

ATI PERFORMANCE PRODUCTS

55 YEARS

1961 • 2016



ATI PERFORMANCE PRODUCTS **55 YEARS** 1961 • 2016

Producing Quality Race Components for 55 Years

From its early days as a modest general transmission shop in Silver Spring, Maryland to its current facility in Baltimore, ATI Performance Products has been producing quality, state-of-the-art, race products for 55 years.



ATI's manufacturing facility houses one of the most advanced machine shops in the industry with all machinery operations taking place in-house so that total quality control can be maintained. There are more than 30 CNC machines operating in the plant to ensure that ATI's customers receive the highest quality performance components available anywhere.



As a family owned and operated company, ATI proudly holds over a dozen U.S. Government patents, with others pending. Its innovative designs, partnered with a commitment to racing, allow the company to maintain a prominent position on the cutting edge of high performance component design and manufacturing.

ATI engineers and produces a multitude of high performance parts including competition transmissions such as the incomparable Superglide® Transmissions, Treemaster Converters®, Super Dampers®, Compu-Flow® Valve Bodies and Brakes, Flexplates and Adapter Kits as well as a wide variety of performance enhancing internal transmission components.



In this catalog, you will find many new and exciting products as well as fresh tech tips to make the most of your racing experience. Don't forget to check out our "New From ATI!" Section on the next page, too!



Thank you for helping make us one of the leading manufacturers of transmissions, converters and dampers in the motorsports industry today!

Race To Win!

New from ATI!



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Super Damper
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Body and transbrake
for the T-400
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**Water Jacket and
Oil Galley Plugs
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**Adapter Kit for the
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**Cam Sensor Bracket
for LS engines
running a Jesel Belt
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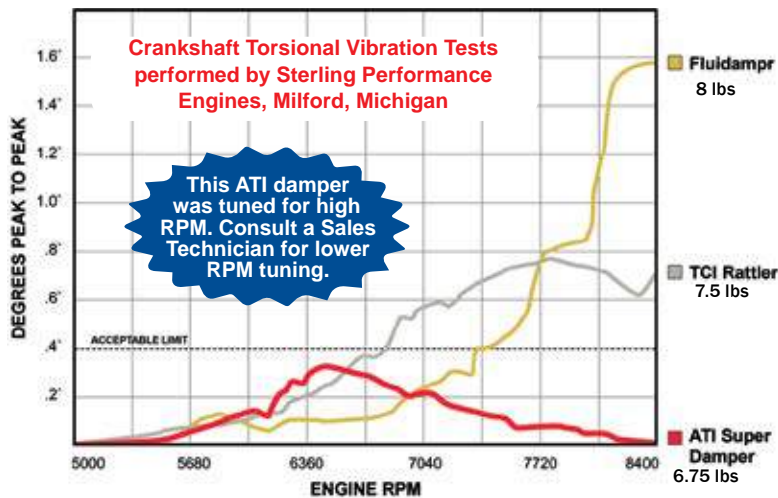
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Super Dampers®

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 Anatrol was contracted to measure torsional crank twist on the SB Chevrolet. Each dyno pull was monitored, graphed and documented by two Roush Anatrol 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 350, 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, Pat Musi and many others.

When NASCAR lines up a 40+ car field to start a 500 mile race, each car will record about 3.3 million cycles on the engine. That's a total of 132 million engine cycles for practice and competition for all 40 cars.

If you have ever watched the in-car monitors on TV, each car comes off the corners at about 6500 to 7000 RPM. They then accelerate down the straight away to 9500 - 9800 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 2 extremely hard 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 in this or any other NASCAR race car.

If you enjoy buying crankshafts, use the competition's damper. If you plan to will your crankshaft to your grandson, use 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.



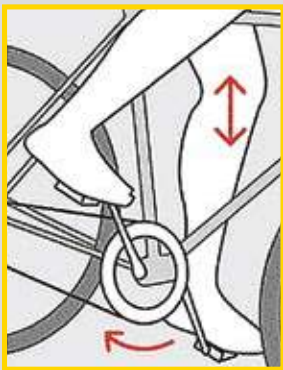
Crankshaft Vibration Dampers: 101

by JC Beattie Jr. April 2013

I've been around dampers for a long time and have traveled to countless engine shops around the country to physically test crankshaft twist over the past 21 years. Throughout this time, I have collected considerable data that allows me to determine "how much damper" a certain engine needs. When given the crank weight, peak normal operating RPM, horsepower, rotating system materials, rules about the damper specifications (if racing), and the application of the engine (road racing, oval or drag), I can make a very good prediction about the amount of inertia weight and the type of device your engine will need.

Let's take a moment and think about the way a crankshaft works. On one end, you have your flywheel, torque converter or clutch. On the other end, there is a timing chain / belt / gear drive, and then a small "snout" sticking out, onto which a damper and any needed accessories are bolted. In between the front and rear, there are main caps and bearings that hold the crankshaft in place in the engine. The number of main caps can differ from two to as many as six. These main caps go over the crankshaft and bolt to the engine block. Attached to the crankshaft, you have the rest of the rotating assembly which consists of connecting rods and pistons with wrist pins and rings. This is where all of the crankshaft twist and harmful "harmonics" truly begin.

The pistons and components travel up and down, to the top of the cylinder and then back to the bottom: one cycle drive, one cycle driving. Think about that motion within an engine: something has to be off the centerline of the crankshaft so that as the crankshaft turns one revolution, a piston is pushed

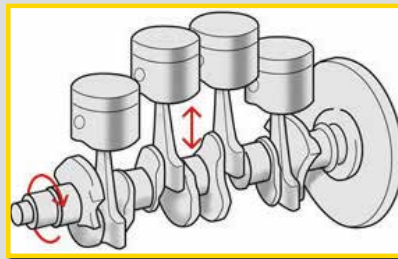


to the top and then pulled to the bottom. If this is a power stroke, where fuel is compressed and combusted, that piston is then forced downward. That is what actually produces your power.

Think about riding a bicycle and the way you pedal the bike to move. The pedals themselves are like the pistons and the rod between the pedal and the crank sprocket is just like your

connecting rods. The pedal arms have to be off the centerline of the crank in order for you to make a circle with the pedals and move your bike forward. Your crankshaft and pistons can be viewed in the same light. Because something has to be off the centerline of the crankshaft in order to function, the leverage of that connection to the crank is very high. That is why the crankshaft will twist as the system is forced to rotate when the engine is fired.

While your engine is running, some pistons are being pushed downward on a power stroke, some are being pulled down by the crankshaft, and some are being pushed upward by the crankshaft. Now envision this entire system happening 8,000+ times per minute! Even further, all of these different actions are happening to the same piece of metal - the crankshaft. These actions make the shaft twist in one direction away from its natural home location, and when it tries to come back to that home location, its momentum makes it travel past its original location and farther in the other direction.



The measured magnitude of that action is called "Degrees of Twist - Peak to Peak" or crankshaft twist. This is what I measure when I am damper testing. It is this action that breaks parts and robs you of horsepower when there is nothing to counteract and eliminate the twist. In this system,

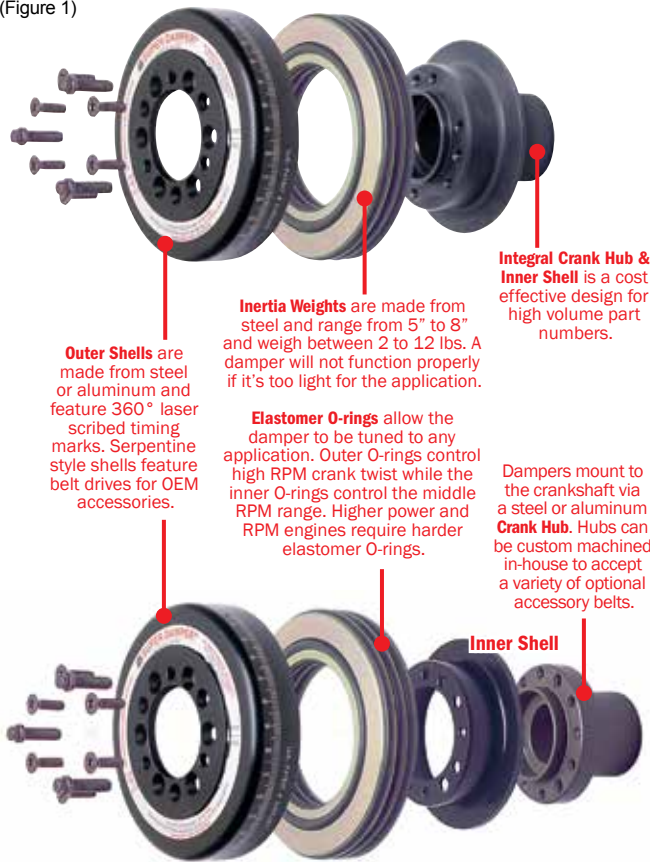
the worst torsional vibrations, or twist, will always occur at the farthest point from the greatest load, or the heaviest mass. A torsional twist is defined as a twist without a bend. If you get too much of this twist, you will have a bend and this will cause engine and/or crank failures. Think about twisting a piece of rope over and over; you can make one or two revolutions and nothing happens. After that it starts to get a wave in it, and then as you twist more, the rope will pull your hands closer together.

Once torsional vibrations get to the front of the engine, something there needs to counteract that motion. This is where the damper comes into play. A damper's job is to absorb and counteract as much of the twist as possible. With the right damper on your engine, the majority of the twist can be eliminated. However, with the wrong damper, virtually all of the twist can remain. A damper's job is to rebound like the recoil of a spring. In this case the spring is your crankshaft twisting and when it tries to rebound past that natural state we discussed earlier, that is when the damper needs to stop it.

There's a Super Damper for you!

ATI manufactures two main types of Super Dampers

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.

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.

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

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 counterbored hubs that accept drive mandrels



Typical SBC OEM style flat faced hub

Hundreds of applications with counterbored 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.

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 20 years. Additionally, the 7" units are used on many NASCAR engines (355 CID, 800 HP, 9700 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: Dampers with a separate 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 Info You Need to Know

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.

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.



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.



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



Mitsubishi EVO
Integral Cam Drive
#916025

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.

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:

Buick, all.....2.119"
Chrysler2.250"
Ford FE & 385.....2.179"
Pontiac V82.455"

Pulley mounts:

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

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.

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 - ready to ship



Super Dampers are SFI Certified 18.1



- ✓ Serpentine belt drives in 4, 5, 6, 7, 8, 10, 11, 12, 14 & 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

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 and SFI recertification. Extra replacement parts are available at warehouse pricing.

CHROME OPTION (Non stock item!)

For a chrome damper (available for steel and many aluminum applications), order part #918500 along with the appropriate damper part number.



Chrome Damper Option

Reading the Super Damper Charts

1 Choose your brand. Application Charts are located on pages 9 - 22

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"	7.074"	6.325"	7.074"		6.325"		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			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS											
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	
		917011									
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE					917210	917480	91732	916040	916090	
			917781							916951	
		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	917206	917412		916044	916952
USE w /JESSEL BELT DRIVE [5]				917232	917233	917234	917236			916092	
USE w/ HILBOURNE FUEL INJ. [3]							917257		916540		
SB V8 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				917228	91722	916043K		
V8 BIG BLOCK	STANDARD OEM FRONT	917062	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	
V6 60"	STD OEM FRONT [16]						917190		916170		
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT STOCK DIAMETER							918425 [15]		916009		
CHEVROLET 409 [8]										916951	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
V8 SB 400		917080							HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT		917740							916071-2	916070-2	
									916122-2	916120-2	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT 2nd 1/4" keyway at 180 from std									916122-	ZK	

4 Engine Applications

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

5

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

6

Footnotes for specialized damper info.

- [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.
- [3] Hub is 1" longer than standard.
- [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.

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

Chevrolet Super Dampers®

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			
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	12.00 LBS 6.00 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				AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS																
CHEVROLET FRONT [1]	917007	917010	918940	---	---	917030	918850	917020	917070	917050						
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009														
		917011														
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS																
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT		917785	917782				917220	917221	917200	917410	917260	916040			
				917781						917210	917480	917320		916090		916951
			917780													916951
	STANDARD OEM CHEVY FRONT 2nd 3/16" keyway at 180 from std		917780K													916951K
	STANDARD OEM CHEVY FRONT Undersized hub 1.240" bore			917781U												916951U
	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL [4]		917788					917204	917206	917412				916044		916952
				917789												916952
USE WITH JESEL BELT DRIVE [5]						917232	917233	917234	917236					916092		
USE WITH HILBOURNE FUEL INJ. [3]										917257			916540			
V6 60°	STANDARD OEM FRONT									917190			916170			
	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	917776			917211		917213	917215	917216		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		916093	
	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]		917783K								917228	917229		916043K		
V8 BIG BLOCK	STANDARD OEM FRONT	917062														916890
			917065	917061			917300	917301		918700			916010			
			917060				917310	917311		918720				916080		916890
					917312	917313										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	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL				
V8 SB 400		917080											916071-2	916070-2		
V8 BB 454-502 MARK IV & GEN 5 STANDARD OEM FRONT		917740											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.
- [3] Hub is 1" longer than standard.
- [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 #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub. Use part #916099 hub for standard aluminum replacement.
- [15] Non-stock damper - 8 week lead time required.

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





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 or turbo 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

		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [2]	
		STEEL		ALUMINUM			OEM OD	10% UD	STEEL	ALUM
		MAXIMUM OUTER DIAMETER ▶	AVERAGE WEIGHT ▶						AVG WT 2.9 LBS	AVG WT 1.4 LBS
LS1 F BODY '98-'02	OEM DIAMETER WITH A/C PULLEY	917242				917015 917073	916734	916031		
	OEM DIAMETER NO A/C PULLEY		917264			917073		916031		
	10% UD WITH A/C PULLEY			917276 [5,7]		917071-44	916732	916031		
	10% UD NO A/C PULLEY			917277 [5,7]		917071-44		916031		
CAMARO FIREBIRD	SERPENTINE DRY SUMP 60% UNDER DRIVE PULLEY NO A/C PULLEY [3]			917243 [5,7]		917071-44			916035	
	SERPENTINE DRY SUMP 60% UNDER DRIVE PULLEY NO A/C PULLEY [3]			917239 [5]		917071-44		916037		
LS1/LS2 V BODY '04-'06 GTO	25% UD - ACCESSORIES 10% UD A/C PULLEY				918845 [8,10,12]		916179	916347		
	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	OEM DIAMETER WITH A/C PULLEY	917246 [6]				917015CSX 917074CS	916734	916032M3		
	OEM DIAMETER NO A/C PULLEY		917266 [6]			917073CS		916032M3		
LS2 '97-'04 C5	10% UD WITH A/C PULLEY			917278 [1,5,6]		917071CS-44X	916732	916032M3		
	10% UD NO A/C PULLEY			917279 [1,5,6]		917071CS-44		916032M3		
LS3 '08-'13 C6	10% UD 8MM HTD 25 TOOTH DRY SUMP PULLEY			917247 [1,5,6]		917071CS		916033A	916036	
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918848 [11,12]			916349		
LS6 Z06 '01-'04 C5	25% UD - ACCESSORIES NO A/C PULLEY				918847			916349D		
G8/L76 '08-'09										
NEW "SS"										
LS1/ LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)						916045 [9]	916099 [9]	

[1] Req. shorter serpentine belt. Goodyear #4060785 for accessories and #4040405 for AC.
 [2] All hubs have 3/16 key @ std SB 10° location.
 [3] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.
 [4] 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.
 [5] Belts: A/C #4040390 - Accessories #4060775.
 [6] Requires 1.25" longer crank bolt (included).
 [7] 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.
 [8] Requires shorter belts: Gates #K060760 - 6 rib, #K040378 - 4 rib.
 [9] Requires shorter belts: Gates #K060775 - 6 rib, Goodyear #K040405- 4 rib, 25040353 - AC.
 [10] For no A/C pulley, use #916179D pulley delete ring.

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



#917315
2014+ LT1, LT4 Super Damper with 5% OD Pulley

		DAMPER ASSY WITH HUB	REPLACEMENT HUBS
		ALUMINUM	STEEL
	MAX. OUTER DIAMETER ▶	7.480"	AVG. WT. 2.9 LBS
	AVERAGE WEIGHT ▶	7.30 LBS	
2016+	LT1 CAMARO SS, WET SUMP	918856	916032M3
	LT4 CAMARO ZL1, CADILLAC CTS-V WET SUMP [4]		
	LT1 CAMARO SS, WET SUMP - 10% UD	918857	916032M3
2014+	LT1 CORVETTE STINGRAY, DRY SUMP	917315 Includes bolt	916164
	LT4 CORVETTE STINGRAY, DRY SUMP [1]		
	LT1 CORVETTE STINGRAY, WET SUMP	917314 Includes bolt	916154

[1] Requires a supercharger pulley (sold separately):
 ProCharger to C7- LT1, Dry Sump 916163
 LT4 Dry Sump, 5% OD 916163-5
 LT4 Dry Sump, 10% OD 916163-10
 LT4 Dry Sump, 15% OD 916163-15
 LT4 Dry Sump, 20% OD SK1040-B5 made to order
 Pulley bolts included with pulley.

[4] For other CTS-V dampers, see page 12.
 Supercharger pulleys (sold separately):
 2.5% UD 916153
 3.25% OD 916105
 8% OD 916106

GM Serpentine Dampers®

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						
		8.530"	8.25"	7.530"	7.480"	7.650"	6.730"	
MAX. OUTER DIAM. ▶								
AVERAGE WEIGHT ▶		11.50 LBS	11.75 LBS	6.75 LBS	9.00 LBS	4.5 LBS	---	STEEL AVG. WT. 2.9 LBS
LS3 DRY SUMP / LS7 OEM SIZE [4]	8 RIB W/ 4 RIB A/C PULLEY					918620 [2]	917049	916058
	8 RIB NO A/C PULLEY					918620N	917049N	916058
LS3 DRY SUMP / LS7 10% U/D [4]	8 RIB 10% UD, OEM DIAM. A/C PULLEY					918620U [2]	917049U	916058U
	8 RIB 10% UD, NO A/C PULLEY						918620UN	917049UN
LS3 DRY SUMP / LS7	10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY			918622 [2]			917089	916058
	ZR1 VETTE, OEM DIAM.				918634 [2]		917097	916107
LS9	ZR1 VETTE, 14% OD [3]	918624 [2]					917093	916107
	LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB				918639		917073	916431

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.

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

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!

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



#918427-16
 LS based 2016 COPO 427

LS3, LSA & V6 Z BODY 2010 - 2015 CAMARO

		DAMPER ASSEMBLY WITH HUB			SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP	REPLACEMENT HUBS [1]	
		ALUMINUM						
		7.480"	7.074"	6.780"	6 GROOVE SERP	OEM OD	10% UD	AVG WT 2.9 LBS
MAX OUTER DIAM ▶								
AVERAGE WEIGHT ▶		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	916734B		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 (#971316) and seal installer (#916113).

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

GM LS BASED COPO CRATE ENGINES

		DAMPER PART #	SHELL ASSY W/O HUB	A/C PULLEY	REPLACEMENT STEEL HUBS
2012-2015	327, 350 - Z BODY, SUPERCHARGED 7.76" OD ALUMINUM	918327	917135	916732	916430MK (Dual Key)
2016+	350 - A BODY, SUPERCHARGED 7.95" OD ALUMINUM	918327-16	917138	916732	916430MK (Dual Key)
2012-2015	350, 396, 427 - Z BODY, NAT. ASPIRATED 7.48" OD ALUMINUM	918427 [1]	917073	916732	916430M
2016+	350, 396, 427 - A BODY, NAT. ASPIRATED 7.074" OD ALUMINUM	918427-16	918850	916794	916045

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



2012 327 CI with 2.9L Whipple COPO Engine

GM Serpentine Super Dampers

GM Serpentine Dampers



#917268
LT1 / LT4 F Body

1992-1996 LT1 - LT4 - LT5

MAX OUTER DIAM ▶
AVERAGE WEIGHT ▶

	DAMPER ASSEMBLY WITH HUB	SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS [3]						
			STEEL	ALUMINUM	4140 HEAT-TREATED STEEL	ALUM			
			7.425"	7.480"	7.074"	6.780"	6 GROOVE SERP	2.9 LBS	1.4 LBS
			9.75 LBS	6.75 LBS	---	4.5 LBS			
B BODY	LT1 IMPALA CAPRICE [8] [9]					917327	917071-44	916049A	
F BODY			917270				917015	916047A [2,6]	
CAMARO FIREBIRD	LT1 - LT4 [1] [5]			917268			917073	916047A [2,6]	
						917271 [7]	917071-44	916047A [2,6]	
						917272 [7]	917071-44		916095
Y BODY	LT1 - LT4 [1] [5]		917274 [10]				917015	916096A [2]	
CORVETTE				917269 [10]			917073	916096A [2]	
						917275	917071-44	916096A [2]	

- [1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or '96 & 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 and 916096B for Y body.
 [3] All hubs have 3/16 key @ std SB 10° location. 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" diam., 8 rib, alum.)
 [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.
 [7] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625.
 [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 & 1993 models may need a longer belt.



#917286
LS1 K Body with AC Pulley

VORTEC TRUCK, SSR, TRAILBLAZER LS1/LS2

	DAMPER ASSEMBLY WITH HUB	SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 RIB SERP		REPLACEMENT HUBS [1]				
			STEEL	ALUMINUM	STEEL				
			7.425"	7.525"	7.480"	6.78"	6 RIB SERP	OEM OUTER DIAMETER	STEEL
			9.75 LBS	9.0 LBS	---	---			2.9 LBS
	GEN 5 V8 L86, L83, LV3 [3] <i>Front drive pulley NOT included, but available in OEM, underdrive and overdrive separately.</i>			918645			---	---	916433
	GEN 3 & 4 VORTEC TRUCK INCLUDES 4.6 / 5.3 / 6.0 L TRUCK SSR ('03 - '06) LS1 & LS2 TRAILBLAZER SS ('06 - '09) LS2 6 RIB WITH 4 RIB A/C PULLEY		917286 [2]				917015	916734B	916430M
					918628		917073	916734B	916430M
	GEN 3 & 4 VORTEC TRUCK 10% UD					918629	917071	916734B	916430
	GEN 3 & 4 VORTEC TRUCK NO A/C PULLEY				918644		917073		916430M

- [1] All hubs have 3/16 key @ std SB 10° location. 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).
 [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 11 for more information.)
 [3] For OEM Drive Pulley - Pt # 916358 or 10% UD Pulley - Pt # 916359 Overdrive pulleys for supercharging available. Consult you Sales technician.



LSA Cadillac
CTS-V
Super Damper
shown with #10%
OD Pulley



CADILLAC CTS-V LS2/LS6 & LSA

Blower pulleys NOT included, but available separately.	DAMPER ASSEMBLY WITH HUB		AC PULLEY	REPLACEMENT HUBS		
	LIGHTWEIGHT ALUMINUM			STEEL		
	OUTER DIAMETER ▶		7.480"	6.780"		
	2016+ LT4 CADILLAC CTS-V		918856 [1]		916032M3	
	2009 - 2015 CADILLAC CTS-V LSA		918854 [1]		916734	916032M3
	'04-'07 CTS-V LS2/LS6 10% UD			917278 [3]	916732	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.
 [3] CTS-V is 10% UD - Use Duralast Part # 375K4 for AC pulley and Gates Part # K060806, 6 rib for accessory drive.

SUPERCHARGER PULLEYS...

For other CTS-V dampers, see page 10.

Part #	2009-2015	2016+
916153	OEM	2.5% UD
916105	5% OD	3.25% OD
916106	10% OD	8% OD

GM ECOTEC

	DAMPER ASSEMBLY WITH HUB		REPLACEMENT HUBS	
	ALUMINUM		STEEL	STEEL W/ INNER SHELL
OUTER DIAMETER ▶	6.776"	5.670"		
AVERAGE WEIGHT ▶	4.5 LBS	---	2.9 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 LSA, LNF, LHU, LDK & LES.
 [2] 12% UD from stock: not for over 800 HP on the street, 6 groove only.



GM Supercharged Dampers

Our Supercharged series places the outstanding protection of a Super Damper inside the crank blower pulley!

For more Supercharged options, see pgs14-15.

INTERNAL BALANCE DAMPER ASSEMBLIES		MAT'L	OUTER DIAM	AVERAGE WEIGHT	INERTIA WEIGHT	PART #	REPLACEMENT CRANKHUBS
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	7.425"	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 GROOVE)		STEEL	7.425"	---	---	917345	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 & 4 GROOVE)		ALUM	7.530"	---	---	917347X	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (NO A/C)		ALUM	7.530"	---	---	917349X	916032M3
LS1 F BODY (8 & 4 GROOVE)		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
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 GRV)		ALUM	7.950"			918632	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (8 & 4 GRV)		STEEL	7.425"	---	---	917285	916430M
LS3 Z BODY CAMARO 2010 - 2015 LS1/LS2 C & K BODY TRUCK SSR, AND TRAILBLAZER	10 RIB, 8" 6% OD WITH AC	ALUM	8.190"	---	---	918625	916430M
	10 RIB, OEM WITH AC	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 GROOVE, 14% OD		ALUM	8.530"	---	---	918624	916107
LS9 Y BODY, 11 & 6 GROOVE		ALUM	7.530"	---	---	918634	916107
BB CHEVY FRONT 366 - 502, 10 GROOVE		STEEL	7.425"			917066	916891
BB CHEVY FRONT BLOWER DRIVE, 12 GROOVE		STEEL	7.425"			917066-12	916891
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"	6.25 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	7.425"	8.75 LBS	4.50 LBS	918874E	916144
EXTERNAL BALANCE DAMPER ASSEMBLIES							
BB BLOWER, 3/16" & 1/4" KEYWAYS 180° APART		STEEL	7.425"	8.75 LBS	4.50 LBS	917741E	916143

- [1] Use hub part #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.)

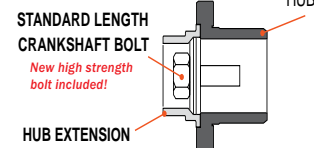
SHELL ASSEMBLIES	MAT'L	OD	# RIBS	Part #
LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP)	ALUM	8.19"	10	917094
	ALUM	7.95"	10	917091
	ALUM	7.96"	8	917107 [1]
	ALUM	8.27"	8	917108 [1]
	ALUM	7.53"	10	917034X [2]
	ALUM	7.53"	10	917034 [3]

[1] Must be counter sunk drilled for Y Body apps. [2] 5/15 countersunk pulley bolt holes [3] 3/8 countersunk pulley bolt holes

BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT



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, F2, P1, D1 (CORVETTE) 916195-45N
 45T - F1 REVERSE ROTATION 916195-45R

.991" SHAFT

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

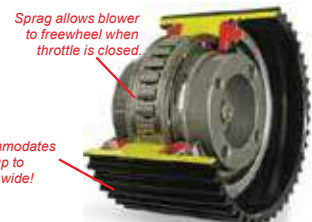
SUPER PULLEY

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.



Accommodates belts up to 70mm wide!



U.S. PATENT # 7,644,814

HOLDING TOOL TO TIGHTEN FRONT BOLT	918989
MILITEC GREASE 14 OZ. FOR USE IN SUPER PULLEY	975003

Supercharged Components

SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPLICATIONS

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 FOR 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 (\$10.49)	
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 (\$9.95)	
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 12 for more about LT1 hubs to fit your application.** Timing covers are also available.

HUB - LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, SUPERCHARGED	916048B
HUB - LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, BB CHEVY SNOOT	916048C
HUB - LT1, Y BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, SUPERCHARGED	916096B

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



Ricky Hulst
Sales Technician
Ext. 3041



Selecting Super Dampers for Supercharged Applications

When selecting a Super Damper for your blown application, you must first identify the bolt pattern in your blower drive pulley and then choose a damper that has the same bolt pattern. Most blower drive pulleys have the 6 bolt Chrysler bolt pattern, which is 6 bolts on a 2.810" bolt circle.



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 LT1, Y Body 6 Bolt, 3.2 BC (Part #916096B)



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

Supercharged Components



10 Rib Conversion Kit
for Z Body 2010- 2015 Camaro

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	

10 RIB SERPENTINE	917348.
• OEM - 7.530" Overall Dia, uses shell assy, 917034X	
• 6% OD - 7.950" Overall Dia, uses shell assy, 917091	
• 9% OD - 8.190" Overall Dia, uses shell assy, 917094	

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	91735
• 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.

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 a steel 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
STEEL 8MM HTD DRIVE PULLEY 916166

WHEN ORDERED WITH A SUPER DAMPER

IF ORDERED AS A "PULLEY ONLY" :
916165
916166

New!



Billet 6061 Aluminum

PULLEY ASSEMBLIES

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



Water Pump Pulley



Idler Pulley

Location Cap

Double Ball Bearing

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



BLOWER PULLEYS

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.

Ford Super Dampers®

OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS	
	7.074"	6.325"	7.074"		6.325"		STEEL	ALUM
	3 RING		3 RING	2 RING	3 RING	2 RING		
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	6.00 LBS	6.25 LBS	5.00 LBS	3.90 LBS	3.30 LBS		
INERTIA WEIGHT ▶	4.50 LBS	2.40 LBS	4.50 LBS	3.40 LBS	2.40 LBS	1.97 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS								
CHEVROLET FRONT	917010	918940	917030	917020	917070	917050		
FORD OEM FRONT - 3 BOLT PULLEY	917012	918941		---	917076	917052	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS
FORD OEM FRONT - 4 BOLT PULLEY		918930	918007		918935			
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS								
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	917651	
	3" C TIMING TAB [1]		917511			917660	917640	916560 [1,10,12]
						917680	917650	
	3" A TIMING TAB		917511AK					916560K
	3.35" C TIMING TAB	918022	918023				918029	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	918005		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]	
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys					918230 [19]			916920
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS								
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]



Mustang
Cobra Jet
20% overdrive,
10 groove
#918048



JUSTIN BURCHAM - NMCA
ATI Super Damper

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] These dampers have a 2.280 female pulley locating diameter &, upon request, are supplied with an adapter to locate existing OEM pulleys with a 2.380 thorough bore (#916559).
- [2] Minor modifications to water pump may be needed to clear 7" dampers. Most electric 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 all 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.
- [10] 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.
- [12] Add "U" to # for undersized specs.
- [15] Contact an ATI Sales Tech for correct part # when used with Ford 3-bolt pulleys!
- [19] Does not work with 2.0L Pinto.

SUPERCHARGED DAMPER APPLICATIONS

AVERAGE TOTAL WEIGHT ▶
INERTIA WEIGHT ▶

	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 CYL. 8 GRV - 12%OD	918038 [3]		916572
	V8 MUSTANG ('96 - '04) 4.6 CYL. 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]
	V8 SB '82 - '93 302 HO ONLY 34 OZ IN		918913	916566A [1]

- [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.

Ford Super Dampers®



SERPENTINE APPLICATIONS

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										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						918063				917134			916579 [10]		
	8 GRV - 12% OD					918065					917133			916578 [10]		
2011+ MUSTANG GT COYOTE 5.0 V8 2012-2013 BOSS 2011-2016 F-150 2013 COBRA JET NATURALLY ASPIRATED 2012-2013 COBRA JET SUPERCHARGED	6 GRV WITH A/C PULLEY						918047				917104			916124		
							918047A									916124A
	6 GRV W/O AC PULLEY						918047N				917104			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]									917109	916124K [8]		
10 GRV 20% OD W/O AC PULLEY			918048N									917109	916124K [8]			
2014, 2016 COBRA JET SUPERCHARGED 5.0L	WITH A/C PULLEY			918066 [12]									917142	916124K		
	W/O AC PULLEY			918066N [12]									917142	916124K		
GT SUPERCAR, 5.4 L - SUPERCHARGED		918043											917085	916576H		

[2] Washer #954078 is required and included.

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

[4] Std GT500 will require an 88" belt with a stock diam. 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] This damper does not fit the 2014 Cobra Jet without modifications to the rear of the shell.

[12] No liming marks.

[13] For an aluminum hub, add 'A' to part number.

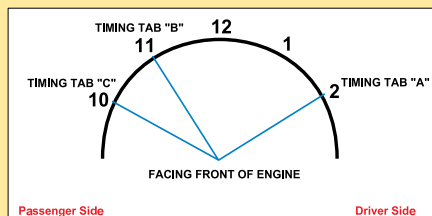
Ford Timing Tabs

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

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).

Part #918910:

For 50 oz in - 1982 and later 302 HO only!

All other Ford Small Blocks use:

- (1) 3 timing covers with 3 tab locations (see chart).
- (2) 2 pulley styles: 3 bolt or 4 bolt.
- (3) 3 different lengths: 3", 3 3/8" with 3 bolt pulleys, and 3 3/8" or 4" with 4 bolt pulleys.
- (4) External balance units are 28.2 oz. in. 302-351, except 302 HO part #918910 and 918913 which are 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:

- (1) The timing tab is in the proper place or you can fabricate a pointer.
- (2) The length is OK if you are using pulleys.

HUBS FOR DANNY BEE BELT DRIVES

ATI's custom crank hubs eliminate the Danny Bee blower pulley and replaces it with a pulley machined into the damper crank hub to eliminate the 1/2 inch that must be removed from the hub for spacing. Available for the standard Ford 1.375" Snout.



SB Ford
1.375" snout Danny Bee
#916582.....\$111.10

Ford Super Dampers

Chrysler Super Dampers®

OUTER DIAMETER ▶	STEEL SHELLS				ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS	
	7.074"		6.325"		7.074"		7.074"		STEEL	ALUM
	3 RING	2 RING	3 RING	3 RING	2 RING	3 RING	2 RING			
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS			
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS										
CHEVROLET FRONT	917010		918940	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		918281					916190
	OEM FRONT		918282E			917392E	917393E		917370	916191
VIPER V10 GEN I, II '92-'02	OEM FRONT							917400E	917401E	916253
VIPER V-10 GEN III '03-'06 [9]	OEM FRONT									916254 [8]
VIPER V-10 GEN IV 2008 - 2010 GEN V 2013+ [9]	OEM FRONT							917932E		916262
	OEM FRONT							917934E		916265
	OEM FRONT							917936E		916269
V8 B 361 383 400 413 426 440	CHEVROLET FRONT [11]		917120			918430		917380		916200L
	OEM FRONT	OEM TIMING COVER [11]		917122E [12]				917470E [15]		916661
								917471E		916661L
								917474E [12,13]		916421
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER [11]	917127E [12]			917475E [12,13]				916421L
									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		918601E [6]							916663
	OEM TIMING COVER ONLY									
V8 B 440 HI PERF. 440 6-PACK	OEM FRONT		918602E [6]							
	OEM TIMING COVER ONLY									

- [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 clearancing of timing tab & 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.
- [15] Will retain stock location for pulley alignment.



2006 SRT10 VIPER BUILT BY NTH MOTO - 2000+ HP twin turbo Standing World Record Holder: 1/2 mile RWD car at 213.86 MPH Trusts ONLY the ATI Super Damper!

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 [5]	917110E [6]	916258
VIPER V-10 GEN I, II 1992 - 2002 [2]			917931E 916260 [1]
VIPER V-10 GEN III 2003 - 2006 [2] [3] [4]			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 Technician.
- [3] Supplied with new lightweight aluminum pulley to retain stock belt location.
- [4] For Paxton Supercharger, add pt #916266 for new aluminum pulley with 7 rib and 8 rib, 7% OD. Retains OEM belt location.
- [5] 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

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



Viper V-10 Gen III Super Damper #917934E



Rob Sappe
Sales Technician
Ext. 3040

Supercharging and Boost

For supercharged applications, an overdrive damper will spin the blower faster and make more boost. You must contact your blower manufacturer in regard to the amount of boost your damper will add.

Chrysler Super Dampers®

SERPENTINE APPS

			ALUMINUM SHELLS							SHELL ASSY LESS HUB	REPLACEMENT CRANK HUBS	
			8.900"	8.184"	7.480"	7.074"	6.780"	6.325"	5.930"		5.670"	STEEL AVG. WT 2.4 LBS	HUB WITH INNER SHELL
OUTER DIAMETER ▶			3 RING									
AVERAGE TOTAL WEIGHT ▶			13.0 LBS 4.0 LBS	12.5 LBS 4.0 LBS	9.0 LBS 4.0 LBS	6.25 LBS 4.50 LBS	4.50 LBS 2.40 LBS	3.90 LBS 2.40 LBS	7.55 LBS 2.20 LBS	6.45 LBS 2.20 LBS		
INERTIA WEIGHT ▶												
2015+ NON-VVT	6.2L SUPERCHARGED V8 HEMI HELLCAT DODGE CHALLENGER & CHARGER	OEM 10% OD	10 RIB & 6 RIB	918483							918483S	916278
				918485 [8]							918485S	916278
2005 -2010 NON-VVT	6.1 L / CRATE 392 & 426 HEMI STOCK [7]	5% OD 17% OD 13% UD	6 RIB			918437			918432		917071-55	916652
											917073	916652
										918438 [3,6]	---	916241
2011+ NON-VVT	5.7L & 6.4L HEMI CHARGER, CHALLENGER, 300C.GRAND CHEROKEE, COMMANDER	6% OD 18% OD 15% UD	6 RIB			918486			918459		917071	916541
											917073	916541
										918487	---	916241
2009 - 2010 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C.GRAND CHEROKEE, DURANGO, ASPEN	4% OD 18% OD 15% UD	6 RIB			918446			918445		917071	916246
											917073	916246
										918447 [3]	---	916245
2005 -2008 NON-VVT	300, MAGNUM, GRAND CHEROKEE, CHARGER, COMMANDER	10% OD 2% UD	6 RIB			918436					917073	916247
									918435		917071	916247
2003 -2008 NON-VVT	5.7L HEMI TRUCK LENGTH DURANGO, ASPEN	4% OD 5% UD 15% UD	8 RIB 7 RIB			918434 [5]			918433 [5]		917044	916248
											917075	916248
										918439 [1,3]	---	916242
2009+ VVT	5.7L HEMI TRUCK LENGTH DURANGO	6% OD 15% UD	8 RIB 6 RIB						918453		917075	916238
						918454					917020	916239
YEARS VARY	4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE W/BOLT-ON PULLEY OEM (PT# 916236) & 25% UD (PT# 916237)	OEM 25% UD	6 RIB			918429 [4]					918850	916311
									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. [5] These are 8 groove dampers. Your OEM belt is 7 rib. [7] For 392, use 5.7/6.1 OEM or ARP retaining bolts.
 [2] Use Duralast belt #560K4. Use the first groove closest to the engine. [8] Adds 3 PSI. Requires grinding the AC bracket for clearance.
 [3] Must turn down OD of stock washer to 1.850". Aftermarket belts are 6 rib. Use Gates Belt #K100594H (59.4").
 [4] Requires a 97.75" long belt - Gates part # K060975. [6] Requires shorter belt - Dayco pt # 5060800.



Buick-Pontiac-Olds & AMC Dampers

		STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS			
		7.074"	6.325"	7.750"	7.074"	6.325"		STEEL	STEEL WITH INNER SHELL		
OUTER DIAMETER ▶		3 RING									
TOTAL WEIGHT ▶		8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	13.00 LBS 2.4 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	3.30 LBS 1.97 LBS		
INERTIA WEIGHT ▶											
DAMPER ONLY LESS HUB PART NUMBERS											
CHEVROLET FRONT		917010	918940		917030	918850	917020	917070	917050	AVG. WGHT. 2.4 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL		917011									
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
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	
	OEM OIL PUMP		918051							916210	
BUICK V8 430 - 455 [1]		918160				918171				916230	
NEW! 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
		917785	917782		917220	917221	917200	917410	917260	916040	
PONTIAC V8		917160	917161		917730					916500	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
AMC 360 401	180° OEM WEIGHT		917942							916270	
	240° OEM WEIGHT		917943							916270	
NEW! 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 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER, 10% OD				918422						916211	
BUICK V6 (231 - 252) [1]		918420								916210	
BUICK V8 (265 - 350) [1]		918410								916210	
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 and 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.

Chrysler ~ Buick-Pontiac-Olds & AMC Super Dampers

Import Super Dampers®

Designed with the same technology that made our domestic dampers the best engine protection on the market!



HONDA



SCION FRS



SUBARU



NISSAN

HONDA - Other applications are available upon request.

MAXIMUM 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			

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT FOR CCW ENGINE ROTATION	917020 CCWP	917000 CCWP		917050	
---	-------------	-------------	--	--------	--

INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

ACURA NSX, 3.0L 600HP MAX					917757			916779
HONDA "B" SERIES CCW MOTOR ROTATION RACE ONLY, ALT DRIVE ONLY [2]	918471	918470		918474 [1]		916026		
				918475 [1]			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]	918465					916128		
HONDA H22 (Call for H23)						916054M		
RACING APPLICATIONS [4]	918469	918467				916054		
STREET APPLICATIONS - 400HP MAX [3]			918468			916017		
HONDA K-20		918478						
RACING APPLICATIONS (NO PULLEY)								
STREET APPLICATIONS					918477			916029

[1] Not for over 300 HP - damper has lightweight inertia for clearance!

[3] PS - 4% OD, 6 rib serpentine accessory drive is 9% OD for 400 + HP with serpentine drive (call).

[5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.

[2] For no alternator / serpentine on hub, use hub #916027 and appropriate shell assembly #.

[4] Race damper has a smooth outer shell with no belt drives.

[6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.

NISSAN

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS							REPLACEMENT CRANK HUBS		
	7.450"	7.074"		6.78"		6.325"	5.5"			
	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	4.30 LBS	3.90 LBS	3.60 LBS	STEEL	STEEL WITH INNER SHELL
INERTIA WEIGHT ▶	3.50 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	2.20 LBS	2.40 LBS	2.20 LBS		

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	---	917030	918850	---	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
-----------------	-----	--------	--------	-----	-----	-----	-----	-----	--------------------	--------------------

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 - RACE ONLY NO ACCESSORY DRIVES		918593					918596		916060	
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					917755			917754		916781
									916784	
NISSAN 350Z VQ35DE 2002 - END OF '06				918586					916069	
						918588			916069	
NISSAN 370Z V6 VQ35HR				918565					916778	
V6 VQ37VHR				918566					916778	
NISSAN V6 V6 VQ35HR, 350Z, 370Z 4% UD								918584		916316
NISSAN SR-20 RWD. 4 & 5 GROOVE WITH PS PULLEY STREET APPLICATION								918582 [4]		916066
NISSAN SR20 FWD [3]				918608					916082	
						918607				
NISSAN KA24 OEM SIZE								917756		916792
NISSAN GTR VR38			918641						916787	

[1] 16% UD for power steering, AC, water pump and alternator are all 6% UD.

[3] If installing on a standard "DE" engine, you must use ATI crank spacer #916298 behind the damper.

[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.

[4] Power steering pulley is 11% UD.

Import Super Dampers®

TOYOTA - SCION



Super Damper®
for Toyota / Scion

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS	ALUMINUM SHELLS			REPLACEMENT CRANKSHAFT HUB PART NUMBER	
	7.074"	7.074"	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
AVERAGE TOTAL WEIGHT ▶	3 RING	2 RING	3 RING	3 RING		
INERTIA WEIGHT ▶	8.75 LBS	3.75 LBS	8.00 LBS	3.60 LBS		
	4.50 LBS	2.20 LBS	3.00 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS						
CHEVROLET FRONT	917010	917000	---	917027	AVG. WGT 2.4 LBS	AVG. WGT 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS						
TOYOTA 6 CYLINDER - 5 MG	918450				916030	
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 JZ80 6 CYL [2] [3]				918562		916023
OEM SPACING, 6 RIB						
TOYOTA 4YE 4 CYL 2.2L 20% OD				918563		916024
1GR-FE [1] '03 - UP						
RACING APPLICATIONS				918466 [4]		916086
STREET APPLICATIONS					918479 [5]	916029
SCION 2AZ-FE 2.4 - 2.6L 2%UD						916016

- [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] 4 rib dry sump hub (#916022) is available as a special order. This hub moves the serpentine grooves on the damper forward of the OEM location by .290". Shell assembly is # 917071.

- [4] This damper is .1250" longer than stock.
[5] This damper is .500" longer than stock for 600 HP or less and is OEM size.

MAZDA - MINI - MITSUBISHI - SUBARU - TRIUMPH



Super Damper®
for Honda D Series

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUB	
	7.074"	6.325"	5.740"	5.670"	5.5"	STEEL	STEEL W/ INNER SHELL
AVERAGE TOTAL WEIGHT ▶	2 RING		3 RING					AVG. WGT. 2.4 LBS	AVG. WGT. 2.6 LBS
INERTIA WEIGHT ▶	3.75 LBS	3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS		
	2.20 LBS	2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS							
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 GRV. 2% OD [5]				917993			916102
MITSUBISHI ECLIPSE / TALON			918251 [2]			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							
FITS 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
TRIUMPH TR 2, 3, 4 & 4A	918569					916789	

- [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] Requires special puller. ATI puller will not work with this damper!



BMW M3 Dampers built by ATI!

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. 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.

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)

916149..... STEEL CRANK HUB & INNER SHELL, M50, M52, M52TU, M54, S50us/S52us
916151..... 6 RIB ALUMINUM DRIVE PULLEY M50, M52, M52TU, M54, S50us/S52us
916152..... 5 RIB ALUMINUM DRIVE PULLEY M50, M52, M52TU, M54, S50us/S52us
916925TR2... 7.07" OUTER SHELL WITH TRIGGER SHELL / 60(-2) TEETH, STEEL, M50
916928..... 9.25" OUTER SHELL WITH TRIGGER SHELL / 60(-2) TEETH, STEEL



917994TR

917994



BMW M3 Dampers are available only from VAC Motorsports!

Import Super Dampers

Performance Diesel Dampers

How Much Power Do You Make?



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

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 the 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 weighing between 10 to 36 lbs. They are tuned in-house to fit your exact application, and if you change, your Super Damper can change too. Each part is replaceable and rebuildable. No need to replace your entire damper at any service intervals or if something happens. Don't be fooled, treat your diesel engine like the professionals do, with an ATI Super Damper!

APPLICATION	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 BEWTEEN 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 [11]	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369 [11]	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371 [11]	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] [12]	---
INTERNATIONAL (HEAVY)	640	10.465"		39 lbs	918642H [9] [12]	---
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

STEP KEY

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

- [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.

[11] Damper is 12% OD. Use NAPA belt 28-081253.



Crank Trigger Shells



Works with
"Flying
Magnets!"

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

Crank Trigger options if added to a new Damper:
6" and 7" Dampers
8" Dampers
If ordered as an "outer shell only"

CHEVY

8"	3 RING, CHEVY FRONT.....	916380TR
7"	3 RING, CHEVY FRONT	916680TR
7"	3 RING, CHEVY FRONT	916680TR-50
	4 magnets starting at 50 degrees	
7"	3 RING, CHEVY FRONT	916680TR-55
	4 magnets starting at 55 degrees	
7"	3 RING, CHEVY FRONT	916680TR-60
	4 magnets starting at 60 degrees	
7"	2 RING, CHEVY FRONT.....	916960TR
6"	3 RING, CHEVY FRONT.....	916730TR
6"	2 RING, CHEVY FRONT	916880TR

FORD

8"	3 RING, FORD 4 BOLT FRONT.....	916384TR
7"	3 RING, FORD 4 BOLT FRONT.....	916909TR

CHRYSLER

8"	3 RING CHRYSLER FRONT.....	916383TR
7"	3 RING, CHRYSLER FRONT.....	916612TR
7"	2 RING, CHRYSLER FRONT.....	916611TR
6"	3 RING, CHRYSLER FRONT.....	916694TR



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 offers more accurate readings.

If Added To A New Damper:

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



Does not
work with
BigStuff3 EFI!

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 at which the pick-up is pointing to 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 1st 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 to that specified number is at the TDC pointer. Based upon where you tell us the pick-up is pointing, that is where we will put the 1st magnet.

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

Timing Pointers

Adjustable timing pointers for the Torsional Super Damper are available for Small Block Chevys 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.



CHEVY

6.325" SMALL BLOCK CHEVY	918950
7" SMALL BLOCK CHEVY	918954
7" BIG BLOCK CHEVY	918958
7" BB CHEVY W/ 5/16" BOLTS	918958X
8" BIG BLOCK CHEVY	918951
8" BB CHEVY W/ 5/16" BOLTS	918951X

FORD

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

Damper Components

6061 T6 BILLET DRY SUMP DRIVE MANDRELS

Don't wait until the long bolt holding all your drive accessories fails!

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 AND 4 BOLT WITH 2.281 COUNTERBORE* 916633

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



Ford 3 & 4-Bolt Drive Mandrel

Anatomy of an ATI Mandrel



Chevy 3-Bolt Drive Mandrel & Spacer

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.



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 & TRUCK 918008
FOR 2009+ 6.1 / 392/ 5.7 CAR & VVT 918008-1

KEY STOCK

Make your own machine keys with this super strong heat-treated 8630 alloy steel! Tensile strength is 112,000 PSI. 3 sizes available!

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

STEP KEY 918992



DAMPER ASSEMBLY LUBE

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

975005



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.



Digital instrument testing is also available.

REBUILDING TOOLS FOR 6" & 7" DAMPERS 918998
REBUILDING TOOL SET FOR SERPENTINE & STD OD 918998-S
REBUILDING TOOL SET FOR 5" DAMPER 918998-5
OPTIONAL 5" INERTIA RING GUIDE FIXTURE 916986
OPTIONAL 5" INERTIA RING PUSHER 916985
OPTIONAL 5" INERTIA RING SHAFT 916984
OPTIONAL 6" INERTIA RING GUIDE FIXTURE 916988
OPTIONAL 7" INERTIA RING GUIDE FIXTURE 916989
OPTIONAL 8" INERTIA RING GUIDE FIXTURE 916987
OPTIONAL CROSS BAR PUSHER FOR STANDARD & SERPENTINE OUTER SHELLS 916995C

Damper Components



DAMPER PULLER INSTALLER KIT

This kit is 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

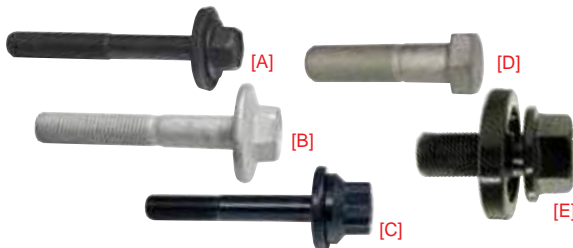
comes in a handy storage case and works with all popular engines. It can also be used for similar items such as pulleys and steering wheels.

PULLER / INSTALLER KIT	918999
INSTALLATION STUD FOR LS1, 2, 6, 7 & 9 OPTIONAL*	918999SC
INSTALLATION STUD AND WASHER FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA*	918999D
INSTALLATION STUD - NEW GEN HEMI *	918999H
INSTALLATION STUD - NEW GEN HEMI *	918999HC

* For use with ATI Puller/Installer Kit

Viper version coming soon!

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 <i>Factory dry sump engines only</i>	95500 [A]
SB CHEVY WITH INTEGRAL WASHER	951501
BB CHEVY WITH INTEGRAL WASHER	951502
SB & BB FORD WITH INTEGRAL WASHER	950234 [E]

CRANK HUB SPACERS

Spaces your damper out easily!

CHEVY LT1	.047	916299
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
BUICK 403/455	.093	916300
FORD SB PONTIAC V-8	.093	916400
FORD BB	.093	916450
NISSAN SR20 Use with base DE engine	.200	916298

Spacer for
LT1 #916299



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	NO. OF RINGS	DUROMETER OUTER / INNER / FACE	PART #
9"	3	70 / 70 / 70	918961-70
9"	3	80 / 80 / 70	918961-80
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	918960-70 V*
7"	3	70 / 60 / 70	918960-76
7"	3	70V / 60 / 70	918960-76 V*
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	40 / 40 / 70	918970-40
7"	2	50 / 50 / 70	918970-50
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	70V / 80 / 80	918970-78 V*
7"	2	70V / 80 / 70	918970-787 V*
7"	2	80 / 80 / 70	918970-80
7"	2	80/60/70	918970-86
7"	2	80 / 70 / 70	918970-87
7"	2	90 / 90 / 80	918970-90
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70 V*
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70 V*
6"	3	40 / 40 / 70	918980-40
6"	3	50 / 50 / 70	918980-50
6"	3	60 / 60 / 70	918980-60
6"	3	60 / 50 / 80	918980-65
6"	3	60 / 60 / 80	918980-66
6"	3	70 / 70 / 70	918980-70
6"	3	70V / 70 / 70	918980-70 V*
6"	3	70 / 60 / 70	918980-76
6"	3	70V / 60 / 70	918980-76 V*
6"	3	80 / 80 / 70	918980-80
6"	3	90 / 90 / 70	918980-90
6"	2	40 / 40 / 70	918990-40
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
6"	2	80 / 80 / 70	918990-80
6"	2	90 / 90 / 70	918990-90
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80
6"	2	70 / 60 / 70	918990-76
6"	2	80 / 80 / 70	918990-80
6"	2	90 / 90 / 70	918990-90
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

Super Damper Tools ~ Components ~ Elastomer Kits

Damper Hardware

DAMPER BOLT PACKS

MOST COMMON! (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, NOT CHRYSLER	12 BOLTS	950201
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, NOT CHRYSLER	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		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		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, NOT CHRYSLER	9 BOLTS	950218
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, NOT CHRYSLER	12 BOLTS	950219
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, NO PULLEY BOLTS	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		950230
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		950245
(6) W/FINE THREAD AND (6) 3/8 - 24 X 1 1/2, NOT CHRYSLER	12 BOLTS	950248
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS		950251

MOST COMMON BOLT PACK!



#950200

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

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!



NEW!

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!



#950230

Bolts for all 4-Bolt Ford damper applications

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.

[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"

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

The WINNINGEST torque converter in drag racing since 1961!



Industry leading turn-arounds for new builds and repairs!

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 are typically turned-around in one day.

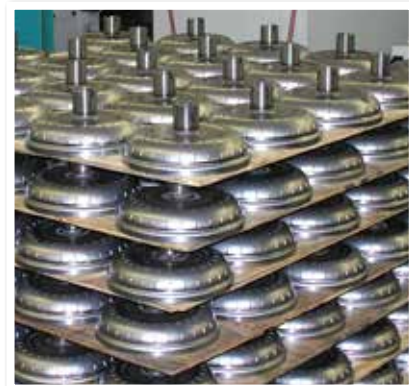
There are absolutely no compromises with ATI sprag-equipped Treemaster Converters! Unlike other converter manufacturers that use refurbished OEM or new off-shore parts, ATI uses all new components that are produced in-house using only original Opel tooling.

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 many orders in 24-hours. It doesn't get any better than this!



ALUMINUM STATORS VS. STEEL 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.

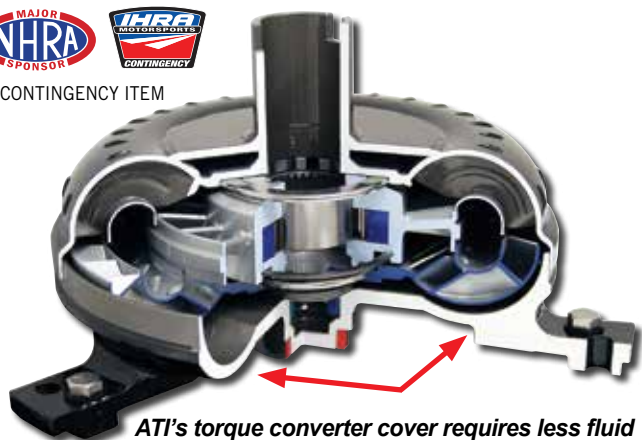
ATI's custom alloy stators have two distinct advantages over their steel counterparts. First, they are lighter by 2/3, hence the inertia of the spinning unit is much less and imposes considerably less load on the sprag when it has to stop the stator. This increases sprag life. Second, and most importantly, 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.



Treemaster Converters®



CONTINGENCY ITEM



ATI's torque converter cover requires less fluid and has less drag—a more efficient design for results you'll see on your time slips!



DAN FLETCHER - 97 NHRA National Event Wins ATI Transmission, Treemaster Converter, Super Damper and Super F ATF

Information concerning your race combination is an absolute necessity for choosing a converter design that will provide maximum performance.

TREEMASTER TORQUE CONVERTERS

	8"	9"	10"
	Part #	Part #	Part #
Powerglide	208500	---	---
TH350 and TH400	408500	408910	408360
700-R4 / T-200, Non Lock-up Standard	708500	---	---
C-6 1.848" Standard*	608500	608910	---
C-6 1.375" Standard*	609500	609910	---
C-4 Standard	649500	649910	---
C-4 2010+ 428 Windsor, Standard	649515	---	---
C-4 2010+ 352 Windsor, Standard	649520	---	---
C-4 2011+ 5.0L Coyote NA	649530	---	---
TF-727 - Chrysler	729500	729910	729360
TF-727 - AMC	729501	---	---
TF-904 - Chrysler	909500	909910	---
TF-904 - AMC	909501	---	---

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

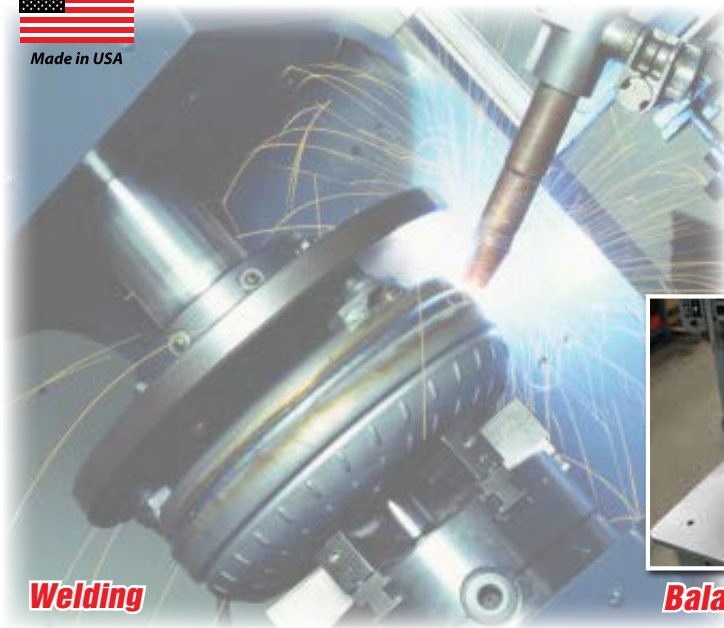
TREEMASTER "MRT" Minimum Reaction Time Option - Great for transbrakes, turbo & NOS use!

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 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	9"	10"
	Part #	Part #	Part #	Part #
Powerglide	208700	208800	---	---
TH350 and TH400	408700	408800	408920	408390
C-6 1.848" Crank Pilot	608700	608800	608920	---
C-6 1.375" Crank Pilot	609700	609800	609920	---
C-4 Specify spline and bolt circle	649700	649800	649920	---
TF-727 - Chrysler (not for AMC)	729700	729800	729920	---
TF-904 - Chrysler*	909700	---	---	---
TF-904 - AMC*	909701	---	---	---

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

Treemaster Converters®



Welding

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!

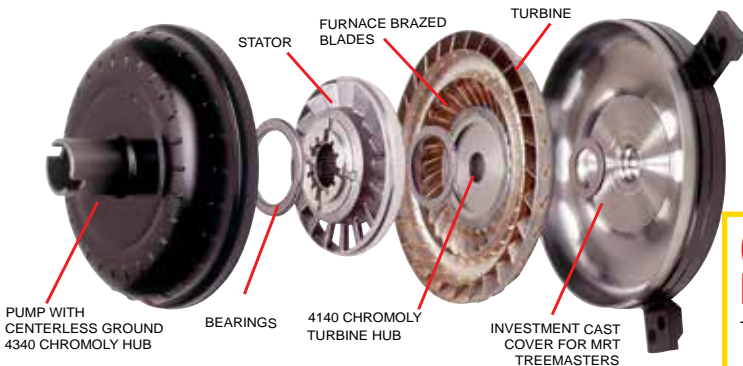


Balancing

Leak Testing



Anatomy Of A Treemaster



PETER BIONDO - 7 TIME NHRA WORLD CHAMPION
2014 NHRA SUPER STOCK CHAMPION
ATI Treemaster Converter, Transmission, and SuperCase

Diagnosing Converter Problems

- 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.
- 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.)

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, USE WITH NO MIDPLATE OR UP TO .125" MIDPLATE	451340
MIDPLATE GM, .638" LONG USE WITH .125" TO .250" MIDPLATE	451350
MIDPLATE GM, .765" LONG USE WITH .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 lock-up converter assemblies
 - Machined from bronze alloy material
- FOR MID-PLATE USE (.250" LONGER)
451923
- FOR NON-MID-PLATE USE
451922



Treemaster Torque Converters

Fuel & Blown ~ Outlaw Converters

Nothing is tougher on a converter than putting it behind a blown fuel engine. If you need a tough torque converter, here it is: ATI's Fuel and Blown Converters; the ultimate in high horsepower holding power for big cubic inch, big NOS or supercharged engines. Used in the world's fastest door cars and top qualifying pulling trucks, these converters are designed for engines with 4" plus strokes.



PB CANDIES reset the NHRA Super Stock record with a 7.809 ET using ATI's 9" Fuel and Blown Converter and an ATI Super Damper



FUEL & BLOWN CONVERTERS

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 #
TH350 and TH400	408900	408930	408420
C-6 1.848" Crank Pilot	608900	608930	608420
C-6 1.375" Crank Pilot	609900	609930	609420
C-4 Specify spline and bolt circle	649900	649930	649420
TF-727 - Chrysler (not for AMC)	729900	729930	729420
Toyota 2JZ	---	408931	

10" & 10.5" OUTLAW CONVERTERS®

For Turbo, Powerglide, Lenco, Bruno & Donovan Drives

ATI's line of Outlaw Racing Converters are designed to meet the high horsepower demands of heads up style drag racing. These converters come in 10" and 10.5" models and are available with 5-axis fully machined Billet Steel or hand-built steel stators and have 6-bolt mounting on the GM small bolt circle. For maximum efficiency each torque 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.

10.5 Extreme Duty Converter



JOHNNY FOLTZ / STEVE DRUMMOND

Winner - Radial vs Modified at 2015 Import vs Domestic Runner Up - Pro 275 at 2016 Lights Out 7 ATI-equipped! Outlaw Converter, 1.60 Lock-Up Trans, Super F, Super Plate, and Super Damper



LOCK UP!!!

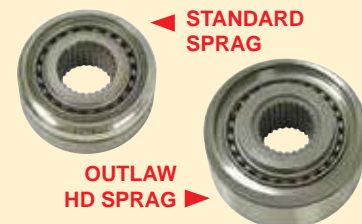
Lock up in just .03 seconds when used with ATI's SuperCase and Pump! Provides 0% slip for up to 2800 HP. The brand new Bolt Together Lock Up Outlaw Converter will provide 0% slip all the way up to 4500HP! Both converters feature 5-axis billet aluminum back cover, dual o-ring sealing, optional Nissan style pump and multiple stator designs. A bronze pilot option is also available.

ATI's Bolt-Together Lock-Up Outlaw Converter houses up to 6 large clutches that allow for progressive lock-up with 0% slip for up to 4,500 HP!

Titanium studs & nuts available!

	10"	10.5"
Outlaw Extreme Duty	408421	408424
Outlaw for SG 4 & Big Shaft 400	408423	408422
Outlaw 10.5 Bolt Together Extreme Duty	---	408430
Outlaw 10.5 Lock-Up for SG 4 & Big Shaft 400		408422LU
Outlaw 10.5 Bolt Together Lock Up for SG 4 & Big Shaft 400		408430LU

OUTLAW VS. STANDARD FUEL SPRAGS



The extra heavy wall on the inner and outer races makes the HD sprag perfect for the Lenco C-6 stator support yielding a whopping .400" wall thickness for the inner race - a 25% increase on the OD - 24% wider and over 100% increase in capacity from 475 ft/lbs to 970 ft/lbs than the standard fuel sprag.

Streetmaster Converters®



No cheap junk in these units!

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

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

The Streetmaster is commonly used to enhance bottom end torque characteristics without sacrificing cruise efficiency. This unit generally provides an 800 to 1000 RPM increase in stall speed when used with stock-type rear end ratios and mildly modified engines. We put the same technology into Super Streetmaster converters

as all our championship winning parts. We furnace braze the pump and turbine and install a new billet stator cap, springs and rollers in the sprag. A new hub, pilot, and mounting ring are installed and CNC-machined for perfect accuracy. ATI's components are factory reinforced with your weekend cruiser's performance in mind!

	Tightest	Stage 1	Stage 2	Loosest
	3.0 & Greater Rear Gear	3.30 To 3.70 Rear Gear	3.70 To 4.30 Rear Gear	4.30+ Rear Gear
	Part #	Part #	Part #	Part #
TH350 and TH400	408320	408330	408340	408350
C-6 1.848" Crank Pilot	608320	608330	608340	608350
C-6 1.375" Crank Pilot	609320	609330	609340	609350
C-4 Specify spline & bolt circle	649320	649330	649340	649350
TF-727 - Chrysler	---	729330	729340	729350

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 stall speed 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 locked up. ATI recommends 3.70 gear minimum.
- In High gear at speed, the throttle setting will be light and the converter will couple.
- ATI recommends 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 3-4 K stall speed converter to lock up at 1500 or less.

10" SUPER STREETMASTERS

Available For 700R4 and 4L60/65E.

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



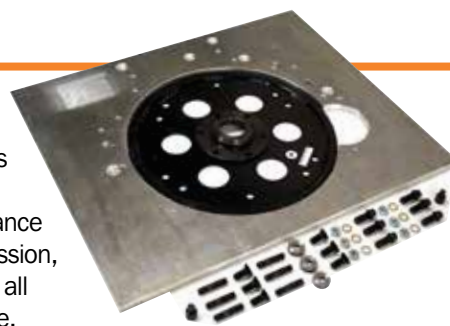
10" LOCK-UP SUPER STREETMASTERS WITH BILLET COVERS

For 4L60/65E, 4L80/85E, and 6L80/85E/90E
8L80E & 8L90E COMING SOON!

Single and triple disk available!

	Part #
SINGLE DISK LOCK-UP	
4L60E / 4L65E	708337
4L60E / 4L65E - For 2005 Corvette	708339
4L80E / 4L85E	708338
TRIPLE DISK LOCK-UP	
4L60E / 4L65E	708347
4L60E / 4L65E - For 2005 Corvette	708349
4L80E / 4L85E	708348
6L80E / 6L85E / 6L90E	708340
6L80E / 6L90E - For 2006-2014 Corvette	708345
8L80E AND 8L90E	<i>COMING SOON!</i>

Adapter Kits



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 kit allows Ford and Chrysler owners to benefit from the GM transmissions as well! With the 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				
FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only									
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		
All - Internal Balance, SFI Flexplate 157 Teeth	915237 [1]		915111	915603	915713 [1]		950141		
FORD 429-460 ENGINES SFI flexplates for aftermarket converters only									
All - Internal Balance, SFI Flexplate	915242 [1]		915120	915612	915700 [1]		950160		
All - External Balance, 24.0 oz in SFI Flexplate	915243[4,5]		915120	915612	915701 [5]		950160		
CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 & 6)									
All - Internal Balance	915250 [1] [6]		915130	915630X [7][8]	915650X [1] [6] [7] [8]		950170		
CHRYSLER B & RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 & 6)									
8 Bolt Crank 426 HEMI Driver Side Starter	915290 [1]		915150	915640X [7] [9]	915660X [1] [6] [7] [9]		950190		
8 Bolt Crank 426 HEMI Passenger Side Starter	915291 [1]		915140	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		
DODGE R5 BLOCK									
NASCAR SB to Buick-Pontiac-Olds	915252		915135	915630	915650		950175		
CHRYSLER LATE MODEL HEMI									
5.7 - 6.1 - 6.4 HEMI	915245 [11]		915145	915606	915664		950145		
CHRYSLER DODGE VIPER									
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. Flexplate #915650 is zero-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] Includes eight (8) crank bolts - ATI # (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
- [10] Includes 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.

Flexplates

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.



Flexplate for Ford Mod Motor

APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	EXTERNAL BALANCE [1]	
GENERAL MOTORS					
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12] '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533		915532
		168	915534		915535
CHEVROLET V-8 SMALL BLOCK [12]	283 / 302 / 327 / 350 EARLY 2-PIECE SEAL	153	915539		---
		168	915541		---
	10 DP	139	915545 [10]		---
	400	168	---		915561
	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]		---
	ZL1 Z BODY CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]		---
CHEVROLET V-8 BIG BLOCK [12]	'70 - '90 454 454 / 502 MARK IV	168	396 / 427 USE #915541 FOR INTERNAL BALANCE		915551
	'91 & UP GEN V 454 [2]	168			915553
	'91 & UP [3] 572, GEN V- 454 HO/ 502 HO	168			915552
	10 DP	139			---
OLDSMOBILE [12]	V-8 330 / 400 / 425 '64 - '67	166	915562		915563
	ALL V-8 ('68 & UP) INC. DIESEL	166	915564		915565 [4]
PONTIAC V-8 [13]	400 / 455	166	915567		915568 [5]
CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]					
6 BOLT CRANK	ALL WEDGES	130	915650X [9]		---
8 BOLT CRANK	HEMI	130	915660X [9]		---
CHRYSLER V-8 SFI					
8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER 3.7 / 6.1 L JEEP GRAND CHEROKEE [8]	131	915663		
GEN III HEMI	5.7 - 6.1 - 6.4 TO 727/904	---	915685		

New design by ATI!



Gen III HEMI Flexplate

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. 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 34.)
- [11] For use with 8-bolt cranks
- [12] Uses ATI #951479-9-6 flexplate to crank bolts.
- [13] Uses ARP bolt #200-2904 flexplate to crank bolts.

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 SPACER		CRANK BOLT SET	
			INTERNAL BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		EXTERNAL BALANCE					
ENGINE	TRANS	TEETH	Part #		Part #		Part #		Part #		Part #		Part #	
429/460	C-6 E40D	164	915720		915721 [1]		915700		915701 [1]		915611		950143	
FE 332/428	C-6 E40D	184	915722		915723 [2]		915702		915703 [2]		915611		950143	
289/302 351/400	C-6 E40D	164	915724		915725 [3]		915704		915705 [3]		915601		950142	
289/302 351/400	C-4 A0D	164	915727		915728 [3] 915729 [4]		915707		915708 [3] 915709 [4]		915602		951471-6	
289/302	C-4	157	915730		915731 [3] 915732 [4]		915710		915711 [3] 915712 [4]		915602		951471-6	
FORD MOD WITH GM TRANSMISSION														
4.6-5.4 L Mod Motor	164	915735			---		915719		---		915607		950144	

- [1] 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.
- [2] 28.8 oz. in. OEM flexplate. For reference, the OEM weight is 5 1/8" x 5/8" x 5/16" thick.
- [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.

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. ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.

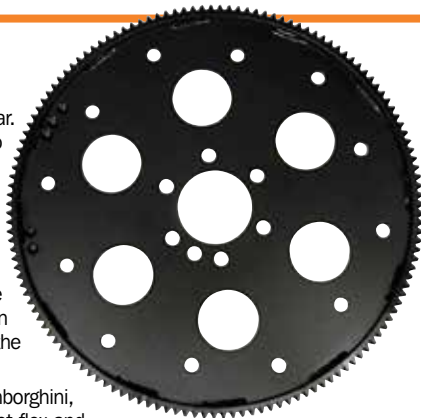
SuperPlates and Starters®

Super strong flexplates for higher HP!

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 on 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.



ATI Superplates are neutral balanced for use in internally balanced engines and exceed SFI 29.1 & 29.2 ratings

! Superplates will not work as designed without the proper bolts. See page 36 for bolt applications or consult your Sales Tech for assistance.

CRANKSHAFT TO FLEXPLATE SPACERS FOR USE WITH LOCK-UP CONVERTERS

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT
915649 CHRYS 8-BOLT

HIGH HORSEPOWER SUPER PLATES

PART #	BOLT PATTERN *	TEETH	BAL	PRICE
CHEVROLET SMALL BLOCK				
915544	Chevy for high HP, standard holes	168	Internal	
CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)				
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	NEW! 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	
CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)				
915547	Chrysler 8 bolt for 1/2" bolts (uses standard Chevy starter)	168	Internal	
915557	Chrysler 8 bolt for 1/2" bolts (needs special starter)*	139 10 DP	Internal	
915691	Chrysler 8 bolt for 1/2" holes (fits inside SFI 6.3 can)	166	Internal	
CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER				
915558	Chrysler 6 bolt for 1/2" bolts (standard replacement)	130	Internal	
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal	

Tilton® Starter for ATI Flexplates

SPECIAL APPLICATIONS

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!

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

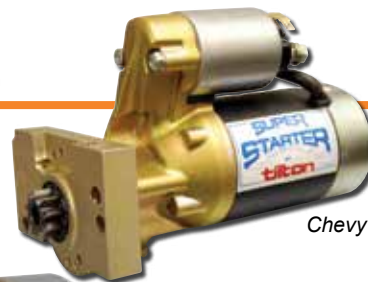
These Tilton starters are equipped with the correct pinion gear for use with ATI's 10 DP and 12 DP flexplates. The kit includes a machined spacer and mounting hardware. Fits both Small and Big Chevy V8s with conventional 2-piece seal blocks.

CHEVY 10 DP, 139 TOOTH 915546
CHEVY 12 DP, 166 TOOTH 915569

MOPAR New Generation HEMI

These Tilton starters have an ATI engineered and manufactured nose adapter. These 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.

STARTER, 5.7 / 6.1 WITH 904 915536
STARTER, 5.7 / 6.1 WITH 727 915566
STARTER, CONVENTIONAL CHEVY OR CHRYSLER WITH BROWEL BELL 915569



Flexplate Crank Adapters

FLEXPLATE CRANK ADAPTERS (CHRYSLER /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 36.

CHEVY W/ 7/16" CRANK BOLTS	915000
CHEVY W/1/2" CRANK BOLTS	915001
CHRYSLER FUEL CRANK 8 - 1/2" CRANK BOLTS FOR BRUNO/LENCO (.250" THICK)	915641



4140 heat-treated material!

Adapter 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!



#915224 Toyota 1FZ Adapter Kit

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



NISSAN AND TOYOTA ADAPTER KITS

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
NISSAN							
Nissan L24 / 26 / 28	915210	915170	915070	915460	---	---	950120
Nissan RB-26 6 Cylinder [1]	915222	915200	915100	915480	---	---	950250
NEW! Nissan TB 48 [3]	915223	915127	915642	915502	200014	915546STC	950257
NEW! Nissan TB 48 Lock Up [3][4]	915223L	915127	915642	915502	915128	915546STC	950257L
NEW! Nissan VR38 [7]	915225	915134	915644	915690	200014	---	950259
NEW! Nissan TB 48 Lock-Up [8]	915225L	915134	915644	915690	200014	---	950259L
TOYOTA							
Toyota 2JZ - 6 Cylinder [2]	915219	915181	915080	915471	---	---	950122
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	915180	915081	915470	---	---	950121
NEW! Toyota 1FZ[5]	915224	915131	915643	915686	915132	915546STC	950258
NEW! Toyota 1FZ[6] Lock-Up	915224L	915131	915643	915686	915132	915546STC	950258L

[1] Requires a custom 8" torque converter. If using an OEM bell, modification is required for proper starter clearance.
 [2] Requires a custom 9" torque converter #408931 - page 30.
 [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 and adapter ring ATI #451183
 [8] Includes bell spacer, ATI #915136, starter spacer ATI# 915526 & adapter ring ATI #451903



Flexplate Crank Adapters ~ Adapter Kits for Imports

Hardware Packages



Titanium!

Titanium Transmission Bolt Kits



Stud Kit - Supercase to Bell



GM Converter Bolts



Ford Flexplate Kits



Extra Long Bolts
GM Transmission
to Engine



Bolts for Chrysler Adapter Kit

For damper bolts and hardware, see pages 25 & 26

LIGHTWEIGHT TITANIUM BOLTS

LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, PG	950310T
LWT TITANIUM VALVE BODY BOLTS - OEM STYLE	950311T
LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, T400**	950312T
LWT TITANIUM VALVE BODY BOLTS - T400	950313T

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

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

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

CONVERTER HARDWARE

GM - 8" & 9" CONVERTER	950000
GM - 8" & 9" CONVERTER - .093" MID PLATE	950010
GM - 8" & 9" CONVERTER - .125" MID PLATE	950020
GM - 8" & 9" CONVERTER - .187" MID PLATE	950030
GM - 8" & 9" CONVERTER - .250" MID PLATE	950040
GM - 10" CONVERTER	950090
GM - 11" CONVERTER	950080

FORD - 8"- 10" C-4 CONVERTER WITH PUMP BUSHING	950060
FORD - 8"- 10" C-6 CONVERTER WITH PUMP BUSHING	950070
FORD - 10"- 11" CONVERTER	950100

TORQUEFLITE 8" AND 10" CONVERTER	950050
TORQUEFLITE 10" CONVERTER TO ATI FLEXPLATE	950110
DODGE HEMI 5.7/6.1, NAG1 5-SPEED, SET OF 6 ARP	950256

FLEXPLATE AND ADAPTER KIT HARDWARE

ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO . . . . .	.950141
FORD 429-460 WITH 1.375 OR 1.848 CRANK . . . . .	.950160
CHRYSLER ENGINE 318-340-360 TO CHEVY . . . . .	.950170
CHRYSLERB 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
DODGE R5 BLOCK. . . . .	.950175
NISSAN L28 . . . . .	.950120
NISSAN RB26 . . . . .	.950250
TOYOTA 5 MG , 6 CYL. . . . .	.950121
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80 . . . . .	.950122

FLEXPLATE BOLTS

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 (Pack of 8)

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) ..
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 34)

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) ..

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

Cam Sensor Bracket



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

This billet aluminum bracket package is designed for LS engines using Jesel Belt drives by providing 4 trigger cam signal resolution. It features a late model camshaft reluctor and bracket for standard and raised cams. The bracket accepts the OEM sensor and bolt without interfering with OEM or electric water pumps.



184500.....

Overdrive Unit



A Gear Vendors Overdrive™ Unit adds performance gear-splitting ratios for a 6 speed semi-automatic. This offers the best performing, most durable transmission package out there. Big increases in fuel mileage (typically 22-28%) and performance while also increasing the fun factor! This overdrive unit replaces the original tailhousing.



151002.....S

Water Jacket & 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.....

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 Powerglide (including SuperGlide), T-350 and T-400 transmissions and are made to accommodate Spicer 1350-series U-joints. Special yokes available for use with the PG roller bearing tailhousings. Forged yokes are also available with quick release caps.



BILLET YOKES

PG AND T-350 WITH BUSHING TAIL 139005
T-400 AND PG WITH 400 OUTPUT 139004
PG AND T-350 WITH BEARING TAIL 139035

FORGED YOKES

PG AND T-350 W/BUSHING TAIL 139015
T-400 AND PG W/400 OUTPUT, QUICK RELEASE CAPS 139016
PG AND T-350, QUICK RELEASE CAPS W/BUSHING TAIL 139017
PG AND T-350 W/BEARING TAIL QUICK RELEASE CAPS 139018



Polyurethane Trans Mount

This multi-application transmission mount fits all GM applications. The heavy duty piece is designed for use as a 2-bolt or single center stud application.



206621

GM Dowel Pins

These extra long (2") bell housing-to-block dowel pins make trans swaps easy! Black oxide-coated & precision-ground, they are also a necessity when using a mid-plate.



958001

T-200 Trans Pan Kit

Does not fit 200 Metric Lock Ups!



PAN KIT 230500
PAN GASKET 230550

Cam Sensor Bracket ~ Overdrive Units ~ Yokes ~ Accessories

Transmission Coolers

Extend the life of your transmission and improve performance!

Standard 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



Twice the thickness of a standard economy 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; hose barb adapters are included if not using AN hose.

Dimensions: 10" x 12.5 x 4"

"ELECTRA COOL"
TRANSMISSION COOLER WITH FAN 925139



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. Hose barb adapters are included if not using AN hose.

Dimensions: 10" x 12.5 x 4"

"ATOMIC COOL"
TRANSMISSION COOLER WITH FAN 925140



TRANSMISSION COOLER INSTALLATION KIT

ATI's Transmission Cooler Installation 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



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

QUICK DISCONNECT COOLER LINES

Make removing your transmission a breeze! These cooler lines feature fluid fittings that exceed flow requirements while connecting and disconnecting with 100% accuracy. Fittings are made from lightweight anodized aluminum with fluorocarbon seals. They are 100% leak-tested. The ribbed collar provides slip proof use and connects by hand in just seconds.

QUICK DISCONNECT KIT FOR ALL GM KITS*

1/8" & 1/4" NPT -6 925170

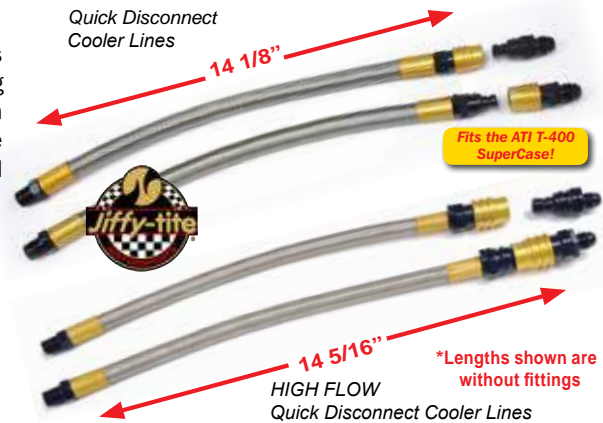
HIGH FLOW QUICK DISCONNECT KIT FOR ALL TRANS WITH LP ABOVE 250 PSI*

WILL WORK WITH LOWER LINE PRESSURE UNITS & UP TO 300 PSI

1/4" NPT -6 925175

QUICK CONNECT - DUST COVER PLUG

2000 SERIES 960005
3000 SERIES 960006



Quick Disconnect Cooler Lines

14 1/8"

Fits the ATI T-400 SuperCase!



14 5/16"

*Lengths shown are without fittings

HIGH FLOW Quick Disconnect Cooler Lines

TRANSMISSION COOLER LINE FITTINGS

AN -6 Case Cooler line fittings for Powerglide and Supercase

OEM PG CASE, 1/8 NPT MALE TO - 6 MALE AN 960001
SUPERCASE, 1/4 NPT MALE TO - 6 MALE AN 960002



Fits the ATI T-400 SuperCase!

Available for T-350, T-400, 700R4 and most 4I60E Transmissions

-6 AN FITTING TO 1/4 NPSM PIPE THREADS 925137

-8 AN FITTING TO 1/4 NPSM PIPE THREADS 925138
Sold in sets of 2 - includes nylon sealing washers.



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.



AUTOMATIC 180° ELECTRIC COOLER FAN THERMAL SWITCH*

925134

*Integral AN -6 fittings / hose barb adapters included

Trick Sticks & Accessories

TRICK STICKS® Locking dipsticks and tubes

POWERGLIDE

STANDARD LENGTH	206490
SHORTY (FOR DRAGSTER USE)	206491
2010-2015 CAMARO Z BODY & COPO CLEARS FUEL RAILS	206493
LOKAR® DIRECT MOUNT DIP STICK - POSITIVE LOCKING, 3"	206492
LOKAR® FIREWALL MOUNT DIP STICK - POSITIVE LOCKING, 36"	206483

T-350

CHEVROLET	356490
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY FOR SPARE TRANS	405495

T-400

CHEVROLET	406490
BUICK - PONTIAC - OLDS	406491
2013-2015 CAMARO Z BODY & COPO CLEARS FUEL RAILS	406494
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492
LOKAR® FIREWALL MOUNT LOCKING DIPSTICK POSITIVE LOCKING, 29"	406493
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY FOR SPARE TRANS	405495

C-4

CASE FILL	646490
PAN FILL	646491

700R4 / 4L85E

700R4	705490
4L85E, STANDARD V-8	705495
4L85E, LS ENGINES	705496
4L80/85E LOKAR® FIREWALL MOUNT LOCKING DIPSTICK, POSITIVE LOCKING	705497

TF-727 / TF-904

TF-727 (SMALL BLOCK)	726490
TF-727 (BIG BLOCK)	726491
TF-904	904490

MAGNETIC PAN PLUG

Extend the life of your engine 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, T-350 & T-400 pans.

951811



REUSABLE SEAL KITS AND DUST COVERS

This kit includes plastic plugs and caps to seal your spare transmission against dirt and the elements.

973080.....



Dust Cover

CONVERTER DUST COVER, FOR GM, EXCEPT PG 110120



Seal Kit

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



Direct Mount
Dip Stick

29"
long

Teflon lined, stainless braided
hose with flexible inner dipstick.
Trans plug supplied for quick
change and storage...#406493



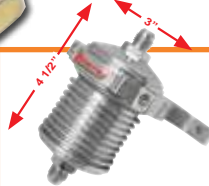
TUBE LOCKS

**NHRA and IHRA
Approved!**



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

973081



Magnefine® In-Line Filters

ATI and Magnefine® worked together for the design and development of this in-line oil filter. Pair it with any ATI transmission and improve the longevity and durability of your trans! Our filter arrests all debris, clutch material, metal shavings and contaminants exiting the transmission before it goes through the cooler. The filter installs in as little as 10 minutes and is easy to remove and clean. Its billet machined housing has -6 male and female fittings making installation a breeze for any vehicle equipped with -6 trans cooler lines.

IN-LINE FILTER FOR AUTOMATIC TRANS	925171
REPLACEMENT FILTER ELEMENT	925172

Trick Sticks ~ Accessories

Shifters and Cables

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.

	T-350	T-400	C-6	700R4 / 4L60E
ATI Shifter Forward Pattern	352010	402010	602010	702010
ATI Shifter Reverse Pattern	352020	402020	602020	702060



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

SHIFTER CABLES FOR ATI / WINTERS SHIFTERS

	5'	6'	8'
Part #	800000	800010	800020



Shifter Mounting Hardware for ATI / Winters Shifter Part #202030



Check and Double Check!

Check your shifter cable in each gear! Not all "shifter to bracket to transmission" installs will line up perfectly in EVERY gear. This will cause burnt clutch packs in the gear that is not fully seated! Besides low fluid, this is the second **BIGGEST** cause of transmission failure!

Transbrake Buttons

Looking for quick and consistent reaction times? Try one of these transbrake buttons. Available in 4 styles to fit the driver's needs. Hundreds of uses!

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
- BUTTON WITH COIL CORD 940020

BIONDO RACING - "DOUBLE O"

- Oversized button (nearly 1" in diameter)
 - Fully anodized black bracket and rim
 - Easy mounting into any 1/2" hole of any door car or Dragster steering wheel
 - Great for .400 Pro Tree racers!
- BIONDO "DOUBLE O" 940021

BIONDO RACING - OVERSIZED "MUSHROOM" WITH CORD

- High amp snap action
 - Stretch coil cord
 - Simple to mount with threaded shaft and lock nut
 - Great for Sportsman racers!
- BIONDO "MUSHROOM", COIL CORD 940022

BIONDO RACING - ADJUSTABLE "TERMINATOR"

- Most adjustable transbrake button available
 - High quality aluminum
 - Internal spring eliminates the spring from getting caught and binding
 - Super Stock & Comp legal!
- BIONDO "TERMINATOR" 940023



Standard button with coil cord



"Double O"



"Mushroom"

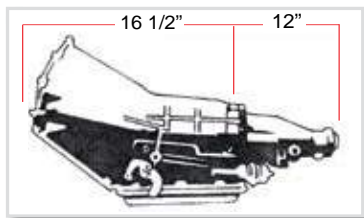
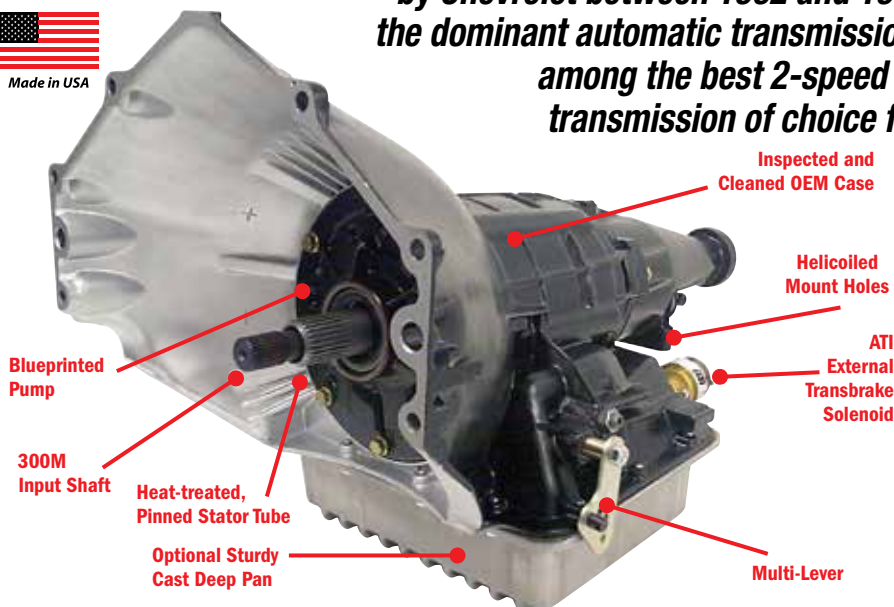


Adjustable "Terminator"

Powerglide Transmissions



More than 17 million aluminum case Powerglides were produced by Chevrolet between 1962 and 1973. Today, the Powerglide is the dominant automatic transmission in Drag Racing and ranks among the best 2-speed transmissions ever. It's the transmission of choice for many racing champions!



FOOTBRAKE UNITS

1.82 Rated up to 550 HP
1.76 Rated up to 750 HP

Includes:

- 1.82 or 1.76 OEM Gear Set
- Precision Balanced OEM Carrier
- 300 M Input Shaft, PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump with Heat-Treated Pinned Stator Tube
- High Performance Gaskets & Seals
- Competition Sealing Rings and Multi Lever

200150 (1.82 / 550 HP)
200110 (1.76 / 750 HP)

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



STRAIGHT CUT ULTRA GLIDES

Ideal for Stock and Super Stock racers, with the lightest components available!

Includes:

- Compu-Flow Valve Body
- 300 M Input Shaft, PG or Turbo Spline
- Aluminum Clutch Hub
- Blueprinted front pump enhances lubrication and heat-treated pinned stator tube
- One-piece high gear aluminum drum with steel sleeve for Teflon rings
- Lightweight reverse ring gear to reduce rotating mass and improve ET
- Adjustable minimum pressure valve body regulator
- Bearings throughout
- Red low band

Non-Transbrake Units

201070 (1.94)
201100 (1.98)
201130 (2.08)

Transbrake Units

201290 (1.90)
201320 (1.94)
201350 (1.98)
201380 (2.08)

TRANSBRAKE UNITS WITH HELICAL GEARS

Includes:

- Compu-Flow Fwd Manual Transbrake
- 300 M Input Shaft, PG or Turbo Spline
- 7 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump with Heat-Treated Pinned Stator Tube
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

200600 (1.76 / MAX. 750 HP)
With New Carrier & OEM Gears

200610 (1.76 / MAX. 850 HP)
With New Carrier & Super Set Gears

Available options installed at time of build:

ATI SuperCase, inc. a dual ring billet servo and servo cover
#200011

Extension Housing with Roller Bearing
#200031



Shutting the engine off while your transmission is in gear?

NO! Not on the track, not in the pits either!

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.

ProGlide Transmissions

ATI OEM CASE UNITS



200620 (1.74 / MAX. 1000 HP)
 200640 (1.80 / MAX. 1000 HP)
 200660 (1.87 / MAX. 1000 HP)

Use at own risk up to 1000 HP!

TRANSBRAKE UNITS WITH STRAIGHT CUT GEAR SETS

Includes:

- 9310 Straight Cut Gear Set
- Precision Balanced HD New Carrier with 4340 Output
- Compu-Flow Forward Manual Transbrake
- Heavy Duty 300 M 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



IAN HILL 4.99 @145 MPH
 ATI Pro Glide Transmission, Treemaster MRT Converter, Flexplate, Super Damper and Super F Fluid

ATI SUPERCASE UNITS

For 750 to 1500 HP Builds

STRAIGHT CUT UNITS

Max HP rating, Vasco input shaft & #200031 Tailhousing 500 HP Less without these options.

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 UNITS

200600SC 28" (1.76 OEM / 750 HP).....
 200601SC 18" (1.76 OEM / 750 HP).....
 200610SC 28" (1.76 SuperSet / 850 HP).....
 200611SC 18" (1.76 SuperSet / 850 HP).....

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 w/Heat-Treated Pinned Stator Tube
- Compu-Flow Forward Manual Transbrake
- HD 300M Input Shaft - PG or Turbo Spline avail.
- 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

Lightweight package available! Page 44.



Rated to 1800 HP

High Impact ProGlide

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.

Includes:

- 9310 or VASCO Extreme Duty Straight Cut Gear Set
- Precision Balanced New Carrier with 4340 Output
- ATI SFI 4.1 / 30.1 SuperCase
- HD Extension Housing with Bearing
- Pro Style Safety Forward Manual Transbrake
- Vasco Ringless Input Shaft
- 10 Clutch High Gear Drum
- New Kevlar Band
- New Billet Clutch Hub
- High Flow Front Pump with Heat-Treated and Pinned Ringless Stator Tube
- Billet Twin Seal Servo
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- 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

201441 28" w/1.74 Vasco gears
 201442 18" w/1.74 Vasco gears

201443 28" w/1.66 Vasco gears



IGGIE BOICESCO - 2015 ATCO National Open Winner
 LODRS Super gas Winner - Cecil County Dragway
 2006 NHRA Super Gas Champion
 8 NHRA National Event Wins

ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper-equipped!

Photo by Diane Kubicka

ProGlide Transmissions

AVAILABLE PROGLIDE® OPTIONS *Option prices listed below are available only at the time of order or while your Powerglide is being built.*

SUPERCASE BELL PACKAGES (Includes bell, flexplate, adapter and hardware)	
SB Mopar	202800
SB Mopar, GEN 3 HEMI	202801
SB Mopar, GEN 3 HEMI (Dual starter pockets)	202804
BB Mopar, 6-Bolt	202802
BB Mopar, 8-Bolt	202803
SB Ford, 157T	202810
SB Ford, 164T	202811
SB Ford, Mod Motor	202812
BB Ford, 164T INT	202813
BB Ford, 164T EXT	202814
Toyota Supra	202820
<i>Requires ATI custom converter (part #408931 - See page 30).</i>	
Aluminum Roller Bearing Governor Support	200039
Roller Bearing Extension Housing	200031
Spherical Tailhousing on Shorty	207850
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
Super Servo	205327

Billet Clutch Hub (Use w/ 200150, 200110 or 200600 only)	207210
SCS-30 Cooling System	925000
Super Band	205291
Super Band, red	205292
Alum 7 Clutch Drum with steel insert, includes red band	205652 / 205310
Pro Style Safety Reverse Transbrake	203050
"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 <i>SuperCase only (Qty of 2 required)</i>	960002
Locking Trick Stick, standard length	206490
Locking Trick Stick, short for dragster use	206491
Lokar® Direct Mount Stick, short	206492
Energy Suspension Mount	206621
Transmission Can	206611

TRANSMISSION CATCH CAN

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



TRANSMISSION CATCH CAN 206611
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE 964102



AMANDA BOICESCO
Super Comp Dragster grabbed her first NHRA Division 1 Win at Richmond using ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper

Photo by Bob Beucier



What is the best time of year to send transmissions and converters in for overhaul?

Normally overhauling converters and transmissions requires only a few days turn-around, but come January, everyone is buying new converters and transmissions for the upcoming race season. That trend continues through the end of March. This is probably not the ideal time to send your items in for overhaul and recertification. Because the techs who build our new units are the same ones who perform the overhauls, getting an overhaul in January through March could result in a much longer turnaround time. While the best solution is to have a spare converter and transmission which allows you to be more flexible about when to send them in, we realize this isn't always in the budget for many of our customers. If you have just one converter and transmission, a good rule of thumb would be to send them in either from November through the end of the year, or in early Spring before race season gets underway. This is especially true for those who live in northern states where there's still snow on the ground until late spring.



Chris Rummel
Sales Technician, Ext. 3046

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!



JIM KYLE - Pro Mod
ATI Superglide 4 with 1.62 Transmission and ATI Outlaw Converter
4 years NO Breakage!!



Superglide 4
Lock Up

SUPERGLIDE® 2

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

Includes:

- 1.64, 1.66 or 1.80 Vasco Gear Set
- Precision Balanced New 4340 Carrier and Output
- Exclusive 30 Spline Turbo Clutch Hub, Input Sun Gear and 1" Ringless Vasco Input Shaft
- ATI SuperCase and Tailhousing
- 10 Clutch High Gear Drum with Turbo Spline Clutch Hub
- Premium Competition Friction Super Band
- HD 4140 Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Aluminum Super Pump with Stator for Ringless Shaft
- Billet Twin Seal Servo w/Gapless Rings and Cover
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Integral Transmission Catch Can
- High Performance Gaskets and Seals
- High Flow Filter System
- -6 AN fittings, standard
- Multi Lever
- Case to Bell Stud Kit
- Bearing in case for Output Shaft
- Heavy Duty Extension Housing

201452

201462 18" Shorty w/ 1.80 Vasco gears.....

Upgrade your transmission with a Lightweight

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!

SUPERGLIDE® 4 TRANSMISSIONS

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

Includes:

- Custom 1.62, 1.64, or 1.82 Vasco Gear Set w/custom Sun Gear for 1.1875 Input Shaft
- Custom Output Sun Gear Bushing
- Precision-balanced new 4340 Carrier with 4340 Output (T-400 diameter)
- ATI SuperCase and Tailhousing
- 300M Ringless Input Shaft, 1.1875" Diam.
- Custom Super Pump
- Custom 10 Clutch Drum / Clutch Hub
- Premium Competition Friction Super Band
- HD 4140 Band Adjuster

- Wicked Quick Billet Aluminum Valve Body
- Billet Twin Seal Servo w/Gapless Rings and Cover
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Transmission Catch Can
- High Flow Filter System
- -6 AN fittings, standard
- Multi Lever
- Roller Governor Support
- Bearing in case for Output Shaft
- Case to Bell Stud Kit

SUPERGLIDE 4

201454, 28" w/1.82 Vasco gears

201464 18" Shorty w/ 1.82 Vasco gears

201455, 28" w/1.62 Vasco gears

201465 18" Shorty w/ 1.62 Vasco gears..

ADD an ATI Outlaw Torque Converter®
Part# 408422 or 408423

SUPERGLIDE 4 - LOCK UP

201454LU

201455LU w/1.62 Vasco gears

ATI Outlaw Torque Converter®
Part# 408422LU.....included

ADD an ATI Bolt-Together Lock Up Outlaw Torque Converter®
Part# 408430LU.

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

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.

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.

Available for ProGlide*, Superglides 2, 4 and Superglide 4LU!
Brings Superglide 4 to UNDER 100 lbs and lock-up option down to 100 lbs!

Billet Aluminum Carrier



Lightened Governor Support



Light Moroso Pan with Skid Plate



Billet Aluminum Servo Cover
Lightened cover coming soon!

SCS-30 Cooling System

Let your ATI trans cool itself!

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

- ✓ 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.



SCS PACKAGES

SCS-30 INSTALLED OPTION 925000

*\$595 if installed on specific ATI Trans at time of build.

Requires deep pan and valve body modifications.

TRANNY BUILDER PKG 200009

DRAGSTER PKG (shown above) 200006

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-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!

The SCS system can be supplied with the following options:

1. Aluminum deep pan (203500) with required filter kit and pump suction fitting installed (203564).
2. Hose kit, cooler to case, for mount (925159) with cooler (925140).
For use only with ATI Case & Bell!
3. (2) AN-6 case fittings for OEM case or SuperCase.® (OEM 960001) (SuperCase® 960002).
4. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses with straight-6 fittings for 45°, 90°, or 180° fittings. (925170) .
5. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (925134)
6. Dragster cooler mount with integral bracket and handle kit. Fits ATI SuperCase. 925151
For use only with ATI Case & Bell!
Handles only (925152)

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

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



ATI Super F helps control heat better than conventional fluid!



20 WT SUPER F (QUART)	100001
20 WT SUPER F (GALLON)	100004
30 WT MAX DUTY SUPER F (QUART)	100021

Also available in cases! See page 77 for more info.

The pump system is completely contained inside the transmission.



SCS-30 Cooling System

ATI SuperCase® & Components



3 piece design!

NEW LOWER PRICES!

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!

SUPERCASES®

WITH CHEVROLET BELL	200011
WITH CHEVY BELL & BEARING FOR PG OUTPUT	200011B
WITH CHEVY BELL & BEARING FOR T400 OUTPUT	200011B4
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

SUPERCASE WEIGHTS (in lbs.)

Case with Liner and Hardware.....	18.5	Mopar BB Bell	11
Chevy Bell	8	Mod Motor 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
WITH FORD MOD MOTOR BELL	200008		
WITH TOYOTA SUPRA BELL	200029		
SUPERCASE® ONLY (W/LINER BUT NO BELL)	200013		
SUPERCASE WITH BEARING INSTALLED	200013B		

SFI BELLS



CHEVY BELL (SUPERCASE)
200014



SB FORD/157 FLEXPLATE BELL
200018



FORD MOD MOTOR
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

SUPERCASE BELL PACKAGES

With bell, flexplate, adapter & hardware

SB MOPAR	202800
SB MOPAR, GEN 3 HEMI	202801
SB MOPAR, GEN 3 HEMI	202804
<i>Dual starter pockets</i>	
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
SB FORD, MOD MOTOR	202812
BB FORD, 164T INT BAL	202813
BB FORD, 164T EXT BAL	202814
TOYOTA SUPRA	202820

Requires ATI custom converter (part #408931) - See page 30.

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 36 for Extreme Duty bolt kits

ADAPTER PLATES - RINGS

ATI BELL TO OEM T-350 & 400 CASE	915125
ADAPTER RING - ATI BELL TO 4L80E / 4L85E**	915137

*** Requires case and pump to be modified on 4180/85E*

CRANK ADAPTERS

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

Powerglide Components



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

SuperCase® Extension Housing



SuperCase® Extension Housing Cut-away

EXTENSION HOUSINGS

PG 28" ASSEMBLY, OEM 200030
 PG SUPERCASE, FOR 1.500 YOKE WITH SEAL, BEARING & RETAINING RING 200031

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

EXTENSION HOUSING WITH T-400 OUTPUT 200032

18" EXTENSION HOUSINGS

PG 18" WITH BEARING 200039

PG 18" SHORTY W/ T-400 OUTPUT & BEARING INCLUDES HARDWARE 200040T
 Uses standard OD output yoke



18" Extension Housing - 3.110 Long with Bearing

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

T-400 OUTPUT-SIZE W/BEARING	200037
T-400 OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200037LWT
PG OUTPUT-SIZE W/BEARING	200038
PG OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200038LWT

SPHERICAL TAILHOUSING

For solid mount rear engine dragsters

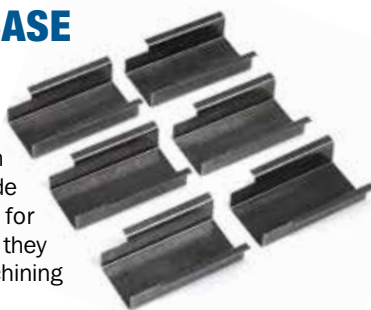


- Provides unrestricted, unlimited movement of the chassis and transmission case around the output shaft center line.
- Increase gear set life by removing the angular loads that try to move the output shaft off center.
- Eliminates friction power loss. The bushing is replaced with a heavy duty, free-turning roller bearing.
- Eliminates bushing wear and seal failure.
- Infinite and accurate coupler length adjustments.
- Direct bolt-on replacement.
- Special locking collar allows coupler adjustment and locking without marring coupler machined surface.
- Seal snap-ring retained.
- Fully O-ring sealed.
- CNC-machined 6061 T-6 housing.
- Spherical bearing surface hard-coated for long life.
- Grade 8 hardware supplied.

POWERGLIDE SHORTY EXTENSION HOUSING WITH SPHERICAL BEARING 207850

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.

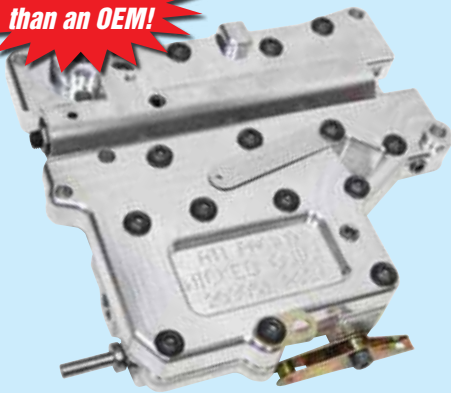


CASE SAVER (SET OF 6) 205761

Extension Housings

Valve Bodies and Transbrakes

7.4 lbs lighter than an OEM!



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

Comes standard with Superglides 2 and 4!

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

Save 1/2 lb + with lightweight Titanium Bolts!



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
REVERSE SAFETY Great for Pro Tree! 203050

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR
203250



Valve Body replacement components are listed on page 49.

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



Patent #7,780,564

ADJUSTABLE REGULATORS

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



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.

TRANSBRAKE SOLENOID AMP DRAW INFORMATION*

SOLENOID PART #	At 12 VOLTS	At 16 VOLTS
941030	7.65	7.95
941011	1.13	1.49
941010	.73	.95

* Data provided by Lingenfelter Performance Engineering

Valve Body Components

TITANIUM VALVE BODY BOLTS

TITANIUM BOLTS FOR
ATI BILLET VALVE BODY #203051
950310T

TITANIUM BOLTS FOR
OEM STYLE VALVE BODY
950311T



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

INTERNAL TRANSBRAKES

203300, 203350, 203070

SOLENOID ONLY	941010
TRANSBRAKE VALVE	203420
BRAKE VALVE RETURN SPRING	203450
SEPARATOR PLATE FOR 203300	203310
SEPARATOR PLATE FOR 203350	203360
SEPARATOR PLATE FOR 203070	203060
WIRE CONNECTOR, STANDARD	940330
WIRE CONNECTOR, SHORTY	940340

EXTERNAL TRANSBRAKES

FOR 203250 AND 203050

TRANSBRAKE VALVE	203440
BRAKE VALVE RETURN SPRING	203460
ALUM. SEPARATOR PLATE FOR 203050	203040
SEPARATOR PLATE FOR 203250	203260

SOLENOID DELETE PLUG	
Allows for solenoid removal with 203250 transbrake	207342

FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480
SOLENOID ONLY	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	203490
<i>ATI design for valve bodies without boost valve</i>	
PRESSURE REGULATOR SPRING	203380
<i>OEM design for valve bodies with boost valve</i>	
MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)	203581



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

Valve Body Components

Powerglide Gear Sets



Made in USA

For Stock, Super Stock, Comp Eliminator and 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 1.68, 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. **OEM carrier gear sets carry a 90 day quality of work warranty.**



Precision balancing of heavy duty carriers

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 friction.
- All thrust loading in the Powerglide from the reverse ring gear to the reverse pressure plate is totally eliminated.



	1.58	1.68	1.90	1.94	1.98	2.08	2.18
28" SUPER SET - Helical *	---	203920	203923	203924	203925	203926	---
28" SUPER SET - Straight Cut *	---	---	203933	203934	203935	203936	203937
28" SUPER SET* - Straight Cut with aluminum reverse ring gear for 3 reverse clutches *	---	---	203933A	203934A	203935A	203936A	203937A
28" SUPER SET - Straight Cut with 7 thin reverse clutches / PG input shaft 17 spline	203938	---	---	---	---	---	---

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 fair 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.

SHORTY & OEM GEAR SETS

Rear-engine dragsters and boat racers will appreciate ATI's Shorty Gear Sets! They reduce the overall length of the Powerglide by 10 inches (18" overall) and provide you with that extra room when you need it.

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

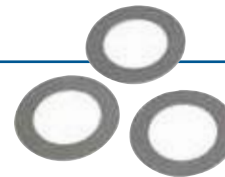
18" - OEM OUTPUT 204110
28" - OEM OUTPUT 204090



1.76 Shorty with 4340 Bolt-Together Output & Carrier



1.82 Shorty with OEM Output



POWERGLIDE SHIM KIT

Our PG Shim Kit allows end play adjustments to be done at the carrier end of the transmission while keeping the direct apply circuit and lube circuit in the high gear drum aligned with the stator tube feed - a must for high performance applications. Includes 0.015", 0.030" and 0.045" shims.

205379

Heavy Duty Gear Sets



JOHN SCALI - Top Sportsman
2013 Jegs All Star Champion
2010-2011 NHRA Div. 3 Top Sportsman Champ.
ATI Superglide 4 Transmission, Converter,
Superplate, Super Damper and Super F ATF

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



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

100% New Parts!

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	18"	1300 HP	STRAIGHT CUT	204985
1.87	14 DP	28"	1300 HP	STRAIGHT CUT	204991

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
1.66	12 DP	18"	2000 HP	STRAIGHT CUT	204896V
1.66	12 DP	28"	2000 HP	STRAIGHT CUT	204897V
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

****Some HP ratings are weight specific!****



Lightweight Billet Aluminum Carrier
Part # 207836AL

Note! Customer must adhere to the horsepower limits for valid warranty.

Billet Aluminum Carrier Option saves 2.2 lbs. (steel is 4.2, aluminum is 2.0 lbs.) Highest HP on the market up to 3500 HP!

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
1.66	12 DP	18"	2400 HP	STRAIGHT CUT, VASCO	30 SPLINE	204986VS
1.66	12 DP	28"	2400 HP	STRAIGHT CUT, VASCO	30 SPLINE	204992VS
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	LIGHTWEIGHT STRAIGHT CUT, VASCO SG4 SUN,T-400 OUTPUT	27 SPLINE	204879VS-LWT [1] [3]
1.62	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT 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.

Powerglide Components

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, 5 CLUTCHES INSTALLED	(8.46 LBS)	205640
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

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
HIGH GEAR PISTON - .840 TALL, 5 CLUTCHES IN OEM DRUM	205680

Aluminum Drum with Steel Insert Pt # 205650



10 Clutch Drum and Hub Part # 205645



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 FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783
--	--------

STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223
--	--------

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.



Under Pressure

Patrick Myers
Sales Technician
Ext. 3045



Line pressure is a critical, yet sometimes overlooked part of the performance equation for your Powerglide racing transmission. Having enough pressure to keep the clutches locked, but not so much that you create unnecessary drag, is the key. The components in your transmission must be up to the task as well. For example, ATI recommends not exceeding 180 PSI on OEM cases; while the Super Case can handle pressures exceeding 300 PSI. Speak with your ATI sales technician regarding the best combination for your horsepower and weight. The result will be longer transmission life and optimized elapsed times.

STEEL AND ALUMINUM REVERSE RING GEARS

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!



1.76 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL, 16 DP	204000
STEEL, 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

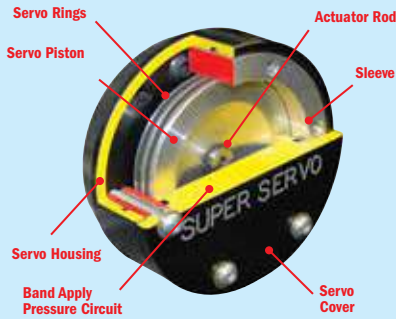
1.82 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL, 6 CLUTCH, 16 DP	204010
STEEL, OEM HELICAL LIGHTENED - 3 CLUTCH, 16 DP	207000
ALUMINUM, HELICAL - 3 CLUTCH	207760
ALUMINUM, HELICAL - 6 CLUTCH	207761
STEEL, STRAIGHT CUT - 6 CLUTCH	207180
ALUMINUM, STRAIGHT CUT - 3 CLUTCH	207770
ALUMINUM, STRAIGHT CUT - 6 CLUTCH	207771

Servos ~ Clutch Packs

SUPER SERVO®

U. S. Patent# 8,250,967



ATI's new Super Servo® gives the ability to increase the servo bore from the stock 2.750" bore to 3.250" on any OEM or aftermarket Powerglide case. This increases the servo piston apply area nearly 30% from 5.93 square inches to 8.29 square inches. With this additional area, you are now able to increase the band's clamping force equal to 300 psi of line pressure even though you only need 215 psi to do so.

Look at these numbers!
 5.93 x 200 psi = 1186 lbs
 5.93 x 300 psi = 1779 lbs
 8.29 x 215 psi = 1782 lbs



SUPER SERVO 205327
 O-RING KIT FOR SUPER SERVO 205335

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.

TWIN SEAL SERVO 205322
 Includes gasket, o-ring and steel servo rings
 SERVO W/GAPLESS TWIN RINGS INSTALLED 205318
 Includes gasket, o-ring and gapless servo rings
 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 205325
 Includes gasket, o-ring, plug and ARP bolts
 ARP STAINLESS BOLTS FOR SERVO COVER, 3/8-16 x 3/4", 12 PT 951454

Dual Seal Servo



Billet Aluminum Servo Cover

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

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

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

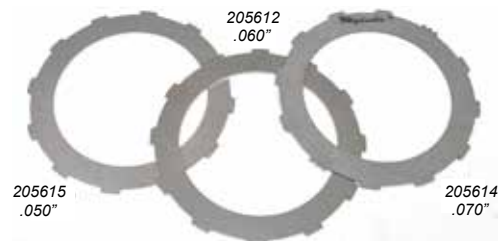
REVERSE

CLUTCH PACK 5 FRICTIONS 5 STEELS	205820
CLUTCH PACK 6 FRICTIONS 6 STEELS	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

Frictions and Steels in a variety of surfaces and thicknesses



205615 .050"

205612 .060"

205614 .070"

Powerglide Pumps

Super Pump



SUPER PUMP

As standard equipment on the Superglide 2 and 4, the Super Pump's lightweight pump halves are CNC-machined from aluminum for precision. The Super Pump's steel stator support tube is a one-piece, bolt-in design which prevents stator tube spin-out. The pump gear thickness has been increased to improve oil pressure and volume at low RPM resulting in a cool running transmission and converter. All new micro-polished and coated Pump Gears are standard and allow for maximum oil flow and increased pump life. Also comes standard with steel wear plates for the longest aluminum pump life on the market!

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



PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT	
SEALS STATOR TUBE TO BODY (5 PIECES).....	205036
SUPER PUMP BOLT & WASHER KIT.....	205037
TEFLON RINGS FOR PUMP TO DRUM (SET OF 2).....	205025
LARGE O-RING, FRONT PUMP TO CASE.....	205370
CHROME OIL RINGS (Set of 4 - 2 pump, 2 input shaft).....	205020

Use for a max of 200 psi!

Gasket Set For PG Pump To Case



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

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.

WITH COOLER

HEAT-TREATED STATOR SUPPORT	205031
HEAT-TREATED STATOR TUBE WITH	205052
RINGS INSTALLED FOR 207148 & 207159AV SUPER SHAFTS ONLY	

ATI's exclusive Stator Support Tube machined for rings



100% Billet Super Pump Stator Support Tube

STATOR SUPPORT TUBES AND PUMP HALVES

Stator Support Tubes support and center the stator inside a converter and lock the stator from turning when the converter is multiplying torque while the sprag is locked. 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 of 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, 4140 - OEM STYLE	205262
NEW OEM STYLE STATOR HALF, HEAT-TREATED, 4140 - RINGLESS	205261
SUPER PUMP STYLE, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035
SUPER PUMP STYLE, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133
SUPER PUMP STYLE, HT STATOR TUBE, BIG SHAFT	207153

Powerglide Input Shafts



**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 6 seasons!**

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, FOR SUPERGLIDE 1, VASCO 1.76	207149
	Replacement shaft for Superglide 1	
12 7/8"	RINGLESS SUPERGLIDE 2	207159AV
	1.00" DIAMETER, VASCO	
	Replacement shaft for Superglide 2	
12 7/8"	RINGLESS, FOR SUPERGLIDE 4	207169
	1 3/16" DIAMETER	



Ringless Super Shaft
#207148

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 April 2016

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 W/ JOURNAL*	207170
12 7/8"	1.76 - 300M, NO JOURNAL	207171
12 7/8"	1.76 - VASCO W/ JOURNAL*	207145
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

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



Chrome Rings

Teflon Ring

Bushing #207350

Why is a well made, straight & 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.

Powerglide Components

TRANSMISSION PANS

Cast Deep Pan
7.15 lbs



Lightweight!

Moroso Aluminum Deep Pan
4.0 lbs



Moroso Aluminum Stock Depth Pan
2.5 lbs



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.

CAST ALUMINUM DEEP PAN	203500
Includes filter, gaskets and hardware	
MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN	203610
Does not include filter or pan gasket	
MOROSO ALUMINUM STOCK DEPTH PAN	203611
Does not include filter or pan gasket	
PAN GASKET	203550

BANDS

3/8" WIDER THAN A STOCK BAND!



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's lining is made of heavy duty Kevlar 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	
3/8" WIDER THAN STOCK!	205291
ATI SUPER BAND	
RED LINED FOR ALUMINUM DRUMS	205292
3/8" WIDER THAN STOCK!	

OK FOR UP OR DOWN LEVER POSITION!

BAND ADJUSTING SCREW



HD 4140 BAND ADJUSTING SCREW WITH JAM NUT
205313



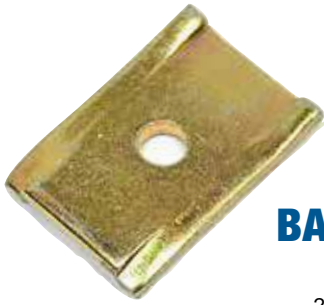
CRITICAL LOW GEAR BAND ADJUSTMENT

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 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.

All-Brand-New Powerglide Small Parts



HEAVY DUTY BAND APPLY STRUT

BAND APPLY STRUT

205312

SERVO APPLY TUBE



205350

BUSHING KITS



POWERGLIDE KIT
206400

EXTRA WIDE PG CASE BUSHING
980175



ROOSTER COMB KIT

ROOSTER COMB 205768
Includes hardware.

UNIVERSAL LEVER

The ATI Universal 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



PARK PAWL



PARK PAWL
205740



PARK PAWL ACTUATOR
205741



PARK PAWL RELEASE SPRING
205746

REVERSE PISTON SPRINGS

*A MUST FOR
FASTER TRANSBRAKE
RELEASE!*



HEAVY DUTY REVERSE PISTON SPRINGS, SET OF 17
205750

Powerglide Components



Rebuild Kit

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, chrome oil 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
NOTE! This kit or any of its individual parts are NOT returnable!

GASKETS AND SEALS, COMPLETE KIT	206300
PAPER AND RUBBER FOR CASE ONLY	206299

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
BRASS FILTER ONLY	203560

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
DACRON HIGH FLOW FILTER	723530



High Flow Filter System

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 KD Tools.

151001



"Quick Pit"

A variety of small parts and tools should be grouped and handy for easy access between rounds on the way back to staging. Adjustments and repairs are inevitable. But don't forget about the driver! Many important rounds and event wins, have been salvaged by a cold drink, a cool towel and a few minutes to "reset".

Don't underestimate the luxury of a few minutes out of the sun and heat, and away from the pressures of racing.



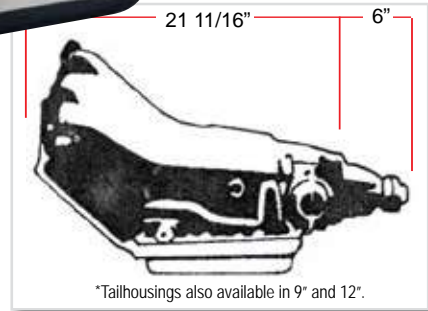
Charlie Plott
 Sales Technician, Ext. 3028

T-350 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 - 97 NHRA National Event wins and counting using ATI Transmission, Treemaster Converter, Flexplate and Super Damper-equipped!



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

Available adapter ring and SFI 4.1 bell for all stock case T-350 racers!

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

Reverse Manual, NO Band Apply

351400 Chevy Case

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 83).

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

* 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 82.

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

* Specify PG or Turbo spline input!

351601 Chevy Case up to 850 HP

◆ Includes coated pump gears and #355270 forward drum-turbo spline only!



Lightweight Sun Shell for SLD option

Choose from these options for your T350!

To be installed at time of build

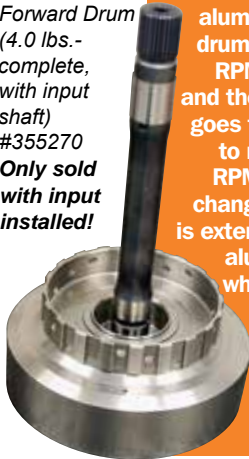
- 355682 Steel 36 Element HD sprag, Direct Drum Assy
- 355702 Alum. 36 Element HD sprag Direct Drum Assy
- 355270 Alum. Fwd Drum with 300M Turbo Spline (850 HP max)
- 355252 Alum. Forward Drum, OEM input (500 HP max)
- 353500 Deep Aluminum Cast Pan

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 lightweight sun shell and bearings installed

T-350 Components

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.

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 6061 BILLET ALUMINUM FORWARD DRUM 355252
 Price is for drum only. Must have input installed.

T-350 2024 BILLET ALUMINUM FORWARD DRUM
 Includes 300M turbo spline shaft, Up to 850 HP355270

STEEL WITH 300M TURBO SPLINE SHAFT	355259
STEEL WITH 300M PG SPLINE SHAFT	355260
STEEL - LIGHTENED OEM WITH OEM INPUT	357169

DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682
--	--------

ALUMINUM HD 36 ELEMENT SPRAG FOR HIGH HP*	355702
---	--------

*The most common OEM part to break!

NOTE! When downshifting 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.

Part #355682
 Steel (10.9 lbs)

Part #355702
 Aluminum (4.0 lbs)



Direct Drum Assembly with 36 Element Sprag

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



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

BUSHING KITS

356400

CHROME OIL RINGS

355000

FRONT PUMPS

BLUEPRINTED, WITH COOLER	355010
--------------------------	--------

Bushing Kit



Chrome Oil Rings



T-350 Front Pump



2.75 Low Gear Set for T-350



2.75 LOW GEAR SETS

Low gear sets increase the gear ratio when leaving the starting line and return to the original rear gear in high gear. The increase is usually equal to 1 numerically higher gear ratio. A car with a 4.10 rear gear and a standard low gear of 2.52 equals a 10.33 starting line ratio or SLR (2.52 x 4.1). Utilizing the 2.75 gear set equals a 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.52 equals 4.48 - the new rear gear required to obtain the 11.30 SLR with the 2.52 low gear. Great for towing, street cars and big CID high torque motors that are RPM limited and are using a 4.10 rear gear.

354040

T-350 Components

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 40.

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

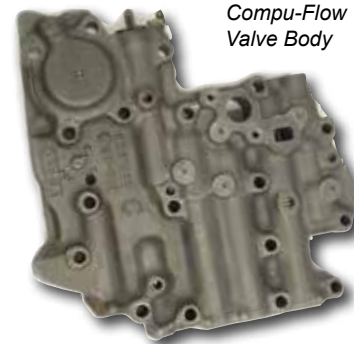
REVERSE WITHOUT BAND APPLY (3 SETS) 353220

STREET / STRIP (3 SETS) 353230

FORWARD PATTERN (3 SETS) 353320

REVERSE PATTERN WITH BAND APPLY (3 SETS) 353420

Repair services and wet testing are also available for ATI Valve Bodies.



Compu-Flow Valve Body



TECH TIP



John Lane -
Ext. 3044
Internet and
Southern
Regional
Sales
Technician

CLUTCHES AND STEELS

CLUTCH PACK, DIRECT 5 FRICTIONS 5 STEELS 355630
STEEL PLATE, INTERMEDIATE (OVERSIZED) 355413

ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR 403390
ALUMINUM PLUG WITH O-RING 407010

BANDS

INTERMEDIATE BAND HD KEVLAR
355530



TRANSMISSION CATCH CAN

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

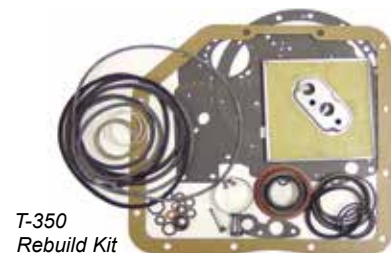
TRANSMISSION CATCH CAN 356611
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE 964102

GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4 357155

OVERHAUL KITS

COMPU-PRO RACE KIT NO BAND APPLY, INC. VALVE BODY 356370
REBUILD KIT - GASKETS AND SEALS 356300
RACE TRANSMISSION OVERHAUL KIT, NO BAND APPLY 356340
RACE TRANSMISSION OVERHAUL KIT, WITH BAND APPLY 356350
SERVICE KITS - GASKET AND FILTER 353600



T-350 Rebuild Kit

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

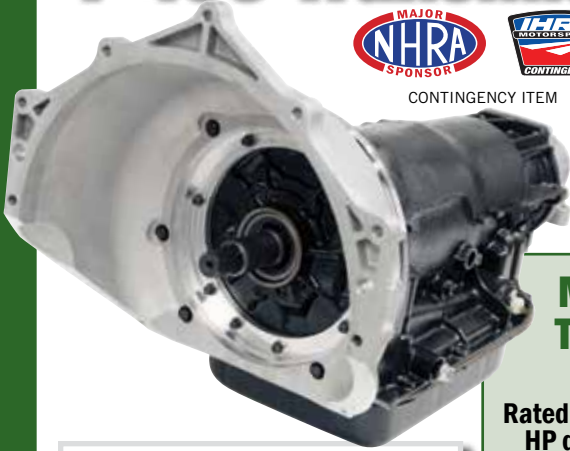


Steel OEM style Black Powder Coated Pan

NEW!

T-350 Components

T-400 Transmissions



CONTINGENCY ITEM

The Turbo 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.

MAXIMUM DUTY TRANSMISSIONS

T400 3-Speed Outlaw Series

1,800 HP MAX RATING

401606 2.10 Low/1.40 Second - Helical
401606SC

With SuperCase & Chevy Bell

4016055C 2.48 Low/1.48 Second - Helical
With SuperCase & Chevy Bell (5 pinion planet)

401607SC 1.95 Low/1.34 Second - Strt Cut
With SuperCase & Chevy Bell (6 pinion alum carrier)

401608SC 1.86 Low/1.31 Second - Strt Cut
With SuperCase & Chevy Bell (6 pinion alum carrier)

401608LU 1.86 Low/1.31 Second - Strt Cut
With SuperCase & Chevy Bell with Lock Up

Lock-Up!

*Add a bolt together Lock up converter for

401611LU 1.60Low/1.31 Second - Strt Cut
With SuperCase & Chevy Bell with Lock Up

Lock-Up!

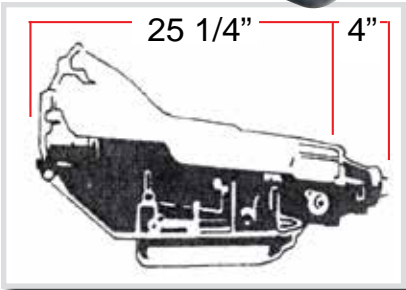
*Add a bolt together Lock up converter for

401609SC 2.10 Low/1.40 Second - Strt Cut
With SuperCase & Chevy Bell (6 pinion alum carrier)

Rated from 1800 HP to 3500 HP depending on options

- Race Clutches and Steels
- Increased Clutch Capacity in all positions
- Blueprinted High Flow Front Pump with heat-treated tube or Super Pump
- Billet Alum. Safety Reverse Valve Body
- ATI Severe Duty Alum Direct Drum
- Vasco Input Shaft with steel drum
- Vasco Intermediate Shaft
- 4140 HT Steel Forward Clutch Hub
- HD Center Support
- HD Roller Bearing Tail
- Deep Aluminum Cast Transmission Pan
- -6 AN Fittings
- Lokar® Direct Mount Dipstick

* An **OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB).**
Order #406026....



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
401030 B-P-O 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
401300 Chevy Case, Reverse Pat
401230 B-P-O Case, Forward Pat
401330 B-P-O Case, Reverse 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
401370 B-P-O Case

*Ears cut off - no inspection pan mounts for ease of installation.

NEW!

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
- 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
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- High Flow Filter
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

401550

With SuperCase & Chevy Bell -
401550SC

With Transbrake
401555

With Transbrake, SuperCase & Chevy Bell -
401555SC

Each unit is fully dyno-tested for proper function and pressures before leaving ATI!

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
- 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
- Increased Clutch Capacity
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

401600

With SuperCase & Chevy Bell -
401600SC

With Transbrake

401603

With Transbrake, SuperCase & Chevy Bell -
401603SC

NOTE! All 4WD transmissions require the actual core be supplied for preparation.

Refundable core charge for acceptable transmission core

If a SuperCase is used See page 83.)

T-400 Transmissions

MOPAR NEW GEN HEMI T-400 TRANSMISSIONS

- ATI SuperCase and Mopar specific bellhousing
- Exclusive Billet aluminum Severe Duty Direct Drum assembly with 36 element sprag
- Vasco input and main shaft
- Heat-treated stator support tube
- Roller Bearings
- Increased clutch capacity with heavy duty clutch pack
- Transbrake Valve Body

Rated to 1500 HP
Bolts directly to your Gen III Hemi

These transmissions are assembled in ATI's SFI case with an SFI Mopar specific bellhousing and include a roller bearing tailhousing, deep aluminum pan, LOKAR firewall mount dipstick and 10 quarts of ATI's 30W Super F synthetic fluid. 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. Other options available - see below. 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



For 2 and 3 speed 400s!

LIGHTWEIGHT T-400 BIG SHAFT DRUM OPTION

These 2 options **MUST** be purchased together

1- 3/16" diam. Shaft with L/W Steel Fwd Drum Part # 406002

Super Pump Stator Tube/Plate Assembly, big shaft Part # 405153K

Steel pump half included!



COPO CAMARO SPEC T-400 TRANS

Now you can order a T-400 with the same specifications used in the new COPO Camaro



BOB BAGLEY - ATI Transmission, Treemaster Converter, flexplate, Super F ATF and Super Damper-equipped!

- Aluminum Forward and Direct Drums
- ATI Reverse Manual Valve Body
- ATI SFI T400 Supercase
- Roller Bearing Tailhousing
- Transmission Catch Can

401650 Naturally Aspirated

401655 Supercharged with Vasco input and intermediate shafts, hardened stator tube and 36 element severe duty drum)

AVAILABLE T-400 OPTIONS *Must be installed at time of build.*

HD Center Support w/Bronze Bushing	405471
HD Steel Forward Clutch Hub	405370
Aluminum Direct Drum w/34 elem sprag	405722
Severe Duty alum, 36 elem dir drum	407056
300M Input w/Forward Drum	406000
Vasco Input w/Forward Drum	406001
300M Input w/Aluminum Drum	406004
3.2 lbs lighter (800 HP Max)	
Vasco Input w/Alum Fwd Drum	406005
Trigger Ring, ATI Steel Drum only	407265
Vasco Intermediate Shaft*	405970V
*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.	
300M Output with bushing, std length	406026
300M Output with bushing, PG length	406026P

2.10 Low Gear Set, Helical (rated to 1500 HP)	404081
2.10 Low Gear Set, Strt Cut (6 pinion planet)	404210
2.75 Low Gear Set, Helical (rated to 800 HP)	404088
Roller tailhousing, aftermarket	401935
Bolt Together Aluminum Pump	405058
Lokar Direct Mount Dipstick	406492
Lokar Firewall Mount Dipstick	406493
-6 AN Trans Cooler Line Fittings	925137
-8 AN Trans Cooler Line Fittings	403500
Transmission Catch Can	406611
Moroso Deep Sheet Metal Pan	403610
ATI Sheet Metal Deep Pan	403612
Deep Aluminum Cast Pan	403500

400 GEAR SETS

Low gear sets increase the gear ratio when leaving the starting line and return to the original rear gear in high gear. The increase is usually equal to 1 numerically higher gear ratio. 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 a 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 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.

- 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, 800 HP MAX 404088



All gear sets have weight restrictions. Consult your Sales Technician.

2-Speed Max Duty Transmissions



Can be made PG length at no additional charge!

OUTLAW SERIES

ATI Aluminum Transbrake, rated from 1800 HP to 3000 HP depending on options.

- Race Clutches and Steels
- Blueprinted High Flow Front Pump with heat-treated tube
- Billet Aluminum Safety Reverse Valve Body
- ATI Severe Duty Aluminum Direct Drum
- Vasco Input Shaft with Steel Drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Billet Center Support
- Billet Aluminum Clutch Pack Spacer
- HD Roller Bearing Tail
- Deep Aluminum Cast Transmission Pan
- Increased Clutch Capacity in all positions
- -6 AN Fittings
- Lokar® Direct Mount Dipstick

* An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) - Order #406026....

OEM cased units are rated to 1800 HP and not intended for heavy weight cars.

ATI SuperCase recommended over 2000 HPI

401612 1.57 "Low" - Straight Cut
- with SuperCase & Chevy Bell
401612SC

401613 1.48 "Low" - Helical (5 pinion)
- with SuperCase & Chevy Bell
401613SC

401616 1.40 "Low" - Straight Cut
- with SuperCase & Chevy Bell
401616SC

401618SC 1.34 "Low" - Straight Cut with SuperCase & Chevy Bell

2-SPEED "SEVERE DUTY" KIT

For high horsepower and 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



1.3 lbs!

2.5 lbs!

SEVERE DUTY DRUM ASSEMBLY
407057

OPTIONS FOR 2-SPEED T-400s ONLY

CLUTCH PACK SPACER

Required when removing Intermediate clutch pack
405573

BILLET ALUMINUM CENTER SUPPORTS

405473



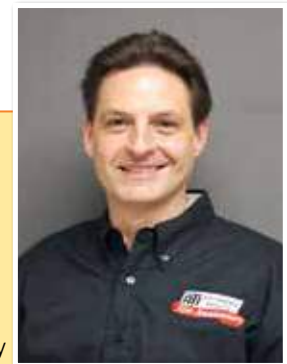
When do I need a 2-Speed 400?

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.

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.

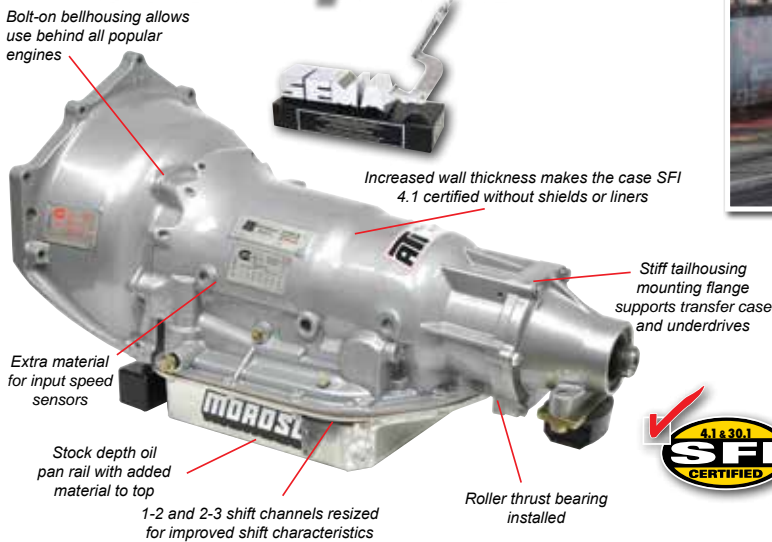
Plain and simple, the more power you make, the less mechanical advantage is required to get the car going. Losing 1st gear in a T-400 also allows you to lose rotating weight making the unit lighter and taking less power to turn sending more power to the ground.



David Caine
Sales Technician Ext. 3043

T-400 SuperCase®

Bolt-on bellhousing allows use behind all popular engines



CHRIS RINI - 2x NMCA & Big Dawg Champ!

ATI Transmission, Outlaw Converter, Super F, ATF Super Plate and Super Damper-equipped!

ATI was proud to become the first company to design, produce, machine, assemble and run an aftermarket Turbo-Hydramatic 400, 3-speed transmission in a non-OEM case. Starting with laser scanning OEM cases and original GM blueprints, ATI was able to create prototypes using the latest 3D polymer printing techniques. This ensured the final castings were able to offer all the benefits of a brand new, high performance cast aluminum case while retaining the specs and measurements of GM's original T-400.

The 365-T6 aluminum casting is produced in the United States and 100% machined in-house on ATI's dedicated Horizontal CNC machines. The stronger casting can handle more horsepower and significantly more line pressure over the OEM case, and it's SFI-certified, eliminating the need for external shields. ATI's unique 3-piece design allows the T-400 Super Case to accept any of ATI's bellhousings for GM, Chrysler, Ford and Toyota, along with various other bellhousings on the market with our dual bolt pattern.

The SuperCase was such an improvement over the OEM case, that when it debuted at the annual SEMA Show, it won SEMA's prestigious 2013 Best New Racing Product Award. When only the highest quality performance products are required, ATI has answered the call for over fifty years.

NOTE! This case has the minimum length passages machined and was tested with many, but not all, aftermarket manual shift, Transbrake and Non-Transbrake Valve Bodies. Adjust separator plates, valve body, or case as needed to work with your set up.

T-400 CASE & CHEVY BELL
400011

T-400 CASE & CHEVY BELL,
LIGHTWEIGHT
400011LW

T-400 CASE ONLY
400013

T-400 CASE ONLY, LIGHTWEIGHT
(2 pounds lighter)*

*Accepts only ATI Bell or ATI Bolt
pattern bell
400013LW

SUPERCASE, HD CHEVY BELL
200014HD **NEW!**

BOLT KIT - ATI BELL TO CASE
6 bolts, 6 serrated washers
950320

ADAPTER RING
Reid Bell to ATI SuperCase
915126

Optional T400 SuperCase Bell Packages

Optional Package prices are only available when added to a SuperCase T-400 Transmission. Packages includes Bell, Flexplate, Adapter, Hardware

202800	SB Mopar	202811	SB Ford, 164 tooth
202801	SB Mopar, New Gen HEMI	202812	Ford Mod
202802	BB Mopar, 6 Bolt	202813	BB Ford, 164 tooth, IN
202803	BB Mopar, 8 Bolt	202814	BB Ford, 164 tooth, EX
202810	SB Ford, 157 tooth	202820	Toyota Supra*

*Must use an ATI 8" or 9" Converter!

400 EXTENSION HOUSINGS

TAILHOUSING WITH ROLLER BEARING	401935
TAILHOUSING WITH ROLLER BEARING POWERGLIDE LENGTH	401936
OEM EXTENSION HOUSING, 4" WITH 1.685 YOKE	401930

HEAVY DUTY BANDS

INTERMEDIATE, HEAVY DUTY KEVLAR	405450
INTERMEDIATE, HEAVY DUTY RED LINING	405451
REVERSE, HEAVY DUTY KEVLAR	405800
REVERSE, HEAVY DUTY RED LINING (FOR ALUMINUM CARRIER)	405810
4L80E OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP <i>Can be used in T-400 if used with #407655</i>	405455
4L80E OEM SERVO PIN KIT, OEM, 1999 AND UP <i>Can be used in T-400 if used with #405455</i>	407655

Heavy Duty Chevy
Bells for T-400
SuperCase



T-400 SuperCase

T-400 Components

BILLET ALUMINUM PUMP

ATI's new aluminum Super Pump for the T-400 starts with a new permanent-mold aluminum casting. The finished pump features a 3 piece design with a bolt-in, one-piece, heat-treated alloy steel stator tube for improved fluid routing versus a pressed-in OEM or aftermarket tube. Micro-finished coated gears and ATI's exclusive hardened steel wear plates are standard equipment. 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. 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. The new T-400 Super Pump is available for OEM sized input shafts as well as larger sizes for high HP applications.



Front and back pump halves available separately!

SUPER PUMP, OEM SHAFT WITH 180+ PSI SPRING	405038
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1
KIT - STATOR HALF, OEM REGULATOR, & BEEFY SPRING, BOLTS, WASHERS	405133K
STATOR TUBE / PLATE ASSEMBLY, OEM SIZE, NO REGULATOR	405133
SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2
KIT - STATOR HALF W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153
ADJUST. REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183
PRESSURE REGULATOR BOOST SPACER FOR 210 PSI	405131



Adjustable Regulator Kit Components

FRONT PUMPS

STOCK-STYLE BLUEPRINTED PUMP	405020
STOCK-STYLE BLUEPRINTED PUMP HEAT TREATED STATOR TUBE, SET TO 210 PSI	405025

Front Pump #405025



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



Heavy Duty Race

RACES AND SPRAGS

SPRAG, FORWARD - ROLLER TYPE ('66 & UP)	405350
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500
INNER RACE (MUST BE USED WITH PART #405500)*	405520
OUTER RACE, ALL ROLLER AND ELEMENT	405530

* Must be ground or hard-turned to size after installation concentric to the ring bore.

ALUMINUM REACTION CARRIER

407070

Aluminum Reaction Carrier



Chrome Oil Rings

CHROME OIL RINGS

SET OF 5 RINGS 405000

Bushing Kit



BUSHING KIT 406400

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 PIECE SPLIT	407252

Center Support



T-400 Components

T-400 "SEVERE DUTY" 36 ELEMENT ALUMINUM DIRECT DRUM

- Lightweight aluminum drum holds up to 6 direct clutches with .060 steels
- 36 element intermediate sprag
- ATI manufactured, outer race machined to accept OEM T-400 clutches
- Custom machined pressure plate included and snap rings
- Will accept 6 intermediate clutches with thin steels
- Steel sleeve for Teflon ring use
- Includes: ATI's Heavy Duty Center Support and a 4 Clutch Intermediate Pack (#405430)*
- Full one year warranty on sprag failure when installed in an ATI built transmission!

407056

* Also Available:

3 CLUTCH INTERMEDIATE PACK	405420.
5 CLUTCH INTERMEDIATE PACK	405431
6 CLUTCH INTERMEDIATE PACK	405432

Others use smaller surface area 4L80E clutches! Don't be fooled!



Accepts OEM T400 intermediate clutches!

HIGH GEAR DIRECT DRUMS

STEEL DIRECT DRUMS

5 CLUTCH DIRECT, HIGH-LUBE PISTON, HD SNAP RING, 34 ELEMENT SPRAG, INNER RACE AND LIP SEALS
405680

DIRECT, WITH HD SPRAG, HD SNAP RING, 34 ELEMENT SPRAG & INNER RACE
405681

ALUMINUM DIRECT DRUMS

CLUTCHES & STEELS INSTALLED WITH HL PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG & RACE

5 CLUTCH	405723
6 CLUTCH	405724

WITH PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG AND RACE

5 CLUTCH	405721
6 CLUTCH	405722

WITH PISTON, TEFLON PUMP RINGS AND INNER RACE ONLY

5 CLUTCH	405711
6 CLUTCH	405712

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.

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

300M, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002
300M, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003

VASCO, OEM - STEEL FORWARD DRUM	406001
VASCO, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406006
VASCO, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406005

VASCO, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002V
VASCO, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003V

VASCO INTERMEDIATE*	405970V
*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.	



Vasco Input Shaft with OEM Forward Drum Part #406001

300M Input Shaft with Aluminum Forward Drum and Steel Insert Part #406004

Big Vasco Input Shaft with Lightweight Steel Forward Drum and Alum Piston Part #406002V

FORWARD CLUTCH HUB

NEW 4140 HEAT-TREATED STEEL FORWARD CLUTCH HUB, HD 405370
BRASS THRUST WASHER FORWARD DRUM TO FORWARD CLUTCH HUB 405053



Forward Clutch Hub

OUTPUT SHAFTS

These new heavy duty output shafts feature an extended bearing surface and 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. This strong, affordable option is easily installed and can be purchased outright or as an upgrade option in your next ATI 400 transmission.

300M, WITH BUSHING - STANDARD LENGTH (9")	406026
300M, WITH BUSHING - POWERGLIDE LENGTH (8.5")	406026P
300M, WITH BUSHING - 4X4 LENGTH (6")	406026S

* No speedo or governor supported!



300M Output Shafts

T-400 Components

T-400 Valve Bodies & Components

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 400 brakes have the solenoids mounted inside the transmission, protected from the elements. The Minimum Reaction Time brake is recommended for Pro Tree racers and is a Safety Brake that requires the transbrake button be pushed to engage reverse. For transbrake buttons, see page 40.

WICKED QUICK® BILLET ALUMINUM VALVE BODIES



- Direct bolt-on replacement
- Fully 5 Axis CNC-Machined
- Ultra Fast Fluid Release Brake
- Minimum flow restriction passages

REVERSE MANUAL TRANSBRAKE VALVE BODY	403091
REVERSE MANUAL TRANSBRAKE CLEAN NEUTRAL / BAND APPLY	403091CN
<i>Recommended for big HP or heavy weight cars</i>	
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE	403085
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE CLEAN NEUTRAL	403085CN
REVERSE MANUAL, LOW BAND APPLY TRANSBRAKE	403087
FORWARD PATTERN FOR 2-SPEED ONLY, 2-3 BRAKE	403086
SOLENOID	941030M
SOLENOID WITH ADAPTER	403480
TITANIUM BOLT KIT, WICKED QUICK	950312T
TITANIUM BOLT KIT, GRINER	950313T
SEPARATOR PLATE	403092
GASKETS (Require 2 gaskets per valve body)	403222

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
- Provides repeatable computer controlled error free shifting for consistent performance every run
- For high performance applications with Low Gear Band Apply

REVERSE MANUAL VALVE BODY 403060

Requires the use of an aluminum deep pan. ATI offers #403051 Aluminum Pan (see page 69).

COMPU-FLOW® VALVE BODIES

COMPU-FLOW TRANSBRAKES

REVERSE PATTERN (INTERNAL STYLE SOLENOID)	1964 - 1992*	403080
SOLENOID WITH 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.

FORWARD PATTERN	1964 - 1986*	403100
-----------------	--------------	--------

MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN - No low or 2nd gear engine Braking Not recommended for street use.	1964 - 1986*	403200
FORWARD PATTERN - Engine braking in low and 2nd gear	1964 - 1986*	403300

VALVE BODY GASKETS

REVERSE PATTERN (3 SETS)	403220
MANUAL / AUTO AND FORWARD PATTERN (3 SETS)	403230
TRANSBRAKE (3 SETS)	403250

*Repair services and wet testing are also available for ATI Valve Bodies. *Valve body to case years*



T-400
Valve Body

CLUTCH PACKS

DIRECT

8 FRICTIONS	8 STEELS	405633♦
7 FRICTIONS	7 STEELS	405634♦

♦ Requires an aftermarket clutch hub and may need some machining. Consult an ATI technician.

6 FRICTIONS	6 STEELS	405635
5 FRICTIONS	5 STEELS	405640
	(OEM QUANTITY)	

FORWARD

5 FRICTIONS	5 STEELS	405320
	(OEM QUANTITY)	

5 FRICTIONS		405300
-------------	--	--------

INTERMEDIATE

6 FRICTIONS	6 STEELS	405432*
5 FRICTIONS	5 STEELS	405431
4 FRICTIONS	4 STEELS	405430
3 FRICTIONS	3 STEELS	405420
	(OEM QUANTITY)	

* Must use ATI Center Support and Severe Duty Drum with machine work for this quantity.

DIRECT FRICTION, SMOOTH (GREEN)	.062"	405602
DIRECT FRICTION, WAFFLE (GREEN)	.082"	405621

DIRECT FRICTION, WAFFLE (GREEN)	.082" (PK OF 4)	405620
DIRECT FRICTION, WAFFLE (GREEN)	.082" (PK OF 5)	405600

FORWARD FRICTION, SMOOTH (TAN)	.062"	405302
FORWARD FRICTION, SMOOTH (TAN)	.078"	405301
FORWARD FRICTION, SMOOTH (GREEN)	.081" (HI ENERGY)	405301H

FORWARD & DIRECT STEEL	.060"	405612
FORWARD & DIRECT STEEL	.078" (OEM SIZE)	405311
FORWARD & DIRECT STEEL	.090" (OEM SIZE)	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	.100" (OEM SIZE)	405411

T-400 Components

TRANSMISSION CATCH CAN

For transmission fluid overflow. Bolts to front of transmission pan.

CATCH CAN 406611

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



OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS 406300

REBUILD KIT - FOR STREET / STRIP AND RV 406310.

COMPU-PRO RACE KIT, INC. VALVE BODY (#403200) 406340

SERVICE KITS - GASKET AND FILTER 403600



T-400 Rebuild Kit

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.



Now available in bulk packaging!

402100
BUILDER PACK (QTY OF 10) 402100-BP

DEEP PANS

6.4 Qts

5 lbs lighter than cast pan!



Cast Aluminum Deep Pan

ATI/Moroso Deep Pan #403612

5.9 Qts



Notched for additional cross member clearance! Pt #403612

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.

DEEP SHEET METAL PAN	(3.20 LBS)	403610
ATI NOTCHED DEEP PAN	(3.75 LBS)	403612
CAST ALUMINUM DEEP PAN	(7.65 LBS)	403550
PAN GASKET		403550
COMETIC PAN GASKET		403551

FILTER TUBE KITS

Relocates a Mopar filter to the rear of a 400 transmission pan

FILTER TUBE KIT, STEEL
Includes o-rings, filter & screws 403614

FILTER TUBE KIT, L/W ALUMINUM
Includes o-rings, filter & screws 403614A



GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4

357155

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 T400 transmission build. These new parts will save you from having to reuse, or look for these commonly worn out parts in your performance T400 builds. All parts are exact or better OE style replacements and will work with OE mating parts and competition-type shifters with no modifications to the case.

ALL NEW PARTS!

[A] Park Pawl



[B] Park Pawl Pin Kit



[D] Actuator Rod



[C] Rooster Comb



[E] Guide Plate



[F] Modulator Plug Clamp



[H] Modulator Plug



[G] Adjustable Modulator



[A] PARK PAWL	407810
[B] PARK PAWL PIN KIT	405742
[C] ROOSTER COMB KIT	402110
[D] PARK PAWL ACTUATOR ROD	402113
[E] PARK PAWL GUIDE PLATE	402114
[F] HOLD DOWN CLAMP FOR MOD PLUG	970211
[G] ADJUSTABLE MODULATOR	403390
[H] ALUMINUM PLUG W/ O-RING	407010

700R4/4L65E/4L85E Transmissions

The popular 700R4 was first produced in 1982 and was GM's first automatic overdrive transmission. Its successors, the 4L65E and 4L85E are high performance units that are tough enough to handle a blast down the 1/4 mile and are excellent for many street applications.



Gearing

700R4 / 4L65E

1st.....	3:08
2nd.....	1:65
3rd	1:1
4th .....	.69:1

Example:

4.10 rear gear, 26" tall tire=2400 RPM @ 65

4L85E

1st.....	2:48
2nd.....	1:48
3rd	1:1
4th .....	.74:1

*See page 76 for more info.
No core charge, crate included.

TRANSMISSION PACKAGES

700R4		
STREET/STRIP	(450 HP MAX!)	701000
COMP - FULL MANUAL, REVERSE PATTERN W/ LOCK UP		701200
4L65E		
STREET ROD PACKAGE	(550 HP MAX!)	701803*
STREET ROD PACKAGE	(550 HP W/ TRANS CONTROLLER)	701804*
4L85E		
STREET ROD PACKAGE	(700 HP MAX!)	701805*
STREET ROD PACKAGE	(700 HP W/ TRANS CONTROLLER)	701806*
STREET/STRIP PACKAGE	(1000 HP MAX!)	701807*
STREET/STRIP PACKAGE	(1000 HP W/ TRANS CONTROLLER)	701808*

4th Gear Super Servo Part #705035



COMPU FLOW VALVE BODIES

REVERSE PATTERN, MANUAL 703200
Constant line pressure - no TV cable!

SERVO PISTON FOR 700R4 & 4L65E

ATI's Servo Piston for the 700R4 and 4L65E firms up the 1-2 and 3-4 shifts. These pistons are both CNC-machined from 6061 T6 aluminum.

SERVO PISTON FOR 700R4 - 4L65E (4TH GEAR) 705035
SERVO - CORVETTE STYLE, 700R4 - 4L65E 705030

SHAFTS FOR 4L80E & 4L85E

INPUT SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX* 705300
INTERMEDIATE SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX* 705301

4L80E / 4L85E PARTS

TEFLON RING KIT, 1991 AND UP 703507

This kit contains 17 assorted rings including 2 types for Center Supports to be used as needed for the application.

BUSHING KIT, 1997 AND UP 406420

PUMP BUSHING, WIDE VERSION .700", 1997 & UP 703511

FRONT PUMP SEAL, 1991 & UP 703512

OEM SERVO PIN KIT, OEM, 1999 AND UP 407655

Can be used in earlier models and T-400 if used with #405455

OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP 405455

Can be used in earlier models and T-400 if used with #407655

FILTER, 4L80E 703506

OVERHAUL KIT, GASKETS AND SEALS, 4L80E/ 4L85E 706510

ADAPTER RING - ATI BELL TO 4L80E / 4L85E 915137

TRANSMISSION CATCH CAN - 4L80E / 4L85E

For transmission fluid overflow. Bolts to front of transmission pan.
CATCH CAN 707611

700R4 / 4L65E / 4L85E Components

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.

Due to the nature of this component, ATI recommends it be replaced on every rebuild!

HEAVY DUTY SUN GEAR SHELL 705040 .



Heavy Duty Sun Gear Shell

SHIFT KITS FOR 4L60E, 4L65E AND 4L70E

SHIFT KIT FOR 1993-1997 FOR 4L60E ONLY 703212

SHIFT KIT FOR 1998 & UP FOR 4L60E, 4L65E, 4L70E (These kits do not include servo!) 703213

GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4 357155

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. Simple Shift also comes with complete diagnostic capabilities. Comes with full wiring harness tailored to your specific transmission.



The latest breakthrough in electronic overdrive transmission control!



No laptop required!

PCS TRANSMISSION CONTROL UNIT, KNOB TYPE	705504
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



"Simple Shift" Trans Controller & Carb Kit

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, 4L60/4L65E (CARB OR EFI)	705503
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



Transmission Control Unit

Laptop required!

Deep Pan for 4L80E / 4L85E

700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE 702050
TV CABLE CORRECTOR FOR EDELBROCK CARBURETOR 702030
TV CABLE CORRECTOR FOR HOLLY CARBURETOR 702040

DEEP PANS *Comes with all hardware and new pan gasket!*

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN 703500
REPLACEMENT PAN GASKET FOR #703500 703510
4L80E / 4L85E DEEP PAN, CAST ALUMINUM 703505
REPLACEMENT PAN GASKET FOR #703505, FIBER 703515
4L85E DEEP PAN, MOROSO SHEET METAL 703525
Includes external tube and hardware



Moroso Deep Sheet Metal Pan for 4L85E



Deep Pan for 700R4, 4L60E, 4L65E

700R4 ~ 4L65E ~ 4L85E Components

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 3250lbs
ATI Transmission, Converter, Super Damper & Super F ATF-equipped

TF-727 COMPETITION TRANSMISSIONS

Reverse Manual Competition

273-360 Engine
721300

361-440 Engine
721320

Reverse Manual Competition with A&A Pro Brake*

721340

*Specify small block or big block case

TF-904 ULTRA LIGHTWEIGHT COMPETITION TRANSMISSION

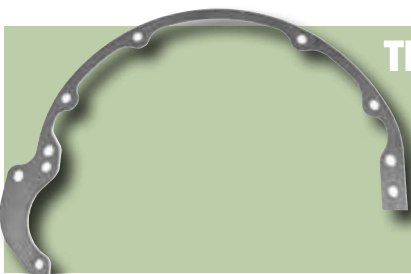
Ultra Lightweight Billet Aluminum for Stock Eliminator 2.45 or 2.75 Low Gear

Includes:

- Modified OEM Case with Cut Out
- Reverse Manual Valve Body
- Billet Aluminum Forward Drum with 300M Input Shaft
- Heavy Duty Wide Red Band
- Aluminum High Gear Drum
- Aluminum Reverse Reaction Drum
- Bearings throughout
- Ceramic ball bearing for output shaft support
- Deep Cast Aluminum Pan
- Neutral Safety Eliminator Plug
- Billet Aluminum Park Ring
- High Flow Lube Circuits

901600

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 83.) Refundable core charge for acceptable transmission core.



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 ATI Torqueflite transmissions must have an SFI-approved transmission shield mounted prior to installation or operation!

727 REAR BEARING KIT

- An excellent addition to any reverse manual competition transmission.
- A direct replacement for the OEM governor support.
- Provides both increased durability and a reduction in parasitic drag.
- A must for all high horsepower and/or transbrake-equipped 727's.
- Allows for trouble-free coasting or limited towing in neutral, not possible with the factory type support.
- Bolt-in sprag recommended.

REAR BEARING KIT 725821
GOVERNOR SUPPORT HOUSING W/BEARING 725831



BANDS

TF-727

INTERMEDIATE, KEVLAR, RIGID	725400
INTERMEDIATE, RED LINING, RIGID	725410

INTERMEDIATE HD ('62 & UP) KEVLAR, FLEX	725400F
REVERSE, KEVLAR	725800

TF904

INTERMEDIATE, RED LINING, WIDE	905399
INTERMEDIATE, HD KEVLAR	905400
INTERMEDIATE, RED LINING	905401
REVERSE, HD KEVLAR	905800
REVERSE, RED LINING, WIDE	905801



727 Intermediate Kevlar-lined for Steel Drum - RIGID Band

Torqueflite Components



904 LOW SPRAG ASSEMBLY

Professional installation required.

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.

1964-1973 SPRAG, 10 ROLLERS, 4.710 OD
905321*

1974-1987 SPRAG, 10 ROLLERS, 4.810 OD
905320

1988 & UP SPRAG, 12 ROLLERS, 4.810 OD

**Special order item - consult your Sales Technician*

FRICTIONS AND STEELS



TF-727

FRICITION - FORWARD SMOOTH (TAN) .065"	(1)	725201
FRICITION - DIRECT WAFFLE (TAN) .094"	(1)	725601
STEELS - DIRECT/FORWARD .068"	(1)	725211

TF-904

FRICITION - FORWARD SMOOTH (GRAY) .065"	(1)	905201
FRICITION - DIRECT WAFFLE (TAN) .088"	(1)	905601
FRICITION - DIRECT/FORWARD WAFFLE (BLUE) .063"	(1)	905605
STEELS - DIRECT/FORWARD .060"	(1)	905251
STEELS - DIRECT/FORWARD .068"	(1)	905211

OVERRUN CLUTCHES

TF-727

OVERRUN CLUTCH WITH BOLT-IN CAM	725315
OVERRUN CLUTCH KIT WITH BOLT-IN CAM, SPRING & ROLLERS	725310
SPRING & ROLLER KIT ONLY	725350
INNER RACE FOR OVERRUN CLUTCH	725330

TF-904

SPRING & ROLLER KIT ONLY	905350
INNER RACE FOR OVERRUN CLUTCH	905330

727 CLUTCH DRUMS

THRUST WASHER FOR FWD DRUM (.061)	725265.
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LIGHTWEIGHT ALUMINUM PARTS FOR TF-904

Lose the weight in your 904!

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.



Aluminum Direct Drum

ALUMINUM FORWARD DRUM 5 CLUTCH
904201



Aluminum Forward Drum

ALUMINUM PARK GEAR (#904206) WITH GOVERNOR SUPPORT Includes spacer
904204



Aluminum Park Ring Spacer

ALUMINUM PARK RING SPACER
904205



Aluminum Governor Support

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 For 727 & 904
940121

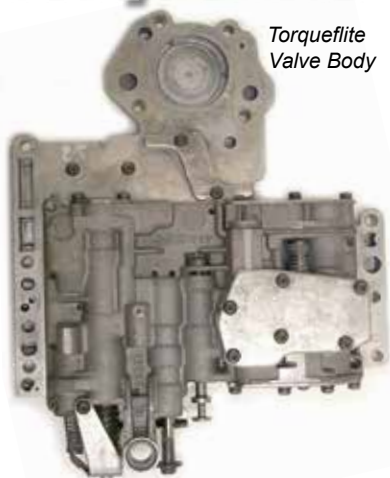
ALUMINUM NEUTRAL SAFETY SWITCH ELIMINATOR PLUG
940121E

Aluminum Neutral Safety Switch Eliminator Plug eliminates the OEM switch that usually leaks.



Half the weight of OEM!

Torqueflite Components



Torqueflite
Valve Body

COMPU-FLOW® VALVE BODIES

STREET/STRIP VALVE BODIES Firm, noticeable shifts with full automatic shifting.

FORWARD PATTERN, TF-727 & 904 (1966-1970) 4 BOLT TOP PLATE 723100
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 40.

TF-727 REV. 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.

OVERHAUL & REBUILD KITS

OVERHAUL KIT - RUBBER & PAPER ONLY ('71 - UP) 726299

RACE TRANSMISSION OVERHAUL KIT, TF-727 (1971-1977) 726380

SERVICE KITS - GASKET & FILTER, TF-727 723600



Rebuild
Kit

FILTERS

LARGE BRASS, TF-727 (66 - 97) 723535

SMALL DACRON, TF-727/904 723540

RINGS-SEALS-GASKETS - COMPONENTS

CHROME RING KIT, TF-904 (1968-1979)	905000
CHROME INPUT SHAFT RING, TF-727 (1967-UP) (1)	725011
CHROME INPUT SHAFT RING, TF-904) (1)	905002
RING KIT, TF-727 (1971 & UP)	725012

FRONT PUMP STATOR RING (1962-1970)	725001
FRONT PUMP STATOR RING (1971 & UP)	725021

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



Chrome Rings



Bushing Kit

BUSHING KITS

TF-727 KIT (1971 - UP) 726410

TF-727 FRONT PUMP, BABBIT 725140

TF-904 FRONT PUMP, BABBIT 905140

DEEP ALUMINUM TRANSMISSION PANS

TF-727, CAST ALUMINUM PAN <i>Includes filter extension, bolts and gasket</i>	723500
TF-727, PAN GASKET	723550
TF-904, CAST ALUMINUM PAN <i>Includes filter extension, bolts and gasket</i>	903500
TF-904, PAN GASKET	903550
TF-904, LIGHTWEIGHT ALUMINUM PAN (MOROSO) <i>Includes mounting hardware and filter extension</i>	903610



Aluminum Deep Pan for
Torqueflite

Lightweight Aluminum
Moroso Pan

Ford C-4 & C-6 Components

SERVOS

C-4
 BILLET SERVO WITH COVER
 COVER ONLY
 SEAL KIT
C-6
 ALUMINUM SERVO

**Superb 1-2 shifts!
 Helps 2-3 with
 superior band
 release!**

645411
 645411C
 645412
 605411



#645411
 C-4 Billet Servo & Cover

INPUT SHAFTS

C-4
 TORSIONAL INPUT SHAFT, 300M
 24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86) 646030
 TORSIONAL INPUT SHAFT, 300M
 26 SPLINE TRANSMISSION, 26 SPLINE CONVERTER (1970 ONLY) 646020
C-6
 TORSIONAL INPUT SHAFT, 300M MATERIAL 606010



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

OVERRUN CLUTCH

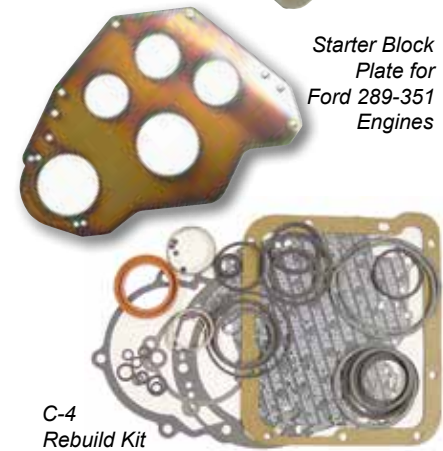
SPRING AND ROLLER KIT FOR C-4 644100

PUMP COMPONENTS

C-4 / C-6 - SEAL FOR FRONT PUMPS 645130

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

C-4
 Rebuild Kit

OVERHAUL KITS

C-4
 RACE TRANSMISSION OVERHAUL KIT (1970 - 1977) 646450
C-6
 SERVICE KITS - GASKET & FILTER (1976 -1996)* 606359
 *Except truck and 4 wheel drive

BANDS

C-4
 INTERMEDIATE, RED FLEX 645400
 INTERMEDIATE, SOLID KEVLAR 645401
 INTERMEDIATE, KEVLAR FLEX 645402
 REVERSE, KEVLAR 645800

TRANSMISSION SHIELDS

Quality aluminum shields for maximum protection Includes all mounting hardware.
 NOTE! Transmission shields are not returnable! 646610.....\$153.36

DEEP TRANSMISSION PANS

C-4
 ALUMINUM PAN (NOT FOR USE WITH INTERNAL BRAKES) 643500
 Includes bolts and pan gasket for dipstick in case
 STEEL PAN 643505
 PAN GASKET 643550
 C-4 CONVERSION KIT - CONVERTS ALUMINUM DEEP
 PAN #643500 TO DIPSTICK IN PAN 643501
C-6
 ALUMINUM PAN, INCLUDES FILTER EXTENSION 603500
 FILTER EXTENSION FOR DEEP CAST ALUM PAN 603520



MANUAL LEVER SEAL

MANUAL SHIFT CONTROL
 LEVER SEAL
 973056



CHROME OIL RINGS

C-4 - CHROME
 RINGS (1970-1977)
 645010



Conversion
 for C-4 Pan

Ford C-4 & C-6 Components

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 transmissions and converters have a 1 year warranty when purchased as a Street Rod Package. Consult an ATI Sales Technician for more information.

T-350

Forward pattern automatic function only

TRANSMISSION	351000
HIGH PERF. CONVERTER	408330/40/50
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	
<u>CORE CHARGE</u>	
TOTAL PACKAGE IF PURCHASED SEPARATELY	351800

OPTION #1 - 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	408330/40/50
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	
<u>CORE CHARGE</u>	
TOTAL IF PURCHASED SEPARATELY.	
PACKAGE PRICE #401800.	

OPTION #1 - HD CENTER SUPPORT	405471
OPTION #2 - HD TORSIONAL INPUT SHAFT	406000
OPTION #3 - HD 34 ELEMENT SPRAG	405681
OPTION #4 - DEEP CAST ALUMINUM PAN	403500

700R4

Forward pattern automatic function only

TRANSMISSION*	701000
HIGH PERF. CONVERTER (CUSTOM BUILT)	708330
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	705490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
UNIVERSAL TV CABLE†	702050
CRATE FEE	
<u>CORE CHARGE</u>	

TOTAL IF PURCHASED SEPARATELY

PACKAGE PRICE #701800

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
†TV CABLE CORRECTORS - Included in package price	
For Corrector Cable for EDELBROCK carburetor	702030
For Corrector Cable for HOLLEY carburetor	702040

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
- CORE CHARGE

PACKAGE PRICE (NO SHIFT CONTROLLER) #701803

PACKAGE W/ SIMPLE SHIFT #701804

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

4L85E

Forward pattern automatic function only

TRANSMISSION KIT INCLUDES:

- 4L85E TRANSMISSION*
- HIGH PERF. 10" LOCK-UP CONVERTER w/ BILLET COVER #708338
- POLYURETHANE TRANS MOUNT
- TRICK STICK DIPSTICK & TUBE
- COOLER WITH INTEGRAL FAN
- COOLER INSTALLATION KIT
- CRATE FEE
- CORE CHARGE

PACKAGE PRICE (NO SHIFT CONTROLLER) #701805

PACKAGE W/ SIMPLE SHIFT #701806

HIGH HP 4L85E PACKAGE - RATED TO 1000 HP

NEW! Includes 300M Input and main Shaft, Billet Clutch Hub, Extra Clutches in 3rd Gear, High Energy Clutch Material and Deep Cast Pan.

PACKAGE PRICE (NO SHIFT CONTROLLER) #701807

PACKAGE PRICE (WITH SIMPLE SHIFT) #701808

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705507
OPTION #3 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705508
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705512
OPTION #5 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705511
OPTION #6 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520

*For 700R4, 4L65E and 4L85E, a transmission pressure and temperature gauge must be installed or warranty is void.

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.

SYNTHETIC SUPER F Racing ATF

Racing Oils

**Improves ETs & Round-to-Round Consistency!
Superior Transmission Protection**

- ✓ True "Type F" Friction Chemistry
- ✓ Faster Clutch Engagement
- ✓ Firmer Shifts
- ✓ Lower Temperature Base
- ✓ Foam Inhibiting
- ✓ Fully Synthetic For Long Life



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.

ATI COPO Camaro



	Part #
QUART BOTTLE	100001
QUART BOTTLE, CASE OF 12	100001-12
GALLON BOTTLE	100004
GALLON BOTTLE, CASE OF 4	100004-4



ATI Drag Pak #047

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, TH350, TH400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.



	Part #
QUART BOTTLE	100021
QUART BOTTLE, CASE OF 12	100021-12



SYNTHETIC KART CLUTCH OIL

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.

	Part #
QUART BOTTLE	100000
QUART BOTTLE, CASE OF 12	100000-12



"ATI's Max Duty Super F fluid improved our E.T. and MPH. It's the fluid that won't get you hot!"

Chris Rini - 3.75 and 199 mph
2 x NMCA Pro Street and Big Dawg Champ and Extreme Outlaw Pro Mod Piedmont track record holder

ASSEMBLY GREASE

Provides proven extreme pressure protection for heavily loaded parts during initial break-in. Unique formula completely dissolves in oil. Used to pre-lube cams and lifters. Application to ring land prevents micro welding during initial engine break-in. Use Engine Assembly grease on camshafts, lifters, wrist pins, distributor gears, push rods and valve retainers. Combine with BR or BR30 Break-In oil for total protection during break-in.

100732 ASSEMBLY GREASE, 1 OZ TUBE

BRAKE & PARTS CLEANER

JGD - BRAKE CLEANER spray can 105020

case of 12 cans.....105021

FOAMING DEGREASER

JGD - DEGREASER spray can 105010

case of 12 cans105011



Note! All Driven Racing Oil products are available from ATI. Part #s highlighted in yellow are normally in-stock. Also see page 78.



BORN FROM JOE GIBBS RACING
DRIVEN
DRIVEN TO WIN RACING OIL

ATI Super F ATF ~ Tric-Loc Clutch Oil ~ Cleaners & Grease

Racing Oils

BORN FROM JOE GIBBS RACING

DRIVEN
DRIVEN TO WIN RACING OIL®



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	case of 12 quarts	100407
JGD - XP1 - 5W20	quart.....	100006	case of 12 quart	100007
JGD - XP10 - 0W10	quart	103306	case of 12 quarts	103307
JGD - XP2 - 0W20	quart.....	100206	case of 12 quarts	100207
JGD - XP3 - 10W30	quart.....	100306	case of 12 quarts	100307
JGD - XP9 - 10W40	quart.....	103206	case of 12 quarts	103207
JGD - XP6 - 15W50	quart.....	101006	case of 12 quarts	101007

SEMI-SYNTHETIC

JGD - XP5 - 20W50	quart.....	100906	case of 12 quarts	100907
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PETROLEUM

JGD - XP4 - 15W50	quart.....	100506	case of 12 quarts	100507
JGD - XP8 - 5W30	quart.....	100906	case of 12 quarts	100907

LS30 - FOR HIGH PERFORMANCE LS ENGINES

JGD - LS30 - 5W30	quart.....	102906	case of 12 quarts	102907
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FR20 - FOR HIGH PERFORMANCE FORD MODULAR ENGINES

JGD - FR20 - 5W20	quart.....	103006	case of 12 quarts	103007
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HOT ROD PERFORMANCE OILS

PETROLEUM

JGD - HR1 - 15W50	quart.....	102106	case of 12 quarts	102107
JGD - HR2 - 10W30	quart.....	102006	case of 12 quarts	102007

SYNTHETIC

JGD - HR3 - 15W50	quart.....	101606	case of 12 quarts	101607
JGD - HR4 - 10W30	quart.....	101506	case of 12 quarts	101507

BREAK-IN OILS

JGD - BR - 15W50	quart.....	100106	case of 12 quarts	100107
JGD - BR30 - 5W30	quart.....	101806	case of 12 quarts	101807
JGD - BR40 - 10W40	quart.....	103706	case of 12 quarts	103707

GEAR BREAK-IN OIL

JGD - GBO - 80W90	quart.....	102330	case of 12 quarts	102331
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QUALIFYING GEAR 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 - QUALIFYING	quart.....	101130	case of 12 quarts	101131
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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	case of 12 quarts	100831
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HIGH VISCOSITY LUBRICANT

JGD - HVL - 80W90	8 oz bottle	150050	case of 12 bottles.....	150051
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COOLANT SYSTEM PROTECTOR

JGD - CSP	12 oz bottle	150030	case of 12 bottles.....	150031
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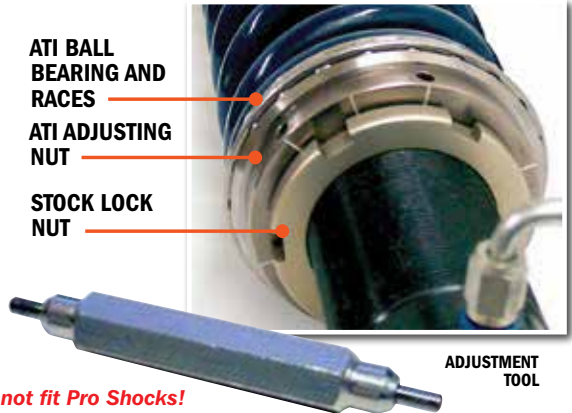


Seals, Mounts and Bearings

COIL OVER SHOCK ADJUSTER THRUST BEARING

ATI's Coil Over Shock Adjuster Thrust Bearing* for oval track applications. Four nuts, three bearing sets and an adjustment tool are included with the product. The nuts are 6061-T6 CNC machined and proprietary Teflon™ coated. A 3/8" diameter ball thrust bearing with heat-treated and ground races allows for free and easy movement during adjustment. Available in 16 threads per inch, the nuts are clearly marked for correct tool insertion and turn position. An extra long nut with lead will also eliminate spring hang after jacking.

BEARING & NUT SET, 16 THREADS/ INCH	150000.....
BEARING & NUT SET, 8 THREADS/INCH	150003.....
ADJUSTMENT TOOL	150005.....



**Will not fit Pro Shocks!*

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 six degree choice.



0° MOUNT	150020-0
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

RACER LOG BOOKS

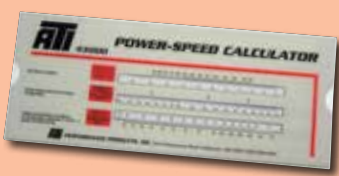
Keep track of important race information with ATI's Racer Log Book! Provides an inexpensive, excellent system to record on-track info, maintenance records and expenses, keeping your race operation performing at peak efficiency.



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.



Z31000

Z31010

Seals ~ Mounts ~ Bearings ~ ATI Racing Gear

ATI 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	Z21000GRY
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

TI 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
YOUTH 6-8		Z21036BLK
YOUTH 10-12		Z21037BLK



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
XXX-LARGE	Z21215WHT

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 3 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 **Knit Sport Polo** is a breathable 60/40 cotton / poly knit with a flat knit collar and 3 button placket. It retains its neat crisp look day after day and is easy to care for. Available in white with black tipped collar and black with white tipped collar.

SHIRT TYPE & SIZE	BLACK	WHITE
KNIT SPORT POLO, ATI PERF X-S	Z21180BLK	Z21180WHT
KNIT SPORT POLO, ATI PERF S	Z21181BLK	Z21181WHT
KNIT SPORT POLO, ATI PERF M	Z21182BLK	Z21182WHT
KNIT SPORT POLO, ATI PERF L	Z21183BLK	Z21183WHT
KNIT SPORT POLO, ATI PERF XL	Z21184BLK	Z21184WHT
KNIT SPORT POLO, ATI RACING X-S	Z21190BLK	Z21190WHT
KNIT SPORT POLO, ATI RACING S	Z21191BLK	Z21191WHT
KNIT SPORT POLO, ATI RACING M	Z21192BLK	Z21192WHT
KNIT SPORT POLO, ATI RACING L	Z21193BLK	Z21193WHT
KNIT SPORT POLO, ATI RACING XL	Z21194BLK	Z21194WHT

[C] 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, X-SMALL	Z21200GRY	Z21200WHT
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!



Mesh and Knit Sport Polos also feature a stylized "Race To Win" embroidered across the back yoke of the shirt below the collar.

ATI Race Caps

5 styles to choose from!



[A] ATI RACE TO WIN, COTTON TWILL	Z20070
[B] ATI RACING ABSORBENT MESH	Z20071
[C] ATI RACE TO WIN, BLACK MESH	Z20072
[D] ATI RACING, COTTON TWILL	Z20073
[E] ATI RACE TO WIN, 2-TONED MESH	Z20074

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