USA on state-of-the-art CNC equipment, ATI's flexplates are double mig/tig welded with certified American-made materials that far exceed SFI specs for safety. ATI flexplates are manufactured and toleranced from actual OEM drawings to insure fit and location. Each flexplate is quality inspected to EXCEED the flatness and run-out tolerances of the OEM units and are precision-balanced on Hines digital equipment with a resolution of 1/10 oz. in.

APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	EXTERNAL BALANCE [1]
<b>GENERAL MOTORS</b>				
<b>CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12]</b> <b>'86 &amp; UP ONE-PIECE SEAL</b>	305 / 350	153	915533	---
<b>CHEVROLET V-8 SMALL BLOCK [12]</b>	283 / 302 / 327 / 350	153	915539	---
	EARLY 2-PIECE SEAL	168	915541	---
	10 DP	139	915545 [10]	---
	400	168	---	915561
<b>CHEVROLET V-8 BIG BLOCK [12]</b>	'70 - '90 454 - 454 / 502 MARK IV	168	396 / 427 USE #915541 FOR INTERNAL BALANCE	915551
	'91 & UP - GEN V 454 [2]	168	---	---
	'91 & UP [3] 572, GEN V- 454 HO/ 502 HO	168	---	---
	10 DP	139	915545 [10]	---
<b>OLDSMOBILE [12]</b>	V-8 330 / 400 / 425'64 - '67	166	915562	915563
	ALL V-8 ('68 & UP) INC. DIESEL	166	915564	915565 [4]
<b>PONTIAC V-8 [13]</b>	400 / 455	166	915567 [14]	---
<b>LS1 / LT1</b>				
<b>V-8 SMALL BLOCK [12]</b>	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]	---
	LT1 / LT4 / ZL1 Z BODY CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]	---
<b>CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]</b>				
<b>6 BOLT CRANK</b>	ALL WEDGES	130	915650X [9]	---
<b>8 BOLT CRANK</b>	HEMI	130	915660X [9]	---
<b>CHRYSLER V-8 SFI</b>				
<b>8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT</b>	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER	130	915663	---
	3.7 / 6.1 L JEEP GRAND CHEROKEE [8]	---	---	---
<b>GEN III HEMI</b>	5.7 - 6.1 - 6.4 TO 727/904	---	915685	---

### Flexplate notes

- [1] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [2] Cast crank only - 41.95 oz. in.
- [3] Forged crank only - 42.54 oz. in.
- [4] 25.0 oz in
- [5] No weight. Imbalance is accomplished by lightening one side of the flexplate.
- [6] Replacement parts require crank adapter for proper use. ATI Chrysler adapter flexplates require the use of 10 3/4" bolt circle only with GM converters.
- [7] LS flexplates sold only as a kit. Includes flexplate, crank adapter and bolts. Requires a custom aftermarket converter. Must have an engine mounted transmission. Flexplate for kit 915733 is 915543. For 1999-2000 iron block, iron head 6.0L LQ4 truck cranks, use #915543 plate only and OEM length crank bolts. Flexplate for kit 915737 is 915537.
- [8] Does not fit 5.7L Jeep Grand Cherokee. OEM converter bolt holes require longer bolts - included. Use ATI #951037-8 flexplate to crank.
- [9] Replacement parts: Be sure to specify the date of original order. Parts shipped prior to January 2007 have different dimensions and part numbers (non-X numbers). Flexplate to crank bolts: for 6-bolt crank, use #951034-6; for 8-bolt crank, use #951034-8.
- [10] Special starter required. Order pt.#915546. (See page 36.)
- [11] For use with 8-bolt cranks
- [12] Uses ATI #951479-6 flexplate to crank bolts.
- [13] Uses ARP bolt #200-2904 flexplate to crank bolts.
- [14] Flexplate has 2.75" center hole. For cranks with a 2.5" register, call ATI for an adapter.



### BOLT PATTERNS AND TOOTH COUNT

GM 153 tooth flexplate	=	10.750 bolt circle
GM 168 tooth flexplate	=	11.500 bolt circle
Ford 157 tooth flexplate	=	10.500 bolt circle
Ford 164 tooth flexplate	=	11.4375 bolt circle

### FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY

APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTTED SPACER AND CRANK BOLTS		FLEXPLATE ONLY LESS SPACER AND BOLTS			CRANK ADAPTER		CRANK BOLT SET	
ENGINE	TRANS	TEETH	INTERNAL BALANCE Part #	EXTERNAL BALANCE Part #	INTERNAL BALANCE Part #	EXTERNAL BALANCE Part #	Part #	Part #	Part #	Part #	
429/460	C-6 E40D	164	915720	---	915700	915701 [1]	---	915611	---	950143	
FE 332/428	C-6 E40D	184	915722	---	915702	---	---	915611	---	950143	
289/302 351/400	C-6 E40D	164	915724	---	915704	915705 [3]	---	915601	---	950142	
289/302 351/400	C-4 A0D	164	915727	915728 [3]	915707	915708 [3]	---	915602	---	951471-6	
289/302	C-4	157	915730	---	915710	915711 [3] 915712 [4]	---	915602	---	951471-6	
<b>FORD MOD WITH GM TRANSMISSION</b>											
4.6-5.4 L Mod Motor		164	915735	---	915719	---	---	915607	---	950144	
<b>NEW!</b> Coyote 5.0L 8 Bolt		164	915738	---	915719	---	---	915607A	---	951378-8	

### A NOTE ABOUT FORD FLEXPLATES:

ATI Ford Flexplates with 164 teeth have an 11-7/16" bolt circle, and flexplates with 157 teeth have a 10-1/2" bolt circle for Ford converters. Both have factory installed 10-3/4" & 11-1/2" bolt circles for GM converters but only the 10-3/4" bolt circle is usable for the 157 tooth flexplates due to ring gear interference. The 184 tooth FE flexplates are 11 7/16" Ford bolt circle only! ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.

- [1] 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.
- [3] 28.2 oz. in. All 289-351C-351W- 400 and 302 through 1980. OEM flexplate weight is 4 1/4" x 3/4" x 3/8" thick.
- [4] 50.0 oz. in. '81 & up 5.0 L only. OEM flexplate weight is 4 1/4"x 7/8" x 7/16" thick.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# SuperPlates® and Starters

ATI has developed the Superplate line of Flexplates to keep up with rampant HP gains made each year. Superplates are manufactured from a material with a 90,000 lb. tensile and 80,000 lb. yield strength to withstand thousands of cycles. Superplates are laser machined to avoid heat and stress that stamping inflicts on the part. The crank bolt holes and center hole are bored to exacting tolerances using ATI's in-house CNC machines. The Superplate uses the correct "grip length" crank bolts as dowels to prevent the plate from moving under high torque conditions.

Why is a flexplate necessary? While manufacturing strives for precision, actually achieving it can be very difficult. Therefore, believing that a crankshaft will be 100% in the center of the main line of the engine and thinking that everything will line up perfectly from the damper to the input shaft of the transmission is a fallacy. Because of the imperfect process, the flexplate needs to be flexible in order to make up for the "allowable" tolerances of the various part manufacturers.

ATI's flexplate design is derived from a vast array of auto manufacturers, including big names like Lamborghini, Mercedes Benz, Bugatti, as well as 30 years of our own experience. A billet or thicker flexplate does not flex and therefore cannot absorb the "allowable tolerances" and that, in turn, can cause damage.



**NOTE!**  
Superplates will not work as designed without the proper bolts. See page 38 for bolt applications or consult your Sales Tech for assistance.

HIGH HORSEPOWER SUPER PLATES				
PART #	BOLT PATTERN	TEETH	BAL	
<b>CHEVROLET SMALL BLOCK</b>				
915544	Chevy for high HP, standard holes	168	Internal	
<b>CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)</b>				
915554	Chevy 6 bolt for 7/16" bolts (standard replacement)	168	Internal	
915555	Chevy 6 bolt for 7/16" bolts (needs special starter)	139 10 DP	Internal	
915570	Chevy 6 bolt for 1/2" bolts (fits inside SFI 6.3 can)	166	Internal	
915548	Chevy 6 bolt for 1/2" bolts	168	Internal	
915556	Chevy 6 bolt for 1/2" bolts (needs special starter)	139 10 DP	Internal	
<b>CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)</b>				
915547	Chrysler 8 bolt for 1/2" bolts (uses standard Chevy starter)	168	Internal	
<b>CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER</b>				
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal	

**CRANKSHAFT TO FLEXPLATE SPACERS FOR USE WITH LOCK-UP CONVERTERS**

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT  
915649 CHRYS 8-BOLT

## Tilton® Super Starters

These high torque mini-starters manufactured by Tilton have 3 HP motors and are capable of handling both 12V or 16V power systems. Tilton represents the pinnacle in starter motors for high performance applications!

### STANDARD CHEVY 12-DP (168 tooth)

Stock Tilton starters for 168 tooth SB Chevy and LS applications.

STANDARD CHEVY 915571  
STANDARD LS, LT 915572

### CUSTOM CHEVY 10-DP (139 tooth) / 12-DP (166 tooth)

These Tilton starters are equipped with the correct pinion gear for use with ATI's 10 DP and 12 DP flexplates. Kit includes a machined spacer and mounting hardware. Fits both Small and Big Chevy V8s with conventional 2-piece seal blocks.

CHEVY,  
10 DP, 139 TOOTH 915546

CONVENTIONAL CHEVY  
WITH BROWELL BELL  
12 DP, 166 TOOTH 915569



### CUSTOM MOPAR Gen III & HEMI

These Tilton starters have an ATI engineered and manufactured nose adapter. Specific applications were designed around ATI's DragPak Challenger. The starter clears the factory steering knuckle. With a 16V battery it cranks a 6.1 at 250+ RPM Includes mounting hardware. (May need to grind the block a small amount.)

5.7 / 6.1 HEMI WITH 904 915536  
5.7 / 6.1 HEMI WITH 727 915566



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Adapters Kits for Imports

Looking to run a race-ready Powerglide or T-400 in your Nissan or Toyota? Don't hassle with cut-off bell housings or struggle with alignment issues found in other aftermarket options. ATI's automatic transmissions are now available for popular import racing applications!



**ATI SFI Certified  
PG or T400 trans  
available for all  
adapter kits!**

**TOYOTA 1FZ-45**



## NISSAN AND TOYOTA ADAPTER KITS

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
<b>NISSAN</b>							
Nissan L24 / 26 / 28 [1]	915210	915170	915070	915460	---	---	950120
Nissan RB-26 6 Cylinder [1]	915222	915200	915100	915480	---	---	950250
Nissan TB48 [3]	915223	915127	915642	915502	---	915573	950257
Nissan TB48 Lock Up [3,4]	915223L	915127	915642	915502	915128	915573	950257L
Nissan VR38 [7]	915225	915134	915644	915690	---	---	950259
Nissan VR38 Lock-Up [8]	915225L	915134	915644	915690	---	---	950259L
<b>TOYOTA</b>							
Toyota 2JZ - 6 Cylinder [2]	915219	915181	915080	915471	---	---	950122
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	915180	915081	915470	---	---	950121
Toyota 1FZ [5]	915224	915131	915643	915686	915132	915574	950258
Toyota 1FZ Lock-Up [6]	915224L	915131	915643	915686	915132	915574	950258L

[1] Requires a custom 8" torque converter. If using an OEM bell, modification is required for proper starter clearance. 90 day lead time - semi custom part.

[2] Requires a custom 9" torque converter #408931 - page 32.

[3] Includes the following spacers: six (6) ATI #451900A, six (6) #451900C & 551900 pilot adapter.

[4] Includes bell spacer, #915129 for GM to Nissan.

[5] Includes bell spacer, #915130A for non-lock Up Converter

[6] Includes six (6) lock up converter spacers, ATI #451900D and bell spacer ATI #915133

[7] Includes starter spacer ATI# 915526 & adapter ring ATI #451183. Customer must supply OEM trigger ring.

[8] Includes bell spacer, ATI #915136, starter spacer ATI#915526 adapter ring ATI #451903. Customer must supply OEM trigger ring.

**Coming soon!  
4L65E and 2JZ  
Kits!**



\*Converter sold separately



\*Converter sold separately



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.





# Hardware



Stud Kit - Supercase to Bell

## TRANSMISSION BOLTS

GM TRANS TO ENGINE (6) 3/8-16 X 1-1/4, HHCS-GRADE 5	950261
GM TRANS TO ENGINE (6) 3/8-16 X 1-1/2, HHCS-GRADE 5	950262
STUD KIT - ATI BELL TO BLOCK 1/8" MIDPLATE MAX	950264
STUD KIT - ATI BELL TO SUPERCASE	950263



GM Converter Bolts

## CONVERTER HARDWARE

<b>GM</b>		<b>FORD</b>	
8" & 9"	950000	8"- 10" C-4 W/PUMP BUSHING	950060
8" & 9" - .093" MID PLATE	950010	8"- 10" C-6 W/PUMP BUSHING	950070
8" & 9" - .125" MID PLATE	950020	10"- 11"	950100
8" & 9" - .187" MID PLATE	950030	<b>TORQUEFLITE</b>	
8" & 9" - .250" MID PLATE	950040	8" & 10"	950050
10"	950090	10" TO ATI FLEXPLATE	950110
11"	950080	<b>DODGE HEMI 5.7/6.1, ARP</b>	
		NAG1 5-SPEED, SET OF 6	950256

## FLEXPLATE AND ADAPTER KIT HARDWARE

<b>ADAPTER KITS</b>	
FORD 289-302-351C-351W TO CHEVY, PG & TURBO	950141
FORD 429-460 W/1.375 OR 1.848 CRANK TO CHEVY W/MOD OR 164 T FP	950160
CHRYSLER A ENGINE 318-340-360 TO CHEVY	950170
CHRYSLER B OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH	950190
CHRYSLERB OR RB ENGINES PRO MOD	950190X
HEMI GEN III 5.7-6.4 TO GM TRANS	950145
NISSAN L28	950120
NISSAN RB26	950250
TOYOTA 5 MG , 6 CYL.	950121
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80	950122



Bolts for Chrysler Adapter Kit

<b>FLEXPLATE BOLTS</b>	
FORD 289-302-351 ALL 400-C6 / 400 164 TEETH	950142
FORD 289-302HO-351 ALL 400-C6 / FE & 429 / 460 / 400 164 & 157 TEETH	950143
FORD MOD AND LATE HEMI - 10MM X 1.00 X 30MM, CLASS 10.9	950144
LATE MODEL HEMI 8 BOLT - 10MM X 1.00 X 20MM, CLASS 10.9	951372-8 (Pk of 8)



Ford Flexplate Kits using Extra Thick Mid-Plates

## EXTREME DUTY FLEXPLATE BOLTS

### FOR HIGH HP APPLICATIONS USING ATI'S FLEXPLATE WITH CRANK ADAPTER

MOPAR (Except HEMI) & FORD SB 7/16 - 20 X 1 1/4", .700 GRIP, 12 PT	951034-6 (Pack of 6)
MOPARHEMI 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 7/8" Use with 1/4" HEMI fuel crank adapter	951057-8 (Pack of 8)
CHEVY 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-6 (Pack of 6)
FORD 429-460 7/16 - 20 X 1", .200 GRIP, 12 PT	951036-6 (Pack of 6)
FORD MOD MOTORS & NEW GEN HEMI - M10 X 1.0 X 30MM, .300 GRIP, 12 PT	951037-8 (Pack of 8)
FORD COYOTE 5.0L M10 X 1.0 X 35MM CLASS 10.9 HHCS	951378-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 1-1/4", .225 HEAD, GRADE 8	951435-8 (Pack of 8)

### FOR FLEXPLATE TO CRANK APPLICATIONS USING EXTRA THICK MID-PLATES (See page 36)

7/16 - 20 X 1-3/32 (Must use #915000 adapter)	951062-6 (Pack of 6)
1/2 - 20 X 1-3/32 (Must use #915001 adapter)	951063-6 (Pack of 6)

### FOR USE WITHOUT A CRANK ADAPTER

FLEXPLATE TO CRANK, 1/2 - 20 x 7/8"	951057-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16"	951058-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16"	951058-8 (Pack of 8)
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-8 (Pack of 8)
CHEVY FLEXPLATE TO CRANK FOR USE WITH CHEVY / OLDSMOBILE CRANKS 7/16 - 20 x 11/16"	951479-6 (Pack of 6)



Flexplate to Crank Bolts 2011+ Ford Coyote



Chrysler/Chevy 6-Bolt Cranks with Machined On-Size Flexplates

<b>CHRYSLER /CHEVY 6-BOLT CRANKS W/ HD MACHINED ON-SIZE FLEXPLATES</b>	
1/2 - 20 x .722"	951058M-6 (Pack of 6)
<b>HEMI OR 8-BOLT CRANKS WITH HD MACHINED ON-SIZE FLEXPLATES</b>	
1/2-2 x .722"	951058M-8 (Pack of 8)

For damper bolts and hardware, see page 27



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Transmission Parts

## LIGHTWEIGHT TITANIUM BOLTS

### VALVE BODY

ATI's titanium bolt kit (#950310T) is available for ATI's new lightweight Billet Aluminum Valve Body (#203051) that's seven pounds lighter than the OEM unit. These titanium bolts are made in the USA and are 47% lighter than steel.

LWT <b>TITANIUM</b> VALVE BODY BOLTS - ATI WICKED QUICK, PG	950310T
LWT <b>TITANIUM</b> VALVE BODY BOLTS - OEM STYLE	950311T
LWT <b>TITANIUM</b> VALVE BODY BOLTS - ATI WICKED QUICK, T400**	950312T

### POWERGLIDE TRANSMISSION

ATI's Ti Powerglide Kit comes complete with just about all of the bolts needed on a standard Powerglide including the pump, pan, governor support, parking pawl bridge, valve body halves, valve body to case and the extension housing

LWT <b>TITANIUM</b> BOLT KIT - ATI BELL TO SUPERCASE, PG & T400	950320T
LWT <b>TITANIUM</b> BOLTS - PG TRANSMISSION*	950302T
LWT <b>TITANIUM</b> BOLTS - T400 TRANSMISSION*	950304T

\* Does not have valve body or ATI bell to SuperCase bolts!  
\*\* Does not fit OEM or Griner brakes!



## METRIC 200 SFI 30.1 BOLT-ON & DIRECT FIT BELLS

The perfect option for racers who prefer to run an OEM case. These new bell housings are SFI 30.1 certified and are made from 356-T6 permanent mold cast aluminum. All ATI bell housings are made in the USA. Our Direct Fit Bell housings are available for the T350, T400, Powerglide and the Metric T200.

The **Standard** version is designed to bolt on to the face of the pump and the case finish is not as critical. The **Direct Fit** version is designed to actually indicate on the outside diameter of the pump and precise machining is required.

ATI can prep your case for you if ordering a Direct Fit Bell. Consult your Sales Technician for more information.



CHEVY BELL - BOLT-ON 200046  
CHEVY BELL - DIRECT FIT 200046A  
BELL GASKET 200046G

## TRANSMISSION SLIP YOKES

Now you can be assured of having a "bulletproof" transmission slip yoke that can handle power-adders. Billet and Forged yokes are available for PG (including SuperGlide), T-350 & T-400 transmissions and are made to accommodate Spicer 1350-series U-joints. Special are yokes available for use with the PG roller bearing tail housings. Forged yokes are also available with quick release caps. OD tolerance is +/- .001".

YOKE DESCRIPTION	OD	EXT HOUSING SUPPORT TYPE	PART #
<b>BILLET YOKES</b>			
PG & T-350 WITH BUSHING TAIL	1.503"	BUSHING	139005
T-400 & PG WITH 400 OUTPUT	1.885"	BUSHING / BEARING	139004
PG & T-350 WITH ROLLER TAIL	1.498"	BEARING	139035
<b>FORGED YOKES</b>			
PG & T-350	1.503"	BUSHING	139015
T-400 & PG WITH 400 OUTPUT AND QUICK RELEASE CAPS	1.885"	BUSHING / BEARING	139016
PG & T-350 WITH QUICK RELEASE CAPS	1.503"	BUSHING	139017
PG & T-350 WITH QUICK RELEASE CAPS	1.498"	BEARING	139018



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Transmission Coolers & Kits

Extend the life of your transmission and improve performance!



## TRANSMISSION COOLERS

Keeping the fluids fresh and cool is the best way to extend the life of your transmission. When transmission fluid gets too hot, it breaks down, decreasing the life of the fluid as well as the seals, bearings and moving parts. Install a transmission cooler from ATI and prevent costly repairs. Complete with hardware. 3/8" pipe thread tube ends will accept supplied hose barbs or AN fittings.

TRANS COOLER (18" x 7" x 1 1/2") 925130



Most cooling for the money!

The **Derale® Atomic-cool Remote Cooler** provides the largest temperature drop of any fan mounted cooler. This high efficiency fin and plate design maximizes heat dissipation and minimizes oil pressure drop; especially important on late model electronic overdrive transmissions. 8" 400 CFM fan, AN-6 inlets.

"ATOMIC COOL" (10" X 12.5" 4") 925140

Atomic-Cool Remote Cooler



The **Derale® Electra-cool Remote Cooler** combines a copper / aluminum core with a high flow Tornado electric fan for maximum cooling in any environment. 10" 650 CFM fan, AN-6 inlets.

"ELECTRA COOL" (10" X 12.5" 4") 925139

### Automatic 180° Electric Cooler Fan Thermal Switch

Includes integral AN -6 fittings / hose barb adapters.

925134



## QUICK DISCONNECT KITS

Make removing your transmission a breeze! These cooler lines feature fittings that exceed flow requirements while connecting and disconnecting with 100% accuracy. Fittings are made from aluminum with fluorocarbon seals. They are 100% leak-tested.

QUICK DISCONNECT KIT, 1/4" NPT - SERIES 2000  
925170

HIGH FLOW QUICK DISCONNECT KIT FOR ALL TRANS WITH LP ABOVE 200 PSI, 1/4" NPT - SERIES 3000

925175  
Will work with lower line pressure units & up to 300 PSI!

QUICK DISCONNECT KIT FOR COPO SPEC T-400  
1/4" NPT 90° -6 HOSE TO STRAIGHT - SERIES 2000  
925180

DUST COVER PLUG, 2000 SERIES 960005  
DUST COVER PLUG, 3000 SERIES 960006

Some T-400 and 700 transmissions have straight threads. While these kits may be used, do not over-tighten as the case may crack!



ALL GM KITS  
Quick Disconnect Cooler Lines



HIGH FLOW  
Quick Disconnect Cooler Lines



2016+ COPO SPEC T-400  
Quick Disconnect Cooler Lines



\*Lengths shown are without fittings

Dust Cover Plug  
Part # 96006



### TECH TIP



### When is the best time to check my transmission fluid?

Always check your transmission fluid level after thoroughly warming up the vehicle. Levels will read much higher when warmed than when cold. Be sure to run through all gears, in reverse and check at idle, in neutral.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Cooler Fittings

## COOLER FITTINGS

ATI offers a variety of special fittings to make it easier and faster to connect the hoses going to and from the aftermarket transmission coolers. Using the correct type of fitting is critical to your installation. Consult your ATI Sales Technician to make certain you are getting the right fittings for your application.

APPLICATION	FITTING SIZE	PART #
PG, OEM CASE	1/8 NPT MALE TO - 6 AN MALE	960001
PG AND T-400 ATI SUPERCASE	1/4 NPT MALE TO - 6 AN MALE	960002
T-350, T-400, 700R4 & MOST 4L60E <i>Sold in sets of 2 - includes nylon sealing washers.</i>	-6 AN FITTING TO 1/4-18 NPSM PIPE THREADS, STRAIGHT PIPE	925137
	-8 AN FITTING TO 1/4 NPSM PIPE THREADS	925138
T-400	-6 AN CENTER OILING HOSE ASSEMBLY	966100
4L85E	-6 AN TO 9/16-18 O-RING (SET OF 2)	925143
6L80E, 6L90E & 8L90E	ALUM COOLER LINE MANIFOLD ADAPTER WITH (2) -6 AN FITTINGS	925142
Undersized Diameter Cooler lines	1/4 NPT MALE TO - 4 AN MALE	960012

Note! The threads for these cooler fittings are straight 1/4 pipe. 1/4 NPT (tapered) fittings could crack the case and cost you in excess to replace! Be sure to use Teflon-lined braided hose.



T400 Center Oiling Hose Assembly  
Part #966100

Straight Pipe Fittings for T350, T400, 700R4, 4L60E  
Part #925137

Manifold Adapter  
Part #925142



Fittings for PG OEM Case  
Part #960001



Fittings for P4L85E  
Part #925143

\* Be sure to check installed depth!



Fittings for T350, T400, 700R4, most 4L60E  
Part #925138



Fittings for PG & T400 SuperCase  
Part #960002

## T400 EXTERNAL COOLING HARDWARE KIT

Complete hardware kit 925190

- [A] JIFFY TITE FITTING, MALE SOCKET TO 1/4 NPT, VALVED 925182
- [B] JIFFY TITE FITTING, FEMALE SOCKET TO 1/4 NPT, VALVED 925181
- [C] QUICK CONNECT PLUG, 3000 SERIES 960006
- [D] 90° MALE ELBOW - -6 AN, 1/2 NPT 960123
- [E] JIFFY TITE RUBBER CAP, MALE COUPLER 925183



**It's important to check your cooler pressure**

Cooler pressure should be checked and monitored on the line to the cooler. This pressure should never be above 65 lbs or you will lose the thrust in the engine due to the converter pushing off of the input shaft like a hydraulic jack and killing the thrust bearing. Most engine thrust is only 125 ft/lbs since it is a non-pressurized bearing.

## COOLER INSTALL KIT

ATI's kit includes 10 feet of transmission cooler hose, 2 barbed stock transmission fittings, 2 barbed AN-6 fittings for the ATI Trans Coolers with Integral Fan, and 4 worm drive hose clamps.



925132



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Trick Sticks

**Trick Stick® required by NHRA for cars running 10.99 or quicker!**

#206490  
Bell Mount



#206491 Shorty  
Bell Mount



#206494 Shorty  
Servo Cover  
Mount (OEM)



#206494 Shorty  
Servo Cover  
Mount (SFI)



#206495 Shorty  
Cooler Line  
Mount



#206496  
Supercase only  
Bell Mount



Direct  
Mount  
Dipstick



29"  
long



Firewall Mount Dipstick-  
With Teflon lined,  
stainless braided  
hose and flexible  
inner dipstick. Trans  
plug supplied for  
quick change and  
storage.....#406493

## LOCKING DIPSTICKS AND TUBES

### POWERGLIDE

STANDARD OEM, BELL MOUNT - 23" FORWARD BENT	206490
SHORTY OEM OR SFI BELL MOUNT - 11" FOR DRAGSTER USE	206491
SHORTY, OEM OR SFI SERVO COVER MNT - 4" STRAIGHT	206494
SHORTY, COOLER LINE MOUNT -8" FORWARD BENT	206495
SUPERCASE ONLY, BELL MOUNT - 23" FORWARD BENT	206496
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	206492
LOKAR® ANCHOR-TIGHT, FIREWALL MOUNT - 36"	206483

### T-350

CHEVROLET, BELL MOUNT - 23" FORWARD BENT	356490
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	406492

### T-400

CHEVROLET, BELL MOUNT - 20" FORWARD BENT	406490
BUICK - PONTIAC - OLDS, BELL MOUNT - 23" FORWARD BENT	406491
2013-2015 CAMARO Z BODY & COPO BELL MOUNT - 23" FORWARD BENT, CLEARS FUEL RAILS	406494
LOKAR® ANCHOR-TIGHT DIRECT MOUNT - 3"	406492
LOKAR® ANCHOR-TIGHT FIREWALL MOUNT - 29"	406493

### C4 & C6

C4 - CASE FILL, BELL MOUNT, 20" FORWARD BENT	646490
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### 700R4

700R4, BELL MOUNT, 20" FORWARD BENT	705490
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### 4L85E

4L85E, STANDARD BELL MOUNT, 23" FORWARD BENT	705495
4L85E, LS ENGINES BELL MOUNT, 26" FORWARD BENT	705496
4L80/85E LOKAR® ANCHOR-TIGHT FIREWALL MOUNT	705497

### TF-727 / TF-904

TF-727 (SB), BELL MOUNT, 20" FORWARD BENT	726490
TF-727 (BB), BELL MOUNT, 20" FORWARD BENT	726491

## TUBE LOCKS

This unique locking handle can be installed after removing the dipstick or can be riveted to your existing stick to measure fluid level.

973081

NHRA and IHRA  
Approved!



**TECH TIP**

### Choosing the proper shifter

You have taken the time and effort choosing the perfect transmission for your vehicle and picking out the proper shifter is just as important. Our shifters are specific to your transmission and valve body type. The correct mounting brackets and hardware are critical in assuring you that you can adjust the shifter so that it works perfectly. Also, you have to have the correct shifter to match the valve body pattern in your trans ( IE , standard pattern or reverse) We also offer shifters for the Turbo 400 with "Clean Neutral", if you have a "Clean Neutral", a regular Turbo 400 shifter will not work.



Harvey Baker  
Sales Technician, Ext. 3045



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Shifters & Components

## ATI/WINTERS SHIFTERS

**With approved lockout and safety switch**

The ATI/Winters Shifter is a "gate type" shifter with extremely smooth action. High quality components are used throughout the shifter, including the "Morse" cable and a built-in neutral safety switch.

Specs:  
15.25" long x 5.5"  
wide x 9.25" tall



	T-400	700R4 4L60E
ATI Shifter Forward Pattern	402010	702010
ATI Shifter Reverse Pattern	402020	702060

### SHIFTER CABLES FOR ATI/WINTERS SHIFTERS

Original style, heavy duty cables feature 1/4"-28" thread on both ends with 3" of travel.

5' SHIFTER CABLE 800000  
6' SHIFTER CABLE 800010



**NEW!**

**Only 3 lbs 7oz including cable and brackets!**

**No compromises when adjusting your shifter! Park to Clean Neutral will be perfect!**

800120A Shown

## RACE SHIFTERS AND COMPONENTS

With T-6 aluminum construction and stainless fasteners, these lightweight shifters include a 5' lightweight custom cable, transmission lever, and pan rail bracket. Stocked in Black and Red. Also available in Black and Blue.

PG, SHIFTER - AIR (PUSH)	800130A
T-400 SHIFTER - AIR, 2-SPEED (PUSH)	800100A
T-400 SHIFTER - MANUAL, 3-SPEED (PULL)	800110
T-400 SHIFTER - MANUAL, CLEAN NEUTRAL, 3-SPD (PUSH)	800120
T-400 SHIFTER - AIR, 3-SPD REVERSE PATTERN (PULL)	800110A
T-400 SHIFTER - AIR, CLEAN NEUTRAL, 3-SPD REV. PAT. (PUSH)	800120A
4L80 SHIFTER - AIR, MANUAL, 4-SPEED FWD PATTERN	800140
4L80 SHIFTER - AIR, 4-SPEED FORWARD PATTERN	800140A
PRO STYLE POST MOUNT (Optional)	800197
REPLACEMENT CABLE ONLY, 5 FEET	800199
AIR TANK KIT (Includes tank, regulator, shift solenoid and bracket.)	800198
LINE LOCK BRACKET	800196
PG SHIFT LEVER	800139
T-400 SHIFT LEVER, 3-SPEED REV PATTERN, CN	800129
PG SHIFT BRACKET (LEVER UP)	800138
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN	800118
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN, CN	800128



**TECH TIP**

### Proper Shifter Adjustment: Make it perfect!

## HEX VENT

**NEW!**

1/8" NPT, AND SINTERED BRONZE USED IN AIR SHIFTER SOLENOID AND TRANSMISSION CATCH CAN

960011



This procedure is as important as adding fluid or tightening your converter bolts. Make sure the shifter is mounted where it will stay and the cable run and secured where it will stay. If it moves when you shift, you won't get consistent shifts.

Some aftermarket shift levers/shafts require a locating washer to center the shift lever arm on the shaft. The lever swings in an arc. If it is higher or lower, the arc will NOT be correct, changing the amount of travel and not allowing the internal detents to line up and put the manual valve in the correct location.

Get a baseline setting in 1st or 2nd gear. Adjust the large nuts at the bracket on the cable for big changes. Use the small nuts on the cable end for final adjustment. Check that the pin pulls out of the lever freely in each gear. Check this going FORWARD and BACKWARD through the gears and repeat it twice before you say the job is done.

Anything less than perfect in all forward gears, rev, and clean neutral if equipped, IS NOT GOOD ENOUGH. You do not race in park, so be very careful that your race car will not unintentionally roll.

Some of the supplied hardware with different shifters WILL require cutting, bending, twisting and/or modifying to get a straight and level shot at the transmission lever.

Do it right, do it once, check it often! The #1 cause of premature transmission failure is THE SHIFTER ADJUSTMENT. #2 is low fluid, and #3 is driver error... just in case you were wondering.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Transmission Accessories

Polyurethane Transmission Mount  
Part #206621



GM Dowel Pins  
Part #958001



Converter Dust Cover  
Part #110120



Reusable Seal Kit  
Part #973080



Water Jacket Plug  
Part #951650A

Oil Galley Plug  
Part #951650B

## POLYURETHANE TRANSMISSION MOUNT

This multi-application trans mount fits all GM applications. Heavy duty design for use as a 2-bolt or single center stud application.

206621

## GM DOWEL PINS

Extra long (2") bell housing-to-block dowel pins make trans swaps easy! Black oxide-coated & precision-ground. Also a necessity when using a mid-plate.

958001

## DUST COVERS AND REUSABLE SEAL KITS

Replace your dented or rusted flywheel / torque converter cover with a new heavy duty plastic one from ATI. Designed to fit most Chevrolet, T350 and T400. Some trimming may be necessary to accommodate the starter pocket.

FOR MOST GM, EXCEPT PG

110120

Reusable Seal Kits include plastic plugs and caps to seal your spare trans or converters against dirt and the elements! Ideal for shipping and storage.

REUSABLE SEAL KIT, PG OR TURBO

973080

## MAGNETIC PAN PLUG

Extend the life of your transmission with a magnetic drain plug to attract floating metal particles in your fluid. These particles stick to the plug protecting your valuable parts from damage. 1/2"-20 threads, includes washer. Works with PG, T350 and T400 pans.



951811

## WATER JACKET AND OIL GALLEY PLUGS

Trying to get some weight off the nose of your LSX powered race car? ATI offers Teflon anodized 6061 billet aluminum water jacket and oil galley plugs. Don't put a heavy, rusty steel plug in your new or freshly overhauled LSX steel block! Save almost 2 lbs and look good while doing it!

WATER JACKET PLUGS (Set of 10 required)

951650A

OIL GALLEY PLUGS (Set of 4 required)

951650B



TECH TIP

## KILLER RUST!

Rust can be a real enemy when storing your transmissions and converters for long periods of time. Be sure to store your units in a dry, well ventilated place with a constant temperature. All holes should be capped and plugged to prevent dust and air from getting into your transmission.

ATI offers Converter Dust Covers and Reusable Seal Kits to seal and store your spare units so they are ready for you to use.

## MAGNEFINE IN-LINE OIL FILTERS

Developed by ATI and Magnefine® this filter, when paired with any ATI transmission, will improve its longevity and durability! Arrests all debris, clutch material, metal shavings and contaminants exiting the transmission before it goes through the cooler.



IN-LINE FILTER FOR AUTOMATIC TRANSMISSIONS

925171

REPLACEMENT FILTER ELEMENT

925172



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Transmission Accessories

## TRANSBRAKE BUTTONS

Looking for quick and consistent reaction times? Try one of these transbrake buttons. Available in 3 styles to fit the driver's needs. Hundreds of uses!

### [A] STANDARD TRANSBRAKE BUTTON WITH COIL CORD

- Industry standard, thousands sold
- High amp micro switch with a standard size button
- Perfect for mounting to a steering wheel or other location

940020

### [B] BIONDO RACING - "DOUBLE O"

- Oversized red button (nearly 1" in diameter)
- Perfect fit with or without gloves
- Fully anodized black bracket and rim
- Easy mounting into any 1/2" hole of any door car or Dragster steering wheel
- Includes 2 shims for easy installation
- Shims used to fill space between the actuator and the bracket
- Great for .400 Pro Tree racers!

940021

### [C] BIONDO RACING - OVERSIZED "MUSHROOM" WITH CORD

- High amperage snap action
- 1 -1/8" diameter mushroom style cap
- Stretch coil cord
- Simple to mount with threaded shaft and lock nut
- Great for Sportsman and Pro Tree racers alike!

940022



[B]



**BIONDO**  
RACING PRODUCTS, INC.  
Selling Quality Race Proven components for over 25 years

[C]



**BIONDO**  
RACING PRODUCTS, INC.  
Selling Quality Race Proven components for over 25 years

## OVERDRIVE UNITS

A Gear Vendors Overdrive™ Unit adds performance gear-splitting ratios for a 6 speed semi-automatic. Big increases in fuel mileage (typically 22-28%) and performance! Replaces the original tailhousing.



**GV** GEAR VENDORS  
UNDER/OVERDRIVE™



**TECH TIP**

## Make the Most of a Test and Tune Session

You can learn a lot about optimizing your race car's performance and consistency at a test and tune session. Choose a track that you are familiar with that offers decent track conditions. If you are a dedicated bracket racer, resist the temptation to "trash" your racer in an attempt to find .04 of a second. Instead, use this opportunity to carefully monitor and record engine and vehicle conditions prior to staging and immediately after each run. By eliminating the pressures of actual competition and minimizing between round maintenance/tune up changes, you can focus on the time intervals and procedures required to produce absolute consistency. By integrating cooling, starting, burnout and staging activities into a series of events, you can find the desired gauge readings for each. Plus, it allows the driver to prepare for the next round with confidence under actual race conditions at readings that will most likely produce equal results.

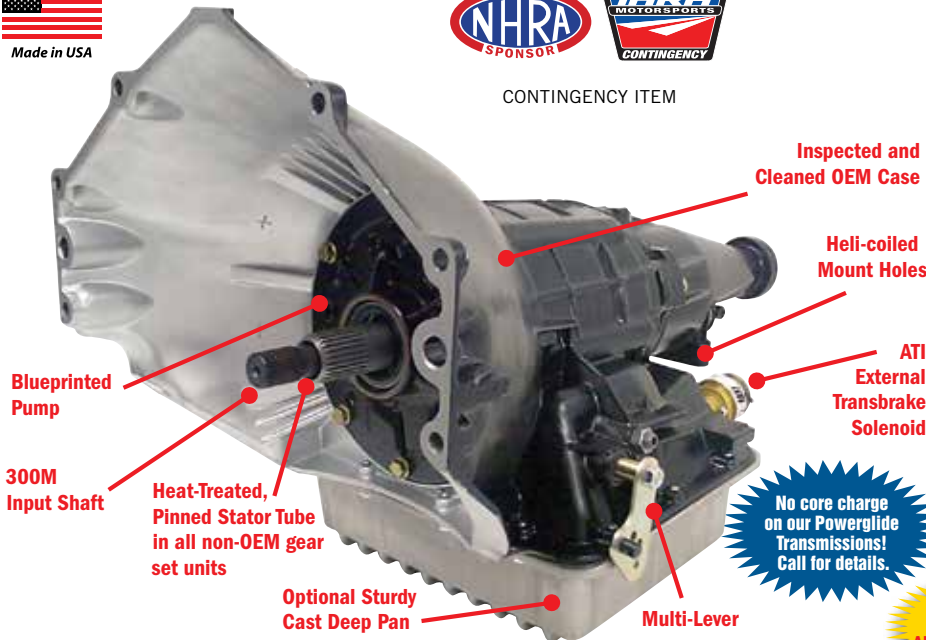


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# Powerglide Transmissions



CONTINGENCY ITEM



Blueprinted Pump

300M Input Shaft

Heat-Treated, Pinned Stator Tube in all non-OEM gear set units

Optional Sturdy Cast Deep Pan

Multi-Lever

Inspected and Cleaned OEM Case

Heli-coiled Mount Holes

ATI External Transbrake Solenoid

No core charge on our Powerglide Transmissions! Call for details.

## ATI Powerglides come with

- 300M or better input shaft
- New heat-treated, pinned stator tube!
- New billet steel clutch hubs
- Heli-coils in OEM extension housing

## Most get

- Brand new, complete pump halves and new lightweight high gear drums



NEW 1.82 BASED BILLET ALUMINUM CARRIER

## FOOTBRAKE TRANSMISSIONS



**\*\* ATI's suggested maximum HP in an OEM case is 850 HP! \*\***

Includes:

- Rebuilt OEM Gear Set in OEM Carrier
- 300M Input Shaft, PG or Turbo Spline
- 5-6 Clutch High Gear Steel Drum
- New Kevlar Lined Band
- Lightweight Billet Steel Clutch Hub
- Rebuilt OEM Front Pump w/OEM tube.
- Compu-Flow Forward Manual Valve Body - pressure specific to build
- High Performance Gaskets & Seals
- Competition Teflon Sealing Rings
- Multi Lever
- Stock style steel Pan
- Heli-coiled cross member mount holes

200150 (1.82 / 550 HP)  
200110 (1.76 / 600 HP)



## TECH TIP

**Shutting the engine off while your transmission is in gear? NO! Not on the track, not in the pits!**

When your engine is running, it is turning the pump in the transmission. This pump sucks oil from the pan and pushes it where it is needed in the transmission to engage clutch packs, and to lube bearings and bushings.

When the transmission is in gear, and the engine is shut off and the vehicle coasts, all line pressure and lubrication to the clutches, bearings and bushings is immediately stopped. The clutches then SLOWLY disengage because there was nothing to force them off and thus they immediately release. Even worse, if you have a unit with a band, you may be doing more harm in the pits or in the shut down than you are on the racetrack. Guess what? The same thing holds true for starting your car in gear (we know some of you don't have a safety lock out on them). It is inconvenient but it is best to come to a complete stop first.

Next time you look to kill the ignition, think about what you are doing to the transmission.

## TRANSBRAKE UNITS WITH STRAIGHT CUT GEARS



Includes:

- 9310 Straight Cut Gear Set
- Precision Balanced HD New Carrier with 4340 Output
- Compu-Flow Forward Manual Transbrake
- Heavy Duty 300M Input Shaft, PG or Turbo Spline
- 7 Clutch High Gear Pack
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump w/Heat-Treated, Pinned Stator Tube
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

200620 (1.74/MAX. 1000 HP)  
200620DF (1.74/MAX. 1000 HP) w/Direct Fit Bell

200640 (1.80/MAX. 1000 HP)  
200640DF (1.80/MAX. 1000 HP) w/Direct Fit Bell

200660 (1.87/MAX. 1000 HP)  
200660DF (1.87/MAX. 1000 HP) w/Direct Fit Bell



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# ATI SuperCase® Transmissions

## Straight Cut ProGlides

- ATI SuperCase with Chevy Bell
- 9310 Straight Cut Gear Set
- Precision Balanced HD New Carrier with 4340 Output
- High Flow Front Pump with Heat-Treated Pinned Stator Tube
- Compu-Flow Forward Manual Transbrake
- HD 300M Input Shaft - PG or Turbo Spline available
- Billet Steel Clutch Hub
- Dual Ring Servo and Billet Servo Cover
- High Performance Gaskets and Seals
- Competition Sealing Rings
- 7 Clutch High Gear Pack
- Deep Cast Aluminum Pan
- Kevlar Band
- Multi Lever
- Natural OEM Tailhousing, standard

**1500 HP requires  
Vasco Input & 200031  
Tailhousing. 500 HP less  
without these options.**

MOST POPULAR

MOST POPULAR

**For 750  
to 1500 HP  
Builds**



EXTREME DUTY GEARS		
200658SC	28"	(1.58 / 1500 HP)
200664SC	28"	(1.64 / 1500 HP)
200620SC	28"	(1.74 / 1500 HP)
200621SC	18"	(1.74 / 1500 HP)
200640SC	28"	(1.80 / 1500 HP)
200641SC	18"	(1.80 / 1500 HP)
200660SC	28"	(1.87 / 1300 HP)

## Helical Cut ProGlides

200600SC 28" (1.76 OEM / 750 HP)  
200610SC 28" (1.76 SuperSet / 850 HP)

**Lightweight package  
available!  
See page 48.**

## High Impact ProGlides

ATI High Impact Powerglide Transmissions are recommended for vehicles that produce more than 1500 HP and need the added reliability offered by these heavy-duty gear combinations. Different types of gears and configurations are offered to match the needs of very high output engine combinations. High Impact Transmissions are built with many other components as "standard equipment" that would usually be needed with high horsepower combinations.

**Rated to  
1800!**



- 9310 or VASCO Extreme Duty Straight Cut Gear Set
- New Precision Balanced Carrier with 4340 Output
- ATI SFI SuperCase - 4.1/30.1
- HD Extension Housing with Bearing
- Wicked Quick™ Billet Aluminum Safety Reverse Trans Brake Valve Body
- Vasco Ringless Input Shaft
- 10 Clutch Lightweight High Gear Drum
- New Kevlar Band
- New Billet Clutch Hub
- High Flow Front Pump with Heat-Treated and Pinned Stator Tube
- Billet Twin Seal Servo and Alum Cover
- Deep Cast Aluminum Pan
- High Performance Gaskets and Seals
- Competition Teflon Sealing Rings
- Many brand new internal small parts
- Multi Lever

### 9310 HEAVY DUTY GEARS

201435 28" w/1.80 9310 gears  
201436 18" w/1.80 9310 gears

### VASCO EXTREME DUTY GEARS

201437 28" w/1.80 Vasco gears  
201438 18" w/1.80 Vasco gears

**NEW!**

201444 28" w/1.64 Vasco gears  
201445 28" w/1.58 Vasco gears

IAN HILL'S "GREY AREA"

Smackdown 1  
Ontario Grudge Wars  
275 Street Champion

ATI Powerglide Trans, Outlaw Converter®,  
Flexplate and Super Damper-equipped!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# ProGlide Transmissions Options

## AVAILABLE PROGLIDE® OPTIONS

### SUPERCASE BELL PACKAGES (Includes bell, lexplate, adapter & hardware)

SB Mopar	202800
SB Mopar, GEN 3 HEMI	202801
SB Mopar, GEN 3 HEMI (Dual starter pockets)	
Mopar, 6-Bolt	202802
Mopar, 8-Bolt	202803
Ford, 157T	202810
Ford, 157T - EXT BAL, 28 OZ	202810-28
Ford, 157T - EXT BAL, 50 OZ	202810-50
Ford, 164T	202811
Ford, 164T - EXT BAL, 28 OZ	202811-28
Ford, 164T - EXT BAL, 50 OZ	202811-50
Ford, Mod Motor	202812
Ford, 5.0L Coyote	202815
Ford, 164T INT	202813
Ford, 164T EXT	202814
Toyota Supra	202820

Requires ATI custom converter (part #408931 - See page 32).

Aluminum Roller Bearing Governor Support 200038

**POPULAR OPTION!** Roller Bearing Extension Housing 200031

**POPULAR OPTION!** Vasco Input 207146

Vasco Ringless Input & OEM Pump Half 207148 / 205261

Super Pump and High Flow Filter Kit 205032 / 203564

Super Pump Ringless, Vasco Shaft High Flow Filter Kit  
205038 / 207148 / 203564

High Flow Filter Kit 203564

Twin Seal Servo, Billet ATI cover w/ARP Bolts 205318 / 205325

Gapless Servo Rings (Quantity of 2) 205319

Billet Aluminum Clutch Hub (Use w/ 200150 only) 207210

SCS-30 Cooling System 925000

Wide Super Band 205291

Wide Super Band, red 205292

Alum 7 Clutch Drum with steel insert 205652 / 205310  
includes red band

**POPULAR OPTION!** Pro Style Safety Rev. Transbrake 203050

**BEST OPTION!** "Wicked Quick" Billet Alum. Valve Body 203051

Super F Fluid (2 Gallon Bottles) 100004

Super F Fluid (1 Case of 12 Quarts) 100001-12

Aluminum Sheet Metal Pan 203610

Quick Disconnect Cooler Lines 925170

1/4 NPT to -6 AN Fittings

SuperCase only (Qty of 2 required) 960002

Locking Trick Stick, standard length 206490

Locking Trick Stick, short for dragster use 206491

Lokar® Anchor-Tight Direct Mount Stick, short 206492

Lokar® Anchor-Tight Firewall Stick 206483

Energy Suspension Mount 206621

**POPULAR OPTION!** Transmission Can 206611

Option prices listed below are available only at the time of order or while your Powerglide is being built!



AMANDA BOICESCO - SUPER COMP DRAGSTER  
2017 Mid-Atlantic .90 Association Super Comp Champion  
2017 NHRA Division 1 Win at Richmond, VA  
2016 NHRA National Event Super Comp Winner - Reading, PA  
ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper

## Upgrade Your Transmission with a Lightweight Package!

Available for ProGlide\*, Superglides 2, 4 and Superglide 4LU!

This package brings your Superglide 4 to UNDER 100 lbs and the lock-up option down to 100 lbs!

Includes:

- Billet Aluminum Gear Set Carrier
- Gun-drill output (Available for SG4 only)
- Billet Lightweight Aluminum Servo Cover
- Light Moroso Pan
- Lightened Governor Support
- Titanium Bolts and other mods!



Billet Aluminum Carrier



Light Moroso Pan with Skid Plate



Lightened Governor Support



Lightened Billet Aluminum Servo Cover

\*if purchasing a 1.62 ratio unit as aluminum carrier is already standard.



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# Superglide® Transmissions

**The strongest PG in the industry, exclusively from ATI!**

For use in high horsepower race cars, pullers and monster trucks, the Superglide is available for popular Chevy, Ford, Mopar & Toyota applications. With many custom components made exclusively by ATI, it's the ultimate in reliability!



Made in USA



**Bolt-together lock up  
Outlaw Converters®  
now available!  
Page 30**

Superglide 4  
Lock Up

## SUPERGLIDE® 2

Rated to 2400 HP - U.S. Patent #7,971,694

Includes:

- 1.64 or 1.80 Vasco Gear Set
- Precision-balanced, new 4340 Carrier and Output Shaft
- Exclusive 30 Spline Clutch Hub and Input Sun Gear
- 1" Ringless Vasco Input Shaft
- ATI SFI 4.1 /30.1 SuperCase & Bell Housing
- 10 Clutch High Gear Drum w/Premium Frictions
- ATI's Extra-Wide Super Band w/Kevlar Lining
- New HD 4140 Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Aluminum Super Pump with bolt-in Stator for Ringless Shaft
- Billet Twin Seal Servo with Gapless Rings and ATI Cover
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dipstick
- Integral Fluid Catch Can
- High Flow 727 Dacron Filter System
- -6 AN Fittings, standard
- Multi Lever to fit various shifters
- Case to Bell Stud Kit
- Roller Bearing in case for Output Shaft
- Billet Aluminum Roller Bearing Governor Support
- Heavy Duty Extension Housing with Snap-Ringed Bearing and Seal

### 1.80 Vasco Gears

201452 .....28" Std length    201462.....18" Shorty

**Attention transmission builders!**

*Black Magic™*

## SUPERGLIDE® 4 TRANSMISSIONS

Rated to 3500 HP - U.S. Patent #7,971,694

Includes:

- 1.82 or 1.64 Vasco Gear
- Custom extra-length Sun Gear Bushing
- Precision-balanced new 4340 Steel Carrier (1.62 is AL only)
- T-400 size, 4340 Output Shaft
- ATI SFI 4.1 /30.1 SuperCase and Bell Housing
- 1.1875 - 300M Ringless Input Shaft
- Aluminum Super Pump with bolt-in Stator for Ringless Shaft
- Custom 10 Clutch Drum for large input with Premium Frictions
- ATI's Extra wide Super Band W/Kevlar Lining
- New HD 4140 Steel Band Adjuster
- Wicked Quick Billet Aluminum Valve Body

### SUPERGLIDE 4

1.82 / 1.64 Vasco Gears

201454 .....28" Std length    201464.....18" Shorty

**ADD an ATI Outlaw Torque Converter®**

**Part# 408422 or 408423**

**ADD an ATI Bolt Together Outlaw Converter®**

**Part# 408435 or 408450**

- Billet Aluminum Twin Seal Servo and Cover with Gapless Rings
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Integral Fluid Catch Can
- High Flow 727 Dacron Filter System
- -6 AN fittings, standard
- Multi Lever to fit various shifters
- Billet Aluminum Roller Governor Support
- Bearing in case for Output Shaft
- Heavy Duty Extension Housing with snap ringed bearing and seal
- Case to Bell Stud Kit

### SUPERGLIDE 4 - LOCK UP

1.82 / 1.64 Vasco Gears

201454LU

**ATI Outlaw Torque Converter®**

**Part# 408422LU..... included**

**ADD an ATI Bolt-Together Lock Up Outlaw**

**Torque Converter®**

**Part# 408430LU**

**Convert your Superglide 4 to a SG4 LU when you return it for overhaul!  
Does not include replacement of any broken hard parts or overhaul.**

#### Bell Spacers for the Superglide 4 Lock-Up:

- |                      |         |
|----------------------|---------|
| • Chevy, .500" thick | 200004A |
| • Chevy, .625" thick | 200004B |
| • Chevy, .875" thick | 200004C |
| • Chevy, 1.00" thick | 200004D |

Superglide 4 contains internal parts that are produced exclusively by ATI under U.S. Patent #6,892,533 and #7,780,564. These parts are unavailable for purchase by others.

**Upgrade your transmission with a Lightweight Package!  
See page 48**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# ATI SuperCase® & Components



**3 piece design!**

Made from 356-T6 cast aluminum, the ATI SuperCase incorporates an internal steel safety liner and requires no external shields. With the 3-piece design, the bellhousing bolts directly to the case instead of the pump location providing exact concentricity. The tailhousing comes complete with seal and bearing; both held with snap rings. Meets SFI-certified specs 4.1 and 30.1 for competition as purchased. 356-T6 tensile strength is 6,000 psi more than a permanent mold casting that other companies use!

## SUPERCASE WEIGHTS (in lbs.)

Case with Liner and Hardware	18.5	Mopar BB Bell	11
Chevy Bell	8	Mod Motor Bell	8.9
HD Chevy Bell	11.5	5.0L Coyote Bell	8.9
Ford SB Bell 157	10	PA Adapter Plate	4
Ford SB Bell 164	11	JW Adapter Plate	4
Ford BB Bell	13	PA FE Bell	23
Mopar SB Bell	11	Toyota	10.4

OPTIONAL SCS-30 INSTALLED ON S/CASE 925000  
 SUPERCASE®, RACE-READY WITH CHEVY BELL & SCS 30 SYSTEM  
*Requires aluminum deep pan* 200009

SUPERCASE® ONLY (W/LINER BUT NO BELL) 200013  
 SUPERCASE ONLY W/BEARING INSTALLED 200013B

\* Includes SFI internal balance flexplate, crank adapter and bolts.

♦ For 28oz & 50oz external balance applications, contact your Sales Tech.

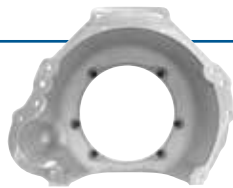
## SUPERCASES®

WITH CHEVROLET BELL	200011
WITH BB MOPAR BELL, 6 BOLT *	200017-6
WITH BB MOPAR BELL, 8 BOLT *	200017-8
WITH SB MOPAR BELL *	200024
WITH SB MOPAR BELL, 5.7 / 6.1L HEMI	200027
WITH SB FORD/157 FLEXPLATE BELL **	200019
WITH SB FORD/164 FLEXPLATE BELL **	200022
WITH BB FORD/164 FLEXPLATE BELL INTERNALLY BALANCED	200026IN
WITH BB FORD/164 FLEXPLATE BELL EXTERNALLY BALANCED *	200026EX
WITH FORD MOD MOTOR /5.0L COYOTE BELL	200008
WITH TOYOTA SUPRA BELL	200029

## SFI BELLS



CHEVY BELL (SUPERCASE) 200014  
*Optional*  
 HD Chevy Bell 200014HD



SB FORD/157 FLEXPLATE BELL 200018



FORD MOD MOTOR / 5.0L COYOTE 200007



BB MOPAR BELL 200016M



SB FORD/164 FLEXPLATE BELL 200021



BB FORD/164 FLEXPLATE BELL 200025



TOYOTA SUPRA BELL 200028



SB MOPAR AND NEW HEMI BELL 200023ML

TRANS APPLICATION	PART #	BELL DEPTH	OVERALL LENGTH OF TRANS WITH SUPERCASE	BELL TO PAD DISTANCE
CHEVY	200014	6.350"	28.000"	1.00"
SB FORD/157 T FLEXPLATE	200018	6.150"	28.395"	.800"
SB FORD/164 T FLEXPLATE	200021	6.205"	27.855"	.855"
BB FORD/164 T FLEXPLATE	200025	6.460"	28.110"	1.110"
FORD MOD MOTOR	200007	6.520"	28.170"	1.170"
SB MOPAR / NEW HEMI	200023ML	6.800"	28.450"	1.450"
BB MOPAR	200016M	6.815"	28.465"	1.465"
TOYOTA	200028	6.745"	28.395"	1.395"

## BELL PACKAGES

*With bell, flexplate, adapter & hardware (Case purchased separately)*

SB MOPAR	202800
SB MOPAR, NEW HEMI	202801
BB MOPAR, 6-BOLT	202802
BB MOPAR, 8-BOLT	202803
SB FORD, 157T - INT BAL	202810
SB FORD, 157T - EXT BAL, 28 OZ	202810-28
SB FORD, 157T - EXT BAL, 50 OZ	202810-50
SB FORD, 164T	202811
SB FORD, 164T - EXT BAL, 28 OZ	202811-28
SB FORD, 164T - EXT BAL, 50 OZ	202811-50
BB FORD, 164T INT BAL	202813
BB FORD, 164T EXT BAL	202814
FORD, MOD MOTOR	202812
FORD 5.0L COYOTE	202815
TOYOTA SUPRA	202820

*Requires ATI custom converter (part #408931) - See page 32.*

**NEW!**

For available SuperCase crank adapters, adapter plates and hardware - page 51.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# ATI SuperCase® / Extension Housings

## SUPERCASE COMPONENTS

### CRANK ADAPTERS

CRANK ADAPTER FLEXPLATE	915611X
SFI BB FORD BELL TO SUPERCASE	915612
CRANK ADAPTER, FORD FE	915630X
GM TO CHRYSLER, 6 BOLT	915640X
GM TO CHRYSLER, 8 BOLT	915640XF
CRANK ADAPTER 5.7 / 6.1L HEMI TO GM (ATI Bell only)	915606M

### ADAPTER PLATES

ATI BELL TO OEM T-350 & 400 CASE	915125
ADAPTER RING, ATI CASE TO DUAL STARTER POCKET	
REID SB CHRYSLER BELL - HEMI GEN III, 5.7, 6.1, 6.4	915126.

### HARDWARE ♦

TITANIUM BOLT KIT, PG TRANSMISSION	950302T*
TITANIUM BOLT KIT, ATI BELL TO CASE FOR PG & T-400	950320T
BOLT KIT - ATI BELL TO CASE PG / T-400	950320
STUD KIT - SUPERCASE TO BELL	950263
STUD KIT - SUPERCASE TO BLOCK	
1/8" MIDPLATE MAX	950264
BOLT KIT - SUPER BELL TO TOYOTA ENGINE	950265
SPACER FOR CHEVY BELL MOUNTING BOLTS	200014S

\*Does not have valve body or ATI bell to SuperCase bolts!  
♦ See page 38 for Extreme Duty bolt kits

## EXTENSION HOUSINGS



**The only extension housing with two snap rings for added safety!**

*Extension Housing with Snap Ring, Bearing and Seal*  
200031

*Extension Housing without Snap Ring for Seal*  
200033

PG 28" ASSEMBLY, OEM WITH NEW SEAL, BUSHING & HELI-COILS	200030
EXTENSION HOUSING WITH 400 OUTPUT	200032

SNAP RING TO SEAL	956261
SNAP RING TO BEARING	956262
SEAL	973011
BEARING	983050

## 18" EXTENSION HOUSINGS

PG 18" WITH BEARING  
200039

PG 18" WITH T-400 OUTPUT AND BEARING INCLUDES HARDWARE  
200040T

Uses standard OD output yoke.



## PG SFI 30.1 DIRECT FIT BELLHOUSING



ATI's SFI Direct Fit Bellhousings are the perfect option for racers who prefer to run an OEM case. These new bellhousings are SFI 30.1 certified and are made from 356-T6 permanent mold cast aluminum. All ATI bellhousings are made in the USA. Our Direct Fit Bellhousings are available for the T350, T400, Powerglide and the Metric T200.

Two different versions of the "Bolt On" style SFI bellhousing are available. The standard version is designed to bolt on to the face of the pump and the case finish is not as critical. The "Direct Fit" version is designed to actually indicate on the outside diameter of the pump and precise machining is required.

ATI can prep your case for you if you would like the "Direct Fit" version but do not have access to proper machining equipment. Consult your Sales technician for more information.

CHEVY BELL - BOLT-ON	200045
CHEVY BELL - DIRECT FIT	200045A
BELL GASKET	200045G

## BILLET ALUMINUM GOVERNOR SUPPORTS

ATI now offers several Billet Aluminum Governor Supports with Powerglide and Turbo 400 outputs and bearing.



*Billet Aluminum Governor Support*

*Lightweight Billet Aluminum Governor Support*

PG OEM OUTPUT-SIZE WITH BUSHING	200036
T-400 OUTPUT-SIZE WITH BEARING	200037
T-400 OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200037LWT
PG OUTPUT-SIZE WITH BEARING	200038
PG OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200038LWT



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Powerglide Pumps ~ Stator Tubes

Super Pump  
(.721 Gears)



12.0 LBS

## SUPER PUMPS

- Permanent mold aluminum construction with billet steel bolt-in stator tube
- All new micro-polished and coated Pump Gears, standard for maximum oil flow and increased pump life
- Lightweight pump halves are CNC-machined
- Steel stator support tube's one-piece, bolt-in design prevents stator tube spin-out
- Increased pump gear thickness improves oil pressure and volume at low RPM resulting in a cool running transmission and converter
- Steel wear plates standard for the longest aluminum pump life on the market
- **Standard equipment on the Superglide 2 and 4!**

SUPER PUMP, OEM WITH BEARING AND RINGS	205032
SUPER PUMP, OEM "RINGLESS" WITH BEARING AND RINGS	205038
SUPER PUMP, SG4, WITH BEARING AND RINGS	205058
SUPER PUMP KIT - PUMP BODY, OEM SIZE	205033K1
SUPER PUMP KIT - PUMP BODY, SUPERGLIDE 4 SIZE	205033K2
SUPER PUMP REAR HALF ONLY, NO TUBE - OEM SIZE	205034
SUPER PUMP REAR HALF ONLY - SUPERGLIDE 4 SIZE	205034M

Front Pump  
(.551 Gears)



14.0 LBS

## BLUEPRINTED FRONT PUMPS

Fully blueprinted and assembled. Includes high performance bushings, seals and high flow lube circuits. All pumps with heat-treated stator tubes are machined and pinned to eliminate the tube from spinning in the support and closing off the lube circuits.

HEAT-TREATED STATOR SUPPORT, COOLER	205031
HEAT-TREATED STATOR TUBE WITH BEARING	205052

Rings installed for 207148 & 207159AV Super Shafts only!

100% new parts available

Oil Ring Kit  
Pt # 205020



Gasket Set For PG Pump To Case



## PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT	
SEALS STATOR TUBE TO BODY (5 PIECES).....	205036
SUPER PUMP BOLT & WASHER KIT .....	205037
SUPER PUMP TEFLON RING .....	355006
TEFLON RINGS FOR OEM FRONT PUMP (SET OF 2) .....	205025
<i>Not for Superglide 4 Super Pump!</i>	
LARGE O-RING, FRONT PUMP TO CASE .....	205370
OIL RING KIT (SET OF 4 - 2 chrome pump, 2 Teflon input shaft).....	205020
<i>Use for a max of 200 PSI!</i>	

## GASKET SET FOR PG PUMP TO CASE

Use these gaskets as shims when setting end play. They eliminate the GM "drain slit" at the bottom bolt hole. Set includes (6) .015", (2) .030" and (2) .045".

205380

## STATOR SUPPORT TUBES AND PUMP HALVES

Stator Support Tubes support and center the stator inside a converter and hold the stator from turning when the converter is multiplying torque. The front ring on the input shaft seals and sends the oil through the pump to the cooler. The oil returns from the cooler to the hole between the rings into the input shaft and is then directed to cool and lube the clutches, bearings and gear set. ATI presses in new stator tubes with Loctite® and also drills and pins to the stator half of the pump to the tube. All pumps are cut for a bearing to the high gear drum.

HEAT TREATED, 4140 - OEM STYLE "PRESS IN"	205210
HEAT TREATED, 4140 - OEM STYLE "PRESS IN", RINGLESS (FOR #207148 & #207159AV SHAFTS ONLY)	205232
NEW OEM STYLE STATOR HALF, HEAT-TREATED - OEM STYLE	205262
NEW OEM STYLE STATOR HALF, HEAT-TREATED - RINGLESS	205261
NEW OEM STYLE PUMP HALF WITH BUSHING, SEAL AND GEARS	205297
SUPER PUMP, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035
SUPER PUMP, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133
SUPER PUMP, HT STATOR TUBE, BIG SHAFT	207153



Patented Stator Support Tube machined for rings



100% Billet Super Pump Stator Support Tube



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# Powerglide Input Shafts

## RINGLESS SUPER SHAFTS®

ATI's Patented Ringless Shaft and Stator Support Tubes use actual rings to seal nearly 100% of flow while bushings seal only 85% of your cooler flow.

- Lost cooler flow is wasted horsepower to make the pressure!
- Lost converter charge pressure means more slip at the top end and a less efficient converter.

12 7/8"	RINGLESS, STANDARD GEARS, VASCO 1.76	207148
	Requires #205232 stator tube or #205038/205052 pump	
12 7/8"	RINGLESS SUPERGLIDE 2 1.00" DIAMETER, VASCO	207159AV
	Replacement shaft for Superglide 2	
12 7/8"	RINGLESS, FOR SUPERGLIDE 4 1 3/16" DIAMETER	207169

Ringless Super Shaft  
#207148



**U.S. Patent  
#6,892,533**

**36% Larger!**

ATI's Superglide 4 features a 1.1875" diameter ringless shaft that is 36% larger in diameter than a stock Powerglide input!



**Zero broken  
in 8 seasons!**

### NOTE!

ATI Ringless Input Shafts **MUST** be used with ATI Pumps. These ringless shafts are patented by ATI. Other manufacturers use bushings that will not work with ATI Input Shafts creating improper sealing which results in loss of converter charge, pressure and lubrication.

### WHAT YOU GET FOR YOUR MONEY

**Raw material cost for mill run**  
Approximately 7000 feet per order:

4340 steel  
300M  
Vasco

Based on 1.125"  
diameter material  
Pricing as of  
September, 2018



## TORSIONAL INPUT SHAFTS

### POWERGLIDE SPLINE

12 5/8"	1.82 - 300M	207190
12 7/8"	1.76 - 300M	207160

### TURBO SPLINE

12 5/8"	1.82 - 300M W/ JOURNAL*	207200
12 7/8"	1.76 - 300M, NO JOURNAL	207171
12 7/8"	1.76 - VASCO, NO JOURNAL	207146

\* If not using an ATI converter, the stator support must have a bushing installed.

## INPUT SHAFT COMPONENTS

TEFLON RINGS, SET OF 2	205010T
TEFLON RING (1)	205011T
BUSHING -.984 ATI SHAFTS FOR NON-BUSHED CONVERTERS	207350
BUSHING .998 NON-ATI SHAFTS FOR NON-BUSHED CONVERTERS	980080



Teflon Ring



Bushing #207350

## Why is a well made, straight and correct input shaft important?

Input shafts serve many purposes including:

1. Transfer power from the converter to the input sun gear while in low gear.
2. Transfer power from the converter to the high gear hub in high gear.
3. Direct oil coming from the converter to the front ring on the shaft and out through the pump to the oil cooler.
4. Direct oil from the cooler between the 2 rings and down through the center of the shaft to lube and cool the direct clutches, gear set, output shaft bushing and the entire transmission.
5. Maintain proper oil pressure in the converter and cooler with its sized holes that are "downstream restrictions" to control the flow out of the converter.
6. Center and support the Input Sun Gear from its pitch diameter to the 1/2 diameter that goes into the bushing on the output shaft
7. Center and support the Output Sun Gear (flange gear) via the "wedding band".

Which companies in the industry are capable of making input shafts properly? Who has the hobs, shapers and cutters to cut splines? Do they have the machines and the expertise that is required to manufacture this critical part? Can they properly heat treat it, straighten and finish grind it? Or, do they just buy it from someone and resell it? One thing is for sure: at ATI, if we have a problem, we have a REASON, not an EXCUSE, because we make it in-house from start to finish. We find the problems, not you.

The bottom line is simple: Manufacturing technique for this product is critical. Material is critical. Heat-treat is critical.



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# Clutch Drums and Hubs ~ Servos

## CLUTCH DRUMS

### ALUMINUM (CAN BE MACHINED 1 TIME IF GROOVED - .025" MAX)

DRUM - NO PISTON, WITH BEARING	205660
ASSEMBLY, 5 CLUTCHES INSTALLED - NO CLUTCH HUB (5.22 LBS)	205650
ASSEMBLY, 6 CLUTCHES INSTALLED - NO CLUTCH HUB (5.24 LBS)	205651
ASSEMBLY, 7 CLUTCHES INSTALLED - NO CLUTCH HUB (5.25 LBS)	205652
ASSEMBLY, 10 CLUTCHES & HUB INSTALLED 19 SPL, PG (6.94 LBS)	205655

### STEEL

ASSEMBLY, 6 CLUTCHES INSTALLED (8.50 LBS)	205641
ASSEMBLY, 7 CLUTCHES INSTALLED (8.86 LBS)	205642
ASSEMBLY, 10 CLUTCHES & 19 SPL HUB INSTALLED (9.80 LBS)	205645
ASSEMBLY, 10 CLUTCHES & 30 SPL HUB FOR SG1 & 2 (10.08 LBS)	205646
ASSEMBLY, 10 CLUTCHES & 27 SPL HUB FOR SG4	205647

**NEW!**

HI GEAR DRUM ONLY - NEW LIGHTWEIGHT OEM REPLACEMENT WITH CHECK BALL & TEFLON BUSHING	207015
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### CLUTCH DRUM PISTONS

HIGH GEAR PISTON - .690 TALL, 6-8 CLUTCHES IN ALUMINUM DRUM	205701
HIGH GEAR PISTON - .765 TALL, 7 CLUTCHES IN OEM DRUM	205690
HIGH GEAR PISTON - .795 TALL, 5 CLUTCHES IN ALUMINUM DRUM	205700.




**.7 lbs lighter than stock!**

## Aluminum Drums

Remember, the drum accelerates from **stopped** to **engine rpm** on the gear change. Because an aluminum drum is 1/3 the weight of steel, it has less mass to accelerate thus extending clutch life. This new drum improves performance in Stock and Super Stock cars, especially when using a lower 1st gear. It is also valuable for high horsepower cars that leave the starting line at or below 4000 rpm on the brake.

Dual Seal Servo

Billet Aluminum Servo Cover



### CLUTCH HUBS

ATI clutch hubs replace stock cast iron units which often break, causing total transmission failure. Available in stress proof steel or hard-coated 6061-T6 aluminum.

ALUMINUM CLUTCH HUB (.34 LB) - 5 CLUTCH	207210
STEEL CLUTCH HUB (.92 LB) - 7 CLUTCH	207220
STEEL CLUTCH HUB - 10 CLUTCH	207222
STEEL CLUTCH HUB - 8/10 CLUTCH, 19 SPLINE	207224
STEEL FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783
STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223

## TWIN SEAL SERVO AND BILLET SERVO COVERS

ATI's **Twin Seal Servo** features 2 metal sealing rings (as opposed to the single seal stock design) which greatly improves shifting performance in high horsepower applications and extends clutch and band life. The servo is precision CNC-machined from billet aluminum.

SERVO PISTON With regulator rings, gasket, o-ring,	205322
SERVO W/GAPLESS TWIN RINGS INSTALLED With gasket, o-ring, gapless servo rings	205318
GASKET, SERVO COVER TO CASE	205330
O-RING, SERVO COVER TO CASE	205340
STEEL SERVO RING	205320

The **Billet Aluminum Servo Cover** is a CNC-machined billet aluminum plate which covers the servo with style! Its precision construction assures an excellent seal. Servo covers feature an anodized finish.

SERVO COVER Includes gasket, o-ring, plug and ARP bolts	205325
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ARP STAINLESS BOLTS FOR SERVO COVER, 3/8-16 x 3/4", 12 PT	951454
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## GAPLESS SERVO RINGS

ATI's new servo rings have zero gap to totally seal the servo to the bore for exceptional band pressure and easier installation. Standard equipment on ATI's Superglides. An excellent addition to ATI's Twin Seal Servo.

SERVO RINGS	205319
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# Bands ~ Clutch Packs

## BANDS

With the finest lining and adhesives available to ensure performance and reliability, these bands play an important role in transmission operation. Competition Friction lining is available for extreme duty applications.

**ATI's Super Band is an all brand new high performance replacement for the Powerglide low gear band.**

The low gear band is critical in the operation of a Powerglide race transmission. This band is a completely new core made of invest cast steel, machined totally in-house with all new components. Providing 21% more clamping area than stock bands, the Super Band utilizes a premium competition lining to ensure high performance and longevity. Recommended for use with all popular dual ring servos.

PG LOW BAND		
PREMIUM COMPETITION LINING	205290	
PG LOW BAND, RED LINING	205310	
ATI SUPER BAND, CARBON LINED	205291	
<b>3/8" WIDER THAN STOCK!</b>		
ATI SUPER BAND		
RED LINED FOR ALUMINUM DRUMS	205292	
<b>3/8" WIDER THAN STOCK!</b>		

### BAND ADJUSTING SCREW WITH JAM NUT

205313



### HEAVY DUTY BAND APPLY STRUT

205312



**3/8" WIDER THAN A STOCK BAND!**

**100% new casting, made in-house at ATI!**

**OK for up or down lever position!**

**All brand new part!**



## TECH TIP

## CRITICAL LOW GEAR BAND ADJUSTMENT

To keep your ATI Steel Drum Powerglide trans in good working order, you must keep the band adjustment in check. 80 in lbs - back out 3.5 turns! For Aluminum Drums, 80 in lbs - back out 4.5 turns

For Pro Glide® and High Impact® Transmissions: Adjust at the end of each race day, or every five passes, when unit is new. Once you check and there is little to no change, then check it every 25 passes.

For Superglide® Transmissions: Check and adjust the band after each pass (especially important when brand new). Once the band stops changing then check at the end of each race day or after 8 rounds. This will vary with HP as Superglide units are rated from 2000 to 3500 HP. Just remember that five minutes of maintenance here will help the low gear band do its job. Consult a Sale Technician for more information.

## CLUTCH PACKS / FRICTIONS & STEELS

### HIGH GEAR

CLUTCH PACK 5 FRICTIONS .100" (TAN)	6 STEELS (.068")	.....205620
CLUTCH PACK 7 FRICTIONS .065" (GREEN)	8 STEELS (.060")	.....205622
CLUTCH PACK 8 FRICTIONS .065" (GREEN)	8 STEELS - 3 (.060") 5 (.068")	.....205623
CLUTCH PACK 10 FRICTIONS .065" (GREEN)	10 STEELS - 9 (.060") 1 (.068")	.....205624

*Frictions and Steels in a variety of surfaces and thicknesses*

FRICTION PLATE .060" (CARBONITE)	205607
FRICTION PLATE .060" (BLUE)	205606
FRICTION PLATE .065" (GREEN)	205602
FRICTION PLATE .100" (TAN)	205603

HIGH GEAR STEEL.050"	205615
HIGH GEAR STEEL.060"	205612
HIGH GEAR STEEL.068"	205614



### REVERSE

CLUTCH PACK 5 FRICTIONS .100" (TAN) 5 STEELS .070"	205820
CLUTCH PACK 6 FRICTIONS .100" (TAN) 6 STEELS .070"	205821
CLUTCH PACK 5 FRICTIONS ONLY .100" THICK	205800
CLUTCH PACK 6 FRICTIONS ONLY .100" THICK	205801

FRICTION PLATE .062" (RED, SMOOTH)	205806
FRICTION PLATE .100" (TAN, SMOOTH)	205803

STEEL PLATE, .070" (OEM THICKNESS)	205811
STEEL PLATE, .075" (THICKER THAN OEM)	205812
STEEL PLATE, .100" (THICKER THAN OEM)	205814



**New billet steel reverse pressure plates now available - see page 60**

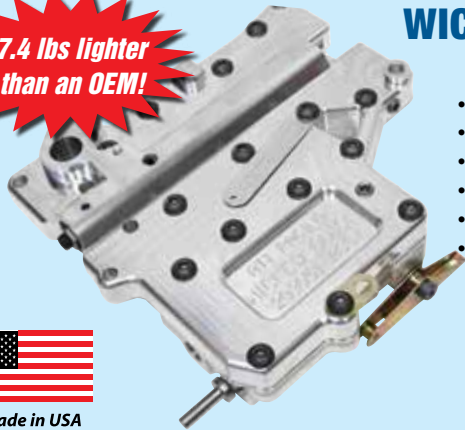


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# Valve Bodies and Transbrakes

**7.4 lbs lighter than an OEM!**



Made in USA

## WICKED QUICK® BILLET ALUMINUM VALVE BODY Perfect for any Powerglide Transmission!

- Direct replacement for the OEM unit
- Adjustable pressure regulator (U.S. Patent #7,780,564)
- ATI Manual Valve, Part #203581
- Fully 5 axis CNC-machined
- Minimum flow restriction passages
- Ultra fast brake!

203051

**Only 6.8 LBS!**  
With solenoid, adapter,  
filter and spacer: 8.4 lbs.

Save 1/2 lb + with  
lightweight  
Titanium Bolts!

**Comes standard  
in Superglides  
2 and 4 and  
High Impact Pro Glides!**



**Add LIGHTWEIGHT TITANIUM BOLTS!!!  
950310T**

### WICKED QUICK COMPONENTS

FILTER SPACER GASKET	203562B
FILTER SPACER	203563B1
FILTER SPACER WITH SCS PORT	203563B2
SEPARATOR PLATE, ALUMINUM	203115A

## COMPU-FLOW® VALVE BODIES

ATI Compu-Flow Valve Bodies provide the most accurate and efficient hydraulic controls possible for automatic transmissions. Years of research and testing have enabled ATI to design optimum oil circuitry for all popular transmission applications.

### COMPU-FLOW MANUAL VALVE BODIES

FORWARD PATTERN W/ ADJUSTABLE REGULATOR.....203200

### COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches.

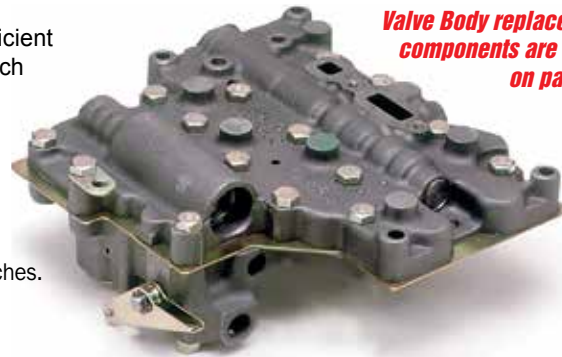
FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR....203050

REVERSE SAFETY *Great for Pro Tree!*

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR....203250

*Due to hard to find cores, ATI Valve Body part numbers 203200, 203050 and 203250 are no longer available for sale over the counter but are used only in transmission builds. ATI is working on a new line of aluminum valve bodies to replace these and should be available soon.*

**Valve Body replacement components are listed on page 57.**



**TECH TIP**

## Diagnosing transbrake solenoid issues

- 1 - Make sure you have a good ground to the chassis of the car.
- 2 - Run a temporary wire directly from the hot side of the battery to a new switch to the solenoid. If this fixes the problem, you have a ground or wire issue.
- 3 - If this doesn't fix the problem, pull the solenoid and valve. Inspect them to make sure there is no binding in the solenoid or valve.
- 4 - Polish the valve if it has any sharp edges.
- 5 - Test the solenoid off the car. If it still doesn't work, it's time for a new solenoid. Call ATI's Sales Technicians for assistance.

## ADJUSTABLE REGULATORS

Adjustable Pressure Regulators feature a 2-piece adjustable spring seat that allows pressure to be increased up to 300 psi.

**All ATI Powerglide Valve Bodies feature exclusive patented Pressure Regulator designs.**

**Patent #7,780,564**



## TRANSBRAKE SOLENOID AMP DRAW INFORMATION\*

SOLENOID PART #	At 12 VOLTS	At 16 VOLTS
941030	7.65	7.95
941011	1.13	1.49

\* Data provided by Lingenfelter Performance Engineering



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Valve Body Components

## The Transbrake

The Transbrake's main function is to unload the chassis while staging to make the car shock the suspension and hook consistently. The brake will accomplish this at a mere 1000 RPM. Going higher on the brake only serves to super heat the oil in the converter and make for inconsistent launches.

You should find an RPM that your engine is comfortable with (no stumble or hesitation), hopefully below 4000 RPM. Going higher on the brake will reduce the reaction time of the car, automatically putting you closer to the light. Then, the only reason for you to go higher on the brake is if you are late on the light. If you run a delay box, be sure to remove the time delay before testing. Many people have over a second in the delay box and stage the car at 5500+ RPM.

The lower the RPM at which you launch the car (relative to the stall speed of the converter), the more free energy the converter gives you. Plus, your converter and transmission will live longer without the excessive heat. Many large, long stroke engines will run faster from a very low stage RPM.

Many of our 350 cubic inch Super Stocker racers run the quickest from 1800 RPM. The converter will flash to its stall speed no matter at what RPM you stage, provided the engine responds properly to that RPM. Engines with two carbs and big plenums on the intake system will require higher RPMs to respond consistently. Again, going higher on the torque converter only serves to reduce the reaction time of the race car.

True stall speed occurs when two things are present at the same time. They are:

- 1 - The maximum amount of torque (power) is input to the converter.
- 2 - The maximum amount of load (work) is present for the converter to accomplish.

Perfect example: The car is in a wheel stand climbing the ring gear and has not moved an inch forward while stall speed is occurring.

When checking stall speed using the transbrake, it must be checked on the starting line. Stage the car, deck the throttle, look at the stall speed, then release the brake and let the car leave. Most converter damage is caused by lifting the throttle from stall speed. Wide open throttle on the brake is extremely detrimental to the health of your converter.

## VALVE BODY COMPONENTS FOR STEEL AND OLDER ATI UNITS



Transbrake Solenoid #941030

### FOR INTERNAL TRANSBRAKES - PT #203300, 203350, 203070

SOLENOID ONLY - 3/32" HOLE	941011
BRAKE VALVE RETURN SPRING	203450
WIRE CONNECTOR, STANDARD	940330
WIRE CONNECTOR, SHORTY	940340

### FOR EXTERNAL TRANSBRAKES - PT # 203250 and 203050

TRANSBRAKE VALVE	203440
BRAKE VALVE RETURN SPRING	203460
SOLENOID DELETE PLUG Allows for solenoid removal with 203250 and 203050 transbrakes	207342

### FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480
SOLENOID ONLY, SCREW IN CASE	941030

### FOR COMPU-FLOW VALVE BODIES

SEPARATOR PLATE FOR 203200	203210
SEPARATOR PLATE FOR 203220	203230

### FOR ALL POWERGLIDE VALVE BODIES

GASKETS (3 SETS), OEM BASED	203410
PRESSURE REGULATOR SPRING <i>ATI design for valve bodies without boost valve</i>	203490



Transbrake Valve and Spring

MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)	203581
---	--------



**Brand new part!**

## TITANIUM VALVE BODY BOLTS

**Lightweight Titanium!**

TITANIUM BOLTS FOR ATI BILLET VALVE BODY #203051 950310T

TITANIUM BOLTS FOR OEM STYLE VALVE BODY 950311T



*Wet testing and repair services are also available for ATI Valve Bodies.*



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Powerglide Gear Sets

## HELICAL & STRAIGHT CUT VASCO SUPER SET GEARS®

- All 8 gears are new - long and short pinions, sun & flange gear.
- No factory gears are used.
- Each gear made of high quality Vasco steel.
- Recommended for engines with a stroke of 3.5" or less.
- Super strong lightweight ring gears in steel or aluminum.
- Eliminates power loss from soft material friction.
- All thrust loading in the Powerglide from the reverse ring gear to the reverse pressure plate is totally eliminated.
- OEM carrier gear sets carry a 90 day quality of work warranty.

**1 year warranty when built in a new aluminum carrier and output shaft**



### POWERGLIDE SHIM KIT

A must for high performance applications. Includes 0.015", 0.030" and 0.045" shims.  
205379

## For Stock, Super Stock, Comp Eliminator & Circle Track only!

ATI stocks the widest selection of Powerglide Low Gears in the industry. These gears are based on the lightweight OEM 6 cylinder planetaries. Gear ratios include 1.58, 1.68, 1.76, 1.90, 1.94, 1.98, 2.08, 2.18 Vasco gear sets. All of ATI's gears are produced in-house, from computer-machined blanks to finished, shaped or hobbled gears using microprocessor-controlled equipment. The tools we use to cut our gears are coated by a Titanium Nitride process that improves tool hardness and allows the tool to remain in "like new" condition. This results in a premium finish on all gears and allows us to hold extremely close tolerances on pitch diameters and helix angles, assuring you the highest quality possible.

These Specialty Ratio gear sets are for SB cars only, lightweight cars such as dragsters, or low torque, high RPM combination cars. 283, 327, mild 350 CI motors and lightweight combinations usually fare very well with these ratios. ATI limits HP to 650 as a max with a lightweight car. Stock, Super Stock, Comp, and Bracket Dragsters are all viable applications.



**NEW - 1.82 based billet aluminum carrier and heavy duty gun drilled output shaft! This part adds rigidity and strength to your gear set and reduces overall weight by 1/2 lb!**

**Used ATI gear sets can be updated! Requires the purchase of a 1.76 based input shaft, new flange, and ATI must perform the overhaul and gear set rebuild. plus parts mentioned. Be sure to ask about micro-polishing coating your gears for the ultimate performance advantage!**

	1.68	1.94	1.98	2.08	2.18
<b>28" SUPER SET - Helical</b>	203920	---	---	203926	---
<b>28" SUPER SET - Straight Cut</b>	---	203934	203935	203936	203937
<b>28" SUPER SET - Straight Cut with aluminum reverse ring gear for 3 reverse clutches</b>	---	203934A	203935A	203936A	203937A



## SHORTY & OEM GEAR SETS

### 1.76 GEAR SETS

Includes 1.76 OEM flange and reverse ring gears

18" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER  
204071

28" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER  
204081

### 1.82 GEAR SET

18" - OEM OUTPUT  
204110

28" - OEM OUTPUT  
204090



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Heavy Duty Gear Sets

## HEAVY DUTY GEAR SETS

• Premium 9310 material for standard PG, 19 spline input shafts.

1.74	14 DP	18"	1500 HP	STRAIGHT CUT.....	204983
1.74	14 DP	28"	1500 HP	STRAIGHT CUT.....	204989
1.76	16 DP	18"	1000 HP	HELICAL SUPER SET.....	204954
1.76	16 DP	28"	1000 HP	HELICAL SUPER SET.....	204988
1.80	12 DP	18"	1500 HP	STRAIGHT CUT.....	204994
1.80	12 DP	28"	1500 HP	STRAIGHT CUT.....	204996
1.87	14 DP	28"	1300 HP	STRAIGHT CUT.....	204991

## 9310 SUPER SET GEARS

With 7 thin reverse clutches/ PG input shaft, 19 spline

1.58	---	28"	2000 HP	STRAIGHT CUT.....	203938
------	-----	-----	---------	-------------------	--------

## EXTREME DUTY VASCO GEAR SETS

- Highest HP rating for non-Superglide transmissions.
- Accepts OEM/PG spline input shafts and has std OEM PG output shafts.

1.64	12 DP	18"	2000 HP	STRAIGHT CUT.....	204885V
1.64	12 DP	28"	2000 HP	STRAIGHT CUT.....	204886V
1.74	14 DP	18"	2000 HP	STRAIGHT CUT.....	204983V
1.74	14 DP	28"	2000 HP	STRAIGHT CUT.....	204989V
1.80	12 DP	18"	2300 HP	STRAIGHT CUT.....	204984V
1.80	12 DP	28"	2300 HP	STRAIGHT CUT.....	204990V

## SUPERGLIDE GEAR SETS

FOR 30 SPLINE SUPERGLIDE 2 INPUT SHAFTS

1.64	12DP	18"	2400 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE.....	204887VS
1.64	12DP	28"	2400 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE.....	204888VS
1.80	12 DP	18"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE.....	204998VS
1.80	12 DP	28"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE.....	204999VS

FOR 27 SPLINE SUPERGLIDE 4 INPUT SHAFTS

1.62	12 DP	18"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN,T-400 OUTPUT	27 SPLINE	204879VS-LWT [1] [3]
1.62	12 DP	28"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN,T-400 OUTPUT	27 SPLINE	204880VS-LWT [1] [3]
1.64	12 DP	18"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS
1.64	12 DP	28"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS
1.64	12 DP	18"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS-LWT [1]
1.64	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS-LWT [1]
1.82	12 DP	18"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204908VS
1.82	12 DP	28"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204907VS

[1] Includes billet aluminum carrier and gun drilled output shaft. - 4 lbs lighter than our normal unit!

[3] Only available installed in an ATI transmission! Requires modified case.

- ✓ All brand new parts
- ✓ Heavy duty outputs
- ✓ Brand new precision balanced carriers

2 year warranty on all 100% new 9310/Vasco gear sets!

Heavy Duty 9310 Gear Sets Part #204994 (18") and 204996 (28")

100% New Parts!



Heavy Duty Superglide4 Lightweight Vasco Gear Set Pt #204880VS



## LIGHTWEIGHT BILLET ALUMINUM CARRIER

- ✓ Available for 1.62, 1.74, 1.76, 1.80 and 1.87 ratios gear sets
- ✓ Highest HP rating on the market - up to 3500 HP

PART # 207836AL

Billet Aluminum Carrier option saves 2.2 lbs! Steel - 4.2 lbs. Aluminum - 2.0 lbs.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Ring Gears ~ Components

## STEEL & ALUMINUM REVERSE RING GEARS

### 1.76 BASED GEAR SET RING GEARS

STEEL	16 DP	OEM HELICAL	204000
STEEL	16 DP	HEAT-TREATED HELICAL	204001
STEEL	14 DP	1.76 STRT CUT GEAR SETS	207408
STEEL	12 DP	1.66 & 1.80 STRT CUT GEAR SETS	207726
STEEL	12 DP	1.82 STRT CUT GEAR SET ONLY	207728
STEEL	12 DP	1.82 STRAIGHT CUT FOR SG 4	207728HT

### 1.82 BASED GEAR SET RING GEARS

STEEL	16 DP	OEM HELICAL - 6 CLUTCH	204010
STEEL	16 DP	STRAIGHT CUT - 6 CLUTCH	207180
ALUMINUM	16 DP	HELICAL - 3 CLUTCH	207760
ALUMINUM	14 DP	STRAIGHT CUT - 3 CLUTCH	207770



In addition to our standard steel ring gears, ATI also offers a lightweight aluminum reverse ring gear. Each aluminum ring gear is fully CNC-machined from space-age aluminum and is hard-coated to 60 RC for long life. Weighing a mere 15 ounces, they are over 60% lighter than the lightest steel unit. Aluminum Reverse Ring Gears are not recommended for use with a transbrake!

## REVERSE PISTON SPRINGS

HEAVY DUTY REVERSE PISTON SPRINGS  
(SET OF 17)

205750



REVERSE CLUTCH SPRING RETAINER

205756

**A MUST FOR  
FASTER TRANSBRAKE  
RELEASE!**



## POWERGLIDE CASE SAVER CLIPS



These spring steel clips fit into the reverse clutch area of the case and provide a smooth hard surface for the steel plate lugs where they contact the case. No machining required.

SET OF 6 CLIPS  
205761

## SNAP RINGS

SMALL REVERSE  
SPRING RETAINER

205758



## LIP SEALS

INNER REVERSE  
PISTON  
974020  
OUTER REVERSE  
PISTON  
974030



## BUSHING KITS



POWERGLIDE KIT  
206400

EXTRA WIDE PG OUTPUT SHAFT  
CASE BUSHING  
980175



## BILLET STEEL REVERSE PRESSURE PLATES

ATI's new Reverse Pressure Plate is for use with transbrake units with increased line pressure. This billet steel plate offers less deflection than its OEM counterpart.

205831



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Powerglide Components

## UNIVERSAL SHIFT LEVER

The ATI Universal Shift Lever is a two-piece lever rather than the usual one-piece unit containing four holes for the cable swivel. This item can be used "lever down" or "lever up" with a variety of shifters.

- 202100
- 202101 LEVER ONLY
- 202101B LEVER ONLY ADJUSTED FOR T-400 AND PRECISION SHIFTER



## BAND ADJUSTING SCREW

BAND ADJUSTING ROD WITH JAM NUT  
All new aftermarket replacement!  
205313

**OK for up or down lever position!**



HEAVY DUTY BAND APPLY STRUT  
205312

## PARK PAWL

PARK PAWL  
205740

**All brand new parts!**



PARK PAWL RELEASE SPRING  
205746

PARK PAWL ACTUATOR  
205741

PARK PAWL PIN  
205742

## ROOSTER COMB KIT



ROOSTER COMB  
205768

Includes all hardware required to tighten to the lever shaft.

## SERVO APPLY TUBE

205350



## LOW GEAR APPLY SERVO SPRING

205749



## TRANSMISSION CATCH CAN

For transmission fluid overflow.  
Bolts to the front of your pan!

TRANSMISSION CATCH CAN  
206611

FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE  
964102



## HEX VENT

1/8" NPT and sintered bronze used in air shifter solenoid and transmission catch can.

960011



### TECH TIP

A mis-adjusted cable shifter, a throttle which doesn't fully open, a bad ignition wire, a foam hood seal pulled into a carb, a crimped or clogged fuel line. We all have personal lists of glitches that have hurt or stopped vehicle performance over the years. Be sure to check first the same sorts of things that you would in a street vehicle when vehicle operation is impaired. The "trickest" engine, transmission, chassis, etc. combo can be slowed or stopped in its tracks by a broken wire connection or less.

### The little things



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# SCS-30 Cooling System

## Let your ATI trans cool itself!

- ✓ Fill your transmission, converter, cooler and lines without starting the engine.
- ✓ Click neutral in the traps and kill the motor without losing critical lube pressure to the transmission!
- ✓ Begin moving the super hot oil sitting in your converter through your cooler immediately after shut down.
- ✓ Completely cool your transmission and converter between rounds to ambient or your predetermined temperature in 30 minutes or less. Allows you to go to the starting line with the same transmission and converter temperature every round!
- ✓ Completely change the oil in your transmission and flush your converter in minutes without removing the transmission pan.

**NOW AVAILABLE  
FOR TRANSMISSION  
BUILDER INSTALLS!**



**Requires deep pan, 12v electric motor ~ mounting spacers may require modifications to the tailhousing.**

**U.S. Patent #8,251,851**

*The SCS-30 recirculates up to 30 gallons of fluid per hour through your converter and cooler while you're sitting between rounds with your engine off!*

### SCS PACKAGES

**SCS-30 INSTALLED OPTION 925000**

\* if installed on specific ATI Trans at time of build.  
Requires deep pan and possible valve body modifications (pending age).

**TRANNY BUILDER PKG 200009**

### SCS COMPONENTS

SEAL	925011
BELT	925008
17 TOOTH GEAR	925006
44 TOOTH GEAR	925007
MOTOR, 12 VOLT BRUSH SERVO	940001
BRUSH SCREW, (PK/ 2)	940001S-2
PUMP GASKET	925018

**The pump system is completely contained inside the transmission.**

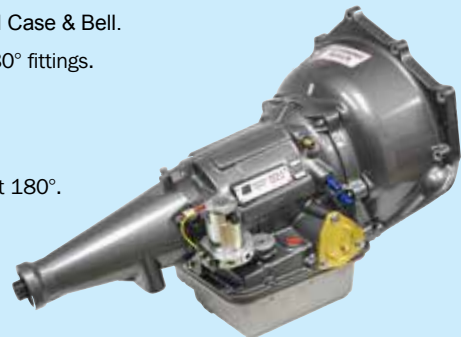


**The SCS-30 Cooling System is available factory mounted on any new ATI Powerglide transmission or ATI SuperCase or on any SuperCase-equipped Powerglide trans when returned to ATI for overhaul.**



### The SCS system can be supplied with the following options:

1. Hose kit, cooler to case, for mount (#925159) with cooler (925140). For use only with ATI Case & Bell.
2. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses w/straight-6 fittings for 45°, 90°, or 180° fittings. (#925170).
3. (2) AN-6 case fittings for OEM case or SuperCase.® (OEM 960001) (SuperCase® only 960002).
4. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (#925134)
5. Aluminum deep pan (#203500) with required filter kit and pump suction fitting installed (#203564).
6. Dragster cooler mount with integral bracket and handle kit. Fits ATI SuperCase. (925151) Handles only (925152) For use only with ATI Case & Bell!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Powerglide Kits ~ Pans

## TRANSMISSION OVERHAUL KITS

These race quality parts are identical to the ones used at ATI on new and rebuilt units. They include Borg Warner or Raybestos lined steel clutches, sealing rings, metal clad front pump and tailhousing seals, front pump bushing, all gaskets including special ATI Valve Body gaskets, high temperature lip seals and the filter.

PG (WITH STEEL DRUM) - 5 CLUTCH	206330
PG (WITH STEEL DRUM) - 7 CLUTCH	206332
PG (WITH STEEL DRUM) - 10 CLUTCH	206333
MASTER KIT FOR SUPERGLIDE 4	206370
<i>NOTE! This kit or any of its individual parts are NOT returnable!</i>	
GASKETS AND SEALS, COMPLETE KIT	206300
PAPER AND RUBBER FOR CASE ONLY	206299



Rebuild Kit

## SERVICE KIT

A dirty filter can ruin your high performance transmission. Kits include a filter and a pan gasket. Simply pull your pan to replace!

SERVICE KIT	203600
FILTER ONLY (BRASS OR STAINLESS)	203560



High Flow Filter System

## HIGH FLOW FILTER SYSTEM

Increase flow capability with this kit. Features a custom-designed adapter, gasket and all hardware to install a double-sided, oversized Dacron filter so you never experience oil starvation. Also, contamination from the pan never gets to the pump.

SERVICE KIT	203564
TF-727 DACRON HIGH FLOW FILTER	723530
<i>With conversion kit for Powerglide and T400</i>	



Valve Body Pressure Test Kit

## VALVE BODY PRESSURE TEST KIT

Higher pressures are important in Competition Transmissions. A periodic check of your transmission pressure should be a part of your maintenance program. This kit is a perfect companion to ATI's Adjustable Regulator Valve Bodies. Kit includes a 2 1/2" gauge with a 0-300 psi range, a 6' neoprene hose, brass adapters for most popular fittings and a storage pouch. Made in the USA for ATI by Gearwrench.

151001

## TRANSMISSION PANS

Transmission pans are key to the proper function of your transmission. While the stock pan holds adequate fluid for many uses, the aluminum deep pan holds up to two quarts more fluid for high performance use and is far stronger than a stock pan. For added efficiency, the Moroso pan is half the weight of a cast pan and features "anti-slosh" baffles.



7.15 lbs

CAST ALUMINUM DEEP PAN  
203500  
Includes filter, gaskets and hardware



4.0 lbs

MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN  
203610  
Does not include filter or pan gasket

Lightweight!



2.5 lbs

MOROSO ALUMINUM STOCK DEPTH PAN  
203611  
Does not include filter or pan gasket  
PAN GASKET 203550



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# T350 Transmissions

Commonly found in vehicles between 1969 and 1981, the GM Turbo 350 has become a favorite 3-speed high performance transmission. It's a durable unit that can be reliable in your street rod or race car.



DAN FLETCHER - Over 100 NHRA National Event wins and counting using ATI Transmission, Treemaster Converter, Flexplate and Super Damper-equipped!



CONTINGENCY ITEM



Made in USA



## STREET/STRIP TRANS

Up to 400 HP

Includes:

- Race Clutches and Steels
- High Flow Front Pump
- ATI Street/Strip Valve Body
- OEM Transmission Pan

Forward Pattern Auto Shift

351000 Chevy Case

Forward Manual with Band Apply

351200 Chevy Case

351200DF Chevy Case & Direct Fit Bell

ADD a SuperCase and Bell

## COMPETITION TRANS

Up to 400 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- ATI Reverse Manual Valve Body
- OEM Transmission Pan

Reverse Manual with Band Apply for engine braking while throttle is lifted

351300 Chevy Case

351300DF Chevy Case & Direct Fit Bell

ADD a SuperCase and Bell

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. Refundable core charge for acceptable transmission cores. (See page 98).

Ask about a Direct Fit Bell for your T-350 transmission!

New! SFI 4.1 350 SuperCase available soon!

## TRANSBRAKE 350

Reverse Manual no Band Apply, Up to 850 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Steel 36 element HD Direct Drum assembly
- HD 300M Input Shaft, PG or Turbo Spline
- ATI Reverse Manual Transbrake Valve Body

351470 Chevy Case

351470DF Chevy Case & Direct Fit Bell

351470SC SuperCase & Chevy Bell

\* Specify PG or Turbo spline input!

For race applications only - not for street use. No engine braking while throttle is closed!

Note! All transmissions are blueprinted and assembled to the specific torque demands of each engine application. Prices listed are for base model units with the valve body listed. Please call an ATI Sales Technician with your car and engine specs to discuss any needed upgrades or options. See Racer Information sheet, page 97.

## ULTRA ALUMINUM 350 TRANS

Used by Stock and Super Stock Eliminator Cars in NHRA and IHRA Class Racing

HP rated @ 3400 lbs

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Billet Aluminum Forward Drum
- Aluminum Direct Drum with HD Sprag Assy.
- Clutch Packs set up for HP/Weight
- Super Low Drag "SLD" Option installed
- HD 300M Input Shaft - PG or Turbo Spline
- Deep Aluminum Cast Pan
- Installed ATI Reverse Manual Valve Body

351600 Chevy Case up to 650 HP

351600DF Chevy Case & Direct Fit Bell

351600SC SuperCase & Chevy Bell

\* Specify PG or Turbo spline input!

351601 Chevy Case up to 850 HP

351601SC SuperCase & Chevy Bell

◆ Includes coated pump gears and #355270 forward drum-turbo spline only!



Lightweight Sun Shell for SLD option

For units producing over 1000 horsepower, please call and consult your ATI Sales Technician for further details on what we can offer you.

## Choose from these options for your T350!

To be installed at time of build

- |          |  |
|----------|--|
| 305033K1 | Alum. pump half w/coated gears                     |
| 355682   | Steel 36 Element HD sprag, Direct Drum Assy.       |
| 355702   | Alum. 36 Element HD sprag Direct Drum Assy.        |
| 355270   | Alum. Fwd Drum with 300M Turbo Spline (850 HP max) |
| 353500   | Deep Aluminum Cast Pan.                            |

Heavy duty Input Shafts for HP up to 1000:

- |        |  |
|--------|--|
| 357050 | PG spline.   |
| 357052 | Turbo spline.  |
| 960002 | 1/4" NPT male to -6 AN male trans cooler line fittings*. |

\* Be certain case is 1/4 NPT NOT 1/4 straight pipe!

- |        |  |
|--------|--|
| 355870 | SLD "Super Low Drag" with L/W sun shell and bearings installed |
|--------|--|



WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# T350 SuperCase®

**COMING SOON!**

**ACCEPTS ALL CURRENT ATI BELLS!**



T350 Extension Housing

ATI has again stepped to the forefront for class racers with the introduction of the T-350 SuperCase. After a year of R&D, and another year of design and modeling, the first prototype parts have been started. Just like everything ATI makes, the new SFI Certified T-350 SuperCase is cast in America and machined in-house! The T-350 SuperCase features many upgrades to meet the high performance demands of current racers from bracket racers on up to late model Factory Stock cars!

- 356-T6 Permanent Mold Aluminum Casting meets SFI 4.1 specs with no internal or external shield needed
- CNC machined valve body passages yield extremely fast transbrake release and quicker shift times
- Increased thickness extension housing and bell flange area to ward off breakage
- Roller bearing for the output shaft and can be machined to accept T400 sized output
- Stronger internal lugs and more material to allow extra machine room for more clutch surfaces
- Custom valve body passages can be made to order for builders with specific requirements
- Cast in place band adjuster material for customers who have non-GM internal components
- Retains OEM Governor housing for auto shift applications

SuperCase & Chevy Bell	350011
SuperCase only	350013
SuperCase & Chevy Bell - Band version	350111
SuperCase only - Band version	350113
Ext. Housing, OEM - 6"	351930
Ext. Housing with Bushing	351934
Ext. Housing with Roller Bearing	351935
Ext. Housing with Bushing & 400 Output	351936
Ext. Housing with Bearing & 400 Output	351937



**TECH TIP**

## T350 racers now benefit with ATI's new T350 SuperCase

Powerglide & T400 racers have enjoyed the advantages of brand new ATI high strength, SFI-certified case and bell sets for some time. This will soon extend to T350 racers. ATI's new T350 SuperCase will utilize all existing ATI superbells for Chevrolet and other varied applications. While offering a direct SFI certified 3-speed alternative for many Powerglide-equipped Chevy racers, this advantage will extend to big and small block Mopars, big, small, and modular block Fords, and the increasingly popular 2JZ Toyota. Stock GM converter spacing and dimension is used in most of these conversions, except the 2JZ. All current T350 parts will transfer to the new case, to be joined by an expanded component selection.



Charlie Plott  
Sales Technician, Ext. 3028



**NEW!**

## 350 / 400 SFI 30.1 BOLT-ON & DIRECT FIT BELLHOUSINGS

The perfect option for racers who prefer to run an OEM case. These new bell housings are SFI 30.1 certified and are made from 356-T6 permanent mold cast aluminum. All ATI bell housings are made in the USA. Our Direct Fit Bell housings are available for the T350, T400, Powerglide and the Metric T200.

The **Standard** version is designed to bolt on to the face of the pump and the case finish is not as critical. The **Direct Fit** version is designed to actually indicate on the outside diameter of the pump and precise machining is required.

ATI can prep your case for you if ordering a Direct Fit Bell. Consult your Sales Technician for more information.

CHEVY BELL - BOLT-ON  
200044

CHEVY BELL - DIRECT FIT  
200044A

BELL GASKET  
200044G



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-350 Components

Super Pump Half



**New!**

Teflon Pump Ring Kit  
Part #355008



## SUPER PUMP KIT

ATI's 10+ years of experience making aluminum performance pumps have all been transferred to our latest T-350 Super Pump Half. The T-350 gear half starts with a permanent-mold aluminum casting and is machined in house on one of our 4 axis CNC machines. The complete half comes with micro-polished and performance coated gears, as well as our exclusive hardened steel wear plates. The new bushing is staked and the seal is retained by a snap ring. At just 4.5 lbs, the body saves 2 lbs over the steel OEM unit. The gear side will mate with the most common steel stator halves, and OEM fluid passages and depths are retained for proper function. The performance coated gears are extremely slick and will help free up every last HP in your application!

PUMP BODY WITH GEARS AND WEAR PLATE 305033K1

## TEFLON PUMP RINGS

TEFLON RING, LARGE 355006  
TEFLON RING, SMALL 355007  
TEFLON RING KIT 5 PIECE - (3) LARGE, (2) SMALL 355008

## BANDS

INTERMEDIATE BAND HD KEVLAR 355530

## RACES AND SPRAGS

OUTER RACE - ATI 36 ELEMENT HD SPRAG 357110  
INTERMEDIATE HD OUTER RACE/ROLLER CLUTCH 355450  
INTERMEDIATE SPRAG, OEM 355490  
REVERSE SPRAG, OEM 355850

## FORWARD DRUMS

Recommended for Stock and Super Stock racers, the billet drum enhances engine acceleration, improves clutch life and lowers ET. Weighing a mere 2.38 lbs, the drum can be used with both OEM and heavy duty input shafts with either a Turbo or PG spline. Must be installed by a qualified shop!

T-350 2024 BILLET ALUMINUM FORWARD DRUM Includes 300M turbo spline shaft, up to 850 HP	355270
STEEL WITH 300M TURBO SPLINE SHAFT	355259
STEEL WITH 300M PG SPLINE SHAFT	355260

Aluminum Forward Drum (4.0 lbs.- complete, with input shaft) #355270  
Only sold with input installed!

Remember! The aluminum forward drum turns engine RPM at all times and the direct drum goes from stopped to nearly engine RPM on the gear change. Clutch life is extended with the aluminum drum which is 1/3 the weight of the steel drum and has less mass to accelerate.



Part #355682  
Steel (10.9 lbs)

Part #355702  
Aluminum (4.0 lbs)



Direct Drum Assembly with 36 Element Sprag



## DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682
BILLET ALUMINUM HD 36 ELEMENT SPRAG FOR HIGH HP*	355702
STEEL INNER SLEEVE FOR TEFLON RING USE.	*The most common OEM part to break!

**NOTE!** When down-shifting from 3rd to 2nd gear you are engaging the band onto the direct high gear drum. On the up-shift, this load is normally shared by the sprag and intermediate clutches, which have far more holding capacity than the band. The band was designed to hold the drum after it is stopped. Down-shifting to 2nd must be done with the throttle on; then lift to use engine braking. Otherwise, the band will be destroyed and engine braking in 2nd won't work.

## INPUT SHAFTS

INPUT SHAFT - 300M WITH PG SPLINE 357050  
INPUT SHAFT - 300M WITH TURBO SPLINE 357052

Input shafts are press fit and require special tooling to install in the forward drum. For 300M input shafts installed in an OEM drum, use drum part #355260 for PG spline and #355259 for Turbo spline. Must be installed by a qualified shop!



300M Input Shaft

**New!**

## BILLET ALUMINUM PISTONS

PISTON - INTERMEDIATE .985 357141  
PISTON - DIRECT .838 357142  
PISTON - FORWARD, 1.22 357143  
PISTON - LOW/REV 3.1 357144  
PISTON - SET OF 4 (INT, DIR, FWD & LOW/REV) 357145



Direct Clutch Pack

## CLUTCHES AND STEELS

CLUTCH PACK, DIRECT 5 FRICTIONS (.100" TAN) 5 STEELS (.068") 355630  
STEEL PLATE, INTERMEDIATE (OVERSIZED) .089 355413

## BUSHING KITS

356400



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-350 Components

## 2.75 LOW GEAR SETS

Low gear sets increase the starting line ratio when launching. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or, "SLR" (2.48 x 4.1). Utilizing the 2.75 gear set equals an 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for heavy street cars and big CID high torque motors that are RPM limited and are using a 3.73, 3.90 or 4.10 rear gear. The low gear change will NOT change your trap RPM!

354040



2.75 Low Gear Set for T-350

## COMPU-FLOW® VALVE BODIES

**STREET/STRIP VALVE BODIES** Firm, noticeable shifts with full automatic shifting.

FORWARD PATTERN 353100

**MANUAL VALVE BODIES** Full manual gear selection.

FORWARD PATTERN 353300

REVERSE PATTERN - NO ENGINE BRAKING  
No low or 2nd gear engine braking. 353200

REVERSE PATTERN WITH BAND APPLY  
Has engine braking in 2nd gear - No low engine braking. 353400

### COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 350 Brake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 45.

REVERSE PATTERN 353080

### SEPARATOR PLATES

FOR VALVE BODY #353080 353081

FOR VALVE BODY #353100 353110

FOR VALVE BODY #353200 AND 353400 353170

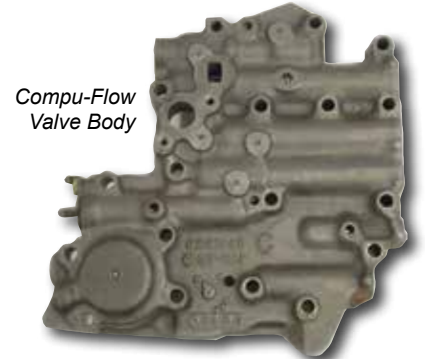
FOR VALVE BODY #353300 353310

### VALVE BODY GASKETS

COMPU-FLOW TRANSBRAKE #353080 (3 SETS) 353090

STREET / STRIP (3 SETS) 353230

*Repair services and wet testing are also available for ATI Valve Bodies.*



Compu-Flow Valve Body



T-350 Rebuild Kit

## ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR 403390

ALUMINUM PLUG WITH O-RING 407010

## CHROME OIL RINGS

355000



Chrome Oil Rings

## OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS 356300

RACE TRANSMISSION OVERHAUL KIT, NO BAND APPLY 356340

SERVICE KITS - FILTER AND GASKETS 353600

## DEEP PANS

ALUMINUM PAN WITH FILTER EXTENSION  
353500

Includes gaskets, filter, pan gasket and new hardware

STEEL OEM STYLE PAN  
BLACK POWDER-COATED  
353504

PAN GASKET  
353550

Aluminum Deep Pan



Steel OEM style Black Powder Coated Pan

## TRANSMISSION CATCH CAN

For transmission fluid overflow. Bolts to the front of transmission pan.  
356611



FITTING, 90° SWIVEL  
1/4" TUBE TO 1/8" NPT MALE

964102

HEX VENT, 1/8" NPT  
SINTERED BRONZE .....  
960011



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# T-400 Transmissions

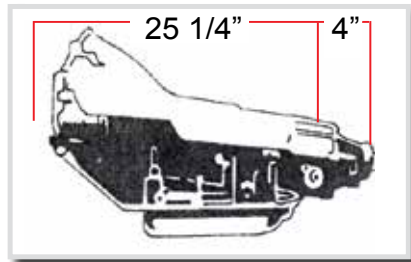
The Turbo Hydramatic 400 is the strongest of the GM 3-speeds. Today its popularity has grown beyond the workhorse reputation the 400 has long had. Bracket racers who want seasons of reliability or ultra high horsepower Pro Mod cars can both rely on the T-400 to deliver!



**Make sure to ask about ATI's new SFI 30.1 Direct Fit Bellhousing on your next stock case build!**



CONTINGENCY ITEM



Each unit is fully dyno-tested for proper function and pressures before leaving ATI!

## STREET STRIP TRANS

Auto Function Valve Body, 600 HP Max

Includes:

- Race Clutches and Steels
- Blue-printed High Flow Front Pump
- ATI Forward Auto Valve Body
- ATI HD Sprag Assembly w/steel drum
- OEM Transmission Pan
- Ears left on

**401000 Chevy Case**

## COMPETITION TRANS

Manual Valve Body, Up to 700 HP Max\*

Includes:

- Race Clutches and Steels
- Blue-printed High Flow Front Pump
- ATI Reverse Manual Valve Body
- ATI HD Sprag Assembly w/steel drum
- OEM Transmission Pan

**401200 Chevy Case, Forward Pat**

**401200DF OEM Case & Direct Fit Bell, Fwd Pat**

**401300 Chevy Case, Reverse Pat**

**401300DF OEM Case & Direct Fit Bell, Rev Pat**

**401230 B-P-0 Case, Forward Pat**

## TRANSBRAKE 400

Reverse Manual, Up to 800 HP Max\*

Includes:

- Race Clutches and Steels
- Blueprinted High Volume Front Pump
- ATI Compu-Flow Transbrake Valve Body
- ATI HD Sprag w/steel drum
- ATI HD Center Support
- OEM Transmission Pan

**401360 Chevy Case**

**401360DF OEM Case & Direct Fit Bell**

## PRO-400 TRANS

Reverse Manual, Up to 1200 HP

Good for high HP cars up to 3200 lbs.

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-treated Stator Tube, pinned
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Alum Direct Drum
- One-year warranty on Drum Assembly
- 300M Input Shaft with OEM steel drum
- 300M Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support machined for faster transbrake and bronze support bushing
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- High Flow Filter
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

**401550 Pro-400 Transmission**

**401550DF With Transbrake, OEM Case and Direct Fit Bell**

**401550SC With SuperCase and Chevy Bell**

**401555 With Transbrake**

**401555DF With Transbrake, OEM Case and Direct Fit Bell**

**401555SC With Transbrake, SuperCase and Chevy Bell**

## FUEL COMP TRANS

Reverse Manual, up to 1500 HP

Good for high HP, heavy cars up to 3600 lbs.

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-treated Stator Tube, pinned
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Alum Direct Drum
- One-year warranty on Drum Assembly
- Vasco Input Shaft with OEM steel drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support machined for faster transbrake and bronze support bushing
- Increased Clutch Capacity
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

**401600 Fuel Comp Transmission with OEM Case**

**401600DF Fuel Comp Transmission with OEM Case and Direct Fit Bell**

**401600SC With SuperCase & Chevy Bell**

**401603 With Transbrake**

**401603DF With Transbrake, OEM Case & Direct Fit Bell**

**401603SC With Transbrake, SuperCase & Chevy Bell**



\*Ears cut off - no inspection pan mounts for ease of installation and header clearance.

ATI's SFI 30.1 Direct Fit Bellhousing

**Upgrade your new T400 Supercase build to a larger 1-3/16" Input Shaft for future horsepower requirements! (Requires different converter)**

### Part #406100

This upgrade includes:

- ✓ Lightweight steel forward drum with 300M
- ✓ 1-3/16" Input Shaft (Part #406002)
- ✓ Aluminum Super Pump with Billet Steel Stator
- ✓ Tube and Adjustable Regulator (#405058)
- ✓ Increased HD Clutch and Steel Count available
- ✓ (8 forward, 8 direct and 5 intermediate)
- ✓ Billet Aluminum Forward and Direct Pistons and Modified Pressure Plate

\* Price is for installed option at time of new build

**Call and check core availability for 4WD units.**

**Refundable core charge for acceptable transmission core if a SuperCase is used (See page 97.)**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-400 Transmissions

## COPO CAMARO SPEC T-400

**Order a T-400 with the same specifications used in the new COPO Camaro!**

- ATI SFI Supercase w/Roller Bearing Tailhousing
- Aluminum Forward - Direct Drums
- ATI Reverse Manual Valve Body
- Transmission Catch Can

**401650 Naturally Aspirated - Aluminum Direct Drum with 34 element sprag and Aluminum Forward Drum with 300M input**

**401655 Supercharged with Vasco input and intermediate shafts, hardened stator tube and 36 element severe duty direct drum**

**401651GM 2016+ COPO Naturally Aspirated**

**401656GM 2016+ COPO Supercharged Package**

*2016+ COPO Packages Quick Disconnect Cooler Lines, Polyurethane Mount, Lokar Dipstick, Catch Can and includes 2 gallons of ATI Super F ATF & crate.*



PHIL LANKFORD - ATI Transmission, Treemaster Converter, Super F ATF and Super Damper-equipped!

## AVAILABLE T-400 OPTIONS

**Must be installed at time of build.**

HD Center Support w/Bronze Bushing	405471
HD Steel Forward Clutch Hub	405370
HD Steel Forward Clutch Hub	405371
HD Lightweight Steel Forward Clutch Hub	405370LW
Aluminum Direct Drum w/34 Element Sprag	405722
Severe Duty alum, 36 Elem Direct Drum	407056
300M Input w/Forward Drum	406000
Vasco Input w/Forward Drum	406001
300M Input w/Aluminum Drum	406004
<b>Save 2 lbs of rotating weight!</b> 3.2 lbs lighter (1000 HP Max)	
Vasco Input w/Alum Fwd Drum	406005
Trigger Ring, ATI Steel Drum only	407265
Vasco Intermediate Shaft*	405970V
<i>*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.</i>	
300M Output shaft, standard length	406025
300M Output shaft, PG length	406025P
<b>POPULAR OPTION!</b> 2.10 Low Gear Set, Helical (rated to 1500 HP)	404081
2.75 Low Gear Set, Helical (rated to 800 HP)	404088
Roller tailhousing, aftermarket	401935
Roller tailhousing, aftermarket (PG length)	401936
Bolt Together Aluminum Pump	405038
Adjustable Regulator Kit	405183
Lokar Direct Mount Dipstick	406492
Lokar Firewall Mount Dipstick	406493
Trick Stick, Std Length 20" Fed bent	406490
-6 AN Trans Cooler Line Fittings	925137
-8 AN Trans Cooler Line Fittings	925138
Jiffy Tite Cooler Line Kit	925170
<b>POPULAR OPTION!</b> Transmission Catch Can	406611
Polyurethane Transmission Mount	206621
Moroso Deep Sheet Metal Pan	403610
ATI Sheet Metal Deep Pan (Notched)	403612
Deep Aluminum Cast Pan	403500



## TOYOTA SUPRA T-400 PACKAGE

**Bolt a T400 transmission directly to your 2JZ!**

Add ATI's Toyota Bell Package (Part #202820) to your 400 build today for as an installed option at the time of build.



Add the required custom converter (Part #408931) for to complete the package.

## Want to put a 400 behind that New Gen HEMI?

These transmissions are assembled in ATI's SFI case with an SFI Mopar specific bellhousing!

- **Exclusive billet aluminum with 36 element sprag**
- **Roller bearing tailhousing**
- **Vasco input and main shaft**
- **Deep aluminum pan**
- **LOKAR firewall mount dipstick**
- **10 quarts of ATI's 30W Super F synthetic fluid**



**Attention Hellcat Owners!**

The appropriate flexplate, crank adapter and required bolts are also included so a standard GM converter with a small bolt circle drops right in. Standard gear ratio is the OEM 2.48/1.48. Core charge and shipping crate are included in the price of these transmissions.

**401640\* New Gen HEMI Package with ATI Bell**

**401641\* New Gen HEMI Package with Dual Starter Pockets in Bell\***

*\*Includes an 8" (#408900) or 9" (#408930) Fuel & Blown Converter For a 10" Fuel & Blown (#408420),*

**950256 Converter Bolts for Dodge HEMI 5.7/6.1, NAG1 5-speed, set of 6**



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 3-Speed Max Duty Transmissions



Made in USA



**T400 3-Speed Outlaw Series**

## MAXIMUM DUTY 3-SPEED OUTLAW TRANSMISSIONS

Rated from 1800 HP to 3500 HP depending on options

- Race Clutches and Steels
- Increased clutch capacity in all positions - UP TO 9 forward, 8 direct and 6 intermediates
- Blueprinted high-flow front pump with heat-treated tube or ATI Super Pump
- Billet aluminum safety reverse transbrake valve body (band apply option available)
- ATI Severe Duty 36 element alum direct drum with billet piston
- Vasco intermediate shaft
- 1" Vasco input shaft with new lightweight steel drum & billet piston
- 4140 HT steel forward clutch hub
- HD center support
- HD cast aluminum bearing tail
- New billet aluminum reverse servo cover
- Deep aluminum cast pan
- -6 AN fittings
- Lokar® direct mount dipstick

### 1" VASCO INPUT

#### MAX DUTY - 1,800 HP MAX RATING ONLY

401606DF 2.10 Low/1.40 Second - Helical Cut with OEM Case and Direct Fit Bell

401606SC 2.10 Low/1.40 Second - Helical Cut with SuperCase and Chevy Bell

401605SC 2.48 Low/1.48 Second - Helical Cut with SuperCase and Chevy Bell (5 pinion planetary)

401609SC 2.10 Low/1.40 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

401607SC 1.95 Low/1.34 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

401608SC 1.86 Low/1.31 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

**New!**

401610SC 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

**New!**

401620SC 1.51 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

### 1 3/16" INPUT

*Vasco input and lightweight options available!*

401611SC 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell  
Includes 1.125 main shaft, 300M Output, and sheet metal pan

*New 1.51 / 1.26 available for an additional charge.*

#### MAXIMUM DUTY LOCK-UP TRANS

401608LU 1.86 Low/1.31 Second - Straight Cut with SuperCase and Chevy Bell with Lock-Up

401611LU 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell with Lock-Up

*Includes 1.125 main shaft, 300M Output, and sheet metal pan*

*An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB). Order #406025*

For more information see page 78.

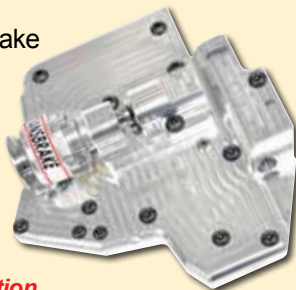


**Convert your ATI 400 transmission to Lock Up!**

**Brake in 1st and 2nd - Choose any Wicked Quick Transbrake available at no charge on Max Duty units! Consult your Sales Tech**

403085  
1-2 Reverse Manual Transbrake  
PRN 123, No Band Apply

403085CN  
1-2 Reverse Transbrake  
P(RN)123N, No Band Apply  
Clean Neutral



See page 79 for more information.

**Attention transmission builders!**

Ask about our line of **Black Magic™** Lock-Up parts available only to qualified transmission builders! See page 72.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 2-Speed Max Duty Transmissions

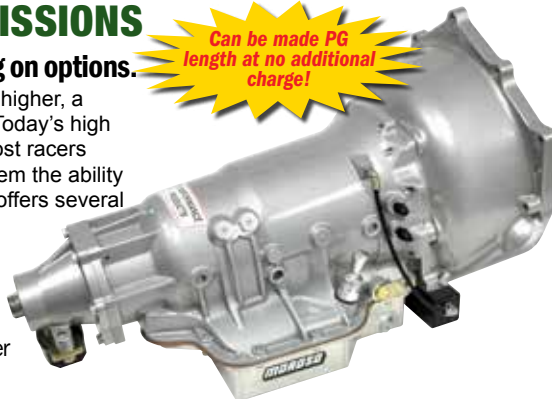
## MAXIMUM DUTY 2-SPEED OUTLAW TRANSMISSIONS

**ATI Aluminum Transbrake, rated from 1800 HP to 3000 HP depending on options.**

As horsepower gets easier and cheaper to make and racers set the bar higher and higher, a need is created for numerically lower gear sets with higher strength requirements. Today's high HP racer needs a durable transmission with a less aggressive starting line ratio. Most racers achieve this by converting the Turbo 400 transmission to a 2-speed unit allowing them the ability to leave off the transbrake in 2nd gear. ATI now has an answer for this market and offers several variations of a 2-speed Turbo 400!

- Race Clutches and Steels
- Increased clutch capacity in all positions - UP TO 9 forward, 8 direct and 6 intermediates
- Blueprinted high-flow front pump heat-treated tube or ATI Super Pump
- Billet aluminum safety reverse transbrake valve body (band apply option available)
- Vasco intermediate shaft
- ATI Severe Duty 36 element alum direct drum with billet piston
- 1" Vasco input shaft with new lightweight steel drum & billet piston
- 4140 HT steel forward clutch hub
- HD center support
- HD cast aluminum bearing tail
- New billet aluminum reverse servo cover
- Deep aluminum cast pan
- -6 AN fittings
- Lokar® direct mount dipstick

**Can be made PG length at no additional charge!**



**2-Speed Max Duty Transmissions feature all the same options as our 3-speed Transmissions plus a HD Billet Aluminum Center Support and Billet Aluminum Clutch Pack Spacer**

**Upgrade any Max Duty unit to a Super Pump and 1-3/16"!**

**\* An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) Order #406025**

**OEM cased units are rated to 1800 HP and not intended for heavy weight cars. ATI SuperCase recommended over 2000 HP!**

<b>401612DF</b>	<b>1.57 "Low" - Straight Cut with OEM Case &amp; Direct Fit Bell</b>
<b>401612SC</b>	<b>1.57 "Low" - Straight Cut with SuperCase &amp; Chevy Bell</b>
<b>401613DF</b>	<b>1.48 "Low" - Helical (5 pinion) with OEM Case &amp; Direct Fit Bell</b>
<b>401613SC</b>	<b>1.48 "Low" - Helical (5 pinion) with SuperCase and Chevy Bell</b>
<b>401616DF</b>	<b>1.40 "Low" - Straight Cut with OEM Case &amp; Direct Fit Bell</b>
<b>401616SC</b>	<b>1.40 "Low" - Straight Cut with SuperCase and Chevy Bell</b>
<b>401618SC</b>	<b>1.34 "Low" - Straight Cut with SuperCase and Chevy Bell</b>

## 2-SPEED "SEVERE DUTY" KIT

**For high horsepower & ultimate 2-speed performance!**

This kit includes:

- Complete drum with 36 element sprag
- 8 clutches and steels
- steel insert for Teflon rings
- Billet aluminum center support
- Teflon rings included
- Billet aluminum clutch eliminator

SEVERE DUTY DRUM ASSEMBLY

407057

CLUTCH PACK SPACER, ONLY

Required when removing intermediate clutch pack  
405573

BILLET ALUMINUM CENTER SUPPORT, ONLY  
405473



### TECH TIP

We regularly are asked, "What is the need for a 2-Speed T400?" Some people even call up wanting to order one simply because it's the latest hot piece everyone is talking about. But, do they really need one, and will they go any faster with it? The truth is, a 2-speed is normally used in specific applications and can actually slow down lower HP cars.

The 2-Speed T-400 is primarily used for small tire 1/8 mile racing where the Starting Line Ratio (SLR) is critical. When you make your peak HP at 8000 RPM, you need to have the rear gear to let the engine get where it makes the power. BUT ... if you put too much rear gear in the car, then the SLR is too aggressive and the car will either spin or stand straight up. Neither one wins races. For years, people would "manage" the power; ramp it in slowly in order to consistently get off the line. By leaving in "2nd gear", you can now run more rear gear and put more power in off the line, and not worry about spinning or looking at the stars.

## When do I need a 2-Speed 400?

These types of transmission are also used in Pro-Mod cars, making obscene amounts of power. When you have enough power to pull the gear, you can lower the mechanical advantage and leave with more power. So in the case of a 4000 HP twin turbo 481X combo, instead of limiting the power to get off the line, you simply take away the starting gear ratio (effectively lowering the SLR) allowing you to use more of the power earlier in the run. This equates to quicker ETs and more WIN lights.

Plain and simple, the more power you make, the less mechanical advantage is required to get the car going. Losing 1st gear in a T-400 also allows you to lose rotating weight making the unit lighter and taking less power to turn sending more power to the ground.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Transmission Builder Program

Ask about converting your transmission and converter to lock-up!

## Black Magic™



### LOCK UP COMPONENTS

If you are a qualified transmission builder, ask about our new line of Lock-Up transmission components for the T-400.\*



- 405038L Lock Up Super Pump, OEM Shaft with adjustable pressure regulator
- 405058L Lock Up Super Pump, Big Shaft with adjustable pressure regulator

- 406002L Input Shaft, 300M Big, Lightweight 4140 Heat-Treated Steel Forward Drum with Aluminum Piston
- 406002LV Input Shaft, Vasco Big, Lightweight 4140 Heat-Treated Steel Forward Drum with Aluminum Piston

- 406003L Input Shaft, 300M Big, Aluminum Forward Drum with Steel Insert
- 406003LV Input Shaft, Vasco Big, Aluminum Forward Drum with Steel Insert

- 406005L Input Shaft, Vasco OEM, Aluminum Forward Drum with Steel Insert
- 406006L Input Shaft, Vasco OEM, Lightweight Steel Forward Drum Aluminum Piston



- 403172 Lock up Hose and Solenoid Kit

- 403182 Cooler Pressure Dump Hose and Solenoid Kit  
*Designed for use with ATI Aluminum Valve Bodies. Must add one of the following:*
  - 405153KD Converter Dump (Big Shaft)
  - 405153LD Converter Dump (Big Shaft) Lock Up
  - 405133D Converter Dump with stator tube/plate assembly (OEM shaft)
  - 405133LD Converter Dump with stator tube/plate assembly (OEM shaft) Lock Up



**Note: Wicked Quick® Valve Bodies are ready to use. Case modifications are required.**

#### HOW TO QUALIFY

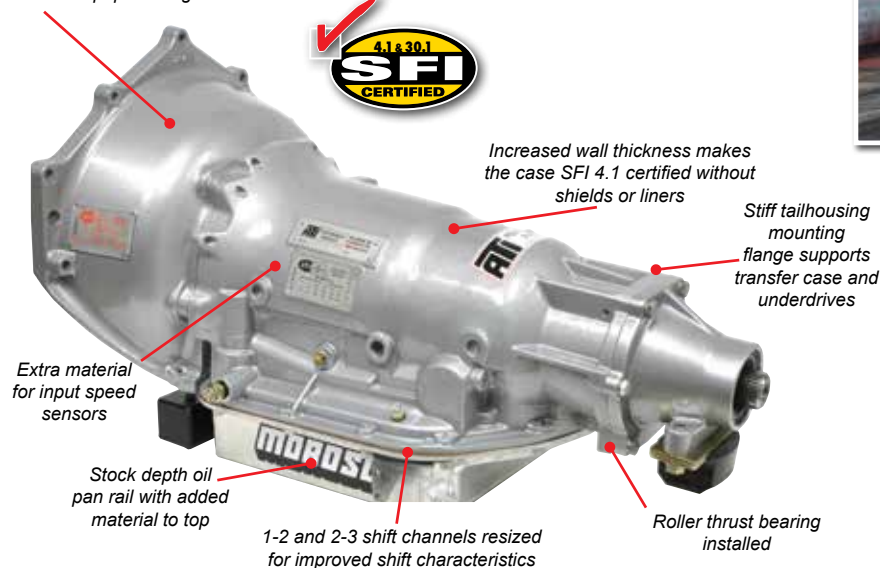
**In order to be considered for this program, you must be a qualified performance business located at a commercial location. A business license and Tax ID number are required.**

**NOTE! Lock up parts are not returnable!** \* Not for individual sale



# T-400 SuperCase®

Bolt-on bellhousing allows use behind all popular engines



CHRIS RINI ATI Transmission, Outlaw Converter®, Super F, ATF Super Plate and Super Damper-equipped!

**T-400 Case And Chevy Bell**  
400011

**T-400 Case & Chevy Bell, Lightweight**  
400011LW

**T-400 Case Only**  
400013

**T-400 Case Only, Lightweight**  
(2 Pounds Lighter)

400013LW  
Accepts Only ATI Bell Or ATI Bolt Pattern Bell

**T-400 Case w/ Reid bell Pattern**  
Machine Casting  
400013MBP

**Supercase , HD Chevy Bell**  
200014HD

**Supercase , 1" Deep Bell (Lock-Up)**  
200014+1

**Bolt Kit - ATI Bell To Case**  
950320  
6 Bolts, 6 Serrated Washers

**Adapter Ring Reid Bell To ATI Supercase**  
915126

## Optional T400 SuperCase Bell Packages

Only available when added to a Super Case T-400 Transmission. Packages includes Bell, Flexplate, Adapter, Hardware

202800	SB Mopar	202811	SB Ford, 164 tooth
202801	SB Mopar, New Gen HEMI	202811-28	SB Ford, 164T EXT BAL, 28 OZ
202804	SB Mopar, GEN 3 HEMI (Dual starter pockets)	202811-50	SB Ford, 164T EXT BAL, 50 OZ
202802	BB Mopar, 6 Bolt	202812	Ford Mod
202803	BB Mopar, 8 Bolt	202813	BB Ford, 164 tooth, IN
202810	SB Ford, 157 tooth	202814	BB Ford, 164 tooth, EX
202810-28	SB Ford, 157T EXT BAL, 28 OZ	202815	Ford, 5.0L Coyote
202810-50	SB Ford, 157T EXT BAL, 50 OZ	202820	Toyota Supra* <b>NEW!</b>

\*Must use an ATI 8" or 9" Converter!

## EXTENSION HOUSINGS

#401936



#401935



CAST TAILHOUSING WITH ROLLER BEARING  
401935

CAST TAILHOUSING WITH ROLLER BEARING  
SHORT FOR POWERGLIDE DRIVE SHAFT  
401936

CAST TAILHOUSING WITH BUSHING  
NEW OEM REPLACEMENT  
401931



## Do you need a speedometer with your T400?

ATI's T400 Supercase DOES NOT facilitate the use of a standard gear driven cable drive speedometer. If one is necessary, there are 2 options. Use a GPS driven speedometer or ATI can install a 3 wire Hall Effect sensor in the case to provide a pulse signal used by many digital speedometers. Make sure to mention you need a speedometer when ordering a Supercase or SuperCase-equipped transmission.



Rob Sappe  
Sales Technician - Ext. 3040



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# T-400 Components

## 350/400 SFI 30.1 DIRECT FIT BELLHOUSING



**NEW!**

ATI's SFI Direct Fit Bellhousings are the perfect option for racers who prefer to run an OEM case. These new bellhousings are SFI 30.1 certified and are made from 356-T6 permanent mold cast aluminum. All ATI bellhousings are made in the USA. Our Direct Fit Bellhousings are available for the T350, T400, Powerglide and the Metric T200.

Two different versions of the "Bolt On" style SFI bellhousing are available. The standard version is designed to bolt on to the face of the pump and the case finish is not as critical. The "Direct Fit" version is designed to actually indicate on the outside diameter of the pump and precise machining is required.

ATI can prep your case for you if you would like the "Direct Fit" version but do not have access to proper machining equipment. Consult your Sales technician for more information.

CHEVY BELL - BOLT-ON	200044
CHEVY BELL - DIRECT FIT	200044A
BELL GASKET	200044G

## BILLET ALUMINUM SUPER PUMP



Front and back pump halves available separately!

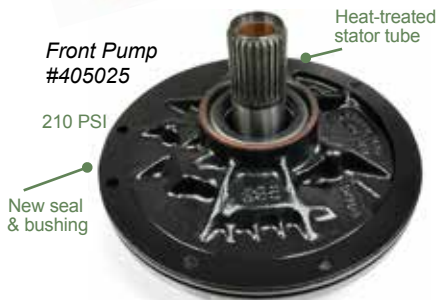
Adjustable Regulator Kit Components

ATI's aluminum Super Pump for the T-400 starts with a permanent-mold aluminum casting. The finished pump features a 3-piece design with a one-piece bolt-in, heat-treated alloy steel stator tube for improved fluid routing versus a pressed-in OEM or aftermarket tube. Micro-finished and coated gears are used along with ATI's exclusive hardened steel wear plates. At just 12 lbs, this pump is 5 lbs lighter than an OEM unit. The gear side comes with 6 bolt holes drilled and 2 left spotted for easy addition by the builder for 8 bolt applications. The gear side will mate with all current steel stator halves. OEM fluid passages and depths are retained as well the pressure regulator. An adjustable pressure regulator is also available and is standard on some pumps. The T-400 Super Pump is available for OEM sized input shafts as well as 1.187", 27 spline Big Shaft. Lock-up pumps are available in both OEM and Big Shaft as well.

SUPER PUMP - OEM SHAFT WITH 180+ PSI SPRING	405038
SUPER PUMP, LOCK UP - OEM SHAFT W/ADJUSTABLE REGULATOR,	405038L
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1
KIT - STATOR HALF, OEM REGULATOR, & 210 PSI SPRING, BOLTS, WASHERS	405133K
STATOR HALF, OEM SHAFT, NO REGULATOR PARTS	405133

SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2
STATOR HALF, BIG SHAFT W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153

ADJUST. REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183
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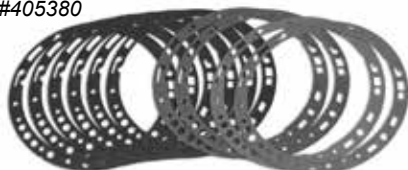
Front Pump #405025

Heat-treated stator tube

210 PSI

New seal & bushing

Pump to Case Gasket Set #405380



## FRONT PUMPS

STOCK-STYLE BLUEPRINTED STEEL PUMP WITH COOLER SET TO 185 PSI

405020

STEEL WITH COOLER AND PINNED HEAT-TREATED STATOR TUBE SET TO 210 PSI

405025

O-RING - PUMP TO CASE

405110

## SELECTIVE GASKETS

GASKET SET, 400 PUMP TO CASE (6) .015", (2) .030", (2) .045"	405380
GASKET, 400 PUMP TO CASE .015" THICK	405380-15
GASKET, 400 PUMP TO CASE .030" THICK	405380-30
GASKET, 400 PUMP TO CASE .045" THICK	405380-45



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-400 Components

## INPUT SHAFTS WITH STEEL & ALUMINUM DRUMS

ATI's Input Shafts are not only premium material but also have a 1-1/4" diameter spline into the forward drum, eliminating failure at that point.

### OEM SIZE

300M, OEM - STEEL FORWARD DRUM	406000
300M, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406004
300M, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406007
VASCO, OEM - STEEL FORWARD DRUM	406001
VASCO, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406005
VASCO, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406006

### 1 3/16" SIZE

300M, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002
300M, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003
VASCO, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002V
VASCO, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003V

**Remember! The forward drum rotates at engine RPM at all times you are driving forward. The direct drum is spinning on average, at 80% of engine RPM in low gear and then STOPS, on the 1-2 gear change and is held while in 2nd gear. It then must accelerate back to Engine RPM at the 2-3 gear change. Aluminum is 1/3 the weight of steel. The weight difference is a performance must...but also a reliability must as the sprag takes less shock and the clutches have less work to do.**

Part #406001  
9.1 LBS

Part #406004  
5.7 LBS



Part #406002V  
7.3 LBS



## Rollerizing Your T400?

ATI has the right bearing required for your T400 build:

- BEARING, DIRECT DRUM 405701  
Used between the reverse ring gear and output for OEM and between the cut forward clutch hub and direct clutch drum (optional build)
- BEARING, CENTER SUPPORT TO SUN GEAR 405702  
For use between the center support and sun gear (OEM applications)
- BEARING, REAR INTERNAL GEAR 405703  
For use between the bottom of the sun gear to rear planetary ring gear on all Turbo 400 units

## HEAVY DUTY FORWARD CLUTCH HUBS

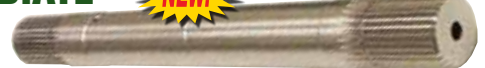
- FWD CLUTCH HUB, 4140 HEAT-TREATED STEEL 405370
- FWD CLUTCH HUB, LIGHTWEIGHT STEEL 405370LW
- FWD CLUTCH HUB 1045 FORGED STEEL OEM HEIGHT 405371
- FWD CLUTCH HUB 1045 FORGED STEEL MACHINED FOR BEARING 405371B
- BRASS THRUST WASHER FORWARD DRUM TO FORWARD CLUTCH HUB 405053



## INTERMEDIATE SHAFTS



Part #405971



- 300M INTERMEDIATE.....405971
- VASCO INTERMEDIATE\*.....405970V
- \*Carries a 1 year warranty for up to 2000 HP.
- ATI Clutch Hub #405370, #405371 or 405371B (for use with a bearing) are recommended.

## DIRECT PRESSURE PLATE



100% made in-house!

Billet steel for increased strength, performance and durability

405660



## RELEASE SPRINGS

- REVERSE SERVO (BLUE) 407650
- REVERSE SERVO (YELLOW) 407652



## THRUST WASHER

Front planet to rear planet, 4 tang metal.

# 405055

## FORWARD & DIRECT SPRING RETAINER

- 405134
- SNAP RING FOR #405134 956102



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-400 Components

## SEVERE DUTY DRUM KITS FOR T-400'S

- Lightweight billet aluminum drum with billet aluminum piston
- 36 element intermediate sprag
- ATI manufactured, outer race machined to accept **OEM T-400 clutches**
- Machined pressure plate, snap rings, springs, and seals included
- Steel sleeve for Teflon ring use
- Full one year warranty on sprag failure when installed in an ATI built transmission!

Others use smaller surface area 4T80E clutches! Don't be fooled!



Shown: Complete Drum Assembly Kit Part #407058



**407056**  
Includes: • ATI's Heavy Duty Center Support  
• 6 Direct Clutches  
• 4 Clutch Intermediate Pack (#405430)\*  
• Holds up to 8 direct clutches with .060 steels

**WITH BILLET OUTER SLEEVE**  
**407058**  
Includes: • A Billet Steel Outer Sleeve  
• ATI's Heavy Duty Center Support  
• 6 Direct Clutches  
• 4 Clutch Intermediate Pack (#405430)\*  
• Holds up to 8 direct clutches with .060 steels

**SEVERE DUTY Drum for 4L80E, 4L85E & T-400**  
**407059**  
Includes: • A Billet Steel Outer Sleeve  
• 8 Direct Clutches  
• 5 Intermediate Clutches

\* Also Available: 3 CLUTCH INTERMEDIATE PACK 405420  
5 CLUTCH INTERMEDIATE PACK 405431  
6 CLUTCH INTERMEDIATE PACK 405432

## HIGH GEAR DIRECT DRUMS



### ALUMINUM DIRECT DRUMS

**CLUTCHES & STEELS INSTALLED WITH HL PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG AND RACE**

6 CLUTCH 405724

**WITH CAST PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG AND RACE**

5 CLUTCH 405721

6 CLUTCH 405722

**WITH BILLET PISTON, TEFLON PUMP RINGS AND INNER RACE ONLY**

**NO SPRAG OR OUTER RACE**

6 CLUTCH 405712

### STEEL DIRECT DRUMS

5 CLUTCH DIRECT, HIGH-LUBE CAST PISTON, HD SNAP RING, 34 ELEMENT SPRAG, INNER RACE AND LIP SEALS (NO CLUTCHES INSTALLED)

405680

DIRECT, WITH HD SPRAG, HD SNAP RING, 34 ELEMENT SPRAG & INNER RACE (NO PISTON, CLUTCHES OR STEELS INSTALLED)

405681

## TRANSMISSION BANDS



Heavy Duty Band

OEM Intermediate High Energy Band

With the finest lining and adhesives available to insure performance and reliability, these bands play an important role in transmission operation. Kevlar lining available for extreme duty applications.

INTERMEDIATE, HD KEVLAR 405450

INTERMEDIATE, HD RED LINING 405451

REVERSE, HD KEVLAR 405800

REVERSE, HD RED LINING (FOR ALUMINUM CARRIER) 405810

4L80E OEM INTERMEDIATE HIGH ENERGY BAND, 405455  
*Can be used in T-400 if used with #407655*

4L80E OEM SERVO PIN KIT, OEM, 1999 AND UP 407655  
*Can be used in T-400 if used with #405455*



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# T-400 Components



Replace those worn out or damaged clutch packs with a set of high quality clutches, frictions, steels!

## DIRECT

8 FRICTIONS 8 STEELS 405633♦  
 7 FRICTIONS 7 STEELS 405634♦  
 (6 Steels are .062 and 1 Steel is .090)

♦ Requires part #405370L.

6 FRICTIONS 6 STEELS 405635  
 5 FRICTIONS 5 STEELS (OEM qty) 405640

## FORWARD

5 FRICTIONS 5 STEELS (OEM qty) 405320  
 5 FRICTIONS 405300

## INTERMEDIATE

6 FRICTIONS 6 STEELS 405432\*  
 5 FRICTIONS 5 STEELS 405431  
 4 FRICTIONS 4 STEELS 405430  
 3 FRICTIONS 3 STEELS (OEM qty) 405420

\* Must use ATI center support & severe duty drum with machine work for this quantity.

## CLUTCH PACKS

DIRECT FRICTION, SMOOTH (GREEN) .062" 405602  
 DIRECT FRICTION, WAFFLE (GREEN) .082" 405621

FORWARD FRICTION, SMOOTH (TAN) .062" 405302  
 FORWARD FRICTION, SMOOTH (TAN) .078" 405301  
 FORWARD FRICTION, SMOOTH (GREEN) .081" 405301H  
 (HIGH ENERGY)

FORWARD & DIRECT STEEL .060" 405612  
 FORWARD & DIRECT STEEL (OEM SIZE) .078" 405311  
 FORWARD & DIRECT STEEL (OEM SIZE) .090" 405511

INTERMEDIATE FRICTION, SMOOTH (RED) .060 405405  
 INTERMEDIATE FRICTION, WAFFLE (GREEN) .070" 401404  
 INTERMEDIATE FRICTION, WAFFLE (GREEN) .078" 405401  
 INTERMEDIATE FRICTION, GROOVED (BLUE) .080" 405403  
 INTERMEDIATE FRICTION, SMOOTH (TAN) .084" 405402

INTERMEDIATE STEEL .060" 405412  
 INTERMEDIATE STEEL .075" 401403  
 INTERMEDIATE STEEL (OEM SIZE) .100" 405411

## ALUMINUM REACTION CARRIER

CARRIER ONLY  
 (NO GEARS)

407070

800 HP MAX  
 INCLUDES BAND  
 404020



#407070 Shown with  
 #405810 red heavy duty  
 band (sold separately)

## CENTER SUPPORTS FOR T-400

The upgraded center support for the Turbo-400 features a bronze bushing that helps eliminate sprag failure by supporting the direct drum on a bushing. It is highly recommended for all T-400 applications.



CENTER SUPPORT WITH OVERSIZED BRONZE BUSHING 405471  
 REPLACEMENT BUSHING, BRONZE, EXTRA THICK, 2 PC. SPLIT 407252  
 SNAP RING FOR UNDER CENTER SUPPORT 405574

## T-400 GEAR SETS

Low gear sets increase the starting line ratio when launching. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or, "SLR" ( 2.48 x 4.1). Utilizing the 2.75 gear set equals an 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for heavy street cars and big CID high torque motors that are RPM limited and are using a 3.73, 3.90 or 4.10 rear gear. The low gear change will NOT change your trap RPM!

**All gear sets have weight restrictions. Consult your Sales Technician.**



2.10 LOW GEAR SET, HELICAL Installed in a steel carrier, 1500 HP MAX  
 404081

2.75 LOW GEAR SET, HELICAL Installed in a steel carrier, 1000 HP MAX  
 404088

2.75 LOW GEAR SET, STRAIGHT, 6 PINION  
 404275

2.48 OUTPUT CARRIER HELICAL, 5 PINION Lightened by 1.1 lb  
 404001

2.48 REACTION CARRIER, HELICAL, 5 PINION 404101C

1.48 REACTION CARRIER, HELICAL, 5 PINION Lightened by 1.2 lb

404101



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

**2 speed only!**

# T-400 Components



## 300M 2-PIECE OUTPUT SHAFTS

**2-piece design**

These new heavy duty output shafts feature a 2-piece design with an extended bearing surface. They are gun-drilled to save weight with no governor or speedometer support. A "must have" for your T-400 when high horsepower meets heavy weight or rear gear is numerically low.

T-400 STANDARD LENGTH	9.188"	406025
POWERGLIDE LENGTH	8.688"	406025P
T-400 4X4 LENGTH	6.920"	406025S
T-400 4X4 SHORTY	5.250"	406025SS

\* No speedo or governor supported!

## 4340 FORGED OUTPUT SHAFTS

**NEW!**



ATI's new forged 4340 1-piece output shaft is a brand new replacement shaft. Featuring extra-long splines and markings so that it can be cut to Powerglide length all the way to the shortest 4x4 length. It accepts standard speedometer gears and has a bushing, but does not have provisions for an OEM governor.

T-400 STANDARD LENGTH WITH BUSHING	406027
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\* No governor supported!

Heavy Duty Race

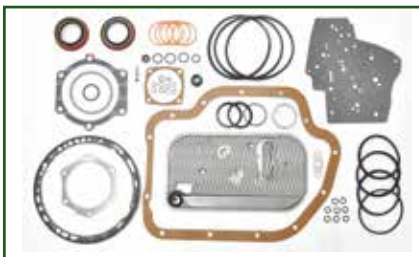


Teflon Rings For Pump And Center Support

## COMPONENTS

SPRAG, LOW / REVERSE - ROLLER TYPE ('66 & UP)	405350
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500
34 ELEMENT OUTER RACE, ALL ROLLER & ELEMENT, OEM	405530
CHROME OIL RINGS (SET OF 5)	405000
TEFLON RING KIT FOR PUMP & CENTER SUPPORT (Set of 5)	405011
BUSHING KIT (SET OF 8)	406400
COOLER PRESSURE DUMP HOSE & SOLENOID KIT <i>For use with ATI Aluminum Valve Body</i>	403182

## OVERHAUL KITS



Overhaul Kit #406300



Overhaul Kit #406310



Service Kit #403600

OVERHAUL KIT - GASKETS AND SEALS 406300
REBUILD KIT - FOR STREET / STRIP AND RV 406310
COMPU-PRO RACE KIT, INCLUDES VALVE BODY (#403200) 406340
SERVICE KITS - GASKET AND FILTER 403600



**TECH TIP**

### Never install dry friction materials!

Always soak them for at least 30 minutes prior to installation. For friction clutches and bands, soak prior to installation. Soaking allows the friction materials to be fully impregnated with oil preventing glazing while adding to the life of the friction material.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

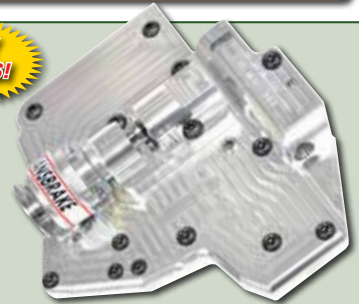
# T-400 Valve Bodies and Brakes



**Don't be fooled by cheap, copies of ATI's T400 Valve Body being sold at warehouses! Buy American-made quality!**

## WICKED QUICK® BILLET ALUMINUM TRANSBRAKE VALVE BODIES

**ONLY 4.2 LBS!**



Shift Direction	Shift Pattern	Low Band Apply	Transbrake Function	Clean Neutral	Part #
REVERSE MANUAL	PRN123	NO	1ST ONLY	NO	403091
	PRN123	NO	1ST & 2ND	NO	403085
	P(RN)123N	NO	1ST & 2ND	YES	403085CN
	P(RN)123N	YES	1ST ONLY	YES	403091CN
FORWARD	PRN123	YES	1ST ONLY	NO	403087
	PRN32 2-SPEED ONLY	NO	1ST & 2ND	YES	403086

- Direct bolt-on replacement
- Fully 5 Axis CNC-machined
- Ultra fast fluid release brake
- Minimum flow restriction passages

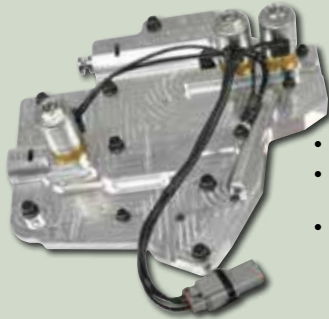
### COMPONENTS

SOLENOID ASSEMBLY <i>Assembled &amp; ready to use!</i> (Inc. solenoid, adapter, valve spring, valve block)	403099
SOLENOID, NO ADAPTER, WITH NUTS	941030M
SOLENOID WITH ADAPTER	403480
SEPARATOR PLATE	403092
GASKETS (Require 2 gaskets per valve body)	403222

\*Clean Neutral valve bodies require different shifter. Contact your Sales Tech.

See page 43 for available shifters.

## E-QUICK™ ELECTRONIC SHIFT BILLET ALUMINUM VALVE BODIES

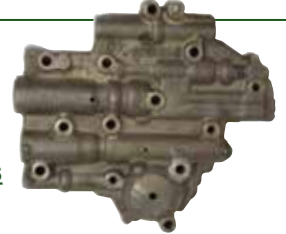


**Great for racers who can't use an air shifter and need computer controlled shifting!**

- Reverse manual, PRN123
- For high performance applications with Low Gear Band Apply
- Provides repeatable computer controlled error free shifting for consistent performance every run (Controller not required.)

REVERSE MANUAL VALVE BODY 403070

## COMPU-FLOW® VALVE BODIES



### COMPU-FLOW TRANSBRAKES

REVERSE MANUAL, OEM BASED (INTERNAL STYLE SOLENOID)  
No engine braking 403080\*  
\* Very limited availability - please call your Sale Technician.

SOLENOID W/ADAPTER FOR COMPU-FLOW BRAKE	403621
SOLENOID ONLY FOR #403080	941011
ADAPTER ONLY FOR #403080	403620

### STREET/STRIP VALVE BODIES

**Firm, noticeable shifts with full automatic shifting.**

STEEL, FWD AUTOMATIC, OEM BASED 403100

### MANUAL VALVE BODIES

**Full manual gear selection.**

REVERSE MANUAL, OEM BASED  
No second gear engine braking 403200  
*Not recommended for street use!* \*Valve body to case years

STEEL, FWD MANUAL, OEM BASED  
Engine braking in low and 2nd gear 403300

### VALVE BODY GASKETS

REVERSE PATTERN (3 SETS)	403220
MANUAL / AUTO & FORWARD PAT. (3 SETS)	403230
TRANSBRAKE (3 SETS)	403250

*Repair services & wet testing are also available for ATI Valve Bodies.*

*For transbrake buttons, see page 45.*



**TECH TIP**

## What is Band Apply?

There are 2 ways this term applies to your T400 transmission. basically, you have two bands in a T400 from the factory. The first one is the Intermediate Band which is for engine braking on deceleration. You will see many reverse manual valve bodies state "No Engine Braking" or "No Band Apply". This means the intermediate band will be removed or made inactive so it will not apply and cause the engine braking effect.

The second band is the Reverse Band and may also be known as the Low/Reverse Band. Some competition valve bodies are designed to apply this band in low gear. By doing this, you add support to the carrier and it's a very good idea for heavy cars making big horsepower. Those valve bodies may be referred to as "Low Band Apply".

## BILLET ALUMINUM VALVE BODY FOR STOCK ELIMINATOR

**NO TRANSBRAKE!**

SAFETY REVERSE MANUAL, CLEAN NEUTRAL  
P(RN)123N WITH BAND APPLY

403062CN

**NEW!**



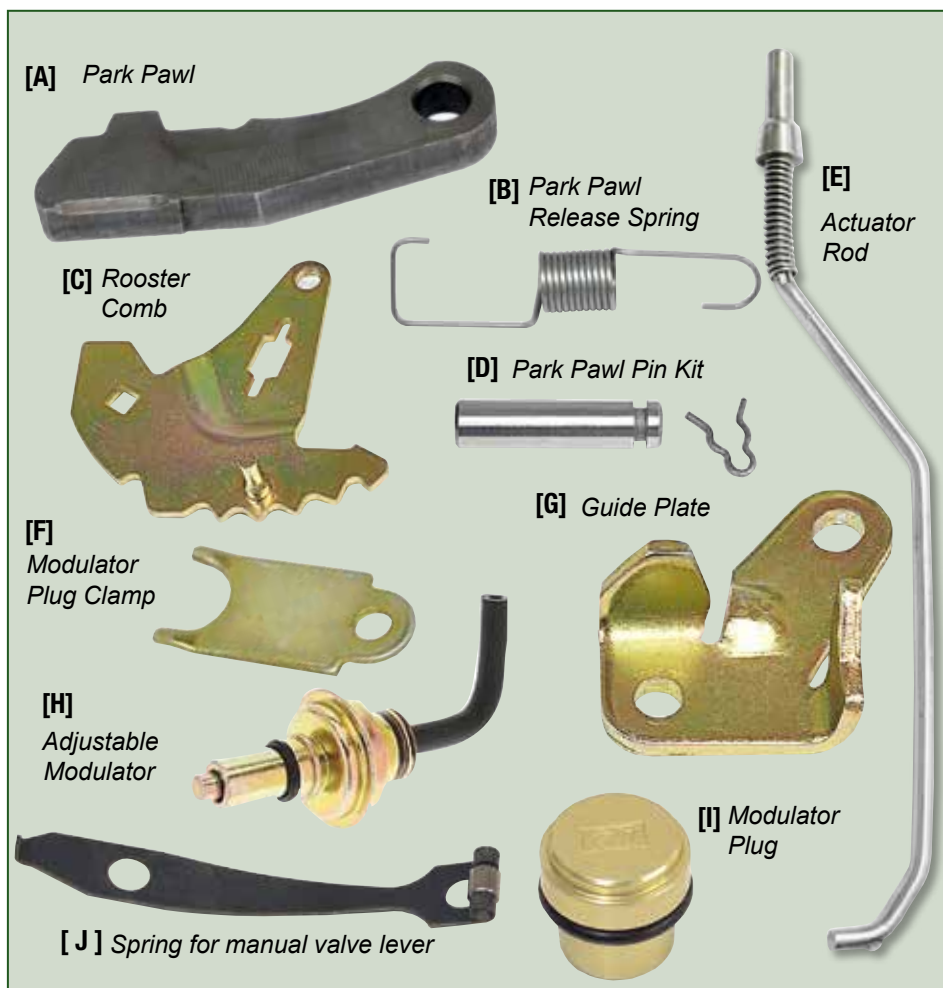
**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# T-400 Accessories

## T-400 SMALL PARTS

Don't let a 40 year old small part ruin your brand new racing transmission! ATI now offers new, hard-to-find small parts for your next T-400 transmission build. These new parts will save you from having to reuse, or look for these commonly worn out parts in your performance T-400 builds. All parts are exact or better OE style replacements and will also work with OE mating parts and competition-type shifters with no modifications to the case.



- [A] PARK PAWL, BILLET STEEL  
407810
- [B] PARK PAWL RELEASE SPRING  
405746
- [C] ROOSTER COMB KIT  
402110
- [D] PARK PAWL PIN KIT  
405742
- [E] PARK PAWL ACTUATOR ROD...  
402113
- [F] HOLD DOWN CLAMP FOR  
MODULATOR PLUG  
970211
- [G] PARK PAWL GUIDE PLATE  
402114
- [H] ADJUSTABLE MODULATOR  
403390
- [I] ALUMINUM PLUG W/ O-RING  
407010
- [J] SPRING, MANUAL VALVE LEVER  
402131

**Now available in bulk packaging!**

#402100

### SHIFT SHAFT KITS

Shift shafts in 400 transmissions can become corroded in harsh environments. This direct replacement piece is yellow zinc plated for maximum corrosion protection. Includes serrated flange nuts for improved holding capacity.

402100  
402100-BP (BUILDER PACK - QTY OF 10)

### SHIFT SHAFT WITH DOUBLE O-RINGS AND FLANGE NUTS

Great for cars that sit for long periods of time and have the oil drain back into the pan!

402100M

#402100M

### SHIFT LEVER

LEVER ONLY ADJUSTED FOR T-400 AND PRECISION SHIFTER 202101B.

UNIVERSAL SHIFT LEVER ARM 202101

**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# T-400 Accessories

See pages 40-45 for additional accessories

## DEEP PANS

ATI Transmission pans are key to the proper function of your transmission. While the stock pan holds adequate fluid for many uses, the aluminum deep pan holds up to two quarts more fluid for high performance use and is far stronger than a stock pan. For added efficiency, the Moroso pan is half the weight of a cast pan and features "anti-slosh" baffles.

The **ATI/Moroso Deep Metal Pan** for the T-400 and T-400 SuperCase features a one-piece billet rail to ensure leak free sealing. Features two 1/8th ports for sensor locations, one drain plug on the front to allow the drain to work at the case's natural angle, trimmed rail flanges, and a skid plate on the bottom. For those cars with stubborn cross members, the pan has a rear cut-out to provide maximum clearance. Installation hardware included.

Cast Aluminum Deep Pan  
#403500

6.4 Qts



4 lbs lighter  
than cast pan!



Deep Sheet Metal Pan  
#403610

5.9 Qts



Notched for  
additional cross  
member clearance!

ATI Notched  
Deep Pan #403612  
Requires a modified filter  
#403560M or Filter Tube Kit

ATI NOTCHED DEEP PAN	(3.75 LBS)	403612
DEEP SHEET METAL PAN	(4.45 LBS)	403610
CAST ALUMINUM DEEP PAN	(8.40 LBS)	403500
PAN GASKET		403550
COMETIC PAN GASKET		403551

## FILTER RELOCATION TUBE KITS

Relocates a Mopar filter to the rear of a 400 transmission pan to ensure you are picking up fluid under acceleration

FILTER TUBE KIT, STEEL (1.1 Lbs - tube only)  
Includes o-rings, filter & screws  
403614

FILTER TUBE KIT, LIGHTWEIGHT ALUMINUM  
(0.5 Lbs - tube only)  
Includes o-rings, filter & screws  
403614A



#403614

## TRANSMISSION CATCH CAN



For transmission fluid overflow.  
Bolts to the front of the trans pan.

CATCH CAN	406611
FITTING, 90° SWIVEL 1/4" TUBE TO 1/8" NPT MALE	964102

## FILTERS

BRASS HI FLOW FILTER MODIFIED FOR SHORT PAN  
For use with ATI Pan #403612  
403560M

TORQUEFLITE DACRON HIGH FLOW FILTER  
(1962-1981)  
This oversized filter can be used for PG and T400.  
Requires the use of a filter tube kit.  
723530



#723530

#403560M

## HEX VENT

1/8" NPT, AND SINTERED  
BRONZE USED IN AIR SHIFTER  
SOLENOID AND TRANSMISSION  
CATCH CAN

960011



NEW!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 4L65E / 4L85E Transmissions



Made in USA



4L65E WITH  
ATI FORD BELL

The 4L65E and 4L85E transmissions, the later cousins of GM's first automatic overdrive transmission, the 700R4, are built with quality ATI components to handle the abuse of race competition!

## Gearing

Example: 4.10 rear gear, 26" tall tire=2400 RPM @ 65

700R4 / 4L65E	4L85E
1st..... 3:08	1st..... 2:48
2nd..... 1:65	2nd..... 1:48
3rd ..... 1:1	3rd ..... 1:1
4th ..... .69:1	4th ..... .74:1

4L85E



## TRANSMISSION PACKAGES

### 4L65E

STREET ROD PACKAGE (550 HP MAX!)	701803*
STREET ROD PACKAGE (550 HP) WITH TRANS CONTROLLER	701804*

### 4L85E

(Optional 2.10 low gear, 6 pinion, straight cut gears for over 1500 HP)

STREET ROD PACKAGE (700 HP MAX!)	701805*
STREET ROD PACKAGE (700 HP) WITH SIMPLE SHIFT (EFI) ♦	701806*
♦ For carb applications, must use #705501 tps sensor unit	
STREET/STRIP PACKAGE (1000 HP MAX!)	701807*
STREET/STRIP PACKAGE (1000 HP) WITH TRANS CONTROLLER ♦	701808*
♦ For carb applications, must use #705501 tps sensor unit	
STREET/STRIP PACKAGE (1500 HP MAX!)	701817*
STREET/STRIP PACKAGE (1500 HP) WITH PCS SHIFT CONTROLLER	701818*

\*See page 87 for more info on Street Rod Packages.  
No core charge, crate included.



4L85E with  
ATI Ford Mod  
Motor Bell

## EXTENSION HOUSING WITH ROLLER BEARING

FOR 4L80 AND 4L85  
701935

Only works with ATI 300M Output Shaft  
(#705241)



**NEW!**

## ADAPTER RINGS FOR ATI BELLS TO 4L65E

Allows for the use of any  
of ATI's Bell Packages -  
including the 2JZ!



ADAPTER RING - ATI BELL TO 4L80E / 4L85E  
Case & pump machine work required!

915137

ADAPTER RING - ATI BELL TO 4L65E

915139



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 4L80E / 4L85E Components

## SHAFTS

INPUT SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX 705310

INTERMEDIATE/MAIN SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX 705311

2-PIECE OUTPUT SHAFT - OEM LENGTH 705240

2-PIECE OUTPUT SHAFT - 400 LENGTH 705241

*Makes the 4L80 trans the same length as a T-400 so the trans can be swapped while still using the same drive shaft!*

## INTERMEDIATE BAND

OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP 405455

*Can be used in earlier models and T-400 if used with #407655*

## 4L80E FILTER

FILTER, 4L80E 703506

## 4L80E RINGS AND SEALS

TEFLON RING KIT, 1991 AND UP	703507
<i>Kit contains 17 assorted rings including 2 types for center supports to be used as needed for the application.</i>	
BUSHING KIT, 1997 AND UP, COMPLETE	406420
PUMP BUSHING, WIDE VERSION .700", 1997 & UP	703511
FRONT PUMP SEAL, 1991 & UP	703512



Teflon Ring Kit



Bushing Kit



Wide Pump Bushing

## SERVO PIN KIT

OEM SERVO PIN KIT, OEM, 1999 AND UP 407655

*Can be used in earlier models and T-400 if used with #405455*

## 4L80E / 4L85E OVERHAUL KIT

GASKETS AND SEALS, 4L80E/ 4L85E 706510



### TECH TIP

### Advantages of the modern electronic overdrive transmissions

One of the major advantages of the electronic controller overdrive transmission is that the TCU, Transmission Control Unit, instructs the transmission to perform in sync with the engine. Once you take the TV cable and governor out of the picture, and let the TCU control these functions, you have a more reliable transmission. By eliminating the use of a conventional valve body, the modern valve bodies allow you to program the TCU to tune the transmission to operate exactly as commanded. Properly set up the electronic transmissions can handle more horsepower and lets you use advanced converter lock up features.



Intermediate Band



4L80E Filter



Servo Pin Kit



Overhaul kit



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 4L60E / 4L65E / 4L85E Components



Shift Kit

## SHIFT KITS FOR 4L60E, 4L65E AND 4L70E

This Shift Correction Package offers regular and heavy duty applications in one package. The Superior 4L60-E kit helps prevent premature wear of the forward sprag. Improves overall performance and shift quality. Converts lock-up to an on/off system to help stop the TCC slippage code. Fits 4L60E, 4L65E and 4L70E. Servo not included.

SHIFT KIT FOR 1998 & UP FOR 4L60E, 4L65E, 4L70E

703213

**The latest breakthrough in electronic overdrive transmission control!**

**No laptop required!**



"Simple Shift" Trans Controller & Carb Kit

## SIMPLE SHIFT TRANS CONTROLLER

Laptops or hand-held tuning devices are not required to completely control shift points (raise or lower when your transmission shifts), shift firmness (change from soft to hard to suit your driving style), and torque converter lock-up (lock-up sooner for better fuel economy). All parameters are simply adjusted with easy-to-use dials on the end of the Simple Shift unit.

Complete control of how and when your transmission shifts is at your fingertips:

- Shift Points - raise or lower when your transmission shifts
- Shift Firmness - change from soft to hard to suit your driving style
- Torque Converter Lockup - lockup sooner for better fuel economy

Simple Shift also comes with complete diagnostic capabilities and a full wiring harness tailored to your specific transmission.

PCS TRANSMISSION HARNESS, 4L60/4L65E	705514
PCS TRANSMISSION HARNESS, 4L80/4L85E	705515
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705505
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705506
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705507
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705508
SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520

## TRANS CONTROLLER

The Universal Automatic Transmission Controller by Powertrain Control Solutions, LLC. is a fully programmable transmission control system. Through a friendly PC Windows interface, users are able to program transmission settings based on speed, engine load, engine speed and other parameters. This powerful unit allows users to control every type of electronic automatic transmission and is available for ATI's 4L65E, 4L80E and 4L85E transmissions.

PCS TRANSMISSION CONTROL UNIT	705500
PCS TPS SENSOR UNIT	705501
PCS TRANSMISSION WIRING HARNESS, 4L80/4L85E (CARB OR EFI)	705502
PCS PROGRAMMABLE KIT, 4L60/65E WITH CARB. WIRE HARNESS	705510
PCS PROGRAMMABLE KIT, 4L60/65E WITH EFI WIRE HARNESS	705509
PCS PROGRAMMABLE KIT, 4L80/85E WITH CARB. WIRE HARNESS	705512
PCS PROGRAMMABLE KIT, 4L80/85E WITH EFI WIRE HARNESS	705511

**Laptop required!**



Transmission Control Unit



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 700R4 / 4L65E / 4L85E Components

## SERVO PISTON FOR 700R4 & 4L65E

Servo Pistons for the 700R4 and 4L65E firm up the 1-2 and 3-4 shifts. 6061 T6 aluminum

SERVO PISTON FOR 700R4 - 4L65E (4TH GEAR)	705035
SERVO - CORVETTE STYLE, 700R4 - 4L65E	705030



4th Gear Super Servo  
Part #705035



Corvette Style Servo  
Part #705030

## 700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE	702050
TV CABLE CORRECTOR FOR HOLLEY CARBURETOR	702040



Universal TV Cable  
Part #702050

## HEAVY DUTY SUN GEAR SHELL

This hardened, heavy duty shell replaces the weak OEM Sun Gear Shell. Fits 700R4, 4L60E, 4L65E. Includes specially designed washer.

HEAVY DUTY SUN GEAR SHELL	705040
---------------------------	--------

**Due to the nature of this component, ATI recommends it be replaced on every rebuild!**



Heavy Duty  
Sun Gear Shell

## TRANSMISSION PANS

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN  
703500

4L80E / 4L85E DEEP PAN, CAST ALUMINUM  
703505

4L80E & 4L85E DEEP PAN, MOROSO SHEET METAL  
Includes external tube and hardware  
703525

REPLACEMENT PAN GASKET FOR #703500  
703510

REPLACEMENT PAN GASKET FOR #703505 AND  
703525, FIBER  
703515



10.75 LBS

Deep Pan for  
700R4, 4L60E,  
4L65E



Deep Pan for  
4L80E / 4L85E



Moroso Deep Sheet Metal Pan  
for 4L85E

5.10 LBS



**New!**

## TRANSMISSION CATCH CAN FOR 4L80E / 4L85E

Bolts to front of transmission pan.  
707611

## HEX VENT

1/8" NPT and sintered bronze used in air shifter solenoid and transmission catch can.

960011



Catch Can



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 6L80E / 8L90E Components



6L80E



8L90E

**In late 2005, General Motors introduced the 6L80E six-speed automatic transmission. Featuring clutch to clutch shifting, it eliminated the one-way clutches used in earlier transmissions. Its eight-speed successor, the 8L90E was introduced in 2014. ATI is now developing components to upgrade your 6 and 8 speed transmission!**

The **6L80E** has a gear ratio spread of 4.03, 2.36, 1.53, 1.15, .85 and .67. At 500HP, the clutches in these units go out and at 700HP you WILL start hurting hard parts. ATI can build up your 6L transmission for up to 1000HP.

The **8L90E** is an eight speed with gear ratios of 4.56 2.97 2.08 1.69 1.27 1.00 0.85 0.65 and REVERSE 3.82.

A numerically high 4.56 first gear ratio offers strong take-off performance while a wide 7.0:1 overall ratio helps optimize cruising efficiency. Two versions are available: a slip-yoke design for use with the LT1 engine and a fixed-yoke design to be used with the LT4. ATI upgrades all 8L transmissions with increased clutches and a different clutch material make-up and also upgrades the clutch drums from LT1 units. These units are a great choice for everything from a 32 Ford Street Rod to a 69 Camaro Pro Touring car to your drag car like those seen on DRAG WEEK.

## 8L90E FILTER

OEM FILTER REPLACEMENT

704560



JAMES GOAD - Drag Week Chevelle

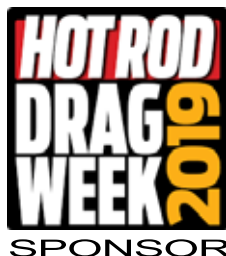
**BOTH ATI  
EQUIPPED!**

## HDXTREME™ CLUTCH & FRICTION KITS

**NEW!**

Massive amounts of holding capacity for your 8L90E transmission! Increased clutch counts in all positions by as much as 40%! Billet steel, American Made, pressure plates, with updated high performance frictions and steels.

*Coming soon, currently in vehicle testing!*



RYAN MARTIN Street Outlaws "Fireball Camaro"



**Do the math for a more consistent combination!**

To calculate RPM at a given speed use the following formula:  $MPH \times REAR\ GEAR \times 336 / TIRE\ DIAMETER = RPM$ . This formula can be used to calculate converter slip by taking the calculated RPM of your combo and the RPM you see at the finish line and subtracting the two to get the RPM difference. Let's do an example: A car traps at 130 mph and has a 4.10 gear with a 30" tire so our work is  $130 \times 4.10 \times 336 = 179,088$ . We then take this number and divide by tire diameter:  $179,088 / 30 = 5,969$  RPM. So 5,969 is the amount of RPM that it takes for a car with a 4.10 rear gear and a 30" tire to travel at 130 MPH. Use the amount of RPM you see on your tack at the finish line, for example 6,800 rpm, and subtract the two numbers and get an amount of RPM that is slip.  $6,800 - 5,969 = 831$  RPM of slip in the combination.

How much slip is too much slip? Every combination is different but in this example we'll look for 500 RPM. We would suggest a rear gear change to bring the amount of calculated RPM higher since adding rear gear will aid in the efficiency of the converter and drop the amount of RPM in slip. This will lead to a more consistent combination.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Street Rod Packages

Save money with package pricing!

Save money when you take advantage of these great transmission/converter packages from ATI! Choose from several applications that include one of ATI's Street/Strip transmissions, a Streetmaster Torque Converter, transmission cooler, a "Trick Stick" locking dipstick and tube and, on non-electronic units, a case of ATI's Super F™ automatic transmission fluid! Other components and a variety of options are also available.

All Non-Electric Transmission Packages include a case of Super F ATF!



◆ Credit may be obtained for the return of a good core on the T-350 and T-400 Kits

## T-350

Forward pattern automatic function only

TRANSMISSION	351000
HIGH PERF. CONVERTER	408330/40
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	356490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ◆	

<b>PACKAGE PRICE</b>	<b>#351800</b>
OPTION #1 - STEEL DRUM W/HD 36 ELEMENT SPRAG	355682
OPTION #2 - HD TORSIONAL INPUT SHAFT	357052
OPTION #3 - DEEP CAST ALUMINUM PAN	353500

## T-400

Forward pattern automatic function only

TRANSMISSION	401000
HIGH PERF. CONVERTER	408330/40
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	406490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ◆	

<b>PACKAGE PRICE</b>	<b>#401800</b>
OPTION #1 - HD CENTER SUPPORT	405471
OPTION #2 - HD TORSIONAL INPUT SHAFT	406000
OPTION #3 - STL. DIR DRUM W/HD 34 ELE. SPRAG	405681
OPTION #4 - DEEP CAST ALUMINUM PAN	403500

## 4L65E

Forward pattern automatic function only

- TRANSMISSION KIT INCLUDES:
- 4L65E TRANSMISSION\*
  - HIGH PERFORMANCE 10" LOCK-UP CONVERTER
  - POLYURETHANE TRANS MOUNT
  - TRICK STICK DIPSTICK & TUBE
  - COOLER WITH INTEGRAL FAN
  - COOLER INSTALLATION KIT
  - CRATE FEE

New bolt-on SFI Ford and Mopar bells available!

<b>PACKAGE PRICE (NO SHIFT CONTROLLER)</b>	<b>#701803</b>
<b>PACKAGE W/ SIMPLE SHIFT</b>	<b>#701804</b>

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705505
OPTION #3 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705506
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705510
OPTION #5 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705509.

Option prices are valid only for factory installed parts by ATI Technicians on-site. Price does not include installed option prices if ordered or shipping charges.

## 4L85E

Forward pattern automatic function only

- TRANSMISSION KIT INCLUDES:
- 4L85E TRANSMISSION\*
  - HIGH PERFORMANCE 10" LOCK-UP CONVERTER WITH BILLET COVER (#708338)
  - POLYURETHANE TRANS MOUNT
  - TRICK STICK DIPSTICK & TUBE
  - COOLER WITH INTEGRAL FAN
  - COOLER INSTALLATION KIT
  - CRATE FEE

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701805**

**PACKAGE W/ SIMPLE SHIFT (EFI) #701806\***

◆ For carb applications, must use #705501 tps sensor unit

OPTIONAL DEEP CAST ALUMINUM PAN	703500
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### HIGH HP 4L85E PACKAGE - RATED TO 1000 HP

- 10" BILLET COVER SINGLE DISC CONVERTER
- 300M INPUT AND MAIN SHAFT
- BILLET CLUTCH HUB
- EXTRA CLUTCHES IN 3RD GEAR
- HIGH ENERGY CLUTCH MATERIAL
- DEEP CAST PAN

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701807**

**PACKAGE PRICE (WITH SIMPLE SHIFT EFI) #701808\***

◆ For carb applications, must use #705501 tps sensor unit

### HIGH HP 4L85E PACKAGE - RATED TO 1500 HP

- SFI 30.1 CHEVY BELL WITH ADAPTER INSTALLED
- 10" BILLET COVER TRIPLE FRICTION CONVERTER
- VASCO INPUT AND MAIN SHAFT
- BILLET CLUTCH HUB
- BILLET ALUMINUM PISTONS
- BEARING ROLLER CASE
- 300M OUTPUT
- DEEP CAST PAN

**New!**

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701817**

**PACKAGE PRICE (W/PCS SHIFT CONTROLLER) #701818**

OPTION #1 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705507
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705508
OPTION #3 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705512
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705511
OPTION #5 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520
OPTION #6 - 2.10 6 PINION STRAIGHT CUT GEAR SET	
OPTION #7 - TRANSBRAKE FULL MANUAL VALVE BODY	

\*For 4L65E and 4L85E, a transmission pressure and temperature gauge must be installed or warranty is void.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Torqueflite Transmissions

Long thought of as the “mainstay” of Chrysler vehicles, 3-speed Torqueflite transmissions have been powering vehicles since 1956 through the 1990’s. For heavy duty applications, Torqueflites have withstood the test of time and provided winning performance race after race.



J.C. BEATTIE, JR. - FS/C NHRA Stock Eliminator - 9.315 @144MPH at 3250 lbs  
ATI Transmission, Converter, Super Damper & Super F ATF-equipped

## TF-727 COMPETITION TRANSMISSIONS

Reverse Manual Competition for 273-360 Engine  
721300

Reverse Manual Competition for 361-440 Engine  
721320

Reverse Manual Competition with A&A Pro Brake\*  
721340

\*Specify small block or big block case

## TRANSMISSION TO BLOCK SPACER FOR 904

This .125" thick spacer allows the use of a standard converter for a 904 bell to New Gen 5.7, 6.1 HEMI.



915646

## Torqueflite Warning:

All Torqueflite transmissions must have an SFI-approved transmission shield mounted prior to installation or operation!

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 98.) Refundable core charge for acceptable transmission core

## OVERRUN CLUTCH COMPONENTS



Spring & Roller Kit  
Part #725350

### TF-727

SPRING & ROLLER KIT FOR OVERRUN CLUTCH  
725350

INNER RACE FOR OVERRUN CLUTCH  
725330\*

\* Quality used oem component.

### TF-904

SPRING & ROLLER KIT FOR OVERRUN CLUTCH  
905350

## 904 LOW SPRAG ASSEMBLY

This new rear (low) clutch for the TF-904 is a 1000 ft/lb element clutch that provides 800% more contact area than the conventional roller clutch. It is retained in the case by three 1/4" dowels and four 1/4" shoulder bolts. These bolts act as dowels to retain the outer race to the case.



Professional installation required

1964-1973 SPRAG, 10 ROLLERS, 4.710 OD 905321 \*

1974-1987 SPRAG, 10 ROLLERS, 4.810 OD 905320

\*Special order item consult your Sales Technician



After having your car in reverse or neutral, be sure to “roll” your car forward 12” – 18” before leaving the starting line. This will ensure that the sprag is fully engaged and minimizes failure.



WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Torqueflite Components

## BANDS

### TF-727

INTERMEDIATE, KEVLAR, RIGID	725400
INTERMEDIATE, RED LINING, RIGID	725410
INTERMEDIATE HEAVY DUTY ('62 & UP) KEVLAR, FLEX	725400F
REVERSE, KEVLAR	725800

### TF904

INTERMEDIATE, RED LINING, WIDE	905399
INTERMEDIATE, RED LINING	905401
REVERSE, HEAVY DUTY KEVLAR, SOLID	905800



## FRICTIONS AND STEELS

### TF-727

FRICTION - FORWARD  
SMOOTH (TAN) .065" (1)  
725201

FRICTION - DIRECT WAFFLE (TAN) .094" (1)  
725601

STEELS - DIRECT/FORWARD .068" (1725211)

### TF-904

FRICTION - FORWARD, SMOOTH (GRAY) .065" (1)  
905201

FRICTION - DIRECT, WAFFLE (TAN) .088" (1)  
905601

FRICTION - DIRECT/FORWARD WAFFLE (BLUE) .064" (1)  
905605

STEELS - DIRECT/FORWARD .068" (1)  
905211



## LIGHTWEIGHT ALUMINUM PARTS FOR TF-904

ALUMINUM PARK GEAR (#904206) WITH GOVERNOR SUPPORT Includes spacer 904204

ALUMINUM PARK RING SPACER  
904205

Aluminum Park Ring Spacer

REVERSE WOUND DIRECT DRUM SPRING  
904208

Reverse Wound Direct Drum Spring

3 PC TORRINGTON STYLE OUTPUT SHAFT BEARING KIT  
904207

3 Piece Output Shaft Bearing Kit

Aluminum Neutral Safety Switch Eliminator Plug eliminates the OEM switch that usually leaks.

ALUMINUM NEUTRAL SAFETY SWITCH  
For 727 & 904  
940121

ALUMINUM NEUTRAL SAFETY SWITCH ELIMINATOR PLUG  
940121E



Half the weight of OEM!

INPUT SHAFT 27 SPLINE, VASCO  
904200

Input Shaft

ALUMINUM REACTION DRUM  
904203

Aluminum Reaction Drum

ALUMINUM DIRECT DRUM 6 CLUTCH  
904202

NOTE! Includes a roller bearing. Inner race #983048 required. This drum does not fit the OEM pump back. Must hold pump half machine back of stator where inner race will be installed. ATI can perform this. Call for info.

Aluminum Direct Drum

ALUMINUM FORWARD DRUM 5 CLUTCH  
904201

Aluminum Forward Drum

Lose the weight in your 904!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Torqueflite Components

## COMPU-FLOW® VALVE BODIES

**STREET/STRIP VALVE BODIES** Firm, noticeable shifts with full automatic shifting

FORWARD PATTERN, TF-727 & 904 (1971-1980)  
6 BOLT TOP PLATE 723110

**MANUAL VALVE BODIES** Full manual gear selection  
REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980) 723200

REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980)  
NON LOCK-UP, LOW BAND APPLY 723200B

### TRANSBRAKES

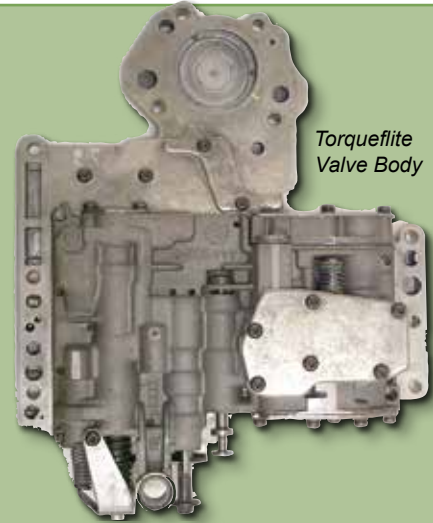
Transbrakes lock your race car on the starting line for hard, consistent launches. The Torqueflite Transbrake is a Safety Brake which requires the transbrake button be pushed to engage reverse. For transbrake buttons, see page 45.

TF-727 REVERSE PATTERN,  
SAFETY MRT PRO START A&A TRANSBRAKE 723080  
*This valve body has low band gear apply*

### COMPONENTS

SEPARATOR PLATE FOR VALVE BODY #723200 723210

*Repair services and wet testing are also available for ATI Valve Bodies. Consult your Sales Tech.*



Torqueflite Valve Body

Large Brass Filter for TF-7272



## OVERHAUL & REBUILD KITS

OVERHAUL KIT - RUBBER & PAPER ONLY ('71 - UP) 726299

## FILTERS

LARGE BRASS, TF-727 (1966 - 1997) 723535  
SMALL DACRON, TF-727 723540



Ring Kits

## RINGS-SEALS-GASKETS - COMPONENTS

RING KIT, TF-904 (1968-1979)	905000
CHROME INPUT SHAFT RING, TF-727 (1967-UP) (1)	725011

FRONT PUMP STATOR RING (1971 & UP)	725021
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SEAL KIT FOR FRONT PUMP, TF-727	725100
FRONT PUMP SEAL, TF-727	725130
FRONT PUMP SEAL, TF-904	905130

O-RING - FRONT PUMP TO CASE, TF-727	725110
O-RING, FRONT PUMP TO CASE, TF-904	905110

GASKET - FRONT PUMP TO CASE, TF-727	725120
GASKET - FRONT PUMP TO CASE, TF-904	905120

THRUST WASHER FOR FORWARD DRUM (.061)	725265
---------------------------------------	--------

Thrust Washer for Forward Drum



Bushing Kit

## BUSHINGS

TF-727 FRONT PUMP, BABBIT 725140  
TF-904 FRONT PUMP, BABBIT 905140

## DEEP ALUMINUM TRANSMISSION PAN AND PAN GASKETS

TF-904, LIGHTWEIGHT ALUMINUM PAN (MOROSO) <i>Includes mounting hardware and filter extension</i>	903610
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TF-904, PAN GASKET	903550
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TF-727, PAN GASKET	723550
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Lightweight Aluminum Moroso Pan



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Ford C-4 & C-6 Components

## INPUT SHAFTS

### C-4

TORSIONAL INPUT SHAFT, 300M  
24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86) 646030



C-4 Shaft

### Identifying the correct input shaft for your C-4:

1964-1969: 26 SPLINE TRANS	24 SPLINE CONVERTER
1964-1969: 24 SPLINE TRANS	24 SPLINE CONVERTER
EARLY - .788 FOR RESTORATION ONLY - MILD PERFORMANCE	
1970 ONLY: 26 SPLINE TRANS	26 SPLINE CONVERTER
1971-UP: 24 SPLINE TRANS	26 SPLINE CONVERTER



Manual Lever Seal

## TRANSMISSION SHIELDS

Quality aluminum shields for maximum protection Includes all mounting hardware.  
*NOTE! Transmission shields are not returnable!* 646610

## MANUAL LEVER SEAL

MANUAL SHIFT CONTROL LEVER SEAL 973056



C-4 Rebuild Kit

## SEALS - BUSHINGS - COMPONENTS

C-4 / C-6 - SEAL FOR FRONT PUMPS 645130

## OVERHAUL KITS

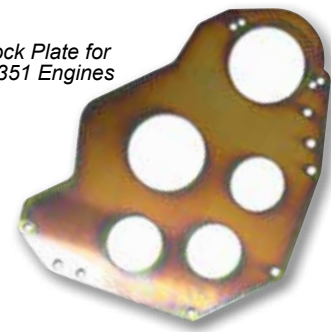
C-6 SERVICE KITS - GASKET & FILTER (1976 -1996) 606359  
*Except truck and 4 wheel drive*

## STARTER BLOCK PLATE *For Ford 289-351 engines*

Manual or automatic (157 or 164 teeth), this plate ensures perfect alignment of your flexplate and correct converter back spacing. Also provides for superior parts protection.

MULTI-FIT PLATE FOR ALL 289-351 FORDS 915116

Starter Block Plate for Ford 289-351 Engines



Here are some quick and broad guideline equivalents for reference in 1/8th mile to 1/4 mile conversions:

60 FT	1/8 mile ET	1/8 MPH	1/4 mile ET	1/4 MPH
1.50	7.63	89	11.90	114
1.45	7.00	97.50	10.90	124
1.35	6.40	107	9.90	137
1.25	5.70	120	8.90	153
1.15	5.00	135	7.90	172

***It's an "eighth miler" world now!***

These numbers are approximate relationships covering a wide variety of applications. For more precise information, ATI's brand new and improved "modern edition" Power Speed calculator is now available. (Page 94).

Call for yours today!



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Driven Lubricants ~ Racing Oils

BORN FROM JOE GIBBS RACING



ATI proudly carries many of the DRIVEN® Racing Oils formulated by Joe Gibbs Racing. Driven Oils offer three main types of oils for Street Performance, Hot Rod, Competition/Race and Small Engine/Powersport applications as well as specialty oils, cleaners and much more

*Note! All Driven Racing Oil products are available from ATI.  
Part #s highlighted in yellow are normally in-stock.*

## RACE ENGINE OILS

### SYNTHETIC

JGD – XP0 – 0W5	quart	100406
JGD – XP1 – 5W20	quart	100006
JGD – XP10 – 0W10	quart	103306
JGD – XP2 – 0W20	quart	100206
JGD – XP3 – 10W30	quart	100306
JGD – XP9 – 10W40	quart	103206
JGD – XP6 – 15W50	quart	101006

### SEMI-SYNTHETIC

JGD – XP5 – 20W50	quart	100906
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### PETROLEUM

JGD – XP4 – 15W50	quart	100506
JGD – XP8 – 5W30	quart	101906

### LS30 - FOR HIGH PERFORMANCE LS ENGINES

JGD – LS30 – 5W30	quart	102906
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### FR20 - FOR HIGH PERFORMANCE FORD MODULAR ENGINES

JGD – FR20 – 5W20	quart	103006
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## HOT ROD PERFORMANCE OILS

### PETROLEUM

JGD – HR1 – 15W5	quart	102106
JGD – HR2 – 10W30	quart	102006

### SYNTHETIC

JGD – HR3 – 15W50	quart	101606
JGD – HR4 – 10W30	quart	101506

## BREAK-IN OILS

JGD – BR – 15W50	quart	100106
JGD – BR30 – 5W30	quart	101806
JGD – BR40 – 10W40	quart	103706

## GEAR BREAK-IN OIL

An ultra lightweight gear oil developed specifically for stock car qualifying. It also provides race proven durability in open wheel competition. It can also be used in transmissions and spiral bevel gear boxes.

JGD – GBO – 80W90	quart	102330
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## QUALIFYING GEAR OIL

JGD – QUALIFYING	quart	101130
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## SUPER SPEEDWAY GEAR OIL

This 75W-85 synthetic gear oil provides race proven durability and dyno proven power gains from reduced friction and parasitic drag. It can be used in quick change style rear ends and drag race applications.

JGD – SPEEDWAY – 75/85	quart	100830
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# SYNTHETIC SUPER F Racing ATF

- ✓ True "Type F" Friction Chemistry
- ✓ Faster Clutch Engagement
- ✓ Firmer Shifts
- ✓ Lower Temperature Base
- ✓ Foam Inhibiting
- ✓ Fully Synthetic For Long Life

**Improves ETs & Round-to-Round Consistency!  
Superior Transmission Protection**

## 20 WEIGHT SUPER F

We've track-tested Super F™ to be highly effective in Powerglides, Turbo-Hydro 350 and 400, Torqueflite 727 and 904, as well as Ford C-4 and C-6 automatics. Super F™ is great for any non-electric transmission. There are a multitude of reasons why ATI's new Super F™ synthetic ATF is the BEST fluid for your automatic transmissions. Super F can also be used in high performance street applications, and is excellent for towing use. It can be mixed with petroleum-based ATF without harm, but obviously the higher the percentage of Super F in the mix, the better the performance and reliability will be.

	Part #
QUART BOTTLE	100001
QUART BOTTLE, CASE OF 12	100001-12
GALLON BOTTLE	100004
GALLON BOTTLE, CASE OF 4	100004-4



ATI COPO Camaro

## 30 WEIGHT MAX DUTY SUPER F

The new 30 weight Max Duty Super F is for large displacement, turbocharged or +2,000 HP engines - including off road use and monster truck use. 100% mPAO based synthetic, it features heavier viscosity for less thermal break down, cooler temps and better converter lock-up over our 20 weight Super F. Recommended for use in GM Powerglide, T-350, T-400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.



	Part #
QUART BOTTLE	100021
QUART BOTTLE, CASE OF 12	100021-12
GALLON BOTTLE	100024
GALLON BOTTLE, CASE OF 4	100024-4

Chris Rini - 3.694 & 201.70 mph PDRA Pro Nitrous racer  
2 x NMCA Pro Street and Big Dawg Champ and Extreme Outlaw  
Pro Mod Piedmont track record holder

"ATI's Max Duty Super F fluid improved our E.T. and MPH. It's the fluid that won't get you hot!"



**NOW AVAILABLE  
IN GALLONS!**



**NEW!**

## 8 WEIGHT SUPER F ULV

ATI's new 8 weight Ultra Low Viscosity Super F is perfect for low horsepower, heads up racing and qualifying runs. This 100% mPAO based synthetic, is recommended for use in GM Powerglide, T-350, T-400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.

	Part #
QUART BOTTLE	100010
QUART BOTTLE, CASE OF 12	100010-12



ATI Drag Pak #047

## SYNTHETIC KART CLUTCH OIL

	Part #
QUART BOTTLE	100000
QUART BOTTLE, CASE OF 12	100000-12

Specifically formulated for modern and vintage kart wet clutches, Tric-Loc® 100% Synthetic Kart Clutch Oil will protect your existing clutch, improve performance of older clutches, and it won't break down under harsh race conditions. ATI recommends changing your clutch oil after each race day, if the clutch oil is overheated on the stand, and any time the color changes from pure red.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Seals and Mounts ~ ATI Gear

## WHEEL BEARING SEALS

**U.S. Patent #7,080,841**

ATI has the answer to the time consuming task of removing pressed-in wheel bearing seals without damage and the added cost of having to replace them. ATI's fully CNC-machined aluminum adapter replaces the seal removed when repacking your wheel bearings. This housing can be installed and removed with only your fingers.



The ATI adapter houses an inexpensive and easy-to-replace o-ring, Smalley brand snap ring, and top-of-the-line CR Viton seal. The CR Viton seal is pressed into the adapter housing and secured in place with a snap ring. The outside diameter of the adapter is the same size as your current seal. The o-ring acts as the seal for the inside diameter of your hub. The CR Viton seal is superior to standard rubber seals and will far outlast your current seals. Adapters are available for 2" spindles.

COMPLETE ADAPTER & SEAL FOR 2" SPINDLE	150006
HOUSING	150007
SNAP RING ADAPTER HOUSING FOR 2" SPINDLE	150008
VITON SEAL	150009
SNAP RING	150010
O-RING 4 PACK	150012

## BRAKE CALIPER MOUNTS

**U.S. Patent #7,021,431**

Eliminate hours of wasted time caused by adjusting your brake calipers with ATI's new Caliper Mounts. Made from billet aluminum, these brake caliper mounts bolt the caliper at the correct angle to the axle snout reducing the need for shims. Turn a 4 hour job into 30 minutes!

Available for any rear end with bolt-on cambered or straight snout 8-bolt hub. Snout must be shortened by .100" or track will be wider. Brake caliper mounts are made to fit .810 thick, 11" rotors and are available in five degree choices.



0.5° MOUNT	150020-0.5
1.0° MOUNT	150020-1.0
1.5° MOUNT	150020-1.5
2.0° MOUNT	150020-2.0
2.5° MOUNT	150020-2.5

## ATI Racing Gear

### POWER-SPEED CALCULATORS

*A must for any serious racer!*

The Power-Speed Calculator can be used as a slide rule for figuring cubic inch displacement and compression ratios or to determine the correct tire, gear and horsepower to weight ratios or slippage.

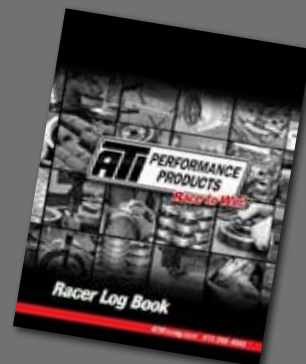
**New Design for High HP!**



Z31001

### RACER LOG BOOKS

Keep track of important race information with ATI's Racer Log Book! Provides an inexpensive, excellent system to record on-track info, maintenance records and expenses, keeping your race operation performing at peak efficiency.



Z31010



### Make the Most of a Test and Tune Session

You can learn a lot about optimizing your race car's performance and consistency at a test and tune session. Choose a track that you are familiar with that offers decent track conditions. If you are a dedicated bracket racer, resist the temptation to "thrash" your racer in an attempt to find .04 of a second. Instead, use this opportunity to carefully monitor and record engine and vehicle conditions prior to staging and immediately after each run. By eliminating the pressures of actual competition and minimizing between round maintenance/tune up changes, you can focus on the time intervals and procedures required to produce absolute consistency. By integrating cooling, starting, burnout and staging activities into a series of events, you can find the desired gauge readings for each. Plus, it allows the driver to prepare for the next round with confidence under actual race conditions at readings that will most likely produce equal results.



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# ATI ~ Black Magic T-Shirts

## T-SHIRTS

ATI T-shirts are here! Available in black or gray in a variety of styles from which to choose! Sizes S to 2X, Youth and Ladies V-Neck. Sizes, styles and colors may vary, please call to verify availability.

Shown: Back view of t-shirts



### RACE TO WIN T-SHIRTS

SMALL	Z21000BLK	Z21000WHT	
MEDIUM	Z21001BLK	Z21001WHT	Z21001GRY
LARGE	Z21002BLK	Z21002WHT	Z21002GRY
X-LARGE	Z21003BLK	Z21003WHT	Z21003GRY
XX-LARGE	Z21004BLK	Z21004WHT	Z21004GRY
XXX-LARGE	Z21005BLK	Z21005WHT	Z21005GRY
YOUTH MEDIUM	Z21008BLK	Z21008WHT	
YOUTH LARGE	Z21009BLK	Z21009WHT	
V-NECK LADIES S	Z21170BLK	Z21170WHT	
V-NECK LADIES M	Z21171BLK	Z21171WHT	
V-NECK LADIES L	Z21172BLK	Z21172WHT	

### ATI RETRO LOGO T-SHIRTS

LARGE		Z21022BLK
X-LARGE		Z21023BLK
XX-LARGE		Z21024BLK

### ATI MADE IN THE USA T-SHIRTS

SMALL	Z21010BLK	Z21010GRY
MEDIUM	Z21011BLK	Z21011GRY
LARGE	Z21012BLK	Z21012GRY
X-LARGE	Z21013BLK	Z21013GRY
XX-LARGE	Z21014BLK	Z21014GRY

### ATI COPO T-SHIRTS - Available in black only

SMALL		Z21050BLK
MEDIUM		Z21051BLK
LARGE		Z21052BLK
X-LARGE		Z21053BLK
XX-LARGE		Z21054BLK

### ATI DRAG PAK T-SHIRTS - Available in black only

SMALL		Z21060BLK
MEDIUM		Z21061BLK
LARGE		Z21062BLK
X-LARGE		Z21063BLK
XX-LARGE		Z21064BLK

### ATI SUPER F ATF T-SHIRTS - Available in black only, limited sizes

LARGE		Z21042BLK
X-LARGE		Z21043BLK
XX-LARGE		Z21044BLK

### CHRIS RINI RACING T-SHIRTS - Available in black only

SMALL		Z21030BLK
MEDIUM		Z21031BLK
LARGE		Z21032BLK
X-LARGE		Z21033BLK
XX-LARGE		Z21034BLK
XXX-LARGE		Z21035BLK



## Black Magic Commemorative Shirts

Own a piece of Drag Racing history with a Black Magic Commemorative t-shirt. Made of 100% cotton, these vividly decorated t-shirts portray Jim Beattie's 1974 Vega Funny Car with the Black Magic and retro ATI logo. Supplies are limited. Order yours today!

LARGE	Z21212WHT
X-LARGE	Z21213WHT
XX-LARGE	Z21214WHT



**WARNING:** These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# ATI Polos ~ Sweatshirts ~ Caps

## POLO SHIRTS

Choose from ATI's standard logo or the stylized racing version which is embroidered on our polos. Available in 2 styles!

[A] The **Standard Polos** are 100% cotton, available in black or white with a 3 button placket.

SHIRT TYPE & SIZE	BLACK	WHITE
COTTON POLO, ATI PERF, SMALL	—	Z21150WHT
COTTON POLO, ATI PERF, MEDIUM	Z21151BLK	Z21151WHT
COTTON POLO, ATI PERF, LARGE	Z21152BLK	Z21152WHT
COTTON POLO, ATI PERF, X-LARGE	Z21153BLK	Z21153WHT
COTTON POLO, ATI RACING, MEDIUM	Z21161BLK	Z21161WHT
COTTON POLO, ATI RACING, LARGE	Z21162BLK	Z21162WHT
COTTON POLO, ATI RACING, X-LG	Z21163BLK	Z21163WHT

[B] The **Mesh Sport Polo** will keep you cool and comfortable with this 100% poly "dry mesh" shirt which is constructed to wick away moisture for all day performance. Available in white with black piping and steel grey with black piping and 2 button placket. ATI Performance Products logo only.

SHIRT TYPE & SIZE	GREY	WHITE
MESH POLO, SMALL	Z21201GRY	Z21201WHT
MESH POLO, MEDIUM	—	Z21202WHT
MESH POLO, LARGE	Z21203GRY	Z21203WHT
MESH POLO, X-LARGE	Z21204GRY	Z21204WHT

Mesh sport polos are available in ATI Performance logo only!



## ATI Race Caps



ALL NEW DESIGNS!

- [A] ATI PERFORMANCE LOGO (Cotton Twill)..... Z20070
- [B] ATI "MADE IN THE USA" (Black/White mesh back) ..... Z20071
- [C] ATI RACE TO WIN (Black Mesh) ..... Z20072
- [D] ATI RACING (Black/White mesh back) ..... Z20073
- [E] ATI "MADE IN THE USA" (Red Cotton/Black mesh back) ..... Z20074

Mesh Sport Polos also feature a stylized "Race To Win" embroidered across the back yoke of the shirt below the collar.

## Sweatshirts

Keep warm and toasty at the track with a heavyweight blended ATI sweatshirt! Choose the classic ATI "Race to Win®" logo or the new COPO or Drag Pak designs. These sweatshirts feature set-in sleeves, pill resistant fabric and 50% cotton/50% polyester construction.



Shown: Back view

RACE TO WIN , SMALL	Z21100BLK
RACE TO WIN , MEDIUM	Z21101BLK
RACE TO WIN , LARGE	Z21102BLK
RACE TO WIN , X-LARGE	Z21103BLK
RACE TO WIN , XX-LARGE	Z21104BLK
COPO , LARGE	Z21112BLK
COPO , X-LARGE	Z21113BLK
DRAG PAK , LARGE	Z21122BLK
DRAG PAK , X-LARGE	Z21123BLK



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# ***Freshen Up Services***

## **Transmission and Converter Freshen-Up**

***Don't let an untimely part failure keep you from reaching the Winner's Circle!***

**CONVERTERS:** To retain the superior quality and performance of your ATI Converter, return it directly to ATI for rebuild or repair. Approximately 95% of all units are typically rebuilt and shipped within 48 hours after being received. Remember! If another company rebuilds your unit, ATI will not rework the converter. Inferior parts may be installed; your performance could suffer and all warranties and considerations are void. See below or go on-line for a spec sheet.



**TRANSMISSIONS:** Keep your ATI transmission in race-winning shape! When you return your transmission for a basic freshen-up, ATI will replace the gaskets, seals, filter, clutches and steels. We test the valve body and recondition the case.

**Basic transmission freshen-ups start at:**

ATI POWERGLIDE

ATI SUPERGLIDE

ATI 3-SPEEDS

ATI 4-SPEEDS

Call for pricing on non-ATI units.