ATI PERFORMANCE PRODUCTS

6718 Whitestone Road • Gwynn Oak, Maryland 21207 • (410) 298-4343
800-284-3433 • FAX: (410) 298-3579 • www.atiracing.com

TRANSMISSION & CONVERTER

INSTALLATION INSTRUCTIONS

If you made it this far and took this info out of the packet, stop and spend ten minutes to read it. There are over 60 years of different bits and pieces of information compiled here! It can help your install go smoothly and give you some information you may not have known. Thanks for trusting ATI to build your driveline components!

BEFORE ANY INSTALLATION BEGINS

Extreme care must be exercised before and during installation for maximum benefits and longevity of all ATI precision units. If you are unsure of what you are doing or don't know something - ask us!

1. If the transmission is not fresh, drain all old oil, clean the pan and replace the filter and pan gasket.

2. The transmission cooler and lines must be clean and in good condition. If you had a previous transmission or converter failure which deposited metal particles in the lines and cooler, just replace it! It will be the cheapest preventative maintenance you can do! If you are not going to replace it, thoroughly flush the oil cooler lines and cooler with a radiator cleaner / flush system you can purchase at the parts store. Repeat this process in both lines until clean and then blow air through the system. Do this in both directions. If any restrictions are noticed in the lines or cooler, they must be replaced.

   Note! ATI only recommends Teflon lined or the proper hose for Automatic Transmission Fluid and high temperatures.

Need a cooler? ATI stocks several Transmission Coolers to extend the life of your transmission plus improve it's performance and consistency in later rounds of racing.

Standard Transmission Cooler .....#925130
Derale® *"Electra Cool"* Trans Cooler with Integral Fan (10" 650 CFM)...#925139
Derale® *"Atomic Cool"* Trans Cooler with Integral Fan (8" 400 CFM)...#925140
ATI Transmission Cooler Installation Kit .....#925132

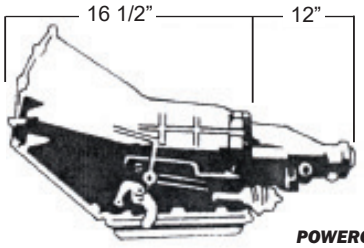
3. If an external oil cooler is not used, a jumper line must be connected to the “in" and "out” lines of the transmission. Plugs can be used only if your unit has been internally bypassed.

4. Check the size of the bolt which is supplied with your converter that is used to secure the converter to the flexplate for proper fit. If necessary, drill the flexplate to the proper size. **Drill holes in the flexplate .010" bigger than the bolts being used. Regardless of what you have to do, the flexplate holes cannot be overly sloppy or egged out!**

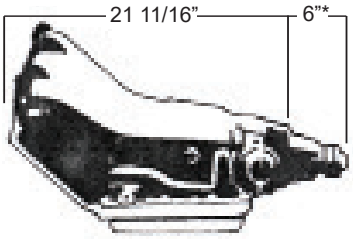
   This is not an option for high HP or Superplate use!

5. Be certain that the mating surface of the engine block and the transmission case are clean and free from nicks, paint, dirt, etc. Use a file to clean and smooth the surface. If your transmission doesn’t sit flush, it will constantly hurt seals and bushings, and possibly snap an ear off.

6. Check the dowel pins. You must use two dowel pins and they must fully engage the bell housing. These dowel pins must be firmly in the block and in good condition.

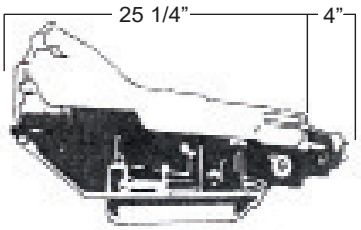


POWERGLIDE

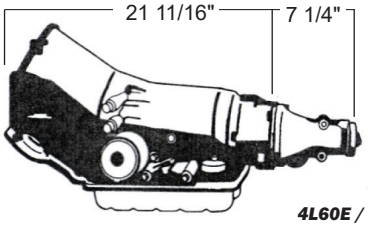


T-350

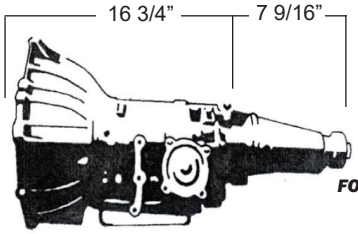
*Tailhousings also available in 9” and 12”.



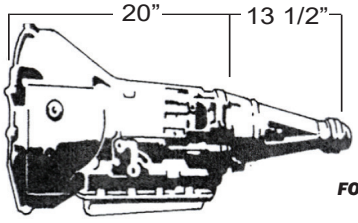
T-400



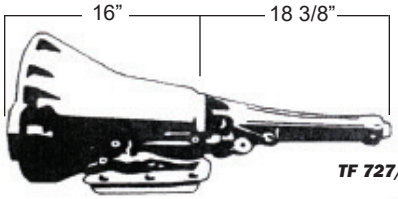
700R4
4L60E / 4L80E



FORD C-4



FORD C-6



TF 727/904

7. Before final installation, put the converter up to the flexplate and make sure the mounting pads fit flush to the flexplate and are in the correct position to the bolt pattern. With the pads flush to the flexplate, the converter pilot should be a good fit into the crankshaft with approximately 1/8" minimum extending into the crank below the chamfer. No less than .100 is recommended.

8. Inspect the condition of the old converter hub (where it goes into transmission) for wear, scoring or other damage. Abnormal wear may indicate that the bushing which supports the hub is defective and should be replaced before installation of the new converter. The front pump seal and bushing in the transmission should be replaced by a competent transmission shop.

9. **On all Ford and Chrysler transmissions, the factory bronze front pump bushing must be replaced with a babbitt-type bushing.** Bushings are available from most transmission shops or directly from ATI. All ATI transmissions come standard with this bushing installed and we even package one with new ATI converters.

When using a midplate between the engine and the transmission, dowel pins must be lengthened at least the thickness of the midplate to insure proper engine - transmission alignment. Extended dowel pins are available from ATI - Part #958001 (GM, 2" long)

BEFORE AND DURING THE INSTALLATION OF THE CONVERTER ONTO THE TRANSMISSION

1. Install one quart of a quality brand fluid, which is red in color, in the converter. (Refer to the chart on the right for your specific application.) Use some on the converter hub as well.

   ****Use of any fluid or oil that is not red in color will void all warranties!****

   Install the converter on the transmission and be absolutely sure that the converter is engaging all of the splines and the pump, and that it is seated all the way back into the transmission. To be certain, take measurements as shown in Figure 1 (below). Sometimes it is helpful to spin the converter while holding it with one hand and use your fist to tap on the pilot.

2. For converters with an “offset” mounting pad (Chrysler and Ford), be sure to note the pad's location. Spray paint it if needed, and line up with the correct hole on the flexplate first.

3. Install the transmission to the dowel pins making certain the converter is free to move during and after the unit is bolted to the block. ***Under no circumstances should the transmission be “drawn up” to the block, but should go flush to the back with relative ease!***
   Start all bolts by hand and make sure a few threads engage. Do not take the trans jack pressure off until at least 4 bolts are secure in the transmission!

4. Check the converter as soon as the transmission is bolted to the block. The converter must be free to move at least 1/8" to no more than 3/16" to contact the flexplate. If the converter is locked or very close to the flexplate, remove the transmission and check for proper installation of the converter. If there is more than 3/16", be sure to use the proper shims between the mounting pad and the flexplate!

5. After installation is complete, adjust the shifter in ALL gear positions! Be sure to do this going forward and going back! The rod and pin should slide with ease through the arm on the transmission when it is in gear and adjusted correctly. Adjust as required. ***DO NOT slack off on this step unless you want to be taking your transmission out when you get home after its first time out. Take the time needed to make it correct now! Incorrect adjustment WILL lead to premature failure.***

CHOOSING THE CORRECT TRANSMISSION FLUID

	ATI Super F	Std Type F	Dexron 3 / 4	Dexron 5 / 6
PG	●	●		
T-350	●	●	●	
T-400	●	●	●	
700 R4	●	●	●	
4L60E / 65E			●	●
4L80E / 85E				●
C-4	●	●		
C-6	●	●		
TF- 727 / 904	●	●		

All fluids must be red. Do NOT use blue, hydraulic or compressor oils!

ATI Super F 100% synthetic Type F produces for firmer shifts, faster clutch engagement and high temperature protection.

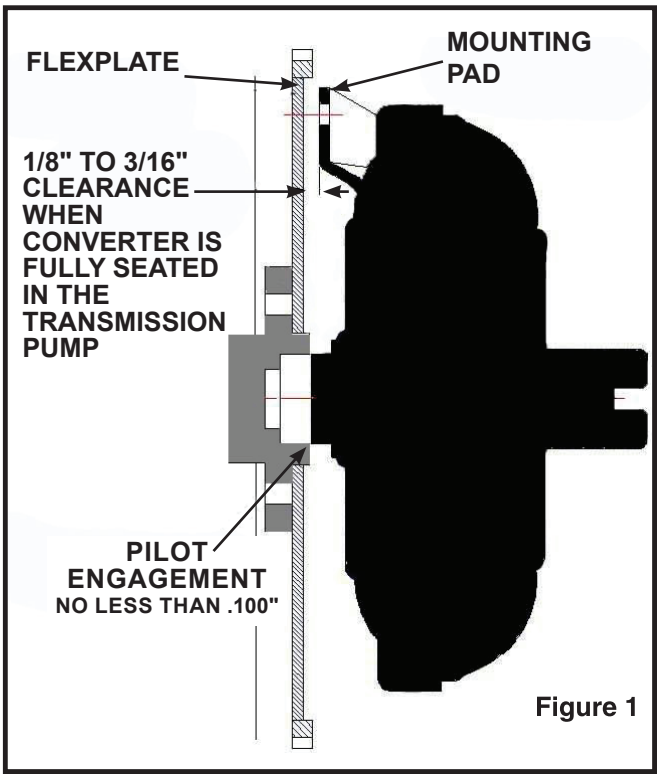


Figure 1

6. Filling the transmission - Position the rear wheels about 3" above the ground with jack stands under the rear so the driveshaft is at the correct angle. Add 4 quarts of fluid to the transmission. Start the engine at the lowest possible RPM and complete filling the trans as quickly as possible with the engine running at idle and in Neutral. Incorrect adjustment will lead to premature failure!

   ****Do not overfill! Run the transmission through all the forward gears and reverse gears at light throttle.****

   Perform a final fluid check with the vehicle on level ground, in Neutral, warm at idle. You should be no more than at the middle of "Low" and "Full" on the dipstick.

7. After completion, raise the vehicle with the engine running to carefully check for leaks, especially at the cooler lines and radiator fittings. Better to find it now rather than after you are at the track!

8. ATI recommends warming up the transmission and rear end with jack stands under the rear end, and running the car for 2-4 minutes with your transmission in High gear using light varying brake pressure.

NOTE! There is no warranty for a broken transmission case!
If you have any difficulties or problems when installing any ATI units, please feel free to call us for information and advice. You have an investment to protect, so don't take any chances if you are in doubt.

ATI RECOMMENDS THE FOLLOWING PROCEDURE FOR DOING A BURNOUT:

1. Pull through the water, to the front edge. If you must spin the tires in the water, do so at low speed so water is not sent all over your wheel well where it can drip on your tire after the burnout.
2. If you can do a burnout in high gear, or 2nd to 3rd for a 3 speed, that is best. Why waste a shift in the burnout? Some 3-speeds have a low gear sprag that is taxed when tires spin and change speeds. This causes un-needed wear.
3. When the tires are hot enough, release the line lock and power the car out of the water 10 to 20 feet and lift gradually. Lifting immediately is hard on the converter. Avoid the “squeak” of tire hook after the burnout if you can.
4. Do not attempt a "dry hop". Address the tree directly after the burn-out.

BAND ADJUSTMENT INFORMATION POWERGLIDE, TORQUEFLITE AND FORD:

- Unlock and hold the lock nut. Turn in tight with a torque wrench (80 in/lbs). Adjust out to specified turns:
  PG Steel Drum = 3.5 turns
  PG Aluminum Drum = 4.5 turns
  Ford C-6 = 1 turn
  Hold adjuster in position while locking the lock nut.
  Ford C-4, course thread = 1 turn
  Ford C-4, fine thread = 3 turns
  Torqueflite 727 / 904 = 1 1/2 turns
- On Torqueflites without manual shift valve bodies, the stock throttle pressure rod from the carburetor to the transmission must be retained and adjusted properly. Be sure all linkage moves freely and is lubricated. Hold the transmission lever firmly forward against its internal stop and tighten the swivel lock screw to 100 in/lbs.

MANUAL SHIFT TORQUEFLITE & T-400 TRANSMISSIONS WITH LOW GEAR BAND APPLY:

Drive your car in second gear! There is a band holding the drum or clutch applied. In low gear, the sprag must release each time you lift and you will have lots of engine braking.

- Do not downshift to Low unless completely stopped.
- Do not downshift to 2nd unless completely stopped.

IMPORTANT: Torqueflites! Always drive your car forward slightly before applying the throttle in Low Gear. If you shift to Neutral, then back to Low, the car must move forward again to engage drive components. Failure to follow this procedure could result in personal injury and damage to the unit!

DO NOT DO STALL TESTS!

Stall tests break parts, and not just converter and transmission parts! Remember you are at wide open throttle (full power) and maximum load. The pistons, pins, rods, and crank will really take a beating.

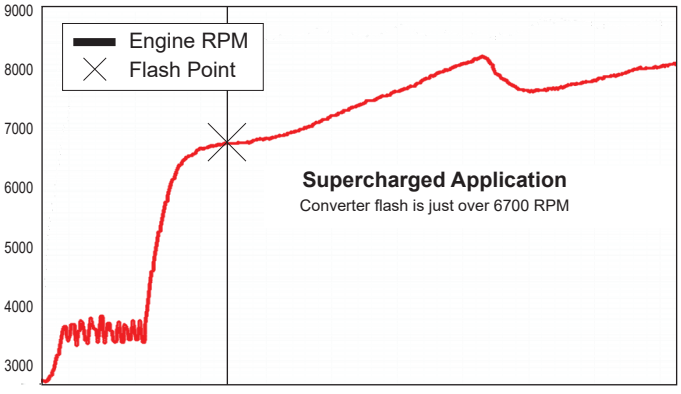
Many racers ask why it's OK to leave the line at wide open throttle but not OK to do stall tests. The difference is this. When at the starting line at wide open throttle, you release the brake and the RPMs accelerate from that point. In the converter, the stator is locked via the sprag assembly and goes from maximum load, in a controlled constant reduction in force, to zero load (free wheel) as the car accelerates. The hydraulic forces in the converter are directed in a smooth and efficient manner for maximum torque multiplication and flow for adequate cooling. When performing a stall test at wide open throttle (or even with a rev limiter such as a Two-Step), you lift off the throttle and the RPMs, now at 5000 or 6000, get jerked down to idle. The stator and sprag assembly goes from maximum load and torque multiplication to zero load in an instant. The sprag is unloaded rapidly and the hydraulic forces are instantly disrupted into unknown flow paths due to the rapid reduction in torque. We have seen many converters damaged by this rapid unloading when a ring and pinion, planetary gear set, or input shaft fails. The rampant hydraulic pressure actually breaks the pump blades (fins) completely off the converter pump. For this reason, converter manufacturers have for years warned against "snagging" the slicks coming out of the water as RPMs can go from 5000 or 6000 to idle as the tires catch. Once again, damage can be done to the sprag assembly.

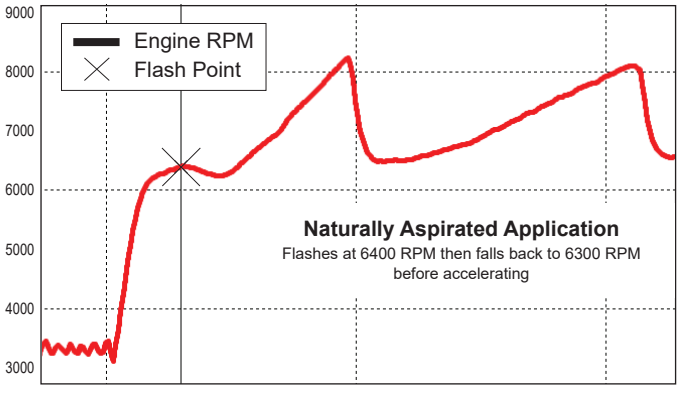
Also remember that the converter builds up a tremendous amount of heat in a short period of time. By not running an engine after a stall test, all that heated fluid lays in the converter without having a chance to go through the cooler or back to the pan. Excessive heat eventually "fatigues" the metals in the converter. So just say no to stall tests. They hurt parts.

Use the transbrake on the STARTING LINE ONLY...NOT in the pits, NOT in the driveway, NOT for your burnouts...STARTING LINE ONLY! Your cost per run will diminish significantly.

The only way to safely test the flash or stall speed of your converter is as follows. After everything is warm and ready for full throttle, drive your car where you can safely be in high gear at roughly 15 mph, and put the throttle to the floor for 1-2 seconds, then look at the tach. It will be within 100-200 rpm of what you get on the track.

Torque Converter Flash Points on Supercharged and Naturally Aspirated Applications

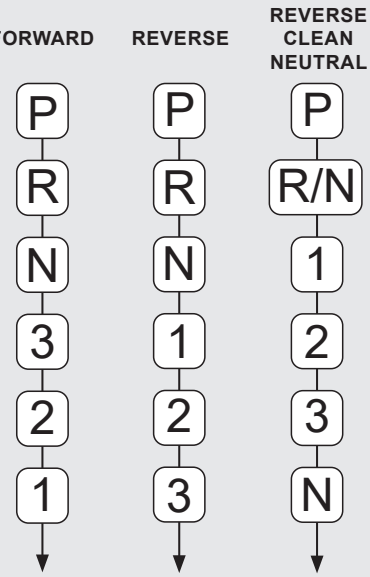




VALVE BODY SPECIFICATION CHART

Make a note of what valve body is installed in your transmission. Complete Valve Body instructions are available for download at our website: http://www.atiracing.com/instructions/instructions.htm

REVERSE VS FORWARD PATTERN



PART #	MANUAL OR AUTOMATIC	FWD OR REV PATTERN	BAND APPLY	BRAKE	SAFETY	NOTES
POWERGLIDE						
203050	Manual	FWD		YES	YES	External
203051	Manual	FWD		YES	YES	Billet
203200	Manual	FWD				
203250	Manual	FWD		YES		External
T-350						
353080	Manual	REV	NO	YES	YES	External
353100	Automatic	FWD	YES			
353200	Manual	REV	NO			
353300	Manual	FWD	2ND ONLY			
353400	Manual	REV	2ND ONLY			
T-400 (RACE)			LOW BAND			
403085	Manual	REV		YES		Brake in 1 & 2 Billet
403085CN	Manual	REV		YES		Clean Neutral Brake in 1 & 2 Billet
403086	Manual	FWD		YES		2-Speed Brake in 2 & 3 Billet
403087	Manual		YES (Man Low Only)	YES		
403091	Manual	REV		YES		Billet
403091CN	Manual	REV	YES	YES		Clean Neutral Brake in all gears Billet
403060	Manual	REV	YES	YES		Electronic shift
403070	Manual	REV	YES			Electronic shift
T-400 (Street / Strip)			LOW BAND			
403080	Manual	REV	YES	YES		Internal (soft hit)
403100	Automatic	FWD	YES (Man Low Only)			
403200	Manual	REV	YES			
403300	Manual	FWD	YES			
TORQUEFLITE 727 - 904						
723200	Manual	REV				

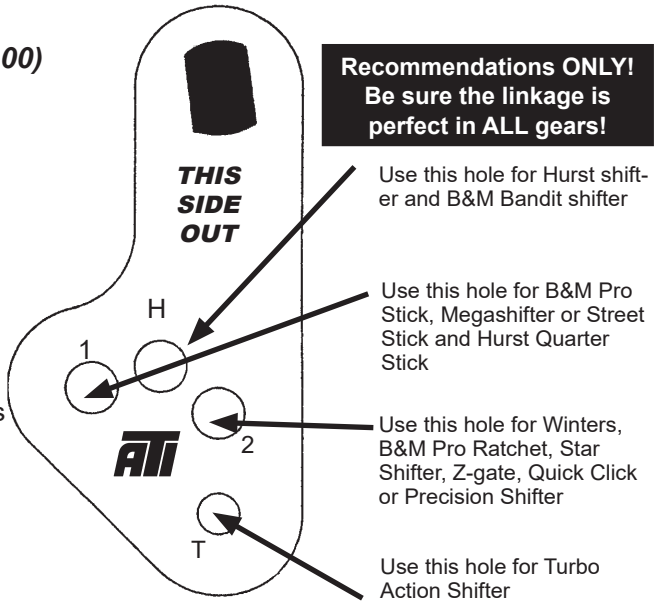
Please note that some Valve Bodies listed here may no longer available for sale over the counter but are used only in transmission builds. Consult an ATI Sales Technician for more information.

UNIVERSAL LEVER *(ATI Part # 202100)*

The ATI Universal Lever is designed for use on aluminum Powerglide transmissions. It is a two-piece lever rather than the usual one-piece lever. It has 4 holes for the cable swivel so that it can be used with B&M, Turbo Action, Hurst, TCI, ATI and Precision shifters.

The shaft portion of the lever is installed in the transmission in the normal Powerglide manner. The lever is then put over the end shaft with the lever pointing down (for standard installation). The cable bracket for your particular shifter is bolted on, the cable is installed in the bracket, and the swivel is then inserted into the correct hole on the lever as shown in the illustration.

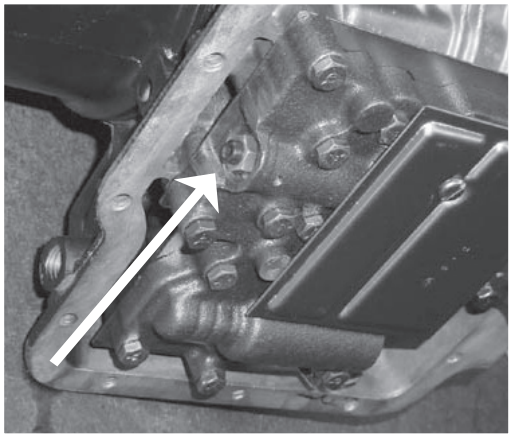
If the cable comes from the front (usually a rear engine car), the lever is installed pointing upwards.



ADJUSTABLE PRESSURE REGULATOR - Powerglide

For use with Compu-Flow Valve Bodies (ATI Part #s #203050, 203051, 203200, & 203250)

Your new ATI Valve Body features an exclusive (U.S. Patent #7,780,564) Adjustable Pressure Regulator. The regulator has been factory pre-set at 165 psi. 180 psi is the highest pressure ATI recommends for an OEM GM Powerglide case. Pressures exceeding 180 psi in a GM case have been known to break the case at the reverse piston bore. ATI recommends that when using a GM cased transmission in cool weather (sub 60° F), that the unit be thoroughly warmed up before engaging Reverse or Brake to prevent case breakage as the fluid will be thicker.



U.S. PATENT # 7,780,564

Adjustment procedure for AFTERMARKET cases only:

The pressure can be increased by loosening the lock nut with a 9/16" box wrench and turning the adjuster screw in (clockwise) with a 3/16" Allen Key. The rate of change is 16 psi per turn. Tighten the lock nut after adjusting.

Note! For Billet Aluminum Valve Body #203051, the rate of change is 20 psi per turn.

ATI Pressure Recommendations

PRESSURE PSI	175	185	200	220	250	280 - 300
HORSEPOWER	< 500	500-750	750-900	900-1500	1500-2500+	For Superglide 2 - 4 and Outlaw T-400s

Note! 1.) Generally, heavier cars and higher horsepower require more line pressure.
2.) Remember more pressure feels better but it also robs horsepower.

Testing With A Pressure Gauge

Use the test port at the Servo Cover. A reading may be obtained with the transmission in first or with the brake applied (if equipped). Bring the RPMs up until the pressure stops climbing and reads steady. This is the regulated pressure.

The ATI Powerglide and T-400 Adjustable Pressure Regulator is patented. Patent infringements will not be tolerated and are subject to legal action.

ATI Valve Body Pressure Test Kit
Part #151001

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.

ADJUSTABLE PRESSURE REGULATOR - T400

For use with T-400 Super Pump

To set up the adjuster

Hold the adjuster and the spring seat together and turn the stud into the adjuster until you feel the seat move. Back it up until it is flush again. At this point, it is at zero. You can increase the pressure by turning the stud farther in to the seat and hence, compressing the spring.

4 1/2 turns should give you approximately 275 psi depending on the condition of the pump used. Results will vary. ***ATI highly recommends checking the line pressure both before and after the install to ensure desired pressure is achieved***.

OEM cases should not be set over 185 psi unless an additional intermediate lug clutch snap ring support is used. Case damage will certainly occur if this is not done.

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. That's a 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.

Why can't I get above 2500 RPM on the footbrake?

This is called "free speed" and is a direct function of your brakes to hold the torque being transmitted.

Remember! Converters multiply torque 2 to 1. The 400 lbs of torque which the engine is producing is 800 ft / lbs at the transmission input shaft multiplied by the low gear of the transmission. It's a huge amount of torque to hold.

Drum brake shoes must be warmed up in the burnout.

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IMPORTANT NOTICES PLEASE READ!!

*** See pages 11 and 12 for Warranty and Product Information!***

OVERHAULING YOUR CONVERTER

To retain the superior quality and performance of your new ATI Treemaster Converter, return it only to ATI for rebuild or repair. Units are typically rebuilt and shipped 2-3 days after we receive them. Please call ATI before returning your converter for service.

If another company rebuilds this unit:

- **ATI will then treat the converter as a Non-ATI unit that carries a higher cost for overhaul and loss of performance warranties.**
- **Inferior parts may be installed. Many ATI units that we cut after someone has rebuilt the converter have the ATI stators and turbines replaced with poor quality or non-compatible parts.**
- **Performance could suffer.**

STALL ADJUSTMENTS

All claims regarding stall adjustments to ATI torque converters must be made within 30 days of the shipping date. For overhauled NON-ATI converters, there is no such adjustment period.

IF YOU NEED TO RETURN YOUR CONVERTER

Should you need to ship your converter back to ATI, please drain the fluid from the converter to avoid spills and leaks!

ATI uses 100% new parts and new cores in all 8 and 9 inch race converters. ATI computer-machines every part of the converter, removing the element of human error from your converter.

All units are fixtured, clearanced, and welded on ATI's patented CW3 machine. The CW3 (designed, built and patented by ATI) is used worldwide from Sweden to Japan. Every part of this converter is built in-house at ATI utilizing computer-controlled turning and milling machines. All hobbing (external splines), broaching (internal splines), gear shaping, honing, finish grinding and balancing is accomplished in-house for exact control of each part's quality.

ATI units are all precision-balanced on ATI's Accu-Balance Computer Balancer and checked for leaks in the ATI Leak Tester.

SYNTHETIC SUPER F Racing ATF

The industry's first fully synthetic type F transmission fluid created by a high performance transmission company!

Provides measurable performance improvements over conventional petroleum fluids

Type F formulation for quicker, firmer shifts

Formulated and tested to perform in extreme applications

Foam resistant and more stable temperature control

Proven effective in all popular GM, Ford & Mopar racing automatics: TH400, TH350, Powerglide, C4, C6, Torqueflite 904 & 727. Great for street rods and towing too!

08 WT ULTRA LOW VISCOSITY ..#100010
20 WT .....#100001
30 WT MAX DUTY .....#100021

ATI PERFORMANCE PRODUCTS

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ATI PERFORMANCE PRODUCTS

Limited Warranty

Except as set forth herein, ATI Performance Products, Inc. and/or ATI Tech and Logistics, Inc.(ATI) warrants to the original retail buyer that all products manufactured by ATI and purchased in the United States or its territories from ATI or authorized ATI dealers will be free from defects in material and workmanship. This warranty will extend for a period of 90 days from the date of the original invoice, unless otherwise agreed. ATI will repair or replace, at their option, any part, assembly or portion thereof which ATI's examination discloses to be defective. Shipping costs are not included. Disassembly by anyone other than an authorized ATI representative voids all warranties. **Use of any automatic transmission fluid or oil that is not red in color will void all warranties!** This includes all transmissions, converters, gearsets, valve bodies and all other transmission parts. **ATI MAKES NO REPRESENTATIONS OR WARRANTIES WHATSOEVER WITH RESPECT TO THE GOODS, INCLUDING BUT NOT LIMITED TO: (A) ANY WARRANTY OF MERCHANTABILITY, OR (B) ANY WARRANTY OF FITNESS FOR PARTICULAR PURPOSE WHETHER DIRECT OR INDIRECT, EXPRESS OR IMPLIED BY LAW, COURSE OF DEALING, COURSE OF PERFORMANCE, USAGE OF TRADE, OR OTHERWISE.** ATI makes no warranty as to the quality, finish, accuracy or tolerance compliance or with any safety codes required by any governmental or quasi governmental body or as to the efficiency, productivity or performance of any of the goods. There are no warranties that extend beyond the description on the face hereof.

Buyer expressly agrees that in no event shall ATI be liable under any theory of recovery, whether based in contract, in tort (including negligence and strict liability), under warranty, or otherwise, for any direct, special, incidental, or consequential loss or damage whatsoever. Any loss of profits, loss of goodwill, loss of opportunity, loss of business, or loss of reputation as a result of any claim brought by buyer or third party arising out of, or relating to, any breach by ATI of these terms, any representation statement or tortious act or omission (including negligence of ATI), and any use of the goods or the failure of the goods to operate properly even if such loss was in contemplation of the parties or was wholly foreseeable. Buyer expressly agrees that in no event shall the aggregate liability of ATI under any theory of recovery exceed the aggregate price paid to ATI under these terms. The foregoing limitation shall apply even if the buyers remedies under these terms fail in their essential purpose.

THIS WARRANTY CONSTITUTES THE FULL AND FINAL ATI LIMITED WARRANTY. THERE IS NO OTHER EXPRESS WARRANTY EXCEPT AS STATED HEREIN. ANY AND ALL IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MERCHANTABILITY ARE LIMITED IN DURATION TO THE DURATION OF THIS WARRANTY. THE LIABILITIES OF ATI ARE LIMITED SOLELY AND EXCLUSIVELY TO REPLACEMENT AS STATED HEREIN, AND DO NOT INCLUDE ANY LIABILITY FOR ANY INCIDENTAL, CONSEQUENTIAL, OR OTHER DAMAGES OF ANY KIND WHATSOEVER, WHETHER ANY CLAIM IS BASED UPON THEORIES OF CONTRACT, NEGLIGENCE, OR TORT. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE FACE HEREOF.

This writing constitutes the full, complete, and final statement of the ATI Performance Products, Inc. Limited Warranty for Parts. All prior oral and written correspondence, test data, negotiations, representations, understandings and the like regarding Parts are merged in this writing, and extinguished by it. This Limited Warranty may not be altered, amended, extended, or modified except by a writing signed by an authorized representative of ATI. Failure at any time of ATI to enforce any of the terms and conditions stated herein shall not constitute a waiver of any of the provisions herein.

Buyer understands and agrees that no officer, director, employee, or salesman of ATI or any vendor, dealer, or distributor has any authority to make any statements contrary to the terms of this Limited Warranty. ATI disavows any statements contrary to what is above written.

BUYER HEREBY AGREES TO INDEMNIFY, DEFEND, AND HOLD HARMLESS ATI FROM AND AGAINST ANY AND ALL CLAIMS, LIABILITY, AND LOSS AND DAMAGES (INCLUDING ATTORNEY FEES), MADE BY ANY THIRD PARTY AGAINST ATI RELATING TO A PART, OR THE USE OF ANY PART, THEREOF.

Disputes shall be construed in accordance with, and governed by, the laws of the State of Maryland, without regard to choice of law principles thereof. All disputes that may arise in connection with these Terms shall, unless settled by the parties, be submitted to arbitration in Baltimore County, Baltimore, Maryland, in accordance with the commercial arbitration rules of the American Arbitration Association. Any action by Buyer relating to the goods shall be commenced no later than one year from the date of the alleged breach.

WHO IS COVERED BY THE WARRANTY - This warranty extends to the Original Retail Purchaser only.

WHAT IS COVERED BY THIS WARRANTY - This warranty covers only ATI manufactured products. Any ATI product that, during the term of this warranty, fails to function properly UNDER NORMAL USAGE due to defects in material or workmanship will be repaired by ATI at no charge for parts or labor, or at the option of ATI, the product will be replaced.

WHAT IS NOT COVERED BY THE WARRANTY - Damages or malfunctions not resulting from defects in material and workmanship and damages or malfunctions from other than intended use including, but not limited to, improper installation, repair by unauthorized parties, tampering, modification, accident or abuse are not covered by this warranty.

#919124 2/2022

KEEP THIS FOR YOUR RECORDS!

ATI recommends you retain this Warranty along with your invoice. **For your protection, fill in the information and immediately mail the Purchase Information form below so that we may contact you directly in the event a safety notification is issued.** Also, in order to serve you better, please take a moment to answer the questionnaire on the reverse side of this form. We value your comments!

ORDER #: _____

PURCHASE DATE: _____

If more than one product was purchased, list each part # separately with serial # (if applicable).

Part #: _____
Serial #: _____

Part #: _____
Serial #: _____

Part #: _____
Serial #: _____

If not purchased directly from ATI:

DEALER: _____

DEALER'S ADDRESS: _____

_____

_____

WHAT TO DO WHEN SERVICE IS NEEDED

Carefully package the product using ample material (preferably in the original carton) to prevent damage during shipping. ***Be sure to drain any fluid left in your converter or transmission!*** You may either deliver it or ship it postage prepaid and insured to ATI. Send to:

ATI PERFORMANCE PRODUCTS, INC.
Attention: Service Department
6718 Whitestone Road
Gwynn Oak, Maryland 21207-9805
Phone: (410) 298-4343 • Fax: (410) 298-3579

When returning items for service, your package must include:

1. A copy of the sales invoice.
2. Product serial number(s).
3. A detailed description of the problem.
4. Daytime and cell phone numbers plus an e-mail address where our technicians can contact you.

Note! Finished repairs must be picked up or shipped within 30 days or storage fees will occur. After 90 days, they will be subject to sale or disposal by ATI.

IF YOU HAVE QUESTIONS OR NEED HELP

If you have questions about the use or performance of your products, or if you have any questions or comments regarding service performed at ATI which has not been resolved to your satisfaction, write directly to: ATI Performance Products, Inc., Attention: Consumer Affairs Department, 6718 Whitestone Road, Gwynn Oak, MD 21207 or send an e-mail to info@atiracing.com.

This warranty gives you specific legal rights. You may also have other rights which vary from state to state.

4 WAYS TO REGISTER YOUR PRODUCT!

So that we may better assist you, please fill in the Purchase Information form below and return to ATI.

- **On-line at *www.atiracing.com/warranty* for quick and easy registration!**
- **E-mail:** *info@atiracing.com*
- **Fax:** *410-298-3579*
- **Mail:** *ATI Performance Products, Inc., Attn: Consumer Affairs, 6718 Whitestone Rd, Gwynn Oak, MD 21207-9805*

Name: _____

E-Mail: _____

Address: _____

_____

City: _____ **State:** _____ **Zip:** _____

Phone: _____ **Cell:** _____

Part(s) Purchased: **Order #:** _____

Part #	**Serial Number / SFI #**
_____	_____
_____	_____
_____	_____

Date of Purchase: _____ **Purchased From:** _____

Did the Seller meet your expectation:

			If no, explain:
- With service?	**_____ yes**	**_____ no**	_____
- With product knowledge?	**_____ yes**	**_____ no**	_____
- With sales help?	**_____ yes**	**_____ no**	_____

Other Comments: _____

_____

_____

How did you hear about ATI? _____

_____

_____

_____

_____

CHECK ALL THAT APPLY:

Section 1

____ Drag Race ____ Oval Track **____ Street Performance**
____ Truck/Tractor ____ Marine Use ____ Other _____

Section 2

____ GM ____ Ford ____ Chrysler ____ Import
____ Other _____

Section 3

____ Vehicle Owner ____ Do-It-Yourself ____ Professional Mechanic
____ Shop Owner ____ Engine Builder ____ Race Car Builder
____ Transmission Builder ____ Other _____

PUBLICATIONS YOU READ:

____ D-Sport
____ Diesel Power
____ Drag Racing Edge
____ Drag Illustrated
____ Drag Review (IHRA)
____ Drive!
____ Fastest Street Car
____ Grassroots
____ Hot Rod
____ Mopar Action
____ National Dragster (NHRA)
____ Performance Racing Industry
____ RPM Magazine
____ Street Scene (NSRA)
____ Super Chevy
____ Other: _____
_____
_____

WEBSITES & FORUMS:

____ Chevy Hardcore
____ ClassRacer.com
____ Competition Plus
____ DragRaceResults.com
____ DragtimeNews.com
____ Dragzine
____ Engine Labs
____ Facebook
____ Ford NXT
____ Instagram
____ LSX Mag
____ RacingJunk com
____ YouTube
____ Other: _____
_____
_____

WE RACE WHAT WE SELL!

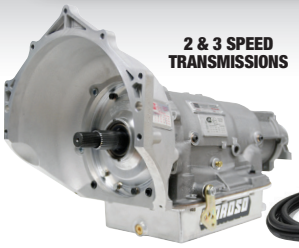
At ATI, we race what we sell, with our own in-house test vehicles! Our dedication to product testing on our Transmissions, Converters, Super Dampers and more, helps put countless winners and champions in the Winner's Circle year after year!


PDRA PRO NITROUS


NHRA STOCK


NHRA STOCK

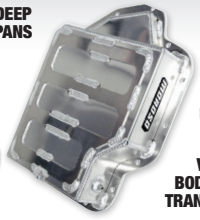

NHRA SUPER STOCK


2 & 3 SPEED TRANSMISSIONS

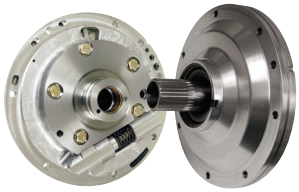

STREET ROD PACKAGES


TORQUE CONVERTERS

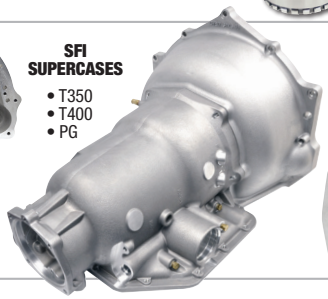

GEAR SETS

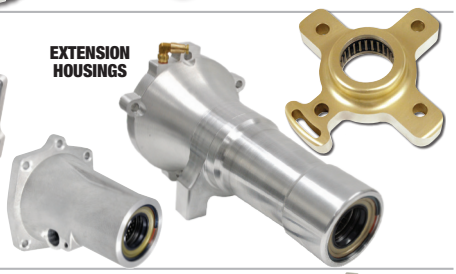

DEEP PANS

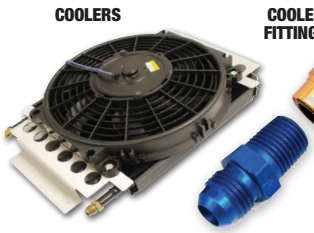

VALVE BODIES AND TRANSBRAKES


TRANSMISSION PUMPS


SFI BELLS
- CHEVY
- FORD
- MOPAR
- TOYOTA

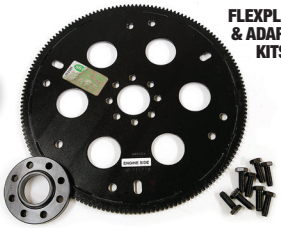

SFI SUPERCASES
- T350
- T400
- PG

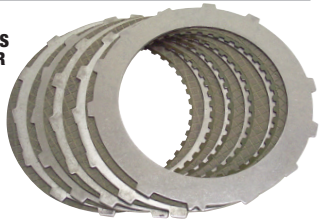

EXTENSION HOUSINGS


COOLERS


COOLER FITTINGS


T-BRAKE BUTTONS

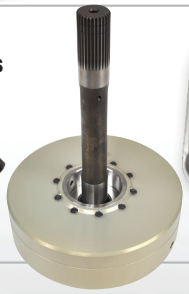

FLEXPLATES & ADAPTER KITS


CLUTCHES & STEELS


TRICK STICK LOCKING DIPSTICK TUBES

TRANSMISSION CATCH CANS


INPUT SHAFTS



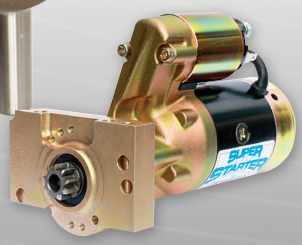

FILTERS


SUPER DAMPER CRANKSHAFT DAMPERS


DAMPER MANDRELS


SUPERCHARGER PULLEY KITS


YOKES


SUPER STARTERS

ATIRACING.COM // 410-298-4343

ATIPerformance ATIRacing ATIPerformanceProductsInc

ATI PERFORMANCE PRODUCTS

ATI PERFORMANCE PRODUCTS

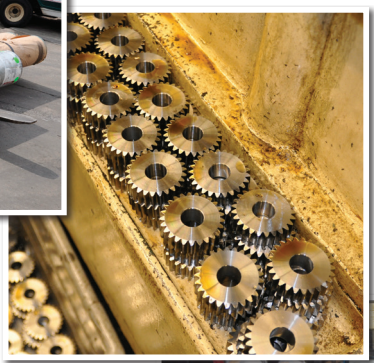
FAMILY-OWNED • AMERICAN MADE

Producing Quality Race Components for over 60 Years!

From its early days as a modest general transmission shop in Silver Spring, Maryland, ATI has been producing quality, state-of-the-art racing products for over 60 years and continues to grow.

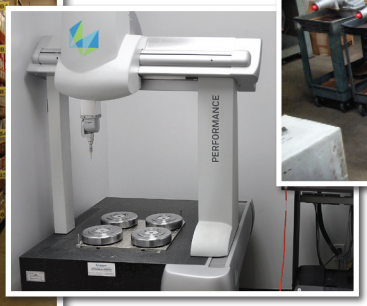
ATI's new location in western Baltimore County is over 100,000 square feet and houses one of the most advanced machine shops in the industry with all machinery operations taking place in-house so that total quality control can be maintained. There are more than 30 CNC machines operating in the plant 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.

Race To Win!



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