

AT PERFORMANCE MACHINERY

CONVERTER REBUILDING EQUIPMENT



Toll Free: 1-877-298-5003 Visit us online: www.ATICW3.com

ATI CW3 Converter Rebuilding System

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 tens of thousands of racers who use racing 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. We hold the patents, we make the parts, and we build the machines!



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!

Training and Tooling 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 Hard 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 (set of 27)
- 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" for 8mm cut open
- 1 995150 3/8" Wide Cut Open Head
- 1 995160 Boring Bar
- 1 995170 1/8" & 3/16" Wide Cut Open Head

Inserts

- 10 995201 8mm Wide Cut Open
- 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

Set up an efficient and profitable converter rebuilding line

The complete ATI CW3 Converter Rebuilding System includes everything you need to start and maintain a profitable operation.



Cut it

Cut Open Lathe & Component Kit



Wash it

Pass-Through Parts Washer (Electric or Gas)



Machine it

Engine Lathe with Tooling



Bond it

Clutch Piston Bonder



Bank it!



Leak test it

Quick Test Converter Leak Tester



Balance it

Accu-Balance Converter Balancer



Weld it

CW3 Converter Welder

How to build a superior torque converter

The three key factors in producing an effective, durable unit are parallelism, perpendicularity and concentricity.

A. Parallelism

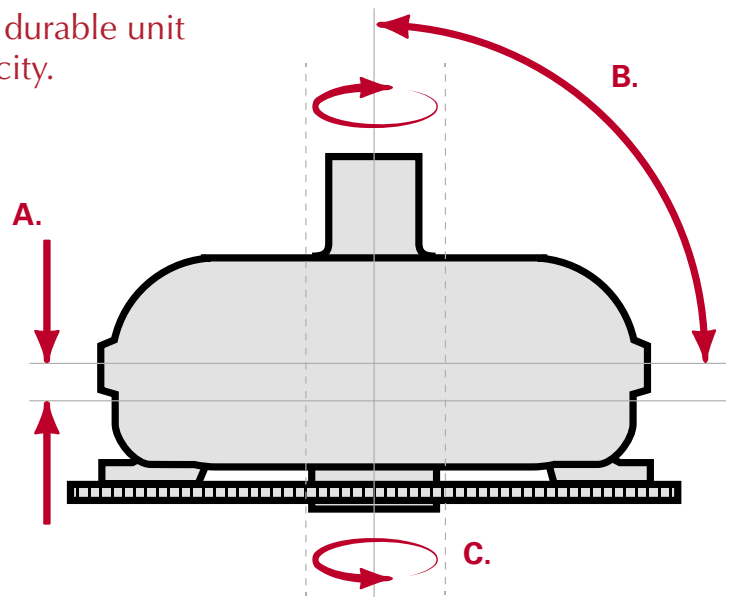
The dictionary describes this as lying or moving in the same direction, but always the same distance apart. In converter terms, the cover and pump MUST be connected perfectly parallel to one another. What's more, the turbine, stator and bearings must also be parallel. Any deviations will cause problems.

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.



CW3 Converter Welder

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 typically 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 and controls

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

Power Requirements: 230V - 3 Ø - 30A

Power Supply: 375 lbs - 31" x 48" x 37"

CW3 Indicating Kit

991700 - Optional
Calibrate and align your CW3 Welder. Includes Set Rod Extension, Ground Sleeve, Mitutoyo Indicator and Indicator Mount.



Pilot Bushing Set
990481



Included CW3 Converter Welder Tooling Package

CW3 Hub Welding Fixture

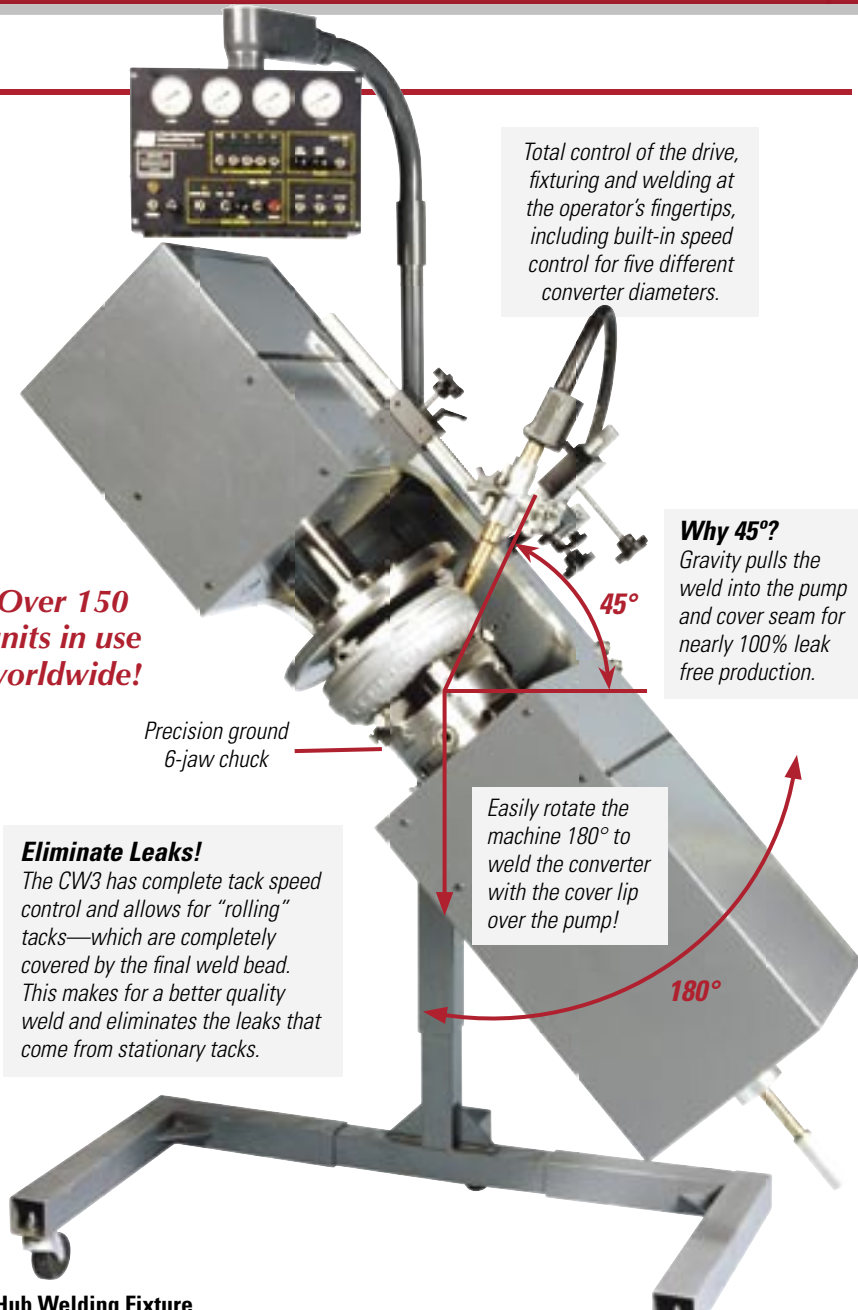
991450 - Optional



Over 150 units in use worldwide!

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.



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.

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

Precision ground 6-jaw chuck

CW3 Small Parts Kit (included)

- 1 954140 Cover Spacers - 1/2" long (Set of 4)
- 1 990330 Audi Hub Adapter
- 1 990340-2 Ford Cover Stud Spacers (Set of 4)
- 1 990380 Cover Spacers - 3/8" long (Set of 4)
- 1 990381 Cover Spacers - 5/8" long (Set of 4)
- 1 990383 Cover Spacers - .103" long (Set of 4)
- 1 990384 Cover Spacers - .300" long (Set of 4)
- 1 990620B Front Wheel Drive Chuck Jaw Spacers (Set of 6)
- 1 990630B Front Wheel Drive Chuck Jaw Spacers (Set of 6)
- 1 990660B Front Wheel Drive Chuck Jaw Spacers (Set of 6)
- 1 990670B Front Wheel Drive Chuck Jaw Spacers (Set of 6)
- 1 990280 Cover Pusher with Bearing and O-Ring
- 1 990290 Cover Pusher with Bearing and O-Ring
- 1 990300 Cover Pusher with Bearing and O-Ring
- 1 990310 Cover Pusher with Bearing and O-Ring
- 1 990320 Cover Pusher with Bearing and O-Ring
- 1 990210 Dial Indicator, Extension
- 1 991345 Magnetic Base - Screw-on
- 1 991349 Extension
- 1 968000 10' 1/4" Air Line
- 10 967053 Torch Contact Tips
- 1 967051 Torch Cup
- 1 967056 Torch Liner
- 1 990481 Pilot Bushings (Set of 27)
- 1 990480-C1 Pilot Bushing (optional)

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 1200w upper heater
- Adjustable controls for upper and lower platens – full surface heat, no cartridges
- Separate controls to heat while motor is off
- Exclusive quick change steel tooling minimizes down time - steel holds the heat!
- Accommodates large units, such as 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 sets 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: 940 lbs (650 lbs without tooling) - 40" x 40" x 60"
Power Requirements: 220V - 60Hz - 1 Ø ***Note:** Power transformer (#860008) needed for export use.

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.



Balancer Tooling See page 8 for complete tooling list

- 3/4" blanchard ground steel work surface
- Baldor direct drive motor
- ABB motor controller
- No bolts - no pulleys to slip
- 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

Shipping Info: 628 lbs - 38" x 39" x 46"
Power Options: 230V - 50/60Hz - 3 Ø
 230V - 50/60Hz - 1 Ø
 220V - 50 Hz - 2 wire - (Export)



Over 120 units in use worldwide!

Engine Lathe

Excellent choice for matching converter and transmission parts

- 16-1/2" (410mm) swing, 40" bed
- 7-1/2 HP, 220 volt, 3 phase power
- D1-6 camlock spindle
- Extremely accurate for precise machining

The engine lathe features a 16-1/2" swing-over bed and comes with a variable speed spindle with a 2-1/32" 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 7-1/2 hp, 3 phase motor delivers all the power you need. Specifications may vary depending on model.

Shipping Info: 4290 lbs - 89" x 38" x 65"



Victor 1640S

Affordable lathe for quality work!

Cut Open Lathe

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

This ultra heavy-duty, modified and reworked 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!



Cut-Open Lathe Tooling Package

Tooling may be purchased separately for use with your own lathe. See page 8 for complete list.



- Tooled specifically for cutting torque converters fast
- Ultra heavy-duty for brute strength and durability
- Machine mounted air ram holds converters securely
- No clean up necessary

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

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

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



Shown with optional oil skimmer

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. Tank measures 24" x 24" x 12" and accomdates converters up to 9" tall. Gauge reads from 0 to 160 PSI. A complete companion kit containing an assortment of tooling is available.

- Takes just 5 easy steps
- Entire test takes less than one minute
- Adjust operating pressures with a twist of the wrist
- 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

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

Power Requirements: 100 PSI Air Pressure

Additional Accessories

Air Riveter

991600

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



Cut-Open Tool

995141

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 852020 298 Late 30 spline shaft	1 852130 904 LU 26 spline shaft	1 850520 15g weight
1 852030 298 Early 27 spline shaft	1 852140 904 27 spline shaft	1 850540 25g 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	
1 851220 Hub Adapter with O-rings	1 851250 Hub adapter with O-rings	
1 852050 27 Spline shaft	1 852250 A4LD / C3 21 spline shaft	
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)		
	1.575 Honda (optional)	
	1 851290 Hub Adapter with O-rings	
	1 852400 Honda P8F, P8C, PW7, shaft	
1.998 Hub - GM		
1 851221 Hub adapter with O-rings		
1 852070 4L80E 35 spline shaft		
	1.589 Honda (optional)	
	1 851300 Hub Adapter with O-rings.	
	1 852410 Honda Y4 shaft	
2.294 Hub - GM, Allison		
1 851230 Hub adapter with O-rings		
1 852080 Allison 1000 Shaft		
		Bushings & Accessories - 850410
		1 C2B 1 C2SB 1 C3B 1 F1B 1 F2B
		1 F3B 1 F4B 1 G2B 1 G3B 1 N1B
		1 850221* 220V wiring diagram
		1 850340* Fuse & power wiring diagram
		1 850410C Bushing chart
		4 851020 Ford drive stud spacers
		1 851100 Shaft indexers
		1 856000 Chrysler 727-904 clutch adapter
		1 856010 GM 298 clutch adapter
		1 990384 Spacers for use with 618 Chrysler
		*Part number varies by wiring configuration

Cut-Open Lathe Tooling 991002

Cut-Open System Components	1 990300 Pusher w/bearing & O-ring, 1.625 x 2"	1 968000 20' 1/4" air line
1 991000 Faceplate - Specify spindle nose	1 990310 Pusher w/bearing & O-ring, 1.085 x 2"	1 990480C Bushing Application Chart
1 990360 Bushing Retaining Screw	1 990320 Pusher w/bearing & O-ring, 1.085 x 1"	1 991050 Installation & Pneumatic Drawing
4 991010 Ford Cover Stud Spacers	1 988030 Air filter, lubricator, regulator	1 991060 Spindle Nose Modification Drawing
8 951190 1/4-20 x 1" Socket Head Cap Screws	1 988031 Mounting bracket & caution label	1 995141 Cutting Shank
1 991011 Hex Wrench	1 987030 Air Control Valve, 4 way	5 995201 Insert - 3/8"
26 990481 Complete Bushing Set	3 951184 10-32 x 1-1/4" socket head cap screws	
1 989040 Air Cylinder	3 961040 Elbow swivel, 1/8" MNPT x 1/4" plastic tube	
1 991020 Air Cylinder Adapter	1 961150 Elbow, 90° 1/4"	
1 991030 Extension Rod for Air Cylinder	2 961160 Male Connectors: 1/4" NPT x 1/4" plastic tube	
1 991040 Extension Rod Bushing Adapter	1 961170 Elbow, 1/4" MNPT x 1/4" plastic tube	
1 990280 Pusher w/bearing & O-ring, 1.290 x 2"	1 993700 Orificed Plug: 1/8" NPT	
1 990290 Pusher w/bearing & O-ring, 1.290 x 3/4"		

Converter Leak Tester Tooling 991001

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

Clutch Piston Bonder Tooling

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