ATI PERFORMANCE PRODUCTS

2024 WINTER CATALOG ■ ATIAUTO.COM ■ 877-298-5040

ATI PERFORMANCE PRODUCTS

Family Owned - American-Made

Fifty years ago, when we first decided to dive headfirst into the performance world of auto racing, little did we know how important that mantra would become. Once upon a time, many of the goods we purchased were just that - American made. Over the years, American manufacturing has been outsourced to compete on price at the expense of quality. Other changes seamlessly wormed their way into the fabric of our society. All kids got participation trophies - diminishing the value of the winner's trophy. Universities began to coddle students with "safe spaces" and spoon-fed ideology so that our future leaders could sally forth without personal recriminations if their thoughts and views did not align with traditional American values.

But I see one place where American values still reign supreme - our world of high performance racing. For the folks at ATI, this gives us hope. ATI products are still made in the USA. The business is still owned by the same family. The relentless bombardment to sell ignored.

We take pride in seeing the junior dragster classes growing and winners taking the trophy and the glory while the rest of the pack is encouraged to hone their skills, practice, and reach for that win at the next race.

We see families at the track with the barbeques sending out sparks and the neighboring racers sharing in the bounty. We see the kids who are competing against one another doing what kids do best when we leave them to their own devices – hanging out and getting along.

The adults don't do so bad either. One out of every two racers drives away a loser but there are no fights flying or guns drawn. The only thing flying are questions and advice on what happened and how to finesse it next time.

I see racing as a microcosm of the older, kinder, prouder U.S. when we worked hard to make our lives better and our families stronger – and our cars faster. When we were proud to stand for the pledge of allegiance and where we stood next to one another instead of in front with a fist drawn.

Racing is an American family – steeped in tradition and hard work and all the American values we hold dear. We count ourselves lucky to be part of it and that our family continues the tradition.

Stay in the winner's circle this season with ATI!

Page 12

Super Damper for GM L8T 6.6L Crate Engines

Page 17

Super Damper for Ford 3.3-3.7L V6 Mustang & Raptor Ecoboost Engines

New OEM style, High Flow Boost Valve Kit and Solid Pressure Regulator

Page 74

Page 87

6R80E 6-Speed Transmission Kit for Chevy Engine-equipped vehicles

Page 51

Billet Powerglide Supercase Extention Housings OEM Output and T400 output

Crank Pin Drill Fixture Kit for Ford 7.3L Godzilla Engines

Page 24

Page 50

SFI 29.1 Flexplate and SFI 4.1 Bell Kit for Ford 7.3L Godzilla Engines

With over 600 photos, part descriptions, and Racer Tech Tips, ATI's 2024 Winter Catalog once again brings you the latest information about ATI's top quality race components which are produced in-house at our Baltimore, Maryland facility.

Along with our large line of transmissions and SuperCases,Treemaster torque converters and Super Dampers, we are excited to bring you new, innovative products for the 6L, 8L and 10L90E transmissions. We are also proud to continue as a dealer for One Ethanol® Race Fuels, USA-made Rock Racing Batteries and Chargers, and Driven Racing Oils.

As race season ramps up again, our catalog is the perfect source for products and information you need to get to the Winner's Circle. We thank you for your continued support; making ATI one of the leading manufacturers of American-made, high performance parts in the motorsports industry today!

Find us on Facebook
www.facebook.com/ATIPerformance

YouTube
youtube.com/ATIPerformanceProductsInc

BUY ON-LINE! *Look for this symbol to purchase directly from our website!*

2024 WINTER CATALOG

Super Dampers by application 4-27
- Diesel Dampers 22
- Crank Trigger Shells 23
- Damper Components and Tools 24-27

Treemaster Converters 28-29
Bolt Together / Lock-Up Converters 30-31
Fuel & Blown / Outlaw Converters® 32
Streetmaster Converters 33
Adapter Kits 34
Flexplates 35-36
Import Adapter Kits 37
Transmission Parts 38
Hardware 39
Transmission Coolers 40-41
Trick Sticks 42
Shifters 43
Transmission Accessories 44-45
Powerglide Transmissions 46-49
Powerglide Components 50-63
- ATI SuperCase and Bells 50
- Extension Housings 51
- Pumps - Stator Support Tubes 52
- Input Shafts 53
- Servos - Clutch Drums - Hubs 54
- Bands - Clutch Packs 55
- Valve Bodies and Transbrakes 56-57
- Gear Sets 58-59
- Transmission Components 60-61
- SCS-30 Cooling System 62
- Overhaul Kits 63
- Transmission Pans 63

T350 Transmissions 64
T350 Components 65-67
- ATI SuperCase and Bells 65
- Drums - Pistons - Clutch Packs - Bands 66
- Gears - Valve Bodies - Pans - Overhaul Kits 67

T400 Transmissions 68-71
T400 Builder Program 72
T400 Components 73-82
- ATI SuperCase and Bells 73-74
- Pumps 74
- Input Shafts - Drums - Hubs 75-76
- Clutch Packs - Bands 77
- Output Shafts - Gear Sets 78
- Valve Bodies and Transbrakes 79
- Small Parts 80-81
- Overhaul Kits - Sprags - Bushings 81
- Transmission Pans - Filters 82

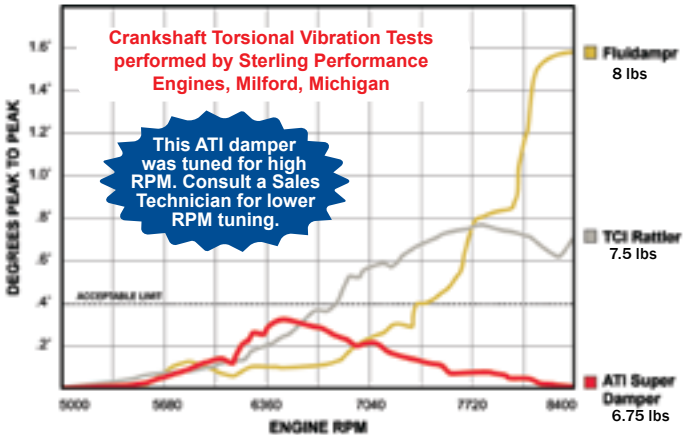
4L65E - 4L85E Transmissions 83
4L60E - 4L65E - 4L85E Parts 84-86
6R80E Transmission Package 87
6L80E - 6L90E Parts 87-88
8L80E - 10L90E Parts 89
Street Rod Packages 90
Super F ATF 91
Driven Racing Oils 92
One Ethanol Race Fuel 93
Rock Racing Batteries 94
Apparel 95-96
Freshen Up - Racer Info Sheet 97
Ordering Information 98-99

Super Dampers

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

- Found on Mopar 392s and GM's 572 and 632 crate, 427 Anniversary and 302, 350, LT376, 396, 327, 350 SC & 427 COPO engines as well as 2009-2011, 2015 and 2020 Drag Pak Challengers and the 2012+ Ford Cobra/SCJ race engines.
- The choice of the best engine builders in the world such as Reher-Morrison, Precision Racing Technologies, Sonny Leonard, Steve Schmidt, Larry Morgan, Scott Shafiroff, Katech, Charlie Buck, BES, Pat Musi and many others.
- Standard equipment on engines from companies like Hendrick Motorsports, ECRT, Roush-Yates Racing, Fulton Racing Engines, PAR Race Engines, Penske, and every NASCAR engine.

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.

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

If you have ever watched the in-car cameras on TV, each car comes off the corners at about 6,500 to 7,000 RPM on average. They then accelerate down the straight away to 9,500 RPM, and lift for Turn One, exit at Turn Two and then do the same thing down the back stretch. That's the equivalent of two extremely hard, slow acceleration rate 1/4-mile runs per lap. Multiply that by 500 laps or 1,000 1/4-mile passes x 40 cars = 40,000 1/4-mile passes in 3 hours.

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

If you enjoy buying crankshafts and having broken engine parts, use one of the competition's, or an overseas damper. If you would rather be racing and working on your program to make it better, than start with an ATI Super Damper!

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

There's a Super Damper for you!

ATI manufactures two main types of Super Dampers

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

ATI's 8" dampers are excellent for 632 CID and above engines. General Motors uses them as OEM equipment on their 572 crate engines and the leading PDRA and ProMod builders use them exclusively on their monsters. Our 7" dampers have been used on big engines successfully for nearly 35 years. Additionally, the 7" units are used on many NASCAR engines (355 CID, 800 HP, 9500 RPM) for many cycles without crank failure, however most of these engines are less than 3.4" stroke. Most of these dampers have been professionally tuned to the builder's combination through torsional instrumentation. This type of damper is produced for our higher volume units in 3-ring, 1.5" width mainly for 5.5", 6", 7" and 8" diameter assemblies. Most of the 5" dampers utilize this design due to space constraints and fitment within vehicles.

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

(Figure 1)

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

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.

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

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

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

(Figure 2)

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

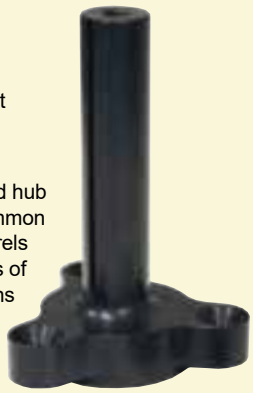
This second type of damper has a separate inner shell to locate the crank hub and contain the inertia weight. They are made of steel and aluminum in 2 widths (1.160" and 1.460"), in many diameters including 6", 7" and 8" for smooth shells or 6.78", 7.53" and larger for serpentine shells.

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

ATI offers counter bored hubs that accept drive mandrels

Typical SBC OEM style flat faced hub

Counter bored hub to accept common drive mandrels in hundreds of applications



ATI has a variety of mandrels designed for use with dry sump systems. See page 25 or consult your Sales Technician.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Damper Info You Need to Know

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

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

18.1 SFI CERTIFIED

Super Dampers in stock and ready to ship

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.

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.

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. $60 to $120 for the first part, $10 each additional - **5 part minimum order**.

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"
Chrysler	2.250"
Ford FE & 385	2.179"
Pontiac V8	2.455"

Pulley mounts:

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

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

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

All custom hubs and dampers require an initial engineering fee which will count as a non-refundable deposit and be applied toward the final invoice price of the custom piece. Pricing will vary depending upon the complexity of the application.

Approximately 8 – 12 weeks are required to manufacture the hub or complete custom Super Damper. This time can vary greatly on the time of year, however we will always try to beat the estimate for the customer. If you are in need of a special damper or hub not listed in this catalog, contact an ATI Sales Technician or visit our web site at http://www.atiracing.com/products/dampers/hubs/index.htm for more information and to download a custom application form.

Mitsubishi EVO
Integral Cam Drive
#916025

MICRO SLEEVES FOR ALUMINUM HUBS

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

DAMPER OVERHAUL

Damper overhaul is available from ATI for $85.00. Includes fresh elastomer o-rings, new bolts, new face decal and SFI recertification. Extra replacement parts are available at warehouse pricing.

OUTER SHELL COMPONENTS

Outer Shells for Super Dampers are not available for stocking orders. These shells are available for Drop Ship orders shipping to Engine Builders or Single End Customers only with an added packaging fee.

5" Shells	919174.... $8.50	7" Shells	919176...$8.50
6" Shells	919175.... $8.50	7.5" - 8" Shells	919177...$8.50

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Reading the Super Damper Charts

❶ Choose your brand. Application Charts are located on pages 8-22

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

Chevrolet Super Dampers

❷ Material, diameter and weight of damper

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

❹ Engine Applications

										Replacement Hub Part Number		
		STEEL SHELLS			ALUMINUM SHELLS							
MAXIMUM OUTER DIAMETER ▶		8.074"	7.074"	6.325"	7.074"			6.325"		STEEL	ALUM	1 PC HUB & INNER SHELL
		3 RING			3 RING		2 RING	3 RG	2 RG			
AVERAGE TOTAL WEIGHT ▶ / INERTIA WEIGHT ▶		15.4 LBS / 7.60 LBS	11.5 LBS / 4.50 LBS	8.3 LBS / 2.40 LBS	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			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS												
CHEVROLET FRONT [1]		917007	917010	918940	917030	918850	917020	917070	917050	AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]			917009									
			917011									
COMPLETE DAMPER AND HUB PART NUMBERS										HUB ONLY		
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT CHEVROLET 409 [8]		917785	917782	917220	917221	917200	917410	917260	916040		
							917210	917480	917320		916090	
				917781								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]					917204		917412		916044		
			917788									916952
				917789								916952
	USE WITH JESEL BELT DRIVE [5]				917232		917234	917236			916092	
SB LS1 1.483" CRANK	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL		917777 [16]	917776	917211 [16] [17]		917213 [16] [17]	917215 [17]		916045 [13]		
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP [4] Counterbore to accept drive mandrel		917783	917784	917222	917223		917411	917261	916043		
									917229		916093	
	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]		917783K							916043K		
V8 BIG BLOCK	STANDARD OEM FRONT	917062										916890
			917065	917061	917300	917301				916010		
					917310	917311		918720			916080	
			917060									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 AND HUB PART NUMBERS											HUB & INNER SHELL with WEIGHT	STEEL 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

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

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

[1] These are damper shell assemblies only without a hub.
[2] These dampers are outer shell, inertia weight & o-rings. The inner shell is integral with the crank hub.
[4] Hubs for these assemblies have a 2.280 counterbore. A standard length crank bolt is used & the mandrel bolts to the 3 pulley mounting holes. This eliminates the 4" - 6" long bolt that's ineffective in retaining torque. Adapter #916321 for existing mandrels with 1.245" pilot.
[5] Aluminum hubs for these assemblies have a 2.250 seal diam. with a .500 wall thickness and fits inside the Jesel lower pulley. This eliminates hub failure at the keyway on engines driving dry sump pumps and pulleys. For Comp Cams style belt drive, use a 7" 2 ring damper due to fitment issues with the cam timing adjustment. Hub must be machined to fit inside lower cam gear.
[7] Use hub # 916172 for 1.245" crank with BB seal & Chevy bolting.
[8] Timing pointer must be corrected. Original pointer shows approximately 10° @ TDC (advanced) when the piston is at TDC.
[13] Use part #916088 for Jesel Belt Drive and steel hub.
[16] Custom aluminum hub is available. Contact a Sales Technician for more information.

❻ Footnotes for specialized damper info.

Color coding within the charts

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

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Chevrolet Super Dampers

		Complete Super Damper and Hub Part Number below								Replacement Hub Part Number		
		STEEL SHELLS			ALUMINUM SHELLS							
MAXIMUM OUTER DIAMETER ▶		8.074"	7.074"	6.325"	7.074"			6.325"		STEEL	ALUM	1 PC HUB & INNER SHELL
		3 RING			3 RING		2 RING	3 RG	2 RG			
AVERAGE TOTAL WEIGHT ▶		15.4 LBS	11.5 LBS	8.3 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS			
INERTIA WEIGHT ▶		7.60 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	AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]			917009									
			917011									
COMPLETE DAMPER AND HUB PART NUMBERS										HUB ONLY		
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT CHEVROLET 409 [8]		917785	917782	917220	917221	917200	917410	917260	916040		
							917210	917480	917320		916090	
				917781								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]					917204		917412		916044		
			917788									916952
				917789								916952
	USE WITH JESEL BELT DRIVE [5]				917232		917234	917236			916092	
SB LS1 1.483" CRANK	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL		917777 [16]	917776	917211 [16] [17]		917213 [16] [17]	917215 [17]		916045 [13]		
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP [4] Counterbore to accept drive mandrel		917783	917784	917222	917223		917411	917261	916043		
									917229		916093	
	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]		917783K							916043K		
V8 BIG BLOCK	STANDARD OEM FRONT	917062										916890
			917065	917061	917300	917301				916010		
					917310	917311		918720			916080	
			917060									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 AND HUB PART NUMBERS											HUB & INNER SHELL with WEIGHT	STEEL 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.

[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 hub #916099 for standard aluminum replacement. Use hub #916088 for Jesel Belt Drive and steel hub.

[16] 7" dampers will not fit front distributor drive timing covers

[17] Aluminum hub part #916099 is available - ADD $25 at time of install.

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

GM Serpentine Dampers

#917246
LS1 Y Body
with AC Pulley

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 and 10 grooves are available for supercharger applications. Crank hubs may be fitted with a 6 groove serpentine pulley to drive external oil pumps or vehicle accessories.

LS1 - LS2 - LS3 - LS6 - L76

		Complete Super Damper and Hub Part Number below					Shell Assembly Less Hub	Rear A/C Pulley 4 Groove Serp		Replacement Hubs [2]		
		STEEL	ALUMINUM							STEEL	ALUM	1 PC HUB & INNER SHELL
	MAXIMUM OUTER DIAMETER ►	7.425"	7.480"	6.780"	6.235"	5.670"	6 GROOVE SERP	OEM OD	10% UD			
	AVERAGE WEIGHT ►	9.75 LBS	7.30 LBS	4.5 LBS	---	---				AVG WT 2.9 LBS	AVG WT 1.4 LBS	
LS1 F BODY '98 -'02 CAMARO FIREBIRD	OEM DIAMETER WITH A/C PULLEY	917242					917015	916734		916031		
			917264				917073					
	OEM DIAMETER - NO A/C PULLEY		917302				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		
				917243 [5,7]							916035	
	25% UD - ACCESSORIES 10% UD A/C PULLEY					918845 [8,10,12]			916179			916347
LS1/LS2 V BODY '04-'06 GTO	25% UD - ACCESSORIES NO A/C PULLEY					918844 [8,10]						916347
	OEM DIAMETER 8MM HTD 25 TOOTH DRY SUMP PULLEY		918852 [8]				917073			916037A		
	10% UD 8MM HTD 25 TOOTH DRY SUMP PULLEY			918855			917071			916037A		
Y BODY CORVETTE (Not Grand Sport) LS1 '97-'04 C5 LS2 '05-'07 C6 LS3 '08-'13 C6 LS6 Z06 '01-'04 C5 G8/L76 '08-'09 NEW "SS"	OEM DIAMETER WITH A/C PULLEY [6]	917246					917015CSX	916734		916032M3		
			917266				917074CS					
	OEM DIAMETER - NO A/C PULLEY		917303				917073CS			916032M3		
	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		
				917247 [1,5,6]							916036	
	SMOOTH - NO A/C				917307					916032M3		
	OEM DIAMETER 8MM HTD 28 TOOTH DRY SUMP PULLEY		917304				917073CS			916033A		
	10% UD 8MM HTD 28 TOOTH DRY SUMP PULLEY			917289			917071CS			916033A		
	25% UD - ACCESSORIES 10% UD A/C PULLEY					918848 [11,12]			916179			916349
	25% UD - ACCESSORIES NO A/C PULLEY					918847				916349D		
LS1/ LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)								916045 [9]	916099 [9]	

[1] Requires shorter serpentine belt. Goodyear #4060785 for accessories and #4040405 for AC.
[2] All hubs have 3/16 key at standard SB 10° location.
[5] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.
[6] Damper assemblies have all countersunk bolts so nothing protrudes past the front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for $40.
[7] Belts: A/C #4040390 ~ Accessories #4060775.
[8] Requires 1.25" longer crank bolt (included).
[9] Use #916088 for Jesel Belt Drive and steel hub. For .005 undersized steel hub, order #916045U.
[10] Requires shorter belts: Gates #K060760 - 6 rib, #4040390 - 4 rib.
[11] Requires shorter belts: Gates #K060775 - 6 rib, Goodyear #K040405- 4 rib, 25040353 - AC.
[12] For no A/C pulley, use #916179D pulley delete ring.

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

#918624
LS9 ZR1 Corvette
14% Overdrive

		Complete Super Damper and Hub Part Number below						Shell Assy Less Hub	Replacement Hubs
		ALUMINUM							STEEL AVG. WT. 2.9 LBS
	MAX. OUTER DIAM. ►	8.530"	8.25"	7.530"	7.480"	7.650"	6.730"	---	
	AVERAGE WEIGHT ►	11.50 LBS	11.75 LBS	6.75 LBS	9.00 LBS		4.5 LBS		
LS3 /LS7 [4] DRY SUMP OEM SIZE	8 RIB W/ 4 RIB A/C PULLEY					918620 [2]		917049 [1]	916058
	8 RIB NO A/C PULLEY				918620N			917049N [1]	916058
LS3 /LS7 [4] DRY SUMP 10% U/D	8 RIB 10% UD, OEM DIAM. A/C PULLEY				918620U [2]			917049U	916058U
	8 RIB 10% UD, NO A/C PULLEY						918620UN	917049UN	916058U
LS3 /LS7 [4] DRY SUMP	10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY		918622 [2]					917089	916058
LS9	ZR1 CORVETTE, OEM DIAM.			918634 [2]				917097	916107
	ZR1 CORVETTE, 14% OD [3]	918624 [2]						917093	916107
LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB See chart on page 10 for more options.					918639			917073	916431

[1] Utilizes 60 durometer rubber.
[2] Non-removable A/C pulley - OEM diameter.
[3] Contact Lingenfelter for belt and more information.
[4] 2010 - 2013 LS3 Corvette Grand Sport coupes with manual transmission come equipped with a dry sump system, LS7 damper is required.

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

GM Serpentine Dampers

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

Call us for more information on these new applications!

Step 1 - Start with Hub #916431

Step 2 - Choose your serpentine drive:

SERPENTINE DRIVE	CORRESPONDING PART #S: SHELL ASSEMBLY	CORRESPONDING PART #S: 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 1998 - 2002 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 SNOUT
SK286R	LS7 WET SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOUT
SK286S	LS7 WET SUMP - LONG SNOUT
SK128H6	LS9 WET SUMP - LONG SNOUT

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

LS3 AND LSA Z BODY 2010 - 2015 CAMARO

		Complete Super Damper and Hub Part Number below: ALUMINUM		Shell Assembly Less Hub	Rear A/C Pulley 4 Groove Serp	Replacement Hubs [1] STEEL
	MAX OUTER DIAM ►	7.480"	6.780"	6 GROOVE SERP	OEM OD	AVG WT 2.9 LBS
	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
	OEM DIA. NO A/C 8MM HTD 31T PULLEY	918657		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	916032H

[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.
[4] No supercharger pulley supplied. Must choose #916153 (OEM), #916105 (5% OD), #916106 (10% OD), #916227 (17% OD), #916159 (25 %OD).
[5] For dampers requiring an LS7 / LS9 dry sump with 2010 - 2015 Camaro accessories drives, see chart above.

#918854
LSA Cadillac CTS-V
Shown with 5% OD Pulley

CADILLAC CTS-V LS2/LS6 & LSA

	Complete Super Damper and Hub Part Number below: LIGHTWEIGHT ALUMINUM		AC Pulley	Replacement Hubs STEEL
OUTER DIAMETER ►	7.480"	6.780"	---	
2016+ LT4 CADILLAC CTS-V*	918856 [1] [5]		---	916032H
'09 - '15 CADILLAC CTS-V LSA / '12 - '15 ZL1 CAMARO - NO AC	918859 [1] [4]		---	916032H
2009 - 2015 CADILLAC CTS-V LSA*	918854 [1] [4]		916734	916032H
'04-'07 CTS-V LS2/LS6 10% UD		917278 [2]	916732	916032M3
'04-'07 CTS-V LS2/LS6 OEM DIAMETER	917266 [3]		916734	916032M3

[1] No supercharger pulley supplied. (Sold separately, see chart at right.)
[2] CTS-V is 10% UD - Use Duralast Pt # 375K4 for AC pulley and Gates Pt # K060806, 6 rib for accessory drive.
[3] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for $40 if you send your hub in.
[4] Optional upgrade to stainless ARP bolts available.
[5] Stainless pulley bolt pack #950269 available - $15.29.

** Part # 918854 and 918856 - When making over 20 lbs of boost, you must pin the crankshaft in 2 locations or if you have your crankshaft out of the engine, have two (2) keyways cut into it 180° apart. ATI offers a stronger, heat-treated and double keywayed hub. Available outright or as a $25 upgrade on new orders. Part # 916032H2.*

Supercharger Pulleys

Part #	2009-2015	2016+	Drive Diam.	# of Grooves	RN$
916153	OEM	2.5% UD	7.835"	8	$195.58
916105	5% OD	3.25% OD	8.295"	8	$195.58
916106	10% OD	8% OD	8.690"	8	$195.58
916227	17% OD	15% OD	9.170"	8	$195.58
916159	25% OD	21.5% OD	9.90"	10	$210.59

Contact LPE for more options: 260-724-2552 or visit www.lingenfelter.com.

TECH TIP Pinning Your LS and Late Model Super Dampers

Many late model engines, including the LS and Late HEMI, do not have built-in factory crank keyways. Therefore, ATI recommends that for these applications where no keyway is available, "pinning" the damper hub to the crank; in fact it is mandatory in high load situations when a supercharger is driven off crank. This process is designed to eliminate the hub/damper from spinning on the crank snout. ATI offers Crank Pin Drill Fixture Kits for most popular LS and Late Model HEMI applications including HEMI Trucks and the Hellcat/Demon. See page 24.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

GM Serpentine Dampers

#918427-16
LS based 2016 COPO 427

GM LS AND LT BASED COPO CRATE ENGINES

		Complete Super Damper and Hub Part Number below	Shell Assy w/o Hub	A/C Pulley	Replacement Steel Hubs
2016 +	LS - 350 - A BODY SUPERCHARGED 7.95" OD ALUMINUM	918327-16	917138	916732	916430MK (Dual Key)
2012-2015	LS - 350, 396, 427 - Z BODY NAT. ASPIRATED 7.48" OD ALUMINUM	918427 [1]	917073	916732	916430M
2016 +	LS - 350, 396, 427 - A BODY NAT. ASPIRATED 7.074" OD ALUMINUM	918427-16	918850	916794	916045
2016 +	LT - 376 - A BODY NAT. ASPIRATED 7.074" OD ALUMINUM	918376	917030	916794	916315

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

#917268
GEN 2 LT1 / LT4 F Body

1992 - 1997 LT1 - LT4

		Complete Super Damper and Hub Part Number below			Shell Assembly Less Hub	Replacement Hubs [3]
		STEEL	ALUMINUM			4140 HEAT-TREATED STEEL
	MAX OUTER DIAM ►	7.425"	7.480"	6.780"	6 GROOVE SERP	
	AVERAGE WEIGHT ►	9.75 LBS	6.75 LBS	4.5 LBS		2.9 LBS
B BODY	GEN 2 LT1 IMPALA CAPRICE [8] [9]			917327	917071-44	916049A
F BODY CAMARO FIREBIRD	GEN 2 LT1 - LT4 [1] [5]	917270			917015	916047A [6]
			917268		917073	916047A [6]
Y BODY CORVETTE	GEN 2 LT1 - LT4 [1] [5]	917274 [10]			917015	916096A
				917275	917071-44	916096A

[1] Dampers furnished with #916320 hub spacer. For 1997 & up Camaro/Firebird or 1996 & up Corvette engine reluctor wheel; discard spacer provided.
[3] All hubs have 3/16 key @ std SB 10° location.
[5] Washer #953070 is required with LT1 hubs and is shipped with dampers.
[6] This hub has a 3-bolt pulley pattern.
[8] Due to variations in GM's production, the spacer provided may or may not be needed on your application.
[9] Damper is 10% UD from OEM. Use belt #4060630.
[10] 1992 and 1993 models may need a longer belt.

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

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

RYAN MARTIN - ZL1 Camaro
Equipped with ATI Super Damper!

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

		Complete Super Damper and Hub Part Number below	Replacement Hubs
		ALUMINUM	STEEL
	MAX. OUTER DIAM ►	7.480"	AVG. WT. 2.9 LBS
	AVERAGE WEIGHT ►	7.30 LBS	
2016+	LT1 CAMARO SS, WET SUMP	918856 * [7] [8]	916032H
	LT4 CAMARO ZL1, CADILLAC CTS-V WET SUMP [2]		
	LT1 CAMARO SS, WET SUMP - 10% UD	918857 [4] [7] [8]	916032M3
2014+	LT1 CORVETTE STINGRAY, WET SUMP	917314 [5] [6] Includes bolt	916154
	LT1 CORVETTE STINGRAY, DRY SUMP	917315 * [6] Includes bolt	916164
	LT4 CORVETTE STINGRAY, DRY SUMP [1]		
2019	LT5 CORVETTE ZR1, DRY SUMP [3]	917316 [6] Includes bolt	916294H

[4] Will fit 2016+ CTS-V and 2017+ ZL1 but is NOT recommended for their HP levels
[5] Use #916957 spacers with supercharger pulleys for #917314 LT1 Wet Sump Corvette Super Damper. Also requires (6) #951426 bolts.
[6] Optional upgrade to stainless ARP bolts available.
[7] Includes OEM GM LS crank bolt#951499
[8] Stainless pulley bolt pack #950269 available - $15.29.

**** Part # 917315 and 918856 - For applications making over 20 lbs of boost, ATI offers a stronger, heat-treated and double keywayed hub. Available outright or as a $25 upgrade on new orders. Part #916164H2 for 917315 and #916032H2 for 918856***

[1] Requires a supercharger pulley.

Pulley	Drive Diam.	# Grooves	Part #	RN $
Procharger LT1 Dry Sump	8.290"	8	916163	$193.74
LT4 Dry Sump, OEM	8.200"	8	916163-0	$210.59
LT4 Dry Sump, 5% OD	8.437"	8	916163-5	$210.59
LT4 Dry Sump, 10% OD	8.800"	8	916163-10	$248.09
LT4 Dry Sump, 15% OD	9.240"	8	916163-15	$240.65
LT4 Dry Sump, 20% OD	9.602"	8	SK1040-B5	$249.00

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

Pulley	Drive Diam.	# Grooves	Part #	RN $
2.5% UD	7.835"	8	916153	$195.58
3.25% OD	8.295"	8	916105	$195.58
8% OD	8.690"	8	916106	$195.58
15% OD	9.170"	8	916227	$195.58
25% OD	9.90"	10	916159	$210.59

[3] Requires an 11 groove supercharger pulley.

Pulley	Drive Diam.	# Grooves	Part #	RN $
2019 ZR1 LT5 - OEM	8.07"	11	916244	$195.58
2019 ZR1 LT5 - 5% OD	8.48"	11	916244-5	$195.58
2019 ZR1 LT5 - 10% OD	8.88"	11	916244-10	$248.09
2019 ZR1 LT5 - 15% OD	9.28"	11	916244-15	$210.59
2019 ZR1 LT5 - 20% OD	9.68"	11	916244-20	$200.56

NEW!

5mm to 6mm Step Key modified for 2019 Chevy ZR1 #918955....$21.58

BUY ON-LINE!

All pulleys sold separately

Contact LPE for more options: 260-724-2552 or visit www.lingenfelter.com

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

GM Serpentine Dampers

#917286
LS1 K Body with AC Pulley

VORTEC TRUCK, SSR, TRAILBLAZER LS1 / LS2

	Complete Super Damper and Hub Part Number below			Shell Assembly Less Hub	Rear A/C Pulley 4 Rib Serp	Replacement Hubs [1]
	STEEL	ALUMINUM		6 RIB SERP	OEM OUTER DIAMETER	STEEL
OUTER DIAMETER ►	7.425"	7.480"	6.78"			
AVERAGE WEIGHT ►	9.75 LBS	---	---			2.9 LBS
GEN 3 & 4 VORTEC TRUCK INCLUDES 4.8 / 5.3 / 6.0 L TRUCK SSR ('03 - '06) LS1 & LS2 TRAILBLAZER SS ('06 - '09) LS2	917286 [2]			917015	916734B	916430M
		918628		917073	916734B	916430M
10% UD			918629	917071	916734B	916430M
NO A/C PULLEY		918644		917073		916430M
NO A/C - 8MM HTD 31T PULLEY		918657		917073		916430M

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

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

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

GEN V TRUCK / ECOTEC 3

#918645
Gen V
L86 Truck

Must specify pulley size and purchase separately (# 916358 OEM shown)

Front drive pulley NOT included, but available in OEM, underdrive and overdrive separately. (Below)

	Complete Super Damper and Hub Part Number below	Shell Assembly Less Hub	Replacement Hubs [1]
2014-2018 4.3L LV3 2014-2019 5.3L L83 L8B 2015-2019 6.03L L96 2014-2018 6.2L L86	918645 [2] Includes crank bolt #951499	918645S	916433
2018+ 4.3L LV3 2019+ 5.3L L84& 6.1L L87 & 6.2L L87 2020+ 6.6L L8T	917306 [2] Includes crank bolt #951499	918645S	916437

[1] All hubs have 3/16 key @ std SB 10° location.
[2] Optional upgrade to stainless ARP bolts available. Consult a sales tech.

OPTIONAL FRONT DRIVE PULLEYS

Part #	Size	Drive Diam.	# of Grooves	RN$
916358	OEM	7.525"	6	$158.90
916359A	10% UD	6.773"	6	$158.90
916153	4% OD	7.835"	8	$195.58
916105	10% OD	8.295"	8	$195.58
916106	15.5% OD	8.690"	8	$195.58
916159	30% OD	9.90"	10	$210.59

ACCESSORY PULLEYS FOR 2010 - 2015 LS3 CAMAROS AND LS BASED TRUCKS

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

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

WHEN ORDERED WITH A SUPER DAMPER.....$85.00
IF ORDERED AS A "PULLEY ONLY" : 916165.....$118.53
916166.....$173.25

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

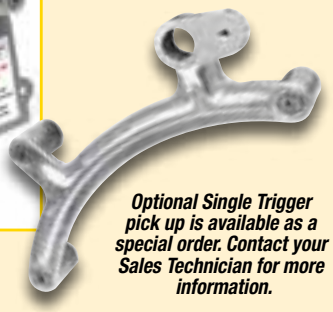
Complete Super Damper and Hub Part Number below [1]		Replacement Hubs	
ALUMINUM		STEEL	STEEL W/ INNER SHELL
6.776" OD	5.670" OD		
4.5 LBS	---	2.9 LBS	
917287		916752	
	917288 [2]		916753

[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 LSJ, LNF, LHU, LDK & LES.

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

Cam Sensor Bracket Kit

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



Optional Single Trigger pick up is available as a special order. Contact your Sales Technician for more information.

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

KIT - STANDARD CAM 184500 .....$279.00
KIT - RAISED CAM 184500R $289.00
BRACKET ONLY FOR RAISED CAM 184502R.....$269.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

GM Supercharged Dampers

ATI Supercharger Super Damper over the strongest foundation to run your blower belt on the market!

- ✓4140HT billet steel hubs
- ✓Thick walled hubs available
- ✓Thin section seals available
- ✓Dual 3/16" or 1/4" keyways
- ✓Captured / short bolt design for a solid clamp
- ✓Rear HTD drives available
- ✓6 accessory drive bolt holes for bolt-on blower pulleys
- ✓Fine thread bolt holes available

COMPLETE DAMPER AND HUB PART NUMBERS	MAT'L	OUTER DIAM	TOTAL WEIGHT	INERTIA WEIGHT	COMPLETE DAMPER & HUB PART #	REPLACEMENT CRANK HUBS
SB BLOWER W/ 1.246" CRANKSHAFT 2 - 3/16" KEYWAYS ***8 lbs of boost or less only in race apps. Street applications OK to 12 lbs max***	STEEL	7.074"	10.7 LBS	3.65 LBS	918872E	916133 [1]
SB BLOWER WITH BBC 1.600" CRANKSHAFT - 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	10.95 LBS	3.65 LBS	918873E	916134 [4] [3]
SB, 6 BOLT 3/8-16 CHEVY FRONT2 - 3/16" KEYWAYS, 180° APART ***BB Chevy Seal Diameter must use #925502 cover***	STEEL	7.074"	13.25 LBS	4.55 LBS	918869	916172
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS	ALUM	8.275"	11.60 LBS	3.65 LBS	917309	916032H
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (8 & 4 RIB)	STEEL	7.425"	14.05 LBS	3.65 LBS	917345	916032H
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 & 4 RIB)	ALUM	7.530"	11.00 LBS	3.65 LBS	917347X	916032H
LS1 F BODY (8 & 4 RIB)	STEEL	7.425"	16.00 LBS	3.65 LBS	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"	15.15 LBS	3.65 LBS	918853	916031S [5]
LS3 Z-BODY 2010 - 2015 CAMARO & GEN 3 VORTEC TRUCK 6 BOLT PATTERN FOR BOLT-ON BLOWER PULLEY, SINGLE 3/16" KEYWAY	ALUM	7.480"	14.00 LBS	4.0 LBS	918635	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (10 & 4 RIB)	ALUM	7.950"	14.30 LBS	3.65 LBS	918632	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (8 & 4 RIB)	STEEL	7.425"	17.00 LBS	3.65 LBS	917285	916430M
LS3 Z BODY CAMARO 2010 - 2015 — 10 RIB, 8" 6% OD WITH AC	ALUM	8.190"	12.80 LBS	3.65 LBS	918625	916430M
LS1/LS2 C & K BODY TRUCK SSR, AND TRAILBLAZER — 10 RIB, OEM WITH AC	ALUM	7.530"	11.90 LBS	3.65 LBS	918627	916430M
LS7 Y BODY, 10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY	ALUM	8.250"	10.45 LBS	3.35 LBS	918622	916058
LS9 Y BODY, 11 & 6 RIB, 14% OD	ALUM	8.530"	13.70 LBS	4.55 LBS	918624	916107
LS9 Y BODY, 11 & 6 RIB	ALUM	7.530"	11.90 LBS	4.55 LBS	918634	916107
BB BLOWER 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	12.05 LBS	4.55 LBS	918871E	916145
	ALUM	7.074"	9.50 LBS	4.55 LBS	918870E	916145
BB BLOWER 3/8-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	11.60 LBS	4.55 LBS	917064	916891 [2]
BB BLOWER DRIVE WITH JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS, 180° APART HUB HAS 24 TOOTH 8MM HTD ACCESS. DRIVE	STEEL	7.074"	11.95 LBS	4.55 LBS	918874E	916144
EXTERNAL BALANCE DAMPER AND HUB PART NUMBERS						
BB BLOWER, 3/16" & 1/4" KEYWAYS 180° APART	STEEL	7.074"	13.40 LBS	4.55 LBS	917741E	916145

NOTES

[1] Use hub #916136 for 1.246 " SB crankshaft with BB seal and Chrysler bolting.

[2] One piece hub and inner shell.

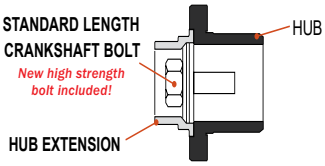
[3] For equally spaced OEM holes & ignition trigger, use #916134A.

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

BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT



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

OTHER SUPERCHARGED APPLICATIONS

LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP) SHELL ASSEMBLIES

MAT'L	# RIBS	OD	Part #
ALUM	8	8.27"	917108 [1]
ALUM	8	7.96"	917107 [1]
ALUM	8	7.48"	917139
ALUM	10	8.19"	917094
ALUM	10	7.95"	917091
ALUM	10	7.53"	917034X [2]
ALUM	10	7.53"	917034 [3]

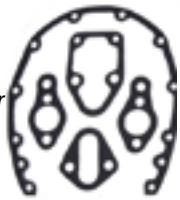
[1] Must be counter sunk drilled for Y Body applications.
[2] 5/16 countersunk pulley bolt holes.
[3] 3/8 countersunk pulley bolt holes

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPS

Hub For Small Block Chevy with Big Block Snout and Seal Diameter and crank bolt #916134



Two Piece Timing Cover with Big Block Seal Diameter Includes hardware, timing tabs and gaskets #925502

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

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 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 ..... $151.27
*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 ..... $151.27
*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 .....$119.74
*The complete damper assembly with the 916172 hub is damper #918869.

HUB FOR SBC WITH BIG BLOCK SNOUT, BB SEAL DIAMETER 6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"* — 916134 ..... $197.87
*Includes 951502 crank bolt.

TIMING COVER ASSEMBLY (2 PIECE) - SB CHEVY, W/BIG BLOCK SEAL
Black anodized aluminum with all hardware, timing tabs and gaskets — 925502 ..... $339.00

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 ..... $148.82
*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 ..... $149.65
*The damper shell assembly for 6 bolt Chrysler is #918442E
Use Bolt Kit #950220 ($8.95)

SEAL FOR V8 & V6 90° — 973134 ..... $21.17

TECH TIP — The remedy for supercharging small block Chevy hubs

A standard Small Block Chevy hub provides little wall thickness for supercharged applications that require a keyway, which can result in a failed hub and damper.

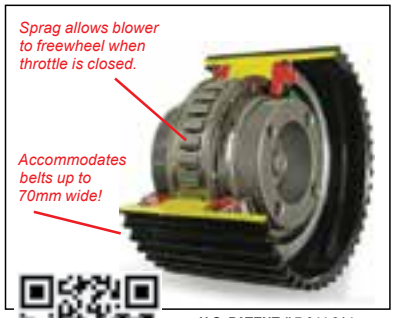
#916040

ATI's supercharged hubs with the 2.331" seal diameter increases the hub wall thickness by 220%, virtually eliminating failure in this area.

#916172

ATI' 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!



U.S. PATENT # 7,644,814

See the Super Pulley in action!

.875" SHAFT
45T, F1, F2, P1, D1
916195-45 .....$540.83
45T, F1 REVERSE ROTATION
916195-45R.....$540.83

.991" SHAFT
45T, F2
916196-45 .....$528.32
45T, F2 REVERSE ROTATION
916196-45R.....$528.32

HOLDING TOOL TO TIGHTEN FRONT BOLT
918989 ..... $58.25

MILITEC GREASE 14 OZ.
FOR USE IN SUPER PULLEY
975003 ..... $10.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

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.....$1,143.90
- 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

Z BODY 2010-2015 CAMARO (LS3)

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

10 RIB SERPENTINE 917351.....$1,335.41
- 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.....$1,107.00
- 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* $1,213.64
- 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 .....$1,244.76
- 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

Add a reusable Crank Pin Drill Kit and pin your crank the RIGHT way when you purchase any 8 or 10 rib conversion kit. Part # 918993 Page 24

10 Rib Conversion Kit for LS3 Z Body 2010- 2015 Camaro #917351

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

Double Ball Bearing

Location Cap

LS TRUCK/GTO	4.00 OAL	.7465" SHAFT	916187WPP	$199.82
LS TRUCK	2.80 OAL	.7465" SHAFT	916187WPP-A	$221.60
LSX / VORTEC	3.05 OAL	.7465" SHAFT	916187WPP-B	$221.60
LS3 - Z BODY,	2.39 OAL	.6250" SHAFT	916218	$185.12

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

76 MM	916208-76	$133.71
90MM	916208	$143.06
100MM	916208-100	$143.06

10 RIB PULLEYS

Pulley Type	Drive Diam.	Part #	RN$
LS SERIES ALTERNATOR (2.62 OD)	2.625"	916185	$91.94
LS TRUCK ALTERNATOR (2.62 OD)	2.625"	916185M	$101.31
TENSIONER PULLEY (DOUBLE BEARING)	2.640"	916186	$123.35
LS SERIES POWER STEERING PULLEY	6.330"	916187	$232.85
LS TRUCK POWER STEERING PULLEY	6.370"	916187T	$242.55

TECH TIP

Blower drive kits and bolts

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Ford Super Dampers

Ford V8 385
429-460 #917620

Complete Super Damper and Hub Part Number below						Replacement Crankshaft Hubs	
		STEEL SHELLS		ALUMINUM SHELLS		STEEL	ALUM
OUTER DIAMETER ►		7.074"	6.325"	7.074"	6.325"		
		3 RING		3 RING / 2 RING	3 RING		
AVERAGE TOTAL WEIGHT ► / INERTIA WEIGHT ►		8.75 LBS / 4.50 LBS	6.00 LBS / 2.40 LBS	6.25 LBS / 4.50 LBS	5.00 LBS / 3.40 LBS / 3.90 LBS / 2.40 LBS		
DAMPER ONLY LESS CRANK HUB PART NUMBERS							
CHEVROLET FRONT		917010	918940	917030	917020 / 917070	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS
FORD OEM FRONT - 3 BOLT PULLEY		917012	918941		--- / 917076		
FORD OEM FRONT - 4 BOLT PULLEY			918930	918007	918935		
COMPLETE DAMPER AND HUB PART NUMBERS						HUB ONLY	
V8 SB (ALL) 6 CYL See timing tab chart below for proper timing [2]	CHEVY FRONT 3" C TIMING TAB [6]	917514	917515		917661	916560 [10,12]	
					917681		916570 [1]
	3" C TIMING TAB [1]		917511		917660	916560 [1,10,12]	
					917680		916570 [1]
	3" A TIMING TAB		917511AK			916560AK	
	3.35" C TIMING TAB		918023			916563 [1]	
	3.35" C TIMING TAB		918920	918002	918923	916561 [10]	
	4" C TIMING TAB		918929		918927	916564	
	4" B TIMING TAB		918921		918924	916562	
	4" B TIMING TAB [4]		918917		918918	916562G [8]	
V8 "FE" 332 - 428 [3]		918310	918311	918320		916580	
V8 "385" 429 - 460		917620	917621	917630		916610	
V8 "385" 429 - 460 WITH SHORT SNOUT FOR BRYANT CRANKSHAFT [4]		917562	917563			916560-G [8]	
		Call for other damper assembly part numbers [5]					
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys					918230 [19]		916920
EXTERNAL BALANCE DAMPER AND HUB 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]		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]	
'82-'95 302 HO ONLY 34 OZ. IN. OEM	4" B TIMING TAB		918910	1982 AND UP 302 HO ONLY		916562 [10]	

[1] These dampers have a 2.280 female pulley locating diameter.

[2] Minor modifications to water pump may be needed to clear 7" dampers. Most 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 ATI for info.

[5] Ford 3 bolt dampers will accept pulleys with standard Ford 3 bolt 3.3" diameter 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 and will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.

[10] Add "G" to part # for aftermarket crank. "G" hubs are 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.

[19] Does not work with 2.0L Pinto.

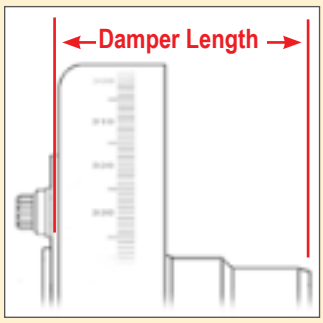
Ford Small Block Timing Tabs

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

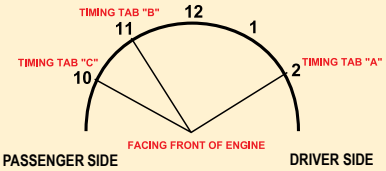
To choose the correct SBF Damper, you need to know the location of the timing tab, the bolt style of the pulley and the overall damper length - the distance measured from the front face of the damper to the back of the hub. You also need to know your application: Drag, Oval, Road, etc.

Part #918910 is **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 to the right).
(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 which IS 50 oz in.

Use 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.



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).*

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"

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Ford Super Dampers

SERPENTINE APPLICATIONS

		Complete Super Damper and Hub Part Number below									Shell Assembly Less Hub			Replacement Hubs		
		STEEL	ALUMINUM											STEEL	ALUM	1 PC HUB & INNER SHELL
MAXIMUM OUTER DIAMETER ►		7.425"	8.120"	8.074"	7.8"	7.57"	7.48"	7.092"	6.780"	5.67"	6 GRV SERP	8 GRV SERP	10 GRV SERP			
AVERAGE WEIGHT ►		9.75 LBS	11.85 LBS	12.00 LBS	---	---	---	---	7.55 LBS	6.0 LBS				2.9 LBS	---	---
MUSTANG GT & COBRA 4.6L '96 - '04	OEM 6 GRV [6]								918036		917078			916571		
	6 GRV -16% 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]		
	8 GRV - 12% OD						918018							916565 [2]		
	8 GRV - 20% OD			918019								918019S		916565 [2]		
GT500 COBRA JET MID 2007 - 2012 5.4L	OEM 6 & 10 GRV	918045											917085	916576H		
	OEM 6 & 10 GRV 10% OD				918049								917115	916576H		
GT 500 '13-'14 5.8L	OEM 6 & 10 GRV 15% OD		918046 [4]										917102	916576H		
'20+ 7.3L GODZILLA	OEM 6 GRV					918073								916473		
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV								918062 [9]			917134		916577		
	8 GRV - 12% OD						918065					917133		916578 [10]		
3.3L - 3.7L V6 ECOBOOST MUSTANG, RAPTOR, EXPEDITION, F-150, EXPLORER [16]	6 GRV - 4% OD WITH A/C								917317 [16]		917146			916124		
'11-'21 MUSTANG GT COYOTE 5.0 V8 '12-'13 BOSS '11-'13 F-150 '13 COBRA JET NATURALLY ASPIRATED '12-'13 COBRA JET SUPERCHARGED	6 GRV WITH A/C PULLEY								918047		917104			916124		
									918047A						916124A	
	6 GRV W/O AC PULLEY								918047N		917104A			916124		
									918047NA						916124A	
	(2) 6 GRV - 17%UD A/C PULLEY 10% UD									917354	916726M1			916653		
	6 GRV 17%UD NO A/C PULLEY									917353	916726M1			916653		
	8 GRV - 10% OD						918052					918052S		916124		
	8 GRV - 15% OD				918053							918053S		916124		
	10 GRV 20% OD WITH A/C PULLEY			918048 [7,11,14]									917109	916124K [8]		
	10 GRV 20% OD W/O AC PULLEY			918048N									917109A	916124K [8]		
	5%OD NO A/C PULLEY							918488N					917144	916124K [8]		
2013+ F-150		Call your Sales Technician for more information and correct part numbers														
2014, 2016 COBRA JET 5.0L SUPERCHARGED	10 GRV 20% OD WITH A/C PULLEY			918066 [12]									917142	916124K [8]		
GT SUPERCAR, 5.4 L - SUPERCHARGED [15]		918043											917085	916576H		

[2] Washer #954078 is required and included
[4] Standard GT500 requires an 88" belt with a stock diameter blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.
[6] Optional adapter ring & interchangeable blower drive pulleys available from METCO Motorsports.
[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 6-rib belt in rear.
[10] Has oversized hub and special seal (#973138).
[11] Does not fit 2014 Cobra Jet without modifications to the rear of the shell.
[12] No timing marks.
[14] Install required Whipple Pulley Kit WB-COY10-11 for 2011-2014 and WB-COY10-15 for 2015.
[15] Installation of damper may require modified oil pump pulley.
[16] 4% Overdriven over OEM. Fits '15-'17 Mustang, '15-'21 Expedition,'15-'23 Navigator, '17-'20 Raptor, '16-'21 F150 XL/XLT & Explorer

SUPERCHARGED DAMPER APPLICATIONS

ROY HILL'S DRAG RACING SCHOOL
ATI-equipped

Mustang Cobra Jet
20% overdrive
10 groove #918048

		Complete Super Damper and Hub Part Number below			Replacement Crank Hub
		STEEL SHELLS			
		7.425"	6.325"	6.780"	
		3 RING		3 RING	STEEL
AVERAGE TOTAL WEIGHT ►		---	6.00 LBS	8.00 LBS	
INERTIA WEIGHT ►			2.40 LBS	3.00 LBS	
COMPLETE DAMPER AND HUB PART NUMBERS					HUB ONLY
FORD	SB V8 & V6, 4" LONG, B TIMING		918916		916566A [1]
	V8 MUSTANG COBRA 4.6 L 8 RIB - 12%OD	918038 [3]			916572
	V8 MUSTANG ('96 - '04) 4.6 L 8 RIB			918037	916572
EXTERNAL BALANCE DAMPER AND HUB PART NUMBERS					
FORD	V8 SB EXCEPT '82 - '93 302 HO 28.2 OZ IN		918912		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.

[3] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Chrysler Super Dampers

Chrysler V8 B
361-440
#917127E

	Complete Super Damper and Hub Part Number below						Replacement Crankshaft Hubs	
	STEEL SHELLS		ALUMINUM SHELLS				STEEL	ALUM
OUTER DIAMETER ▶	7.074"		7.074"					
	3 RING	2 RING	3 RING		2 RING			
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS		
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS		
DAMPER ONLY LESS CRANK HUB PART NUMBER								
CHEVROLET FRONT	917010	---	917030	918850	917020	---	AVG. WT. 2.4 LBS	AVG. WT. .85 LBS
CHRYS. OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	918440E	---	917040E	917041E		
COMPLETE DAMPER AND HUB PART NUMBERS							HUB ONLY	
V8 A 318 - 340 - 360 [2] — CHEVY FRONT	918280						916190	
V8 A — OEM FRONT	918282E		917392E				916253	
V8 A — OEM FRONT		918605 [3]			917400E	917401E	916254 [8]	
VIPER V10 GEN I, II '92 - '02 — OEM FRONT					917932E		916262	
VIPER V-10 GEN III '03-'06 [9] — OEM FRONT					917934E		916265	
VIPER V-10 GEN IV 2008 - 2010 GEN V 2013+ [9] — OEM FRONT					917936E		916269	
V8 B 361 383 400 413 426 440 — CHEVROLET FRONT [11]	917120		918430				916200L	
V8 B — OEM FRONT [11] — OEM TIMING COVER Retains stock location for pulley alignment					917470E [1]		916661	
V8 B — OEM FRONT [11] — OEM TIMING COVER	917122E [12]						916661L	
V8 B — OEM FRONT [11] — OEM TIMING COVER					917471E			916421
V8 B — OEM FRONT [11] — OEM TIMING COVER				917474E [12,13]				916421L
V8 B — OEM FRONT [11] — DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]		917475E [12,13]				916663	
EXTERNAL BALANCE DAMPER AND HUB PART NUMBERS								
V8 360 '71 - '92 [2] — OEM FRONT		918605E					916249	
V8 360 MAGNUM '93 -UP [2] — OEM FRONT	918604E						916442	
V8 B 400-440 CAST CRANK — OEM FRONT OEM TIMING COVER ONLY	918601E [6]						916663	

[1] Uses bolt pack #950268 due to timing cover seal clearance.
[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 and retain OE timing mark.
[3] Customer must cut and re-weld 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.

"THE JUGGERNAUT" VIPER 6.89 @205 mph
World's Quickest IRS Gen II Viper built by Nth Moto
Gen II Viper with Gen V Engine Combo
ATI Max Duty Outlaw Lock Up T400 Transmission,
Torque Converter, Super Damper

SUPERCHARGED APPLICATIONS

	Complete Super Damper and Hub Part Number below		Replacement Crank Hubs
	STEEL SHELL	ALUMINUM SHELL	STEEL
	7.074" OD		
	3 RING	2 RING	
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	5.00 LBS	
INERTIA WEIGHT ▶	4.50 LBS	3.40 LBS	
COMPLETE DAMPER & HUB PT NUMBERS (Internal Balance)			HUB ONLY
V8 B 361, 383 400, 413 426, 440 — A FUEL (2) 1/4" KEYWAYS 1 AT TDC AND 1 AT 180° DSTM [7]	917123E [7]		916256
V8 B 361, 383 400, 413 426, 440 — OEM BB (2) 1/4" KEYWAYS OEM TIMING TAB [4]	917110E [6]		916258
VIPER V-10 GEN I, II 1992 - 2002 [2]		917931E	916260 [1]
VIPER V-10 GEN III 2003 - 2006 [2] [3] [5]		917933E	916264 [1]
VIPER V-10 GEN IV '08 - '10, GEN V 2013+ [2] [3]		917935E	916268

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

Viper Pulleys for Superchargers

VORTECH APPLICATIONS

VIPER GEN 3	7.790 - 10 & 7 GROOVE	916263C	$240.65
VIPER GEN 3	7.790 - 8 & 7 GROOVE	916263D	$240.65
VIPER GEN 1-2	7.320 - 10 & 7 GROOVE	916263	$240.65
VIPER GEN 1-2	7.790 - 10 & 7 GROOVE	916263A	$248.09

PAXTON APPLICATIONS

VIPER GEN 3	7.280 - 8 & 7 GROOVE	916266	$233.43

Viper V-10 Gen III Super Damper #917934E

TECH TIP

Supercharging and Boost

Ricky Hults
Sales Technician - Ext. 3041

Dampers that are under drive (smaller in diameter than OEM) will spin the accessories slower while over drive dampers (larger in diameter than OEM) will spin the accessories faster. 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.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Chrysler Super Dampers

SERPENTINE APPS

				Complete Super Damper and Hub Part Number below										Shell Assy Less Hub	Replacement Crank Hubs	
				3 RING ALUMINUM SHELLS										---	STEEL AVG. WT. 2.4 LBS	1 PC HUB & INNER SHELL
		OUTER DIAMETER ►		8.900"	8.184"	7.95"	7.53"	7.480"	7.074"	6.780"	6.325"	5.930"	5.670"			
		AVERAGE TOTAL WEIGHT ► / INERTIA WEIGHT ►		13.0 LBS 4.0 LBS	12.5 LBS 4.0 LBS	11.60 LBS 5.0 LBS	11.05 LBS 5.0 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			
2015+	354 SC NHRA DRAG PAK CHALLENGER [10]	12 RIB & 6 RIB				918484 [4]								918484S	916279	
							918489 [4]							918489S	916279	
2015+ VVT	6.2L SUPERCHARGED V8 HEMI HELLCAT, '18 DEMON CHALLENGER, CHARGER AND TRACKHAWK	OEM	10 RIB & 6 RIB		918483 [4]									918483S	916278	
		10% OD		918485 [4, 9]										918485S	916278	
'05 - '10 NON-VVT	6.1 L / CRATE 392 AND 426 HEMI STOCK [8]	5% OD	6 RIB							918432				917071-55	916652	
		17% OD						918437						917073	916652	
		13% UD											918438 [3,7]	---		916241
'11 - '20 VVT	5.7L & 6.4L HEMI CHARGER, 300C, CHALLENGER, GRAND CHEROKEE, COMMANDER & DURANGO	6% OD	6 RIB							918459				917071	916541	
		18% OD						918486						917073	916541	
		15% UD											918487 [3]	---		916241
'09 - '10 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE	18% OD	6 RIB					918446						917073	916246	
		15% UD											918447 [3]	---		916245
'05 -'08 NON-VVT	300, MAGNUM, GRAND CHEROKEE, CHARGER, COMMANDER	10% OD	6 RIB					918436						917073	916247	
		2% UD								918435				917071	916247	
'03 -'08 NON-VVT	5.7L HEMI TRUCK, DURANGO, ASPEN	4% OD	8 RIB					918434 [5]						917044	916248	
		5% UD								918433 [5]				917075	916248	
		15% UD	7 RIB									918439 [1,3]		---		916242
'09-'20 VVT	5.7L & 6.4L HEMI TRUCK, 2009 DURANGO (NON-JEEP/COMMANDER) AND ASPEN	18% OD	8 RIB					918452						917044	916238	
		6% OD	8 RIB							918453				917075	916238	
		15% UD	6 RIB						918454 [4,11]					917020	916239	
YEARS VARY	4.7 & SOME 3.7 RAM, DAKOTA , GC W/BOLT-ON PULLEY OEM (# 916236) & 25% UD (# 916237)	---	6 RIB						918429 [6]					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] Req. shorter belt (Goodyear #4070975) 7 rib.
[2] Use Duralast belt #560K4.
[3] Must turn down OD of stock washer to 1.850".
[4] Optional upgrade to stainless ARP bolts avail.
[5] This is an 8 rib damper. Your OEM belt is 7 rib. Use the first groove closest to engine. Aftermarket belts are 6 rib.
[6] Req. a 97.75" long belt - Gates part # K060975.
[7] Requires shorter belt - Dayco # 5060800.
[8] For 392, use 5.7/6.1 OEM or ARP retaining bolts.
[9] Adds 3 PSI. Requires grinding the AC bracket for clearance. Use Gates Belt #K100594H (59.4").
[10] NHRA FSS legal as of 7/2/2021. Requires BB Chevy seal and front cover to be bored to fit! 2015+ 354 Super charged Drag Pak - 7.950 drive diam.
[11] Use Gates Belt # K060771 / 6PK1957

Buick-Pontiac-Olds & AMC Dampers

Super Damper OEM Bolt-On for Buick Grand National

	Complete Super Damper and Hub Part Number below							Replacement Crankshaft Hubs	
	STEEL SHELLS		ALUMINUM SHELLS					STEEL	1 PC HUB & INNER SHELL
OUTER DIAMETER ►	7.074"	6.325"	7.074"			6.325"			
	3 RING		3 RING		2 RING	3 RING	2 RING		
AVERAGE TOTAL WEIGHT ► / INERTIA WEIGHT ►	8.75 LBS 4.50 LBS	6.00 LBS 2.40 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		
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								
COMPLETE DAMPER AND HUB PART NUMBERS								HUB ONLY	
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360		917941						916270	
BUICK V6 & V8 (ALL) EXCEPT 430 & 455 DRY SUMP		918571						916290	
BUICK V8 430 - 455 [1]				918171				916230	
BUICK GRAND NATIONAL "T TYPE" GNX '82-'87			917456 [3]					916284	
OLDSMOBILE V8 267-455		917831	917840					916760	
PONTIAC 4 CYLINDER 151	917780	917781							916951
	917785	917782	917220	917221	917200	917410	917260	916040	
PONTIAC V8 - PASSENGER SIDE TIMING [4]	917160	917161	917730					916500	
EXTERNAL BALANCE DAMPER AND HUB PART NUMBERS									
AMC 360 401 — 180° OEM WEIGHT		917942						916270	
AMC 360 401 — 240° OEM WEIGHT		917943						916270	
BUICK GRAND NATIONAL "T TYPE" GNX '82-'87	917455 [3]							916284	
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. 403-455 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] Passenger side timing! for 917160 - use 917010P shell, for 917161 - use 918940P shell, for 917330 - use 917030P shell.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Import Super Dampers

STEPHAN PAPADAKIS
ATI Super Damper-equipped Supra

TOYOTA SCION

BUY ON-LINE!

Supra #918525

Scion 2AZ-FE #918523

NEW!

Toyota Supra #918573

	Complete Super Damper and Hub Part Number below			Replacement Crank Hub Part Number	
	ALUMINUM SHELLS			STEEL	1 PC HUB & INNER SHELL
MAX. OUTER DIAM. ▶	7.074"	6.780"	5.670"		
	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	3.75 LBS	8.00 LBS	3.60 LBS		
INERTIA WEIGHT ▶	2.20 LBS	3.00 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS					
CHEVROLET FRONT	---	---	917027	AVG. WGHT 2.4 LBS	AVG. WGHT 2.6 LBS
COMPLETE DAMPER AND HUB PART NUMBERS				HUB ONLY	
TOYOTA 2ZZGE 1.8L 4% OD , CELICA GT-S, COROLLA XRS, MATRIX XRS, **PONTIAC** - VIBE GT **LOTUS** - ELISE, EXIGE, 2-ELEVEN			918564		916147
SUPRA 1987 - 1992 7M-GE/GTE 3.0 INLINE 6 CYL			918525		916068
SUPRA 1994 - 1998 JA80 2JZ-GTE 6 CYL — OEM SPACING, 6 RIB 15% OD		918562 [1]		916023 [2]	
SUPRA 1994 - 1998 JA80 2JZ-GTE 6 CYL — OEM SPACING / OEM DRIVE DIAMETER, 6 RIB	918572			916289	
SUPRA 1994 - 1998 JA80 2JZ-GTE 6 CYL — OEM SPACING 10% UD, 6 RIB	918574 [3]			916289	
NEW! TOYOTA - BMW B58 2020+ SUPRA, 2019+ BMW Z4 — OEM SPACING, 6 RIB	918573				916501
NEW! TOYOTA - BMW B58 2020+ SUPRA, 2019+ BMW Z4 — 21% UD, 6 RIB	918351				916501
TOYOTA 3S-GTE 1990 - 1995 MR2 TURBO, 4 & 4 RIB - 7% OD			918529		916796
TOYOTA 1GR-FE 2003-2008 10% UD [4] [5]	918466				916086
SCION 2AZ-FE 2.4 - 2.6L 2%UD			918523		916016
SCION 4U-GSE, 10% UD	918482L				916148L

[1] Requires longer belt: 15% OD, OEM, 6 rib. (Use Goodyear #4060775, Gates #K060775, Dayco #5060775 or Drive-Rite #775K6).
[2] 24 Tooth HTD drive crank hub available for 3 6-2 trigger - order pt #916292.
[3] Shorter belt required.
[4] This damper is 1.250" longer than stock.
[5] Will require an smaller idler pulley for fitment when using a street motor.

VQ35
VQ37

RB26

SR20

NISSAN

		Complete Super Damper and Hub Part Number below								Replacement Crank Hubs	
		ALUMINUM SHELLS								STEEL	1 PC HUB & INNER SHELL
MAX. OUTER DIAMETER ▶		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		
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
COMPLETE DAMPER AND HUB PART NUMBERS										HUB ONLY	
NISSAN 4 CYLINDER L16, 18, 20								917720		916020	
NISSAN 6 CYLINDER L24,26,28 SINGLE V BELT BEHIND DAMPER			917800	917801				918040		916780	
NISSAN RB-26 DIRECT BOLT-ON U/D - R32 ONLY-up to 750 HP									918599 [1]		916063
NISSAN RB-26 - DIRECT BOLT-ON U/D - R32 up to 1000 HP		917752 [2]									916065
NISSAN RB-26 - DIRECT BOLT-ON U/D-R33-34 ONLY - up to 750 HP									918598 [1]		916063
NISSAN RB-26 DIRECT BOLT-ON U/D - R33/34 -up to 1000 HP		917753 [2]									916065
NISSAN 300ZX '90 - '98 35MM CRANK	800 HP MAX								917754 [6]		916781
	1000 HP MAX					917755 [7]				916784	
NISSAN 350Z VQ35DE 2002 - END OF '06	RACING APP.				918586					916069	
	STREET APP.						918588			916069	
NISSAN 370Z V6 VQ35HR V6 VQ37VHR	5.7" OEM 7 RIB PULLEY				918565 [4,8]					916778	
	4.8" 15% U/D 7 RIB PULLEY				918566 [4,8]					916778	
NISSAN V6 V6 VQ35HR, 350Z, 370Z 4% UD									918584		916316
NISSAN 6 CYL. SAFARI TRUCK - TB48DE - 4.8L INLINE 6						917793				916018	
NISSAN SR20 FWD [3]	RACING APP.				918608 [9]					916082	
	STREET APP.						918607				
NISSAN SR20 RWD, 4& 5 GRV W/PS PULLEY STREET APP.									918582 [5]		916066
NISSAN KA24 OEM SIZE									917756		916792
NISSAN GTR VR38					918641					916787	

[1] 15% UD for power steering. AC, water pump & alternator are all 5%UD.
[2] Damper includes new billet aluminum water pump pulley for clearance and to maintain OEM water flow. AC is a 25% OD. Do not use a belt if racing! 3% UD power steering, 10% UD for alternator.
[3] If installing on a standard "DE" engine, you must use ATI crank spacer #916298 behind the damper.
[4] Only for use on dry sump motors without a dipstick. OEM dipstick will not clear damper.
[5] Power steering pulley is 11% UD.
[6] Power steering pulley is 6% UD, alternator,water pump is 12% UD.
[7] Power steering pulley is 8% OD, alternator,water pump is 6% OD.
[8] Optional upgrade to stainless ARP bolts available.
[9] Includes water pump and power steering drive only. Alternator will need to be relocated, if needed.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Import Super Dampers

Honda
D Series

Honda
B Series
Race Version

Honda
F 20, F22
Street Version

Honda
K20 Street
Version

HONDA

BUY ON-LINE!

Other applications are available upon request.

	Complete Super Damper and Hub Part Number below					Replacement Crankshaft Hub	
	ALUMINUM					STEEL AVG. WGHT. 2.4 LBS	1 PC HUB & INNER SHELL AVG. WGHT. 2.6 LBS
MAX. OUTER DIAMETER ►	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		
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			
COMPLETE DAMPER AND HUB PART NUMBERS (INTERNAL BALANCE)						HUB ONLY	
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	
OEM HONDA "B" SERIES BOLT-ON SERP PS PULLEY 500 HP OR LESS [5]					918476		916342
HONDA "D" - 750 HP MAX RACE ONLY/ALT DRIVE ONLY	918456					916129	
HONDA F20 / F22 7% OD - 600HP MAX					918464		916127
HONDA F20 / F22 10% UD [6] [7]	918465					916128	
HONDA H22 (Call for H23) — RACING APPLICATIONS [4]	918469	918467				916054M	
HONDA H22 (Call for H23) — STREET APPLICATIONS - 400HP MAX [3]			918468			916054	
HONDA K-20 — RACING APPLICATIONS (NO PULLEY)		918478				916017	
HONDA K-20 — STREET APPLICATIONS					918477		916029

[1] Not for over 300 HP - damper has lightweight inertia for clearance!
[2] For no alternator / serpentine on hub, use hub #916027and appropriate shell assembly #.
[3] PS - 4% OD, 6 rib serpentine accessory drive is 9% OD or 400 + HP with serpentine drive (call).
[4] Race damper has a smooth outer shell with no belt drives.
[5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.
[6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.
[7] Does not fit with OEM water pump.

Audi / VW - Street

Mitsubishi EVO 10

Subaru FA20

SUBARU AUDI MAZDA MINI MITSUBISHI

BUY ON-LINE!

	Complete Super Damper & Hub Part Number below						Replacement Crankshaft Hub	
	ALUMINUM SHELLS						STEEL AVG. WGHT. 2.4 LBS	1 PC HUB & INNER SHELL AVG. WGHT. 2.6 LBS
MAXIMUM OUTER DIAMETER ►	7.074"	6.570"	6.325"	5.740"	5.670"	5.5"		
	2 RING	3 RING						
AVERAGE TOTAL WEIGHT ►	3.75 LBS	---	3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS		
INERTIA WEIGHT ►	2.20 LBS		2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
COMPLETE DAMPER AND HUB PART NUMBERS (INTERNAL BALANCE)							HUB ONLY	
AUDI 6 RIB - STREET VERSION [8] A4 ('02-'05, 3.0L) A4 QUATTRO ('02-'05, 1.8L) ('02-'06, 3.0L) A6 ('02-'04, 3.0L) / ALLROAD ('03-'05, 2.7L)		918067					916317	
AUDI 6 RIB - RACE VERSION [7] A6 ('02-'04, 2.7L-3.0L) / ALLROAD ('03-'05, 2.7L)		918068					916318	
AUDI R8 - 5.2L V10 LAMBORGHINI GALLARDO — INT. BALANCE		918659 [9]					916413	
AUDI R8 - 5.2L V10 LAMBORGHINI GALLARDO — EXT. BALANCE		918658 [9]					916413	
MAZDA MIATA '94 - '05 1.8L [4]					918522			916885
MINI COOPER S '01 - '06 1.6L [1] [5]					917992			916102
MINI COOPER S '01 - '06 1.6L 6 RIB 2% OD [5]				917993				916102
MINI COOPER - BMW B46 & B48 ENGINE					917999			
MITSUBISHI ECLIPSE / TALON			918251 [2,6]				916025	
MITSUBISHI EVO 8 & 9 [3]			918250 [2]				916025	
MITSUBISHI EVO 10, 3% UD					918253			916123
MITSUBISHI EVO 10 - RACE - NO ACCS DRIVES	918254						916399	
SUBARU FA20/TOYOTA 4U-GSE, 10% UD BRZ ('12+), FORESTER ('12-'16), IMPREZA ('12-'14), LEGACY ('13-'14), OUTBACK ('13-'14), XV CROSSTREK ('13-'14) SCION - FRS ('12-'16) TOYOTA - 86 ('12+)	918482L							916148L
SUBARU WRX EJ20, 22, 25 5% OD						917991		916884

[1] The Mini Cooper Belt Tensioner Tool (#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 #916276. Must also add belt guide #916885BG if using a trigger wheel or #916885 BG1 without a trigger wheel.
[5] 2003-2008 ONLY requires special puller. ATI puller will not work with this damper!
[6] Timing marks - TDC, 5, 10, 15, 20, 25, 30° with CW rotation.
[7] Fits '02- '04 A6 2.7L, 2.8L and 3.0L engines and includes the lower timing gear.
[8] Fits '02- '05 A4 1.8L/3.0L, '03-'05 Allroad 2.7L and '97-'05 Passat 2.8L engines with an available OEM timing gear.
[9] Special order. Contact Titan Motorsports for stock.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Performance Diesel Dampers

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

How Much Power Do You Make?

Cummins with Reluctor

Powerstroke

Duramax

ATI DIESEL SUPER DAMPER

	ENGINE	OUTER DIAMETER STEEL 4 RING	OUTER DIAMETER STEEL 3 RING	DAMPER ASSEMBLY WEIGHT	Damper And Hub Part #	Steel Replacement Hub
CUMMINS 1992-1998 2 TIMING SLOTS FOR TACH [5]	5.9L 6BT		8.074"	23 lbs.	917373	916014 [2]
CUMMINS IN-LINE 1989 - 1991 & 1998½ - 2002 [1]	4BT 6BT		8.074"	20 lbs.	917365	916014 [2]
CUMMINS 2003 - 2007 ½	5.9L		7.98"	18 lbs.	917374	916119
CUMMINS 2007.5+ , 8 RIB [6]	6.7L		7.98"	19 lbs.	917375	916138
CUMMINS ISC - REPLACEMENT FOR RUBBER [3] STYLE OEM ENGINES BETWEEN 10/1997 - 4/2004 6C, 6L8.9, C Gas Plus CM556 C8.3, C8.3G, G8.3, GTA8.3 CM558 ISC CM2150 / CM554 / CM850 /8.3 CM2250 ISL CM2150 / CM2150 SN / CM554 / CM850 / G / CM2180 ISL9 CM2250 / L Gas Plus CM556 QSC8.3 CM2250 / CM554 / CM850 QSL9 CM2250 / CM554 / CM850 / G CM558	8.3L		7.95"	21 lbs.	917372	916083
DURAMAX, 6 RIB 2001- 2016 NEUTRAL BALANCE	6.6L		7.425"	19 lbs	917378	916081
DURAMAX, 6 RIB 2011-2016 LML & LGH, EX. BAL.	6.6L		7.425"	19 lbs.	917376	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371	916081
FORD POWERSTROKE 2011+	6.7L		7.95"	17.7 lbs.	918892	916775
FORD POWERSTROKE 2008 - 2010 [7]	6.4L		8.48"	26 lbs.	918887	916764
FORD 6.0 POWERSTROKE 2003 - 2007	6.0L		7.95"	16 lbs	918888 [4]	916761
FORD F-250/350 POWERSTROKE 1999 -2003	7.3L		7.45"	15 lbs.	918889 [11]	916754
INTERNATIONAL	640	10.465"		36 lbs.	918642 [9]	---
INTERNATIONAL	640/466		8.074"	23 lbs.	917361	916013
JOHN DEERE W/ HEAVY INERTIA	466/619		8.074"	19 lbs.	917364 [8]	916015
JOHN DEERE W/ HEAVY INERTIA	466/619		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

[1] For a race version with no pulley & shortened hub, order #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, #917373BKT.....$90.

[6] Shell assembly part #917114 includes a 60-2 tooth trigger wheel.

[7] Drive pulley - #916162.

[8] Timing for a 466 John Deere will line up TDC on the bottom side of the damper at 180° so you will be under the engine to set from the 180° mark. Request a second 1/4" keyway to be cut for topside timing at no additional charge if requested at time of new order. The 619 timing will be set at TDC and straight up at 12 o'clock.

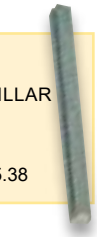
[9] Requires a custom hub. Call a Sales Technician for more information or visit ATI's website at http://www.atiracing.com/pdf/custom-damper-form.pdf.

[11] Damper is 12% OD. Use NAPA belt 25-081253.

STEP KEY

FOR 3208 CATERPILLAR DIESEL HUB (.750" X .750")

918952.....$25.38



BUY ON-LINE!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Crank Trigger Shells

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

Shell Diameter	Max. # Magnets
6"	16
7"	24
8"	28

*If ordering:
5-8 magnets add $50
9-16 magnets add $100
17+ magnets add $150

$346.50 *As an installed option on a new damper: 8" - $175.00 6" and 7" - $145.00*

CHEVY

8" 3 RING, CHEVY FRONT 916380TR
7" 3 RING, CHEVY FRONT 916680TR

7" 3 RING, CHEVY FRONT *4 magnets starting at 50 degrees* 916680TR-50
7" 3 RING, CHEVY FRONT *4 magnets starting at 55 degrees* 916680TR-55
7" 3 RING, CHEVY FRONT *4 magnets starting at 60 degrees* 916680TR-60

7" 2 RING, CHEVY FRONT 916960TR
6" 3 RING, CHEVY FRONT 916730TR

FORD

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

CHRYSLER

7" 3 RING, CHRYSLER FRONT 916612TR

BMW Dampers built by ATI!

ONLY FROM VAC

#917994 #917994TR

ATI 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.

917994	M3 - S54 E36 Z3 (August 2000 -2002), E46 M3 (2001-2006), Z4 M (2004 - 2008)
917994TR	E36 Euro M3 with Trigger Wheel - S50b30 (1994-1995), S50b32 (1996-1999)
917995	M52 - E46 325i, 328i, 330i, M52Tu, M54 (1999 - 2005) M54 - Z4 2.5i, 3.0i (2004 - 2008)
917995TR	E36 with Trigger Wheel - 325i, 328i, M3 US - M50 ('91-'95), M52 (1996-1999), and S50us/S52us (1995-1999), Z3 - S52 (1997 - July 2000)
917996	S55 - 3.0L i6 (2015-2020), M2 - M3 - M4
917997	N52/N54 - E60 535i, E90/E91/E92/E93 335i, E82/E88 135i (2007 - 2010) X6 xDrive35i ('08 - '10), Z4 sDrive35i (2009 - 2016), E85 Z4 2.5i (2005 - 2008)
917998 NEW!	E30 M3 - S14

To purchase these dampers or parts, contact VAC Motorsports at 215-462-4666 or www.vacmotorsports.com.

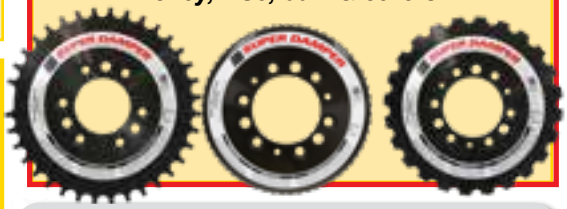
Does not work with BigStuff3 EFI!

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

7" 3 Ring, Smooth 916360-10AEM $346.50
6" 3 Ring, Smooth 916711-10AEM $285.50
7" 3 Ring, 6 Groove 916364CSAEM $346.50
6" 3 Ring, 6 Groove 916731CSAEM $346.50

Note! If installed on a new damper, deduct $50.

Call for custom shells available for Holley, BS3, 60-2 & others!



How To Order A Custom Trigger Shell

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

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

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Damper Components & Tools

DAMPER PULLER INSTALLER KIT

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.

918999 .....$256.54

OPTIONAL Installation Studs for Puller Installer Kit

[A] & [B] DURAMAX DIESEL (STUD AND WASHER)
918999D.....$66.99

[B] DURAMAX DIESEL AND TOYOTA 2JZ SUPRA (STUD ONLY)
951392 .....$31.00

[C] NEW GEN HEMI
918999H $28.00

[D] NEW GEN HEMI HELLCAT AND 2018 DEMON
918999HC $28.00

[E] LS1, 2, 3, 6, 7 & 9
918999SC.....$36.43

[F] METRIC ADAPTER - M12 X 1.5 X 5.6" LONG
918999M1.....$26.00

[G] METRIC ADAPTER - M12 X 1.75 X 5.6" LONG
918999M2.....$26.00

[H] METRIC ADAPTER - M14 X 1.25 X 5.6" LONG
918999M3.....$26.00

[I] METRIC ADAPTER - M18 X 1.5 X 5.6" LONG
918999M4.....$28.00

CRANK PIN DRILL FIXTURE KITS

ATI's Crank Pin Drill Fixture Kit for the LS1, 2, 3, and 6 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!

U.S. Patent #6,851,899

CRANK PIN DRILL FIXTURE KIT
FOR LS1, LS2, LS3 AND LS6 — 918993 .....$139.00

CRANK PIN DRILL FIXTURE KIT FOR LS1, LS2, LS3,AND LS6
LOCATES TIMING MARKS TO USE A DISTRIBUTOR
INSTEAD OF THE ELECTRONIC TIMING* — 918993-1 .....$149.00
** Locates on timing gear key for reference.*

EXTRA PIN, 3/16 — 958025 .....$2.36

CRANK PIN DRILL FIXTURE KIT FOR HEMI
6.1 / 392 / 5.7 / 6.4 CAR AND TRUCK — 918008 .....$143.17

FOR 2009+ 6.1 / 392 / 5.7 / 6.4 CAR & VVT AND
6.2 HELLCAT & '18 DEMON — 918008-1 .....$143.17

CRANK PIN DRILL FIXTURE KIT FOR
FORD 7.3L GODZILLA — 918666 .....$145.00

DAMPER REBUILDING TOOL SET

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

REBUILDING TOOLS FOR 6" AND 7" DAMPERS — 918998.....$718.21
REBUILDING TOOL SET FOR SERPENTINE & STD OD — 918998S $721.12
REBUILDING TOOL SET FOR 5" DAMPER — 918998-5 .....$238.41

Optional Inertia Ring Fixtures

5" GUIDE FIXTURE	916986	$56.48
5" SHAFT	916984	$80.78
6" GUIDE FIXTURE	916988	$75.00
7" GUIDE FIXTURE	916989	$66.82
8" GUIDE FIXTURE	916987	$143.40

Optional Cross Bar Pusher

FOR STANDARD & SERPENTINE OUTER SHELLS
916995C $78.39

TECH TIP — *The proper press fit your damper*

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

Stuart Smith
Sales Technician - Ext. 3046

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Damper Components & Tools

ADJUSTABLE TIMING POINTERS

BUY ON-LINE!

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

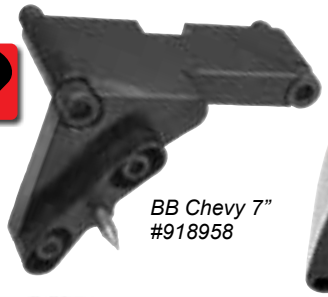
CHEVY

6.325" SMALL BLOCK CHEVY	918950	$54.00
7" SMALL BLOCK CHEVY	918954	$54.00
7" BIG BLOCK CHEVY	918958	$54.00
8" BIG BLOCK CHEVY	918951	$54.00

FORD

BB FORD - "385" 429-460	918945	$65.46
SB - B KEY, SVO & HP BLK 3/8 BOLT HOLES*	918946	$71.28
SB - C KEY, SVO & HP BLK 3/8 BOLT HOLES*	918947	$65.46
SB - B KEY, STK BLK 5/16 BOLT HOLES*	918948	$59.00
SB - C KEY, STK BLK 5/16 BOLT HOLES*	918949	$54.65

** Will not work with Cleveland engines*



BB Chevy 7"
#918958

SB Chevy 6.325"
#918950

BB Ford "385" 429-460
#918945

SB Ford
C Key, Stk Blk
#918949

Anatomy of an ATI Mandrel

Chevy 3-Bolt
Drive Mandrel & Spacer

DRIVE MANDREL SPACER 916635....$17.00

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

6061 T6 BILLET DRY SUMP DRIVE MANDRELS

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

CHEVY 3-BOLT*	916631	$149.94
FORD 3-BOLT & 4 BOLT WITH 2.281 COUNTERBORE*	916633	$194.95

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

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

Ford 3 & 4-Bolt
Drive Mandrel

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

For mandrels that fit Duramax Diesel Super Dampers, contact Pacific Performance Engineering 714-985-4825 or Jones Racing Products 610-847-2028.

KEY STOCK *3 sizes available!*

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

3/16 x 3/16 x 2 7/8"
916325 ..... $24.95

1/4 x 1/4 x 2 7/8"
916326 ..... $24.95

KEY STOCK FOR DRIVE MANDRELS
Not heat-treated!
1/8 x 1/8 x 5 3/4"
916327 ..... $5.95

STEP KEYS

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

BUY ON-LINE!

STEP KEY (3" LONG) 918992 ..... $22.95

FOR 2019 CHEVY ZR1 LT5 (MODIFIED)
5MM - 6MM 918955 ..... $21.58

#918992

NEW!

#918955

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Damper Components & Tools

ELASTOMER O-RING 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	# OF RINGS	DUROMETER OUTER / INNER / FACE	PART #	RN $
8"	3	70 / 70 / 70	918959	$39.95
8"	3	70 / 70 / 80 ♦	918959-70AL	
8"	3	80 / 70 / 70	918959-87	
7"	3	40 / 40 / 70	918960-40	
7"	3	60 / 60 / 70	918960-60	
7"	3	70 / 70 / 70	918960-70	
7"	3	70 / 70/ 80 ♦	918960-70AL	
7"	3	70V / 70 / 70	918960-70V*	
7"	3	70 / 60 / 70	918960-76	
7"	3	70V / 60 / 70	918960-76V*	
7"	3	80 / 80 / 70	918960-80	
7"	3	80 / 60 / 70	918960-86	
7"	3	80 / 70 / 70	918960-87	
7"	3	80 / 70 / 80 ♦	918960-87AL	
7"	3	80 / 80 / 80	918960-88	
7"	3	90 / 90 / 70	918960-90	
7"	2	70 / 70 / 70	918970-70	
7"	2	70 / 60 / 70	918970-76	
7"	2	70 / 60 / 80 ♦	918970-76AL	
7"	2	80 / 80 / 70	918970-80	
7"	2	80 / 70 / 70	918970-87	
6"	4	70 / 70 / 70	918975-70	$41.95
6"	3	60 / 60 / 70	918980-60	$39.95
6"	3	70 / 70 / 70	918980-70	$39.95
6"	3	70V / 70 / 70	918980-70V*	$44.95
6"	3	70 / 60 / 70	918980-76	$39.95
6"	3	70V / 60 / 70	918980-76V*	$44.95
6"	3	80 / 80 / 70	918980-80	$39.95
6"	2	50 / 50 / 70	918990-50	
6"	2	60 / 60 / 70	918990-66	
6"	2	70 / 70 / 70	918990-70	
6"	2	70 / 60 / 70	918990-76	
5"	3	70 / 70 / 70	918985-70	
5"	3	70 / 60 / 70	918985-76	
5"	3	80 / 80 / 70	918985-80	

*♦ For aluminum shell * Viton O-Rings on Outer*

CRANK HUB SPACERS

Spaces your damper out easily!

DESC.	ID	THICK	PART #	RN $
CHEVY BB	1.612"	.093"	916310	$13.37
CHEVY SB	1.261"	.093"	916320	$11.34
CHEVY LS1 for Jesel Drive	1.490"	.965"	916322	$31.76
CHEVY LS1 for Jesel Drive, steel	1.490"	.965"	916322S	$64.37
CHEVY LS1 for Jesel Drive with belt guide	1.490"	.965"	916323	$47.79
CHRYSLER	1.544"	093"	916370	$24.69
CHRYSLER 360 to OEM position	1.538"	.285"	916470	$29.00
FORD SB PONTIAC V-8	1.386"	.093"	916400	$14.44
NISSAN SR20 Use with base DE engine	1.183"	.200"	916298	$41.16

DAMPER ASSEMBLY LUBE

Available for those who rebuild their own dampers. It's the only correct assembly lube for ATI Super Dampers! The non-oily, non-staining formula penetrates small openings and produces a thin polymer film that reduces wear, eliminates sticking and stops squeaks, while providing a durable protective coating.

975005 ..... $7.95

T-40 PLUS TORX BIT

BUY ON-LINE!

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 ..... $3.95

TECH TIP *Installing damper bolts*

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

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 ..... $4.17 EA.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Damper Hardware

DAMPER BOLT PACKS

BUY ON-LINE!

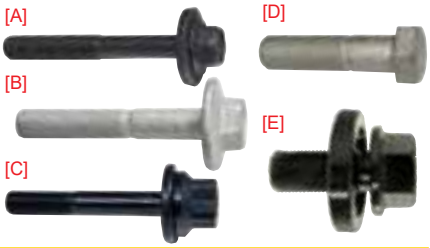
(6) 5/16 - 18 X 3/4, CHRYSLER DAMPERS	6 BOLTS	950210	$9.95
(6) 5/16-18 X 5/8, CHRYSLER DAMPERS	6 BOLTS	950268	$8.95
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, NO PULLEY BOLTS	6 BOLTS	950220	$8.95
FORD - 4 BOLT DAMPERS WITH PULLEY BOLTS	8 BOLTS	950230	$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 -16 X 1	9 BOLTS	950204	$12.95
(6) 5/16 - 18 X 1 AND (3) 3/8 -16 X 1 1/4 ***MOST COMMON!***	9 BOLTS	950200	$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1, BUTTON HEAD	9 BOLTS	950205	$10.49
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/2	9 BOLTS	950267	$10.49
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/2, STAINLESS ARP COUNTERBORE	9 BOLTS	950269	$15.29
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/2	9 BOLTS	950273	$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 3/4, STAINLESS ARP COUNTERBORE	9 BOLTS	950270	$14.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, ***NOT CHRYSLER***	9 BOLTS	950202	$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 24 X 1 1/4, ***NOT CHRYSLER***	9 BOLTS	950218	$9.95
(6) 5/16 - 18 X 1 AND (3) 5/16 -18 X 1 1/4, 5" DAMPER	9 BOLTS	950241	$9.95
(6) 5/16 - 18 X 1 AND (3) 5/16 -18 X 2, 5" DAMPER	9 BOLTS	950243	$9.49
(6) 5/16 - 18 X 1 AND (3) 5/16 - 18 X 2 1/4	9 BOLTS	950203	$9.49
LS Y BODY (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 - ALL FLAT HEAD	9 BOLTS	950224	$10.49
LS Y BODY (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/4 - ALL FLAT HEAD	9 BOLTS	950211	$10.49
LS1 Y BODY WITH REAR PULLEY - ALL 5/16 BOLTS, FLAT HEAD	9 BOLTS	950209	$9.95
LS1 Y BODY NO AC - 5/16 - 18 X 1 - FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950217	$9.49
LS1 F BODY WITH REAR PULLEY - ALL 5/16 BOLTS	9 BOLTS	950213	$10.49
(9) 5/16 - 18 X 3/4 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950226	$10.49
(6) W/ STANDARD THREAD AND (6) 3/8-16 X 1 1/4, ***NOT CHRYSLER***	12 BOLTS	950201	$10.49
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, ***NOT CHRYSLER***	12 BOLTS	950219	$12.95
(6) W/ FINE THREAD AND (6) 3/8 - 24 X 1 1/2, ***NOT CHRYSLER***	12 BOLTS	950248	$10.49
CADILLAC CTS-V (#918854) WITH ARP PULLEY BOLTS	12 BOLTS	950245	$14.95
(6) 5/16-18 X 1 (6) 3/18-16 X 1 3/4, STAINLESS ARP COUNTERBORE	12 BOLTS	950271	$19.95
(6) 5/16-18 X 1 (3) 3/8-16 X 1 1/2, (3) 3/8-16 X 2 1/2	12 BOLTS	950246	$30.85
(6) 5/16-18 X 1 (3) 3/8-16 X 2 1/2 (3) 3/8-16 X 1-1/2	12 BOLTS	950272	$13.95
FORD - (6) 5/16-18 X 1 (3) 3/8-16 X 2 (3) 3/8-16 X 1-1/4	12 BOLTS	950282	$9.95
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS	16 BOLTS	950251	$69.00

MOST COMMON BOLT PACK!

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

#950230
Bolts for all 4-Bolt Ford damper applications

DAMPER CRANK BOLTS



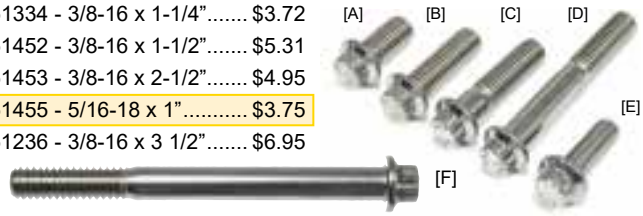
BUY ON-LINE!

SMALL BLOCK CHEVY, OEM	950231	$11.95
BIG BLOCK CHEVY, OEM WITH WASHER	950232	$13.95
LT1/LT4 (2014+) & LS3, 7 & 9, OEM GM *Factory dry sump engines only*	951500 [A]	$18.49
LS1,2,3,4,6 & L71, L76/7, L92, L98/9, LSA, LSX CRATE MOTORS, OEM GM	951499 [B]	$14.95
L20, L33, L55, LC9, LFA, LH6/8, LM4/7/G, LQ9, LY5-7LT1/LT4 ***WET SUMP***	951503 [C] (Includes Sealant)	$49.00
360 MOPAR (3/4 X 16 X 3 HHCS)	950233 [D]	$11.95
5.7, 6.4L 2011+ HEMI	951496	$17.95
SB CHEVY WITH INTEGRAL WASHER	951501	$29.95
BB CHEVY WITH INTEGRAL WASHER	951502	$29.95
SB & BB FORD WITH INTEGRAL WASHER	950234 [E]	$19.00
CUMMINS 8.3 ISC, MODIFIED	951388	$34.00

ARP 12 PT 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" $4.49
[B] 951334 - 3/8-16 x 1-1/4"..... $3.72
[C] 951452 - 3/8-16 x 1-1/2"..... $5.31
[D] 951453 - 3/8-16 x 2-1/2"..... $4.95
[E] 951455 - 5/16-18 x 1"..... $3.75
[F] 951236 - 3/8-16 x 3 1/2"..... $6.95



TITANIUM BOLT PACKS

BUY ON-LINE!

Kit #950200T
Includes 6 titanium 5/16 -18x1 countersunk bolts and 3 Titanium 3/8-16x1 bolts that fit most standard Super Dampers, except Chrysler. These bolts are made in the USA and are 47% lighter than steel!

Only two-tenths of a pound!

TITANIUM - ALL 3 BOLT EXCEPT CHRYSLER	950200T	$47.00
TITANIUM - MINI COOPER	950216T	$47.00
TITANIUM - FACE BOLTS ONLY (6) 5/16-18 X 1"	950220T	$28.00

For ALUMINUM damper assemblies only!

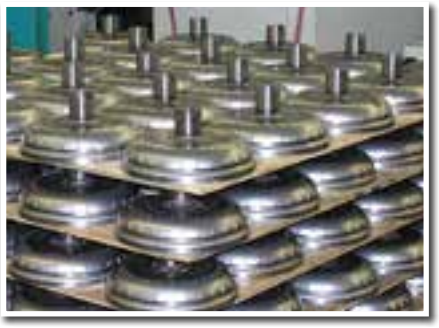
Damper Bolt Weight : Titanium vs. Steel

Titanium Bolt Part Number	Description	Titanium Wt. (Grams)	Steel Wt. (Grams)	Ti % Lighter
950200T	All 3 Bolt except Chrysler	71.1	124.9	43
950216T	Mini Cooper	55.8	95.3	41
950220T	Face Bolts only	34.2	59.2	42

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Treemaster Converters

The WINNINGEST torque converter in drag racing since 1961!



Made in USA

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

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

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

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

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

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

To accomplish this in a timely manner, ATI maintains a large inventory of turbines, stators and components. This gives ATI the ability to turn around your new converter or repair efficiently.

It doesn't get any better than this!

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 and CW4 Converter Welders, Accu-Balance Converter Balancer and Quick Test Leak Tester ensure our customers get the best products on the market today! For more information about ATI's Converter Rebuilding System, log on to aticw3.com.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

The Original!

TREEMASTER CONVERTERS

	8"		10"	
	Part #	Price	Part #	Price
Powerglide	208500	$1,199.00	---	---
TH350 and TH400	408500	$1,199.00	408360	$995.00
700-R4 / T-200, Non Lock-up, Std	708500	$1,045.00	---	---
C-6 1.848" Standard*	608500	$1,199.00	---	---
C-4 Standard	649500	$1,199.00	---	---
TF-727 - Chrysler	729500	$1,299.00	---	---
TF-904 - Chrysler	909500	$1,299.00	---	---

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

- *DEDUCT $100 for Spragless option*
- *ADD $175 for Mechanical Diode*

DAN FLETCHER - 107 NHRA National Event Wins and counting! ATI Trans Treemaster Converter, Super Damper & Super F ATF

TREEMASTER "MRT" CONVERTERS

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 decades of hard core racing information compiled on different combinations, ATI will know what your car needs, the first time!

	8" 3.5 - Stroke		8" 3.5 + Stroke		10"	
	Part #	Price	Part #	Price	Part #	Price
Powerglide	---	---	208800	$1,199.00	---	---
TH350 and TH400	408700	$1,199.00	408800	$1,199.00	408390	$1,095.00
C-4 Specify spline and bolt circle	---	---	649800	$1,199.00	---	---
TF-727 - Chrysler Not for AMC!	---	---	729800	$1,299.00	---	---
TF-904 - Chrysler*	909700	$1,199.00	---	---	---	---

- *DEDUCT $100 for Spragless option*
- *ADD $175 for Mechanical Diode*

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

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

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

CONTINGENCY ITEM

STEEL VS. ALUMINUM STATORS

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Bolt Together / Lock-Up Converters

NEW!

8" AND 9" LOCK-UP CONVERTERS

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

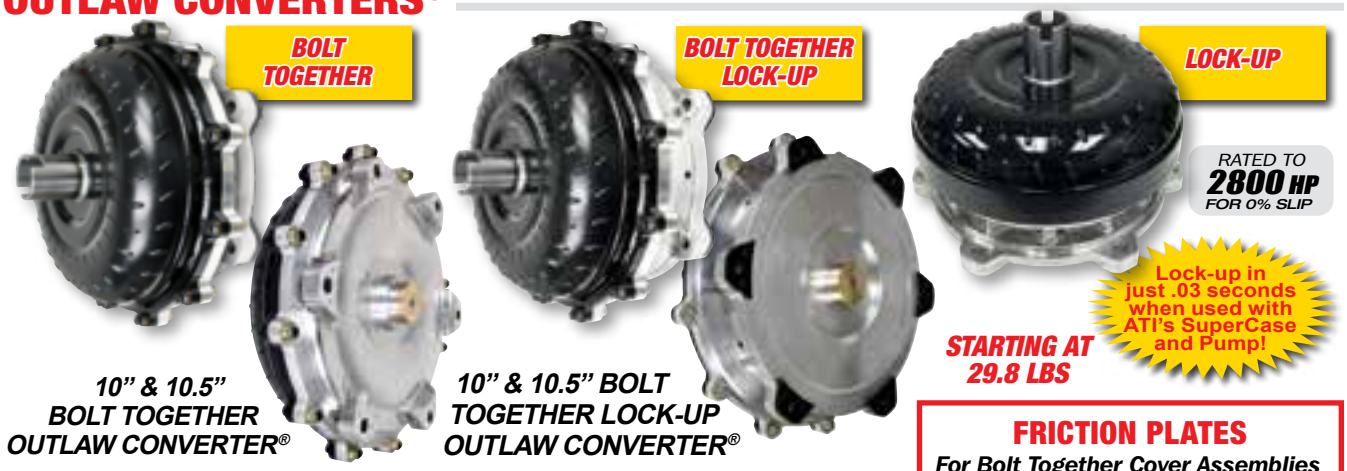
- Double O-ring seals
- Requires just half the assembly bolts of other bolt together converters keeping the largest diameter of the converter as light as possible.

	8"		9"	
	Part #	Price	Part #	Price
Bolt Together *	408850	$1,995.00	408950	$2,095.00
Bolt Together Lock Up	408851	$2,895.00	408951	$2,995.00

** #408850 ONLY:*
Comes standard w/Spring & Roller Sprag
- *DEDUCT $100 for Spragless option*
- *ADD $100 for Fuel Element Sprag*
- *ADD $175 for Mechanical Diode*

#408851, 408950 & 408951:
Comes standard w/Fuel Element Sprag
- *DEDUCT $100 for Spragless option*
- *ADD $175 for Mechanical Diode*

10" AND 10.5" OUTLAW CONVERTERS®



10" & 10.5" BOLT TOGETHER OUTLAW CONVERTER®

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

	10"		10.5"	
Bolt Together Outlaw	408450	$2,995.00	408435	$2,995.00
Bolt Together Outlaw - Lock-Up	408451	$4,495.00	---	---
Bolt Together Outlaw Non-Lock Up with Lock-Up Height	---	---	408431	$3,149.00
Outlaw for SG 4 & Big Shaft 400 - Lock-Up	---	---	408422LU	$3,495.00
Outlaw for SG 4 & Big Shaft 400 Bolt Together - Lock-Up	---	---	408430LU	$4,495.00

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

DEDUCT $100 for Spragless option

ADD $275 for Mechanical Diode

Titanium studs and nuts available!

FRICTION PLATES

For Bolt Together Cover Assemblies

GREEN, LOCK-UP CLUTCH 451924 .....$13.34

BLUE, LOCK-UP CLUTCH 451924B...$13.34

BLACK OR BROWN SOFT APPLY LOCK-UP CLUTCH 451928 .....$17.95

PAD SPACERS FOR BOLT TOGETHER CONVERTERS

(Requires 6 per Converter)

.750"
451900A.....$11.39 EA

.500"
451900B..... $9.46 EA

.250"
451900C..... $8.50 EA

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

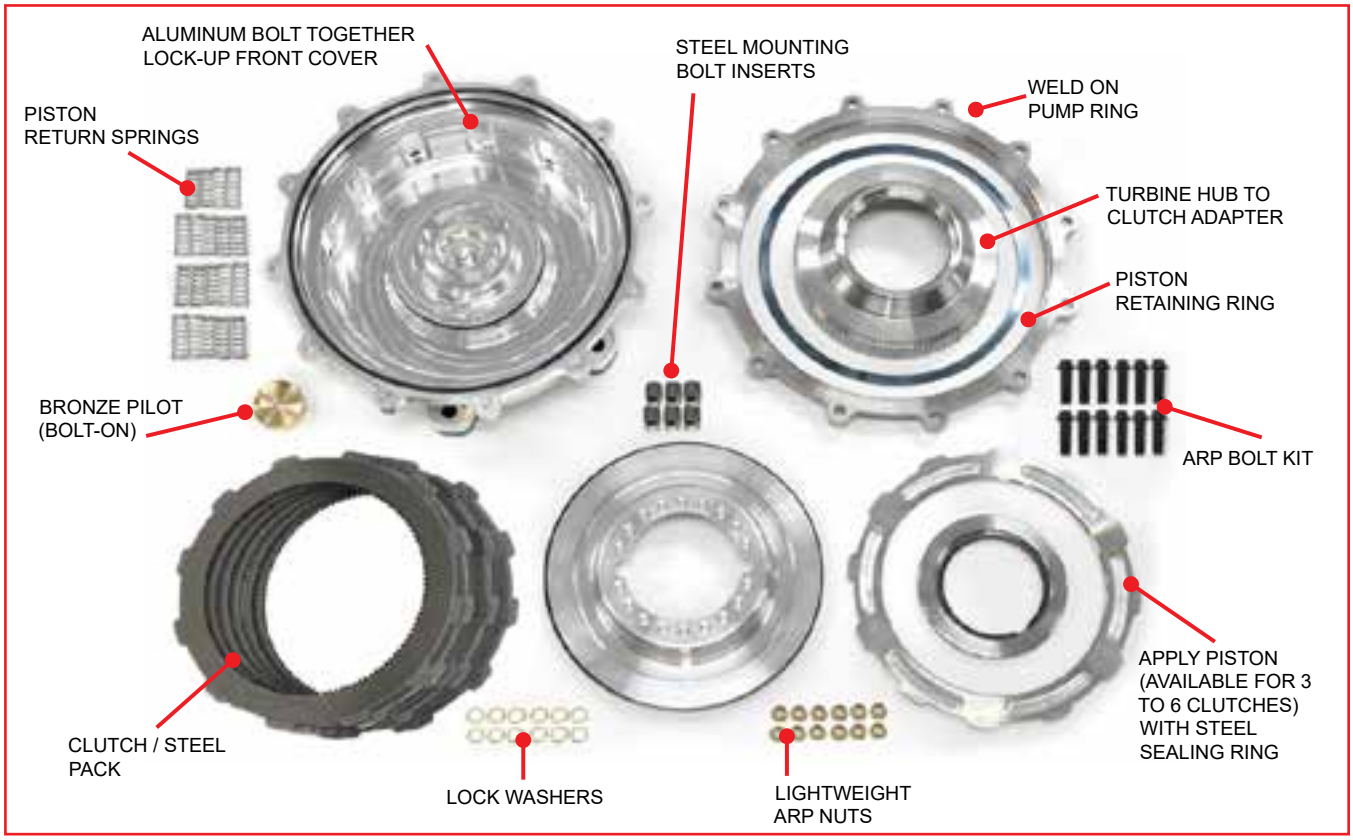
Bolt Together Builder Kits

Attention transmission and converter builders!

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

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

NTH MOTO'S 3306 HP "KRATOS" VIPER WINS & BREAKS RECORD AT FL2K21
ATI Damper, ATI Outlaw Lock Up T400 Trans & Converter combo!



	8"		9"		10"		10.5"	
	Part #	Price	Part #	Price	Part #	Price	Part #	Price
Bolt Together *	408850K	$895.00	408950K	$826.46	456805K	$1,017.44	456805K	$1,017.44
Bolt Together Lock-Up*	408851K	$2,186.83	408951K	$2,053.89	408451K	$2,455.16	408430K	$2,416.32

** Complete kits less converter core - Not for individual sale!*

- *O-Ring for Pump Ring (Outer), 8" 970004..... $8.95*
- *O-Ring for Pump Ring (Inner), 8" 970005..... $8.95*

HOW TO QUALIFY FOR PURCHASE

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

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Fuel and Blown ~ Outlaw Converters

FUEL AND BLOWN CONVERTERS

The super strong **Fuel and Blown** Converter 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 #	Price	Part #	Price	Part #	Price
TH350 and TH400	408900	$1,249.00	408930	$1,199.00	408420	$1,149.00
TF-727 - Chrysler (not for AMC)	729900	$1,299.00	729930	$1,199.00	---	---
Toyota 2JZ (T350/T400 Spline)	---	---	408931	$1,245.00	Call for information	
Nissan RB26	408932	$1,199.00	---	---	---	---

• DEDUCT $100 for Spragless option • ADD $175 for Mechanical Diode

10" AND 10.5" OUTLAW CONVERTERS®

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

	10"		10.5"	
	Part #	Price	Part #	Price
Outlaw "Extreme Duty"	408421	$1,995.00	408424	$2,195.00
Outlaw for SG 4 and Big Shaft 400	408423	$1,995.00	408422	$2,195.00

• DEDUCT $100 for Spragless option • ADD $275 for Mechanical Diode

CRANK PILOT RINGS

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

GM APPLICATIONS

STANDARD GM .450" LONG
For no midplate to .125" midplates 451340 ... $22.95

MIDPLATE GM .638" LONG
For .125" to .250" midplates 451350 ....$22.95

MIDPLATE GM .765" LONG
For .375" midplate 451351 ....$20.66

MIDPLATE GM .865" LONG
Extra long for special applications 451352 ....$20.66

STANDARD GM - LS1 .765" LONG
NO midplate 451342 ....$22.95

FORD APPLICATIONS (C4 C6)

STANDARD FORD 1.205" LONG
1.375 Diameter 651340 ....$26.95

CRANK PILOT SLEEVES

For mid-plate use (.250" LONGER) 451923....$30.85
For non-mid-plate use 451922....$39.95

Information concerning your race combination is an absolute necessity for choosing a converter design that will provide maximum performance. Refer to the Racer Information Sheet on page 97 or on-line at www.atiracing.com/orderinfo for a list of specifications your Sales Technician will need in order to assist you.

TECH TIP
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 transmission may be hurt, or something is causing drag on the car (ie: a front shock locking in the extended position making the front end push too much air, a bent rear end housing or a worn out ring and pinion, etc.)

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Streetmaster Converters

No cheap junk in these units!

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

10" STREETMASTERS

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

	Tightest 3.0 & Greater Rear Gear		Stage 1 3.30 To 3.70 Rear Gear		Stage 2 3.70 To 4.30 Rear Gear	
	Part #	Price	Part #	Price	Part #	Price
TH350 and TH400	408320	$569.00	408330	$569.00	408340	$569.00
C-6 1.848" Crank Pilot	---	---	608330	$549.00	---	---
C-4 Specify spline & bolt circle	649320	$549.00	649330	$549.00	---	---
TF-727 - Chrysler	---	---	729330	$669.00	729340	$669.00

10" SUPERSTREET MASTERS

Available for 700R4 and 4L60/65E

	LOCK UP Part #	Price
700R4 / 4L60E ('85-'97) Standard SBC	708330	$735.00
4L60E / 4L65E ('98 - up) Standard SBC	708332	$735.00
4L60E / 4L65E ('98 & up) LS1	708334	$735.00

10" LOCK-UP SUPERSTREET MASTERS WITH BILLET COVERS

For 4L60/65E, 4L80/85E, 6L80E and 8L80/90E

		Part #	Price
SINGLE DISK LOCK-UP			
4L60E / 4L65E		708337	$949.00
4L60E / 4L65E - For 2005 Corvette		708339	$995.00
4L80E / 4L85E	NEW!	708338	$995.00
4L80E / 4L85E - For Toyota 2JZ		708341	$1,035.00
10L80E / 10L90E - For 2017 ZL-1 Camaro		708355	CALL
TRIPLE DISK LOCK-UP			
4L60E / 4L65E		708347	$1,299.00
4L80E / 4L85E	NEW!	708348	$1,299.00
4L80E / 4L85E - For Toyota 2JZ		708342	$1,299.00
6L80E / 6L85E / 6L90E		708340	$1,299.00
6L80E / 6L90E - For 2006-2014 Corvette		708345	$1,349.00
8L80E / 8L90E - For 2016+ Camaro & CTS-V	NEW!	708350	$1,349.00
8L80E / 8L90E - For late 2014+ Corvette		708351	$1,349.00

Single and triple disk available!

PILOT EXTENSIONS

CONVERTS AN LT CONVERTER TO AN LS PILOT

708700..... $39.72

TECH TIP

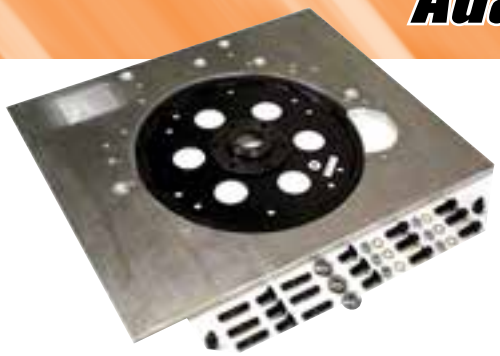
Street Converter Facts

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

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 kits allow Ford and Chrysler owners to benefit from the GM transmissions as well! With an ATI adapter kit, you can now perform this operation in less time with less fabrication. Includes an ATI adapter plate, an ATI crank adapter, ATI flexplate, and all the necessary mounting hardware to correspond with your Ford or Chrysler engine.

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

	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]	$598.00	915110	$309.00	915603	$84.00	915704 [1]	$239.00	950141	$101.71
All - Except '81 & Up 5.0l (302) 28.2 oz. in. SFI Flexplate, 164 Teeth	915232 [5]	$655.23	915110	$309.00	915603	$84.00	915705 [2]	$240.00	950141	$101.71
FORD 429-460 ENGINES SFI flexplates for aftermarket converters only										
All - Internal Balance, SFI Flexplate	915242 [1]	$664.88	915120	$277.08	915612	$78.00	915700 [1]	$239.00	950160	$78.38
CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 & 6)										
All - Internal Balance, 130 Teeth	915250 [1] [6]	$598.00	915130	$309.00	915630X [7][8]	$83.00	915650X [1] [6] [7] [8]	$230.00	950170	$85.01
CHRYSLER B & RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 & 6)										
8 Bolt Crank 426 HEMI Driver Side Starter	915290 [1]	$611.07	915150	$277.08	915640X [7]	$73.00	915660X [1] [6] [7] [9]	$219.00	950190	$77.42
HEMI to Chevy Pro Mods using Fuel Cranks Passenger Side Starter	915291X	$769.11	915140X	$468.84	915640XF [10]	$99.00	915660X [10]	$219.00	950190X	$143.87
CHRYSLER LATE MODEL HEMI										
5.7 - 6.1 - 6.4 HEMI	915245 [11]	$655.23	915145	$277.08	915606	$87.00	915664	$229.00	950145	$189.14
CHRYSLER DODGE VIPER										
NEW! VIPER V-10 (2005 - 2017 only) Internal Balance, 143 Teeth	915739[13]	$695.00	915148	$299.00	915645	$99.00	915666	$275.00	---	---

[1] Engine must be internally balanced.
[2] 28.2 oz in weight is 4 1/4" x 3/4" x 3/8" thick.
[5] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
[6] Some 340-383-400-440 are externally balanced. Engine must be internally balanced. Weights may be added by your engine balancer for external balance.
[7] When ordering replacement parts, be sure to specify date of original order. Parts shipped prior to 1/2007 have different dimensions and part # (non-X numbers).
[8] Requires six (6) crank bolts - ATI #951471-6 (grade 8) or OPTIONAL ATI #951034-6 (Extreme Duty).
[9] Requires eight (8) crank bolts - ATI # (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
[10] Requires eight (8) crank bolts - ATI #951035-8 (Extreme Duty). DO NOT use grade 8 bolts in this application! Use #915640XFB bushing.
[11] Requires Mopar Starter, part # 05030023AA. Clamps for the adapter may require spacers. For 4L60E, add pt. #915859, for T350 & 700R4, add pt. #915860 and for the ATI SuperCase, add pt. #915861. Will not work with bolt-on bell 4L60E.
[13] For 2005-2017 only! Consult an ATI Sales Technician before placing an order for proper fitment and spacing. May require (6) spacers #451900E...$16.02 each.

FLEXPLATE CRANK ADAPTERS
(FOR CHRYSLER AND CHEVY CRANKS)

These reinforcing crankshaft adapters bolt on behind the flexplate to extend the pilot diameter 1/2" toward the transmission, eliminating extra long pilots on the converter. Bolt kits available - page 39.

CHEVY WITH 7/16" CRANK BOLTS	915000	$123.87
CHRYSLER FUEL CRANK 8 - 1/2" CRANK BOLTS FOR BRUNO / LENCO / HEMI (.250" THICK)	915641	$124.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Race Quality Flexplates

BUY ON-LINE!

Flexplate for Ford Mod Motor

Gen III HEMI Flexplate

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

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

APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	PRICE	EXTERNAL BALANCE[1]	PRICE
GENERAL MOTORS						
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12] '86 & UP ONE-PIECE SEAL	305 / 350	153	915533	$239.00	---	---
CHEVROLET V-8 SMALL BLOCK [12]	283 / 302 / 327 / 350 EARLY 2-PIECE SEAL	153	915539	$229.00	---	---
		168	915541	$199.00	---	---
	10 DP	139	915545 [10]	$261.00	---	---
	400	168	---	---	915561	$209.00
CHEVROLET V-8 BIG BLOCK [12]	'70 - '90 454 - 454 /502 MARK IV	168	396 / 427 USE #915541 FOR INTERNAL BALANCE	$199.00	915551	$223.00
	'91 & UP - GEN V 454 [2]	168			---	---
	'91 & UP [3] 572, GEN V- 454 HO/ 502 HO	168			---	---
	10 DP	139	915545 [10]	$261.00	---	---
OLDSMOBILE [12]	V-8 330 / 400 / 425'64 - '67	166	915562	$299.00	915563	$309.00
	ALL V-8 ('68 & UP) INC. DIESEL	166	915564	$223.00	915565 [4]	$261.00
PONTIAC V-8 [13]	400 / 455	166	915567 [14]	$240.00	---	---
LS1 / LT1						
V-8 SMALL BLOCK [12]	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]	$339.00	---	---
	LT1 / LT4 / ZL1 Z BODY CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]	$349.00	---	---
CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]						
6 BOLT CRANK	ALL WEDGES	130	915650X	$230.00	---	---
8 BOLT CRANK	HEMI	130	915660X	$219.00	---	---
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]	130	915663	$249.00		
GEN III HEMI	5.7 - 6.1 - 6.4 TO 727/904	---	915685	$149.00		

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.

[4] 25.0 oz in

[6] Replacement parts require crank adapter for proper use. ATI Chrysler adapter flexplates require the use of 10 3/4" bolt circle only with GM converters.

[7] LS flexplates sold only as a kit. Includes flexplate, crank adapter and bolts. Requires a custom aftermarket converter. Must have an engine mounted transmission. Flexplate for kit #915733 is #915543. For 1999-2000 iron block, iron head 6.0L LQ4 truck cranks, use #915543 plate only and OEM length crank bolts.

Flexplate for kit #915737 is #915537...$209.

[8] Does not fit 5.7L Jeep Grand Cherokee. OEM converter bolt holes require longer bolts.

[10] Special starter required. Order #915546. (See page 36.)

[11] For use with 8-bolt cranks

[12] Uses ATI #951479-6 flexplate to crank bolts.

[13] Uses ARP bolt #200-2904 flexplate to crank bolts.

[14] Flexplate has 2.75" center hole. For cranks with a 2.5" register, call ATI for an adapter.

TECH TIP

BOLT PATTERNS AND TOOTH COUNT

GM 153 tooth flexplate	=	10.750 bolt circle
GM 168 tooth flexplate	=	11.500 bolt circle
Ford 157 tooth flexplate	=	10.500 bolt circle
Ford 164 tooth flexplate	=	11 7/16" bolt circle

FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY

APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTED SPACER AND CRANK BOLTS		FLEXPLATE ONLY LESS SPACER AND BOLTS				CRANK ADAPTER		CRANK BOLT SET	
ENGINE	TRANS	TEETH	INTERNAL BALANCE		INTERNAL BALANCE		EXTERNAL BALANCE					
			Part #	Price	Part #	Price	Part #	Price	Part #	Price	Part #	Price
429/460	C-6 E4OD	164	915720	$339.00	915700	$239.00	915701 [1]	$261.00	915611	$69.00	950143	$37.73
FE 332/428	C-6 E4OD	184	915722	$339.00	915702	$240.00	---	---	915611	$69.00	950143	$37.73
289/302 351/400	C-6 E4OD	164	915724	$289.00	915704	$239.00	915705 [3]	$240.00	915601	$84.00	950142	$31.00
289/302 351/400	C-4 AOD	164	915727	$289.00	915707	$239.00	915708 [3]	$239.00	915602	$77.00	951471-6	$19.95
289/302	C-4	157	915730	$339.00	915710	$230.00	915711 [3] 915712 [4]	$230.00 $229.00	915602	$77.00	951471-6	$19.95
FORD MOD WITH GM TRANSMISSION												
4.6-5.4 L Mod Motor		164	915735	$289.00	915719	$229.00	---	---	915607	$84.00	950144	$18.95
Coyote 5.0L 8 Bolt		164	915738	$339.00	915719	$229.00	---	---	915607A	$84.00	951378-8	$47.31
7.3L Godzilla 8 Bolt		164	NEW! 915740	$349.00	915719	$229.00	---	---	915608	$73.00	951378-8	$47.31

Ford Flexplate notes

[1] 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.

[3] 28.2 oz. in. All 289-351C-351W- 400 and 302 thru 1980. OEM flexplate weight is 4 1/4" x 3/4" x 3/8" thick.

[4] 50.0 oz. in. 1981 and up 5.0 L only. OEM flexplate weight is 4 1/4"x 7/8" x 7/16" thick.

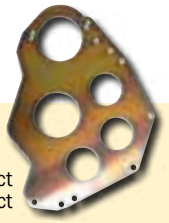
A NOTE ABOUT FORD FLEXPLATES:

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. The 184 tooth FE flexplates are 11 7/16" Ford bolt circle only! ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.

STARTER BLOCK PLATE

For Ford 289-351 Engines

Avoid damage by ensuring perfect starter/flywheel alignment and correct torque converter back spacing!



915116.....$81.95

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Superplates® and Starters

BUY ON-LINE!

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

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

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

NOTE!

Superplates will not work as designed without the proper bolts. See page 39 for bolt applications or consult your Sales Tech for assistance.

HIGH HORSEPOWER SUPERPLATES

PART #	BOLT PATTERN	TEETH	BAL	PRICE
CHEVROLET SMALL BLOCK				
915544	Chevy for high HP, standard holes	168	Internal	$239.00
CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)				
915554	Chevy 6 bolt for 7/16" bolts (standard replacement)	168	Internal	$309.00
915555	Chevy 6 bolt for 7/16" bolts (needs special starter)	139 10 DP	Internal	$309.00
915548	Chevy 6 bolt for 1/2" bolts	168	Internal	$309.00
915556	Chevy 6 bolt for 1/2" bolts (needs special starter)	139 10 DP	Internal	$309.00
CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)				
915547	Chrysler 8 bolt for 1/2" bolts (uses std Chevy starter)	168	Internal	$309.00
CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER				
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal	$309.00

CRANKSHAFT TO FLEXPLATE SPACERS FOR USE WITH LOCK-UP CONVERTERS

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT.....$19.95
915649 CHRYSLER 8-BOLT.....$19.95

Tilton® Super Starters

BUY ON-LINE!

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

STANDARD CHEVY 12 DP (168 tooth)

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

STANDARD CHEVY 915571 ..$499.00
STANDARD LS, LT1, LT4 915572 ..$499.00

#915546
Chevy - 10 DP
$499.00

#915571
SB Chevy - 168
$499.00

#915572
LS, LSX,
LT1 & LT4 - 168
$499.00

CUSTOM CHEVY 10 DP (139 tooth) 12 DP (166 tooth)

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

CHEVY,
10 DP, 139 TOOTH 915546 ... $499.00

CONVENTIONAL CHEVY
WITH BROWELL BELL
12 DP, 166 TOOTH 915569 .... $575.73
Use with #91570 or #915561 flexplate

CUSTOM MOPAR Gen III & HEMI

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

5.7 / 6.1 HEMI, 727 TRANS 915566.....$645.90
GEN III HEMI, T400 TRANS 915575.....$645.90

#915566
727 Mopar

#915575
T400 Mopar

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Adapter Kits for Imports

Looking to run a race-ready Powerglide or T400 in your Nissan or Toyota? Don't hassle with cut-off bellhousings or struggle with alignment issues found in other aftermarket options. ATI's automatic transmissions are now available for popular import racing applications!

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

BUY ON-LINE!

NISSAN AND TOYOTA ADAPTER KITS

	KIT		ADAPTER PLATE		CRANK ADAPTER		SFI FLEXPLATE		BELL HOUSING		TILTON STARTER		HARDWARE KIT	
NISSAN														
Nissan L24 / 26 / 28 [1]	915210	$611.07	915170	$277.08	915070	$73.00	915460	$239.00	---	---	---	---	950120	$33.40
Nissan RB-26 6 Cylinder [1]	915222	$648.19	915200	$299.00	915100	$84.00	915480	$239.00	---	---	---	---	950250	$46.55
Nissan TB48 [3]	915223	$2042.22	915127	$277.08	915642	$85.00	915502	$239.00	---	---	915573	$613.91	950257	$63.00
Nissan TB48 Lock Up [3,4]	915223L	$2082.22	915127	$277.08	915642	$85.00	915502	$239.00	915128	$479.00	915573	$613.91	950257L	$72.01
Nissan VR38 [7] [9]	915225	$1734.27	915134	$468.84	915644	$85.00	915690	$349.00	915138	$279.00	---	---	950259	$106.00
Nissan VR38 Lock-Up [8] [9]	915225L	$1734.27	915134	$468.84	915644	$85.00	915690	$349.00	915138	$279.00	---	---	950259L	$117.00
TOYOTA														
Toyota 2JZ - 6 Cylinder [2]	915219	$604.65	915181	$277.08	915080	$69.00	915471	$227.00	---	---	---	---	950122	$56.74
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	$611.07	915180	$277.08	915081	$50.00	915470	$242.00	---	---	---	---	950121	$87.78
Toyota 1FZ Requires custom converter	915224	$2042.22	915131	$277.08	915643	$85.00	915686	$261.00	915132	$299.00	915574	$667.80	950258	$134.35
Toyota 1FZ Lock-Up [6] Requires custom converter	915224L	$2042.22	915131	$277.08	915643	$85.00	915686	$261.00	915132	$299.00	915574	$667.80	950258L	$145.25
Toyota B58 '20 Supra [10]	915226	$850.00	915182	$309.00	915083	$62.00	915472	$227.00	---	---	---	---	---	---
Toyota B58 '20 Supra Lock-Up [10]	915226L	$1734.27	915182	$309.00	915083	$62.00	915472	$227.00	---	---	---	---	---	---

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

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

[3] Includes the following spacers: six (6) ATI #451900A, .035

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

[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. Customer must supply OEM trigger ring.

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

[9] Crank position sensor retaining bolt is in the oem engine oil pan. For dry sump pans, customer must fabricate their own tab to mount it.

[10] Must use a 10.750 bolt circle converter. Sold separately.

Ask about our 4L65E Adapter!

*Converter sold separately

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Transmission Parts

METRIC 200 SFI 30.1 BOLT-ON & DIRECT FIT BELLS

BUY ON-LINE!

NEW!

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

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

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

CHEVY BELL - BOLT-ON	200046	$349.00
CHEVY BELL - DIRECT FIT	200046A	$349.00
BELL GASKET	200046G	$4.62

TRANSMISSION SLIP YOKES

MARK WILLIAMS

Now you can be assured of having a "bulletproof" transmission slip yoke that can handle power-adders. Billet and Forged yokes are available for PG (including SuperGlide), T350 and T400 transmissions and are made to accommodate Spicer 1350-series U-joints. Special yokes are available for use with the PG roller bearing tailhousings. Forged yokes are also available with quick release caps. OD tolerance is +/- .001".

YOKE DESCRIPTION	OD	EXT HOUSING SUPPORT TYPE	PART #	RN$
BILLET YOKES				
PG & T350 WITH BUSHING TAIL	1.503"	BUSHING	139005	$269.00
T400 & PG WITH 400 OUTPUT	1.885"	BUSHING / BEARING	139004	$269.00
PG & T350 WITH ROLLER TAIL	1.498"	BEARING	139035	$269.00
FORGED YOKES				
PG & T350	1.503"	W/ BUSHING TAIL	139015	$135.00
T400 & PG WITH 400 OUTPUT AND QUICK RELEASE CAPS	1.885"	BUSHING / BEARING	139016	$217.00
PG & T350 WITH QUICK RELEASE CAPS	1.498"	BEARING	139018	$207.00

BUY ON-LINE!

LIGHTWEIGHT TITANIUM BOLTS

BUY ON-LINE!

VALVE BODY

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

ATI WICKED QUICK, PG	950310T	$132.00
OEM STYLE	950311T	$120.00
ATI WICKED QUICK, T400 *Does not fit OEM or Griner brakes!*	950312T	$84.00

TRANSMISSION

ATI's Transmission Ti Bolt Kits come with just about all of the bolts needed including the pump, pan, governor support, parking pawl bridge, valve body halves, valve body to case and extension housing.

ATI BELL TO SUPERCASE, PG & T400	950320T	$89.00
PG TRANSMISSION*	950302T	$229.00
T400 TRANSMISSION*	950304T	$199.00

** Does not have valve body or ATI bell to SuperCase bolts!*

950310T

950302T

Valve Body and Transmission Bolt Weights

Titanium vs. Steel

Titanium Bolt Part Number	Description	Titanium Wt. (Grams)	Steel Wt. (Grams)	Ti % Lighter
950302T	PG Trans	329.1	644.1	49
950304T	T400 Trans	266.9	569	53
950310T	203051 V Body	165.6	277	40
950312T	Wicked Quick VB	78.4	143.4	45
950320T	ATI Bell to SCase	87.1	188.8	54

Visit www.atiracing.com to see images of all the Titanium Kits we sell!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Hardware

TRANSMISSION BOLTS

GM TRANS TO ENGINE (6) 3/8-16 X 1-1/4, HHCS-GRADE 5	950261	$6.95
GM TRANS TO ENGINE (6) 3/8-16 X 1-1/2, HHCS-GRADE 5	950262	$6.95
STUD KIT - ATI BELL TO BLOCK 1/8" MIDPLATE MAX	950264	$29.95
STUD KIT - ATI BELL TO SUPERCASE	950263	$32.92

Stud Kit - SuperCase to Bell

CONVERTER HARDWARE

GM

8" & 9"	950000	$13.00
8" & 9" - .093" MID PLATE	950010	$12.00
8" & 9" - .125" MID PLATE	950020	$13.00
8" & 9" - .187" MID PLATE	950030	$13.00
8" & 9" - .250" MID PLATE	950040	$10.18
10"	950090	$6.95
11"	950080	$9.00

FORD

8" - 10" C-4 W/PUMP BUSHING	950060	$13.00
8" - 10" C-6 W/PUMP BUSHING	950070	$13.00
10" - 11"	950100	$6.95

TORQUEFLITE

8" & 10"	950050	$30.00
10" TO ATI FLEXPLATE	950110	$25.00

GM Converter Bolts

FLEXPLATE AND ADAPTER KIT HARDWARE

ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO	950141	$101.71
FORD 429-460 w/1.375 OR 1.848 CRANK TO CHEVY w/MOD OR 164 TOOTH FP	950160	$78.38
CHRYSLER A ENGINE 318-340-360 TO CHEVY w/130 TOOTH FP	950170	$85.01
CHRYSLER B OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH	950190	$77.42
CHRYSLER B OR RB ENGINES PRO MOD	950190X	$143.87
HEMI GEN III 5.7-6.4 TO GM TRANS	950145	$189.14
NISSAN L24/26/28 TO GM WITH CRANK ADAPTER	950120	$33.40
NISSAN RB26	950250	$46.55
TOYOTA 5/7 MG , 6 CYL.	950121	$87.78
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80	950122	$56.74

Bolts for Chrysler Adapter Kit

FLEXPLATE BOLTS

FORD 289-302-351 ALL 400-C6 / 400 164 TEETH	950142	$31.00
FORD 289-302HO-351 ALL 400-C6 / FE & 429 / 460 / 400 164 & 157 TEETH	950143	$37.73
FORD MOD AND LATE HEMI - 10MM X 1.00 X 30MM, CLASS 10.9	950144	$18.95
LATE MODEL HEMI 8 BOLT - 10MM X 1.00 X 20MM, CLASS 10.9	951372-8 (Pk of 8)	$11.00

Ford Flexplate Kits using Extra Thick Mid-Plates

EXTREME DUTY FLEXPLATE BOLTS

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

MOPAR (Except HEMI) & FORD SB 7/16 - 20 X 1 1/4", .700 GRIP, 12 PT	951034-6	(Pack of 6)	$66.39
MOPAR HEMI 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-8	(Pack of 8)	$92.93
FORD 429-460 7/16 - 20 X 1", .200 GRIP, 12 PT	951036-6	(Pack of 6)	$27.32
FORD COYOTE 5.0L M10 X 1.0 X 35MM CLASS 10.9 HHCS	951378-8	(Pack of 8)	$47.31
FLEXPLATE TO CRANK 1/2 - 20 x 1-1/4", .225 HEAD, GRADE 8	951435-8	(Pack of 8)	$21.37

Flexplate to Crank Bolts 2011+ Ford Coyote

FOR USE WITHOUT A CRANK ADAPTER

FLEXPLATE TO CRANK, 1/2 - 20 x 13/16"	951058-6	(Pack of 6)	$57.50
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-6	(Pack of 6)	$48.44
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-8	(Pack of 8)	$64.58
CHEVY FLEXPLATE TO CRANK FOR USE WITH CHEVY / OLDSMOBILE CRANKS 7/16 - 20 x 11/16"	951479-6	(Pack of 6)	$22.51

HEMI / 8-BOLT CRANKS W/HD MACHINED ON-SIZE FLEXPLATES 1/2-20 X .722"	951058M-8	(Pack of 8)	$106.17
EXTREME DUTY ARP BOLT 1/2 - 20 X 7/8" .200 GRIP, 12 PT	951057		$6.03 EA

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

For damper bolts and hardware, see page 27

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Transmission Coolers and Kits

Extend the life of your transmission and improve performance!

Twice the thickness of a standard economy cooler!

BUY ON-LINE!

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 ..... $122.57

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

"ELECTRA COOL" (10" x 12.5" x 4") 925139 ..... $185.00

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

"ATOMIC COOL" (8.75" x 12.75" x 4.25") 925140 ..... $224.00

Electra-Cool Remote Cooler #925139

DERALE

Atomic-Cool Remote Cooler #925140

Most cooling for the money!

QUICK DISCONNECT KITS

Jiffy-tite

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

BUY ON-LINE!

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

925170 ..... $139.15

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

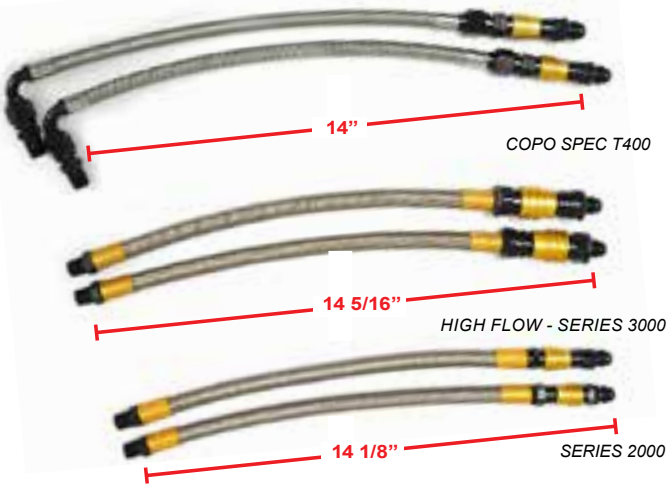
925175 ..... $139.15

Will work with lower line pressure units and up to 300 PSI

QUICK DISCONNECT KIT FOR 2016+ COPO SPEC T400 1/4" NPT 90° -6 HOSE TO STRAIGHT - SERIES 2000

925180 ..... $143.17

Some T400 and 700 transmissions have straight threads. While these kits may be used, do not over-tighten as the case may crack!



***Lengths shown are without fittings**

NEW!

CHIPFAB TRANSMISSION PIT COOLER

BUY ON-LINE!

Drops fluid temperatures efficiently and in the most simple manner possible!

- Drops fluid temperatures down to ambient in minutes, between rounds
- Keeps torque converter functioning consistent
- All aluminum lightweight frame for portability at the track
- Digital transmission temperature gauge
- High temperature gear pump with inline filter and larger cooler fan
- Comes with 4.5' -6AN lines and 2 sets of quick disconnect fittings
- Recommended changing filter after roughly every 50 runs
- Runs off single 120v plug

Made in USA

CHIPFAB RACING TRANSMISSION COOLER

925513 ..... $1,750.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Cooler Fittings and Kits

BUY ON-LINE!

COOLER FITTINGS

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

APPLICATION	FITTING SIZE	PART #	RN $
PG, OEM CASE	1/8 NPT MALE TO - 6 MALE AN	960001	$7.49
PG AND T400 SUPERCASE	1/4 NPT MALE TO - 6 MALE AN	960002	$8.95
	1/4 NPT MALE TO (2)- 6 MALE "T"	960013	$9.22
VARIOUS	1/4 NPT MALE TO - 4 MALE AN	960012	$5.65
T400 NYLON WASHER SET *Sold in sets of 2*	-6 AN FITTING TO 1/4-18 STRAIGHT PIPE	925137	$29.95
	-8 AN FITTING TO 1/4 STRAIGHT PIPE	925138	$29.95
T400	-6 FEMALE TO FEMALE SIDE OILING HOSE ASSEMBLY	966100	$122.57
T400 AND 4L80E SUPERCASE	-6 AN SIDE OILING	925141	$14.95
6L80E, 6L90E & 8L90E	FITTING BLOCK, MANIFOLD ADAPTER WITH (2) -6 AN FITTINGS	925142	$54.95
6R80, 10R80	FITTING BLOCK, MANIFOLD ADAPTER WITH -8 AN FITTINGS	925144	$79.95
4L85E *Sold in sets of 2*	-6 AN TO 9/16-18 SIDE AND COOLER	925143	$24.72
FOR DERALE COOLER	5/8-18 WITH O-RING TO -8 STOCK -6	925145	$19.52
FOR REMOTE COOLER	EXTERNAL, QUICK DISCONNECT	925190	$144.02

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 of $500 to replace! Be sure to use Teflon-lined braided hose.

T400 Center Oiling Hose Assembly #966100

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

COMING SOON! 10L AN LINE KIT ADAPTER!

Manifold Adapter #925142

Manifold Adapter #925144

Fittings for PG OEM Case #960001

Fittings for 4L85E #925143
** Be sure to check installed depth!*

Fitting for PG & T400 & 4L85E #925141

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

Fittings for PG & T400 SuperCase #960002

"T" Fitting for PG & T400 SuperCase #960013

NEW!

T400 EXTERNAL COOLING HARDWARE KIT

Use only for remote cooling in the pits!

Complete hardware kit #925190 .....$144.02

[A] JIFFY-TITE FITTING, MALE PLUG TO 1/4 NPT, SERIES 3000 — 925182.....$39.00

[B] JIFFY-TITE FITTING, FEMALE SOCKET TO 1/4 NPT, SERIES 3000 — 925181.....$51.50

[C] JIFFY-TITE ALUMINUM SOLID MALE PLUG SERIES 3000 — 960006.....$7.98

[D] 90° MALE ELBOW, -6 X 1/4 NPT — 960123.....$8.95

[E] JIFFY-TITE RUBBER CAP FOR MALE PLUG SERIES 3000 — 925183.....$7.20

BUY ON-LINE!

ALUMINUM SOLID MALE PLUGS

2000 SERIES	960005	$7.98
3000 SERIES	960006	$7.98

#960006

INLINE THERMOSTAT FOR TRANSMISSION COOLER FAN

BUY ON-LINE!

Inline for transmission cooler fan, includes integral -6 AN fittings / hose barb adapters.

925134 ..... $31.99

COOLER INSTALL KIT

For Street Rod use

BUY ON-LINE!

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

925132 ..... $64.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Trick Sticks ~ Tube Locks

BUY ON-LINE!

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

#206490
Bell Mount

#206491 Shorty
Bell Mount

#206494 Shorty
Servo Cover
Mount (SFI)

#206494 Shorty
Servo Cover
Mount (OEM)

#206496
SuperCase only
Bell Mount

Direct
Mount
Dipstick

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

LOCKING DIPSTICKS AND TUBES

POWERGLIDE

STANDARD OEM, BELL MOUNT - 23" FORWARD BENT	206490	$49.94
SHORTY OEM OR SFI BELL MOUNT - 11" FOR DRAGSTER USE	206491	$49.94
SHORTY, OEM OR SFI SERVO COVER MOUNT - 4" STRAIGHT	206494	$49.94
SUPERCASE ONLY - BELL MOUNT - 23" FORWARD BENT	206496	$49.94
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	206492	$153.47
LOKAR® ANCHOR-TIGHT, FIREWALL MOUNT - 36"	206483	$206.80

T350

CHEVROLET, BELL MOUNT - 23" FORWARD BENT	356490	$49.94
SUPERCASE ONLY - CHEVROLET, BELL MOUNT	356492	$49.94
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	406492	$153.47

T400

CHEVROLET, BELL MOUNT - 20" FORWARD BENT	406490	$49.94
BUICK - PONTIAC - OLDS, BELL MOUNT 23" FORWARD BENT	406491	$49.94
LOKAR® ANCHOR-TIGHT DIRECT MOUNT - 3"	406492	$153.47
LOKAR® ANCHOR-TIGHT FIREWALL MOUNT - 29"	406493	$206.80

C4 & C6

C4 - CASE FILL, BELL MOUNT, 20" FORWARD BENT	646490	$49.94

700R4

700R4, BELL MOUNT, 20" FORWARD BENT	705490	$49.94

4L85E

4L85E, STANDARD BELL MOUNT, 23" FORWARD BENT	705495	$49.94
4L85E, LS ENGINES BELL MOUNT, 26" FORWARD BENT	705496	$59.95
4L80/85E LOKAR® ANCHOR-TIGHT FIREWALL MOUNT	705497	$236.00

TF-727 / TF-904

TF-727 (SB), BELL MOUNT, 20" FORWARD BENT	726490	$49.94
TF-727 (BB), BELL MOUNT, 20" FORWARD BENT	726491	$49.94

TECH TIP

Best way to fill your transmission

Position the rear wheels about 3" above the ground with jack stands under the rear so the driveshaft is at the correct angle. Depending on your type of transmission and depth of pan, start with enough fluid so it is at the low mark of the dipstick at least.

Start the engine at the lowest possible RPM in Neutral, pull and wipe off the stick and re-check. Add fluid until it is in the middle of the L and F mark. Run the unit through all gears, and R, and be sure the tires are stopped before applying the transbrake button as needed. Let idle, re-check and fill to just above the middle of the L and F mark. Incorrect filling will lead to premature failure! ***Do not overfill!***

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.

After completion, raise the vehicle with the engine running to carefully check for leaks, especially at the cooler lines and radiator fittings.

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

NHRA and IHRA Approved!

BUY ON-LINE!

TUBE LOCKS

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

973081.....$18.14

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Shifters & Components

ATI/WINTERS SHIFTERS

With approved lockout and safety switch

BUY ON-LINE!

	T400
ATI Shifter Forward Pattern	402010
	$349.00
ATI Shifter Reverse Pattern	402020
	$349.00

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

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

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

 # 800120A

Only 3 lbs 7oz including cable and brackets!

#800197 Pro Style Post Mount (Optional)

#800198 Air Tank Kit

#800196 Line Lock Button Bracket (Optional)

Transbrake Buttons sold separately - page 45

RACE SHIFTERS* AND COMPONENTS

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

PG,	SHIFTER - AIR (PUSH)	800130A... $925.00
T400	SHIFTER - AIR, 2-SPEED (PUSH)	800100A... $925.00
T400	SHIFTER - MANUAL, 3-SPEED (PULL)	800110..... $925.00
T400	SHIFTER - MANUAL, CLEAN NEUTRAL, 3-SPD (PUSH)	800120 ..... $925.00
T400	SHIFTER - AIR, 3-SPD REVERSE PATTERN (PULL)	800110A....$925.00
T400	SHIFTER - AIR, CLEAN NEUTRAL, 3-SPD REV. PAT. (PUSH)	800120A... $925.00
	REPLACEMENT CABLE ONLY, 5 FEET	800199 .....$119.00
	AIR TANK KIT (Includes tank, regulator, shift solenoid and bracket.)	800198 ..... $249.00
	PRO STYLE POST MOUNT (Optional) - 1" POST	800197 .....$65.00
	LINE LOCK BUTTON BRACKET (Optional)	800196 .....$23.00
PG	SHIFT LEVER	800139 .....$25.00
T400	SHIFT LEVER, 3-SPEED REV PATTERN, CN	800129 .....$25.00
T400	SHIFT BRACKET, 2-SPD FWD & 3-SPD REV PATTERN	800118.....$60.00
T400	SHIFT BRACKET, 3-SPEED REV PATTERN, CN	800128 .....$60.00

**** Note! Pressure required for the M&M Air Shifter is between 100 to 150 PSI.***

HEX VENT

NEW!

BUY ON-LINE!

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

960011 .....$3.49

TECH TIP

Proper Shifter Adjustment: Make it perfect!

This procedure is as important as adding fluid or tightening your converter bolts. Make sure the shifter is mounted where it will stay and the cable run and secured where it will stay. If it moves when you shift, you won't get consistent shifts. Some aftermarket shift levers/shafts require a locating washer to center the shift lever arm on the shaft. The lever swings in an arc. If it is higher or lower, the arc will NOT be correct, changing the amount of travel and not allowing the internal detents to line up and put the manual valve in the correct location.

Get a baseline setting in 1st or 2nd gear. Adjust the large nuts at the bracket on the cable for big changes. Use the small nuts on the cable end for final adjustment. Check that the pin pulls out of the lever freely in each gear. Check this going FORWARD and BACKWARD through the gears and repeat it twice before you say the job is done. Anything less than perfect in all forward gears, reverse, and clean neutral, if equipped, IS NOT GOOD ENOUGH! You do not race in park, so be very careful that your race car will not unintentionally roll.

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Transmission Accessories

BUY ON-LINE!

Water Jacket Plug #951650A

Oil Galley Plug #951650B

LSX 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	$24.21 EA
OIL GALLEY PLUGS (Set of 4 required)	951650B	$24.21 EA

Lightweight Hollow Dowel Pins #958002

GM Dowel Pins #958001

GM DOWEL PINS

GM DOWEL PINS

Extra long (2") bellhousing-to-block dowel pins make transmission swaps easy! Black oxide-coated and precision-ground. Also a necessity when using a mid-plate. (Set of 2)

958001 ..... $22.73

LIGHTWEIGHT HOLLOW STEEL DOWEL PINS

These extra long (1.560") bellhousing-to-block hollow dowel pins fit SB and BB Chevy V8 engines. Produced from zinc plated steel, they are almost 2 1/2 ounces lighter than traditional dowel pins. (Set of 2)

958002 ..... $10.25

Replacement Filter Element for Magnefine In-Line Oil Filter #925172

REPLACEMENT FILTER ELEMENT FOR MAGNEFINE IN-LINE OIL FILTERS

REPLACEMENT FILTER ELEMENT	925172	$26.95

Magnetic Pan Plug #951811

MAGNETIC PAN PLUG

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

Polyurethane Transmission Mount #206621

POLYURETHANE TRANSMISSION MOUNT

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

206621 ..... $37.95

DUST COVERS

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

FOR MOST GM, EXCEPT PG	110120	$26.95

Converter Dust Cover #110120

Racer Log Book #Z31010

ATI 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.

You can also download it for free at www.atiracing.com/products/logbook

Z31010 ..... $6.55

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

BILLET ALUMINUM E-CLUTCH HUB FOR TOYOTA & BMW VEHICLES WITH ZF 8HP51 AUTOMATIC TRANSMISSIONS!

NEW!

BUY ON-LINE!

711014.....$795.00

ATI's billet aluminum E-Clutch Hub fits 5th-Gen Toyota Supras and BMW vehicles equipped with ZF 8HP51 automatic transmissions. This new ATI part # 711014 is a direct replacement for the OEM Part # ZF-1101-471-029.

The OEM part is made from A380 aluminum that is easy for OEM's to cast and machine, but will fail in high performance and high mileage applications. The splines of the OEM hub will wear or shear completely off. On the opposite side the steel clutch plates will dig into the splines causing hang up or slow apply and release times and burn up the clutches. This can happen even in mild performance applications.

ATI's new, American-made part was designed in house and starts life as billet 7075 aluminum. Improvements were made to all weak areas with bigger radii and more material. More oil passages and slots were added to allow maximum flow. This part has been race proven for more than a year now and will fit some 8HP45 with the same OEM part number.

- Improved oil flow and distribution
- 76% stronger Tensile strength over OEM material
- 192% higher yield strength over OEM material
- 8% more elongation before break than OEM

TRANSBRAKE BUTTONS

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

BUY ON-LINE!

[A] STANDARD TRANSBRAKE BUTTON WITH COIL CORD

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

940020 .....$55.95

[A]

[B] BIONDO RACING - "DOUBLE O"

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

940021 .....$55.95

[B]

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

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

940022 .....$55.95

[C]

TRANSMISSION CRADLE BENCH MOUNT HOLDING FIXTURE

NEW!

- This part replaces Kent Moore - SPX - J-03289-20
- Works with Transmission Cradle Holding Fixture - Kent Moore - SPX J-8763-B
- Heavy duty ball bearing for easy transmission rotation
- Snap ring retainers on both bearing
- Machined in-house from 6061 aluminum

997500 .....$329.00

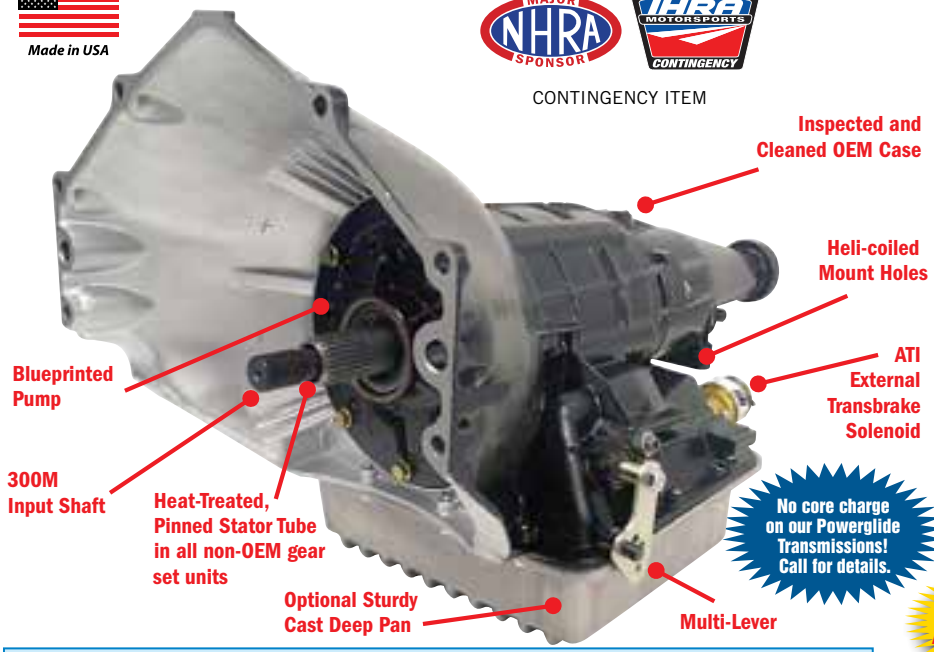
BUY ON-LINE!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Powerglide Transmissions

Made in USA

CONTINGENCY ITEM



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

ATI Powerglides come with...

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

Most get...

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

NEW 1.82 BASED BILLET ALUMINUM CARRIER

PRO GLIDE FOOTBRAKE TRANSMISSIONS

ATI's suggested maximum HP in an OEM case is 750 HP!

Includes:

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

200110 (1.76 / 600 HP) $2,395.00

PRO GLIDE TRANSBRAKE UNITS WITH STRAIGHT CUT GEARS

Available with a Direct Fit Bell ~page 51

Includes:

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

200640 (1.80/MAX. 1000 HP) $3,549.00

200640DF (1.80/MAX. 1000 HP) w/Direct Fit Bell ... $3,795.00

Note! Speedometers are not installed in any ATI transmission!

Charlie Plott
Sales Technician
Ext. 3028

TECH TIP

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

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

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ATI SuperCase Transmissions

Straight Cut ProGlides

For 750 to 1500 HP Builds

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

1500 HP requires Vasco Input & #200031 Tailhousing - 500 HP less without these options

200620SC	28"	(1.74 / 1500 HP)	$4,295.00
200621SC	18"	(1.74 / 1500 HP)	$4,295.00
MOST POPULAR 200640SC	28"	(1.80 / 1500 HP)	$4,295.00
MOST POPULAR 200641SC	18"	(1.80 / 1500 HP)	$4,295.00

Lightweight package available! See page 48.

High Impact ProGlides

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

BOB CUPP Super Stock
ATI Transmission, SuperCase, Treemaster Converter, Super Damper and Super F ATF-equipped

Rated to 1800!

Includes:

- ATI SFI SuperCase - 4.1 / 30.1
- HD Extension Housing with Bearing
- Vasco Ringless Input Shaft
- Aluminum Super Pump with bolt-in Stator
- 10 Clutch Lightweight High Gear Drum
- New Carbon-Lined Wide Band
- New Billet Clutch Hub
- Wicked Quick™ Billet Aluminum Safety Reverse Trans Brake Valve Body
- Billet Twin Seal Servo and Alum Cover
- Deep Cast Aluminum Pan
- High Performance Gaskets and Seals
- Competition Teflon Sealing Rings
- High Flow 727 Dacron Filter System
- Multi Lever
- Ring Gear Stabilizer Kit *(for #201445 only)*
- 300M Output Shaft *(for #201445 only)*

Wicked Quick™ Billet Aluminum Safety Reverse Trans Brake Valve Body

10 Clutch Lightweight High Gear Drum

9310 or VASCO Extreme Duty Straight Cut Gear Set with New Precision Balanced Carrier with 4340 Output

Aluminum Super Pump with bolt-in Stator for Ringless Shaft

9310 HEAVY DUTY GEARS

201435	28" w/1.80 9310 gears	$5,295.00
201436	18" w/1.80 9310 gears	$5,295.00
201445	28" w/1.58 9310 gears NEW!	$6,795.00

VASCO EXTREME DUTY GEARS

MOST POPULAR 201437	28" w/1.80 Vasco gears	$5,495.00
201438	18" w/1.80 Vasco gears	$5,295.00
201444	28" w/1.64 Vasco gears NEW!	$5,495.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ProGlide Transmission Options

AVAILABLE PROGLIDE® OPTIONS

SUPERCASE BELL PACKAGES

(Includes bell, flexplate, adapter & hardware)

SB Mopar	202800	$469.00
SB Mopar, Late Model HEMI	202801	$469.00
SB Mopar, Late Model HEMI, dual starter pockets	202805	$469.00
BB Mopar, 6-Bolt	202802	$669.00
BB Mopar, 8-Bolt	202803	$669.00
SB Ford, 157T	202810	$469.00
SB Ford, 164T	202811	$469.00
SB Ford, Mod Motor	202812	$469.00
SB Ford, 5.0L Coyote	202815	$469.00
BB Ford, 164T INT	202813	$469.00
Toyota Supra	202820	$469.00

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

JAMES GOAD - NO PREP STREET OUTLAW
ATI T400 SuperCase Transmission, ATI SFI Flexplate and ATI Super Damper

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

Aluminum Roller Bearing Governor Support	200038	$59.00
POPULAR OPTION! Roller Bearing Extension Housing	200031	$99.00
POPULAR OPTION! Vasco Input	207146	$115.00
Super Pump and High Flow Filter Kit	205032 / 203564	$329.00
High Flow Filter Kit	203564	$44.95
Twin Seal Servo, Billet ATI cover w/ARP Bolts	205318 / 205325	$60.00
Gapless Servo Rings (*Quantity of 2*)	205319	$16.00
Billet Aluminum Clutch Hub	207210	$40.00
SCS-30 Cooling System	925000	$649.00
Wide Super Band	205291	$129.00
Wide Super Band, red	205292	$129.00
Alum 7 Clutch Drum with steel insert includes red band	205652 / 205310	$250.00
POPULAR OPTION! Pro Style Safety Rev. Transbrake	203050	$75.00
BEST OPTION! "Wicked Quick" Billet Alum. Valve Body	203051	$349.00
Super F Fluid (2 Gallon Bottles)	100004	$65.00
Super F Fluid (1 Case of 12 Quarts)	100001-12	$95.00
Aluminum Sheet Metal Pan	203610	$65.00
Quick Disconnect Cooler Lines	925170	$99.00
1/4 NPT to -6 AN Fittings *SuperCase only (Qty of 2 required)*	960002	$12.00
Locking Trick Stick, standard length	206490	$39.00
Locking Trick Stick, short for dragster use	206491	$39.00
Lokar® Anchor-Tight Direct Mount Stick, short	206492	$79.00
Lokar® Anchor-Tight Firewall Stick	206483	$119.00
Energy Suspension Mount	206621	$35.00
POPULAR OPTION! Transmission Can	206611	$89.00

Upgrade Your Transmission with a Lightweight Package!

$895*

Available for ProGlides*, Superglides 2, 4 and Superglide 4LU!

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

Includes:

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

Billet Aluminum Carrier

Light Moroso Pan with Skid Plate

Lightened Governor Support

Lightened Billet Aluminum Servo Cover

***$649 if purchasing a 1.62 ratio unit as aluminum carrier is already standard.**

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

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 and Toyota applications. With many custom components made exclusively by ATI, it's the ultimate in reliability!

Bolt-Together Lock Up Outlaw Converters® now available! Page 30

Made in USA

Superglide 4 Lock Up

Check out our SG4 Monster Truck Trans! #201463

ZANE RETTEW - MONSTER JAM DRIVER
ATI-Superglide 4 and 10.5 Outlaw Converter

SUPERGLIDE® 2

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

Includes:

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

1.80 Vasco Gears - $5,995.00
201452 ..... 28" Std length 201462..... 18" Shorty

1.64 Vasco Gears - $5,895.00
201456 ..... 28" Std length 201457..... 18" Shorty

Attention transmission builders!
Call about our line of Lock-Up parts available to qualified shops!
Black Magic™

SUPERGLIDE® 4

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

Includes:

- 1.82, 1.64 or 1.62 Vasco Gears
- Custom extra-length Sun Gear Bushing
- Precision-balanced new 4340 Steel Carrier (1.62 is AL only)
- T-400 size, 4340 Output Shaft
- ATI SFI 4.1 /30.1 SuperCase and Bellhousing
- 1.1875 - 300M Ringless Input Shaft
- Aluminum Super Pump with bolt-in Stator for Ringless Shaft
- Custom 10 Clutch Drum for large input with Premium Frictions
- ATI's Extra wide Super Band w/Competition Lining
- New HD 4140 Steel Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Billet Aluminum Twin Seal Servo and Cover with Gapless Rings
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Integral Fluid Catch Can
- High Flow 727 Dacron Filter System
- -6 AN fittings, standard
- Multi Lever to fit various shifters
- Billet Aluminum Roller Governor Support
- Bearing in case for Output Shaft
- Heavy Duty Extension Housing with snap ringed bearing and seal
- Case to Bell Stud Kit

SUPERGLIDE 4

1.82 / 1.64 Vasco Gears - $6,795.00
201454 28" Std length 201464.... 18" Shorty
201463 ..... 18" Shorty
NEW! **FWD Manual (no transbrake) with remote cooler plumbing**

1.62 Vasco Gears - $6,795.00
201455 28" Std length 201465... 18" Shorty

ADD an ATI Outlaw Torque Converter® Part# 408422 or 408423 $1,500.00

ADD an ATI Bolt Together Outlaw Converter® Part# 408435 or 408450 $2,495.00

SUPERGLIDE 4 - LOCK UP

1.82 / 1.64 Vasco Gears
201454LU $9,495.00

1.62 Vasco Gears
201455LU $9,495.00

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

ADD an ATI Bolt-Together Lock Up Outlaw Converter® Part# 408430LU $995.00

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

Bell Spacers for the Superglide 4 Lock Up:

• Chevy, .500" thick	200004A	$159
• Chevy, .625" thick	200004B	$149
• Chevy, .875" thick	200004C	$169
• Chevy, 1.00" thick	200004D	$169

Upgrade your transmission with a Lightweight Package! See page 48

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.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ATI SuperCase & Components

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!

MEETS SFI CERTIFICATION 4.1 AND 30.1 FOR COMPETITION

With Chevy Bell - Gen 2	200011-N	$1,149.00
With Chevrolet Bell & Bearing for PG Output	200011B	$1,059.00
With Chevrolet Bell & Bearing for 400 Output	200011B4	$1,059.00
With Small Parts - Gen 2	200013-N	$899.00
With Chevy Bell & Bearing for PG Output with small parts	200013B-N	$909.00
With Chevy Bell & Bearing for 400 Output with small parts	200013BT4-N	$909.00
With BB Mopar Bell, 6 Bolt *	200017-6	$1,429.00
With BB Mopar Bell, 8 Bolt *	200017-8	$1,429.00
With SB Mopar Bell *	200024	$1,429.00
With SB Mopar Bell, 5.7 / 6.1L Hemi	200027	$1,429.00
With SB Ford, 157 Flexplate Bell * ♦	200019	$1,429.00
With SB Ford, 164 Flexplate Bell * ♦	200022	$1,429.00
With BB Ford, 164 Flexplate Bell, Internal Balance	200026IN	$1,429.00
With BB Ford, 164 Flexplate Bell, External Balance *	200026EX	$1,429.00
SuperCase, Race-Ready w/Chevy Bell& SCS 30 System *requires Aluminum Deep Pan - add $75 For Pro Brake*	200009	$1,749.00
Optional SCS-30 Installed On SuperCase	925000	$749.00

We're sorry. Our PG SuperCases are not available at this time. Please contact your Sales Tech for more information.

** Includes SFI internal balance flexplate, crank adapter & bolts. ADD $25 for external balance.*
♦ For 28oz & 50oz external balance applications, contact your Sales Tech.

SUPERCASE WEIGHTS (in lbs.)

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

Chevy Bell (SuperCase)
200014 ..... $339.00

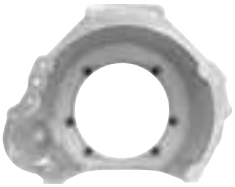
Chevy Bell Heavy Duty option
200014HD $349.00

SB Mopar & New HEMI Bell with Dual Starter Pockets
200034 ..... $499.00

SB Mopar & New HEMI Bell
200023ML $399.00

BB Mopar Bell
200016M $459.00

Ford MOD Motor / 5.0L Coyote
200007 ..... $359.00



SB Ford/157 Flexplate Bell
200018 ..... $359.00

SB Ford/164 Flexplate Bell
200021 ..... $359.00

BB Ford/164 Flexplate Bell
200025 ..... $359.00

Toyota Supra Bell
200028 ..... $379.00

BELL PACKAGES.

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

SB MOPAR	202800	$669.00
SB MOPAR, LATE MODEL HEMI	202801	$669.00
SB MOPAR, LATE MODEL HEMI DUAL STARTER POCKETS	202805	$669.00
BB MOPAR, 6-BOLT	202802	$689.00
BB MOPAR, 8-BOLT	202803	$689.00
SB FORD, 157T - INTERNAL BAL	202810	$669.00
SB FORD, 164T	202811	$669.00
BB FORD, 164T INTERNAL BAL	202813	$669.00
FORD, MOD MOTOR	202812	$669.00
FORD 5.0L COYOTE	202815	$669.00
FORD 7.3L GODZILLA	202816	$669.00
TOYOTA SUPRA	202820	$669.00

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

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

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ATI SuperCase / Extension Housings

NEW!

BUY ON-LINE!

PG SFI 30.1 DIRECT FIT BELLHOUSING

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

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

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

CHEVY BELL - BOLT-ON	200045	$349.00
CHEVY BELL - DIRECT FIT	200045A	$349.00
BELL GASKET	200045G	$4.62

EXTENSION HOUSINGS

BUY ON-LINE!

NEW!

PG 28" ASSEMBLY, OEM WITH NEW SEAL, BUSHING AND HELI-COILS	200030	$89.00
PG EXTENSION HOUSING FOR 1.5 YOKE WITH SNAP RINGS, BEARING AND SEAL* ** Requires 1.498" yoke (pg. 38)*	200031	$139.00
BILLET SUPERCASE EXT HOUSING OEM OUTPUT SIZE	200031B	$429.00
BILLET SUPERCASE EXT HOUSING T400 OUTPUT SIZE	200032B	$429.00

SNAP RING TO SEAL	956261	$4.95
SNAP RING TO BEARING	956262	$3.95
SEAL	973011	$8.99
SEAL (400 OUTPUT SIZE)	973012	$15.40
BEARING	983050	$29.35

18" EXTENSION HOUSINGS

PG 18" WITH BEARING
200039.....$159.00

PG 18" WITH T400 OUTPUT & BEARING INCLUDES HARDWARE
200040T..... $199.00

Uses standard OD output yoke

 # 200039

BUY ON-LINE!

SUPERCASE COMPONENTS

CRANK ADAPTERS

CRANK ADAPTER FLEXPLATE SFI BB FORD BELL TO SUPERCASE	915611X	$78.00
CRANK ADAPTER, FORD FE	915612	$78.00
GM TO CHRYSLER, 6 BOLT	915630X	$83.00
GM TO CHRYSLER, 8 BOLT	915640X	$73.00
GM TO CHRYSLER, 8 BOLT FLAT CRANK	915640XF	$99.00
CRANK ADAPTER 5.7 / 6.1L HEMI TO GM (ATI BELL ONLY)	915606M	$77.00

HARDWARE ◊

TITANIUM BOLT KIT, PG TRANSMISSION	950302T*	$229.00
TITANIUM BOLT KIT, ATI BELL TO CASE FOR PG & T400	950320T	$89.00
BOLT KIT - ATI BELL TO CASE PG / T400	950320	$11.95
STUD KIT - SUPERCASE TO BELL	950263	$32.92
STUD KIT - SUPERCASE TO BLOCK 1/8" MIDPLATE MAX	950264	$29.95
BOLT KIT - SUPER BELL TO TOYOTA ENGINE	950265	$14.95
SPACER FOR CHEVY BELL MOUNTING BOLTS	200014S	$2.65

**Does not have valve body or ATI bell to SuperCase bolts!*
◊ See page 39 for Extreme Duty bolt kits

BILLET ALUMINUM GOVERNOR SUPPORTS

BUY ON-LINE!

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

PG OEM OUTPUT-SIZE WITH BUSHING	200036	$99.00
T400 OUTPUT-SIZE WITH BEARING	200037	$89.56
T400 OUTPUT-SIZE WITH BEARING, LIGHTWEIGHT	200037LWT	$129.00
PG OUTPUT-SIZE WITH BEARING	200038	$89.56
PG OUTPUT-SIZE WITH BEARING, LIGHTWEIGHT	200038LWT	$119.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Powerglide Pumps ~ Stator Tubes

Front Pump (.551 Gears)

Super Pump (.721 Gears)

Super Pump Rear Half #205034M

Super Pump Kit Pump Body #205033K1

Oil Ring Kit #205020

Gasket Set For PG Pump To Case

BLUEPRINTED OEM STYLE FRONT PUMPS

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

HEAT-TREATED STATOR SUPPORT, COOLER	205031	$479.00

SUPER PUMPS

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

SUPER PUMP, OEM WITH BEARING AND RINGS	205032	$668.47
SUPER PUMP, OEM "RINGLESS" WITH BEARING & RINGS	205038	$668.47
SUPER PUMP, SG2, "RINGLESS" WITH BEARING & RINGS	205039	$668.47
SUPER PUMP, SG4, WITH BEARING AND RINGS	205058	$719.97
SUPER PUMP KIT - PUMP BODY, OEM SIZE	205033K1	$328.57
SUPER PUMP KIT - PUMP BODY, SUPERGLIDE 4 SIZE	205033K2	$328.57
SUPER PUMP REAR HALF ONLY, NO TUBE - OEM SIZE	205034	$179.00
SUPER PUMP REAR HALF ONLY - SUPERGLIDE 4 SIZE	205034M	$184.37

PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT, SEALS STATOR TUBE TO BODY (5 PIECES)	205036	$11.95
SUPER PUMP BOLT AND WASHER KIT	205037	$8.19
SUPER PUMP TEFLON RING, SUPERGLIDE 4	355006	$3.99 EA
TEFLON RINGS FOR OEM FRONT PUMP (SET OF 2) *Not for Superglide 4 Super Pump!*	205025	$8.95
LARGE O-RING, FRONT PUMP TO CASE	205370	$4.61
OIL RING KIT (SET OF 4 - 2 Chrome Pump, 2 Teflon Input Shaft) *Use for a max of 200 PSI!*	205020	$29.02

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 ..... $23.10

STATOR SUPPORT TUBES AND PUMP HALVES

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

HEAT TREATED, 4140 - OEM STYLE "PRESS IN"	205210	$88.50
NEW OEM STYLE STATOR HALF, HEAT-TREATED W/TUBE - OEM STYLE	205262	$256.47
NEW OEM STYLE PUMP HALF WITH BUSHING, SEAL AND GEARS	205297	$242.05
SUPER PUMP, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035	$256.47
SUPER PUMP, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133	$256.47
SUPER PUMP, HT STATOR TUBE, BIG SHAFT	207153	$256.47

Patented Stator Support Tube machined for rings

100% Billet Super Pump Stator Support Tube

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Powerglide Input Shafts

The Torsional Input Shaft works like a torsional spring bar, twisting and returning to totally eliminate breakage while reducing shock loads to the gear train. Designed to fit either Powerglide or T400 splines, these shafts are available for V8 and 6-cylinder carriers.

TORSIONAL INPUT SHAFTS

POWERGLIDE SPLINE

12 7/8"	1.76 - 300M	207160 ..... $210.12

TURBO SPLINE

12 5/8"	1.82 - 300M WITH JOURNAL*	207200.....$204.00
12 7/8"	1.76 - 300M, NO JOURNAL	207171..... $210.12
12 7/8"	1.76 - VASCO, NO JOURNAL	207146 .....$308.74

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

WHAT YOU GET FOR YOUR MONEY

Raw material cost for mill run

Approximately 7000 feet per order:

4340 steel.....$0.66 / in
300M .....$1.72 / in
Vasco.....$7.55 / in

Based on 1.125" diameter material
Pricing as of September, 2022

INPUT SHAFT COMPONENTS

BUY ON-LINE!

Teflon Ring #202011T

Bushing #207350

TEFLON RINGS, SET OF 2	205010T $7.95
TEFLON RING (1)	205011T..... $3.99 EA.
BUSHING -.984 ATI SHAFTS FOR NON-BUSHED CONVERTERS	207350..... $11.30
BUSHING .998 NON-ATI SHAFTS FOR NON-BUSHED CONVERTERS	980080 .....$5.97

36% Larger!

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

U.S. Patent #6,892,533

RINGLESS SUPER SHAFTS®

Ringless Super Shaft #207148

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.

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.

- 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 Requires #205038 pump	207148 ..... $308.74
12 7/8"	RINGLESS SUPERGLIDE 2 1.00" DIAMETER, VASCO Replacement shaft for Superglide 2	207159AV $308.74
12 7/8"	RINGLESS, FOR SUPERGLIDE 4 1 3/16" DIAMETER	207169 .....$347.62
12 7/8"	RINGLESS, FOR SUPERGLIDE 4 1 3/16" DIAMETER, VASCO	207169V.....$581.29

TECH TIP

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

Input shafts serve <u>many purposes</u> 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 ½ 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.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

TWIN SEAL SERVO AND BILLET SERVO COVERS

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

SERVO PISTON *with Teflon rings, gasket, o-ring,*	205322T $52.95
SERVO W/GAPLESS TWIN RINGS INSTALLED *With gasket, o-ring, gapless servo rings*	205318.....$41.15
GASKET, SERVO COVER TO CASE	205330 ..... $2.95
O-RING, SERVO COVER TO CASE	205340 ..... $2.95
STEEL SERVO RING	205320..... $6.13

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

SERVO COVER *Includes gasket, o-ring, plug and ARP bolts*	205325.....$61.75
ARP STAINLESS BOLTS FOR SERVO COVER 3/8-16 x 3/4", 12 PT	951454 ...$4.49 EA.

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..... $9.03 EA.

CLUTCH DRUMS

Aluminum Drum with Steel Sleeve for Teflon Ring use #205650

10 Clutch Drum and Hub #205645

.7 lbs lighter than stock!

BRAND NEW PART!

Steel Drum only with Check Ball and Teflon Bushing #207015

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

DRUM - NO PISTON, WITH BEARING		205660.....$252.90
ASSEMBLY, 5 CLUTCHES INSTALLED - NO CLUTCH HUB	(5.22 LBS)	205650.....$361.57
ASSEMBLY, 6 CLUTCHES INSTALLED - NO CLUTCH HUB	(5.24 LBS)	205651 .....$382.17
ASSEMBLY, 7 CLUTCHES INSTALLED - NO CLUTCH HUB	(5.25 LBS)	205652.....$402.40
ASSEMBLY, 10 CLUTCHES & HUB INSTALLED 19 SPL, PG	(6.94 LBS)	205655.....$479.62

STEEL

ASSEMBLY, 6 CLUTCHES INSTALLED	(8.50 LBS)	205641.....$230.37
ASSEMBLY, 7 CLUTCHES INSTALLED	(8.86 LBS)	205642.....$252.09
ASSEMBLY, 10 CLUTCHES & 19 SPL HUB INSTALLED	(9.80 LBS)	205645.....$450.95
ASSEMBLY, 10 CLUTCHES & 30 SPL HUB FOR SG1 & 2	(10.08 LBS)	205646.....$580.21
ASSEMBLY, 10 CLUTCHES & 27 SPL HUB FOR SG4		205647.....$565.47
NEW! HI GEAR DRUM ONLY - NEW LIGHTWEIGHT OEM REPLACEMENT WITH CHECK BALL & TEFLON BUSHING		207015 ..... $122.50

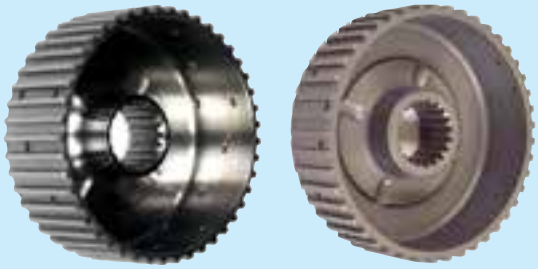
CLUTCH DRUM PISTONS

HIGH GEAR PISTON - .690 TALL, 6-8 CLUTCHES IN ALUMINUM DRUM	205701..... $39.00
HIGH GEAR PISTON - .755 TALL, 7 CLUTCHES IN OEM DRUM	205690..... $39.00
HIGH GEAR PISTON - .795 TALL, 5 CLUTCHES IN ALUMINUM DRUM	205700..... $39.00

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.

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 .....$85.67
STEEL CLUTCH HUB (.92 LB) - 7 CLUTCH	207220 .....$79.00
STEEL CLUTCH HUB - 10 CLUTCH	207222 .....$79.95
STEEL CLUTCH HUB - 8/10 CLUTCH, 19 SPLINE	207224 .....$60.77
STEEL FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783 .....$181.35
STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223 .....$143.17

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Bands ~ Clutch Packs

3/8" WIDER THAN A STOCK BAND!

BANDS

With the finest lining and adhesives available to ensure performance and reliability, these bands play an important role in transmission operation.

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

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

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

PG LOW BAND PREMIUM COMPETITION LINING	205290	$72.05
PG LOW BAND, RED LINING	205310	$79.95
ATI SUPER BAND, CARBON LINED *3/8" WIDER THAN STOCK!*	205291	$204.97
ATI SUPER BAND RED LINED FOR ALUMINUM DRUMS *3/8" WIDER THAN STOCK!*	205292	$195.65

BAND ADJUSTING SCREW WITH JAM NUT

205313 ..... $19.95

OK for up or down lever position!

BUY ON-LINE!

HEAVY DUTY BAND APPLY STRUT

205312 ..... $5.95

All brand new part!

CLUTCH PACKS / FRICTIONS & STEELS

BUY ON-LINE!

HIGH GEAR

CLUTCH PACK	5 FRICTIONS	.100" (GREEN)	6 STEELS (.068")	205620	$56.95
CLUTCH PACK	7 FRICTIONS	.065" (GREEN)	8 STEELS (.060")	205622	$128.70
CLUTCH PACK	8 FRICTIONS	.065" (GREEN)	8 STEELS - 3 (.060") 5 (.068")	205623	$128.70
CLUTCH PACK	10 FRICTIONS	.065" (GREEN)	10 STEELS - 9 (.068") 1 (.060")	205624	$159.60

Frictions and Steels are available in a variety of surfaces and thicknesses

FRICTION PLATE	.060"	(BROWN) GROOVED	205607 ..... $11.28 EA
FRICTION PLATE	.060"	(BLUE) GROOVED	205606 ..... $14.37 EA
FRICTION PLATE	.065"	(GREEN) GROOVED	205602 ..... $10.25 EA
FRICTION PLATE	.100"	(GREEN) GROOVED	205603 ..... $4.95 EA

HIGH GEAR STEEL	.050"	(THINNER THAN OEM)	205615 ..... $6.17 EA
HIGH GEAR STEEL	.059"	(THINNER THAN OEM)	205612 ..... $6.99 EA
HIGH GEAR STEEL	.068"	(OEM)	205614 ..... $5.49 EA

REVERSE

CLUTCH PACK	5 FRICTIONS	.100"	(TAN)	5 STEELS .070" 205820	$50.42
CLUTCH PACK	6 FRICTIONS	.100"	(TAN)	6 STEELS .070" 205821	$60.72
CLUTCH PACK	5 FRICTIONS ONLY		(TAN, SMOOTH)	.100" 205800	$23.95

FRICTION PLATE	.062"	(RED,SMOOTH)	205806 ..... $10.25 EA
Used with 1.62 gear set			
FRICTION PLATE	.100"	(TAN,SMOOTH)	205803 ..... $4.95 EA

STEEL PLATE	.070"	(OEM THICKNESS)	205811 ..... $4.62 EA
STEEL PLATE	.075"	(THICKER THAN OEM)	205812 ..... $4.62 EA
STEEL PLATE	.100"	(THICKER THAN OEM)	205814 ..... $6.49 EA

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

TECH TIP

CRITICAL LOW GEAR BAND ADJUSTMENT

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

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

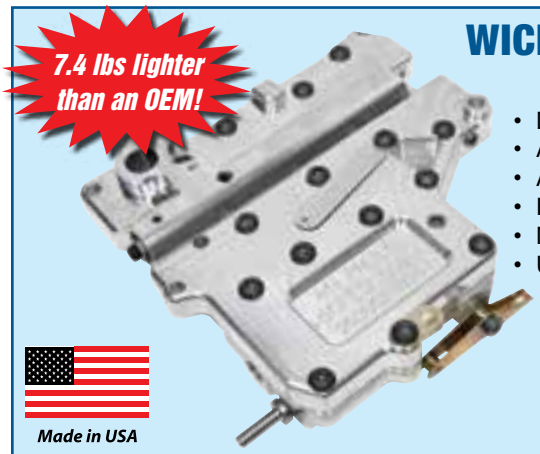
For Superglide® Transmissions: Check and adjust the band after each pass (especially important when brand new). Once the band stops changing then check at the end of each race day or after 8 rounds. This will vary with HP as Superglide units are rated from 2000 to 3500 HP. Just remember that five minutes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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Valve Bodies and Transbrakes

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 forward pattern brake!

203051 ..... $664.35

Comes standard in Superglides 2 and 4 and High Impact ProGlides!

Made in USA

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.....$132.00

WICKED QUICK COMPONENTS

FILTER SPACER GASKET	203562B	$3.00
FILTER SPACER	203563B1	$39.00
FILTER SPACER WITH SCS PORT	203563B2	$39.00
SEPARATOR PLATE, ALUMINUM	203115A	$35.00

No gaskets needed!

COMPU-FLOW® VALVE BODIES

Valve Body replacement components are listed on page 57.

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 WITH ADJUSTABLE REGULATOR.....203200*

COMPU-FLOW TRANSBRAKES

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

FORWARD PAT. EXTERNAL MRT, ADJUSTABLE REGULATOR
REVERSE SAFETY *GREAT FOR PRO TREE!*.....203050*

FORWARD PAT. EXTERNAL MRT, ADJUSTABLE REGULATOR...203250*

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

ADJUSTABLE PRESSURE REGULATORS

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

Patent #7,780,564

TRANSBRAKE SOLENOID AMP DRAW INFORMATION*

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

* Data provided by Lingenfelter Performance Engineering

TECH TIP

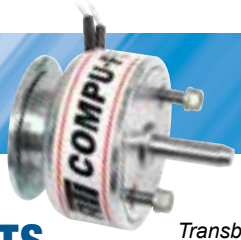
Diagnosing transbrake solenoid issues

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

John Grow
ATI Sales Tech - Ext 3045

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Valve Bodies and Transbrakes



Transbrake Solenoid #941030

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 & OLDER ATI UNITS

FOR INTERNAL TRANSBRAKES - PT #203300, 203350, 203070

SOLENOID ONLY - 3/32" HOLE	941011	$117.38
BRAKE VALVE RETURN SPRING	203450	$7.15
WIRE CONNECTOR, SHORTY	940340	$15.10

FOR EXTERNAL TRANSBRAKES - PT # 203250 AND 203050

TRANSBRAKE VALVE	203440	$31.22
BRAKE VALVE RETURN SPRING	203460	$7.38
SOLENOID DELETE PLUG	207342	$24.95

Allows for solenoid removal with #203250 and #203050 transbrakes

FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480	$143.17
SOLENOID ONLY, SCREW IN CASE (NO ADAPTER)	941030	$101.97

FOR ALL POWERGLIDE VALVE BODIES

GASKETS (3 SETS), OEM BASED
203410 ..... $24.64

PRESSURE REGULATOR SPRING
203490 ..... $12.61
ATI design for valve bodies without boost valve

Transbrake Valve and Spring

PASS-THROUGH TRANSBRAKE CONNECTORS

BUY ON-LINE!

Double end spade terminals allow for wire to pass from inside the transmission case to the outside. For Powerglide and T400, Lock-up. Includes o-ring. Available in white, black and red.

WHITE CONNECTOR	940340	$15.10
BLACK CONNECTOR	940340B	$13.95
RED CONNECTOR	940340R	$13.95

MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)

203581.....$30.35

Brand new part!

BUY ON-LINE!

TITANIUM VALVE BODY BOLTS

Lightweight Titanium!

TITANIUM BOLTS FOR ATI BILLET VALVE BODY #203051
950310T..... $132.00

TITANIUM BOLTS FOR OEM STYLE VALVE BODY
950311T..... $120.00

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

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Powerglide Gear Sets

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 1.58, 1.68, 1.76, 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 hobbed gears using microprocessor-controlled equipment. The tools we use to cut our gears are coated by a Titanium Nitride process that improves tool hardness and allows the tool to remain in "like new" condition. This results in a premium finish on all gears and allows us to hold extremely close tolerances on pitch diameters and helix angles, assuring you the highest quality possible.

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

NEW - 1.82 BASED BILLET ALUMINUM CARRIER AND HEAVY DUTY GUN DRILLED OUTPUT SHAFT!

This part adds rigidity and strength to your gear set and reduces overall weight by a 1/2 lb!
Add $349 to your gear set of choice in a new ATI Transmission build. Part #207829AL

Used ATI gear sets can also be updated - Requires the purchase of a 1.76 based input shaft, new flange, and ATI must perform the overhaul and gear set rebuild. $349 plus parts mentioned.

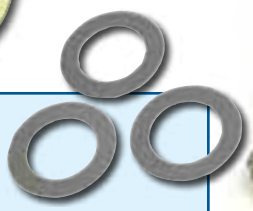
Be sure to ask about micro-polishing coating your gears for the ultimate performance advantage! $349

STRAIGHT CUT VASCO SUPER SET GEARS®

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

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

	1.94	1.98	2.08	2.18
28" SUPER SET - Straight Cut 16 DP	203934	203935	203936	---
	$1,333.85	**$1,295.00**	**$1,295.00**	**---**
28" SUPER SET - Straight Cut 16 DP with aluminum reverse ring gear for 3 reverse clutches	---	---	---	203937A
	---	**---**	**---**	**$1,436.85**



POWERGLIDE SHIM KIT

A must for high performance applications. Includes one each of 0.015", 0.030" and 0.045" shims.

205379 ..... $9.10

SHORTY AND OEM GEAR SETS

1.76 GEAR SETS (16 DP)

Includes 1.76 OEM flange and reverse ring gears

18" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER
204071 ..... $715.85

28" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER
204081 ..... $715.85

1.82 GEAR SET (16 DP)

18" - OEM OUTPUT 204110 ..... $441.87

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Heavy Duty Gear Sets

HEAVY DUTY GEAR SETS

BUY ON-LINE!

- **Premium 9310 material for standard PG, 19 spline input shafts**

1.74	14 DP	18"	1500 HP	STRAIGHT CUT	204983	$1,127.85
1.74	14 DP	28"	1500 HP	STRAIGHT CUT	204989	$1,127.85
1.76	16 DP	28"	1000 HP	HELICAL SUPER SET	204988	$1,127.85
1.80	12 DP	18"	1500 HP	STRAIGHT CUT	204994	$1,127.85
1.80	12 DP	28"	1500 HP	STRAIGHT CUT	204996	$1,127.85
1.87	14 DP	28"	1300 HP	STRAIGHT CUT	204991	$1,127.85

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

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

9310 SUPER SET GEARS

BUY ON-LINE!

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

1.58	---	28"	2000 HP	STRAIGHT CUT	203938	$3,214.97

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

EXTREME DUTY VASCO GEAR SETS

BUY ON-LINE!

- **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	$1,848.85
1.64	12 DP	28"	2000 HP	STRAIGHT CUT	204886V	$1,848.85
1.74	14 DP	18"	2000 HP	STRAIGHT CUT	204983V	$1,745.85
1.74	14 DP	28"	2000 HP	STRAIGHT CUT	204989V	$1,745.85
1.80	12 DP	18"	2300 HP	STRAIGHT CUT	204984V	$1,745.85
1.80	12 DP	28"	2300 HP	STRAIGHT CUT	204990V	$1,745.85

Heavy Duty Superglide4 Lightweight Vasco Gear Set #204880VS

SUPERGLIDE GEAR SETS

- **For 30 spline Superglide 2 input shafts**

1.64	12DP	18"	2400 HP	STRT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204887VS	$1,951.85
1.64	12DP	28"	2400 HP	STRT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204888VS	$1,951.85
1.80	12 DP	18"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204998VS	$1,951.85
1.80	12 DP	28"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204999VS	$1,951.85

- **For 27 spline Superglide 4 input shafts**

1.62	12 DP	18"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	204879VS-LWT [1] [2]	$2,895.00
1.62	12 DP	28"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	204880VS-LWT [1] [2]	$2,895.00
1.64	12 DP	18"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	204898VS	$2,260.85
1.64	12 DP	28"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	204900VS	$2,260.85
1.64	12 DP	18"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	204898VS-LWT [1]	$2,363.85
1.64	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	204900VS-LWT [1]	$2,363.85
1.82	12 DP	18"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	204908VS	$2,260.85
1.82	12 DP	28"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	204907VS	$2,260.85

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

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

Some horsepower ratings are weight specific!*

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

LIGHTWEIGHT BILLET ALUMINUM CARRIER

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

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

207836AL $395.00

Upgrade a new transmission or gear set for $229.00

SMALL PARTS KITS FOR SUPERGLIDE 4 BOLT-TOGETHER CARRIERS

Everything needed for a complete overhaul for 1.62 and 1.82 carriers! Includes washers, bushing, pins, bearings, race spacers, and hardware

PARTS KIT, 1.62 CARRIER
207667 ..... $211.15

PARTS KIT, 1.82 CARRIER
207668 ..... $159.00

Small Parts Kit for Bolt Together Carrier 1.82 #207668

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

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	16 DP	OEM HELICAL	204000	$50.71
STEEL	16 DP	HEAT-TREATED HELICAL	204001	$214.92
STEEL	14 DP	1.76 STRAIGHT CUT GEAR SETS	207408	$208.66
STEEL	12 DP	1.66 & 1.80 STRT CUT GEAR SETS	207726	$218.60
STEEL	12 DP	1.82 STRAIGHT CUT FOR SG 4	207728HT	$259.95

1.82 BASED GEAR SET RING GEARS

STEEL	16 DP OEM HELICAL	6 CLUTCH	204010	$29.75
STEEL	16 DP STRAIGHT CUT	6 CLUTCH	207180	$184.93
L/W ALUMINUM	16 DP HELICAL	3 CLUTCH	207760	$195.49
L/W ALUMINUM	14 DP STRAIGHT CUT	3 CLUTCH	207770	$195.49

SERVO APPLY TUBE

BUY ON-LINE!

205350 ..... $8.24

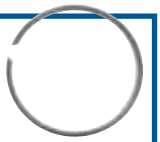
LOW GEAR APPLY SERVO SPRING

BUY ON-LINE!

205749 ..... $17.95

SNAP RINGS

BUY ON-LINE!



SMALL REVERSE SPRING RETAINER
205758 ..... $1.99

BIG REVERSE PRESSURE PLATE
205757 ..... $3.04

BIG HIGH DRUM FLANGE RETAINER
205754 ..... $2.29

SMALL HIGH DRUM SPRING RETAINER
205753 ..... $1.49

BUSHING KITS

POWERGLIDE KIT, PUMP TO TAIL
206400 ..... $29.71

EXTRA WIDE PG OUTPUT SHAFT CASE BUSHING
980175 ..... $10.00

REVERSE PISTON SPRINGS

A MUST FOR FASTER TRANSBRAKE RELEASE!

HEAVY DUTY REVERSE PISTON SPRINGS (SET OF 17)

205750 ..... $25.95

BUY ON-LINE!

205755 HIGH GEAR DRUM SPRING RETAINER $9.49

205756 REVERSE CLUTCH SPRING RETAINER $9.49

THRUST WASHER

ALL NEW PART!

For PG clutch hub

SMALL SIZE PG THRUST WASHER

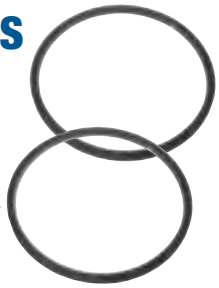
205395 ..... $8.95

BUY ON-LINE!

LIP SEALS

INNER REVERSE PISTON
974020 ..... $7.28

OUTER REVERSE PISTON
974030 ..... $7.28



BILLET STEEL REVERSE PRESSURE PLATES

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

205831 ..... $41.15

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

UNIVERSAL SHIFT LEVER

BUY ON-LINE!

With O-ring, shaft, nut, swivel, pin and multi-fit holes

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

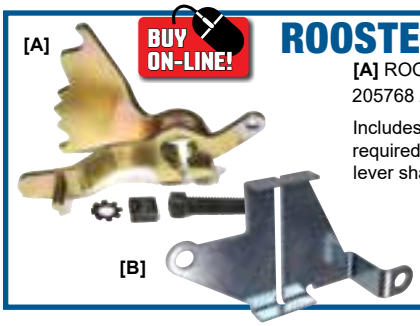
202100..... $37.95

202101 LEVER ONLY $7.16

LEVER ONLY ADJUSTED FOR T400 AND PRECISION SHIFTER
202101B.....$14.95

ROOSTER COMB KIT

BUY ON-LINE!



[A] ROOSTER COMB
205768 .....$16.43

Includes all hardware required to tighten to the lever shaft.

[B] GUIDE PLATE FOR ROOSTER COMB
203381 .....$9.95

TRANSMISSION CATCH CAN

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

206611.....$122.57

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

964102.....$4.64

BUY ON-LINE!

HEX VENT

BUY ON-LINE!

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

960011 ..... $3.49

All brand new parts!

PARK PAWL KIT

BUY ON-LINE!

PARK PAWL KIT 205764 ..... $43.60

Complete Park Pawl Assembly includes park pawl, actuator, bridge, pin, release spring, retaining clip and hardware.

[A]	PARK PAWL	205740	$13.95
[B]	BRIDGE	205336	$20.55
[C]	RELEASE SPRING	205746	$7.95
[D]	ACTUATOR	205741	$13.34
[E]	PIN	205742	$5.95

BAND ADJUSTING SCREW

BUY ON-LINE!

BAND ADJUSTING ROD WITH JAM NUT

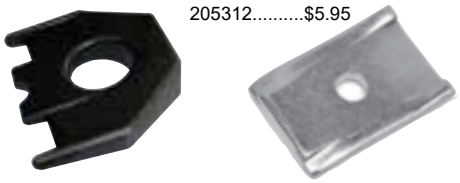
All new aftermarket replacement!

205313 .....$19.95

OK for up or down lever position!

HEAVY DUTY BAND APPLY STRUT
205312.....$5.95

BAND ADJUSTER WEDGE
205337.....$13.34



TECH TIP

Installing a Universal Shift Lever

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

Installation is simple - 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). If the cable comes from the front (usually a rear engine car), the lever is installed pointing upwards. 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 that corresponds to your shifter. ***Make sure you double check that your shifter adjustment is perfect!***

Rob Sappe
Sales Technician
Ext. 3040

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ATI's SCS-30 Cooling System

U.S. Patent #8,251,851

NOW AVAILABLE FOR TRANSMISSION BUILDER INSTALLS!

Let your ATI transmission cool itself!

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

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!

Requires deep pan and 12 volt power - mounting bracket spacers may require modifications to due the tailhousing used.

SCS PACKAGES

SCS-30 INSTALLED OPTION 925000 ..... $873.68
*$695 if installed on specific ATI Transmissions at time of build.
Requires deep pan and possible valve body modifications (pending age).

TRANNY BUILDER PACKAGE 200009 ..... Currently unavailable
Includes:
- ATI Powerglide SuperCase / Liner
- SFI Chevy Bellhousing
- SCS-30 Cooling System
- Requires Deep Pan, 12V electric motor

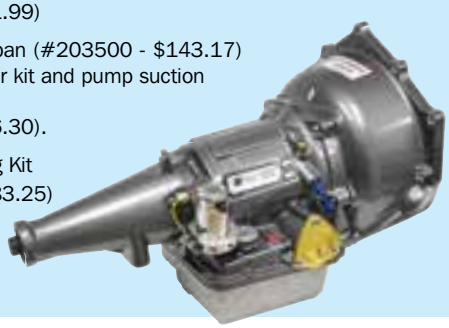
The SCS-30 Cooling System is available factory mounted on any new ATI Powerglide transmission or ATI SuperCase or on any SuperCase-equipped Powerglide transmission when returned to ATI for overhaul.

SCS COMPONENTS

BELT FOR COOLER PUMP DRIVE	925008	$16.86
17 TOOTH GEAR	925006	$31.68
44 TOOTH GEAR	925007	$46.90
MOTOR, 12 VOLT BRUSH SERVO	940001	$183.27
BRUSH SCREW, (PK/ 2) *Replacement for #940001 motor*	940001S-2	$15.48
PUMP TO CASE GASKET	925018	$6.83

The SCS system can be supplied with the following options:

1. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses w/straight–6 fittings for 45°, 90°, or 180° fittings. (#925170 - $139.15).
2. (2) AN-6 case fittings for OEM case or SuperCase.® (OEM #960001 - $7.49, SuperCase® only #960002 - $8.95).
3. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (#925134 - $31.99)
4. Aluminum deep pan (#203500 - $143.17) with required filter kit and pump suction fitting installed (#203564 - $46.30).
5. External Pumbing Kit (#925100 - $283.25)



WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

TRANSMISSION OVERHAUL KITS

BUY ON-LINE!

These race quality parts are identical to the ones used at ATI on new and rebuilt units. They include Borg Warner or Raybestos lined steel clutches, sealing rings, metal clad front pump and tailhousing seals, front pump bushing, all gaskets including special ATI Valve Body gaskets, high temperature lip seals and the filter.

Overhaul Kit #206299

PG (WITH STEEL DRUM) - 5 CLUTCH	206330	$235.87
PG (WITH STEEL DRUM) - 7 CLUTCH	206332	$256.47
PG (WITH STEEL DRUM) - 10 CLUTCH	206333	$287.37
MASTER KIT FOR SUPERGLIDE 4	206370	$449.00

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

GASKETS AND SEALS, COMPLETE KIT	206300	$101.97
OHL KIT - PAPER AND RUBBER FOR CASE ONLY	206299	$39.95

HIGH FLOW FILTER SYSTEM

BUY ON-LINE!

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	$46.30
TF-727 DACRON HIGH FLOW FILTER	723530	$12.61

With conversion kit for Powerglide and T400

SERVICE KIT

BUY ON-LINE!

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	$15.40
HIGH FLOW FILTER ONLY (BRASS OR STAINLESS)	203560	$9.95

COOLER DUMP KITS

BUY ON-LINE!

A converter pressure dump solenoid allows the transmission to bleed off the volume and pressure of the fluid going to the converter in which loosens the converter. We offer an internal and external dump to match up with your needs. Our external dump moves the most amount of fluid and is used on turbo cars for the starting line to help come up on the converter and the internal dump is used once the car leave the line to help with traction. They can also be used on marginal track surfaces. These are just two of the ways to use these tuning aids. We recommend having both installed for the ultimate amount of tuning. ***Includes all fittings, hose and solenoid assembly.***

EXTERNAL DUMP KIT *For non SCS-30 Powerglides*	206451	$359.47
INTERNAL DUMP KIT *Professsional install only!*	206450	$410.47

For ATI Installation...ADD $120.00

TRANSMISSION PANS

BUY ON-LINE!

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
Includes filter, extension, gaskets and hardware.

7.15 lbs

203500.....$143.17

MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN
Includes filter, extension, gaskets and hardware.

Lightweight!

3.5 lbs

203610.....$299.00

Does not work with Wicked Quick Valve Bodies!

MOROSO ALUMINUM DEEP PAN **(NO BAFFLE)** WITH ADDED SKID PLATE FOR SUPERGLIDE 4 LOCK UP
Includes filter, extension, gaskets and hardware.

NEW!

3.15 lbs

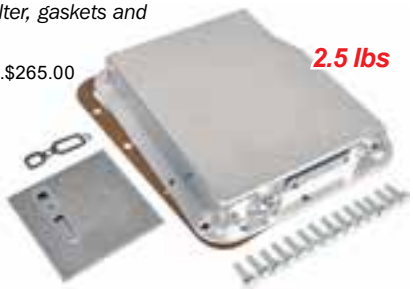
203612.....$299.00

Will fit #203611 Wicked Quick Valve Bodies!

MOROSO ALUMINUM STOCK DEPTH PAN
Includes filter, gaskets and hardware.

2.5 lbs

203611.....$265.00



WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T350 Transmissions

Commonly found in vehicles between 1969 and 1981, the GM Turbo 350 has become a favorite 3-speed high performance transmission. It's a durable unit that can be reliable in your street rod or race car.

CONTINGENCY ITEM

MARTY RINEHART
US Nationals SS/GA Win
ATI Transmission & Converter

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**	**$2,195.00**
351000DF	**Chevy Case with Direct Fit Bell**	**$2,395.00**

Forward Manual with Band Apply

351200	**Chevy Case**	**$1,995.00**
351200DF	**Chevy Case with Direct Fit Bell**	**$2,395.00**

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**	**$1,995.00**
351300DF	**Chevy Case with Direct Fit Bell**	**$2,395.00**

ADD a SuperCase and Bell $1,399.00

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 Assy.
- HD 300M Input Shaft, PG or Turbo Spline
- ATI Reverse Manual Transbrake Valve Body
- Deep cast

351470	**Chevy Case**	**$2,695.00**
351470DF	**Chevy Case with Direct Fit Bell**	**$2,995.00**
351470SC	**SuperCase & Chevy Bell**	**$3,695.00**

**** Specify PG or Turbo spline input!***

For race applications only - not for street use. No engine braking while throttle is closed!

ULTRA ALUMINUM 350 TRANSMISSION

Used by Stock and Super Stock Eliminator Cars in NHRA and IHRA Class Racing

Rated to 850 HP @ 3400 lbs
Includes:
- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- 2024 Billet Aluminum Forward Drum
- Alum. Direct Drum w/36 Element HD Sprag Assy.
- Clutch Packs set up for HP/Weight
- Super Low Drag "SLD" Option installed
- HD 300M Input Shaft - PG or Turbo Spline
- New Aluminum Super Pump Half
- New Calico Coated Low Drag Pump Gears
- Deep Aluminum Cast Pan
- Installed ATI Reverse Manual Valve Body

No Band Apply

351601	**Chevy Case up to 850 HP**	**$3,495.00**
351601DF	**Chevy Case with Direct Fit Bell**	**$3,695.00**
351601SC	**SuperCase & Chevy Bell**	**$4,795.00**

ADD a Transbrake Valve Body for $250.00

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. Call an ATI Sales Technician with your car and engine specs to discuss any needed upgrades or options. See Racer Info sheet, pg 97.

ULTRA LIGHT 350 SUPERCASE 2.75 5 PINION TRANSMISSION PACKAGE

Rated to 850 HP @ 3400 lbs
Includes:
- Roller tailhousing
- Race Clutches and Steels
- 2024 Billet Aluminum Forward Drum
- Aluminum Direct Drum with 36 Element . Heavy Duty Sprag Assembly
- Installed ATI Reverse Manual Valve Body
- Super Low Drag "SLD" Option installed
- HD 300M Input Shaft - PG or Turbo Spline
- New Aluminum Super Pump Half
- New Calico Coated Low Drag Pump Gears
- Deep Sheet Metal Pan
- Transmission Catch Can
- Trick Stick
- Trans Cooler Disconnects
- Polyurethane Transmission Mount
- Stainless Steel Governor Cover w/O-Ring

351642SC	**Ultra Light SuperCase**	**$5,295.00**

ADD a Transbrake Valve Body for $250.00

T350 OPTIONS

To be installed at time of build

305033K1	Aluminum pump half with coated gears	$250.00
355682	Steel 36 Element HD sprag, Direct Drum Assy.	$494.00
355702	Aluminum 36 Element HD sprag Direct Drum Assembly	$509.00
355270	2024 Billet Alum. Fwd Drum w/ 300M Turbo Spline (850 HP max)	$695.00
353500	Deep Aluminum Cast Pan	$133.00

Optional Heavy Duty Input Shafts for HP up to 1000:

357052	Turbo spline, 300M	$159.95
960002	1/4" NPT male to -6 AN male trans cooler line fittings*	$8.95

**** Be certain case is 1/4 NPT not 1/4 straight pipe!***

355870	SLD "Super Low Drag" with lightweight sun shell and bearings installed	$250.00

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. Refundable core charges for acceptable transmission cores: $250.00. If Supercase is used...$150. (See page 98).

For units producing over 1000 horsepower, please call and consult your ATI Sales Technician for further details on what we can offer you.

Note! Speedometers are not installed in any ATI transmission!

Lightweight Sun Shell for SLD option

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T350 SuperCase

ATI has again stepped to the forefront for class racers with the introduction of the T350 SuperCase. After a year of R&D, and another year of design and modeling, the first prototype parts have been started. Just like everything ATI makes, the new SFI Certified T350 SuperCase is cast in America and machined in-house! The T350 SuperCase features many upgrades to meet the high performance demands of current racers from bracket racers on up to late model Factory Stock cars!

T350 Extension Housing

- 356-T6 Permanent Mold Aluminum Casting meets SFI 4.1 specs with no shield or blanket needed
- CNC machined valve body passages yield extremely fast transbrake release and quicker shift times
- Increased thickness extension housing and bell flange area to ward off breakage
- Stronger internal lugs and more material to allow room for more clutches
- Custom valve body passages can be made to order for builders with specific requirements
- Band adjuster version for non-GM internal components
- Retains OEM Governor cavity for auto shift applications
- Also available without governor or forward band machine work.

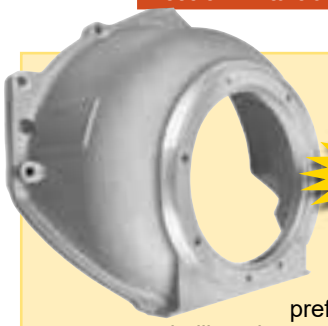
SuperCase & Chevy Bell	350011	$1,649.00
SuperCase only	350013	$1,399.00
SuperCase & Chevy Bell - Band version	350111	$1,649.00
SuperCase only - Band version	350113	$1,399.00
SuperCase & Chevy Bell - No Gov Or Band	350011NG	$1,595.00
SuperCase only - No Gov Or Band	350013NG	$1,349.00
Extension Housing with Bushing	351934	$199.00
Extension Housing with Roller Bearing*	351935	$209.00
** Requires 1.498" yoke (pg. 38)*		
Ext. Housing Seal, 400 Output size	973012	$15.40
T350 OEM Extension Housing - 6"	**351930**	**$59.95**

TECH TIP

T350 racers now benefit with ATI's T350 SuperCase

Vince Fourcade
ATI's Chief Transmission Technology Officer

Powerglide and T400 racers have enjoyed the advantages of brand new ATI high strength, SFI-certified case and bell sets for some time. This will soon extend to T350 racers. ATI's new T350 SuperCase will utilize all existing ATI Super Bells for Chevrolet and other varied applications. While offering a direct SFI certified 3-speed alternative for many Powerglide-equipped Chevy racers, this advantage will extend to big and small block Mopars, big, small, and modular block Fords, and the increasingly popular 2JZ Toyota. Stock GM converter spacing and dimension is used in most of these conversions, except the 2JZ. All current T350 parts will transfer to the new case, to be joined by an expanded component selection.



350 / 400 SFI 30.1 BOLT-ON & DIRECT FIT BELLHOUSINGS

NEW!

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

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

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

ATI custom machines an indicating guide into the OEM case to accept a new SFI Direct Fit Bell for a perfect fit.

BUY ON-LINE!

CHEVY BELL - BOLT-ON
200044 ..... $349.00

CHEVY BELL - DIRECT FIT
200044A $349.00

BELL GASKET
200044G $4.49

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T350 Components

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.

Aluminum Forward Drum
(4.0 lbs.- complete, with input shaft)
#355270
Only sold with input installed!

Direct Drum Assy with 36 Element Sprag

#355682
Steel (10.9 lbs)

#355702
Aluminum (4.0 lbs)

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!

T350 2024 BILLET ALUMINUM FORWARD DRUM *Includes 300M turbo spline shaft, up to 850 HP*	355270	$750.87
STEEL WITH 300M TURBO SPLINE SHAFT	355259	$242.05
STEEL WITH 300M PG SPLINE SHAFT	355260	$225.57

DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682	$494.00
BILLET ALUM. HD 36 ELEMENT SPRAG FOR HIGH HP* STEEL INNER SLEEVE FOR TEFLON RING USE.	355702	$668.47

**The most common OEM part to break!*

NOTE! When down-shifting from 3rd to 2nd gear you are engaging the band onto the direct high gear drum. On the up-shift, this load is normally shared by the sprag and intermediate clutches, which have far more holding capacity than the band. The band was designed to hold the drum after it is stopped. Down-shifting to 2nd must be done with the throttle on; then lift to use engine braking. Otherwise, the band will be destroyed and engine braking in 2nd won't work.

SUPER PUMP KIT

ATI's 10+ years of experience making aluminum performance pumps have all been transfered to our latest T350 Super Pump Half. The T350 gear half starts with a permanent-mold aluminum casting and is machined in house on one of our 4 axis CNC machines. The complete half comes with micro-polished and performance coated gears, as well as our exclusive hardened steel wear plates. The new bushing is staked and the seal is retained by a snap ring. At just 4.5 lbs, the body saves 2 lbs over the steel OEM unit. The gear side will mate with the most common steel stator halves, and OEM fluid passages and depths are retained for proper function. The performance coated gears are extremely slick and will help free up every last HP in your application!

BUY ON-LINE!

Super Pump Half

PUMP BODY WITH GEARS AND WEAR PLATE
305033K1 ..... $307.97

TEFLON PUMP RINGS

BUY ON-LINE!

LARGE 355006 ..... $3.99

SMALL 355007 ..... $3.99

TEFLON RING KIT
5 PIECES - (3) LG, (2) SM
355008 ..... $15.95

BILLET ALUMINUM PISTONS

New!

PISTON - INTERMEDIATE (.985)
357141 ..... $89.00

PISTON - DIRECT (.838)
357142 ..... $91.67

PISTON - FORWARD (1.22)
357143 ..... $91.67

PISTON - LOW/REV (3.1)
357144 ..... $138.02

PISTON - SET OF 4
(INT, DIR, FWD & LOW/REV)
357145 ..... $406.85

300M INPUT SHAFTS

INPUT SHAFT - 300M
TURBO SPLINE 357052 ..... $210.12

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!

BUSHING KITS

BUY ON-LINE!

Includes
12 Pieces
356400 ..... $39.00

CLUTCHES AND STEELS

BUY ON-LINE!

CLUTCH PACK, DIRECT
5 FRICTIONS (.100" TAN, GROOVED)
5 STEELS (.070") 355630 ..... $45.27

STEEL PLATE, INTERMEDIATE
(OVERSIZED) .089 THICKER THAN OEM
355413 ..... $10.25

T350 BANDS

INTERMEDIATE BAND HD KEVLAR
355530 ..... $19.95

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T350 Components

2.75 LOW GEAR SETS

Low gear sets increase the starting line ratio when launching. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or, "SLR" (2.48 x 4.1). Utilizing the 2.75 gear set equals an 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for heavy street cars and big CID high torque motors that are RPM limited and are using a 3.73, 3.90 or 4.10 rear gear. The low gear change will NOT change your trap RPM!

354040.....$484.05

DEEP PANS

BUY ON-LINE!

DEEP CAST ALUMINUM PAN WITH FILTER EXTENSION
353500.....$195.00

Includes filter, extension, hardware and gasket.

STEEL OEM STYLE PAN BLACK POWDER-COATED
353504.....$30.85

NEW!

MOROSO DEEP SHEET METAL PAN
353610.....$349.00

With gasket, extension, and hardware

TRANSMISSION CATCH CAN

BUY ON-LINE!

For transmission fluid overflow. Bolts to the front of transmission pan.
356611 ..... $134.00

FITTING, 90° SWIVEL
1/4" TUBE TO 1/8" NPT MALE
964102 .....$4.64

HEX VENT, 1/8" NPT
SINTERED BRONZE
960011 ..... $3.49

NEW!

ADJUSTABLE DETENT KICKDOWN CABLE

FOR T350 AND T200
Inner wire is 40 1/2"

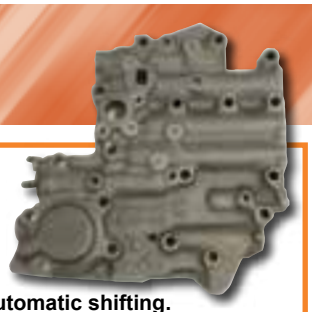
357222.....$24.00

ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR
403390.....$29.89

ALUMINUM PLUG WITH O-RING
407010 ..... $13.34

COMPU-FLOW® VALVE BODIES



STREET/STRIP VALVE BODIES

Firm, noticeable shifts with full automatic shifting.

FORWARD PATTERN 353100 .....$266.77

MANUAL VALVE BODIES **Full manual gear selection.**

FORWARD PATTERN 353300.....$266.77

REVERSE PATTERN - NO ENGINE BRAKING
No low or 2nd gear engine braking. 353200..... $287.37

REVERSE PATTERN WITH BAND APPLY
Has engine braking in 2nd gear - No low engine braking
353400..... $287.37

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 350 Brake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 45.

REVERSE PATTERN 353080.....$544.87

SEPARATOR PLATES

FOR TRANSBRAKE #353080 (ALUMINUM) 353078..... $22.00
FOR VALVE BODY #353100 353111..... $36.05
FOR VALVE BODY #353200 AND 353400 353170..... $37.47
FOR VALVE BODY #353300 353310 ..... $33.11

VALVE BODY GASKETS

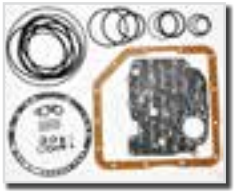
COMPU-FLOW T-BRAKE #353080 (3 SETS) 353090 ..... $24.85
STREET / STRIP (3 SETS) 353230 ..... $24.85

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

OVERHAUL KITS

REBUILD KIT - GASKETS & SEALS
356299 ..... $43.44

REBUILD KIT - GASKETS & SEALS (NON-LOCK UP)
356300 ..... $61.97



#356299

RACE TRANS OHL KIT, NO BAND APPLY
Includes clutches and steels, seals, gaskets, bushings and filter.
356340 ..... $194.67

SERVICE KITS - FILTER & GASKETS
353600 ..... $17.15

#356300

NEW!

BUY ON-LINE!

STAINLESS STEEL GOVERNOR COVER

Stainless steel cover prevents corrosion. Includes a rubber o-ring for a tight seal.
357220 .....$15.40

RACES AND SPRAGS

OUTER RACE ATI 36 ELEMENT HD SPRAG
357110 .....$189.04

INT. HD OUTER RACE / ROLLER CLUTCH
355450 .....$56.65

INTERMEDIATE SPRAG, OEM
355490.....$28.98

REVERSE SPRAG, OEM
355850.....$30.01

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 Transmissions

CONTINGENCY ITEM

JUSTIN REGGIO - MPC REAL STREET 4.754 @ 143 MPH
ATI Lightened 3-Speed Max Duty T400 Transmission, SFI SuperPlate Flexplate and Super Damper.

BILLY GORDON - OUTLAW MUSTANG
Equipped with an ATI Outlaw 3-Speed Close Ratio Trans, Outlaw Converter, Flexplate & Super F ATF.

The Turbo Hydramatic 400 is the strongest of the GM 3-speeds. Today its popularity has grown beyond the workhorse reputation the 400 has long had. Bracket racers who want seasons of reliability or ultra high horsepower Pro Mod cars can both rely on the T400 to deliver!

Make sure to ask about ATI's new SFI 30.1 Direct Fit Bellhousing on your next stock case build!

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 with Steel Drum
- Billet Aluminum Intermediate Piston *(For Direct Fit only)*
- OEM Transmission Pan
- Ears left on

401000	**Chevy Case**	**$2,195.00**

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 with Steel Drum
- Billet Aluminum Intermediate Piston *(For Direct Fit only)*
- OEM Transmission Pan

401200	**Chevy Case, Forward Pat**	**$2,195.00**
401200DF	**OEM Case & Direct Fit Bell Forward Pattern**	**$2,495.00**
401300	**Chevy Case, Reverse Pat**	**$2,195.00**
401300DF	**OEM Case & Direct Fit Bell Reverse Pattern**	**$2,495.00**

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 with Steel Drum
- ATI HD Center Support
- Billet Aluminum Intermediate Piston *(For Direct Fit only)*
- OEM Transmission Pan

401360	**Chevy Case**	**$2,695.00**
401360DF	**OEM Case and Direct Fit Bell**	**$2,895.00**

Ears cut off - no inspection pan mounts for ease of installation and header clearance.

PRO-400 TRANS

Reverse Manual, Up to 1200 HP
Good for high HP cars up to 3200 lbs.

Includes:
- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-Treated Stator Tube, pinned
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Aluminum Direct Drum *One-year warranty on Drum Assembly*
- 300M Input Shaft with OEM Steel Drum
- 300M Input Shaft w/1045 L/W Steel Drum & FWD Billet Alum Piston(in SuperCase units)
- 300M Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support machined for faster transbrake and bronze support bushing
- Billet Aluminum Intermediate Piston *(For Direct Fit & SuperCase units only)*
- HD Clutch Packs
- -6 AN Fittings (in SuperCase units)
- High Flow Filter
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear - helical

401555	**With Transbrake**	**$3,449.00**
401555DF	**With Transbrake, OEM Case and Direct Fit Bell**	**$3,895.00**
401555SC	**With Transbrake, SuperCase and Chevy Bell**	**$5,249.00**

Upgrade your new T400 SuperCase build to a larger 1-3/16" Input Shaft for future horsepower requirements!
(Requires different converter)...$995.00

FUEL COMP TRANS

Reverse Manual, Up to 1500 HP & 3400 lbs. and SuperCase units up to 3600 lbs.

Includes:
- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-Treated Stator Tube, pinned
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Aluminum Direct Drum *One-year warranty on Drum Assembly*
- Vasco Input Shaft with OEM Steel Drum
- Vasco Input Shaft w/1045 L/W Steel Drum & FWD Billet Alum Piston(In SuperCase units)
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support machined for faster transbrake and bronze support bushing
- Billet Aluminum Intermediate Piston *(For Direct Fit & SuperCase units only)*
- Increased Clutch Capacity
- HD Clutch Packs
- -6 AN Fittings (in SuperCase units)
- High Flow Filter
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

1500 HP - 3400 lbs

401600	**Fuel Comp Transmission with OEM Case**	**$3,649.00**
401600DF	**OEM Case & Direct Fit Bell**	**$3,895.00**
401603	**With Transbrake**	**$3,795.00**
401603DF	**With Transbrake, OEM Case and Direct Fit Bell**	**$4,095.00**

1500 HP - 3600 lbs

401603SC	**With Transbrake, SuperCase and Chevy Bell**	**$5,495.00**

Check core availability for 4WD units.

Refundable core charge for acceptable transmission core.....$250.00

If a SuperCase is used....$150.00 (See page 98.)

Add ATI's SFI 30.1 Direct Fit Bellhousing

Note! Speedometers are not installed in any ATI transmission!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 Transmissions

COPO CAMARO SPEC T400

- ATI SFI SuperCase with Roller Bearing Tailhousing
- Aluminum Forward and Direct Drums
- ATI Reverse Manual Valve Body
- Billet Aluminum Intermediate Piston
- Transmission Catch Can

Order a T400 trans with the same specifications used in the COPO Camaro!

401651GM	**2016+ COPO Naturally Aspirated***	**$6,195**
401656GM	**2016+ COPO Supercharged Package***	**$6,995**
401632GM	**2016+ COPO 632 Naturally Aspirated - 2.10 Gearset**	**$9,495**

2016+ COPO Packages also include Quick Disconnect Cooler Lines, Polyurethane Mount, Lokar Dipstick, Catch Can plus 2 gallons of ATI Super F ATF and crate.

PHIL LANKFORD
ATI Transmission,Treemaster Converter, Super F ATF & Super Damper-equipped!

AVAILABLE T400 OPTIONS

Must be installed at time of build.

ADD a Wicked Quick Valve Body for $250! See page 79 for details.

HD Center Support w/Bronze Bushing	405471	$139
Billet Aluminum Intermediate Piston *For Direct Fit and SuperCase units only*	405676	$85
HD Steel Forward Clutch Hub, 1144 Material	405370	$155
HD Steel Forward Clutch Hub, 1045 Material	405371	$85
HD Lightweight Steel Forward Clutch Hub	405370LW	$159
Aluminum Direct Drum w/34 Element Sprag	405722	$545
Severe Duty Alum, 36 Elem Direct Drum	407056	$849
300M Input w/Aluminum Drum *3.2 lbs lighter (1000 HP Max)*	406004	$399
Vasco Input w/Alum Fwd Drum	406005	$595
300M Output shaft, standard length	406025	$449
300M Output shaft, PG length	406025P	$449
2.10 Low Gear Set, Straight Cut, 6 pinion (rated to 2500 HP)	404210	$2,600
2.75 Low Gear Set, Straight Cut	404275	$1,199
New Cast Aluminum Roller Tailhousing	401935	$169
New Cast Aluminum Roller Tailhousing (PG length)	401936	$199
Bolt Together Aluminum Super Pump	405038	$645
Adjustable Regulator Kit	405183	$75
Lokar Direct Mount Dipstick	406492	$86
Lokar Firewall Mount Dipstick	406493	$119
Trick Stick, Std Length 20" Fed bent	406490	$39
POPULAR OPTION! Transmission Catch Can	406611	$90
Jiffy Tite Cooler Line Kit	925170	$99
-6 AN Trans Cooler Line Fittings, OEM Case	925137	$25
-8 AN Trans Cooler Line Fittings, OEM Case	925138	$25
Polyurethane Transmission Mount	206621	$35
Moroso Deep Sheet Metal Pan	403610	$229
ATI Sheet Metal Deep Pan (Notched)	403612	$249
Deep Aluminum Cast Pan	403500	$139

Save 2 lbs of rotating weight!

TOYOTA SUPRA T400 PACKAGE

Bolt a T400 trans directly to your 2JZ!

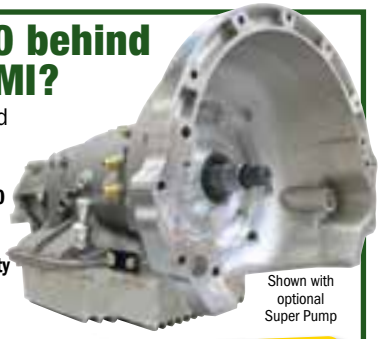
Add ATI's Toyota Bell Package (#202820) to your 400 build today for only $450 as an installed option at the time of build ($650 outright).

Add the required custom converter (#408931) for only $1195 to complete the package.

Want to put a 400 behind that New Gen HEMI?

Assembled in ATI's SFI case and SFI Mopar specific bellhousing!

- **Compu-Flow Rev Man TransBrake**
- **Optional Billet & Clean N avail +$190**
- **New Roller Bearing Cast Tailhousing**
- **ATI Vasco Input and Main Shaft**
- **Exclusive Billet Aluminum Severe Duty Direct Drum with 36 Element Sprag**
- **1045 billet steel clutch hub**
- **Bearings throughout**
- **Billet Aluminum Intermediate Piston**
- **New 4340 Forget output shaft**
- **Deep Cast Aluminum Pan**
- **LOKAR Firewall Mount Dipstick**
- **10 Quarts of ATI 30W Super F Synthetic Fluid**



Shown with optional Super Pump

ATTENTION Gen III Hemi owners, SRT, Hellcat, Demon! Check this out!

The appropriate flexplate, crank adapter and required bolts are also included so a standard GM converter with a small bolt circle drops right in. Standard gear ratio is the OEM 2.48/1.48. Core charge and shipping crate are included in the price of these transmissions.

401640*	**New Gen HEMI Package with Dual Starter Pockets in Bell For use with Driver Side Starter**	**$6,795.00**
401641*	**New Gen HEMI Package with Dual Starter Pockets in Bell For use with Passenger Side Starter**	**$6,795.00**

Includes an 8" (#408900) or 9"(#408930) Fuel & Blown Converter
For a 10" Fuel & Blown (#408420), ADD.....$100
For 10.0/10.5 Fuel & Blown (#408421/#408424), ADD $500

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

3-Speed Max Duty Outlaw Transmissions

Rated from 2,000 HP to 3,500 HP depending on options

Made in USA

Convert your ATI 400 transmission to Lock Up!
Starting at $1995

"KRATOS"
WORLD'S QUICKEST AND FASTEST
GEN V VIPER 6.90 @ 210 MPH
BUILT BY NTH MOTO

ATI Max Duty Outlaw Lock Up 400 Transmission, Torque Converter and Super Damper

1" VASCO INPUT
2,000 HP MAX RATING ONLY

- SFI 4.1 Approved ATI SuperCase
- 1" Vasco Input Shaft, New Lightweight Steel Drum & Billet Piston
- Increased Clutch Capacity In All Positions: Up to 9 Forward, 8 Direct and 5 Intermediates
- Race Clutches and Steels
- Steel Blueprinted High-Flow Front Pump with Pinned Heat-Treated Tube
- Billet Aluminum Safety Reverse Transbrake Valve Body (Band Apply Optional)
- Severe Duty 36 Element Aluminum Direct Drum, Billet Piston
- Vasco Intermediate Shaft
- 4140 Heat-Treated Steel Forward Clutch Hub
- Heavy Duty Center Support
- Billet Aluminum Intermediate Piston
- Heavy Duty Cast Aluminum Bearing Tail
- New Billet Aluminum Reverse Servo Cover
- Deep Aluminum Cast Pan
- -6 An Fittings
- Lokar® Direct Mount Dipstick

401605SC 2.48 Low/1.48 Second - Helical Cut.....$7,495.00
with SuperCase and Chevy Bell (5 pinion planetary)

401609SC 2.10 Low/1.40 Second - Straight Cut $8,895.00
with SuperCase and Chevy Bell (6 pinion alum carrier)

401608SC 1.86 Low/1.31 Second - Straight Cut $9,195.00
with SuperCase and Chevy Bell (6 pinion alum carrier)

401610SC 1.51 or 1.60 Low/1.26 Second - Straight Cut $9,995.00
with SuperCase and Chevy Bell (6 pinion alum carrier)

401610SC-LWT 1.60 Low/1.26 Second - Straight Cut.....$12,950.00
Ultra Light with SuperCase & Chevy Bell (6 pinion alum carrier)
Standard Main and Input Shafts
NEW!

Brake in 1st and 2nd - Choose any Wicked Quick Transbrake available at no charge on Max Duty units! Consult your Sales Technician.

1 3/16" INPUT
3,500 HP MAX RATING ONLY

- Sfi 4.1 Approved ATI Super Case
- Heavy-Duty Chevy Sfi 30.1 Bell with Increased Flexplate Coverage
- 6 Pinion Gear Set
- Billet Aluminum Gear Set Carriers and Billet Steel Reaction Carrier
- Increased Clutch Capacity in all positions: Up to 9 Forward, 8 Direct and 5 Intermediates
- Permanent Mold Aluminum Super Pump with Calico Coated Gears
- 4140 Heat-Treated Forward Drum, Lightweight With Billet Aluminum Piston
- Full Bearing Kit (Pump to Extension Housing)
- 300M Output Shaft with 4140 Heat-Treated Flange (400 or Powerglide Length)
- New Permanent Mold 356-T6 Cast Aluminum Extension Housing with Bearing
- Billet Aluminum Safety Reverse Transbrake Valve Body with Clean Neutral and Band Apply
- Severe Duty 36 Element Billet Aluminum Direct Drum with Billet Piston
- 4140 Heat-Treated Steel Forward Clutch Hub
- Billet Aluminum and Coated Center Support for Side Oil with Ball Bearing Support
- Billet Aluminum Intermediate Piston
- Billet Direct Hub / Pressure Plate
- Adjustable Low / Rev Band Servo with Billet Piston and Cover
- Custom Aluminum Moroso Sheet Metal Pan with 2 Npt Ports, Drain Plug and Skid Plate
- -6 An Cooler Fitting
- Lokar® Direct Mount Dipstick
- High Flow Dacron Oil Filter with Steel Rear Pick Up Relocation Kit

Vasco input and lightweight options available!

401611SC 1.51 or 1.60 Low/1.26 Second - Straight Cut.....$14,995.00
with SuperCase and Chevy Bell
Includes 1.125 main shaft, 300M Output, & sheet metal pan

MAXIMUM DUTY LOCK-UP TRANS

401608LU 1.86 Low/1.31 Second - Straight Cut $11,295.00
with SuperCase and Chevy Bell with Lock-Up

401611LU 1.60 Low/1.26 Second - Straight Cut.....$15,495.00
with SuperCase and Chevy Bell with Lock-Up
Includes 1.125 main shaft, 300M Output, & sheet metal pan
OPTIONAL 1.51 / 1.26 also available...$14,995.00

Add a Standard Lock Up Converter for $2,750!
Add a Bolt Together Lock-Up Converter for $3,750!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

2-Speed Max Duty Outlaw Transmissions

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

- Race Clutches and Steels
- Increased clutch capacity in all positions - UP TO 9 Forward, 8 Direct and 5 Intermediates
- Blueprinted High-Flow Front Pump, w/ heat-treated Tube or ATI Super Pump
- Forward Pattern Billet Aluminum Safety Reverse Transbrake Valve Body (PRN23), band apply option available
- ATI Severe Duty 36 Element Alum Direct Drum with Billet Piston
- Vasco Intermediate Shaft
- 1" Vasco Input Shaft with new Lightweight Steel Drum & Billet Piston
- New Billet Aluminum Reverse Servo Cover
- 4140 HT Steel Forward Clutch Hub
- HD Center Support
- Billet Aluminum Intermediate Piston
- HD Cast Aluminum Bearing Tail
- Deep Aluminum Cast Pan
- -6 AN fittings
- Lokar® direct mount dipstick

401612SC	1.57 Low - Straight Cut w/SuperCase & Chevy Bell	$7,995
401613SC	1.48 Low - Helical (5 pinion) w/SuperCase & Chevy Bell	$7,595
401616SC	1.40 Low - Straight Cut w/SuperCase & Chevy Bell	$8,995

Upgrade any Max Duty unit to a Super Pump and 1-3/16" Input for $395!

** An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) Order #406025....$449.*

OEM cased units are rated to 1800 HP and not intended for heavy weight cars.
ATI SuperCase recommended over 2000 HP!

TECH TIP

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 T400 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.

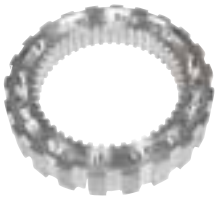
Plain and simple, the more power you make, the less mechanical advantage is required to get the car going. Losing 1st gear in a T400 also allows you to lose rotating weight making the unit lighter and taking less power to turn sending more power to the ground.

2-SPEED "SEVERE DUTY" KIT

For high horsepower and ultimate 2-speed performance!

This kit includes:
- Complete Drum w/ 36 Element Sprag
- 8 Clutches and Steels
- Teflon Rings
- Steel Insert for Teflon Rings
- Billet Aluminum Center Support
- Billet Aluminum Clutch Eliminator

1.3 lbs!



Faster apply and release times for 2-speed transmissions with oversized holes

SEVERE DUTY DRUM ASSEMBLY KIT
407057 ..... $1,376.53

BILLET ALUMINUM CLUTCH PACK ELIMINATOR
Required when removing intermediate clutch pack
405573 ..... $235.87

BILLET ALUMINUM CENTER SUPPORT
405473 ..... $409.00

Fits OEM 400 spline!

2.5 lbs!

BILL RIDDLE - 2023 PDRA Pro Street Champion
ATI Outlaw 3-Speed Close Ratio Trans & Super F ATF

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Transmission Builder Program

Ask about converting your transmission and converter to lock-up!

Black Magic™

Attention transmission builders!

LOCK-UP COMPONENTS

If you are a qualified transmission builder, ask about our new line of Lock-Up transmission components for the T400.*

405038L	Lock-Up Super Pump, OEM Shaft with Adjustable Pressure Regulator
405038LD	Lock-Up Super Pump, OEM Shaft with Cooler Dump and Adjustable Pressure Regulator
405058L	Lock-Up Super Pump, Big Shaft with Adjustable Pressure Regulator
405058LD	Lock-Up Super Pump, Big Shaft with Cooler Dump and Adjustable Pressure Regulator
406002L	Input Shaft, 300M Big, Lightweight 4140 Heat-Treated Steel Forward Drum with Aluminum Piston
406002LV	Input Shaft, Vasco Big, Lightweight 4140 Heat-Treated Steel Forward Drum with Aluminum Piston
406003L	Input Shaft, 300M Big, Aluminum Forward Drum with Steel Insert - No Piston
406003LV	Input Shaft, Vasco Big, Aluminum Forward Drum with Steel Insert - No Piston
406004LV	Input Shaft, Vasco - 1.25" 4140HT Lightweight Steel Forward Drum with Aluminum Piston, 29 Spline
406005L	Input Shaft, Vasco OEM, Aluminum Forward Drum with Steel Insert - No Piston
406006L	Input Shaft, Vasco OEM, Lightweight Steel Forward Drum with Aluminum Piston
406015	Super Pump and Vasco Input Shaft Kit - 1.25" Big Shaft, 29 Spline Lock-Up, Forward Drum with Aluminum Piston
403183	Internal High Flow Cooler PSI Dump Hose and Big Solenoid Kit • For use with an ATI Super Pump or Stator Tube with dump provisions. • Must be installed by ATI or a qualified transmission shop. *Designed for use with ATI Aluminum Valve Bodies. Must add one of the following:* *#405153KD Converter Dump (Big Shaft)* *#405153LD Converter Dump (Big Shaft) Lock-Up* *#405133D Converter Dump with stator tube/plate assembly (OEM shaft)* *#405133LD Converter Dump with stator tube/plate assembly (OEM shaft) Lock-Up* ***Note: Wicked Quick® Valve Bodies are ready to use. Case modifications are required.***
403172	Lock-up Hose and Solenoid Kit

* HOW TO QUALIFY

In order to be considered for this program, you must be a qualified performance business located at a commercial location. A business license and Tax ID number are required.

NOTE! Lock up parts are not returnable!

*** Not for individual sale**

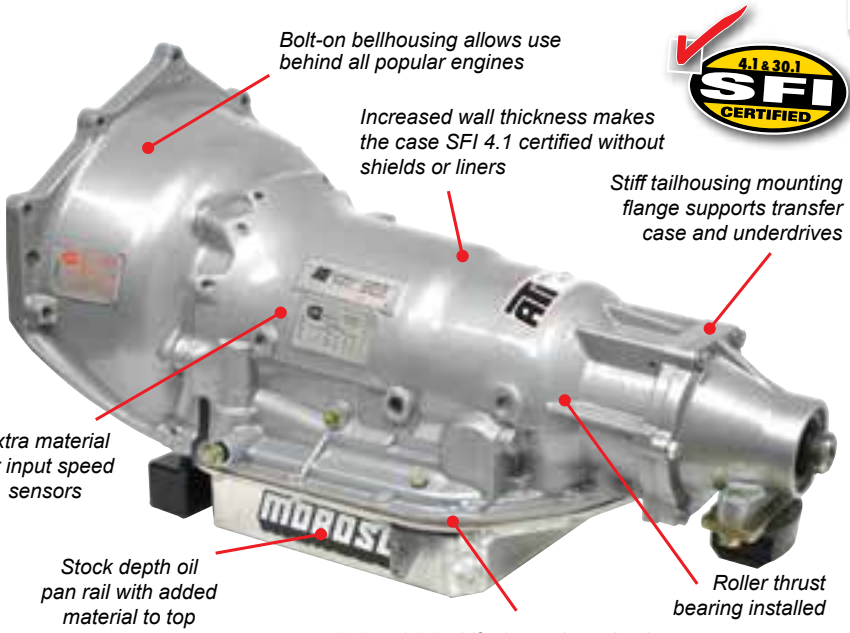
CHRIS RINI Pro Mod

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 SuperCase

ATI'S SuperCase 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.

CHRIS RINI 3.627 @ 206.99
ATI Transmission, Outlaw Converter®, Super F ATF, Super Plate and Super Damper-equipped!



T400 Case and Chevy Bell	**400011**	**$1,995.00**
T400 Case Only	**400013**	**$1,695.00**
Accepts only ATI Bell or ATI bolt pattern Bell		
SuperCase , HD Chevy Bell	**200014HD**	**$349.00**
SuperCase , 1" Deep Bell (Lock-Up)	**200014+1**	**$449.00**
Bolt Kit - ATI Bell To Case	**950320**	**$11.95**
Includes 6 Bolts, 6 Serrated Washers		
Hall Effect Speed Signal Sensor	**940015**	**$219.00**

Optional T400 SuperCase Bell Packages

Only available when added to a Super Case T400 Transmission. at time of build. Packages includes Bell, Flexplate, Adapter, Hardware

202800	SB Mopar	$469
202801	SB Mopar, New Gen HEMI	$469
202802	BB Mopar, 6 Bolt	$469
202803	BB Mopar, 8 Bolt	$469
202810	SB Ford, 157 tooth	$469
202811	SB Ford, 164 tooth	$469
202812	Ford Mod	$469
202813	BB Ford, 164 tooth, IN	$469
202815	Ford, 5.0L Coyote	$469
202816	Ford 7.3L Godzilla Companion kit for PG & T400 SuperCase	$469
202820	Toyota Supra*	$469

Must use an ATI 8" or 9" Converter (Page 32)!

EXTENSION HOUSINGS

BUY ON-LINE!

#401935

#401936

ALL NEW PART

CAST TAILHOUSING W/ ROLLER BEARING
401935 ..... $218.00

CAST TAILHOUSING W/ROLLER BEARING SHORT FOR POWERGLIDE DRIVE SHAFT
401936 ..... $228.00

CAST TAILHOUSING WITH BUSHING NEW OEM REPLACEMENT
401931 .....$129.99

EXT. HOUSING SEAL, 400 OUTPUT SIZE
973012 .....$15.40

TECH TIP

Do you need a speedometer with your T400?

ATI's T400 SuperCase DOES NOT facilitate the use of a standard gear driven cable drive speedometer. If one is necessary, there are 2 options. Use a GPS driven speedometer or ATI can install a 3 wire Hall Effect sensor in the case to provide a pulse signal used by many digital speedometers. Make sure to mention you need a speedometer when ordering a SuperCase or SuperCase-equipped transmission.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

BUY ON-LINE!

NEW!

350/400 SFI 30.1 DIRECT FIT BELLHOUSING

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

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

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

CHEVY BELL - BOLT-ON	200044	$349.00
CHEVY BELL - DIRECT FIT	200044A	$349.00
BELL GASKET	200044G	$4.49

Front and back pump halves available separately!

Super Pump for big shaft and adjustable pressure regulator #405058

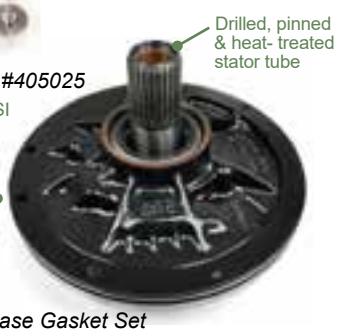
Pump Body Kit #405033K25

Stator Half for big shaft with adjustable pressure regulator #405153K

Adjustable Regulator Kit Components

Front Pump #405025

210 PSI



Pump to Case Gasket Set #405380

BILLET ALUMINUM SUPER PUMP

- Permanent-mold aluminum casting
- 3-piece design
- One-piece bolt-in, heat-treated alloy steel stator tube
- Micro-finished and coated gears
- Exclusive hardened steel wear plates
- Weighs12 lbs - 5 lbs lighter than an OEM unit
- 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
- Adjustable pressure regulator is also available and is standard on some pumps
- Available for OEM sized input shafts as well as 1.187", 27 spline Big Shaft
- Lock-up pumps are also available in both OEM and Big Shaft

Billet Aluminum Super Pump

SUPER PUMP - OEM SHAFT WITH 180+ PSI SPRING	405038	$792.07
SUPER PUMP - OEM SHAFT W/ COOLER DUMP & 180+ PSI SPRING	405038D	$822.97
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1	$386.25
KIT - STATOR HALF, OEM REGULATOR, AND BEEFY SPRING, BOLTS AND WASHERS	405133K	$513.97
STATOR HALF, OEM SHAFT, NO REGULATOR PARTS	405133	$493.37
SUPER PUMP - BIG SHAFT w/ADJUSTABLE PRESSURE REGULATOR	405058	$839.00
SUPER PUMP - BIG SHAFT w/COOLER DUMP AND ADJUSTABLE PRESSURE REGULATOR	405058D	$859.00
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2	$386.25
STATOR HALF, BIG SHAFT w/ADJUSTABLE PRESSURE REGULATOR BOLTS, WASHERS	405153K	$519.00
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153	$449.00
ADJ. PRESSURE REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183	$79.95
FRONT PUMP BUSHING FOR SUPER PUMP (FOR PG, T350 AND 400)	980070	$5.43
FRONT PUMP SEAL FOR SUPER PUMP W/BIG SHAFT (RUBBER CLAD)	973021	$18.95
STATOR SUPPORT BUSHING .998	980080	$5.97
T400 SOLID PRESSURE REGULATOR VALVE FOR PUMP - NEW OEM STYLE	405012	$29.95
T400 BOOST VALVE KIT - NEW OEM STYLE	405136	$37.95

FRONT PUMPS

STOCK-STYLE BLUEPRINTED STEEL PUMP w/SPRING FOR 180 PSI, 6 BOLT	405020	$329.00
STOCK-STYLE BLUEPRINTED STEEL PUMP w/PINNED HEAT-TREATED STATOR TUBE AND SPRING WITH SPACER FOR 210 PSI, 6 BOLT	405025	$431.57
O-RING - PUMP TO CASE	405110	$3.63

SELECTIVE GASKETS

GASKET SET, 400 PUMP TO CASE (6) .015", (2) .030", (2) .045"	405380	$26.95
GASKET, 400 PUMP TO CASE .015" THICK	405380-15	$4.49 EA
GASKET, 400 PUMP TO CASE .030" THICK	405380-30	$4.49 EA
GASKET, 400 PUMP TO CASE .045" THICK	405380-45	$4.69 EA

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

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.

BUY ON-LINE!

OEM SIZE

300M, OEM - STEEL FWD DRUM WITH OVERSIZED DRUM SPLINE NO PISTON	406000	$349.95
300M, OEM - L/W 1045 STEEL FWD DRUM W/ ALUM PISTON	406008	$499.00
300M, OEM - 4140 HT L/W STEEL FWD DRUM W/ ALUM PISTON	406007	$519.00
300M, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT NO PISTON	406004	$849.00
VASCO, OEM - STEEL FORWARD OEM DRUM WITH OVERSIZED DRUM SPLINE - NO PISTON	406001	$529.00
VASCO, OEM - 1045 L/W STEEL FWD DRUM W/ ALUM PISTON	406009	$619.00
VASCO, OEM - 4140 L/W HT STEEL FWD DRUM W/ ALUM PISTON	406006	$659.00
VASCO, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406005	$829.00

1 3/16" SIZE

300M, BIG - 4140 HT L/W STEEL FWD DRUM W/ ALUM PISTON	406002	$519.00
300M, BIG - ALUMINUM FWD DRUM W/ STEEL INSERT - NO PISTON	406003	$849.00
VASCO, BIG - 4140 HT L/W STEEL FWD DRUM W/ ALUM PISTON	406002V	$619.00
VASCO, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003V	$799.00

TECH TIP

A Note About Drums

Remember! The forward drum rotates at engine RPM at all times you are driving forward. The direct drum is spinning on average, at 80% of engine RPM in low gear and then STOPS, on the 1-2 gear change and is held while in 2nd gear. It then must accelerate back to Engine RPM at the 2-3 gear change. Aluminum is 1/3 the weight of steel. The weight difference is a performance must...but also a reliability must as the sprag takes less shock and the clutches have less work to do.

CENTER SUPPORT FOR T400

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 T400 applications.

Core or core fee required! $35
Core return must include intermediate piston.

CENTER SUPPORT WITH OVERSIZED BRONZE BUSHING	405471	$189.00
REPLACEMENT BUSHING, BRONZE SPLIT RING, EXTRA THICK, 2 PIECE	407252	$25.19 EA
SNAP RING, UNDER CENTER SUPPORT	405574	$13.38

HIGH GEAR DIRECT DRUMS

ATI recommends the use of a bearing (ATI #405701) in place of the OEM thrust washer to avoid damage to the aluminum direct drum. Consult your Sales Technician for more information.

ALUMINUM DIRECT DRUMS

- **CLUTCHES AND STEELS INSTALLED • BILLET PISTON**
- **TEFLON PUMP RINGS**
- **34 ELEMENT SPRAG AND RACE**

6 CLUTCH 405724 $668.47

- **BILLET PISTON**
- **TEFLON PUMP RINGS**
- **34 ELEMENT SPRAG AND RACE**
- **STEEL SLEEVE FOR TEFLON USE**
- **NO CLUTCHES INSTALLED**

5 CLUTCH 405721 $570.03
6 CLUTCH 405722 $616.97

- **BILLET PISTON**
- **TEFLON PUMP RINGS**
- **INNER RACE ONLY**
- **NO SPRAG OR OUTER RACE**

6 CLUTCH 405712 $565.47

- **BILLET ALUMINUM DIRECT PISTON, .700**

FOR 5 CLUTCHES 407084 $87.54

STEEL DIRECT DRUMS

- **HEAVY DUTY SPRAG**
- **HEAVY DUTY SNAP RING**
- **34 ELEMENT SPRAG AND INNER RACE**
- **NO PISTON, CLUTCHES OR STEELS INSTALLED**

405681 $362.61

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 Components

SEVERE DUTY DRUM ASSEMBLY KITS

- *Aluminum drum*
- *36 element intermediate sprag*
- *Machined pressure plate, snap rings, springs, and seals included*

Others use smaller surface area 4T80E clutches! Don't be fooled!

Steel Lined Drum

DRUM ASSEMBLY KIT FOR T-400

407056 ..... $1,029.00
- *ATI's Heavy Duty Center Support*
- *Billet Aluminum Intermediate Piston*
- *6 Direct Clutches*
- *4 Clutch Intermediate Pack (#405430)**
- *Holds up to 5 direct clutches with .060 steels*

407056B..... $1,099.00
- *ATI's Heavy Duty Center Support*
- *Billet Aluminum Direct & Intermediate Pistons*
- *6 Direct Clutches*
- *4 Clutch Intermediate Pack (#405430)**
- *Holds up to 6 direct clutches with .060 steels*

Shown: #407056

SEVERE DUTY DRUM FOR T400

WITH STEEL OUTER SLEEVE

407058 ..... $1,129.00
- *ATI's Heavy Duty Center Support*
- *Billet Aluminum Intermediate Piston*
- *6 Direct Clutches*
- *4 Clutch Intermediate Pack (#405430)**
- *Holds up to 8 direct clutches with .060 steels*

Note: Does not come with center support piston, use a cast OEM piston or order the 407058B kit.

407058B..... $1,189.00
- *ATI's Heavy Duty Center Support*
- *Billet Aluminum Direct & Intermediate Pistons*
- *6 Direct Clutches*
- *4 Clutch Intermediate Pack (#405430)**
- *Holds up to 8 direct clutches with .060 steels*

Shown: #407058B

SEVERE DUTY DRUM FOR 4L80E, 4L85E & T400

WITH STEEL OUTER SLEEVE

407059 ..... $1,022.50
- *Billet Aluminum Intermediate Piston*
- *8 Direct Clutches*
- *5 Intermediate Clutches*

Full one year warranty on sprag failure when installed in an ATI built transmission!

**** Also available: 5 Clutch Intermediate Pack 405431....$79.95***

HEAVY DUTY FORWARD CLUTCH HUBS

BUY ON-LINE!

1.51 lbs!

NEW!

#405370

#405370LW

FORWARD CLUTCH HUB, 1144 STRESS PROOF STEEL
405370 ..... $201.69

FORWARD CLUTCH HUB, LIGHTWEIGHT STEEL
405370LW $184.37

FORWARD CLUTCH HUB 1045 FORGED STEEL OEM HEIGHT
405371 ..... $105.76

FORWARD CLUTCH HUB 1045 FORGED STEEL MACHINED FOR BEARING
405371B..... $120.06

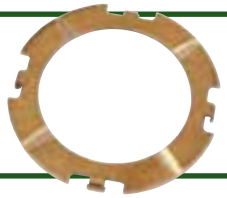
BRASS THRUST WASHER FORWARD DRUM TO FORWARD CLUTCH HUB
405053..... $5.14

THRUST WASHER

Front planet to rear planet, 4 tang metal.

405055..... $4.75

BUY ON-LINE!



PRESSURE PLATES

BUY ON-LINE!

#405660

100% made in-house!

NEW!

#407255

Billet steel for increased strength, performance and durability

DIRECT PRESSURE PLATE
405660 ..... $66.90

INTERMEDIATE PRESSURE PLATE
407255 ..... $61.75

FORWARD AND DIRECT SPRING RETAINER

BUY ON-LINE!

.050" thick - better than OEM!

405134..... $6.82

SNAP RING FOR #405134
956102 ..... $1.29

All new parts!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

CLUTCH PACKS

Replace those worn out or damaged clutch packs with a set of high quality clutches, frictions, steels!

BUY ON-LINE!

DIRECT

8 FRICTIONS (.062) SMOOTH (GREEN) AND
8 STEELS *(7 steels are .062 and 1 steel is .090)* 405633♦.....$125.61

7 FRICTIONS (.062) SMOOTH (GREEN) AND
7 STEELS *(6 steels are .062 and 1 steel is .090)* 405634♦.....$105.01
♦ *Requires part #405370L*

6 FRICTIONS (.082) WAFFLE (GREEN) AND
6 STEELS *(4 steels are .078 and 2 steels are .090)* 405635..... $58.66

5 FRICTIONS (.082) WAFFLE (GREEN) AND
5 STEELS (.078) OEM qty 405640..... $46.30

FORWARD

5 FRICTIONS (.081) SMOOTH (TAN) AND
5 STEELS (.075) OEM qty 405320..... $45.27

INTERMEDIATE

5 FRICTIONS (.060), SMOOTH (RED) AND
5 STEELS (.056) 405431.....$79.95

4 FRICTIONS (.070) SMOOTH (GREEN) AND
4 STEELS (.070) 405430..... $44.24

Individual Frictions & Steels

Price Each:

DIRECT FRICTION, SMOOTH (GREEN)	.062"	405602	$9.95
DIRECT FRICTION, WAFFLE (GREEN)	.082"	405621	$4.49
FORWARD FRICTION, SMOOTH (TAN)	.062"	405302	$5.65
FORWARD FRICTION, SMOOTH (TAN)	.081"	405301	$4.49
FORWARD & DIRECT STEEL	.062"	405612	$8.99
FORWARD & DIRECT STEEL (OEM SIZE)	.078"	405311	$4.62
FORWARD & DIRECT STEEL	.090"	405511	$4.62
INTERMEDIATE FRICTION, SMOOTH (RED)	.060	405405	$10.25
INTERMEDIATE FRICTION, SMOOTH (GREEN)	.070"	401404	$4.49
INTERMEDIATE FRICTION, WAFFLE (GREEN)	.078"	405401	$5.65
INTERMEDIATE FRICTION, GROOVED (BLUE)	.080"	405403	$26.73
INTERMEDIATE FRICTION, SMOOTH (TAN)	.084"	405402	$4.49
INTERMEDIATE STEEL	.060"	405412	$5.65
INTERMEDIATE STEEL	.078"	401403	$4.49
INTERMEDIATE STEEL (OEM SIZE)	.100"	405411	$4.61

TRANSMISSION BANDS

Heavy Duty Band

OEM Intermediate High Energy Band

With the finest lining and adhesives available to insure performance and reliability, these bands play an important role in transmission operation.

Kevlar lining available for extreme duty applications.

INTERMEDIATE, HD COMPETITION LINED	405450	$19.52
INTERMEDIATE, HD RED LINING	405451	$18.95
REVERSE, HD COMPETITION LINED	405800	$34.95
REVERSE, HD RED LINING (FOR ALUMINUM CARRIER)	405810	$34.95

4L80E, 4L85E OEM INTERMEDIATE HIGH ENERGY BAND
1999 AND UP 405455 ..... $39.95
Can be used in T400 and early 4L80 ('91-'98) if used with #407655 Servo Pin Kit

Must be used in early 4L80 ('91-'98) and T400 when used with #405455 Wide Band - 2.730" long

4L80/85E OEM SERVO PIN KIT, 1999 AND UP
407655.....$45.00

RELEASE SPRINGS

BUY ON-LINE!

REVERSE SERVO (BLUE)
407650 .....$4.95

All new parts!

REVERSE SERVO (YELLOW)
407652 .....$5.49

TECH TIP

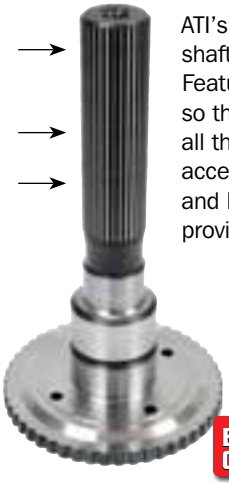
Running a high horsepower engine?

If you are running a turbocharged or high horsepower engine, consider using ATI's new 30 weight Max Duty Super F ATF. It's a 100% mPAO based synthetic and provides better lubrication than straight hydraulic oil. Great for, Powerglides, C-4s, C-6's and Torqueflites!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

4340 FORGED OUTPUT SHAFTS

NEW!



ATI's new forged 4340 1-piece output shaft is a brand new replacement shaft. Featuring extra-long splines and markings so that it can be cut to Powerglide length all the way to the shortest 4x4 length. It accepts standard speedometer gears and has a bushing, but does not have provisions for an OEM governor.

T400 STANDARD LENGTH W/BUSHING
406027 .....$189.00

** No governor supported!*

POWERGLIDE LENGTH W/BUSHING
406027P $194.67

** No governor supported!*

BUY ON-LINE!

300M 2-PIECE OUTPUT SHAFTS

2-piece design

These new heavy duty output shafts feature a 2-piece design with an extended bearing surface. They are gun-drilled to save weight with no governor or speedometer support. A "must have" for your T400 when high horsepower meets heavy weight or rear gear is numerically low.

** No speedo or governor supported!*

APPLICATION	OVERALL LENGTH	SPLINE LENGTH	PART #	RN $
T400 STD LENGTH	9.188"	4.678"	406025	$489.00
PG LENGTH	8.688"	4.178"	406025P	$489.00
T400 4X4 LENGTH	6.920"	2.410"	406025S	$489.00
T400 4X4 SHORTY	5.250"	2.675"	406025SS	$489.00

T400 GEAR SETS

NEW!

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

Shown: 2.10 Low Gear Set #404210

Do you need less or more starting line ratio (SLR) than you have now? Always spinning the tire or hitting the bar too hard? Ask about changing the low gear in your transmission. This change will not affect the Trap RPM! SLR is found by multiplying your rear gear by your low gear. The OEM T400 is 2.48 (2.48 x 4.10 = 10.16). If your car is heavy and sluggish in 60 feet, think about a 2.56 low gear or a 2.75 (2.75 x 4.10 = 11.30) which will make your car feel like a rocket! If you are constantly spinning the tire, think about less SLR (2.10 x 4.10 = 8.61 and calm the car down! Ask your Sales Tech for more information.

The 6 pinion side of the gear set features a lightweight, billet aluminum carrier and with 6 gears you have added 2 extra gears to reduce the load. The 404210 is a 100% new gear set with a 1-piece sun tube and sun gear as well as all new billet steel reaction carrier and sprag race!

2.75 LOW GEAR SET, STRAIGHT, 6 PINION
404275 .....$1,349.00

2.10 LOW GEAR SET, STRAIGHT, 6 PINION
404210 .....$2,850.00

2.48 OUTPUT CARRIER HELICAL, 5 PINION Lightened by 1.1 lb
404001 .....$859.00

2.48 REACTION CARRIER, HELICAL, 5 PINION
404101C.....$678.77

2.48 REACTION CARRIER, HELICAL, 5 PINION
Lightened by 1.2 lb
404101 ..... *2 speed only!* $750.87

INTERMEDIATE SHAFTS

Shown: #405971

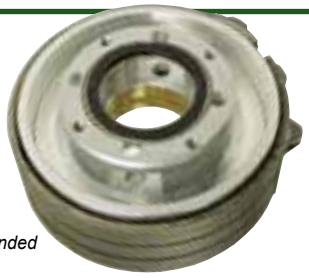
NEW!

300M INTERMEDIATE 405971.....$309.00

VASCO INTERMEDIATE* 405970V $349.95
**Carries a 1 year warranty for up to 2000 HP.*

ATI Clutch Hub #405370, #405371 or 405371B (for use with bearing) are recommended.

ALUMINUM REACTION CARRIER



CARRIER ONLY (NO GEARS)
Professional installation recommended
407070..... $403.03

700 HP MAX INCLUDES RED BAND
404020..... $494.10

#407070 Shown with #405810 red heavy duty band (sold separately)

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 Valve Bodies and Brakes

Made in USA

Don't be fooled by cheap, copies of ATI's T400 Valve Body being sold at warehouses! Buy American-made quality!

WICKED QUICK® BILLET ALUMINUM TRANSBRAKE VALVE BODIES.....$715.85

ONLY 4.2 LBS!

Shift Direction	Shift Pattern	Low Band Apply	Transbrake Function	Clean Neutral	Part #
REVERSE MANUAL	PRN123	NO	1ST ONLY	NO	403091
	PRN123	NO	1ST & 2ND	NO	403085
	P(RN)123N	NO	1ST & 2ND	YES	403085CN
	P(RN)123N	YES	1ST ONLY	YES	403091CN
	PRN123	YES	1ST ONLY	NO	403087
FORWARD	PRN32 *2-SPEED ONLY*	NO	1ST & 2ND	YES	403086

*Clean Neutral valve bodies require different shifter. Contact your Sales Tech.

See page 43 for available shifters.

- Direct bolt-on replacement
- Fully 5 Axis CNC-machined
- Ultra fast fluid release brake
- Minimum flow restriction passages

COMPONENTS

SOLENOID ASSEMBLY *Assembled & ready to use!* (Includes solenoid, adapter, valve spring, valve block) 403099 ..... $225.57

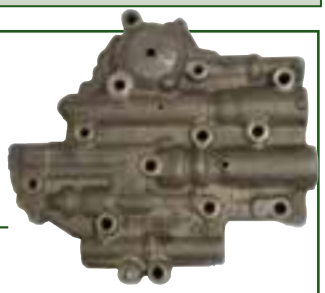
SOLENOID, NO ADAPTER, WITH NUTS 941030M $168.14

SOLENOID WITH ADAPTER 403480 ..... $215.30

SEPARATOR PLATE 403092 .....$35.00

GASKETS (Requires 2 gaskets per valve body) 403222. .....$4.95 EA

COMPU-FLOW® VALVE BODIES AND TRANSBRAKES



COMPU-FLOW TRANSBRAKES

REVERSE MANUAL, OEM BASED (*Internal style solenoid*)
No 2nd gear engine braking, no low band apply 403080*..... $524.27
** Very limited availability - please call your Sale Technician.*

SOLENOID WITH ADAPTER FOR COMPU-FLOW BRAKE 403621.....$125.50

SOLENOID ONLY FOR #403080 941011 ..... $117.38

ADAPTER ONLY FOR #403080 403620.....$43.47

MANUAL VALVE BODIES **Full manual gear selection.**

REVERSE MANUAL, OEM BASED
No 2nd gear engine braking, has engine braking in low gear 403200** $307.97

Not recommended for street use!

STEEL, FWD MANUAL, OEM BASED
Engine braking in low and 2nd gear 403300** $259.00
***Valve body to case years*

For transbrake buttons, see page 45.

STREET/STRIP VALVE BODIES

Firm, noticeable shifts with full automatic shifting.

STEEL, FWD AUTOMATIC, OEM BASED 403100.....$259.00

VALVE BODY GASKETS

REVERSE PATTERN (3 SETS) 403220..... $24.85

MANUAL / AUTO & FORWARD PAT. (3 SETS) 403230..... $24.13

TRANSBRAKE (3 SETS) 403250..... $32.74

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

E-QUICK™ ELECTRONIC SHIFT BILLET ALUMINUM VALVE BODIES

Great for racers who can't use an air shifter and need computer controlled shifting!

- Reverse manual, PRN123
- For high performance applications with Low Gear Band Apply
- Provides repeatable computer controlled error free shifting for consistent performance every run (Controller not required.)

REV. MAN. VALVE BODY 403070 ..... $899.00

BILLET ALUMINUM VALVE BODY FOR STOCK ELIMINATOR

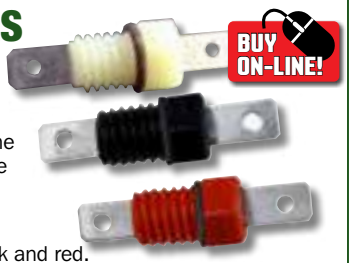
NEW!

SAFETY REVERSE MANUAL, CLEAN NEUTRAL
P(RN)123N WITH BAND APPLY

403062CN $586.07

NO TRANSBRAKE!

PASS-THROUGH TRANSBRAKE CONNECTORS



BUY ON-LINE!

Double end spade terminals allow for wire to pass from inside the transmission case to the outside. For Powerglide and T400, Lock-up. Includes o-ring.

Available in white, black and red.

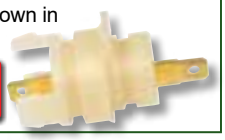
WHITE	940340	$15.10
BLACK	940340B	$13.95
RED	940340R	$13.95

OEM TRANSBRAKE CONNECTOR

Single wire connector for T400 kick down in OEM case. For T400.

940330.....$9.39

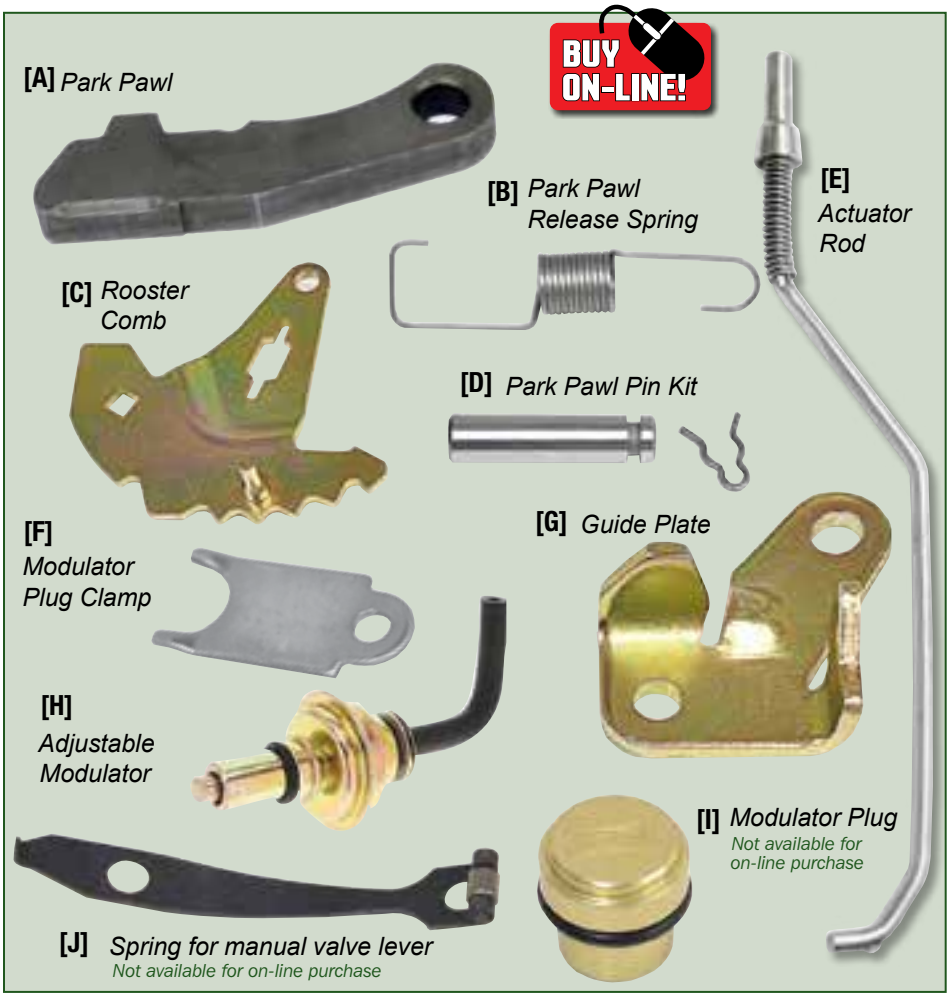
BUY ON-LINE!



WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 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 also work with OE mating parts and competition-type shifters with no modifications to the case.



ALL NEW PARTS!

[A] PARK PAWL, BILLET STEEL
407810 .....$13.09

[B] PARK PAWL RELEASE SPRING
405746 .....$1.99

[C] ROOSTER COMB KIT
402110.....$14.47

[D] PARK PAWL PIN KIT
405742 .....$12.91

[E] PARK PAWL ACTUATOR ROD
402113.....$17.38

[F] HOLD DOWN CLAMP FOR MODULATOR PLUG
970211.....$5.25

[G] PARK PAWL GUIDE PLATE
402114.....$10.87

[H] ADJUSTABLE MODULATOR
403390 .....$29.89

[I] ALUMINUM PLUG W/ O-RING
407010 .....$13.34

[J] SPRING, MANUAL VALVE LEVER
402131 .....$9.22

Have a worn out case or a shaft leak you just can't shake?

SHIFT SHAFT WITH DOUBLE O-RINGS AND FLANGE NUTS

Great for cars that sit for long periods of time and have the oil drain back into the pan!

Shift shafts in T400 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.

402100M $25.70

UNIVERSAL SHIFT LEVER

The ATI Universal Lever is designed for use on aluminum Powerglide and T400 transmissions without the throttle lever and shaft. 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 ATI, B&M, Hurst, Precision and Turbo Action shifters.

UNIVERSAL SHIFT LEVER FOR T400 AND PG
202101 .....$7.16

LEVER , ADJUSTED FOR T400 AND PRECISION SHIFTER
202101B.....$14.95

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 TRANSMISSION REBUILD KITS

OVERHAUL KITS

406300 ..... $112.33

Includes
- *gaskets*
- *Teflon rings*
- *bushing*
- *seals*
- *stainless filter*

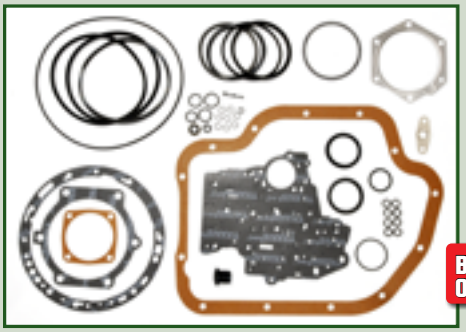
KIT FOR STREET/STRIP AND RV

406310 ..... $264.24

Includes
- *frictions*
- *steels*
- *filter*
- *gaskets*
- *Teflon rings*
- *seals*
- *bushing*
- *intermediate band*

OEM STYLE KITS

406299 ..... $45.00



Includes
- *gaskets*
- *seals*

BUY ON-LINE!

SERVICE KIT

403600 ..... $25.75

Includes
- *fiber pan gasket*
- *stainless filter*
- *(2) o-rings: (filter tube to case)*

BUY ON-LINE!

SPRAGS, RINGS AND BUSHINGS

SPRAG, LOW / REVERSE, ROLLER TYPE (1966 AND UP)
405350 .....$23.74

SPRAG, INTERMEDIATE HEAVY DUTY, 34 ELEMENT (1965 - 1971)
405500 .....$101.93

OUTER RACE FOR 34 ELEMENT SPRAG, ALL ROLLER AND ELEMENT, OEM
405530 .....$29.46

TEFLON RING KIT FOR PUMP AND CENTER SUPPORT (SET OF 5)
405011.....$16.95

BUSHING KIT (8 SIZES)
406400 .....$47.38

SNAP RING FOR INTERMEDIATE PRESSURE PLATE FOR T400 AND 4L80E
405570 .....$10.26

TECH TIP

Rollerizing Your T400?

ATI has the right bearing required for your T400 build:

BEARING, DIRECT DRUM
405701 ..... $15.19
Used between the reverse ring gear and output for OEM and between the cut forward clutch hub and direct clutch drum (optional build)

BEARING, CENTER SUPPORT TO SUN GEAR
405702 ..... $10.95
For use between the center support and sun gear (OEM applications)

BEARING, REAR INTERNAL GEAR
405703 ..... $11.61
For use between the bottom of the sun gear to rear planetary ring gear on all Turbo 400 units

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

T400 Accessories

See pages 40-45 for additional accessories

DEEP PANS

ATI Transmission pans are key to the proper function of your transmission. While the stock pan holds adequate fluid for many uses, the aluminum deep pan holds up to two quarts more fluid for high performance use and is far stronger than a stock pan.

The **ATI/Moroso Deep Metal Pan** for the T400 and T400 SuperCase features a one-piece billet rail to ensure leak free sealing. Features two 1/8th ports for sensor locations, one drain plug on the front to allow the drain to work at the case's natural angle, trimmed rail flanges, and a skid plate on the bottom. For those cars with stubborn cross members, the pan has a rear cut-out to provide maximum clearance. Installation hardware included.

CAST ALUMINUM DEEP PAN (6.4 QTS)
403500 ..... $153.47
With filter, extension, hardware and gasket

MOROSO DEEP SHEET METAL PAN (6.4 QTS)
403610 ..... $338.87
With filter, extension, hardware and gasket

MOROSO / ATI NOTCHED DEEP PAN (5.9 QTS)
403612 ..... $369.00
With filter, extension, hardware and gasket

Notched for additional cross member clearance!

Moroso / ATI Notched Deep Pan #403612 requires a modified filter #403560M or Filter Tube Kit #403614 or #403614A

GASKETS

PAN GASKET
403550 ..... $6.63

COMETIC PAN GASKET
403551 ..... $20.55

TRANSMISSION CATCH CAN

BUY ON-LINE!

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

CATCH CAN 406611 ..... $122.57

FITTING, 90° SWIVEL 1/4" TUBE TO 1/8" NPT MALE
964102 ..... $4.64

FILTERS & RELOCATION TUBE KITS

BRASS HIGH FLOW FILTER MODIFIED FOR SHORT PAN
For use with ATI Pan #403612
403560M $21.58

TORQUEFLITE DACRON HIGH FLOW FILTER
(1962-1981)
This oversized filter can be used for PG and T400.
Requires the use of a filter tube kit in the T400.
723530 ..... $12.61

BUY ON-LINE!

#723530

#403560M

Tube Kits relocate a Mopar filter to the rear of a 400 transmission pan to ensure you are picking up fluid under acceleration.

FILTER RELOCATION TUBE KIT, STEEL FOR MOPAR FILTER & SHORT PAN *Includes o-rings, filter and screws*
(1.1 Lbs - tube only)*
403614 ..... $197.25

FILTER RELOCATION TUBE KIT, ALUMINUM
Includes o-rings, filter and screws
(0.5 Lbs - tube only)*
403614A $236.00

****Does not work with steel transbrake valve body, #403080 or similar internal solenoid valve bodies!***

HEX VENT

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

960011 ..... $3.49

T400 COOLER PRESSURE DUMP KITS

BUY ON-LINE!

EXTERNAL HIGH FLOW COOLER PRESSURE DUMP KIT
402300 ..... $395.95

AT CONNECTOR KIT, 2 WIRE*
940861 ..... $12.95

** For #402301 Big Solenoid Kit (used in T400 Dump Kit)*

NEW!

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

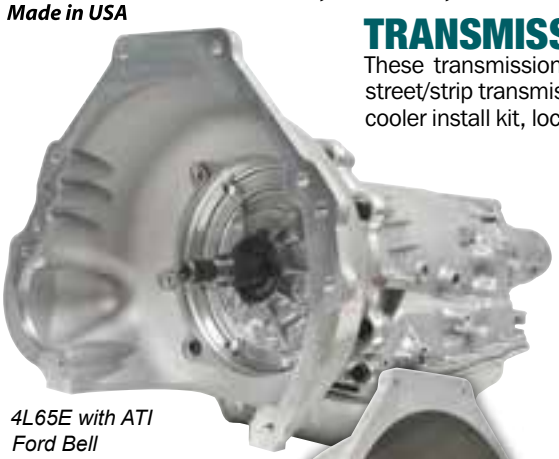
4L60E / 4L65E / 4L85E Transmissions

Made in USA

The 4L60E, 4L65E and 4L85E transmissions, the later cousins of GM's first automatic overdrive transmission, the 700R4, are built with quality ATI components to handle the abuse of race competition!

TRANSMISSION PACKAGES

These transmissions are sold in packages for various horsepower ratings. Package includes a street/strip transmission, a 10" SuperStreet Master Converter, transmission cooler with integral fan, cooler install kit, locking dipstick and tube, and polyurethane transmission mount. ***No electronics.****



4L65E with ATI Ford Bell

4L85E with ATI Ford Mod Motor Bell

4L60E - ***#708332 Superstreet Master Converter included*** ✦

STREET ROD PACKAGE - SERIES 1	(500 HP MAX)	701801	$3,995.00
STREET ROD PACKAGE - SERIES 2	(550 HP MAX)	701780	$4,995.00

✦ *Billet Cover Converters available:*
Single Disk - ADD $499, Triple Disk Converter #708347 - ADD $749.

4L65E - ***#708337 Billet Cover Superstreet Master Converter included*** ▲

STREET ROD PACKAGE - SERIES 3	(600 HP MAX)	701803	$5,995.00
STREET ROD PACKAGE - SERIES 4	(650 HP MAX)	701782	$6,495.00

▲ *Triple Disk Converter #708347 available: ADD $349*

4L80E - ***#708338 Billet Cover Superstreet Master Converter included*** ●

STREET ROD PKG - SERIES 1	(500 HP MAX)	701790	$4,995.00
STREET ROD PKG - SERIES 2	(600 HP MAX)	701792	$5,295.00

● *Triple Disk Converter #708348 - ADD $499.*

4L85E - ***#708338 Billet Cover Superstreet Master Converter included*** ■

STREET ROD PKG - SERIES 3	(700 HP MAX)	701794	$6,595.00
STREET ROD PKG - SERIES 3X	(800 HP MAX)	701805	$7,295.00
STREET ROD PKG - SERIES 4	(1000 HP MAX)	701807	$7,995.00

■ *Triple Disk Converter #708348 available: ADD $499*

STREET ROD PKG - SERIES 5	(1500 HP MAX)	701817	$9,295.00

Series 5 includes #708348 Triple Disk Converter, SFI Chevy Bell and 2.48 low gears.
Optional 2.10 - 2.75 low gear, 6 pinion, straight cut gears available for $1,000 - $1,500 - CALL

* See page 90 for more information on Street Rod Packages
No core charge - crate included. Other options available.

Gearing

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

700R4 / 4L65E		4L85E	
1st	3:08	1st	2:48
2nd	1:65	2nd	1:48
3rd	1:1	3rd	1:1
4th	.69:1	4th	.74:1

EXTENSION HOUSING WITH ROLLER BEARING

FOR 4L80 AND 4L85
701935 ..... $215.27
Only works with ATI 300M Output Shaft (#705241)

EXTENSION HOUSING SEAL
400 OUTPUT SIZE
973012 ..... $15.40

ADAPTER RINGS FOR ATI BELLS

Allows for the use of any of ATI's Bell Packages - including the 2JZ!

Shown: 4l85E with Mopar Bell and Adapter Ring

ADAPTER RING - ATI BELL TO 4L80E / 4L85E
Case / pump machine work and professional installation required!
915137 ..... $279.00

ADAPTER RING - ATI BELL TO 4L65E
915139 ..... $259.00

2-PIECE OUTPUTS

300M Output Shaft

APPLICATION	OVERALL LENGTH	SPLINE LENGTH	PART #	RN $
OEM LENGTH	8.107"	3.597"	705240	$469.00
SHORTENED LENGTH	6.260"	3.685"	705241	$469.00

FOR USE WITH T400 EXTENSION HOUSING
Requires the use of ATI's heavy duty cast aluminum roller bearing tail

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

INPUT AND MAIN SHAFTS

EXTREME DUTY INPUT SHAFT, VASCO
4L80E / 4L85E

(2000 HP MAX)
705310 .....$529.00

EXTREME DUTY INTERMEDIATE/MAIN SHAFT, VASCO
4L80E / 4L85E (2000 HP MAX)

705311..... $349.95

INPUT HOUSING KIT WITH HEAVY DUTY INPUT SHAFT

A weak OE backing plate can flex during clutch apply creating uneven heat build-up in the clutch pack's limited space. This new housing kit allows for a taller clutch pack anchored in place by a stronger backing plate making it the only way to increase clutch capacity and protect against destructive heat. Ensures maximum durability and protection against failure in high hp, high pressure applications. Fits 300mm non-reluctor 4L60E, 4L65E and 4L70E units.

Eliminates backing plate flex and 3-4 clutch failure!

INPUT HOUSING KIT
WITH
HD INPUT SHAFT

702200 .....$1061.50

HEAVY DUTY SUN GEAR SHELL

This hardened, heavy duty shell replaces the weak OEM Sun Gear Shell. Fits 700R4, 4L60E, and 4L65E. Also includes a specially designed washer.

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

HEAVY DUTY SUN GEAR SHELL
705040 .....$79.00

4L80E/4L85E INTERMEDIATE BAND

OEM INTERMEDIATE HIGH ENERGY BAND, 1999 & UP

405455.....$39.95

Must be used in earlier models ('91-'98) and T400 if used with #407655 - Servo Pin Kit

SERVO PISTON FOR 700R4 & 4L60/65E

Servo Pistons firm up the 1-2 and 3-4 shifts. 6061 T6 aluminum.

4th Gear Super Servo #705035

4TH GEAR SERVO PISTON
FOR 700R4 & 4L60E / 4L65E

705035 ..... $87.55

SERVO - CORVETTE STYLE,
700R4 - 4L60E/4L65E

705030 .....$23.21

4L80E/4L85E SERVO PIN KIT

OEM SERVO PIN KIT, OEM, 1999 & UP

407655.....$45.00

Must be used in earlier models ('91-'98) and T400 if used with #405455 - Wide Band

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

TRANSMISSION PANS, GASKETS AND FILTERS

BUY ON-LINE!

700R4 DEEP PAN, CAST ALUMINUM
Includes filter, gasket, and hardware
703500 ..... $245.14

4L60E DEEP PAN, CAST ALUMINUM*
Includes filter, gasket, and hardware
**** Does not fit 97+ Corvette, 4WD Colorado Canyon or Hummer H3***
703501 ..... $267.79

4L80E / 4L85E DEEP PAN, CAST ALUMINUM
Includes filter, gasket, and hardware
703505 ..... $257.45

4L80E / 4L85E DEEP PAN, MOROSO SHEET METAL
Includes filter, spacer, gasket, and hardware
703525 ..... $359.00

#703500 **9.2 LBS**

#703505 **10.75 LBS**

#703525 **5.10 LBS**

REPLACEMENT PAN GASKETS

FOR 4L60E 703510 ..... $6.37

FOR #703505 AND #703525, FIBER 703515 ..... $12.07

REPLACEMENT FILTERS

700R4, FOR ATI DEEP PAN (#703500) OR OEM (GM #8667293)
707560 ..... $10.29

4L60E, FOR ATI DEEP CAST PAN (#703501) (Does not fit Corvettes!) OR '93-'14 OEM SHALLOW PAN (GM #24200796)
703534 ..... $17.90

4L60E, FOR '97-'14 OEM DEEP PAN ONLY "EARLY MODEL" (GM #24208576)
705080 ..... $16.90

4L80E, 1997 AND UP
703506 ..... $18.95

4L80E Filter #703506

4L80E RINGS, SEALS AND BUSHINGS

TEFLON RING KIT, 1991 & UP — 703507 ..... $30.28
Kit contains 17 assorted rings including 2 types for center supports o be used as needed for the application.

BUSHING KIT, 1997 & UP, COMPLETE — 406420 ..... $45.27

PUMP BUSHING, WIDE VERSION .700", 1997 & UP — 703511 ..... $4.99

FRONT PUMP SEAL, 1991 & UP — 703512 ..... $6.95

SNAP RING, INTERMEDIATE PRESSURE PLATE FOR T400 AND 4L80E — 405570 ..... $10.26

Teflon Ring Kit

Wide Pump Bushing

Bushing Kit

4L80E CENTER SUPPORT

CENTER SUPPORT WITH BRONZE BUSHING FOR LATE 4L80E — 705471 ..... $209.00

BUSHING FOR CENTER SUPPORT FOR 4L80E/4L85E (1997 & UP) — 980091 ..... $10.95

TRANSMISSION CATCH CAN FOR 4L80E / 4L85E

Bolts to front of transmission pan.

707611 ..... $134.00

HEX VENTS

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

960011 ..... $3.49

4L80E/85E OVERHAUL KIT

GASKETS & SEALS, 4L80E / 4L85E, 1999 & UP
706510 ..... $102.51

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

"Simple Shift" Transmission Controller and Carb Kit

SIMPLE SHIFT TRANS CONTROLLER

Laptops or hand-held tuning devices are not required to completely control shift points (raise or lower when your transmission shifts), shift firmness (change from soft to hard to suit your driving style), and torque converter lock-up (lock-up sooner for better fuel economy). All parameters are simply adjusted with easy-to-use dials on the end of the Simple Shift unit.

PCS TPS SENSOR UNIT (CARB APPLICATIONS ONLY)	705501.....$119.00
PCS TRANSMISSION HARNESS, 4L60/4L65E	705514 .....$169.50
PCS TRANSMISSION HARNESS, 4L80/4L85E	705515 .....$169.50
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705505.....$749.00
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705506..... $669.00
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705507.....$749.00
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705508..... $669.00
SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520..... $322.50

Comes with complete diagnostic capabilities and a full wiring harness tailored to your specific transmission. 1993 & UP

700R4 UNIVERSAL TV CABLE

702050.....$44.95

ATI's Universal Automatic Transmission Kickdown/Throttle Valve Cable is adjustable in order to ease a swap or to replace an old and worn out factory unit.

SHIFT KITS FOR 4L60E, 4L65E AND 4L70E

703213.....$84.95

This Shift Correction Package offers regular and heavy duty applications in one package. The Superior 4L60-E kit helps prevent premature wear of the forward sprag. Improves overall performance and shift quality. Converts lock-up to an on/off system to help stop the TCC slippage code. Fits 4L60E, 4L65E and 4L70E. Servo not included.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

6R80 Street Package

ATI has the first TRUE externally controlled, 6-speed transmission package for your Chevrolet powered vehicle!

Allows easy highway cruising, seamless shifts, transbrake and 2nd gear (2.34) leave options through multiple templates tuned independently of the engine management system!

Torque converter, bellhousing, transmission, and controller all designed to fit and work together with a conventional Chevy or LS based engine!

- Gear ratios: 4.17 / 2.34 / 1.52 / 1.14 / .86 / .69
- 500 - 1000 HP options (weight and gear dependant)
- US Shift Quick 6 box needs only 5 wires to get running: Power, Ground, Tach, TPS, and Ignition
- "Shift in Progress" signal wire comes standard so torque cut can be added to tuning
- Sport mode and Tap Up and Down shifting via shifter or paddle.
- Short steel pan included. ~ Moroso fabbed short pan coming soon.
- Extra short pan and deep cast pan options are available.
- 2WD and 4x4 build option

PART #730000....$6995

6L80E / 6L90E Components

6L80E TRANSMISSION

In late 2005, GM introduced the 6L80E six-speed automatic transmission. Featuring clutch to clutch shifting, it eliminated the one-way clutches used in earlier transmissions. Its eight-speed successor, the 8L90E was introduced in 2014. ATI is now developing components to upgrade your 6 and 8 speed transmission!

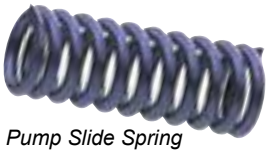
BUY ON-LINE!

6L80E / 6L90E UPGRADE KIT

Includes piston, piston kit, backing plate, pump slide spring, seal kit, valve kits and boost and Zip Kit.

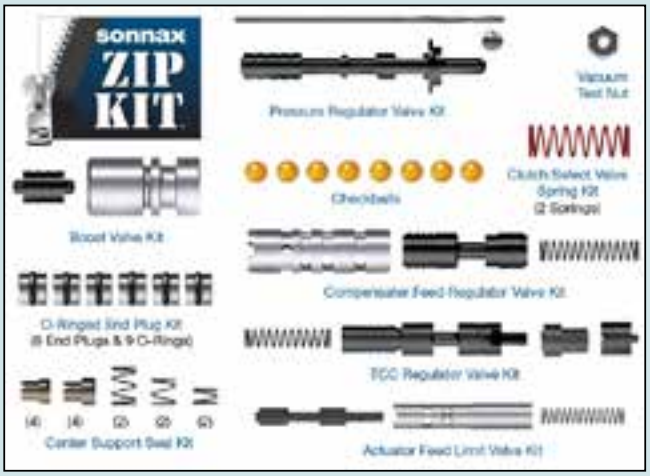
COMPLETE UPGRADE KIT	**710000.....$956.87**
1-2-3-4 HEAVY DUTY PISTON	710001 .....$78.85
4-5-6 HEAVY DUTY CLUTCH APPLY PISTON KIT	710002 ..... $126.24
CLUTCH BACKING PLATE *(Included in 71002 Kit)*	710003 .....$64.71
PUMP SLIDE SPRING	710004 ..... $9.29
ZIP KIT (COMPLETE KIT)	710011.....$305.91
LOW REVERSE FRICTION	710025 ..... $13.34

1-2-3-4 HD Piston



Pump Slide Spring

Backing Plate



ZIP KIT COMPONENTS

CENTER SUPPORT SEAL KIT	710005..... $55.15
CLUTCH BOOST VALVE	710006..... $40.88
TCC REGULATOR VALVE KIT	710007..... $50.46
CONVERTER FEED LIMIT VALVE	710008.....$31.80
PRESSURE REGULATOR AND BOOST VALVE	710009..... $83.48
AFL VALVE	710010 ..... $68.82

This kit contains uniquely designed parts to prevent the loss of pressures within the main line, clutch apply control, solenoid feed and lockup control circuits. It also seals multiple circuits known to suffer from end plug leakage or poor checkball sealing. No special tools are required for installing these parts.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

6L80E / 6L90E Components

6L80E / 6L90E GEAR SET

NEW!

For vehicles producing over 750 HP, Nitrous or heavy duty vehicles.

4140 billet steel drive plate is milled to the planetary housing to eliminate separation under load.

6L80E 710035.....$1,436.85
6L90E 710045.....$1,436.85

OEM core must be returned or ADD $300

6L80E / 6L90E INTERMEDIATE SHAFT & HUB

BUY ON-LINE!

NEW!

A stronger replacement to remedy the OEM failure in high HP, Supercharged and Turbo applications.

- 300 M Shaft / 4140HT Steel Hub
- HD Torrington Bearing with double roller count than OEM

6L80E 710030 .....$1,008.37
6L90E 710040 .....$1,008.37

6L80E /6L90E BUSHINGS

Teflon-Coated Dura Bond

BUSHING KIT 710015..... $100.30
No tailbushing - 11 pieces

6L80E EXTENSION BUSHING 710016..... $10.25
6L90E EXTENSION BUSHING 710017..... $10.25
6L80E/6L90E PUMP BUSHING 710020..... $10.25

6L80E / 6L90E PISTON KIT

PISTON KIT
710018.....$163.43

2006 & up - 5 pieces

6L80E / 6L90E MASTER OVERHAUL KITS

Alto Rebuilding Kits provide all the soft parts required to rebuild a specific type of transmission. Includes clutches and steels, all paper and rubber gaskets for 2006 and up 6L80E and 6L90E transmissions.

6L80E REBUILD KIT (2006+) 710013.....$959.21
6L90E REBUILD KIT (2006+) 710014..... $1,061.50
6L80E OHL KIT GASKETS & SEALS (2006+) 710036..... $287.00

6R80E INTERMEDIATE SHAFT & HUB

NEW!

A must for high horsepower applications, especially superchargers, turbos and nitrous!

710100.....$599.00

300M Shaft
100% drop in part

6L80E / 6L90E FILTER

With large suction port

Does not fit Pontiac G8!

FILTER 710019.....$16.43

TECH TIP

"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.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

8L90E GPZ RAYBESTOS MASTER OVERHAUL KIT

Complete rebuild kit that includes filter, all seals and rings as well as Raybestos' upgraded friction components and parts manufactured with the unique blend of GPZ high energy fibers for ultimate stress and high durability.

BUY ON-LINE!

706520 ..... $699.00

8L90E HEAVY DUTY APPLY RING 1-2-7-8-R

HD APPLY RING
704561.....$105.50

BUY ON-LINE!

8L90E Heavy Duty Apply Ring

8L90E FILTER

OEM FILTER REPLACEMENT
704560.....$25.70

Helps keep abrasive particles from entering the transmission's components and provides optimal fluid flow to and from your transmission. Optimal fluid flow helps prevent components from sticking while you are trying to shift.

BUY ON-LINE!

8L90E BEARING FOR DRUM

FOR 1-3-5-6-7 CLUTCH 703514 .....$13.91

HDXTREME™ CLUTCH AND FRICTION KITS

Coming Soon Currently in vehicle testing!

Massive amounts of holding capacity for your 8L90E transmission! Increased clutch counts in all positions by as much as 40%! Billet steel, American Made, pressure plates, with updated high performance frictions and steels.

8L90E INPUT AND OUTPUT SHAFTS

BUY ON-LINE!

8L90E INPUT SHAFT, VASCO 704000 .....$865.58

8L90E OUTPUT SHAFT, 300M 704050 .....$715.85

Fits all C7 Corvettes with 8-speed and the ZR1

GPZ FRICTION MODULE KIT

GPZ friction clutch plates greatly increase transmission performance and durability. This state-of-the-art friction material far exceeds OE material to withstand high stress, high temperatures and repeated cycling.

BUY ON-LINE!

For 10L80, 10L90 10R80 and 10R90 Transmissions

702100.....$298.19

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Street Rod Packages

Save money with package pricing!

Save money when you take advantage of these great transmission/ converter packages from ATI! All packages include:

- ***Street/Strip Transmission (4L transmissions NOT sold seperately)***
- ***Streetmaster Torque Converter***
- ***Transmission Cooler & Install Kit***
- ***Locking Dipstick and Tube***
- ***Transmission Mount***
- ***ATI's Super F ATI (Non-electric packages only)***
- ***Crate included***
- ***Other options available***

Forward pattern automatic function only

All non-electric transmission packages include a case of Super F ATF!

T350 & T400 Packages

T350 PACKAGE ♦ **#351800 .... $3,295.00**

Total T350 package if purchased separately..... $3,400.77

OPTION #1 - STEEL DRUM W/HD 36 ELEMENT SPRAG 355682.....$380.07

OPTION #2 - HD TORSIONAL INPUT SHAFT 357052.....$210.12

OPTION #3 - DEEP CAST ALUMINUM PAN 353500.....$195.00

T400 PACKAGE ♦ **#401800 .... $3,295.00**

Total T400 package if purchased separately..... $3,400.77

OPTION #1 - HD CENTER SUPPORT 405471 .....$189.00

OPTION #2 - HD TORSIONAL INPUT SHAFT 406000 ..... $349.95

OPTION #3 - STL. DIR DRUM W/HD 34 ELE. SPRAG 405681 ..... $362.61

OPTION #4 - DEEP CAST ALUMINUM PAN 403500 .....$153.47

♦ **Credit may be obtained for the return of a good core on the T350 and T400 Kits**

New bolt-on SFI Ford and Mopar bells available!

4L60E

SERIES 1 PACKAGE (500 HP MAX) ✦

4L60E TRANSMISSION .....#701300

10" SUPERSTREET MASTER L/UP CONVERTER .....#708332

#701801..... $3,995.00

SERIES 2 PACKAGE (550 HP MAX) ✦

4L60E TRANSMISSION .....#701340

10" SUPERSTREET MASTER L/UP CONVERTER .....#708332

#701780 ..... $4,995.00

✦ *Billet Cover Converters available: Single Disk - ADD $499*
Triple Disk Converter #708347 - ADD $749

4L65E

SERIES 3 (600 HP MAX) ▲

4L65E TRANSMISSION.....#701301

10" SUPERSTREET MASTER L/UP CONVERTER .....#708337

SINGLE DISK WITH BILLET COVER

#701803 .....$5,995.00

SERIES 4 (650 HP MAX) ▲

4L65E TRANSMISSION .....#701305

10" SUPERSTREET MASTER L/UP CONVERTER .....#708337

SINGLE DISK WITH BILLET COVER

#701782 .....$6.495.00

▲ *Triple Disk Converter #708348 available: ADD $349*

OPTION #1 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)
705505 .....$749.00

OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)
705506 .....$669.00

***For 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.

4L80E

SERIES 1 PACKAGE (500 HP MAX) ●

4L80E TRANSMISSION.....#701307

10" SUPERSTREET MASTER L/UP CONVERTER .....#708338

SINGLE DISK WITH BILLET COVER

#701790 ..... $4,995.00

SERIES 2 PACKAGE (600 HP MAX) ●

4L80E TRANSMISSION .....#701793

10" SUPERSTREET MASTER L/UP CONVERTER .....#708338

SINGLE DISK WITH BILLET COVER

#701792 .....$5,295.00

● *Triple Disk Converter #708348 available: ADD $499*

4L85E

SERIES 3 PACKAGE (700 HP MAX) ■

4L85E TRANSMISSION .....#701302

10" SUPERSTREET MASTER L/UP CONVERTER .....#708338

SINGLE DISK WITH BILLET COVER

#701794 .....$6,595.00

SERIES 3X PACKAGE (800 HP MAX) ■

4L85E TRANSMISSION #701306

10" SUPERSTREET MASTER L/UP CONVERTER .....#708338

SINGLE DISK WITH BILLET COVER

#701805 .....$7,295.00

■ *Triple Disk Converter #708348 available: ADD $499*

HIGH HP SERIES 4 PACKAGE (1000 HP MAX) ⬟

4L85E TRANSMISSION.....#701303

10" SUPERSTREET MASTER L/UP CONVERTER .....#708338

SINGLE DISK WITH BILLET COVER

- BILLET CLUTCH HUB
- EXTRA CLUTCHES IN 3RD GEAR
- HIGH ENERGY CLUTCH MATERIAL
- DEEP CAST PAN

#701807 .....$7,995.00

⬟ *Triple Disk Converter #708348 available: ADD $499*

HIGH HP SERIES 5 PACKAGE (1500 HP MAX)

4L85E TRANSMISSION .....#701313

10" SUPERSTREET MASTER L/UP CONVERTER .....#708348

TRIPLE DISK WITH BILLET COVER

- CHEVY BELL
- 2.48 LOW GEARS
- VASCO INPUT AND MAIN SHAFT
- BILLET CLUTCH HUB
- BILLET ALUMINUM PISTONS
- BEARING ROLLER CASE
- 300M OUTPUT
- DEEP CAST PAN

#701817 ..... $9,295.00

OPTION #1 - SIMPLE SHIFT TRANS CONTROL KIT (CARB) 705507 .....$749.00

OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (EFI) 705508 ..... $669.00

OPTION #3 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE 705520 ..... $322.50

OPTION #4 - 2.10 - 2.75 LOW GEAR, 6 PINION STRT. CUT GEARS.....$1,000 - $1,500 CALL

OPTION #5 - TRANSBRAKE FULL MANUAL VALVE BODY.....$1,500

OPTION #6 - TRANSBRAKE, COMPUTER SHIFTED.....$1,300.00

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Automatic Trans Fluid

SYNTHETIC SUPER F Racing ATF

Improves ETs and Round-to-Round Consistency!

Superior Transmission Protection

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

ATI COPO Camaro

BUY ON-LINE!

20 Weight Super F

We've track-tested Super F™ to be highly effective in Powerglides, T350 and T400, TF-727 and 904, as well as Ford C-4 and C-6 automatics. Super F™ is great for any non-electric transmission. There are a multitude of reasons why ATI's new Super F™ synthetic ATF is the BEST fluid for your automatic transmissions. Super F can also be used in high performance street applications, and is excellent for towing use. It can be mixed with petroleum-based ATF without harm, but obviously the higher the percentage of Super F in the mix, the better the performance and reliability will be.

	Part #	RN $
QUART BOTTLE	100001	$12.49
QUART BOTTLE, CASE OF 12	100001-12	$149.88
GALLON BOTTLE	100004	$47.95
GALLON BOTTLE, CASE OF 4	100004-4	$191.80

BUY ON-LINE!

30 Weight Max Duty Super F

ATI's 30 Weight Max Duty Super F is for large displacement, turbocharged or 2,000+ HP engines including off-road 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, T350, T400, Chrysler TF-727, TF-904, Ford C-4, C-6 and other non-electronic transmissions.

	Part #	RN $
QUART BOTTLE	100021	$14.95
QUART BOTTLE, CASE OF 12	100021-12	$179.40
GALLON BOTTLE	100024	$55.95
GALLON BOTTLE, CASE OF 4	100024-4	$223.80

"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 - 3.627 @ 206.99 mph PDRA Pro Nitrous racer - 2 x NMCA Pro Street and Big Dawg Champ and Extreme Outlaw Pro Mod Piedmont track record holder

Great for qualifying runs!

8 Weight Super F Ultra Low Viscosity

ATI's new 8 Weight Ultra Low Viscosity Super F is perfect for low horsepower, heads up racing and qualifying runs. This 100% mPAO based synthetic, is recommended for use in GM Powerglide, T350, T400, Chrysler TF-727, TF-904, Ford C-4, C-6 and other non-electronic transmissions.

ATI Drag Pak #047

BUY ON-LINE!

	Part #	RN $
QUART BOTTLE	100010	$14.95
QUART BOTTLE, CASE OF 12	100010-12	$179.40

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

BORN FROM JOE GIBBS RACING

DRIVEN

DRIVEN TO WIN RACING OIL®

Racing Oils

BUY ON-LINE!

WHEN IT'S GONE, IT'S GONE! HURRY WHILE SUPPLIES LAST!

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!

RACE ENGINE OILS

SYNTHETIC

JGD – XP1 – 5W20	quart	100006	$21.57
JGD – XP2 – 0W20	quart	100206	$21.57
JGD – XP3 – 10W30	quart	100306	$17.99

PETROLEUM

JGD – XP4 – 15W50	quart	100506	$10.70
JGD – XP8 – 5W30	quart	101906	$10.70

HIGH PERFORMANCE OILS

SYNTHETIC BLEND

JGD – GP1 – 5W20	quart	119206	$10.70
JGD – GP1 – 10W30	quart	119306	$9.98
JGD – GP1 – 20W50	quart	119506	$9.98

HOT ROD PERFORMANCE OILS

PETROLEUM

JGD – HR1 – 15W50	quart	102106	$9.98
JGD – HR2 – 10W30	quart	102006	$9.98
JGD – HR5 – 10W40	quart	103806	$9.98

BREAK-IN OILS

JGD – BR – 15W50	quart	100106	$9.98
JGD – BR30 – 5W30	quart	101806	$9.98
JGD – BR40 –10W40	quart	103706	$9.98

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 - 75W-85	quart	100830	$24.00

SYNTHETIC RACING GEAR OIL

Used by top race teams in rear ends, differentials and transmissions, this unique synthetic gear oil reduces operating temperatures by up to 15°F compared to other brand gear oils.

JGD - GO - 75W-110	quart	100630	$24.00

Note! All Driven Racing Oil products are available from ATI. Part numbers highlighted in yellow are normally in-stock.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Race Fuels

ATI IS ONE ETHANOL'S NORTHEAST WAREHOUSE DISTRIBUTOR!

One Ethanol® fuels are derived from the purest ethanol base stock made in America! Twenty-five years of bio-fuel experience, precision equipment, and certified standards ensure you will always receive perfect and consistent product every time you open a new container of One Ethanol®.

PRODUCT R

High Powered Forced Induction, Naturally Aspirated, and Nitrous

- Ethanol Content: Over 85%
- Effective Octane: 117+
- Street Legal: No
- Leaded: No

One Ethanol® "R" is a specially formulated ethanol blend intended for ultra high performance racing engines. R was designed to be used in forced induction, nitrous, and N/A engines requiring race fuels with an octane rating of 116 or higher. R has powered drag radial race cars with small displacement engines running 6 second 1/4 mile times at over 200 MPH.

5 GALLON	100902	$68.00
54 GALLON	100903	$498.00

PRODUCT S

Forced Induction, Naturally Aspirated, and Nitrous

- Ethanol Content: 85%
- Effective Octane: 112
- Street Legal: No
- Leaded: No

One Ethanol® "S" is high performance E85 fuel built for racers with powerful engines requiring precise ethanol content. S is intended to be used in forced induction, nitrous, and N/A engines that typically use race fuels with an octane rating of 100 to 112. One Ethanol S is a fantastic product to bridge the gap between pump E85 and One Ethanol R.

5 GALLON	100900	$59.00
54 GALLON	100901	$449.00

"With 60 years of company history in the aftermarket and racing industry, the products ATI stands behind must be consistent and perform flawlessly for our dealers and racers. One Ethanol is a company we are proud to be a part of, and their fuels deliver the reliability and power our customers require to win races."

JC Beattie, Jr.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Batteries & Chargers

ROCK BATTERIES

ATI is now a proud distributor for Rock Racing Batteries!

MADE IN THE USA

BATTERIES

ROCK 1685-2/1685-3 - 1050 CCA / 16 VOLT HEAVY DUTY

BUY ON-LINE!

- ✔ MORE CRANKING AMPS – 1050*
- ✔ MORE RESERVE MINUTES – 85
- ✔ MORE POWER, LESS WEIGHT – 42 lbs.

The revolutionary 3-post model allows you to connect your 12 volt gauges, lights, etc. to the 12 volt terminal.

- Faster recharging
- Sealed construction
- Install in any position
- 6.6" deep x 10.2" wide x 8.3" high
- Lower weight than conventional batteries
- Unbeatable reliability
- No need for water
- No shipping restrictions

*5 seconds continuous @ 75° F to 7.2 volts = 1050 Amperes
15 seconds continuous @ 75° F to 7.2 volts = 950 Amperes

100802 2-post $439.99
100803 3-post $449.99

Rock Advanced AGM style batteries have the lowest internal resistance of any battery manufactured, only 2%. This allows them to be charged much faster if needed and also to deliver higher power when required.

We strongly recommend using the Rock 12/16 volt Charger.

BATTERY CHARGERS

12V/16V BATTERY MAINTAINER AND CHARGER

BUY ON-LINE!

This charger was designed and built specifically for motorsports. Works equally well with liquid, sealed, maintenance-free, gelled, or other lead acid batteries. Easily switches from 12v to 16v operation to recharge 16v racing batteries. Uses three-stage, microprocessor-controlled technology. The 30 amp output rating assures fast recharge times. Charger does not include DC cable termination. Contact a Sales Technician for further information.
100804 ..... $539.99

An important feature of the Rock charger is that it has a built-in Temperature Compensation which is critical to proper battery voltage control and has been found to extend the life of the battery by as much as 27%! With its patented Proportional Timing, it varies the length of charge time as the battery ages, assuring the user will get every amp of capacity available when required.

For further technical information, visit www.rockracingbattery.com

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

"Team ATI" T-Shirts

Be a part of Team ATI! Available in a variety of styles. Sizes S to 3X and Ladies V-Neck.

Sizes, styles and colors may vary, please call to verify availability.

BUY ON-LINE!

[A] RACE TO WIN T-SHIRTS - *Available in black, white and gray*

SMALL	---	Z21000WHT	Z21000GRY	$12.00
MEDIUM	Z21001BLK	Z21001WHT	Z21001GRY	$12.00
LARGE	Z21002BLK	Z21002WHT	Z21002GRY	$12.00
X-LARGE	Z21003BLK	Z21003WHT	Z21003GRY	$12.00
XX-LARGE	Z21004BLK	Z21004WHT	Z21004GRY	$15.00
XXX-LARGE	Z21005BLK	Z21005WHT	---	$15.00

[B] ATI MADE IN THE USA T-SHIRTS - *Available in black and gray*

SMALL	Z21010BLK	Z21010GRY	$12.00
MEDIUM	Z21011BLK	Z21011GRY	$12.00
LARGE	Z21012BLK	Z21012GRY	$12.00
X-LARGE	Z21013BLK	Z21013GRY	$12.00
XX-LARGE	Z21014BLK	Z21014GRY	$15.00

[C] ATI SUPER F ATF T-SHIRTS - *Available in black only-limited sizes*

LARGE	Z21042BLK	$12.00
X-LARGE	Z21043BLK	$12.00
XX-LARGE	Z21044BLK	$15.00

[D] ATI 60TH ANNIVERSARY T-SHIRTS - *Available in black and gray*

SMALL	Z21230BLK	Z21230GRY	$12.00
MEDIUM	Z21231BLK	Z21231GRY	$12.00
LARGE	Z21232BLK	Z21232GRY	$12.00
X-LARGE	Z21233BLK	Z21233GRY	$12.00
XX-LARGE	Z21034BLK	Z21034GRY	$15.00
XXX-LARGE	Z21035BLK	Z21035GRY	$15.00

[E] ATI 60TH ANNIVERSARY WITH FLAG T-SHIRTS

Available in black and gray

SMALL	Z21250BLK	$15.00
MEDIUM	Z21251BLK	$15.00
LARGE	Z21252BLK	$15.00
X-LARGE	Z21253BLK	$15.00
XX-LARGE	Z21254BLK	$17.00
XXX-LARGE	Z21255BLK	$17.00

[F] ATI "WE RACE WHAT WE SELL" RACE CARS T-SHIRTS

SMALL	Z21240BLK	$15.00
MEDIUM	Z21241BLK	$15.00
LARGE	Z21242BLK	$15.00
X-LARGE	Z21243BLK	$15.00
XX-LARGE	Z21244BLK	$17.00
XXX-LARGE	Z21245BLK	$17.00

Ladies V-neck Race to Win and Made In The USA shirts available! Page 96

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

ATI T-Shirts, Sweatshirts & Caps

BUY ON-LINE!

Ladies V-Neck Shirts

ATI logo on front only!

[A] RACE TO WIN V-NECKS - *Available in black only*

SMALL	Z21170BLK	$15.00
MEDIUM	Z21171BLK	$15.00
LARGE	Z21172BLK	$15.00

[B] MADE IN THE USA V-NECKS - *Available in blue and gray*

SMALL	Z21260BLU	Z21260GRY	$15.00
MEDIUM	Z21261BLU	Z21261GRY	$15.00
LARGE	Z21262BLU	Z21262GRY	$15.00
X-LARGE	Z21263BLU	Z21263GRY	$15.00
XX-LARGE	Z21264BLU	Z21264GRY	$15.00

Sweatshirts

Our crew neck sweatshirts feature set-in sleeves, pill resistant fabric and 50% cotton/50% polyester construction.

Available in black only.

SMALL	
Z21100BLK	$20.00
MEDIUM	
Z21101BLK	$20.00
LARGE	
Z21102BLK	$20.00
X-LARGE	
Z21103BLK	$20.00
XX-LARGE	
Z21104BLK	$20.00

Chris Rini Racing

SMALL	
Z21030BLK	$15.00
MEDIUM	
Z21031BLK	$15.00
LARGE	
Z21032BLK	$15.00
X-LARGE	
Z21033BLK	$15.00
XX-LARGE	
Z21034BLK	$17.00

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 Black Magic Vega Funny Car and retro ATI logo. Supplies are limited. Available in L, XL and 2XL. Design on front.

L	Z21212WHT	$15.00
XL	Z21213WHT	$15.00
XXL	Z21214WHT	$17.00

ATI Race Caps

BUY ON-LINE!

[A]	ATI PERFORMANCE LOGO (COTTON TWILL)	Z20070	$12.00
[B]	ATI "MADE IN THE USA" (BLACK / WHITE MESH BACK)	Z20071	$12.00
[C]	ATI RACE TO WIN (BLACK MESH)	Z20072	$12.00
[D]	ATI RACING (BLACK / WHITE MESH BACK)	Z20073	$12.00
[E]	ATI "MADE IN THE USA" (RED / BLACK MESH BACK)	Z20074	$12.00
[F]	LEGACY FLAG / USA LOGO (GRAY)	Z20075	$15.00
[G]	LEGACY ATI PATCH LOGO	Z20076	$15.00
[H]	LEGACY 60TH ANNIVERSARY FLAG / USA LOGO	Z20077	$15.00

Shirt sizes, styles and colors may vary, please call or visit our website to verify availability.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Freshen Up Services ~ Racer Info Sheet

Don't let an untimely part failure keep you from reaching the Winner's Circle!

TRANSMISSIONS: Keep your ATI transmission in race-winning shape! When you return your transmission for a basic freshen-up, ATI will replace the gaskets, seals, filter, clutches and steels. We test the valve body and recondition the case. **Basic transmission freshen-ups start at:**

ATI UNITS
Please call before shipping to ATI!

ATI POWERGLIDE	$495.00
ATI 2 SPEED 400	$595.00
ATI SUPERGLIDE	$649.00
ATI 3 SPEED (OEM SHAFTS)	$695.00
ATI 3 SPEED (BIG SHAFTS)	$895.00
ATI 3 SPEED (FSS)	$895.00
ATI 4 SPEED (ELEC-4L6X-4L8X)	$1195.00
ATI 700R4	$795.00
ATI 6 SPEED	$1695.00
ATI 8 SPEED	$1895.00
ATI 10 SPEED	$1895.00

NON ATI UNITS
Please call before shipping to ATI!

POWERGLIDE	$695.00
2 SPEED 400	$695.00
3 SPEED	$795.00
4 SPEED (ELEC-4L6X-4L8X)	$1495.00
6 SPEED	$1895.00
8 SPEED	$1995.00
10 SPEED	$2095.00

When returning your transmission for a freshen-up or overhaul, please remove all transmission accessories. Failure to do so will result in a $50.00 handling fee. Always drain the fluid from your transmission and converter prior to shipping to ATI!

CONVERTERS: To retain the superior quality and performance of your ATI Converter, return it directly to ATI for rebuild or repair. Approximately 95% of all units are typically rebuilt and shipped within 48 hours after being received. Remember! If another company rebuilds your unit, ATI will not rework the converter. Inferior parts may be installed; your performance could suffer and all warranties and considerations are void. See below or go on-line for a spec sheet. ***http://www.atiracing.com/pdf/converter_sheet.pdf***

Freshen-up prices start at $249.00. This does not include replacement of hard parts, stall changes or converter upgrades. Freshen-ups for non-ATI Converters start at $295. No warranties or guarantees are offered on non-ATI units.

Please call an ATI Sales Tech with information about your converter & transmission prior to shipping them to ATI! Call: 410-298-4343 or 800-284-3433

ATI's Sales Technicians will need to know the following information in order to develop the correct transmission / converter combination for your car. You must have this information ready when you place an order with ATI. Download from our website today!

TYPE OF CAR (CHECK ONE):
☐ RACE ☐ STREET ☐ STREET/STRIP ☐ 1/8 ☐ 1/4 ☐ BOTH

BODY _____ CLASS _____ BRACKET _____

TOTAL WEIGHT W/DRIVER _____

TIRE TYPE _____ WIDTH _____ DIAMETER _____

REAR GEAR RATIO _____ ALTITUDE _____

CID _____ ENGINE STROKE _____ COMP _____

CARBURETOR OR EFI _____ INTAKE MANIFOLD _____

COIL ON PLUG IGNITION SYSTEM (Y/N) _____

		DURATION	LIFT
CAM AT .050" LIFT	INTAKE		
	EXHAUST		

☐ GAS ☐ E85 ☐ ALCOHOL ☐ NITROUS

BOOST _____ TYPE _____ AMOUNT _____

CAMSHAFT _____ LOBE CENTER _____

TYPE OF CYLINDER HEAD _____

HEADER SIZE _____ COL. OUTLET _____

AVERAGE ET _____ AVG MPH _____ 60' _____

ESTIMATED ET _____ EST MPH _____

MAX TRAP RPM _____ TRAP RPM NOW _____

SHIFT RPM _____ 1ST GEAR RATIO _____

PRESENT CONVERTER _____ FLASH _____

TYPE OF TRANSMISSION _____ # OF SPEEDS _____

SPLINE _____

TRANSBRAKE _____

PILOT DIAMETER _____ BOLT CIRCLE _____

MIDPLATE _____ THICKNESS _____

ATI CONVERTER SERIAL NUMBER _____

ATI TRANSMISSION SERIAL NUMBER _____

PEAK HP _____ AT RPM _____

PEAK TORQUE _____ AT RPM _____

ENGINE DYNO _____ CHASSIS _____ HUB _____

OTHER INFORMATION YOU WANT US TO KNOW ABOUT YOUR RACE SET-UP: _____

Ordering Information

Parts can be ordered via telephone by calling toll-free (866 379-4632 or (410) 298-4343 Monday through Friday from 8:00 a.m. to 4:45 p.m. EST.

Many parts can be shipped UPS within 24 hours. "Next Day" and "Second Day Air" orders MUST BE PLACED BY 3:00 p.m. EST. There is a minimum order of $15 for all phone orders. Please fax or e-mail any orders under $15. Dial (410) 298-3579 for FAX. E-mail should be sent to sales@atiracing.com.

Selected parts are now available for on-line purchase at atiracing.com. Look for the "Buy On-Line" icon throughout this catalog.

For Technical Assistance, email info@atiracing.com.

TRANSMISSION AND TORQUE CONVERTER ORDERS

Due to the specialized nature of these items, it is extremely important that you speak with an ATI Sales Technician regarding your vehicle's combination. ATI will recommend a specific transmission / converter combination based on your application. The Racer Information Sheet on page 97 will help us determine the proper combination for your specific combination.

ATI can not accept same day transmission overhaul walk-ins. You must make an appointment with a Sales Technician.

CORE ALLOWANCES

A core allowance will be refunded to customers who return their used transmissions or other items that have a core fee or require a core. (Excludes Powerglides which do not have core charges.) Once these transmissions have been inspected and determined to be the correct type and are rebuildable, payment will be made to you in the appropriate amount. Cores must be returned within 30 days. Units have specific core charges.

TRANSMISSION CONTAINERS

All ATI transmissions are shipped in sealed, recyclable containers which you can also use to ship your core back to ATI.

C.O.D.

UPS currently charges an additional $18.00 per package charge on all C.O.D. orders. For open account status or company check, request an ATI credit application. For checks and COD terms, you must be pre-approved. Warehouse Distributors and Jobbers - please contact the ATI office.

PAYMENT OPTIONS

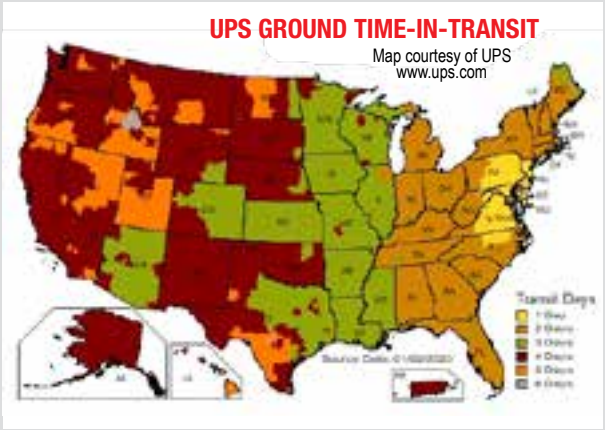
Retail orders only may be placed using a major credit card (U.S. ONLY) - Visa or Master Card as well as PayPal, ACH and money orders. Wire transfers are accepted for international orders. Checks are accepted upon pre-approval. If using a credit card, include the name and address of the card holder, the credit card number, CVV (security code) and expiration date of the card. Specify quantity, part number, part description, price and any other necessary information. Some orders will require detailed specifications of your car. Also include your name, full street address (no P.O. Box numbers), city, state, zip code and phone numbers where we can contact you during the day and in the evening and, if possible by e-mail.

UPS DELIVERIES

A package weighing up to 150 pounds can be sent via UPS. **ORDERS CAN NOT BE DELIVERED TO P.O. BOXES!** Other charges may apply for residential shipments. Packages weighing 50 lbs or more will incur an Additional Handling Fee imposed by UPS.

UPS GROUND TIME-IN-TRANSIT

Map courtesy of UPS
www.ups.com



Note! Exporting ATI goods contrary to U.S. export laws is strictly prohibited.

The Shipping and Receiving Department and Warehouse at ATI's new facility are ready to serve all of your shipping needs. Our dedicated and knowledgeable staff will work to find the best way to deliver your ATI products quickly and safely.

Warranty and Return Information

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, gear sets, 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.

Returns and Exchanges

If you are not completely satisfied with your purchase, you may return it for a full refund or exchange within 90 days provided:

1. You are the original purchaser and you purchased your item directly from ATI.
2. You have a copy of the original receipt in the box with your current contact information and the reason for the return.
3. The item is new, in its original packaging, and has not been used, installed or tampered with in any way.

Return your package (pre-paid and insured) to:
ATI Performance Products, Inc.
Attention: Returns Department
6718 Whitestone Road
Gywnn Oak, Maryland 21207

Products stocked and ready to ship at ATI's new warehouse.

Credit will be issued for merchandise only. Freight, handling and associated fees are not refundable. Credit will be issued to the name on the invoice in the same form of payment as originally received. For international shipments, please call or e-mail info@atiracing.com. **Please note! Custom manufactured, specially built or special order items are not returnable under any circumstances.** There is a 15% restocking fee. If your item has a dated SFI decal, and the month returned is different from the month on the decal, there will be a $25.00 re-certification fee. This applies to ATI-manufactured products only, and the fee will increase and vary if the part is SFI approved by another manufacturer. WD Vendors: Please review your WD information package for stock adjustment and return policy.

WARNING: These products can expose you to certain chemicals, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to: www.P65Warnings.ca.gov

Order Toll Free **1-877-298-5040**
Visit us online at **www.atiauto.com**

ATI Performance Products, Inc.
6718 Whitestone Road
Gwynn Oak, MD 21207

Check out ATI's newest parts inside and online!

Dampers Puller Installer Kits

Professional grade kit comes with everything you need to pull your old damper and install your new ATI unit with optional accesories available!

Pg 24

New Super Dampers!

- Ford V6 Ecoboost Mustang & Raptor
- '20 Toyota GR Supra & '19 BMW Z4
- Ford 7.3L "Godzilla"

Pg 4

Upgrade your 6L90E or 8L90E today!

Pg 87

High performance clutches, steels, input shafts and triple friction Lock Up Converters too with billet back covers!

Dual Pocket SB Mopar & New Hemi SFI Bell

Pg 50

ATI's latest and greatest SFI certified bell housing!

30.1 SFI CERTIFIED

6L80/90E Transmission Rebuild Kits

ATI carries complete master rebuild kits for 6L80/90E and other popular racing transmissions!

Pg 88

Upgraded Inputs & Outputs

- 8L90E Vasco Input Shaft
- 300M Corvette Length Output Shaft

Pg 89