NOTICE – The ATI SuperCase is SFI 4.1 manufacturer certified. The ATI Bellhousing is SFI 30.1 manufacturer certified. These certifications are valid for a period of 5 years. Upon expiration, the units must be returned to ATI for inspection and recertification. This recertification is mandated by the SFI Foundation and is required by the competition sanctioning bodies.

The ATI SuperCase is engineered to accept GM TH400 spec replacement parts. The ATI Bellhousing may be installed to the case before or after the transmission assembly. Standard TH400 assembly procedures should be followed unless noted otherwise.

Case Venting – It is important to properly vent the transmission to the atmosphere. ATI recommends using a length of semi-clear, high temp, Teflon based tubing (1/4" OD, 1/8" ID) with a Push-In fitting (1/4" tube, 1/8" NPT). The tubing should be routed to some type of catch bottle to prevent any fluid from reaching the track surface. The vent hole is near the top of the case.

Assembly Notes
• Pipe thread holes need to be sealed with Teflon pipe sealant or equivalent.
• The 6 – 7/16" bolts (included with the bellhousing) that attach the bellhousing are to be torqued to 35 ft/lb and use blue Loctite. (For optional SuperCase to Bell Stud Kit refer to Instruction #950263-I.)
• Case is supplied with two snap rings. The .090 ring goes above the center support. The .105 ring goes above the intermediate pressure plate. The tapered snap ring is no longer used.

BOLT NOTICE - The ATI bellhousing is attached to the SuperCase using six (6) 7/16 bolts. The 2 short bolts MUST be installed at the bottom. The bolts should be torqued to 35 ft/lb using red “262” Loctite.

Hardware list:
(4) 7/16-14 x 1 1/4 bolts.............Part # 951104
(2) 7/16-14 x 1 bolts ..................Part # 951103
(6) Serrated washers.....................Part # 953015

ATI is not responsible if you strip the bottom threads of the case!

T400 Transmission Case Torque Specs - recommended by ATI Performance Products:
Transmission to Engine Bolts ...........................................35 ft lbs
Oil Pan to Case Bolts .........................................................12 ft lbs
Tailhousing to Case Bolts .....................................................25 ft lbs
Front Pump to Case Bolts ...................................................13 ft lbs
Valve Body to Case Bolts ....................................................13 ft lbs
Parking Lock Pawl Bracket Attaching Bolts .........................15 ft lbs
Line Pressure Plugs ............................................................5 ft lbs
Input shaft total end play ..............................................0.020" to .035"
Output shaft total end play ..............................................0.010" to .020"

For SuperCases and adapter plate set-ups the flexplate adapter must go onto the rear of the crank first then install the flexplate and bolts.
After two long years, from concept to finished part, ATI became 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 of OEM cases, and the use of original GM blueprints, ATI was able to create prototypes using the latest 3D polymer printing techniques to ensure 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 TH400.

The 356-T6 aluminum casting is produced in the United States, and 100% machined in-house on ATI’s new 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 or internal scatter shields. It’s unique 3-piece design allows it to accept any of ATI’s SFI bell housings for GM, Chrysler, Ford and Toyota, along with various other bell housings on the market.

The T400 SuperCase® was in test cars and winning races before it was ever released to the public in order to ensure flawless performance for our customers. The case 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-five years.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>400013</td>
<td>SuperCase - Case Only</td>
</tr>
<tr>
<td>400013LW</td>
<td>SuperCase - Case Only - Lightweight Case</td>
</tr>
<tr>
<td>400013MD-LU</td>
<td>SuperCase - Case Only - Lock-Up w/Sensor Ports (MACHINED CASTING)</td>
</tr>
<tr>
<td>400011</td>
<td>SuperCase with Chevy Bell</td>
</tr>
<tr>
<td>400011LW</td>
<td>SuperCase with Chevy Bell - Lightweight Case</td>
</tr>
<tr>
<td>401935</td>
<td>SuperCase Tailhousing w/ roller bearing - OEM Length</td>
</tr>
<tr>
<td>401936</td>
<td>SuperCase Tailhousing w/ roller bearing - PG Length</td>
</tr>
<tr>
<td>983044</td>
<td>SuperCase Bearing</td>
</tr>
<tr>
<td>950320</td>
<td>Bolt Kit - ATI Bell to Case (6 bolts, 6 serrated washers)</td>
</tr>
</tbody>
</table>

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Aluminum Bolt-Together Super Pumps

ATI’s PG and T400 aluminum Super Pumps feature a 3 piece design with a bolt-in, one-piece, steel stator tube for improved fluid routing, micro-finished coated gears, and ATI’s exclusive hardened steel wear plates. At just 12 lbs, the ATI pump weighs 5 lbs less than an OEM unit. Available for OEM size Stator and Input as well as larger sizes for high HP apps.

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