

CW3 Converter Rebuilding System

Your Complete Guide
to Torque Converter
Rebuilding



Still paying for costly rebuilt torque converters?

With the ATI rebuilding program you can build quality converters yourself and build profits for your shop!

If you have a source for converters that gives immediate service, has 100% reliability, and provides huge profit margins in a competitive pricing environment, then you probably don't want to read any further. But if you, like most transmission shop owners, have been faced with vehicles tying up your rack for days, gotten the wrong parts delivered by suppliers, had quality-related comebacks, and simply would like a better bottom line—please read on.

While other manufacturers may claim that they are on the cutting edge of technology and have the most effective equipment, only ATI has the daily hands-on converter building experience to back up that claim. There are literally thousands of racers who use torque converters built by ATI, and many of them have set performance records and won major championships.

The quality and effectiveness of converters made using ATI's manufacturing system is beyond reproach. ATI is an authorized vendor to General Motors and has provided equipment to GM for use in the manufacture of torque converters in the Corvette and supercharged applications. ATI also works closely with GM engineers on a continuous basis and has prototyped many high performance torque converters for them.

Before you invest thousands of dollars getting into the business of rebuilding torque converters, you'll want to be 100% sure that the company you go with can deliver. We honestly believe that ATI Performance Products is clearly your best bet in terms of equipment capability, reliability, training, support, and overall value.



Benefits of Rebuilding

Time Management

You control the clock. You can pull the converter out of the vehicle, rebuild it, and reinstall it in a matter of hours—not days. No messing around with cores. No time wasted in shipping (both directions). And you don't have to worry about maintaining a big inventory of finished converters.

Quality Control

It's all up to you. Rebuilding your own converters allows you to create a unit that has tolerances superior to OEM. You no longer have to trust your labor-intensive transmission rebuild to a converter that you can't inspect. The ability to eliminate comebacks lies entirely in your hands!

Expanded Profits

Not only will you be able to realize more profits from a converter you rebuild yourself than one that's outsourced, but you'll also be in a position to sell rebuilt converters to other shops and do-it-yourselfers. With expanded sales, your per unit costs drop even more, significantly boosting profits!

Why choose the CW3?

Total Control - Having complete access to all machine functions while welding a torque converter is a must. Therefore, when choosing a converter welder, look for equipment that is "operator friendly" with all functions right at the welder's fingertips. Total control over each aspect of converter production assures a superior product.

Design - You are choosing torque converter rebuilding equipment to produce your own quality-built torque converters to use in-house and to sell to other transmission shops. Choose a converter welder with a proven track record. Choose a company whose machines have welded over one million converters worldwide.

Weld Position - Make sure your converter welder welds with the torch face down. The weld bead should always be parallel to the floor to allow the bead to "lay in" properly. ATI's unique CW3 rotates 180° so that even Chrysler types can be welded with the torch facing down and the bead parallel to the floor allowing gravity to work for you.

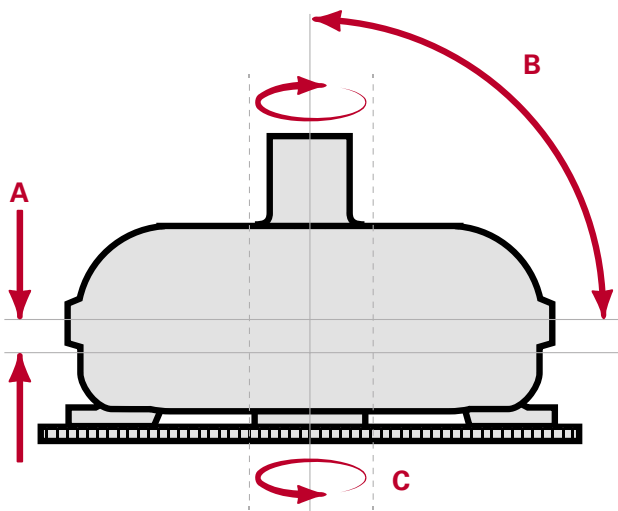
Repeatability - OEM engineers have confirmed that the preferred method of holding the pump half of a torque converter hub is by using an accurate chuck. Before it leaves our shop, the chuck on each CW3 is tested to repeat to within .0005" for unparalleled repeatability.

Weld Speed - One of the final steps in the rebuilding process is welding the two converter halves together. Rotational speed is critical to weld quality and integrity. When choosing a welding machine, demand a system with multiple weld speeds to accommodate a variety of converter sizes.

Easy Maintenance - Maintenance is essential to keep a converter welder performing at its best. Look for a welder that is simple to clean and requires little upkeep. The CW3 has the chuck spindle bearings, face plate shaft bushing and face plate thrust bearing completely sealed. Grease reservoirs are installed to ensure proper lubrication for years of service.

HOW TO BUILD A SUPERIOR CONVERTER

There are three key factors in producing an effective, durable unit. You must tightly control parallelism, perpendicularity and concentricity.



A. Parallelism

The dictionary describes this as lying or moving in the same direction, but always the same distance apart. In converter terms, the cover and pump MUST be connected perfectly parallel to one another. What's more, the turbine, stator and bearings must also be parallel. Any deviations will cause problems.

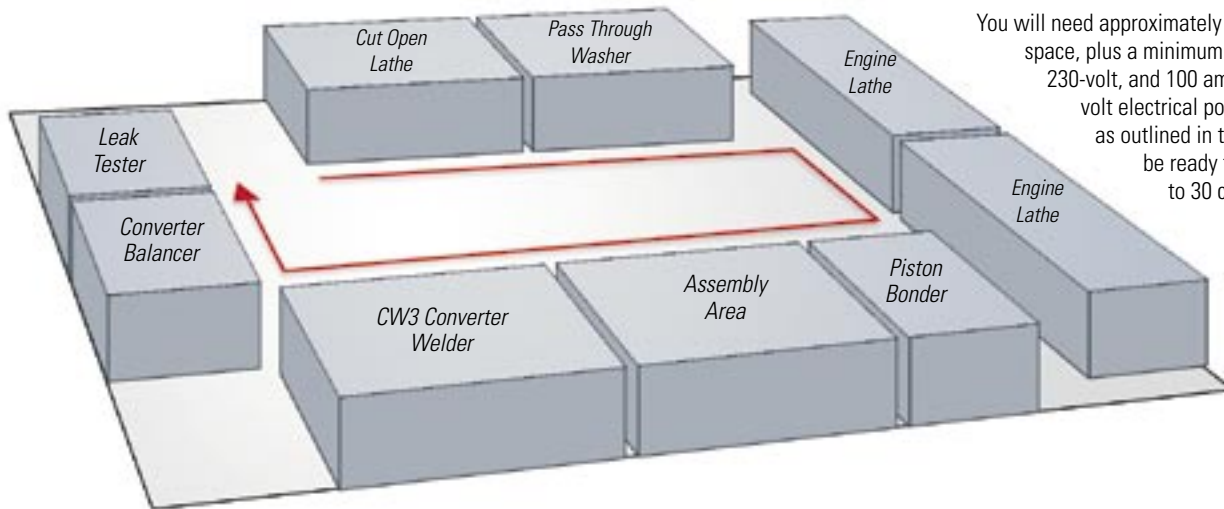
B. Perpendicularity

Defined as forming a right angle with a given line or plane. In our world, this means that the converter hub and pilot MUST be perpendicular to the cover, pump, etc. Even the slightest variance can have catastrophic effects.

C. Concentricity

In broad terms, it means to have a common center. When it comes to torque converters, the diameter of the hub should turn around the centerline. With a converter chucked on its hub, there should be a total indicated runout of .006" or less at the pilot. Your CW3 will leave ATI at .003" or less in our final weld test.

SET UP AN EFFICIENT CONVERTER REBUILDING LINE



You will need approximately 500 square feet of shop space, plus a minimum of 150 amps of 3-Phase 230-volt, and 100 amps of single-phase 220-volt electrical power. Add the equipment as outlined in the flow chart, and you'll be ready to efficiently produce up to 30 converters daily with just 2 or 3 people!

TOOLING & TRAINING PACKAGE

Purchasers of ATI's CW3 Converter Welder can take advantage of a special Tooling and Training Package. This separate package includes over 130 pieces of tooling, plus training on how to quickly and efficiently rebuild a converter. The tooling package includes all tools, inserts, chuck faceplates and quick-change tool holders that are used at ATI in production as well as in training.

ATI's two day training program offers "hands on" training for two people to get you started immediately! Customers actually learn ATI's own converter rebuilding methods. Once the customer has the tooling and training, he has everything needed to do the machine work. Tooling packages may also be purchased separately.

Chuck Faceplate and parts

- 1 995500 Chuck 10" – specify Spindle Nose
Includes Hart Top Jaws & Chuck Key
- 1 995510 12" Dia. Faceplate, specify Spindle Nose
- 1 995520 Set FWD Top Jaws
- 1 995530 Set RWD Top Jaws
- 3 990620B 1/16" FWD Chuck Jaw Spacers
- 3 990630B 3/16" FWD Chuck Jaw Spacers
- 3 990660B 3/8" FWD Chuck Jaw Spacers
- 1 990670B 1/2" FWD Chuck Jaw Spacers
- 1 995560 4 MT Live Center
- 1 990481 Pilot Bushings
- 1 991010 Ford Cover Stud Spacers with Screws (4/set)
- 3 995030 1/2" x 1-1/4" Shoulder Screws
- 3 991090 3/8" Hard Flat Washers, Ground
- 1 Instruction Sheet for Shoulder Screws and Washer

Quick Change Tooling System

- 1 995040 Tool Post
- 3 995050 Tool Blocks
- 2 995060 Boring Bar Holder

Cutting Tool Holders

- 1 995100 Left Hand Turning
- 1 995110 Right Hand Turning
- 1 995120 Facing and Chamfering
- 1 995130 Hub Cut Off Bar
- 1 995140 Cut Open Shank – specify 3/4", 1", 1-1/4"
- 1 995141 Cut Open Shank
- 1 995160 Boring Bar
- 1 995170 1/8" & 3/16" Wide Cut Open Head

Inserts

- 10 995201 8mm Wide Cut Open Inserts
- 10 995210 Right Hand Turning
- 10 995220 Left Hand Turning
- 10 995230 Facing and Chamfering
- 10 995240 Boring Bar
- 10 995250 Hub Cut Off
- 10 995260 1/8" Wide Cut Open
- 10 995270 3/16" Wide Cut Open

CW3 CONVERTER WELDER

CW3 Converter Welder
U.S. Patent # 5,000,366

CW3 Rotational Coupler
U.S. Patent # 5,082,299

Fixture, clearance and weld torque converters in 2 minutes or less!

The ATI CW3 Converter Welder removes all the aggravation, eliminates all the guesswork and produces a perfectly true, leak-proof converter far superior to OEM quality—one that you will be proud to sell and confident to use!

The rotational speed of the converter as it's being welded is crucial. Different converters require different weld speeds—and that's why the CW3 offers five selectable speed settings, with each of them independently adjustable.

Consistency and repeatability is assured through the CW3's use of a 6-jaw chuck instead of a collet.

- Fixture, clearance and weld torque converters in 2 minutes or less.
- Welds with the torch face down, parallel to the floor, to allow the bead to "lay in" properly.
- Multiple weld speeds to accommodate a variety of converter sizes. Rotates to keep the weld bead parallel to the floor
- 3" diameter moving face plate shaft
- Converter run-out is less than .006" hub to pilot
- Solid state SCR-controlled gear drive assembly
- Patented coupler provides accurate and independent alignment of concentric and perpendicular planes
- 2-1/2" diameter spindle mounted on Torrington cup & cone rollers
- 1 year warranty on complete machine

Shipping Info: 810 lbs - 30" x 73" x 38"

Power Requirements: 230V - 3 Ø - 30A

CW3 Indicating Kit

991700 - Optional

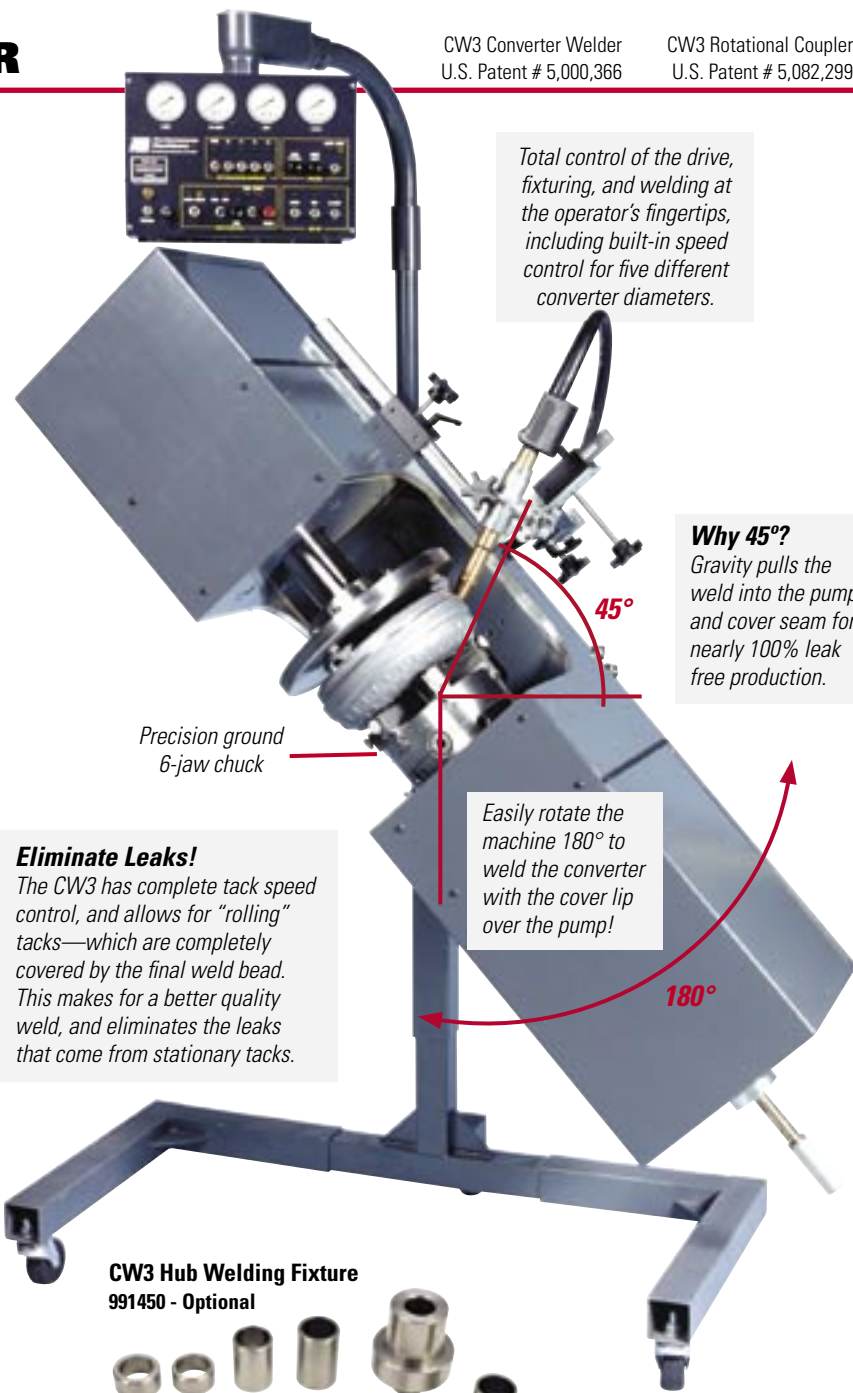
Allows you to calibrate and align your CW3 Welder. Includes Set Rod Extension, Ground Sleeve, Mititoyo Indicator, and Indicator Mount.



Pilot Bushing Set
990481



Included CW3 Converter Welder Tooling Package



Total control of the drive, fixturing, and welding at the operator's fingertips, including built-in speed control for five different converter diameters.

Why 45°?
Gravity pulls the weld into the pump and cover seam for nearly 100% leak free production.

Eliminate Leaks!
The CW3 has complete tack speed control, and allows for "rolling" tacks—which are completely covered by the final weld bead. This makes for a better quality weld, and eliminates the leaks that come from stationary tacks.

Easily rotate the machine 180° to weld the converter with the cover lip over the pump!

CW3 Hub Welding Fixture

991450 - Optional



CW3 Converter Welder Tooling

- Adapters & Spacers**
- 4 954140 Audi Cover Spacers - 1/2"
 - 1 990330 Audi & VW Hub Adapter
 - 4 990340-2 Ford Cover Stud Spacers - 7/8"
 - 4 990380 Nissan JATCO & 904 German Jeep Cover Spacers - 3/8"
 - 4 990381 Subaru Cover Spacers - 5/8"
 - 3 990382 Hyundai / Mitsubishi Cover Spacers - .103"
 - 4 990383 Chrysler Cover Spacers w/Balance Weight - .300"
 - 24 990481 Pilot Bushings
 - 24 Front Wheel Drive Chuck Jaw Spacers
 - 5 Cover Pushers with Bearing & O-Ring
 - 1 Travel Dial Indicator with Extension and Magnetic Base
 - 10' 1/4" Air Line
 - 10 Spare Torch Contact Tips
 - 1 Spare Torch Cup
 - 1 Spare Torch Liner

CLUTCH PISTON BONDER

Makes applying friction material to converter clutches a simple matter!

Heavy-duty construction assures reliable service and extended durability. Exclusive steel quick-change tooling minimizes equipment down time. Extensive tooling package included. Device can be factory retooled to perform many bonding and pressing operations as needed.

- Requires less than 6 square feet of floor space
- 220 volt single phase – 50/60Hz
- 13" wide x 10" high opening for easy accessibility
- Heat platens are designed to give maximum heat flow to tooling - 1800w lower and 1000w upper heater
- Adjustable controls for upper and lower platens – full surface heat, no cartridges
- Exclusive quick change steel tooling minimizes down time
- Easily accommodates Allison 1000 and 618 Cummins Diesel Clutches
- Built from commonly available parts for easy maintenance and minimal down time
- 1 year warranty

Features 12" diameter heat platens made from precision die set for proper alignment



Bonder Tooling Kit

The ATI Bonder tooling Kit includes Upper Dies, Lower Dies, and centering plugs for popular applications including GM, Ford, Chrysler, AMC, Honda, Mazda, Nissan, and Toyota. See page 8 for complete list.



Shipping Info: 905 lbs - 40" x 40" x 60" **Power Requirements:** 220V - 60Hz - 1 Ø
Note: Optional power transformer needed for export application.

ACCU-BALANCE CONVERTER BALANCER

Accurately balance converters in just a few seconds!

ATI's Accu-Balance Converter Balancer is a fast and accurate way to balance your torque converters. Its simple one-button operation allows you to balance your converter and give you a digital readout of the amount and location of imbalance in 5 seconds!

Dual mode operation offers the operator a choice between 5 gram and 1 gram accuracy.

- 3/4" blanchard ground steel work surface
- Fully powered, direct drive spindle
- No bolts - no pulleys
- On-board fused power protection
- Fully fan-cooled with filtered air
- Rotating plate .0005" maximum TIR in both planes
- Solid state on-board microprocessor
- Triple Piezo pick up
- RFI on-board protection
- 80 piece tooling package
- 1 year warranty



Balancer Tooling See page 8 for complete tooling list

Shipping Info: 628 lbs - 38" x 39" x 46"
Power Options: 230V - 50/60Hz - 3 Ø
 230V - 50/60Hz - 1 Ø



ENGINE LATHE

Excellent choice for matching converter and transmission parts

- 16" swing, 30" bed
- 7-1/2 HP, 220 volt, 3 phase power
- D1-6 camlock spindle
- Extremely accurate for precise machining

The engine lathe features a 16" swing-over bed, and comes with a variable speed spindle with a 2.6" spindle bore and D1-6 camlock spindle nose. To ensure maximum accuracy and smooth operation at high speeds, the main spindle is dynamically balanced and supported by adjustable precision bearings. Features adjustment screws for quick and exact headstock alignment. A heavy-duty 7.5 hp, 3 phase motor delivers all the power you need. Specifications may vary depending on model.

Shipping Info: 5,000 lbs - 45" x 55" x 114"



Available in your choice of Victor 1640S or Knuth Compass

CUT-OPEN LATHE

Save time and money with a dedicated cut-open lathe!

This ultra heavy-duty lathe is ideally suited for torque converter rebuild work. When used as a dedicated cutting unit, there's no need to clean up and prepare for other machining operations which saves you time and money!



- Tooled specifically for cutting torque converters fast
- Ultra heavy-duty for brute strength and durability
- Machine mounted air ram holds converters securely

Shipping Info: 7,000 lbs - 48" x 60" x 96"

Power Requirements: 230V - 60Hz - 3 Ø - 30A



Cut-Open Lathe Tooling Package see page 8 for complete list. Tooling may be purchase separately for use with you own lathe.

Two lathes pay dividends!

Torque converter rebuilding is all labor. Only a small percentage of your cost is in parts. So why have a separate cut-open machine? With a dedicated cut open lathe, you can cut the converter open in less than two minutes and then walk away. No clean up time is required to prepare the machine for other operations. It also preserves your accurate machining lathes from the abuse and mess that occurs during the cutting process. As an example; with two men producing 640 units a month, the initial cost of the machine will be about 41 cents each unit with zero labor wasted on clean up.

640 units monthly x 60 months = 38,400 units
\$15,950 (machine cost) divided by 38,400 units = 41¢ each

Engine lathes for machining use a chuck for many operations and a faceplate with bushings for cover machining. Having two engine lathes saves you the labor necessary to change tooling for separate operations. Lower volume rebuilders can get by with one engine lathe and save on the

purchase price. To boost production to two units per man hour, two engine lathes are essential. Based on the five year totals on the cut-open lathe, the engine lathe will cost the same 41 cents per converter produced, and at the end of five years you will own it. If you have to swap tooling from chuck to faceplate just four times a day, take a look at what you've lost in five years. Each change takes 15 minutes. Four changes equals one hour of nonproductive time per day. Each month you have lost 20 hours; in five years this has cost you 1,200 man hours.

1,200 hours x \$13.50/hour = \$16,200
or about the cost of one engine lathe

Your lathe could be paid for. Otherwise, the \$16,000 is gone, wasted. If you have two men working, swapping tooling will cost you 40 hours each month. Over five years, both lathes can be paid for or you can throw away \$30,000.

PASS THROUGH CONVERTER WASHER



Designed specifically for the task of cleaning and degreasing converters and components. Features adjustable speed and temperature control, powerful 5 HP pump, 220-volt three-phase power, electric or gas heating, two spray manifolds and 24 jets for optimum coverage. Optional skimmer available. 6 to 8 week lead time.

- 16" x 8" opening
- Heavy-duty 16" wide conveyor
- 150 gallon water capacity
- 5 HP pump for maximum pressure
- Over 24 spray jets for maximum coverage
- Two spray manifolds for 360° coverage
- Variable speed conveyor controls
- Removable machine top for easy access
- Continuous duty capability
- Electric or gas heating available
- Insulated holding tank with slanted bottom for draining

Shipping Info: 1,300 lbs - 44" x 42" x 90"

Power Requirements: 230V - 60Hz - 3 Ø - 30A

QUICK TEST CONVERTER LEAK TESTER



Complete leak test takes less than a minute!

The Quick Test Converter Leak Tester provides you with a fast and accurate method of determining the integrity of a converter. It's a simple, effective, proven 5-step procedure that takes under a minute! Easily set up in minutes wherever compressed air is available. A special arbor fits 99% of all existing torque converters so there's no bolting or securing necessary. A complete companion kit containing an assortment of tooling is available - see page 8.

Shipping Info: 285 lbs - 32" x 33" x 44"

Power Requirements: 100 PSI Air Pressure

- Takes just 5 easy steps
- Entire test takes less than one minute
- Adjust operating pressures with a twist of the wrist
- Easily set up in minutes where compressed air is available
- Manufactured using high quality components for years of trouble free operation
- Special expanding arbor fits 99% of all existing converters
- No bolting or securing necessary

ADDITIONAL ACCESSORIES

Air Riveter

991600

Indispensable shop aid for installing turbine hubs. Eliminates the need to rivet hubs manually!



Brazed Cut-Open Tool

995180

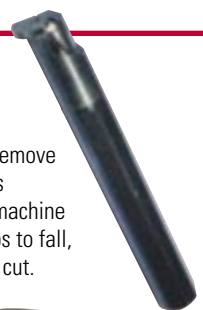
For use with the Cut-Open Lathe, this brazed cut-open tool is perfect for cutting open converters. Designed for long term use, it's an economical, cost effective aid to production.



Hub Cut-Off Tool

995190

Just what you need to quickly and efficiently remove the converter hub. Runs upside down with the machine in reverse to allow chips to fall, eliminating jams in the cut.



Ford Drive Stud Welding Fixture

991100

Precision tooling to help you replace missing or damaged Ford converter drive studs. Includes fixture plate, bushings and hold down screws.



GM Welding Fixture

991200

Designed to facilitate fast accurate welding of most GM converters. Allows you to accurately place converter pads for welding.



TOOLING LISTS

Accu-Balance Converter Balancer Tooling

1.747 Hub - GM			1.500 Hub - Chrysler			O-Ring and Weight Kit - 851520					
1	851200	Hub adapter with O-rings	1	851240	Hub adapter with O-rings	1	850500	5g weight	1	850510	10g weight
1	852020	298 Late 30 spline shaft	1	852130	904 LU 26 spline shaft	1	850520	15g weight	1	850530	20g weight
1	852030	298 Early 27 spline shaft	1	852140	904 27 spline shaft	1	850540	25g weight	1	850550	30g weight
1	852040	245 RWD 27 spline shaft	1	852150	404 LU 22 spline shaft	1	850551	100g Calibration weight			
1	852011	4L60E 30 spline shaft	1	852160	404 23 spline shaft	6	970300	1/8 x 1 1/2" ID O-ring			
						6	970310	1/8 x 1 5/8" ID O-ring			
						6	970320	1/8 x 1 3/4" ID O-ring			
						6	970330	1/8 x 1 7/8" ID O-ring			
						6	970340	1/8 x 2" ID O-ring			
						6	970342	1/8 x 2 1/4" ID O-ring			
						6	970190	.070 x 5/8" OD O-ring			
						2	959020	1/2" x 1/2" shoulder bolts			
						1	919060	Storage box			
1.790 Hub - GM 245mm FWD			1.610 Hub - Ford			Bushings & Accessories - 850410					
1	851220	Hub Adapter with O-rings	1	851250	Hub adapter with O-rings	1	850410-C2B	1	850410-F2B	1	850410-G2B
1	852050	27 Spline shaft	1	852250	A4LD / C3 21 spline shaft	1	850410-C3B	1	850410-F3B	1	850410-G3B
						1	850410-F1B	1	850410-F4B	1	850410-N1B
1.875 Hub - GM - Chrysler			1.997 Hub - Ford								
1	851210	Hub adapter with O-rings	1	851260	Hub Adapter with O-rings						
1	852000	T-400 30 spline shaft	1	852210	C4 26 spline shaft						
1	852010	T-350 30 spline shaft	1	852220	C6 31 spline shaft						
1	852100	727 LU 23 spline shaft	1	852230	E40D 31 spline shaft						
1	852110	727 24 spline shaft	1	852240	AOD / FIOD 35 spline shaft						
1	852120	727 19 spline shaft (optional)	1	852200	C4 24 spline shaft (optional)						
1	852060	PG 17 spline shaft (optional)									
1.998 Hub - GM			1.575 Honda								
1	851221	Hub adapter with O-rings	1	851290	Hub Adapter with O-rings						
1	852070	4L80E	1	852400	Honda P8F, P8C, PW7, shaft						
2.294 Hub - GM, Allison			1.589 Honda								
1	851230	Hub adapter with O-rings	1	851300	Hub Adapter with O-rings.						
1	852080	Allison 1000 Shaft	1	852410	Honda Y4 shaft						

*Part number varies by wiring configuration

Cut-Open Lathe Tooling 991002

Cut-Open System Components			991002			991002		
1	991000	Faceplate	1	990310	Pusher with Bearing & O-Ring, 1.085 x 2"	1	991050	Installation & Pneumatic Drawing
1	990360	Bushing Retaining Screw	1	990320	Pusher with Bearing & O-Ring, 1.085 x 1"	1	991060	Spindle Nose Drawings
4	991010	Ford Cover Stud Spacers	1	988030	Air Filter, Lubricator, Regulator, Mounting Bracket & Caution Label	Cutting Tools		
8	1/4-20 x 1"	Socket Head Cap Screws & Hex Wrench	1	987030	Air Control Valve, 4 Way	1	995140	Shank - specify 1" or 1-1/4"
24	990480	Bushings	2	10-32 x 1-1/4"	Socket Head Cap Screws	1	995150	3/8" Wide Head
1	989040	Air Cylinder	3	961040	Elbow Swivel, 1/8" MNPT x 1/4" Plastic Tube	1	995170	1/8" & 3/16" Wide Heads
1	991020	Air Cylinder Adapter	1	961170	Elbow, 1/4" MNPT x 1/4" Plastic Tube	Inserts		
1	991030	Extension Rod for Air Cylinder	2	961160	Male Connectors: 1/4" NPT x 1/4" Plastic Tube	10	995200	3/8" Wide
1	991040	Extension Rod Bushing Adapter	1	993700	Orificed Plug: 1/8" NPT	10	995260	1/8" Wide
1	990280	Pusher with Bearing & O-Ring, 1.290 x 2"	1	20' 1/4"	Plastic Tubing	10	995270	3/16" Wide
1	990290	Pusher with Bearing & O-Ring, 1.290 x 3/4"	1		Bushing Application Chart			
1	990300	Pusher with Bearing & O-Ring, 1.625 x 2"						

Converter Leak Tester Tooling 991001

#4 Seals 1.100 to 1.340 Hub ID			991001			991001		
2	992410	Seals 1.100 to 1.180 hub ID	2	992520W	Washers	1	992650	Spacer (#65) seal up
2	992410W	Washers	2	992530	Seals 1.575 to 1.700 hub ID	1	992660	Adapter (#66) seal up
2	992420	Seals 1.180 to 1.260 hub ID	2	992530W	Washers	O-Rings		
2	992420W	Washers	1	992540	Adapter (#54) seal down	4	970180	(2-013) O-rings
2	992430	Seals 1.260 to 1.340 hub ID	1	992550	Adapter (#55) seal up	1	970250	(2-217) O-ring
2	992430W	Washers	1	992560	Spacer (#56) seal up	1	970251	(2-336) O-ring
1	992440	Spacer Upper (#44) seal down	#6 Seals 1.690 to 2.165 Hub ID			Adapters		
1	992450	Spacer Lower (#45) seal down	2	992610	Seals 1.690 to 1.850 hub ID	1	992080	Expander
1	992460	Adapter (#46) seal up	2	992610W	Washers	1	992070-2	Adapter
#5 Seals 1.340 to 1.700 Hub ID			2	992620	Seals 1.850 to 2.008 hub ID	1	992670	Mazda Hub Adapter
2	992510	Seals 1.340 to 1.460 hub ID	2	992620W	Washers	1	970340	O-ring
2	992510W	Washers	2	992630	Seals 2.008 to 2.165 hub ID			
2	992520	Seals 1.460 to 1.575 hub ID	2	992630W	Washers			
			1	992640	Adapter (#64) seal down			

Clutch Piston Bonder Tooling

Upper Dies & Applications			861060			861550		
861000	Fitchel-Sachs: German Jeep 101 & 203	861070	Chrysler 618, GM Allison 1000	861560	Toyota 9.125" OD			
	BMW ZF 001 & Volvo Chrysler 413, 604, 670 9-1/2" OD - 604 10" OD	861075	Late model 604, 3.3-3.8L '91 Caravan, '90 Eagle	861561	Chrysler Jeep			
	Ford A4LD, AXOD, Probe			861562	Chrysler 413, 604, 670 - 9-1/2" OD			
	GM 245mm	Lower Dies & Applications			861563	Chrysler 604 - 10" OD		
	Honda & Acura 9-1/8" OD & Sterling	861500	Ford Probe	861563	Chrysler 618			
	Mazda 323 & 626		GM Viscous 245mm, 298mm	861564	Late model 604, 3.3-3.8L '91 Caravan, '90 Eagle			
	Nissan Flat 9" OD, 9.4" OD - 1.9" spline, 9.625" OD - 8 slots		Honda 9 1/8" OD & Sterling	861570	Nissan 11" OD 300ZX with 3.6" spline			
	Toyota 10.625" OD, 10.750" OD (includes 861110 Center Adapter)		Mazda 323, 626	861580	Optional for 4L80E			
861010	Ford E40D & GM 298mm (includes 861120 Center Adapter)	861510	GM 245mm	861590	Ford E409			
861020	GM Viscous 245mm & Nissan 10.25" OD Maxima - 3.6" spline		Nissan 9.4" OD with 1.9" spline	861591	Allison 1000			
861030	Chrysler & Nissan 11" OD 300ZX w/ 3.6" spline	861520	Ford AXOD, 9.625" OD with 8 slots	861600	Clutch Centering Plug for Toyota			
861040	Toyota 9-1/8" OD	861530	Honda Acura	861610	Clutch Centering Plug for Nissan			
861050	Optional for 4L80E		Nissan 10.25" OD Maxima with 3.6" spline	861621	Clutch Centering Plug for Chrysler 618			
		861540	Fitchel-Sachs: German Jeep 101 & 203, BMW ZF 001, 303 & Volvo Ford A4LD	861631	Clutch Centering Plug for Allison 1000			
			Nissan Flat 9" OD	861640	Lower Centering Plate mounted on machine			
			Toyota 10.625" and 10.750" OD	861650	Lower Centering Plate Bolt			
				861660	Upper Die T-Bolt			
				861690	Optional Clutch Centering Plug for 4L80E			
				861700	Clutch Centering Plug for E40D			