



PROUDLY MADE  
EST. 1961

# **AT** PERFORMANCE PRODUCTS

BALTIMORE,  
MD  
IN THE U.S.A.



# ATI PERFORMANCE PRODUCTS

## A love story...

This is a love story. Maybe not one that you would expect to see in a catalog for driveline components but one that needs telling. It all started many years ago in a small town in Pennsylvania...

A kid was born to a coal miner in a big family with small resources. Wrenches and tires and motors became his friends and oh, during those years, what he did! He fell in love with transmissions and speed and later, a wife who shared a space in his heart for 39 years. He shared his love with his kids and his son learned to love the same things his father did. They worked as a family to build a company, and they loved the family and the company enough to devote their lives to both.

They loved their country and kept manufacturing in Baltimore, Maryland and refused to bring in substandard off shore components.

The mother and father started the race division of the company with four people and moved into their first building with five people. The son officially joined them after graduation but grew up in the place and knew he wanted to be there too. Love kept him there. Then over sixty more amazing people joined them along the way.

The mother was a lawyer and the father was invited to work at almost every big automotive company that worked with ATI. They had offers to sell the business year after year and the son could have done a million easier things, but the family always had the same answer – no thanks. Love kept them together and hard work made them successful.

The father passed away far too soon but the son loved the business enough to continue running it with the same dedication and hard work he learned from his father. The mom is still around to lock up the checkbook and help keep things running smoothly.

The grandson is here too now, as often as possible even though he is just four. It's his favorite place in the world. It looks like he's learning to love it too.



Photo courtesy of Mark Tinari



# New from ATI!

**MADE IN  
THE USA**



**Vasco Intermediate/  
Main shaft for 4L80  
and 4L85E**

**Page 70**



**8 Weight Ultra Low  
Viscosity Super  
F 100% Synthetic  
Transmission Fluid**

**Page 78**

**Aluminum  
Super Pump  
Half for T-350**

**Page 68**



**2 Lbs lighter than  
steel OEM!**

**Super Damper for  
Gen 5 L86 Truck**

**Page 12**



**New OEM  
Replacement PG  
Steel Drum with  
Teflon Bushing  
and Check Ball**

**Page 49**



**.7 Lbs lighter than  
stock!**

ATI's Winter 2018 catalog features many exciting high performance race products produced in-house at our Baltimore, Maryland manufacturing facility. Check out our new Ultra Low Viscosity Super F and the latest components for the 4L80E and 4L85E transmissions. From our many Super Damper applications to our Bolt-Together Lock-Up Torque Converters, ATI maintains its prominent position on the cutting edge of high performance component design and manufacturing. As we close out another exciting race season, we would like to thank you for helping make us one of the leading manufacturers of race transmissions, converters and dampers in the motorsports industry today!

## Contents

<b>Super Dampers .....</b>	<b>4-26</b>
Import Super Dampers.....	20-21
Diesel Dampers .....	22
Crank Trigger Shells .....	23
Damper Components & Tools.....	23-26
<b>Treemaster Converters.....</b>	<b>27-28</b>
<b>Fuel &amp; Blown / Outlaw Converters...</b>	<b>29</b>
<b>Bolt Together / Lock Up Converters</b>	<b>30</b>
<b>Streetmaster Converters.....</b>	<b>31</b>
<b>Adapter Kits .....</b>	<b>32</b>
<b>Flexplates .....</b>	<b>33-34</b>
<b>Import Adapter Kits.....</b>	<b>35</b>
<b>Hardware .....</b>	<b>36</b>
<b>Transmission Accessories.....</b>	<b>37</b>
<b>Trick Sticks .....</b>	<b>38</b>
<b>Transmission Coolers .....</b>	<b>39</b>
<b>Shifters - Transbrake Buttons .....</b>	<b>40</b>
<b>Powerglide Transmissions .....</b>	<b>41-44</b>
<b>Powerglide Components .....</b>	<b>45-57</b>
Transmission Pans .....	43
ATI SuperCase and Bells.....	45
SCS-30 Cooling System.....	46
Extension Housings .....	47
Bands .....	48
Clutch Drums & Hubs - Clutch Packs .....	49
Pumps .....	50
Stator Supports.....	50
Input Shafts .....	51
Gear Sets .....	52-53
Valve Bodies & Transbrakes .....	54-55
Servos .....	56
Trans Accessories .....	56
Overhaul Kits .....	57
<b>T-400 Transmissions .....</b>	<b>58-60</b>
<b>T-400 Components .....</b>	<b>61-66</b>
Gear Sets.....	61
ATI SuperCase and Bells.....	62
Clutch Drums .....	63
Pumps .....	64
Valve Bodies & Transbrakes - Clutch Packs...65	
Small Parts - Transmission Pans - Kits .....	66
<b>T-350 Transmissions .....</b>	<b>67</b>
<b>T-350 Components .....</b>	<b>68-69</b>
<b>700R4-4L65E-4L85E Trans .....</b>	<b>70</b>
<b>700R4-4L65E-4L85E Components .....</b>	<b>71</b>
<b>Street Rod Packages .....</b>	<b>72</b>
<b>727 - 904 Torqueflite Trans .....</b>	<b>73</b>
<b>727 - 904 TF Components .....</b>	<b>73-75</b>
<b>C-4 &amp; C-6 Trans Components.....</b>	<b>76</b>
<b>Racing Oils - Super F.....</b>	<b>77-78</b>
<b>Seals, Caliper Mounts, ATI Gear...79</b>	
<b>Apparel.....</b>	<b>80-81</b>
<b>Freshen Up - Order Info.....</b>	<b>82-83</b>

# Super Dampers



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



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 and competition for all 40 cars.

If you have ever watched the in-car cameras on TV, each car comes off the corners at about 6500 to 7000 RPM on average. They then accelerate down the straight away to 9500 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 1000 1/4 mile passes x 40 cars = 40,000 1/4 mile passes in 3 hours.

Breakage is usually confined to a valve

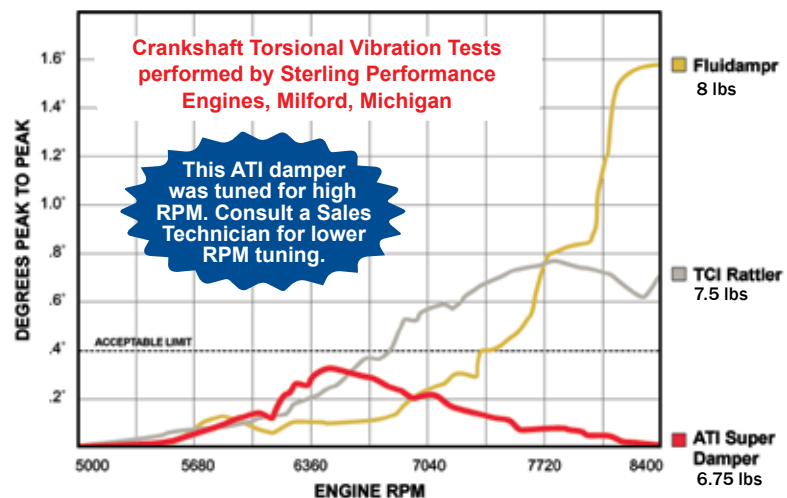
spring, valve or rocker arm. Crankshaft breakage is extremely rare. That is because every engine is equipped with an ATI Super Damper. That's correct; it's the only damper that you will find on any of the NASCAR race engines.

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.

- Standard equipment on engines from companies like Hendrick Motorsports, ECRT, Roush-Yates Racing, Penske, and every NASCAR engine.
- Found on Mopar 392s and GM's 572 crate, 427 Anniversary and 350, LT376, 396, 327, 350 SC & 427 COPO engines as well as 2009-2011 & 2015 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, Pat Musi and many others.

## 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 Anotrol was contracted to measure torsional crank twist on the SB Chevrolet. Each dyno pull was monitored, graphed and documented by two Roush Anotrol engineers.



# Crankshaft Vibration Dampers: 101

by JC Beattie Jr.  
April 2013

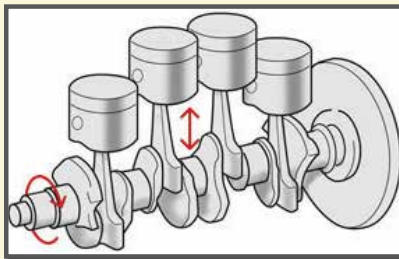
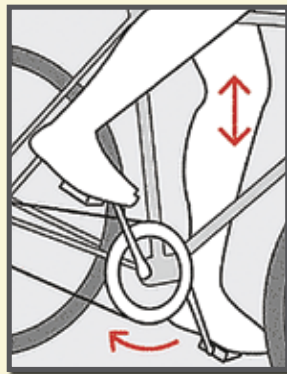
I've been around dampers for a long time and have traveled to countless engine shops around the country to physically test crankshaft twist over the past 21 years. Throughout this time, I have collected considerable data that allows me to determine "how much damper" a certain engine needs. When given the crank weight, peak normal operating RPM, horsepower, rotating system materials, rules about the damper specifications (if racing), and the application of the engine (road racing, oval or drag), I can make a very good prediction about the amount of inertia weight and the type of device your engine will need.

Let's take a moment and think about the way a crankshaft works. On one end, you have your flywheel, torque converter or clutch. On the other end, there is a timing chain / belt / gear drive, and then a small "snout" sticking out, onto which a damper and any needed accessories are bolted. In between the front and rear, there are main caps and bearings that hold the crankshaft in place in the engine. The number of main caps can differ from two to as many as six. These main caps go over the crankshaft and bolt to the engine block. Attached to the crankshaft, you have the rest of the rotating assembly which consists of connecting rods and pistons with wrist pins and rings. This is where all of the crankshaft twist and harmful "harmonics" truly begin.

The pistons and components travel up and down, to the top of the cylinder and then back to the bottom: one cycle drive, one cycle driving. Think about that motion within an engine: something has to be off the centerline of the crankshaft so that as the crankshaft turns one revolution, a piston is pushed to the top and then pulled to the bottom. If this is a power stroke, where fuel is compressed

and combusted, that piston is then forced downward. That is what actually produces your power.

Think about riding a bicycle and the way you pedal the bike to move. The pedals themselves are like the pistons and the rod between the pedal and the crank sprocket is just like your connecting rods. The pedal arms have to be off the centerline of the crank in order for you to make a circle with the pedals and move your bike forward. Your crankshaft and



pistons can be viewed in the same light. Because something has to be off the centerline of the crankshaft in order to function, the leverage of that connection to the crank is very high. That is why the crankshaft will twist as the system is forced to rotate when the engine is fired.

While your engine is running, some pistons are being pushed downward on a power stroke, some are being pulled down by the crankshaft, and some are being pushed upward by the crankshaft. Now envision this entire system happening 8,000+ times per minute! Even further, all of these different actions are

happening to the same piece of metal - the crankshaft. These actions make the shaft twist in one direction away from its natural home location, and when it tries to come back to that home location, its momentum makes it travel past its original location and farther in the other direction.

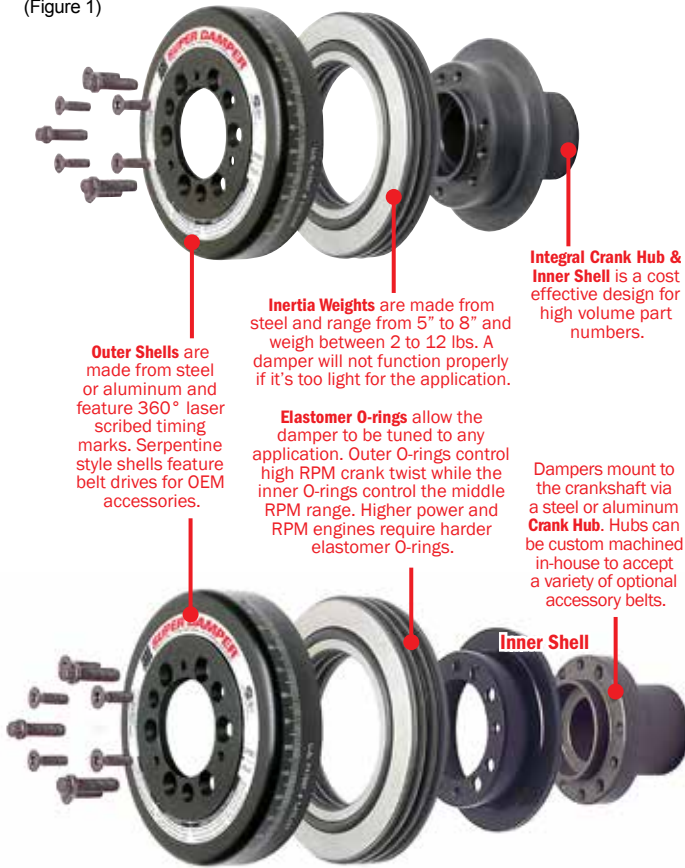
The measured magnitude of that action is called "Degrees of Twist - Peak to Peak" or crankshaft twist. This is what I measure when I am damper testing. It is this action that breaks parts and robs you of horsepower when there is nothing to counteract and eliminate the twist. In this system, the worst torsional vibrations, or twist, will always occur at the farthest point from the greatest load, or the heaviest mass. A torsional twist is defined as a twist without a bend. If you get too much of this twist, you will have a bend and this will cause engine and/or crank failures. Think about twisting a piece of rope over and over; you can make one or two revolutions and nothing happens. After that it starts to get a wave in it, and then as you twist more, the rope will pull your hands closer together.

Once torsional vibrations get to the front of the engine, something there needs to counteract that motion. This is where the damper comes into play. A damper's job is to absorb and counteract as much of the twist as possible. With the right damper on your engine, the majority of the twist can be eliminated. However, with the wrong damper, virtually all of the twist can remain. A damper's job is to rebound like the recoil of a spring. In this case the spring is your crankshaft twisting and when it tries to rebound past that natural state we discussed earlier, that is when the damper needs to stop it.

# There's a Super Damper for you!

## ATI manufactures two main types of Super Dampers.

**Damper with a 1-piece hub and inner shell**  
(Figure 1)



**Damper with a separate hub and inner shell**  
(Figure 2)

**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 25 years. Additionally, the 7" units are used on many NASCAR engines (355 CID, 800 HP, 9700 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.

**Type 2: Damper 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

Hundreds of applications with counter bored hub to accept common drive mandrels

◀ **ATI has a variety of mandrels designed for use with dry sump systems. See page 24 or consult your Sales Technician.**





# 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!**

Super Dampers in stock and ready to ship



Super Dampers are SFI Certified 18.1



- ✓ Serpentine belt drives in 4, 5, 6, 7, 8, 10, 11, 12, 14 & 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

## 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.



## 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.

## DAMPER OVERHAUL

Damper overhaul is available from ATI. Includes fresh elastomer o-rings and SFI recertification. Extra replacement parts are available at warehouse pricing.

## 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.

## 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.



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).

## 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 units have a 4.750" register diameter for locating the Moroso/MSD style trigger wheels.

# Reading the Super Damper Charts

**1** Choose your brand. Application Charts are located on pages 9 - 22

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

## **2** Chevrolet Super Dampers

Material, diameter and weight of damper

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

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUB PART NUMBER					
	8.074"	7.074"	6.325"	7.074"		6.325"	STEEL	ALUM	1 PC HUB & INNER SHELL				
AVERAGE TOTAL WEIGHT ▶	11.00 LBS	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS	1.97 LBS				
INERTIA WEIGHT ▶	7.70 LBS	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS					
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>													
CHEVROLET FRONT [1]	917007	917010	918940	917030	918850	917020	917070	917050					
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009											
		917011											
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE			917781			917210	917480	917320	916040	916090		
				917780								916951	
				917780K								916951K	
	STANDARD FRONT NO COUNTERBORE Undersized hub 1.240" bore			917781U								916951U	
	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel			917788			917204	917206	917412		916044		916952
				917789									916952
SB V8 LS1 1.483" CRANK	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel	917777	917776	917211		917234	917236	917215	917215	916045 [13]		916092	
												916099 [13]	
SB V8 1.600" CRANK	STD FRONT USE W/ DRY SUMP [4] Counterbore to accept drive mandrel	917783	917784	917222	917223	917201	917411	91726	91722	916043		916093	
	STD FRONT USE w/ DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]			917783K						916043K			
V8 BIG BLOCK	STANDARD OEM FRONT		917065	917061	917300	917301		918700		916010			
					917310	917311		918720		916080			
	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K									916890K	
STANDARD OEM FRONT Undersized hub -1.5940" bore		917060U									916890U		
V6 60"	STD OEM FRONT [16]									916170			
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER								918425 [15]			916009		
CHEVROLET 409 [8]					917781							916951	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>													
V8 SB 400		917080								HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL	916071-2 916070-2	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT		917740										916122-2 916120-2	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT 2nd 1/4" keyway at 180 from std												916122-2K	

**4** Engine Applications

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

**5** 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 #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub.
- [15] Non-stock damper - 8 week lead time required.
- [16] Custom aluminum hub is available. Contact a Sales Technician for more information.

**6** Footnotes for specialized damper info.

### Color Coding 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





# Chevrolet Super Dampers®

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS						REPLACEMENT CRANK HUB PART NUMBER							
	8.074"	7.074"	6.325"	8.17"		7.074"		6.325"		STEEL	ALUM	1 PC HUB & INNER SHELL					
	3 RING			3 RING	3 RING	2 RING	3 RG	2 RG									
AVERAGE TOTAL WEIGHT ▶	15.4 LBS	11.5 LBS	8.3 LBS	13.6 LBS	12.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS	AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---				
INERTIA WEIGHT ▶	7.60 LBS	4.50 LBS	2.40 LBS	7.60 LBS	6.00 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS							
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>																	
CHEVROLET FRONT [1]	917007	917010	918940	---	---	917030	918850	917020	917070	917050							
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009															
		917011															
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>																	
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT		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	917206	917412		916044			916952	
				917788												916952	
				917789												916952	
	USE WITH JESEL BELT DRIVE [5]							917232		917234	917236			916092			
V6 60°	STANDARD OEM FRONT												916170				
	CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER [15]									918425			916009				
	CHEVROLET 409 [8]			917781												916951	
SB LS1 1.483" CRANK	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL		917777 [16]	917776				917211 [16] [17]		917213 [16] [17]	917215 [17]	917216 [17]	916045 [13]				
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP [4] Counterbore to accept drive mandrel		917783	917784				917222	917223	917201	917411	917261	916043				
	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		918700		916010				
								917310	917311		918720			916080			
			917060													916890	
					917312	917313										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	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>											HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL					
V8 SB 400			917080										916071-2	916070-2			
V8 BB 454-502 MARK IV & GEN 5 & 6 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 part #916099 hub for standard aluminum replacement. Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub.
- [15] Non-stock damper - 8 week lead time required.
- [16] 7" dampers will not fit front distributor drive timing covers
- [17] Aluminum hub part #916099.



# GM Serpentine Dampers®



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

#917246 LS1 Y Body with AC Pulley

**LS1 - LS2 - LS3 - LS6**

MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB 6 GROOVE SERP	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [2]	
		STEEL	ALUMINUM				OEM OD	10% UD	STEEL	ALUM
		7.425" 9.75 LBS	7.480" 7.30 LBS	6.780" 4.5 LBS	5.670" ---				AVG WT 2.9 LBS	AVG WT 1.4 LBS
LS1 F BODY '98-'02	OEM DIAMETER WITH A/C PULLEY	917242				917015	916734		916031	
	OEM DIAMETER - NO A/C PULLEY		917264			917073			916031	
CAMARO FIREBIRD	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		
LS1/LS2 V BODY '04-'06 GTO	25% UD - ACCESSORIES 10% UD A/C PULLEY				918845 [8,10,12]		916179	916347		
	25% UD - ACCESSORIES NO A/C PULLEY				918844 [8,10]			916347		
Y BODY CORVETTE (Not Grand Sport) LS1	OEM DIAMETER WITH A/C PULLEY [6]	917246				917015CSX	916734		916032M3	
	OEM DIAMETER - NO A/C PULLEY		917266			917074CS			916032M3	
'97-'04 C5 LS2	10% UD WITH A/C PULLEY			917278 [1,5,6]		917071CS-44X	916732	916032M3		
'05-'07 C6 LS3	10% UD NO A/C PULLEY			917279 [1,5,6]		917071CS-44		916032M3		
'08-'13 C6 LS6 Z06	OEM DIAMETER 8MM HTD 28 TOOTH DRY SUMP PULLEY		917304			917073CS		916033A		
'01-'04 C5 G8/L76 '08-'09 NEW "SS"	10% UD 8MM HTD 28 TOOTH DRY SUMP PULLEY			917289		917071CS		916033A		
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918848 [11,12]			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 @ std SB 10° location.
- [3] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.
- [4] 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.
- [5] Belts: A/C #4040390 ~ Accessories #4060775.

- [6] Requires 1.25" longer crank bolt (included).
- [7] Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub. For .005 undersized steel hub, order part #916045U.
- [8] Requires shorter belts: Gates #K060760 - 6 rib, #K040378 - 4 rib.
- [9] Requires shorter belts: Gates #K060775 - 6 rib, Goodyear #K040405 - 4 rib, 25040353 - AC.
- [10] For no A/C pulley, use #916179D pulley delete ring.

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



#917315 - 2014+ LT1, LT4 Super Damper with 5% OD Pulley

MAX. OUTER DIAM ▶  
AVERAGE WEIGHT ▶

	DAMPER ASSY WITH HUB	REPLACEMENT HUBS	
		ALUMINUM	STEEL
		7.480"	AVG. WT. 2.9 LBS
		7.30 LBS	
2016+	LT1 CAMARO SS, WET SUMP	918856	916032M3
	LT4 CAMARO ZL1, CADILLAC CTS-V WET SUMP [2]		
	LT1 CAMARO SS, WET SUMP - 10% UD	918857 [3]	916032M3
2014+	LT1 CORVETTE STINGRAY, DRY SUMP	917315 Includes bolt	916164
	LT4 CORVETTE STINGRAY, DRY SUMP [1]		
	LT1 CORVETTE STINGRAY, WET SUMP	917314 Includes bolt	916154

[3] Will fit 2016+ CTS-V and 2017+ ZL1 but is NOT recommended for their HP levels

### PULLEY INFO

[1] Requires a supercharger pulley (sold separately): ProCharger to C7- LT1,

Dry Sump 916163 .....  
 LT4 Dry Sump, 5% OD 916163-5.....  
 LT4 Dry Sump, 10% OD 916163-10.....  
 LT4 Dry Sump, 15% OD 916163-15.....  
 LT4 Dry Sump, 20% OD SK1040-B5  
 made to order....

Pulley bolts included with pulley.

[2] For other CTS-V dampers, see page 12. Supercharger pulleys (sold separately):

2.5% UD 916153 .....  
 3.25% OD 916105 .....  
 8% OD 916106 .....  
 15% OD 916227 .....  
 24% OD 916159 .....



# **GM Serpentine Dampers**<sup>®</sup>

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



#918624  
LS9 ZR1 Corvette  
14% Overdrive

		DAMPER ASSEMBLY WITH HUB					SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS
		ALUMINUM						
		8.530"	8.25"	7.530"	7.480"	7.650"		
MAX. OUTER DIAM. ▶ AVERAGE WEIGHT ▶		11.50 LBS	11.75 LBS	6.75 LBS	9.00 LBS	4.5 LBS	---	STEEL AVG. WT. 2.9 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% UD	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 - OEMAC PULLEY, SINGLE 3/16" KEYWAY		918622 [2]				917089	916058
LS9	ZR1 VETTE, OEM DIAM.			918634 [2]			917097	916107
	ZR1 VETTE, 14% OD [3]	918624 [2]					917093	916107
LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB See chart below 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 @ std SB 10° location. 8 groove and 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician for more information.*

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

**Step 1 - Start with Hub #916431**  
**Step 2 - Choose your serpentine drive:**

SERPENTINE DRIVE	CORRESPONDING PART #S	
	SHELL ASSEMBLY	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 '98 - '02 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 SNOOT
SK286R	LS7 WET SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286S	LS7 WET SUMP - LONG SNOOT
SK128H6	LS9 WET SUMP - LONG SNOOT



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

## **LS3, LSA & V6 Z BODY 2010 - 2015 CAMARO**

		DAMPER ASSEMBLY WITH HUB			SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [1]
		ALUMINUM				OEM OD	10% UD	
		7.480"	7.074"	6.780"				
		7.9 LBS	---	4.5 LBS			AVG WT 2.9 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	
	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	916032M3	
<b>DRIVE PULLEYS</b>								
Z BODY V6 2010 - 2015 CAMARO [3]	OEM DIAMETER		918636		917099	916115	916114	
	OEM DIAMETER, 10% UD		918637		917099	916116	916114	
	OEM DIAMETER, 25% UD		918638		917099	916117	916114	

- [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.
- [3] Includes timing cover seal (#973136) and seal installer (#916113).
- [4] No supercharger pulley supplied. Must choose #916105 (5% OD) or #916106 (10% OD).
- [5] For dampers requiring an LS7 / LS9 dry sump with 2010 - 2015 Camaro accessories drives, see chart above.



#918427-16  
LS based 2016 COPO 427

## **GM LS & LT BASED COPO CRATE ENGINES 2012 - 2018 OEM Supplied**

	DAMPER PART #	SHELL ASSY W/O HUB	A/C PULLEY	REPLACEMENT STEEL HUBS
2012-2015	LS - 327, 350 - Z BODY, SUPERCHARGED 7.76" OD ALUMINUM	918327	917135	916430MK (Dual Key)
2016*	LS - 350 - A BODY, SUPERCHARGED 7.95" OD ALUMINUM	918327-16	917138	916430MK (Dual Key)
2012-2015	LS - 350, 396, 427 - Z BODY , NAT. ASPIRATED 7.48" OD ALUMINUM	918427 [1]	917073	916430M
2016*	LS - 350, 396, 427 - A BODY , NAT. ASPIRATED 7.074" OD ALUMINUM	918427-16	918850	916045
2016*	LT - 376 - A BODY , NAT. ASPIRATED 7.074" OD ALUMINUM	918376	917030	916794

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

# GM Serpentine Dampers



#917268  
GEN 2 LT1 / LT4 F Body

## 1992-1996 LT1 - LT4 - LT5

MAX OUTER DIAM ▶  
AVERAGE WEIGHT ▶

		DAMPER ASSEMBLY WITH HUB			SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS [3]
		STEEL	ALUMINUM			
		7.425"	7.480"	6.780"	6 GROOVE SERP	4140 HEAT-TREATED STEEL
		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 [2,6]
			917268		917073	916047A [2,6]
				917271 [7]	917071-44	916047A [2,6]
Y BODY CORVETTE	GEN 2 LT1 - LT4 [1] [5]	917274 [10]			917015	916096A [2]
				917275	917071-44	916096A [2]

- [1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or 1996 & up Corvette engine reluctor wheel; discard spacer provided.  
 [2] For hubs with a 6 hole bolt pattern and 2.25 seal, use hub #916048B for F body.  
 [3] All hubs have 3/16 key @ std SB 10° location. Note: 8 groove & 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)  
 [5] Washer #953070 is required with LT1 hubs and is shipped with dampers.

- [6] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub # 916048A.  
 [7] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625.  
 [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.



#917286  
LS1 K Body with AC Pulley

## VORTEC TRUCK, SSR, TRAILBLAZER LS1 / LS2

OUTER DIAMETER ▶  
AVERAGE WEIGHT ▶

		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 RIB SERP	REPLACEMENT HUBS [1]
		STEEL	ALUMINUM					
		7.425"	7.525"	7.480"	6.78"	6 RIB SERP	OEM OUTER DIAMETER	STEEL
		9.75 LBS	9.0 LBS	---	---			2.9 LBS
	GEN 3 & 4 VORTEC TRUCK INCLUDES 4.6 / 5.3 / 6.0 L TRUCK SSR ('03 - '06) LS1 & LS2 TRAILBLAZER SS ('06 - '09) LS2	917286 [2]				917015	916734B	916430M
	GEN 3 & 4 VORTEC TRUCK 10% UD			918628		917073	916734B	916430M
	GEN 3 & 4 VORTEC TRUCK - NO A/C PULLEY			918629		917071	916734B	916430
	GEN 3 & 4 VORTEC TRUCK - NO A/C PULLEY			918644		917073		916430M

- [1] All hubs have 3/16 key @ std SB 10° location. Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum).

- [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 11 for more information.)



#918854  
LSA Cadillac CTS-V  
Super Damper shown with  
5% OD Pulley

## CADILLAC CTS-V LS2/LS6 & LSA

OUTER DIAMETER ▶

		DAMPER ASSEMBLY WITH HUB		AC PULLEY	REPLACEMENT HUBS
		LIGHTWEIGHT ALUMINUM			
		7.480"	6.780"		STEEL
	2016+ LT4 CADILLAC CTS-V	918856 [1]			916032M3
	2009 - 2015 CADILLAC CTS-V LSA	918854 [1]		916734	916032M3
	'04-'07 CTS-V LS2/LS6 10% UD			917278 [3]	916032M3
	'04-'07 CTS-V LS2/LS6 OEM DIAMETER	917266 [2]		916734	916032M3

- [1] No supercharger pulley supplied. (Sold separately, see chart.)  
 [2] 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.  
 [3] CTS-V is 10% UD - Use Duralast Pt # 375K4 for AC pulley & Gates Pt # K060806, 6 rib for accessory drive.

### SUPERCHARGER PULLEYS For LT4 CTS-V dampers, see page 10.

Part #	2009-2015	2016+
916153	OEM	2.5% UD
916105	5% OD	3.25% OD
916106	10% OD	8% OD
916227	17% OD	14% OD
916159	24% OD	21.5% OD



## L86 TRUCK

Must specify pulley size and purchase separately

Requires a front drive pulley  
(sold separately):

OEM 916358.....  
98645  
917017.....

Overdrive pulleys for supercharging  
available. Consult your Sales Technician.

GEN 5 V8 L86, L83, LV3  
Front drive pulley NOT  
included, but available  
in OEM, underdrive and  
overdrive separately.

DAMPER ASSEMBLY WITH HUB	REPLACEMENT HUBS [1]
918645	916433
Includes crank bolt #951499	

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

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

DAMPER ASSEMBLY WITH HUB [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 LSI, LNF, LHU, LDK & LES.  
 [2] 12% UD from stock; not for over 800 HP on the street, 6 groove only.



# GM Supercharged Dampers

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

INTERNAL BALANCE DAMPER ASSEMBLIES	MAT'L	OUTER DIAM	AVERAGE WEIGHT	INERTIA WEIGHT	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"	8.75 LBS	4.50 LBS	918872E	916133 [1]
SB BLOWER WITH BBC 1.600" CRANKSHAFT - 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918873E	916134 [4] [3]
SB, 6 BOLT 3/8-16 CHEVY FRONT2 - 3/16" KEYWAYS, 180° APART BB Chevy seal diameter must use #925500 cover	STEEL	7.074"	8.75 LBS	4.50 LBS	918869	916172
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (8 & 4 RIB)	STEEL	7.425"	---	---	917345	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 & 4 RIB)	ALUM	7.530"	---	---	917347X	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 RIB) - NO A/C	ALUM	7.530"	---	---	917349X	916032M3
LS1 F BODY (8 & 4 RIB)	STEEL	7.425"	---	---	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"	---	---	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"	---	---	918632	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (8 & 4 RIB)	STEEL	7.425"	---	---	917285	916430M
LS3 Z BODY CAMARO 2010 - 2015 LS1/LS2 C & K BODY TRUCK SSR, AND TRAILBLAZER	10 RIB, 8" 6% OD WITH AC ALUM	8.190"	---	---	918625	916430M
	10 RIB, OEM WITH AC ALUM	7.530"	---	---	918627	916430M
LS7 Y BODY, 10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY	ALUM	8.250"	---	---	918622	916058
LS9 Y BODY, 11 & 6 RIB, 14% OD	ALUM	8.530"	---	---	918624	916107
LS9 Y BODY, 11 & 6 RIB	ALUM	7.530"	---	---	918634	916107
BB CHEVY FRONT 366 - 502, 10 RIB	STEEL	7.425"	---	---	917066	916891
BB BLOWER 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918871E	916145
	ALUM	7.074"	6.25 LBS	4.50 LBS	918870E	916145
BB BLOWER 38-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	13.00 LBS	4.50 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"	8.75 LBS	4.50 LBS	918874E	916144
<b>EXTERNAL BALANCE DAMPER ASSEMBLIES</b>						
BB BLOWER, 3/16" & 1/4" KEYWAYS 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	917741E	916145

- [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.)  
 [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).

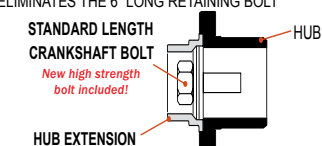
SHELL ASSEMBLIES	MAT'L	OD	# RIBS	Part #
<b>OTHER SUPERCHARGED APPLICATIONS</b> LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP)	ALUM	8.27"	8	917108 [1]
	ALUM	8.19"	10	917094
	ALUM	7.96"	8	917107 [1]
	ALUM	7.95"	10	917091
	ALUM	7.53"	10	917034X [2]
	ALUM	7.53"	10	917034 [3]
	ALUM	7.48"	8	917139 [3]

[1] Must be counter sunk drilled for Y Body apps. [2] 5/15 countersunk pulley bolt holes [3] 3/8 countersunk pulley bolt holes

### BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT



STANDARD LENGTH CRANKSHAFT BOLT  
 New high strength bolt included!  
 HUB EXTENSION



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



## Cam Sensor Bracket Kit

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 .....  
 KIT - RAISED CAM 184500R .....



# Supercharged Components

## SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPS

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 now manufactures a variety of Small Block Chevrolet hubs for supercharging.



Hub For  
SBC 6 Bolt 3/8-24,  
Chrysler Front  
with 3/16 Keyways  
(Part #916136)



Cast Aluminum Timing  
Cover with 2.331 Seal  
Diameter (Part #925500)



4140 Heat Treated Hub  
for Gen 2 LT1, F Body  
6 Bolt, 3.2 BC  
(Part #916048B)

### 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
*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
*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
*The complete damper assembly with the 916172 hub is damper #918869.	
HUB FOR SBC WITH BIG BLOCK SNOOT, BB SEAL DIAMETER 6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"*	916134
*Includes 951502 crank bolt.	
TIMING COVER - SB CHEVY, W/BB SEAL, MILODON CAST ALUMINUM	925500

### 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
*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
*The damper shell assembly for 6 bolt Chrysler is #918442E Use Bolt Kit #950220 (\$8.95)	
SEAL FOR V8 & V6 90°	973134

### LT1 Engines with 2.25" seal diameter

For the **LT1**, as blower damper hubs have a **2.25 seal diameter**, ATI machines the timing cover to accommodate a new seal. This is a must on the LT1 due to the long hub length. **See page 12 for more about LT1 hubs to fit your application.** Timing covers are also available.

HUB - GEN 2 LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, SUPERCHARGED	916048B
--	---------

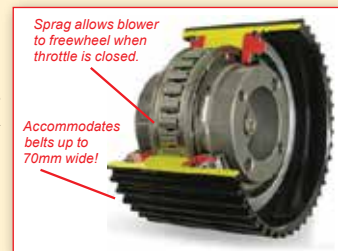
**NOTE: Corresponding 6 bolt shell assemblies: 917026 - fits all 6 bolt Chevy fronts 918442E (steel) & 918440E and 918455E (aluminum) fits 6 bolt Chrysler fronts.**

## ATI's 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!

<b>.875" SHAFT</b>	
45T, F1, F2, P1, D1	916195-45.....
45T, F1, F2, P1, D1 (CORVETTE)	916195-45N.....
45T - F1 REVERSE ROTATION	916195-45R.....
<b>.991" SHAFT</b>	
45T, F2	916196-45.....
45T, F2 REVERSE ROTATION	916196-45R.....

**SUPER PULLEY CLUTCH HUB ASSEMBLY**  
916216.....\$795.00  
For Procharger bolt-on pulley and ATI big HP pulley (pulley not included) 50 tooth HTD 8mm. Call for details.  
Requires customer's pulley.



U.S. PATENT # 7,644,814

HOLDING TOOL TO TIGHTEN FRONT BOLT	918989.....
MILITEC GREASE 14 OZ. FOR USE IN SUPER PULLEY	975003.....

# Supercharged Components

## 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
• 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	

### Y BODY (LS7) ★

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

10 RIB SERPENTINE, 9% OVERDRIVE KIT	917343
8 RIB SERPENTINE, OEM	917352
• OEM – 7.437" Overall Dia, uses shell assy, 917049	
• 9% OD – 7.960" Overall Dia, uses outer shell, 916354 ♦	
• 13% OD – 8.235" Overall Dia, uses outer shell, 916355 ♦ ♦ No A/C only!	

### Z BODY 2010-2015 CAMARO (LS3)

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

10 RIB SERPENTINE	917351
• 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
• 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*
• 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
• 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	

★ LPE Note - To achieve full effectiveness, these kits require a high strength tensioner, bracket and belt available from Lingenfelter Performance Engineering. To be used with the Magnuson style supercharger.

## 10 RIB PULLEYS

LS SERIES ALTERNATOR (2.62 OD)	916185
LS TRUCK ALTERNATOR (2.62 OD)	916185M
TENSIONER PULLEY (DOUBLE BEARING)	916186
LS SERIES POWER STEERING PULLEY	916187
LS TRUCK POWER STEERING PULLEY	916187T

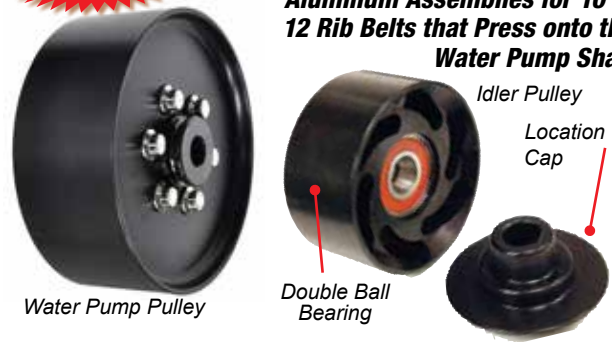


10 Rib Conversion Kit for Z Body 2010- 2015 Camaro

**Billet 6061 Aluminum**

## PULLEY ASSEMBLIES

Aluminum Assemblies for 10 to 12 Rib Belts that Press onto the Water Pump Shaft



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

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

76 MM	916208-76.....
90MM	916208.....
100MM	916208-100.....

## ACCESSORY PULLEYS FOR 2010 - 2015 LS3 CAMAROS & LS BASED TRUCKS

Replace your standard A/C pulley with an under-drive 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	

IF ORDERED AS A "PULLEY ONLY":  
916165  
916166



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.



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS			
	7.074"	6.325"	7.074"		6.325"		STEEL	ALUM		
	3 RING		3 RING	2 RING	3 RING	2 RING				
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	6.00 LBS	6.25 LBS	5.00 LBS	3.90 LBS	3.30 LBS				
INERTIA WEIGHT ▶	4.50 LBS	2.40 LBS	4.50 LBS	3.40 LBS	2.40 LBS	1.97 LBS				
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>										
CHEVROLET FRONT	917010	918940	917030	917020	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS		
FORD OEM FRONT - 3 BOLT PULLEY	917012	918941		---	917076	917052				
FORD OEM FRONT - 4 BOLT PULLEY		918930	918007		918935					
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
V8 SB (ALL) 6 CYL. See timing tab chart on page 17 for proper timing [2]	CHEVY FRONT 3" C TIMING TAB [6]	917514	917515			917661	916560 [10,12]			
	3" C TIMING TAB [1]		917511			917681	916560 [1,10,12]	916570 [1]		
	3" A TIMING TAB		917511AK			917660	916560 [1,10,12]	916570 [1]		
	3.35" C TIMING TAB		918023			917680	916560K			
	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	918005		918918	916562G [8]			
V8 "FE" 332 - 428 [3]	918310	918311	918320	918290			916580			
V8 "385" 429 - 460	917620	917621	917630		918780		916610			
V8 "385" 429 - 460 WITH SHORT SNOOT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564				916560G [8]			
Call for other damper assembly part numbers [5]										
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys				918230 [19]				916920		
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
V8 SB ALL FORD 28.2 OZ. IN. EXCEPT 1982 AND UP 302 HO (See below)	3" A AND C TIMING TAB [1][15]		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]			
1982-1995 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 att for info.
- [5] Ford 3 bolt dampers will accept pulleys with std Ford 3 bolt 3.3" diam 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 & 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. 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.
- [12] Add "U" to # for oversized specs.
- [15] Contact an ATI Sales Tech for correct part # when used with Ford 3-bolt pulleys
- [19] Does not work with 2.0L Pinto.



*Mustang Cobra Jet  
20% overdrive 10 groove  
#918048*



JOHNNY LIGHTNING - NMCA  
ATI Max Duty Outlaw T-400 Transmission, SFI Flexplate, Super Damper and Super F ATF

## Do you have the correct Ford Super Damper?

If you require an externally balanced damper, choose 28.2 or 50 oz. in.

Measure the overall length of your damper from the front pulley face to the rear of the hub where it touches the lower timing gear.

Select the bolt pattern: 3-bolt, 4-bolt or Chevy

Know your application: Drag, Oval, Road, etc.

## SUPERCHARGED DAMPER APPLICATIONS

OUTER DIAMETER ▶	STEEL SHELLS			REPLACEMENT CRANK HUB
	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	

### INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

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 ASSEMBLY 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. For oversized hub, order part #916566AU.
- [3] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.



# Ford Super Dampers®



SERPENTINE APPS	DAMPER ASSEMBLY WITH HUB							SHELL ASSEMBLY LESS HUB			REPLACEMENT HUBS [3]					
	STEEL	ALUMINUM						6 GRV SERP	8 GRV SERP	10 GRV SERP	STEEL 2.9 LBS	STEEL W/ INTEGRAL SHELL	ALUM			
	MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	7.425"	8.120"	8.074"	7.8"	7.48"	6.780"							5.5"	7.55 LBS	
MUSTANG GT & COBRA 4.6L '96-'04	OEM 6 GRV [6]						918036				917078			916571		
	6 GRV -15% 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]		
	6 GRV - 15%UD									918042					916575	
	8 GRV - 12% OD						918018							916565 [2]		
	8 GRV - 20% OD									918019				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		
	OEM 6 & 10 GRV 15% OD												917102	916576H		
GT 500 '13-'14 5.8L	OEM 6 & 10 GRV 15% OD		918046 [4]										917102	916576H		
	8 GRV						918062 [9]					917134		916577		
	8 GRV						918063					917134		916579 [10]		
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV						918065					917133		916578 [10]		
	8 GRV - 12% OD															
	8 GRV															
2011+ MUSTANG GT COYOTE 5.0 V8 2012-2013 BOSS 2011-2016 F-150 2013 COBRA JET NATURALLY ASPIRATED 2012-2013 COBRA JET SUPERCHARGED	6 GRV WITH A/C PULLEY						918047				917104			916124		
							918047A									916124A
	6 GRV W/O AC PULLEY						918047N				917104			916124		
							918047NA									916124A
	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						917109	916124K [8]			
2014, 2016 COBRA JET SUPERCHARGED 5.0L	WITH A/C PULLEY						918066 [12]						917142	916124K		
	W/O AC PULLEY						918066N [12]						917142	916124K		
GT SUPERCAR, 5.4 L - SUPERCHARGED		918043											917085	916576H		



- [2] Washer #954078 is required and included.
- [3] All hubs have 3/16 key @ std SB 10° location.
- [4] Standard GT500 will require an 88" belt with a stock diameter. blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.
- [6] An optional adapter ring and interchangeable blower drive pulleys are available from METCO Motorsports for this damper.
- [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 a 6 rib belt to the rear.
- [10] Has oversized hub and special seal (#973138).
- [11] Does not fit the 2014 Cobra Jet without modifications to the rear of the shell.
- [12] No timing marks.
- [13] For an aluminum hub, add "A" to part number.
- [14] Install required Whipple Pulley Kit WB-COY10-11 for 2011-2014 and WB-COY10-15 for 2015.



**If you have an externally balanced damper, can it be altered to internally balanced?**

Many people think you can simply remove the weight and the damper would be OK for an internally balanced engine. This is an incorrect assumption, however, due to the design of the Damper. When the weight is removed, the weight attaching holes and o-rings are exposed to the elements and the damper will not function properly. This could potentially damage your engine.

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

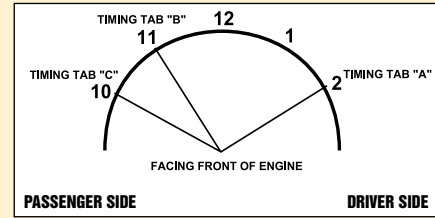
- Part #918910:**  
For 50 oz in - 1982 and later 302 HO only!  
All other Ford Small Blocks use:
- 3 timing covers with 3 tab locations (see chart).
  - 2 pulley styles: 3 bolt or 4 bolt.
  - 3 different lengths: 3", 3 3/8" with 3 bolt pulleys, and 3 3/8" or 4" with 4 bolt pulleys.
  - External balance units are 28.2 oz. in. 302-351, except 302 HO part #918910 which IS 50 oz in.

- 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:
- The timing tab is in the proper place or you can fabricate a pointer.
  - The length is OK if you are using pulleys.

### Ford Small Block Timing Tabs\*

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"

#### 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).

# Chrysler Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS		
	7.074"		6.325"	7.074"				STEEL	ALUM	
	3 RING	2 RING	3 RING	3 RING		2 RING				
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	2.4 LBS	.85 LBS	
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS			
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>										
CHEVROLET FRONT	917010		918940	917030	918850	917020				
CHRY. OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	---	918440E	918455E	917040E	917041E			
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
V8 A 318 - 340 - 360 [2]	CHEVY FRONT	918280						916190		
	OEM FRONT	918282E			917392E	917393E		916253		
VIPER V10 GEN I, II '92 - '02	OEM FRONT		918605 [3]			917400E	917401E	916254 [8]		
VIPER V-10 GEN III '03-'06 [9]	OEM FRONT					917932E		916262		
VIPER V-10 GEN IV 2008 - 2010 GEN V 2013+ [9]	OEM FRONT					917934E		916265		
V8 B 361 383 400 413 426 440	CHEVROLET FRONT [11]	917120			918430			916200L		
	OEM FRONT [11]	OEM TIMING COVER Retains stock location for pulley alignment					917470E		916661	
		OEM TIMING COVER	917122E [12]					917471E		916421
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]			917475E [12,13]				916421L
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
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		

[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 clearing of timing tab and retain OE timing mark.

[3] Customer must cut and reweld 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.



8.25 @ 180.77 mph with an ATI T-400 Transmission and ATI Super Damper!

WORLD'S QUICKEST / FASTEST GEN V VIPER BUILT BY NTH MOTO

## SUPERCHARGED APPLICATIONS

AVERAGE TOTAL WEIGHT ▶  
INERTIA WEIGHT ▶

STEEL SHELL	ALUMINUM SHELL	REPLACEMENT CRANK HUBS
7.074" OD		
3 RING	2 RING	
8.75 LBS	5.00 LBS	STEEL
4.50 LBS	3.40 LBS	

### INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

V8 B 361, 383 400, 413 426, 440	A FUEL 2-1/4" KEYWAYS 1 AT TDC DSTM [7]	917123E [7]		916256
	OEM BB 2-1/4" KEYWAY 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, supplied with the damper.
- [2] For GTS-R, call your Sales Tech.
- [3] Supplied with new lightweight aluminum pulley to retain stock belt location.
- [4] Passenger timing.
- [5] For Paxton Supercharger, add pt #916266 for new aluminum pulley with 7 rib and 8 rib, 7% OD. Retains OEM belt location.
- [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

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



Viper V-10 Gen III Super Damper #917934E



## Selecting a Damper for Supercharged Applications



Rob Sappe  
Sales Technician Ext. 3040

When selecting a Super Damper for your blown application, you must first identify the bolt pattern in your blower drive pulley and then choose a damper that has the same bolt pattern. Most blower drive pulleys have the 6 bolt Chrysler bolt pattern, which is 6 bolts on a 2.810" bolt circle. Some blowers will still run a 3 bolt Chevy pulley. In this case we recommend drilling the pulley for an additional 3 bolts, and choosing an ATI damper that matches this 6 bolt pattern.



# Chrysler Dampers

## SERPENTINE APPS

SERPENTINE APPS			OUTER DIAMETER ▶	ALUMINUM SHELLS							SHELL ASSY LESS HUB	REPLACEMENT CRANK HUBS	
				3 RING								STEEL AVG. WT. 2.4 LBS	HUB WITH INNER SHELL
				8.900"	8.184"	7.480"	7.074"	6.780"	6.325"	5.930"			
AVERAGE TOTAL WEIGHT ▶			13.0 LBS	12.5 LBS	9.0 LBS	6.25 LBS	4.50 LBS	3.90 LBS	7.55 LBS	6.45 LBS			
INERTIA WEIGHT ▶			4.0 LBS	4.0 LBS	4.0 LBS	4.50 LBS	2.40 LBS	2.40 LBS	2.20 LBS	2.20 LBS			
2015+ VVT	6.2L SUPERCHARGED V8 HEMI HELLCAT, '18 DEMON CHALLENGER & CHARGER	OEM 10% OD	10 RIB & 6 RIB		918483							918483S	916278
				918485 [8]								918485S	916278
2005 -2010 VVT	6.1 L / CRATE 392 & 426 HEMI STOCK [7]	5% OD 17% OD 13% UD	6 RIB					918432				917071-55	916652
					918437							917073	916652
										918438 [3,6]		---	916241
2011+ VVT	5.7L & 6.4L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, COMMANDER	6% OD 18% OD 15% UD	6 RIB			918486		918459				917071	916541
											918487	917073	916541
												---	916241
2009 - 2010 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, DURANGO, ASPEN	4% OD 18% OD 15% UD	6 RIB			918446		918445				917071	916246
												917073	916246
										918447 [3]		---	916245
2005 -2008 NON-VVT	300, MAGNUM, GRAND CHEROKEE, CHARGER, COMMANDER	10% OD 2% UD	6 RIB			918436						917073	916247
								918435				917071	916247
2003 -2008 NON-VVT	5.7L HEMI TRUCK LENGTH DURANGO, ASPEN	4% OD 5% UD 15% UD	8 RIB 7 RIB			918434 [5]						917044	916248
								918433 [5]				917075	916248
										918439 [1,3]		---	916242
2009+ VVT	5.7L HEMI TRUCK LENGTH DURANGO	6% OD 15% UD	8 RIB 6 RIB					918453				917075	916238
								918454				917020	916239
YEARS VARY	4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE W/BOLT-ON PULLEY, OEM (PT# 916236) & 25% UD (PT# 916237)	OEM 25% UD	6 RIB					918429 [4]				918850	916311
									918428			917070	916311
2000 - 2010	2.4L NEON SRT-4 / PT CRUISER DOUBLE 4 RIB OUTER SHELL	7% OD	4 RIB									918449	916422

- [1] Requires shorter belt (Goodyear #4070975) 7 groove. [5] These are 8 groove dampers. Your OEM belt is 7 rib. [7] For 392, use 5.7/6.1 OEM or ARP retaining bolts.  
 [2] Use Duralast belt #560K4. Use the first groove closest to the engine. [8] Adds 3 PSI. Requires grinding the AC bracket for clearance. Use  
 [3] Must turn down OD of stock washer to 1.850". Aftermarket belts are 6 rib. Gates Belt #K100594H (59.4").  
 [4] Requires a 97.75" long belt - Gates part # K060975. [6] Requires shorter belt - Dayco pt # 5060800.



Super Damper  
OEM Bolt-On for  
Buick Grand National

## Buick-Pontiac-Olds & AMC Dampers

DAMPER ONLY LESS HUB PART NUMBERS		OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUBS		
			7.074"	6.325"	7.750"	7.074"		6.325"		STEEL	STEEL WITH INNER SHELL	
			3 RING		3 RING		2 RING	3 RING	2 RING			
TOTAL WEIGHT ▶		8.75 LBS	6.00 LBS	13.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	3.30 LBS			
INERTIA WEIGHT ▶		4.50 LBS	2.40 LBS	2.4 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS			
CHEVROLET FRONT			917010	918940		917030	918850	917020	917070	917050	AVG. WGHT. 2.4 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL			917011									
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360			917940	917941							916270	
BUICK V6 & V8 (ALL) EXCEPT 430 & 455	DRY SUMP			918571							916290	
	BUICK V8 430 - 455 [1]		918160				918171				916230	
<b>NEW!</b>	BUICK GRAND NATIONAL "T TYPE" GNX '82-'87					917456 [3]					916284	
	OLDSMOBILE V8 267-455		917830	917831		917840					916760	
	PONTIAC 4 CYLINDER 151		917780	917781								916951
	PONTIAC V8		917785	917782		917220	917221	917200	917410	917260	916040	
	PONTIAC V8		917160	917161		917730					916500	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
AMC 360 401	180° OEM WEIGHT			917942							916270	
	240° OEM WEIGHT			917943							916270	
<b>NEW!</b>	BUICK GRAND NATIONAL "T TYPE" GNX '82-'87		917455 [3]								916284	
	BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPERCHARGER PULLEY					918421 [4]					916211	
	BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER, 10% OD				918422						916211	
	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. Hubs may be machined on the crank gear end when using the shorter internal balance units to move the damper closer to the engine. 430-455 is .725" forward of the OEM location; 265-350 V8 & 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] Outer diameter is 7.105". Total weight is 12 lbs. Inertia is 2.40 lbs.



# Import Super Dampers®



Designed with the same technology that made our domestic dampers the best engine protection on the market!



HONDA



SUBARU



SCION  
FRS

NISSAN



**NISSAN**

MAX. OUTER DIAMETER ▶

ALUMINUM SHELLS								REPLACEMENT CRANK HUBS	
7.450"		7.074"		6.78"		6.325"		5.5"	
2 RING		3 RING		2 RING		3 RING		3 RING	
5.25 LBS		6.25 LBS		5.00 LBS		4.50 LBS		3.90 LBS	
3.50 LBS		4.50 LBS		3.40 LBS		2.40 LBS		2.20 LBS	
AVERAGE TOTAL WEIGHT ▶		INERTIA WEIGHT ▶		STEEL		STEEL WITH INNER SHELL			

## DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	---	917030	918850	---	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
-----------------	-----	--------	--------	-----	-----	-----	-----	-----	--------------------	--------------------

## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

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 For cars making up to 750 HP									918599 [1]	916063
NISSAN RB-26 - DIRECT BOLT-ON U/D - R32 For cars making up to 1000 HP	917752 [2]									916065
NISSAN RB-26 - DIRECT BOLT-ON U/D-R33-34 ONLY For cars making up to 750 HP									918598 [1]	916063
NISSAN RB-26 DIRECT BOLT-ON U/D - R33/34 For cars making 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	5.7" OEM 7 RIB PULLEY			918565 [5]						916778
V6 VQ37VHR	4.8" 15% U/D 7 RIB PULLEY			918566 [5]						916778
NISSAN V6 V6 VQ35HR, 350Z, 370Z 4% UD									918584	916316
NISSAN SR20 FWD [3]	RACING APP.			918608						916082
	STREET APP.						918607			
NISSAN KA24 OEM SIZE									917756	916792
NISSAN GTR VR38				918641						916787

[1] 15% UD for power steering, AC, water pump and 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] Power steering pulley is 11% UD.  
 [5] Only for use on dry sump motors without a dipstick. OEM dipstick will not clear damper.  
 [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.



**HONDA**

MAX. OUTER DIAMETER ▶

ALUMINUM						REPLACEMENT CRANKSHAFT HUB						
7.074"		6.780"		6.325"		5.670"						
2 RING		2 RING		2 RING		3 RING						
5.00 LBS		3.75 LBS		5.25 LBS		3.30 LBS		3.60 LBS		STEEL	ALUM	STEEL WITH INNER SHELL
3.40 LBS		2.20 LBS		3.50 LBS		1.97 LBS		2.20 LBS				

Other applications are available upon request.

## DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT FOR CCW ENGINE ROTATION	917020 CCWP	917000 CCWP		917050		AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	AVG. WGHT. 2.6 LBS
---	-------------	-------------	--	--------	--	--------------------	--------------------	--------------------

## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

ACURA NSX, 3.0L 600HP MAX						917757			916779
HONDA "B" SERIES CCW MOTOR ROTATION [2] RACE ONLY, ALT DRIVE ONLY	918471	918470		918474 [1]				916026	
				918475 [1]				916028	
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]	918465							916128	
HONDA H22 (Call for H23)	RACING APPLICATIONS [4]	918469	918467					916054M	
	STREET APPLICATIONS - 400HP MAX [3]			918468				916054	
HONDA K-20	RACING APPLICATIONS (NO PULLEY)		918478					916017	
	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 #916027 and 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.

# Import Super Dampers®



## TOYOTA - SCION



Super Damper®  
for Toyota / Scion

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS	ALUMINUM SHELLS			REPLACEMENT CRANKSHAFT HUB PART NUMBER	
	7.074"	7.074"	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
	3 RING	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	3.75 LBS	8.00 LBS	3.60 LBS		
INERTIA WEIGHT ▶	4.50 LBS	2.20 LBS	3.00 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS						
CHEVROLET FRONT	917010	917000	---	917027	AVG. WGHT 2.4 LBS	AVG. WGHT 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS						
TOYOTA 2ZZGE 1.8L 4% OD CELICA GT-S, COROLLA XRS, MATRIX XRS LOTUS - ELISE, EXIGE, 2-ELEVEN & PONTIAC - VIBE GT				918564		916147
SUPRA '87-'92 7M-GE/GTE 3.0 INLINE 6 CYL				918525		916068
SUPRA '94 - '98 JZ80 6 CYL [2]	OEM SPACING, 6 RIB			918562		916023
TOYOTA 4YE	4 CYL 2.2L 20% OD			918563		916024
1GR-FE [1] '03 - UP	STREET APPLICATIONS				918479 [5]	916029
SCION 2AZ-FE 2.4 - 2.6L 2%UD				918523		916016

[1] Fits Toyota 4.0L 236-239; 4 Runner ('03-up), Tacoma ('05-up), Tundra ('05-up), and FJ Cruiser ('07-up). [5] This damper is .500" longer than stock for 600 HP or less and is OEM size.  
[2] Requires longer belt: 15% OD, OEM, 6 rib. (Use Goodyear #4060775, Gates #K060775, Dayco #5060775 or Drive-Rite #775K6). (2003-2008 only)

## AUDI DAMPERS COMING SOON!

## MAZDA - MINI - MITSUBISHI - SUBARU - TRIUMPH



Super Damper®  
for Honda D Series

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUB	
	7.074"	6.325"	5.740"	5.670"	5.5"	STEEL	STEEL W/ INNER SHELL
	2 RING	3 RING					
AVERAGE TOTAL WEIGHT ▶	3.75 LBS	3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INERTIA WEIGHT ▶	2.20 LBS	2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS							
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 GRV. 2% OD [5]			917993				916102
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 VERSION	918254					916399	
SUBARU FA20/TOYOTA 4U-GSE, 10% UD FITS 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 OEM SIZE					917991		916884
TRIUMPH TR 2, 3, 4 & 4A	918569					916789	

[1] The Mini Cooper Belt Tensioner Tool (Pt #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 #916376. 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.



## BMW Dampers built by ATI!

ATI Performance Products 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.



917994TR

917994

NEW!

SK183Q1..... N52/N54 - E60 535i, E90/E91/E92/E93 335i, E82/E88 135i ('07 - '10)  
..... X6 xDrive35i ('08 - '10), Z4 sDrive35i ('09 - '16), E85 Z4 2.5i ('05 - '08)

917994TR... E36 Euro M3 with Trigger Wheel - S50b30 ('94-'95), S50b32 ('96-'99)

917994..... S54 - E36 Z3 (August 2000 -'02), E46 M3 ('01-'06), Z4 M ('04 - '08)

917995TR... E36 with Trigger Wheel - 325i, 328i, M3 US - M50 ('91-'95), M52 ('96-'99), and S50us/S52us ('95-'99), Z3 - S52 ('97 - July 2000)

917995..... M52 - E46 325i, 328i, 330i, M52Tu, M54 ('99 - '05)  
M54 - Z4 2.5i, 3.0i ('04 - '08)

ONLY FROM **VAC**

# Performance Diesel Dampers

**Trusted by top shops like SoCal Diesel, Pure Diesel, East Coast Diesel, Diesel Innovations, Wagler, 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 nearly 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?



Duramax



Cummins

	ENGINE	OUTER DIAMETER		DAMPER ASSEMBLY WEIGHT	DAMPER PART #	EXTRA HUB
		STEEL 4 RING	STEEL 3 RING			STEEL
CATERPILLAR [10]	3208		8.074"	20 lbs.	917367	916007
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- 2015+ NEUTRAL BALANCE	6.6L		7.425"	19 lbs.	917378	916081
DURAMAX, 6 RIB 2011+ LML & LGH	6.6L		7.425"	19 lbs.	917376 [11]	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369 [11]	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371 [11]	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] [12]	---
INTERNATIONAL (HEAVY)	640	10.465"		39 lbs.	918642H [9] [12]	---
INTERNATIONAL	640/466		8.074"	23 lbs.	917361	916013
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		8.074"	19 lbs.	917364 [8]	916015
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		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
PERKINS V-8	640		8.074"	20 lbs.	917366	916006

- [1] For a race version with no pulley & shortened hub, order pt # 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, part #917373BKT.....\$80.
- [6] Shell assembly part #917114 includes an 8 groove trigger wheel.
- [7] Drive pulley - part # 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
- [10] This damper is NOT an OEM replacement! Race application only! Please call a Sales Technician for more information before ordering. This damper is NOT returnable.

[11] Damper is 12% OD. Use NAPA belt 28-081253.

## STEP KEY

STEP KEY FOR 3208  
CATERPILLAR  
DIESEL HUB  
(.750" X .750")  
918952 .....





# Crank Trigger Shells - Timing Pointers



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	Maximum # Magnets
6"	16
7"	24
8"	28

Crank Trigger options if added to a new Damper:  
 6" and 7" Dampers .....  
 8" Dampers.....

If ordered as an "outer shell only" .....

\*If ordering:  
 5-8 magnets, 9-16 magnets, 17+ magnets

CHEVY	
8" 3 RING, CHEVY FRONT.....	916380TR
7" 3 RING, CHEVY FRONT .....	916680TR
7" 3 RING, CHEVY FRONT .....	916680TR-50
<i>4 magnets starting at 50 degrees</i>	
7" 3 RING, CHEVY FRONT .....	916680TR-55
<i>4 magnets starting at 55 degrees</i>	
7" 3 RING, CHEVY FRONT .....	916680TR-60
<i>4 magnets starting at 60 degrees</i>	
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
7" 2 RING, CHRYSLER FRONT.....	916611TR
6" 3 RING, CHRYSLER FRONT.....	916694TR



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.

**Does not work with BigStuff3 EFI!**



If Added To A New Damper:  
 7" 3 Rg, Smooth 916360-10AEM....  
 6" 3 Rg, Smooth 916711-10AEM....  
 7" 3 Rg, 6 Groove 916364CSAEM....  
 6" 3 Rg, 6 Groove 916731CSAEM ....

Call for custom shells that are available for Holley, BS3 and others.

If ordered as an "outer shell only"

## 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 at which the pick-up is pointing to 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 1st 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 to that specified number is at the TDC pointer. Based upon where you tell us the pick-up is pointing, that is where we will put the 1st magnet.

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

## Timing Pointers

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
7" SMALL BLOCK CHEVY	918954
7" BIG BLOCK CHEVY	918958
7" BB CHEVY W/ 5/16" BOLTS	918958X
8" BIG BLOCK CHEVY	918951

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

\* Will not work with Cleveland engines

# Damper Components & Tools

## 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....  
 FORD 3-BOLT & 4 BOLT  
 WITH 2.281 COUNTERBORE\* 916633....

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

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



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



For mandrels that fit Duramax Diesel Super Dampers, contact Jones Racing. 610-847-2028



Ford 3 & 4-Bolt Drive Mandrel

### Anatomy of an ATI Mandrel



Chevy 3-Bolt Drive Mandrel & Spacer

DRIVE MANDREL SPACER 916635

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

## CRANK PIN DRILL FIXTURE KITS

U.S. Patent #6,851,899

ATI's Crank Pin Drill Fixture Kit for the LS1, 2, 3, 6 and 7 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!



CRANK PIN DRILL FIXTURE KIT FOR LS1, LS2, LS3,LS6 AND LS7 918993

CRANK PIN DRILL FIXTURE KIT FOR LS1, LS2, LS3,LS6 AND LS7 LOCATES TIMING MARKS TO USE A DISTRIBUTOR\* INSTEAD OF THE ELECTRONIC TIMING 918993-1  
 \* Locates on timing gear key for reference.

EXTRA PIN, 3/16 958025

CRANK PIN DRILL FIXTURE KIT FOR HEMI 6.1 / 392/ 5.7 CAR AND TRUCK 918008  
 FOR 2009+ 6.1 / 392/ 5.7 CAR & VVT AND 6.2 HELLCAT & '18 DEMON 918008-1

## 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" & 7" DAMPERS 918998  
 REBUILDING TOOL SET FOR SERPENTINE & STD OD 918998S  
 REBUILDING TOOL SET FOR 5" DAMPER 918998-5

### OPTIONAL INERTIA RING FIXTURES

5" GUIDE FIXTURE 916986 .....  
 6" GUIDE FIXTURE 916988  
 7" GUIDE FIXTURE 916989  
 8" GUIDE FIXTURE 916987  
 5" PUSHER 916985  
 5" SHAFT 916984

### OPTIONAL CROSS BAR PUSHER

FOR STANDARD & SERPENTINE OUTER SHELLS 916995C



## 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

1/4 x 1/4 x 2 7/8" 916326

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

## STEP KEYS

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

STEP KEY (3" LONG) 918992



## DAMPER ASSEMBLY LUBE

Available for those who rebuild their own dampers. It's the only correct assembly lube for ATI Super Dampers!

975005

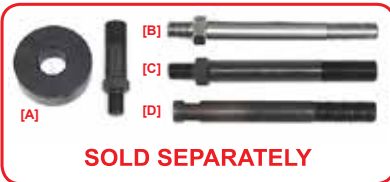
# Damper Components & Tools

## DAMPER PULLER INSTALLER KIT



**Great for the professional engine builder and home mechanic alike!**

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.



**SOLD SEPARATELY**

PULLER / INSTALLER KIT 918999

### Optional installation studs for use with Puller Installer Kit

- [A] INSTALL. STUD AND WASHER FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA\* 918999D
- [B] INSTALL. STUD FOR NEW GEN HEMI 918999H
- [C] INSTALL. STUD FOR NEW GEN HEMI HELLCAT & 2018 DEMON 918999HC
- [D] INSTALL. STUD FOR LS1, 2, 6, 7 & 9 918999SC

*Viper version coming soon!*

## T-40 PLUS TORX BIT



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

## CRANK HUB SPACERS

**Spaces your damper out easily!**



CHEVY BB	.093	916310
CHEVY SB	.093	916320
CHEVY LS1 for Jesel Drive	.965	916322
CHEVY LS1 for Jesel Drive, steel	.965	916322S
CHEVY LS1 for Jesel Drive w/ belt guide	.965	916323
CHRYSLER	.093	916370
CHRYSLER 360 to OEM position	.285	916470
FORD SB PONTIAC V-8	.093	916400
NISSAN SR20 Use with base DE engine	.200	916298

## ELASTOMER 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	NUMBER OF RINGS	DUROMETER OUTER / INNER / FACE	PART #
9"	3	70 / 70 / 70	918961-70
9"	3	80 / 80 / 70	918961-80
8"	3	70 / 70 / 70	918959
8"	3	70 / 70 / 80 - ALUM SHELL	918959-70AL
8"	3	80 / 80 / 70	918959-80
8"	3	80 / 70 / 70	918959-87
7"	3	40 / 40 / 70	918960-40
7"	3	50 / 50 / 70	918960-50
7"	3	60 / 60 / 70	918960-60
7"	3	70 / 70 / 70	918960-70
7"	3	70 / 70 / 80 - ALUM SHELL	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 - ALUM SHELL	918960-87AL
7"	3	80 / 80 / 80	918960-88
7"	3	90 / 90 / 70	918960-90
7"	2	40 / 40 / 70	918970-40
7"	2	50 / 50 / 70	918970-50
7"	2	60 / 60 / 70	918970-60
7"	2	70 / 70 / 70	918970-70
7"	2	70 / 60 / 70	918970-76
7"	2	70 / 60 / 80 - ALUM SHELL	918970-76 AL
7"	2	70V / 80 / 80	918970-78V*
7"	2	70V / 80 / 70	918970-787V*
7"	2	80 / 80 / 70	918970-80
7"	2	80 / 60 / 70	918970-86
7"	2	80 / 70 / 70	918970-87
7"	2	90 / 90 / 80	918970-90
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70V*
6"	3	40 / 40 / 70	918980-40
6"	3	50 / 50 / 70	918980-50
6"	3	60 / 60 / 70	918980-60
6"	3	60 / 50 / 80	918980-65
6"	3	60 / 60 / 80	918980-66
6"	3	70 / 70 / 70	918980-70
6"	3	70V / 70 / 70	918980-70V*
6"	3	70 / 60 / 70	918980-76
6"	3	70V / 60 / 70	918980-76V*
6"	3	80 / 80 / 70	918980-80
6"	3	90 / 90 / 70	918980-90
6"	2	40 / 40 / 70	918990-40
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
6"	2	80 / 80 / 70	918990-80
6"	2	90 / 90 / 70	918990-90
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80
6"	2	70 / 60 / 70	918990-76
6"	2	80 / 80 / 70	918990-80
6"	2	90 / 90 / 70	918990-90
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80

\*Viton O-Rings on Outer



# Damper Hardware

## DAMPER BOLT PACKS

<b>MOST COMMON!</b> (6) 5/16-18 X 1 AND (3) 3/8-16 X 1 1/4	9 BOLTS	950200
(6) W/ STD THREAD AND (6) 3/8-16 X 1 1/4, <b>NOT CHRYSLER</b>	12 BOLTS	950201
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, <b>NOT CHRYSLER</b>	9 BOLTS	950202
(6) 5/16 - 18 X 1 AND (3) 5/16 - 18 X 2 1/4	9 BOLTS	950203
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1	9 BOLTS	950204
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1, BUTTON HEAD	9 BOLTS	950205
LS1 Y BODY WITH REAR PULLEY - ALL 5/16 BOLTS, FLAT HEAD		950209
(6) 5/16 - 18 X 3/4, CHRYSLER DAMPERS	6 BOLTS	950210
LS Y BODY - (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/4 - ALL FLAT HEAD	9 BOLTS	950211
LS1 F BODY WITH REAR PULLEY - ALL 5/16 BOLTS		950213
LS1 Y BODY NO AC - 5/16 - 18 X 1 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950217
(6) 5/16 - 18 X 1 AND (3) 3/8 - 24 X 1 1/4, <b>NOT CHRYSLER</b>	9 BOLTS	950218
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, <b>NOT CHRYSLER</b>	12 BOLTS	950219
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, <b>NO PULLEY BOLTS</b>	6 BOLTS	950220
LS Y BODY (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 - ALL FLAT HEAD	9 BOLTS	950224
(9) 5/16 - 18 X 3/4 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950226
FORD - 4 BOLT DAMPERS WITH PULLEY BOLTS		950230
5 IN DAMPER - (6) 5/16 - 18 X 1 AND (3) 5/16-18 X 1 1/4	9 BOLTS	950241
5 IN DAMPER - (6) 5/16 - 18 X 1 AND (3) 5/16-18 X 2	9 BOLTS	950243
CADILLAC CTS-V (Part #918854) WITH ARP PULLEY BOLTS		950245
(6) W/FINE THREAD AND (6) 3/8 - 24 X 1 1/2, <b>NOT CHRYSLER</b>	12 BOLTS	950248
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS		950251

**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

**Only two-tenths  
of a pound!**

## ARP 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" .....

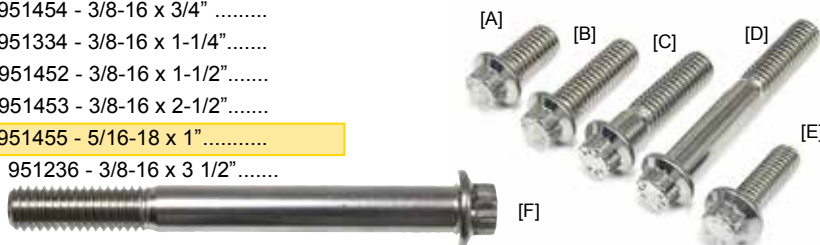
[B]951334 - 3/8-16 x 1-1/4" .....

[C]951452 - 3/8-16 x 1-1/2" .....

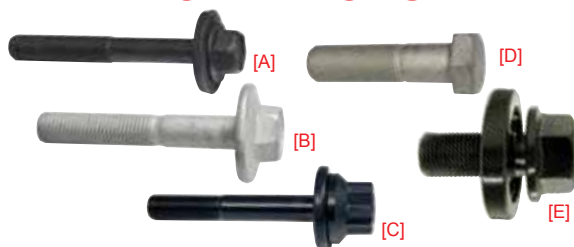
[D]951453 - 3/8-16 x 2-1/2" .....

[E]951455 - 5/16-18 x 1" .....

[F] 951236 - 3/8-16 x 3 1/2" .....



## DAMPER CRANK BOLTS



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

## TITANIUM BOLT PACKS

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!



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

**For ALUMINUM damper assemblies only!**



**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

# Treemaster Converters®



**The WINNINGEST  
torque converter  
in drag racing  
since 1961!**



Made in USA

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

**Industry leading  
turn-arounds for  
new builds and  
repairs!**

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 are typically turned-around the following business day after it arrives.

**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 Converter Welder, Converter Balancer and Leak Tester ensure our customers get the best products on the market today!**



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.

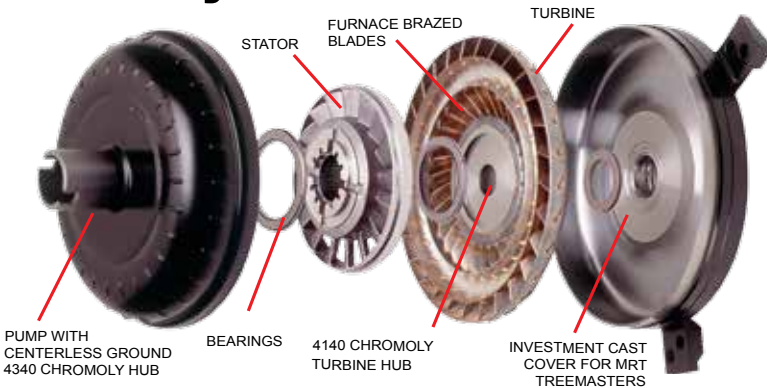
Configuring a torque converter to take full advantage of an engine's power curve is what separates the winners from the "also rans". With over fifty years of racing experience, ATI custom-builds converters to the exact needs of our customers.

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!



# Treemaster Converters

## Anatomy Of A Treemaster



DAN FLETCHER  
Over 100 NHRA National Event Wins  
ATI Transmission, Treemaster Converter,  
Super Damper and Super F ATF

### TREEMASTER TORQUE CONVERTERS

	8"	10"
	Part #	Part #
<b>Powerglide</b>	208500	---
<b>TH350 and TH400</b>	408500	408360
<b>700-R4 / T-200, Non Lock-up Standard</b>	708500	---
<b>C-6 1.848" Standard*</b>	608500	---
<b>C-6 1.375" Standard*</b>	609500	---
<b>C-4 Standard</b>	649500	---
<b>C-4 2010+ 428 Windsor, Standard</b>	649515	---
<b>C-4 2010+ 352 Windsor, Standard</b>	649520	---
<b>C-4 2011+ 5.0L Coyote NA</b>	649530	---
<b>TF-727 - Chrysler</b>	729500	---
<b>TF-727 - AMC</b>	729501	---
<b>TF-904 - Chrysler</b>	909500	---
<b>TF-904 - AMC</b>	909501	---



CONTINGENCY ITEM

Information concerning your race combination is an absolute necessity for choosing a converter design that will provide maximum performance.

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

### TREEMASTER "MRT" 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 30 years 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	9"	10"
	Part #	Part #	Part #	Part #
<b>Powerglide</b>	208700	208800	---	---
<b>TH350 and TH400</b>	408700	408800	---	408390
<b>C-4 Specify spline and bolt circle</b>	649700	649800	---	---
<b>TF-727 - Chrysler (not for AMC)</b>	729700	729800	729920	---
<b>TF-904 - Chrysler*</b>	909700	---	---	---
<b>TF-904 - AMC*</b>	909701	---	---	---

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



# Fuel and Blown ~ Outlaw Converters

If you need a tough torque converter, here they are! ATI's Fuel & Blown and Outlaw Converters - the ultimate in high horsepower holding power for big cubic inch, big NOS or supercharged engines. Used in the world's fastest door cars and top qualifying pulling trucks.

## FUEL & BLOWN

	8"	9"	10"
	Part #	Part #	Part #
TH350 and TH400	408900	408930	408420
TF-727 - Chrysler (not for AMC)	729900	729930	--- ---
Toyota 2JZ (T350/T400 Spline)	---	408931	Call for information



The super strong **Fuel & Blown** unit 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.

## 10" & 10.5" OUTLAW

**Outlaw Racing** Torque Converters are available with 5-axis fully machined billet steel 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 #	Part #
Outlaw	408421	408424
Outlaw for SG 4 & Big Shaft 400	408423	408422

## 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

STD. GM, .450" LONG, Use with no midplate or up to .125" midplate .....	451340
MIDPLATE GM, .638" LONG, Use with .125" to .250" midplate .....	451350
MIDPLATE GM, .765" LONG, Use with .375" midplate .....	451351
MIDPLATE GM, .865" LONG, Extra long for special applications .....	451352
STD. GM - LS1, .765" LONG, NO midplate .....	451342

### FORD APPLICATIONS (C4 C6)

STANDARD FORD, .675" LONG, 1.848 DIAMETER .....	651330
STANDARD FORD, 1.205" LONG, 1.375 DIAMETER .....	651340



## ALUMINUM VS. STEEL 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.

## 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 trans 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.)

**NEW!**

# Bolt Together / Lock-up Converters



## 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. 8" pumps are adjustable and ATI offers pump options for 9" & 10" converters allowing for a multitude of possible combinations. ATI also offers a range of Lock-Up Bolt-Together 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"
<b>Bolt Together *</b>	Part # 408850	Part # 408950
<b>Bolt Together Lock Up</b>	408851	408951

**\*408850 ONLY:**

- Comes standard w/Spring & Roller Sprag
- Spragless option
  - Fuel Element Sprag
  - Mechanical Diode

**408851, 408950 & 408951:**

- Comes standard w/Fuel Element Sprag
- Spragless option
  - Mechanical Diode

## 10" and 10.5" Outlaw Converters



Titanium studs and nuts available!

	10"	10.5"
<b>Bolt Together Outlaw</b>	408450	408435
<b>Bolt Together Outlaw - Lock-Up</b>	408451	---
<b>Bolt Together Outlaw Non-Lock Up with Lock-Up Height</b>	---	408431
<b>Outlaw for SG 4 &amp; Big Shaft 400 - Lock-Up</b>	---	408422LU
<b>Outlaw for SG 4 &amp; Big Shaft 400 - Bolt Together Lock-Up</b>	---	408430LU

**Designed to meet the high horsepower demands of heads up style drag racing!**



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

### CRANK PILOT SLEEVES

- For lock-up converter assemblies
- Machined from bronze alloy material

FOR MID-PLATE USE (.250" LONGER) 451923  
FOR NON-MID-PLATE USE 451922



# Streetmaster Converters®



**No cheap junk in these units!**

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

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

	<b>Tightest</b> 3.0 & Greater Rear Gear	<b>Stage 1</b> 3.30 To 3.70 Rear Gear	<b>Stage 2</b> 3.70 To 4.30 Rear Gear
	Part #	Part #	Part #
<b>TH350 and TH400</b>	408320	408330	408340
<b>C-6 1.848" Crank Pilot</b>	608320	608330	608340
<b>C-6 1.375" Crank Pilot</b>	609320	609330	609340
<b>C-4 Specify spline &amp; bolt circle</b>	649320	649330	649340
<b>TF-727 - Chrysler</b>	---	729330	729340



**NEW!**

## 10" SUPERSTREET MASTERS

Available For 700R4 and 4L60/65E.

	<b>LOCK UP</b>	<b>NON-LOCK UP</b>
	Part #	Part #
<b>700R4 / 4L60E ('85-'97) Standard SBC</b>	708330	708331
<b>4L60E / 4L65E ('98 - up) Standard SBC</b>	708332	708333
<b>4L60E / 4L65E ('98 &amp; up) LS1</b>	708334	708335



Single and triple disk available!

## 10" LOCK-UP SUPERSTREET MASTERS WITH BILLET COVERS

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

**Coming soon! Hellcat and 10R90!**

	Part #	Price
<b>SINGLE DISK LOCK-UP</b>		
<b>4L60E / 4L65E</b>	708337	
<b>4L60E / 4L65E - For 2005 Corvette</b>	708339	
<b>4L80E / 4L85E</b>	708338	
<b>TRIPLE DISK LOCK-UP</b>		
<b>4L60E / 4L65E</b>	708347	
<b>4L60E / 4L65E - For 1997-2004 Corvette</b>	708344	
<b>4L60E / 4L65E - For 2005 Corvette</b>	708349	
<b>4L80E / 4L85E</b>	708348	
<b>6L80E / 6L85E / 6L90E</b>	708340	
<b>6L80E / 6L90E - For 2006-2014 Corvette</b>	708345	
<b>8L80E / 8L90E - For 2016+ Camaro &amp; CTS-V</b>	708350	
<b>8L80E / 8L90E - For late 2014+ Corvette</b>	708351	

### PILOT EXTENSIONS

CONVERTS AN LT CONVERTER TO AN LS PILOT

708700.....



### 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.



# Adapter Kits



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

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 now can perform the operation in less time with less fabrication. Includes an ATI adapter plate, an ATI crank adapter, an ATI Flexplate, and all the necessary mounting hardware to correspond with your Ford or Chrysler engine.

GM POWERGLIDE-T350-T400 TRANSMISSIONS									
	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	HARDWARE KIT				
<b>FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only</b>									
All - Internal Balance SFI Flexplate, 164 Teeth	915231 [1]		915110		915603		915704 [1]		950141
All - Except '81 & Up 5.0l (302) 28.2 oz. in. SFI Flexplate, 164 Teeth	915232 [5]		915110		915603		915705 [2]		950141
All - Internal Balance, SFI Flexplate 157 Teeth	915237 [1]		915111		915603		915713 [1]		950141
<b>FORD 429-460 ENGINES SFI flexplates for aftermarket converters only</b>									
All - Internal Balance, SFI Flexplate	915242 [1]		915120		915612		915700 [1]		950160
All - External Balance, 24.0 oz in SFI Flexplate	915243 [4,5]		915120		915612		915701 [5]		950160
<b>CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 &amp; 6)</b>									
All - Internal Balance	915250 [1][6] [12]		915130		915630X [7][8]		915650X [1] [6] [7] [8]		950170
<b>CHRYSLER B &amp; RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 &amp; 6)</b>									
8 Bolt Crank 426 HEMI Driver Side Starter	915290 [1]		915150		915640X [7] [9]		915660X [1] [6] [7] [9]		950190
8 Bolt Crank 426 HEMI Passenger Side Starter	915291 [1]		915140		915640X [7] [9]		915660X [1] [6] [7] [9]		950190
HEMI to Chevy Pro Mods using Fuel Cranks Passenger Side Starter	915291X		915140X		915640XF [10]		915660X [10]		950190X
<b>DODGE R5 BLOCK</b>									
NASCAR SB to Buick-Pontiac-Olds	915252 [12]		915135		915630		915650		950175
<b>CHRYSLER LATE MODEL HEMI</b>									
5.7 - 6.1 - 6.4 HEMI	915245 [11]		915145		915606		915664		950145
<b>CHRYSLER DODGE VIPER</b>									
VIPER V-10 (Adapter plate only)			915148						

- [1] Engine must be internally balanced.
- [2] 28.2 oz in weight is 4 1/4" x 3/4" x 3/8" thick.
- [3] 50.0 oz in weight is 4 1/4" x 7/8" x 7/16" thick.
- [4] 460 truck crank with D9TP-6375AA or E7TP-6375AA OEM weighted flexplate.
- [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. Flexplate #915650 is zero-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] Includes eight (8) crank bolts - ATI # (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
- [10] Includes 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 Super Case, add pt. #915861.
- [12] 90 day lead time - semi custom part

# Race Quality Flexplates



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	EXTERNAL BALANCE [1]	
<b>GENERAL MOTORS</b>					
<b>CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12]</b> '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533	---	---
		168	915534	---	---
<b>CHEVROLET V-8 SMALL BLOCK [12]</b>  <i>Coming soon! 5.0 L Coyote. Contact your Sales Tech for info!</i>	283 / 302 / 327 / 350 EARLY 2-PIECE SEAL	153	915539	---	---
		168	915541	---	---
	10 DP	139	915545 [10]	---	---
	400	168	---	---	915561
	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]	---	---
<b>CHEVROLET V-8 BIG BLOCK [12]</b>	LT1 / LT4 / ZL1 Z BODY	168	915737 [7] [11]	---	---
	CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]	---	---
	'70 - '90 454	168	396 / 427 USE #915541 FOR INTERNAL BALANCE	915551	---
	454 / 502 MARK IV	168	---	---	---
<b>OLDSMOBILE [12]</b>	V-8 330 / 400 / 425 '64 - '67	'91 & UP GEN V 454 [2]	168	---	---
		'91 & UP [3] 572, GEN V- 454 HO / 502 HO	168	---	---
		10 DP	139	915545 [10]	---
<b>PONTIAC V-8 [13]</b>	V-8 330 / 400 / 425 '64 - '67	ALL V-8 ('68 & UP) INC. DIESEL	166	915562	915563
		400 / 455	166	915564	915565 [4]
<b>CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]</b>					
<b>6 BOLT CRANK</b>	ALL WEDGES	130	915650X [9]	---	---
<b>8 BOLT CRANK</b>	HEMI	130	915660X [9]	---	---
<b>CHRYSLER V-8 SFI</b>					
<b>8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT</b>	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER	130	915663	---	---
	3.7 / 6.1 L JEEP GRAND CHEROKEE [8]	---	---	---	---
<b>GEN III HEMI</b>	5.7 - 6.1 - 6.4 TO 727/904	---	915685	---	---

### Flexplate notes

- All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- Cast crank only - 41.95 oz. in.
- Forged crank only - 42.54 oz. in.
- 25.0 oz in
- No weight. Imbalance is accomplished by lightening one side of the flexplate.
- 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.
- 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.
- Does not fit 5.7L Jeep Grand Cherokee OEM converter bolt holes require longer bolts - included. Use ATI #951037-8 flexplate to crank.
- Replacement parts: Be sure to specify the date of original order. Parts shipped prior to January 2007 have different dimensions and part numbers (non-X numbers). Flexplate to crank bolts: for 6-bolt crank, use #951034-6; for 8-bolt crank, use #951034-8.
- Special starter required. Order pt.# 915546. (See page 34.)
- For use with 8-bolt cranks
- Uses ATI #951479-6 flexplate to crank bolts.
- Uses ARP bolt #200-2904 flexplate to crank bolts.
- Flexplate has 2.75" center hole. For cranks with a 2.5" register, call ATI for an adapter.



### 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 = 11.4375 bolt circle

<b>FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY</b>														
APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTTED SPACER AND CRANK BOLTS				FLEXPLATE ONLY LESS SPACER AND BOLTS				CRANK SPACER		CRANK BOLT SET	
			INTERNAL BALANCE	EXTERNAL BALANCE		INTERNAL BALANCE	EXTERNAL BALANCE		Part #	Part #		Part #	Part #	
ENGINE	TRANS	TEETH	Part #	Part #	Part #	Part #	Part #	Part #	Part #	Part #	Part #	Part #	Part #	
429/460	C-6 E40D	164	915720	---	---	915700	---	915701 [1]	---	915611	950143			
FE 332/428	C-6 E40D	184	915722	---	---	915702	---	915703 [2]	---	915611	950143			
289/302 351/400	C-6 E40D	164	915724	---	---	915704	---	915705 [3]	---	915601	950142			
289/302 351/400	C-4 A0D	164	915727	915728 [3]	---	915707	---	915708 [3] 915709 [4]	---	915602	951471-6			
289/302	C-4	157	915730	---	---	915710	---	915711 [3] 915712 [4]	---	915602	951471-6			
<b>FORD MOD WITH GM TRANSMISSION</b>														
4.6-5.4 L Mod Motor		164	915735	---	---	915719	---	---	---	915607	950144			

### 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.

- 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.
- 28.8 oz. in. OEM flexplate.  
For reference, the OEM weight is 5 1/8" x 5/8" x 5/16" thick.
- 28.2 oz. in. All 289-351C-351W-400 and 302 through 1980. OEM flexplate weight is 4 1/4" x 3/4" x 3/8" thick.
- 50.0 oz. in. '81 & up 5.0 L only.  
OEM flexplate weight is 4 1/4" x 7/8" x 7/16" thick.

# SuperPlates<sup>®</sup> and Starters

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 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 36 for bolt applications or consult your Sales Tech for assistance.

## CRANKSHAFT TO FLEXPLATE SPACERS FOR USE WITH LOCK-UP CONVERTERS

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT ...  
915649 CHRYS 8-BOLT...

HIGH HORSEPOWER SUPER PLATES				
PART #	BOLT PATTERN *	TEETH	BAL	
<b>CHEVROLET SMALL BLOCK</b>				
915544	Chevy for high HP standard holes	168	Internal	
<b>CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)</b>				
915554	Chevy 6 bolt for 7/16" bolts (standard replacement)	168	Internal	
915555	Chevy 6 bolt for 7/16" bolts (needs special starter)*	139 10 DP	Internal	
915570	Chevy 6 bolt for 1/2" bolts (fits inside SFI 6.3 can)	166	Internal	
915548	Chevy 6 bolt for 1/2" bolts	168	Internal	
915556	Chevy 6 bolt for 1/2" bolts (needs special starter)*	139 10 DP	Internal	
<b>CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)</b>				
915547	Chrysler 8 bolt for 1/2" bolts (uses standard Chevy starter)	168	Internal	
915557	Chrysler 8 bolt for 1/2" bolts (needs special starter)*	139 10 DP	Internal	
915691	Chrysler 8 bolt for 1/2" holes (fits inside SFI 6.3 can)	166	Internal	
<b>CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER</b>				
915558	Chrysler 6 bolt for 1/2" bolts (standard replacement)	130	Internal	
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal	

## Tilton<sup>®</sup> Super Starters

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)

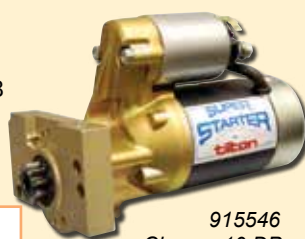
Stock Tilton starters for 168 tooth SB Chevy and LS applications.

STANDARD CHEVY 915571  
STANDARD LS, LT 915572

### 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  
CONVENTIONAL CHEVY  
WITH BROWELL BELL  
12 DP, 166 TOOTH 915569



### CUSTOM MOPAR GenIII & 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 WITH 904 915536.....  
5.7 / 6.1 HEMI WITH 727 915566.....





# Crank Adapters ~ Kits for Imports

## FLEXPLATE CRANK ADAPTERS (CHRYSLER /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 36.

CHEVY W/ 7/16" CRANK BOLTS	915000
CHEVY W/1/2" CRANK BOLTS	915001
CHRYSLER FUEL CRANK 8 - 1/2" CRANK BOLTS FOR BRUNO / Lenco (.250" THICK)	915641



## Adapter Kits for Imports

Looking to run a race-ready Powerglide or T-400 in your Nissan or Toyota? Don't hassle with cut-off bell housings 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!**

**TOYOTA 1FZ-45**



**Coming soon!  
4L65E, 4L85E  
and 2JZ Kits!**

## NISSAN AND TOYOTA ADAPTER KITS

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
<b>NISSAN</b>							
Nissan L24 / 26 / 28 [1]	915210	915170	915070	915460	---	---	950120
Nissan RB-26 6 Cylinder [1]	915222	915200	915100	915480	---	---	950250
Nissan TB48 [3]	915223	915127	915642	915502	---	---	CALL
Nissan TB48 Lock Up [3] [4]	915223L	915127	915642	915502	915128	---	CALL
Nissan VR38 [7]	915225	915134	915644	915690	---	---	950259
Nissan VR38 Lock-Up [8]	915225L	915134	915644	915690	---	---	950259L
<b>TOYOTA</b>							
Toyota 2JZ - 6 Cylinder [2]	915219	915181	915080	915471	---	---	950122
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	915180	915081	915470	---	---	950121
Toyota 1FZ [5]	915224	915131	915643	915686	915132	---	CALL
Toyota 1FZ Lock-Up [6]	915224L	915131	915643	915686	915132	---	CALL

- [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 29.
- [3] Includes the following spacers: six (6) ATI #451900A, six (6) #451900C & 551900 pilot adapter.
- [4] Includes bell spacer, #915129 for GM to Nissan.

- [5] Includes bell spacer, #915130A for non-lock Up Converter
- [6] Includes six (6) lock up converter spacers, ATI #451900D and bell spacer ATI #915133
- [7] Includes starter spacer ATI# 915526 & 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.

**PAD SPACERS FOR BOLT-TOGETHER CONVERTERS (Requires 6 per Converter)**

.750"	451900A	.....
.500"	451900B	.....
.250"	451900C	.....



# Hardware



**Titanium!**

Titanium Transmission Bolt Kits



Stud Kit - Supercase to Bell



GM Converter Bolts



Ford Flexplate Kits



Extra Long Bolts  
GM Transmission  
to Engine



Bolts for Chrysler Adapter Kit

**For damper bolts and hardware, see page 26**

## LIGHTWEIGHT TITANIUM BOLTS

LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, PG	950310T
LWT TITANIUM VALVE BODY BOLTS - OEM STYLE	950311T
LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, T400**	950312T
LWT TITANIUM VALVE BODY BOLTS - T400	950313T

LWT TITANIUM BOLT KIT - ATI BELL TO SUPERCASE, PG & T400	950320T
LWT TITANIUM BOLTS - PG TRANSMISSION*	950302T
LWT TITANIUM BOLTS - T400 TRANSMISSION*	950304T

\* Does not have valve body or ATI bell to SuperCase bolts! \*\* Does not fit OEM or Griner brakes!

## TRANSMISSION BOLTS

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

## CONVERTER HARDWARE

GM - 8" & 9" CONVERTER . . . . .	950000
GM - 8" & 9" CONVERTER - .093" MID PLATE . . . . .	950010
GM - 8" & 9" CONVERTER - .125" MID PLATE . . . . .	950020
GM - 8" & 9" CONVERTER - .187" MID PLATE . . . . .	950030
GM - 8" & 9" CONVERTER - .250" MID PLATE . . . . .	950040
GM - 10" CONVERTER . . . . .	950090
GM - 11" CONVERTER . . . . .	950080

FORD - 8"- 10" C-4 CONVERTER WITH PUMP BUSHING . . . . .	950060
FORD - 8"- 10" C-6 CONVERTER WITH PUMP BUSHING . . . . .	950070
FORD - 10"- 11" CONVERTER . . . . .	950100

TORQUEFLITE 8" AND 10" CONVERTER . . . . .	950050
TORQUEFLITE 10" CONVERTER TO ATI FLEXPLATE . . . . .	950110
DODGE HEMI 5.7/6.1, NAG1 5-SPEED, SET OF 6 <b>ARP</b> . . . . .	950256

## FLEXPLATE AND ADAPTER KIT HARDWARE

### ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO . . . . .	950141
FORD 429-460 WITH 1.375 OR 1.848 CRANK . . . . .	950160
CHRYSLER ENGINE 318-340-360 TO CHEVY . . . . .	950170
CHRYSLERB OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH . . . . .	950190
CHRYSLERB OR RB ENGINES PRO MOD . . . . .	950190X
HEMI GEN III 5.7-6.4 TO GM TRANS . . . . .	950145
DODGE R5 BLOCK. . . . .	950175
NISSAN L28 . . . . .	950120
NISSAN RB26 . . . . .	950250
TOYOTA 5 MG , 6 CYL. . . . .	950121
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80 . . . . .	950122

### FLEXPLATE BOLTS

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

## 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)
MOPARHEMI 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT . . . . .	951035-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 7/8" Use with 1/4" HEMI fuel crank adapter . . . . .	951057-8 (Pack of 8)
CHEVY 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT . . . . .	951035-6 (Pack of 6)
FORD 429-460 7/16 - 20 X 1", .200 GRIP, 12 PT . . . . .	951036-6 (Pack of 6)
FORD MOD MOTORS & NEW GEN HEMI - M10 X 1.0 X 30MM, .300 GRIP, 12 PT . . . . .	951037-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 1-1/4", .225 HEAD, GRADE 8 . . . . .	951435-8 (Pack of 8)

### FOR FLEXPLATE TO CRANK APPLICATIONS USING EXTRA THICK MID-PLATES (See page 34)

7/16 - 20 X 1-3/32 (Must use #915000 adapter) . . . . .	951062-6 (Pack of 6) ...
1/2 - 20 X 1-3/32 (Must use #915001 adapter) . . . . .	951063-6 (Pack of 6) ..

### FOR USE WITHOUT A CRANK ADAPTER

FLEXPLATE TO CRANK, 1/2 - 20 x 7/8" . . . . .	951057-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16" . . . . .	951058-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16" . . . . .	951058-8 (Pack of 8)
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT . . . . .	951059-6 (Pack of 6)
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT . . . . .	951059-8 (Pack of 8)
CHEVY FLEXPLATE TO CRANK FOR USE WITH CHEVY / OLDSMOBILE CRANKS 7/16 - 20 x 11/16" . . . . .	951479-6 (Pack of 6)

CHRYSLER /CHEVY 6-BOLT CRANKS WITH HD MACHINED ON-SIZE FLEXPLATES 1/2 - 20 x .722" . . . . .	951058M-6 (Pack of 6)
HEMI OR 8-BOLT CRANKS WITH HD MACHINED ON-SIZE FLEXPLATES 1/2 - 20 x .722" . . . . .	951058M-8 (Pack of 8)

# Slip Yokes, Plugs, Oil Filters & Kits



## Slip Yokes

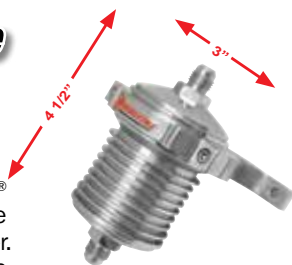


Now you can be assured of having a "bulletproof" transmission slip yoke that can handle power-adders. Billet and Forged yokes are available for Powerglide (including SuperGlide), T-350 and T-400 transmissions and are made to accommodate Spicer 1350-series U-joints. Special are yokes available for use with the PG roller bearing tail housings. Forged yokes are also available with quick release caps. OD tolerance is +/- .001".



YOKE DESCRIPTION	OD	EXT HOUSING SUPPORT TYPE	PART #	RNS
<b>BILLET YOKES</b>				
PG & T-350 WITH BUSHING TAIL	1.503"	BUSHING	139005	
T-400 & PG WITH 400 OUTPUT	1.885"	BUSHING / BEARING	139004	
PG & T-350 WITH BEARING TAIL	1.498"	BEARING	139035	
<b>FORGED YOKES</b>				
PG & T-350	1.503"	BUSHING	139015	
T-400 & PG WITH 400 OUTPUT AND QUICK RELEASE CAPS	1.885"	BUSHING / BEARING	139016	
PG & T-350 WITH QUICK RELEASE CAPS	1.503"	BUSHING	139017	
PG & T-350 WITH QUICK RELEASE CAPS	1.498"	BEARING	139018	

## Magnefine In-Line Oil Filters



ATI & Magnefine® worked together for the development of this filter. Pair it with any ATI trans and improve its longevity and durability! Our filter arrests all debris, clutch material, metal shavings and contaminants exiting the transmission before it goes through the cooler. Installs in as little as 10 minutes and is easy to remove and clean. Its billet machined housing has -6 male connections and bracket making installation a breeze for any vehicle equipped with -6 trans cooler lines.

- IN-LINE FILTER FOR AUTOMATIC TRANSMISSIONS 925171 .....
- REPLACEMENT FILTER ELEMENT 925172 .....

## 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
- OIL GALLEY PLUGS (SET OF 4 REQUIRED) 951650B

## Overdrive Units



A Gear Vendors Overdrive™ Unit adds performance gear-splitting ratios for a 6 speed semi-automatic. Big increases in fuel mileage (typically 22-28%) and performance! Replaces the original tailhousing.

## Mounts, Dowel Pins, Seal Kits

### [A] POLYURETHANE TRANSMISSION MOUNT

This multi-application trans mount fits all GM applications. Heavy duty design for use as a 2-bolt or single center stud application. 206621

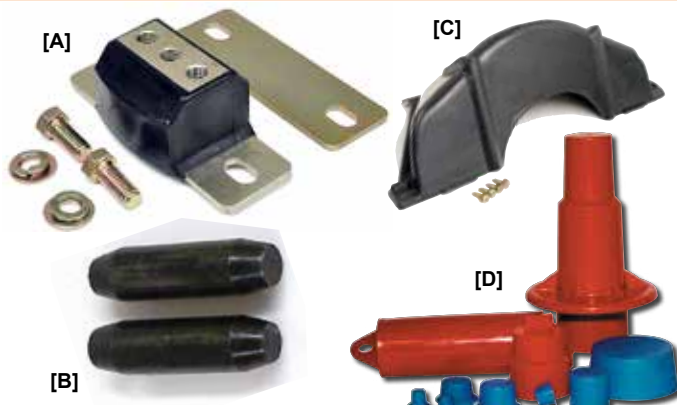
### [B] GM DOWEL PINS

Extra long (2") bell housing-to-block dowel pins make trans swaps easy! Black oxide-coated & precision-ground. Also a necessity when using a mid-plate. 958001

### [C] DUST COVERS - [D] REUSABLE SEAL KITS

Seal spare trans or converters against dirt & the elements!  
 CONVERTER DUST COVER, FOR GM, EXCEPT PG 110120 .....

REUSABLE SEAL KIT, PG OR TURBO 973080





# Trick Sticks

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

#206490 Bell Mount



#206491 Shorty Bell Mount



#206494 Shorty Servo Cover Mount (OEM)



#206494 Shorty Servo Cover Mount (SFI)



#206495 Shorty Cooler Line Mount



#206496 Supercase only Bell Mount



**NHRA and IHRA Approved!**

## TUBE LOCKS

973081.....\$13.95



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

## LOCKING DIPSTICKS AND TUBES

### POWERGLIDE

STANDARD OEM, BELL MOUNT, 23" FORWARD BENT	206490
SHORTY OEM OR SFI BELL MOUNT, 11" FOR DRAGSTER USE	206491
SHORTY, OEM OR SFI SERVO COVER MNT, 4" STRAIGHT	206494
SHORTY, COOLER LINE MOUNT, 8" FORWARD BENT	206495
SUPERCASE ONLY, BELL MOUNT, FORWARD BENT 23"	206496
LOKAR® DIRECT MOUNT TRICK STICK 3"	206492
LOKAR® FIREWALL MOUNT DIP STICK 36"	206483

### T-350

CHEVROLET, BELL MOUNT, 23" FORWARD BENT	356490
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY - VARIOUS	405495

### T-400

CHEVROLET, BELL MOUNT, 20" FORWARD BENT	406490
BUICK - PONTIAC - OLDS, BELL MOUNT 23" FORWARD BENT	406491
2013-2015 CAMARO Z BODY & COPO BELL MOUNT 23" FORWARD BENT, CLEARS FUEL RAILS	406494
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492
LOKAR® FIREWALL MOUNT LOCKING DIPSTICK POSITIVE LOCKING, 29"	406493
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY FOR SPARE TRANS	405495

### C4 & C6

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

### 700R4

700R4, BELL MOUNT, 20" FORWARD BENT	705490
-------------------------------------	--------

### 4L85E

4L85E, STANDARD BELL MOUNT, 23" FORWARD BENT	705495
4L85E, LS ENGINES BELL MOUNT, 26" FORWARD BENT	705496
4L80/85E LOKAR® FIREWALL MOUNT LOCKING	705497

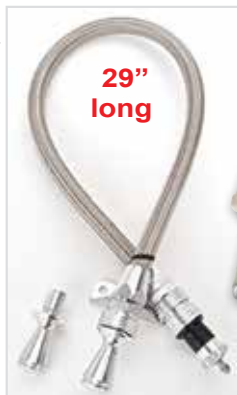
### TF-727 / TF-904

TF-727 (SB), BELL MOUNT, 20" FORWARD BENT	726490
TF-727 (BB), BELL MOUNT, 20" FORWARD BENT	726491
TF-904, BELL MOUNT, 19" FORWARD BENT	904490



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

Anchor Tight Dipstick - Bottom Fitting Mount assembly comes in a brite anodized finish to fit your spare PG, T400 or T350 Trans...#405495.



## MAGNETIC PAN PLUG

Extend the life of your engine 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, T-350 & T-400 pans.



951811 .....

# Transmission Coolers & Fittings

## Extend the life of your transmission and improve performance! STANDARD 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

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; hose barb adapters are included if not using AN hose. *Dimensions: 10" x 12.5 x 4"*

"ELECTRA COOL" TRANS COOLER WITH FAN 925139

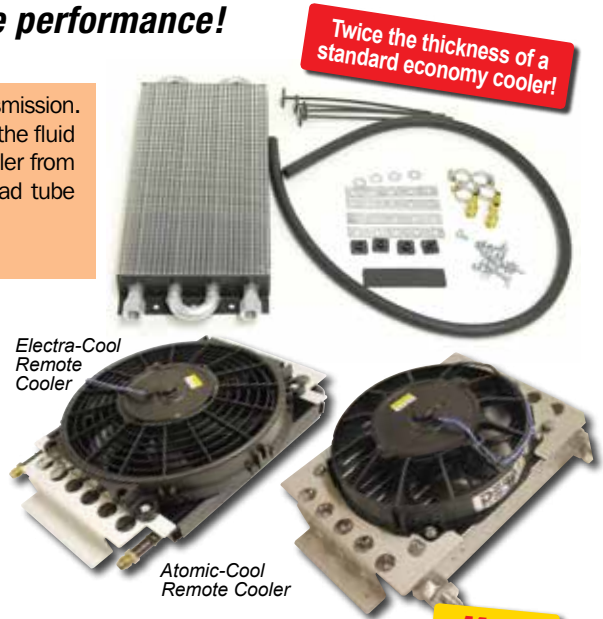
The **Derale® Atomic-cool Remote Cooler** provides the largest temperature drop of any fan mounted cooler. This high efficiency fin and plate design maximizes heat dissipation and minimizes oil pressure drop; especially important on late model electronic overdrive transmissions. 8" 400 CFM fan, AN-6 inlets. Hose barb adapters are included if not using AN hose. *Dimensions: 10" x 12.5 x 4"*

"ATOMIC COOL" TRANS COOLER WITH FAN 925140

### Automatic 180° Electric Cooler Fan Thermal Switch\*

925134

Includes integral AN -6 fittings / hose barb adapters.



Twice the thickness of a standard economy cooler!

Most cooling for the money!

Some T-400 and 700 transmissions have straight threads. While these kits may be used, do not over-tighten as the case may crack!

## QUICK DISCONNECT COOLER LINES

Make removing your transmission a breeze! These cooler lines feature fluid fittings that exceed flow requirements while connecting and disconnecting with 100% accuracy. Fittings are made from lightweight anodized aluminum with fluorocarbon seals. They are 100% leak-tested. The ribbed collar provides slip proof use and connects by hand in just seconds.

### QUICK DISCONNECT KIT\*

1/4" NPT -6 925170

### HIGH FLOW QUICK DISCONNECT KIT FOR ALL TRANS WITH LP ABOVE 250 PSI\*

WILL WORK WITH LOWER LINE PRESSURE UNITS & UP TO 300 PSI

1/4" NPT -6 925175

### QUICK DISCONNECT KIT FOR COPO SPEC T-400

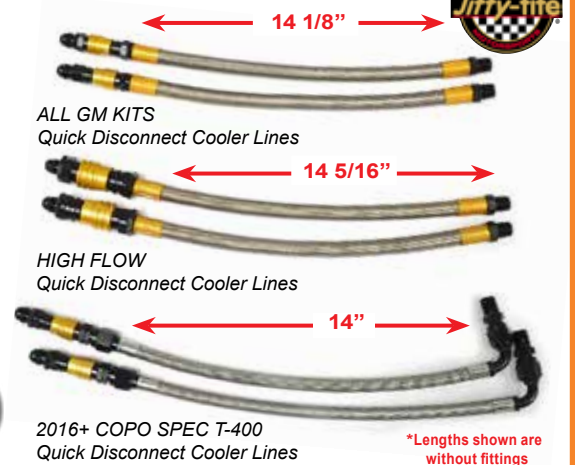
1/4" NPT 90° -6 HOSE TO STRAIGHT 925180

### QUICK CONNECT - DUST COVER PLUG (ALUM MALE TO SOCKET)

2000 SERIES 960005

3000 SERIES 960006

#960006



ALL GM KITS  
Quick Disconnect Cooler Lines

HIGH FLOW  
Quick Disconnect Cooler Lines

2016+ COPO SPEC T-400  
Quick Disconnect Cooler Lines

\*Lengths shown are without fittings

## TRANSMISSION COOLER LINE FITTINGS

### AN -6 Case Cooler Line Fittings for Powerglide and Supercase

Fits the ATI T-400 SuperCase!

OEM PG CASE, 1/8 NPT MALE TO

-6 MALE AN 960001

SUPERCASE, 1/4 NPT MALE TO

-6 MALE AN 960002



### AN -6 Cooler Line Manifold Adapter for late model GM trans

ALUMINUM ADAPTER WITH (2) -6 AN FITTINGS FOR 6L80E, 6L90E & 8L90E

925142



COMING SOON!  
10L AN LINE KIT ADAPTER!

### Available for T-350, T-400, 700R4 and most 4L60E Transmissions

-6 AN FITTING TO 1/4 NPSM PIPE THREADS 925137

-8 AN FITTING TO 1/4 NPSM PIPE THREADS 925138

Sold in sets of 2 - includes nylon sealing washers.

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



## TRANSMISSION COOLER INSTALLATION KIT

ATI's Trans Cooler Installation 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



# Shifters & Transbrake Buttons

## ATI/WINTERS SHIFTERS

**With approved lockout and safety switch**

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.

	T-350	T-400	700R4 4L60E
<b>ATI Shifter Forward Pattern</b>	352010	402010	702010
<b>ATI Shifter Reverse Pattern</b>	352020	402020	702060

### SHIFTER CABLES FOR ATI/WINTERS SHIFTERS

Original style, heavy duty cables feature 1/4"-28" thread on both ends with 3" of travel.

5' SHIFTER CABLE 800000  
6' SHIFTER CABLE 800010

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



## 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 and Red. Also available in Black and Black / Blue.

PG SHIFTER - MANUAL (PUSH)	800130
PG, SHIFTER - AIR (PUSH)	800130A
T-400 SHIFTER - AIR, 2-SPEED (PUSH)	800100A
T-400 SHIFTER - MANUAL, 3-SPEED (PULL)	800110
T-400 SHIFTER - MANUAL, CLEAN NEUTRAL, 3-SPD (PUSH)	800120
T-400 SHIFTER - AIR, 3-SPD REVERSE PATTERN (PULL)	800110A
T-400 SHIFTER - AIR, CLEAN NEUTRAL, 3-SPD REV. PAT. (PUSH)	800120A
PRO STYLE POST MOUNT (Optional)	800197
REPLACEMENT CABLE ONLY, 5 FEET	800199
AIR TANK KIT (Includes tank, regulator, shift solenoid and bracket.)	800198
LINE LOCK BRACKET	800196
PG SHIFT LEVER	800139
T-400 SHIFT LEVER, 3-SPEED REV PATTERN, CN	800129
PG SHIFT BRACKET	800138
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN	800118
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN, CN	800128

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



800120A Shown

Only 3 lbs 7oz  
including cable and  
brackets!

## Transbrake Buttons

Looking for quick and consistent reaction times? Try one of these transbrake buttons. Available in 4 styles to fit the driver's needs. Hundreds of uses!

### [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

BUTTON WITH COIL CORD 940020

### [B] BIONDO RACING - "DOUBLE O"

- Oversized button (nearly 1" in diameter)
- Fully anodized black bracket and rim
- Easy mounting into any 1/2" hole of any door car or Dragster steering wheel
- Great for .400 Pro Tree racers!

BIONDO "DOUBLE O" 940021

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

- High amp snap action
- Stretch coil cord
- Simple to mount with threaded shaft and lock nut
- Great for Sportsman racers!

BIONDO "MUSHROOM", COIL CORD 940022 .....

### [D] BIONDO RACING - ADJUSTABLE "TERMINATOR"

- Most adjustable transbrake button available
- High quality aluminum
- Internal spring eliminates the spring from getting caught & binding
- Super Stock & Comp legal!

BIONDO "TERMINATOR" 940023



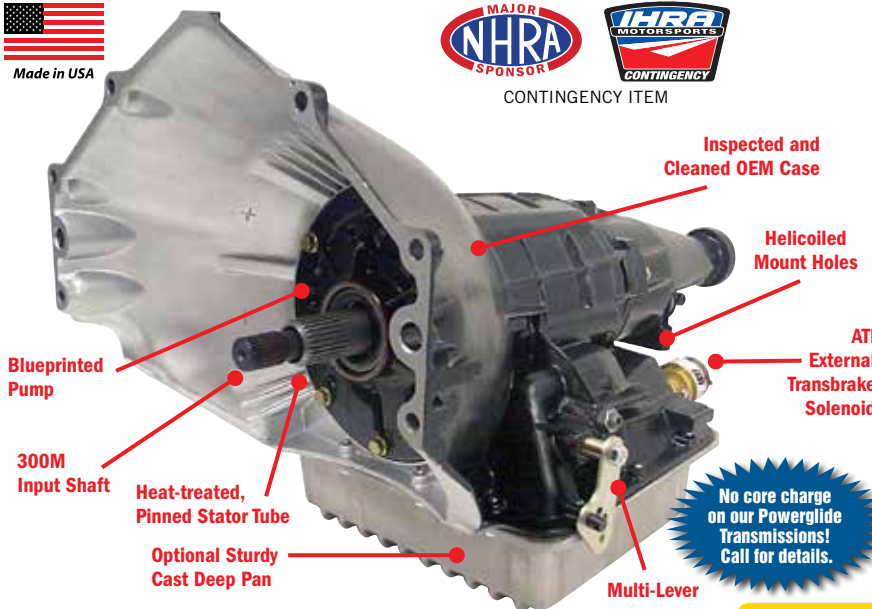
David Caine  
Sales  
Technician  
Ext. 3043

## Shifter Adjustment

One of the biggest issues we find in the field is improper shifter adjustment. When installing your shifter, it is important to not only start with the shifter and the unit in the center of its travel, but to follow up and check it in the farthest forward and backward positions as well and then go back to verify the center position. Also, it is imperative to be sure you have proper alignment of the cable from the bracket to the lever. Sometimes it may be necessary to bend the bracket and/or lever to create proper alignment.



# Powerglide Transmissions



Blueprinted Pump

300M Input Shaft

Heat-treated, Pinned Stator Tube

Optional Sturdy Cast Deep Pan

Inspected and Cleaned OEM Case

Helicoiled Mount Holes

ATI External Transbrake Solenoid

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

Multi-Lever

## FOOTBRAKE TRANSMISSIONS



Includes:

- 1.82 OEM Gear Set
- 300M Input Shaft, PG or Turbo Spline
- 5-6 Clutch High Gear Steel Drum
- New Kevlar Lined Band
- Lightweight Billet Steel Clutch Hub
- High Flow Front Pump w/ New Heat-Treated and Pinned Stator Tube
- Compu-Flow Forward Manual Valve Body - pressure specific to build
- High Performance Gaskets & Seals
- Competition Teflon Sealing Rings
- Multi Lever
- Stock style steel Pan
- Heli-coiled cross member mount holes

**1.82 Rated up to 550 HP**

**200150 (1.82 / 550 HP)**

**\*\* ATI's suggested maximum HP in an OEM case is 850 HP! \*\***

## STRAIGHT CUT ULTRA GLIDES

Includes:

- Choice of precision made Vasco Gearsets
- 300M Input Shaft, PG or Turbo Spline
- Aluminum Clutch Hub
- Blueprinted Front Pump w/ New Heat-Treated and Pinned Stator Tube
- One-piece high gear billet aluminum drum w/steel sleeve for Teflon rings
- New Red lined band
- Lightweight, clutch specific reverse ring gear
- Compu-Flow Forward Manual VB with pressure specific to build
- Bearings throughout
- Multi Lever
- Stock style steel Pan
- Heli-coiled cross member mount holes

### Non-Transbrake Units

**201070 (1.94)**  
**201100 (1.98)**  
**201130 (2.08)**

### Transbrake Units

**201290 (1.90)**  
**201320 (1.94)**  
**201350 (1.98)**  
**201380 (2.08)**

**Ideal for Stock & Super Stock racers, with the lightest components available!**

## All 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 light weight high gear drums**

## TRANSBRAKE UNITS WITH HELICAL GEARS

Includes:

- Compu-Flow Fwd Manual Transbrake
- 300M Input Shaft, PG or Turbo Spline
- 7 Clutch High Gear Drum
- Kevlar Lined Band
- Lightweight Billet Clutch Hub
- High Flow Front Pump with New Heat-Treated Pinned Stator Tube
- High Performance Gaskets & Seals
- Competition Teflon Sealing Rings
- Multi Lever
- Deep Cast Aluminum Pan

**200600 (1.76 / MAX. 750 HP)**  
**With New Carrier & OEM Gears**

**200610 (1.76 / MAX. 850 HP)**  
**With New Carrier & Super Set Gears**

Available options installed at time of build:

**ATI SuperCase, inc. a dual ring billet servo and servo cover #200011**

**Extension Housing with Roller Bearing #200031**



**Use at own risk up to 1000 HP!**

## TRANSBRAKE UNITS WITH STRAIGHT CUT GEAR SETS

Includes:

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

**200620 (1.74/MAX. 1000 HP)**

**200640 (1.80/MAX. 1000 HP)**

**200660 (1.87/MAX. 1000 HP)**

# ProGlide Transmissions

## ATI SUPERCASE UNITS

### STRAIGHT CUT PROGLIDES

- 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
- Kevlar Band
- Multi Lever
- Natural OEM Tailhousing, standard



**For 750 to 1500 HP Builds**

### STRAIGHT CUT UNITS

1500 HP requires Vasco Input & 200031 Tailhousing. 500 HP Less w/o these options.

200620SC 28" (1.74 / 1500 HP)

200621SC 18" (1.74 / 1500 HP)

**MOST POPULAR** 200640SC 28" (1.80 / 1500 HP)

**MOST POPULAR** 200641SC 18" (1.80 / 1500 HP)

200660SC 28" (1.87 / 1300 HP)

### HELICAL UNITS

200600SC 28" (1.76 OEM / 750 HP)

200601SC 18" (1.76 OEM / 750 HP)

200610SC 28" (1.76 SuperSet / 850 HP)

200611SC 18" (1.76 SuperSet / 850 HP)

**Lightweight package available! See page 44.**

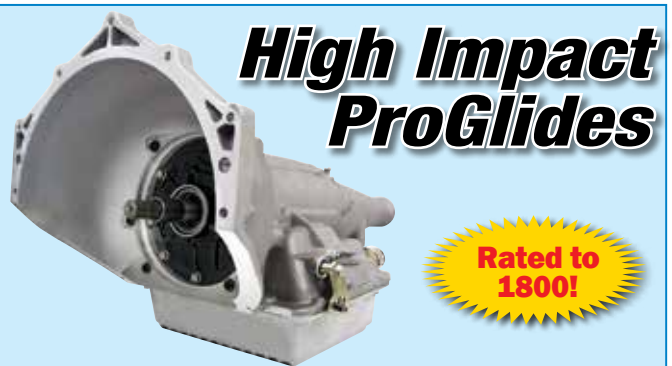


**Shutting the engine off while your transmission is in gear?**

**NO! Not on the track, not in the pits either!**

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.



## High Impact ProGlides

**Rated to 1800!**

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.

- Includes:
- 9310 or VASCO Extreme Duty Straight Cut Gear Set
  - New Precision Balanced Carrier with 4340 Output
  - ATI SFI SuperCase - 4.1/30.1
  - HD Extension Housing with Bearing
  - Pro Style Transbrake w/Safety Reverse
  - Vasco Ringless Input Shaft
  - 10 Clutch Lightweight High Gear Drum
  - New Kevlar Band
  - New Billet Clutch Hub
  - High Flow Front Pump with Heat-Treated and Pinned Stator Tube
  - Billet Twin Seal Servo and Alum Cover
  - Deep Cast Aluminum Pan
  - High Performance Gaskets and Seals
  - Competition Teflon Sealing Rings
  - Many brand new internal small parts
  - Multi Lever

#### 9310 HEAVY DUTY GEARS

201435 28" w/1.80 9310 gears

201436 18" w/1.80 9310 gears

#### VASCO EXTREME DUTY GEARS

**MOST POPULAR** 201437 28" w/1.80 Vasco gears

201438 18" w/1.80 Vasco gears

201441 28" w/1.74 Vasco gears

201442 18" w/1.74 Vasco gears

201443 28" w/1.66 Vasco gears



IAN HILL'S "GREY AREA"

Smackdown 1  
Ontario Grudge Wars  
275 Street Champion

ATI Powerglide Transmission, Outlaw Converter, Flexplate and Super Damper-equipped!

# ProGlide Transmissions

## AVAILABLE PROGLIDE® OPTIONS

**SUPERCASE BELL PACKAGES**(Includes bell, lexplate, adapter & hardware)

SB Mopar	202800
SB Mopar, GEN 3 HEMI	202801
SB Mopar, GEN 3 HEMI (Dual starter pockets)	
BB Mopar, 6-Bolt	202802
BB Mopar, 8-Bolt	202803
SB Ford, 157T	202810
SB Ford, 157T - EXT BAL, 28 OZ	202810-28
SB Ford, 157T - EXT BAL, 50 OZ	202810-50
SB Ford, 164T	202811
SB Ford, 164T - EXT BAL, 28 OZ	202811-28
SB Ford, 164T - EXT BAL, 50 OZ	202811-50
SB Ford, Mod Motor	202812
BB Ford, 164T INT	202813
BB Ford, 164T EXT	202814
Toyota Supra	202820

Requires ATI custom converter (part #408931 - See page 29).

Aluminum Roller Bearing Governor Support	200038
<b>POPULAR OPTION!</b> Roller Bearing Extension Housing	200031
Spherical Tailhousing on Shorty	207850
<b>POPULAR OPTION!</b> Vasco Input	207146
Vasco Ringless Input & OEM Pump Half	207148 / 205261
Super Pump and High Flow Filter Kit	205032 / 203564
Super Pump Ringless, Vasco Shaft High Flow Filter Kit	205038 / 207148 / 203564
High Flow Filter Kit	203564
Twin Seal Servo, Billet ATI cover w/ARP Bolts	205318/205325
Gapless Servo Rings (Quantity of 2)	205319
Billet Clutch Hub (Use w/ 200150 only)	207210
SCS-30 Cooling System	925000
Super Band	205291
Super Band, red	205292
Alum 7 Clutch Drum with steel insert, includes red band	205652 / 205310
<b>POPULAR OPTION!</b> Pro Style Safety Rev. Transbrake	203050
<b>BEST OPTION!</b> "Wicked Quick" Billet Alum. Valve Body	203051
Super F Fluid (2 Gallon Bottles)	100004
Super F Fluid (1 Case of 12 Quarts)	100001-12
Aluminum Sheet Metal Pan	203610
Quick Disconnect Cooler Lines	925170
1/4 NPT to -6 AN Fittings SuperCase only (Qty of 2 required)	960002
Locking Trick Stick, standard length	206490
Locking Trick Stick, short for dragster use	206491
Lokar® Direct Mount Stick, short	206492
Lokar® Firewall Stick	206483
Energy Suspension Mount	206621
<b>POPULAR OPTION!</b> Transmission Can	206611

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



AMANDA BOICESCO - SUPER COMP DRAGSTER  
2017 NHRA Division 1 Win at Richmond, VA  
2016 NHRA National Event Super Comp Winner - Reading, PA  
First NHRA Division 1 Win at Richmond, VA  
ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper

## TRANSMISSION PANS

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

203500  
Includes filter, gaskets and hardware  
**7.15 lbs**

**Lightweight!**

**4.0 lbs**



### MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN

203610  
Does not include filter or pan gasket



### MOROSO ALUMINUM STOCK DEPTH PAN

203611.  
Does not include filter or pan gasket

PAN GASKET  
203550



**2.5 lbs**

## TRANSMISSION CATCH CAN

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



TRANSMISSION CATCH CAN 206611  
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE 964102



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



Made in USA

Superglide 4  
Lock Up



**Bolt-together lock up outlaw converters now available! Page 30**

### SUPERGLIDE® 2

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

Includes:

- 1.64, 1.66 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 & Bell Housing
- 10 Clutch High Gear Drum w/Premium Frictions
- ATI's Extra-Wide Super Band w/Kevlar 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

#### 1.82 Vasco Gears

201452 .....28" Std length    201462.....18" Shorty

### SUPERGLIDE® 4 TRANSMISSIONS

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

Includes:

- 1.62, 1.64 or 1.82 Vasco Gear
- 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 Bell Housing
- 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/Kevlar Lining
- New HD 4140 Steel Band Adjuster

#### SUPERGLIDE 4

##### 1.82 Vasco Gears

201454 .....28" Std length    201464.....18" Shorty

##### 1.62 Vasco Gears

201455 .....28" Std length    201465 ... 18" Shorty

**ADD an ATI Outlaw Torque Converter®**

**Part# 408422 or 408423**

**ADD an ATI Bolt Together Outlaw Converter®**

**Part# 408435 or 408450**

- 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 - LOCK UP

201454LU

201455LU w/1.62 Vasco gears

**ATI Outlaw Torque Converter®**

**Part# 408422LU.....included**

**ADD an ATI Bolt-Together Lock Up Outlaw**

**Torque Converter®**

**Part# 408430LU**

#### Bell Spacers for the Superglide 4 Lock-Up:

- Chevy, .500" thick 200004A
- Chevy, .625" thick 200004B

- Chevy, .875" thick 200004C
- Chevy, 1.00" thick 200004D

**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.**

**Attention transmission builders!**

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

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.

**Upgrade your transmission with a Lightweight Package!**

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

**Available for ProGlide\*, Superglides 2, 4 and Superglide 4LU! Brings Superglide 4 to UNDER 100 lbs and lock-up option down to 100 lbs!**

# 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!

## SUPERCASE WEIGHTS (in lbs.)

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

## SUPERCASES®

WITH CHEVROLET BELL	200011	WITH FORD MOD MOTOR BELL	200008
WITH BB MOPAR BELL, 6 BOLT *	200017-6	WITH TOYOTA SUPRA BELL	200029
WITH BB MOPAR BELL, 8 BOLT *	200017-8	OPTIONAL SCS-30 INSTALLED ON S/CASE	925000
WITH SB MOPAR BELL *	200024	SUPERCASE®, RACE-READY WITH CHEVY BELL& SCS 30 SYSTEM	200009
WITH SB MOPAR BELL, 5.7 / 6.1L HEMI	200027	<i>Requires aluminum deep pan Pro Brake.</i>	
WITH SB FORD/157 FLEXPLATE BELL **	200019	SUPERCASE® ONLY (W/LINER BUT NO BELL)	200013
WITH SB FORD/164 FLEXPLATE BELL **	200022	SUPERCASE WITH BEARING INSTALLED	200013B
WITH BB FORD/164 FLEXPLATE BELL INTERNALLY BALANCED	200026IN		
WITH BB FORD/164 FLEXPLATE BELL EXTERNALLY BALANCED *	200026EX		

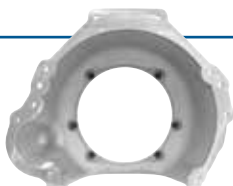
\* Includes SFI internal balance flexplate, crank adapter and bolts. external balance flexplate.

♦ For 28oz & 50oz external balance applications, contact your Sales Tech.

## SFI BELLS



CHEVY BELL (SUPERCASE) 200014 .....  
Optional HD Chevy Bell 200014HD...



SB FORD/157 FLEXPLATE BELL 200018



FORD MOD MOTOR 200007



BB MOPAR BELL 200016M



SB FORD/164 FLEXPLATE BELL 200021



BB FORD/164 FLEXPLATE BELL 200025



TOYOTA SUPRA BELL 200028



SB MOPAR AND NEW HEMI BELL 200023ML

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"
SB MOPAR / NEW HEMI	200023ML	6.800"	28.450"	1.450"
BB MOPAR	200016M	6.815"	28.465"	1.465"
TOYOTA	200028	6.745"	28.395"	1.395"

## BELL PACKAGES

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

SB MOPAR	202800
SB MOPAR, NEW HEMI	202801
BB MOPAR, 6-BOLT	202802
BB MOPAR, 8-BOLT	202803
SB FORD, 157T - INT BAL	202810
SB FORD, 157T - EXT BAL, 28 OZ	202810-28
SB FORD, 157T - EXT BAL, 50 OZ	202810-50
SB FORD, 164T	202811
SB FORD, 164T - EXT BAL, 28 OZ	202811-28
SB FORD, 164T - EXT BAL, 50 OZ	202811-50
SB FORD, MOD MOTOR	202812
BB FORD, 164T INT BAL	202813
BB FORD, 164T EXT BAL	202814
TOYOTA SUPRA	202820
<i>Requires ATI custom converter (part #408931) - See page 29.</i>	

For SuperCase Crank Adapters, Adapter Plates and hardware available - See page 46.

# ATI SuperCase® Components / SCS-30

## CRANK ADAPTERS

CRANK ADAPTER FLEXPLATE	
SFI BB FORD BELL TO SUPERCASE	915611X
CRANK ADAPTER, FORD FE	915612
GM TO CHRYSLER, 6 BOLT	915630X
GM TO CHRYSLER, 8 BOLT	915640X
GM TO CHRYSLER, 8 BOLT FLAT CRANK	915640XF
CRANK ADAPTER 5.7 / 6.1L HEMI TO GM (ATI Bell only)	915606M

## ADAPTER PLATES

ATI BELL TO OEM T-350 & 400 CASE	915125
ADAPTER RING, ATI CASE TO DUAL STARTER POCKET	
REID SB CHRYSLER BELL - HEMI GEN III, 5.7, 6.1, 6.4	915126

## HARDWARE

TITANIUM BOLT KIT, PG TRANSMISSION	950302T*
TITANIUM BOLT KIT, ATI BELL TO CASE FOR PG & T-400	950320T
BOLT KIT - ATI BELL TO CASE PG / T-400	950320
STUD KIT - SUPERCASE TO BELL	950263
STUD KIT - SUPERCASE TO BLOCK	
1/8" MIDPLATE MAX	950264
BOLT KIT - SUPER BELL TO TOYOTA ENGINE	950265
SPACER FOR CHEVY BELL MOUNTING BOLTS	200014S

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

◇ See page 36 for Extreme Duty bolt kits

# SCS-30 Cooling System

**Let your ATI trans cool itself! U.S. Patent #8,251,851**

- ✓ 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.

## SCS PACKAGES

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

**TRANNY BUILDER PKG 200009**

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



*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!*

## SCS COMPONENTS

SEAL	925011
BELT	925008
17 TOOTH GEAR	925006
44 TOOTH GEAR	925007
MOTOR, 12 VOLT BRUSH SERVO	940001
BRUSH SCREW, (PK/ 2)	940001S-2
PUMP GASKET	925018

*Requires deep pan, 12v electric motor ~ mounting spacers may require modifications to the tailhousing.*

**The pump system is completely contained inside the transmission.**



### The SCS system can be supplied with the following options:

1. Aluminum deep pan (#203500) with required filter kit and pump suction fitting installed (#203564).
2. Hose kit, cooler to case, for mount (#925159) with cooler (925140).  
For use only with ATI Case & Bell!
3. (2) AN-6 case fittings for OEM case or SuperCase.® (OEM 960001) (SuperCase® 960002).
4. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses with straight-6 fittings for 45°, 90°, or 180° fittings. (#925170).
5. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (#925134)
6. Dragster cooler mount with integral bracket and handle kit. Fits ATI SuperCase. (925151)  
Handles only (925152) For use only with ATI Case & Bell!



# Powerglide Components

## EXTENSION HOUSINGS

Extension Housing with Snap Ring, Bearing & Seal  
200031

SNAP RING TO SEAL	956261
SNAP RING TO BEARING	956262
SEAL	973011
BEARING	983050



**The only extension housing with two snap rings for added safety!**



Extension Housing without Snap Ring for Seal  
200033

PG 28" ASSEMBLY, OEM WITH NEW SEAL, BUSHING & HELI-COILS 200030  
EXTENSION HOUSING WITH T-400 OUTPUT 200032

## 18" EXTENSION HOUSINGS



18" Extension Housing - 3.110 Long with Bearing

PG 18" WITH BEARING 200039

PG 18" SHORTY WITH T-400 OUTPUT & BEARING INCLUDES HARDWARE 200040T  
Uses standard OD output yoke



## SPHERICAL TAILHOUSING

**For solid mount rear engine dragsters**

- Provides unrestricted, unlimited movement of the chassis and transmission case around the output shaft center line.
- Increase gear set life by removing the angular loads that try to move the output shaft off center.
- Eliminates friction power loss. The bushing is replaced with a heavy duty, free-turning roller bearing.
- Eliminates bushing wear and seal failure.
- Infinite and accurate coupler length adjustments.
- Direct bolt-on replacement.
- Special locking collar allows coupler adjustment and locking without marring coupler machined surface.
- Seal snap-ring retained.
- Fully O-ring sealed.
- CNC-machined 6061 T-6 housing.
- Spherical bearing surface hard-coated for long life.
- Grade 8 hardware supplied.

POWERGLIDE SHORTY EXTENSION HOUSING WITH SPHERICAL BEARING  
207850



## BILLET ALUMINUM GOVERNOR SUPPORTS

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



Billet Aluminum Governor Support



Lightweight Billet Aluminum Governor Support

T-400 OUTPUT-SIZE W/BEARING	200037
T-400 OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200037LWT
PG OUTPUT-SIZE W/BEARING	200038
PG OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200038LWT
PG OEM OUTPUT-SIZE W/BEARING	200036

## POWERGLIDE CASE SAVER CLIPS

These spring steel clips fit into the reverse clutch area of the case and provide a smooth hard surface for the steel plate lugs where they contact the case. No machining required.

CASE SAVER (SET OF 6)  
205761



# Bands ~ Ring Gears ~ Springs & Bushings

## BANDS

**3/8" WIDER THAN A STOCK BAND!**



With the finest lining and adhesives available to ensure performance and reliability, these bands play an important role in transmission operation. Competition Friction lining is available for extreme duty applications.

**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's lining is made of heavy duty Kevlar to ensure high performance and longevity. Recommended for use with all popular dual ring servos.

PG LOW BAND PREMIUM COMPETITION LINING	205290
PG LOW BAND, RED LINING	205310
ATI SUPER BAND, CARBON LINED <b>3/8" WIDER THAN STOCK!</b>	205291
ATI SUPER BAND RED LINED FOR ALUMINUM DRUMS <b>3/8" WIDER THAN STOCK!</b>	205292

### BAND ADJUSTING SCREW WITH JAM NUT

205313



**OK for up or down lever position!**

### HEAVY DUTY BAND APPLY STRUT

205312



**All brand new part!**

## STEEL & 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
STEEL	16 DP	HEAT-TREATED HELICAL	204001
STEEL	14 DP	1.76 STRT CUT GEAR SETS	207408
STEEL	12 DP	1.66 & 1.80 STRT CUT GEAR SETS	207726
STEEL	12 DP	1.82 STRT CUT GEAR SET ONLY	207728
STEEL	12 DP	1.82 STRAIGHT CUT FOR SG 4	207728HT

### 1.82 BASED GEAR SET RING GEARS

STEEL	16 DP	OEM HELICAL - 6 CLUTCH	204010
STEEL	16 DP	STRAIGHT CUT - 6 CLUTCH	207180
ALUMINUM	16 DP	HELICAL - 3 CLUTCH	207760
ALUMINUM	16 DP	HELICAL - 6 CLUTCH	207761
ALUMINUM	14 DP	STRAIGHT CUT - 3 CLUTCH	207770
ALUMINUM	14 DP	STRAIGHT CUT - 6 CLUTCH	207771

## REVERSE PISTON SPRINGS



**A MUST FOR FASTER TRANSBRAKE RELEASE!**

HEAVY DUTY REVERSE PISTON SPRINGS (SET OF 17)

205750 .....

REVERSE CLUTCH SPRING RETAINER

205756



**NEW!**



**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 Pro Glide® and High Impact® Transmissions: Adjust at the end of each race day, or every five passes, when 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.

Call a Sales Technician for further assistance.

## BUSHING KITS



POWERGLIDE KIT	206400
EXTRA WIDE PG CASE BUSHING	980175

# Clutch Drums ~ Clutch Packs & Hubs

## CLUTCH DRUMS

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

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

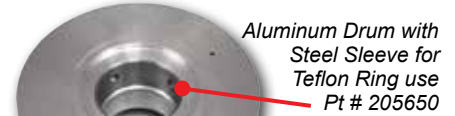
### STEEL

ASSEMBLY, 5 CLUTCHES INSTALLED	(8.46 LBS)	205640
ASSEMBLY, 6 CLUTCHES INSTALLED	(8.50 LBS)	205641
ASSEMBLY, 7 CLUTCHES INSTALLED	(8.86 LBS)	205642
ASSEMBLY, 10 CLUTCHES & 19 SPL HUB INSTALLED	(9.80 LBS)	205645
ASSEMBLY, 10 CLUTCHES & 30 SPL HUB FOR SG1 & 2	(10.08 LBS)	205646
ASSEMBLY, 10 CLUTCHES & 27 SPL HUB FOR SG4		205647

**NEW!** DRUM ONLY - NEW OEM REPLACEMENT WITH CHECK BALL AND TEFLON BUSHING 207015

### CLUTCH DRUM PISTONS

HIGH GEAR PISTON - .690 TALL, 6-8 CLUTCHES IN ALUMINUM DRUM	205701
HIGH GEAR PISTON - .765 TALL, 7 CLUTCHES IN OEM DRUM	205690
HIGH GEAR PISTON - .795 TALL, 5 CLUTCHES IN ALUMINUM DRUM	205700
HIGH GEAR PISTON - .840 TALL, 5 CLUTCHES IN OEM DRUM	205680



**.7Lbs lighter than stock!**

## CLUTCH PACKS / FRICTIONS & STEELS

### HIGH GEAR

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

FRICTION PLATE .060" (CARBONITE)	205607
FRICTION PLATE .060" (BLUE)	205606
FRICTION PLATE .065" (GREEN)	205602
FRICTION PLATE .100" (TAN)	205603

HIGH GEAR STEEL.050"	205615
HIGH GEAR STEEL.060"	205612
HIGH GEAR STEEL.068"	205614

### REVERSE

CLUTCH PACK 5 FRICTIONS .100" (TAN)	5 STEELS .070"	205820
CLUTCH PACK 6 FRICTIONS .100" (TAN)	6 STEELS .070"	205821
CLUTCH PACK 5 FRICTIONS ONLY .100" THICK		205800
CLUTCH PACK 6 FRICTIONS ONLY .100" THICK		205801

FRICTION PLATE .062" (RED,SMOOTH)	205806
FRICTION PLATE .100" (TAN,SMOOTH)	205803

STEEL PLATE, .070" (OEM THICKNESS)	205811
STEEL PLATE, .075" (THICKER THAN OEM)	205812
STEEL PLATE, .100" (THICKER THAN OEM)	205814

Frictions and Steels in a variety of surfaces and thicknesses



## 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
STEEL CLUTCH HUB (.92 LB) - 7 CLUTCH	207220
STEEL CLUTCH HUB - 10 CLUTCH	207222
STEEL CLUTCH HUB - 8/10 CLUTCH, 19 SPLINE	207224

STEEL FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783
STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223



# Powerglide Pumps ~ Stator Tubes

Super Pump  
(.721 Gears)



12.0 LBS

Front Pump  
(.551 Gears)



14.0 LBS

100% new parts available

Gasket Set For PG Pump To Case



## SUPER PUMP

- 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
SUPER PUMP, OEM "RINGLESS" WITH BEARING AND RINGS .....	205038
SUPER PUMP, SG4, WITH BEARING AND RINGS .....	205058

SUPER PUMP KIT - PUMP BODY, OEM SIZE .....	205033K1
SUPER PUMP KIT - PUMP BODY, SUPERGLIDE 4 SIZE .....	205033K2

SUPER PUMP REAR HALF ONLY, NO TUBE - OEM SIZE .....	205034
SUPER PUMP REAR HALF ONLY - SUPERGLIDE 4 SIZE .....	205034M.

## BLUEPRINTED FRONT PUMPS

Fully blueprinted and assembled. Includes high performance bushings, seals and high flow tube 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.

### WITH COOLER

HEAT-TREATED STATOR SUPPORT	205031
HEAT-TREATED STATOR TUBE WITH	205052

Rings installed for 207148 & 207159AV Super Shafts only!

## PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT	
SEALS STATOR TUBE TO BODY (5 PIECES).....	205036
SUPER PUMP BOLT & WASHER KIT .....	205037
TEFLON RINGS FOR PUMP TO DRUM (SET OF 2) .....	205025
LARGE O-RING, FRONT PUMP TO CASE .....	205370
OIL RING KIT (SET OF 4 - 2 chrome pump, 2 Teflon input shaft)...	205020

Use for a max of 200 PSI!

## 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

## 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
HEAT TREATED, 4140 - OEM STYLE "PRESS IN", RINGLESS (FOR #207148 & #207159AV SHAFTS ONLY)	205232

NEW OEM STYLE STATOR HALF, HEAT-TREATED - OEM STYLE	205262
NEW OEM STYLE STATOR HALF, HEAT-TREATED - RINGLESS	205261
NEW OEM STYLE PUMP HALF WITH BUSHING, SEAL AND GEARS	205297

SUPER PUMP, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035
SUPER PUMP, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133
SUPER PUMP, HT STATOR TUBE, BIG SHAFT	207153



ATI's patented Stator Support Tube machined for rings



100% Billet Super Pump Stator Support Tube

# Powerglide Input Shafts

## RINGLESS SUPER SHAFTS®

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.

- 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	207148
	Requires #205232 stator tube or #205038/205052 pump	
12 7/8"	RINGLESS, FOR SUPERGLIDE 1, VASCO 1.76	207149
	Replacement shaft for Superglide 1	
12 7/8"	RINGLESS SUPERGLIDE 2	207159AV
	1.00" DIAMETER, VASCO Replacement shaft for Superglide 2	
12 7/8"	RINGLESS, FOR SUPERGLIDE 4	207169
	1 3/16" DIAMETER	

Ringless Super Shaft  
#207148



**U.S. Patent  
#6,892,533**

**36% Larger!**

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



**Zero broken  
in 7 seasons!**

### NOTE!

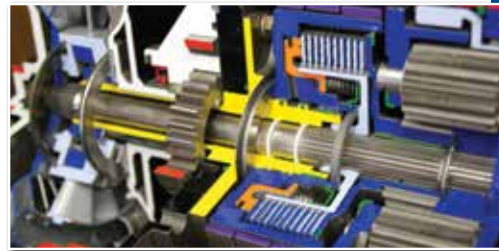
ATI Ringless Input Shafts **MUST** be used with ATI Pumps. These ringless shafts are patented by ATI. Other manufacturers use bushings that will not work with ATI Input Shafts creating improper sealing which results in loss of converter charge, pressure and lubrication.

### WHAT YOU GET FOR YOUR MONEY

**Raw material cost for mill run**  
Approximately 7000 feet per order:

4340 steel.....  
300M .....  
Vasco.....

Based on 1.125"  
diameter material  
Pricing as of  
August, 2017



## TORSIONAL INPUT SHAFTS

### POWERGLIDE SPLINE

12 5/8"	1.82 - 300M	207190
12 7/8"	1.76 - 300M	207160

### TURBO SPLINE

12 5/8"	1.82 - 300M W/ JOURNAL*	207200
12 7/8"	1.76 - 300M W/ JOURNAL*	207170
12 7/8"	1.76 - 300M, NO JOURNAL	207171
12 7/8"	1.76 - VASCO W/ JOURNAL*	207145
12 7/8"	1.76 - VASCO, NO JOURNAL	207146

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

## INPUT SHAFT COMPONENTS

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



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

Input shafts serve many purposes 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 1/2 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.

# Powerglide Gear Sets

## HELICAL & STRAIGHT CUT VASCO SUPER SET GEARS®

- All 8 gears are new - long and short pinions, sun & flange gear.
- No factory gears are used.
- Each gear made of high quality Vasco steel.
- Recommended for engines with a stroke of 3.5" or less.
- 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.



### 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 1.68, 1.76, 1.90, 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.



OEM carrier gear sets carry a 90 day quality of work warranty.



Precision balancing of heavy duty carriers

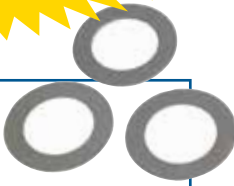
	1.58	1.68	1.90	1.94	1.98	2.08	2.18
28" SUPER SET - Helical	---	203920	203923	203924	203925	203926	---
28" SUPER SET - Straight Cut	---	---	203933	203934	203935	203936	203937
28" SUPER SET - Straight Cut w/aluminum reverse ring gear for 3 reverse clutches	---	---	203933A	203934A	203935A	203936A	203937A
28" SUPER SET - Straight Cut with 7 thin reverse clutches / PG input shaft 17 spline	203938	---	---	---	---	---	---

**Coming soon!**  
Billet aluminum,  
American-made carrier for  
1.68 - 2.18 gear ratios

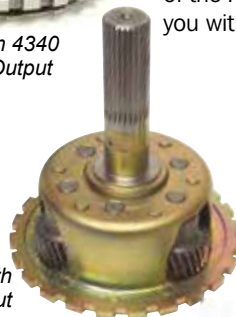
## POWERGLIDE SHIM KIT

Our PG Shim Kit allows end play adjustments to be done at the carrier end of the transmission while keeping the direct apply circuit and lube circuit in the high gear drum aligned with the stator tube feed - a must for high performance applications. Includes 0.015", 0.030" and 0.045" shims.

205379



1.76 Shorty with 4340 Bolt-Together Output and Carrier



1.82 Shorty with OEM Output

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 fair 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.

## SHORTY & OEM GEAR SETS

Rear-engine dragsters and boat racers will appreciate ATI's Shorty Gear Sets! They reduce the overall length of the Powerglide by 10 inches (18" overall) and provide you with that extra room when you need it.

### 1.76 GEAR SETS

Includes 1.76 OEM flange and reverse ring gears  
18" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER  
204071

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

### 1.82 GEAR SET

18" - OEM OUTPUT 204110  
28" - OEM OUTPUT 204090



# Heavy Duty Gear Sets

## HEAVY DUTY GEAR SETS

- Premium 9310 material for standard PG/19 spline input shafts.

1.74	14 DP	18"	1500 HP	STRAIGHT CUT	204983
1.74	14 DP	28"	1500 HP	STRAIGHT CUT	204989
1.76	16 DP	18"	1000 HP	HELICAL SUPER SET	204954
1.76	16 DP	28"	1000 HP	HELICAL SUPER SET	204988
1.80	12 DP	18"	1500 HP	STRAIGHT CUT	204994
1.80	12 DP	28"	1500 HP	STRAIGHT CUT	204996
1.87	14 DP	18"	1300 HP	STRAIGHT CUT	204985
1.87	14 DP	28"	1300 HP	STRAIGHT CUT	204991

## EXTREME DUTY VASCO GEAR SETS

- 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
1.64	12 DP	28"	2000 HP	STRAIGHT CUT	204886V
1.66	12 DP	18"	2000 HP	STRAIGHT CUT	204896V
1.66	12 DP	28"	2000 HP	STRAIGHT CUT	204897V
1.74	14 DP	18"	2000 HP	STRAIGHT CUT	204983V
1.74	14 DP	28"	2000 HP	STRAIGHT CUT	204989V
1.80	12 DP	18"	2300 HP	STRAIGHT CUT	204984V
1.80	12 DP	28"	2300 HP	STRAIGHT CUT	204990V

## SUPERGLIDE GEAR SETS

### FOR 30 SPLINE SUPERGLIDE 2 INPUT SHAFTS

1.64	12DP	18"	2400 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204887VS
1.64	12DP	28"	2400 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204888VS
1.66	12 DP	18"	2400 HP	STRAIGHT CUT, VASCO	30 SPLINE	204986VS
1.66	12 DP	28"	2400 HP	STRAIGHT CUT, VASCO	30 SPLINE	204992VS
1.80	12 DP	18"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204998VS
1.80	12 DP	28"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204999VS

### FOR 27 SPLINE SUPERGLIDE 4 INPUT SHAFTS - Pricing varies (see below)

1.62	12 DP	18"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	27 SPLINE	204879VS-LWT [1] [3]
1.62	12 DP	28"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	27 SPLINE	204880VS-LWT [1] [3]
1.64	12 DP	18"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS
1.64	12 DP	28"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS
1.64	12 DP	18"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS-LWT [1]
1.64	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS-LWT [1]
1.82	12 DP	18"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204908VS
1.82	12 DP	28"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204907VS

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

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

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

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

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

**100% New Parts!**

Heavy Duty Superglide4 Lightweight Vasco Gear Set  
Pt #204880VS

## LIGHTWEIGHT BILLET ALUMINUM CARRIER

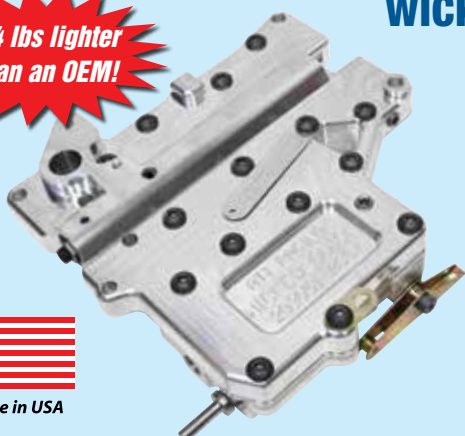
- ✓ Available for 1.62, 1.74, 1.76, 1.80 and 1.87 ratios gear sets
- ✓ Highest HP rating on the market - up to 3500 HP

PART # 207836AL

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

# Valve Bodies and Transbrakes

**7.4 lbs lighter than an OEM!**



Made in USA

## 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 brake!

203051 .....

**Only 6.8 LBS!**  
With solenoid, adapter, filter and spacer: 8.4 lbs.

Save 1/2 lb + with lightweight Titanium Bolts!

**Comes standard in Superglides 2 and 4!**



Add LIGHTWEIGHT TITANIUM BOLTS!!  
**950310T**

### WICKED QUICK COMPONENTS

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

## COMPU-FLOW® VALVE BODIES

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 W/ ADJUSTABLE REGULATOR 203200

### COMPU-FLOW TRANSBRAKES

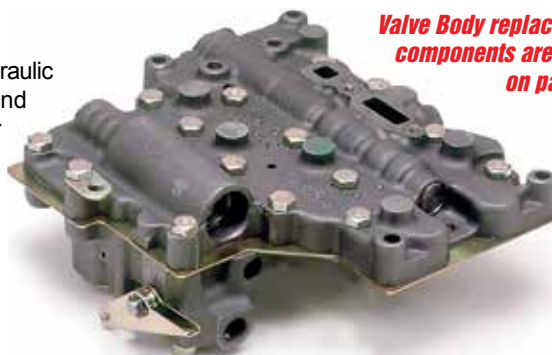
Transbrakes lock your race car on the starting line for hard, consistent launches.

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR

REVERSE SAFETY Great for Pro Tree! 203050

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR 203250

*Valve Body replacement components are listed on page 55.*



## ADJUSTABLE REGULATORS

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

**All ATI Powerglide Valve Bodies feature exclusive patented Pressure Regulator designs.**

Patent #7,780,564



**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 for a new solenoid. Call ATI's Sales Technicians for assistance.

## TRANSBRAKE SOLENOID AMP DRAW INFORMATION\*

SOLENOID PART #	At 12 VOLTS	At 16 VOLTS
941030	7.65	7.95
941011	1.13	1.49
941010	.73	.95

\* Data provided by Lingenfelter Performance Engineering

# Valve Body Components

## 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 AND OLDER ATI UNITS



Transbrake Solenoid #941030

### FOR INTERNAL TRANSBRAKES - PT #203300, 203350, 203070

SOLENOID ONLY	941010
BRAKE VALVE RETURN SPRING	203450
WIRE CONNECTOR, STANDARD	940330
WIRE CONNECTOR, SHORTY	940340

### FOR EXTERNAL TRANSBRAKES - PT # 203250 and 203050

TRANSBRAKE VALVE	203440
BRAKE VALVE RETURN SPRING	203460
SOLENOID DELETE PLUG Allows for solenoid removal with 203250 and 203050 transbrakes	207342

### FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480
SOLENOID ONLY	941030

### FOR COMPU-FLOW VALVE BODIES

SEPARATOR PLATE FOR 203200	203210
SEPARATOR PLATE FOR 203220	203230

### FOR ALL POWERGLIDE VALVE BODIES

GASKETS (3 SETS), OEM BASED	203410
PRESSURE REGULATOR SPRING ATI design for valve bodies without boost valve	203490
PRESSURE REGULATOR SPRING OEM design for valve bodies with boost valve	203380



Transbrake Valve and Spring

MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)	203581
---	--------



## TITANIUM VALVE BODY BOLTS

Lightweight Titanium!

TITANIUM BOLTS FOR ATI BILLET VALVE BODY #203051  
950310T

TITANIUM BOLTS FOR OEM STYLE VALVE BODY  
950311T



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



# Powerglide Components

## TWIN SEAL SERVO AND BILLET SERVO COVERS

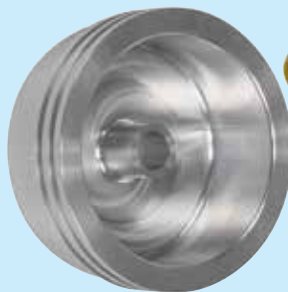
ATI's **Twin Seal Servo** features 2 metal sealing rings (as opposed to the single seal stock design) which greatly improves shifting performance in high horsepower applications and extends clutch and band life. The servo is precision CNC-machined from billet aluminum.

TWIN SEAL SERVO	205322
Includes gasket, o-ring and steel servo rings	
SERVO W/GAPLESS TWIN RINGS INSTALLED	205318
Includes gasket, o-ring and gapless servo rings	
GASKET, SERVO COVER TO CASE	205330
O-RING, SERVO COVER TO CASE	205340
STEEL SERVO RING	205320

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

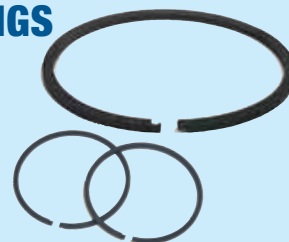
Dual Seal Servo



Billet Aluminum Servo Cover

## 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
-------------	--------

## SERVO APPLY TUBE



205350

## BAND ADJUSTING SCREW

BAND ADJUSTING SCREW WITH JAM NUT  
205313



HEAVY DUTY BAND APPLY STRUT  
205312

**OK for up or down lever position!**

## UNIVERSAL LEVER

The ATI Universal 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
202101 LEVER ONLY
202101B LEVER ONLY ADJUSTED FOR T-400 AND PRECISION SHIFTER

## PARK PAWL

PARK PAWL  
205740



PARK PAWL RELEASE SPRING  
205746

PARK PAWL ACTUATOR  
205741

**All brand new parts!**

## ROOSTER COMB KIT



ROOSTER COMB 205768  
Includes all hardware required to tighten to the lever shaft..

# Powerglide Components

## TRANSMISSION OVERHAUL KITS

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, chrome oil 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.

PG (WITH STEEL DRUM) - 5 CLUTCH	206330
PG (WITH STEEL DRUM) - 7 CLUTCH	206332
PG (WITH STEEL DRUM) - 10 CLUTCH	206333

MASTER KIT FOR SUPERGLIDE 4 206370  
*NOTE! This kit or any of its individual parts are NOT returnable!*

GASKETS AND SEALS, COMPLETE KIT	206300
PAPER AND RUBBER FOR CASE ONLY	206299



Rebuild Kit

## SERVICE KIT

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
FILTER ONLY (BRASS OR STAINLESS)	203560



High Flow Filter System

## HIGH FLOW FILTER SYSTEM

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
DACRON HIGH FLOW FILTER	723530



Valve Body Pressure Test Kit

## VALVE BODY PRESSURE TEST KIT

Higher pressures are important in Competition Transmissions. A periodic check of your transmission pressure should be a part of your maintenance program. This kit is a perfect companion to ATI's Adjustable Regulator Valve Bodies. Kit includes a 2 1/2" gauge with a 0-300 psi range, a 6' neoprene hose, brass adapters for most popular fittings and a storage pouch. Made in the USA for ATI by Gearwrench.

151001



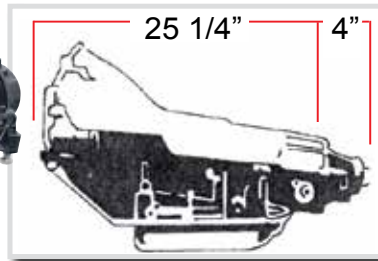
### Why do I want a PG in my car?

The Powerglide is the most consistent transmission available. With the ability to handle more HP than any other automatic, it is also the lightest automatic trans on the market and takes the least amount of power to run. AT! Powerglides are available in an SFI case and can be bought with 100% aftermarket parts that are built in the USA Versatility is the key. At ATI, we have the perfect parts combinations to run from Camp Eliminator to Stock Eliminator, from Super Stock to Bracket Racing- all the way to Pro Mod and every class in between!



John Lane - Ext. 3044  
Internet and  
Southern Regional Sales Tech

# T-400 Transmissions



**The Turbo 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 T-400.**



CONTINGENCY ITEM

## STREET STRIP TRANS

**Auto Function Valve Body, 600 HP Max**

Includes:

- Race Clutches and Steels
- Blue-printed High Flow Front Pump
- ATI Reverse Auto Valve Body
- ATI HD Sprag Assembly w/steel drum
- OEM Transmission Pan
- Ears left on

**401000** .....Chevy Case

**401030** ..... B-P-O Case

## 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 w/steel drum
- OEM Transmission Pan

**401200** ..... Chevy Case, Forward Pat

**401300** ..... Chevy Case, ReversePat

**401230** ..... B-P-O Case, Forward Pat

## 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 w/steel drum
- ATI HD Center Support
- OEM Transmission Pan

**401360** ..... Chevy Case

**\*Ears cut off - no inspection pan mounts for ease of installation.**

**NOTE! All 4WD transmissions require the actual core be supplied for preparation.**

**Refundable core charge for acceptable transmission core.....**

**If a SuperCase is used....**

**(See page 83.)**

## 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
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Alum Direct Drum
- One-year warranty on Drum Assembly
- 300M Input Shaft with OEM steel drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- High Flow Filter
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

**401550** Pro-400 Transmission

**401550SC** With SuperCase and Chevy Bell

**401555** With Transbrake

**401555SC** With Transbrake, SuperCase and Chevy Bell

## FUEL COMP TRANS

**Reverse Manual, up to 1500 HP**

**Good for high HP, heavy cars up to 3600 lbs.**

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-treated Stator Tube
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Alum Direct Drum
- One-year warranty on Drum Assembly
- Vasco Input Shaft with OEM steel drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support
- Increased Clutch Capacity
- HD Clutch Packs
- -6 AN Fittings (in Supercase units)
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

**401600** Fuel Comp Transmission

**401600SC** With SuperCase & Chevy Bell

**401603** With Transbrake

**401603SC** With Transbrake, SuperCase & Chevy Bell

## COPO CAMARO SPEC T-400

**Now you can order a T-400 with the same specifications used in the new COPO Camaro**

- ATI SFI Supercase w/Roller Bearing Tailhousing
- Aluminum Forward - Direct Drums
- ATI Reverse Manual Valve Body
- Transmission Catch Can

**401650** Naturally Aspirated - Aluminum Direct Drum with 34 element sprag and Aluminum Forward Drum with 300M input

**401655** Supercharged with Vasco input and intermediate shafts, hardened stator tube and 36 element severe duty direct drum

**401651GM** 2016+ COPO Naturally Aspirated

**401656GM** 2016+ COPO Supercharged Package

2016+ COPO Packages Quick Disconnect Cooler Lines, Polyurethane Mount, Lokar Dipstick, Catch Can and includes 2 gallons of ATI Super F ATF & crate.



PHIL LANKFORD - ATI Transmission, Treemaster Converter, Super F ATF and Super Damper-equipped!

**Each unit is fully dyno-tested for proper function and pressures before leaving ATI!**



# T-400 Transmissions

## MOPAR NEW GEN HEMI T-400 TRANSMISSIONS

- ATI SuperCase and Mopar specific bellhousing
- Exclusive Billet aluminum Severe Duty Direct Drum assembly with 36 element sprag
- Vasco input and main shaft
- Heat-treated stator support tube
- Roller Bearings
- Increased clutch capacity with heavy duty clutch pack
- Transbrake Valve Body

**Rated to 1500 HP  
Bolts directly to your  
Gen III Hemi**



These transmissions are assembled in ATI's SFI case with an SFI Mopar specific bellhousing and include a roller bearing tailhousing, deep aluminum pan, LOKAR firewall mount dipstick and 10 quarts of ATI's 30W Super F synthetic fluid. 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. Other options available - see below. Core charge and shipping crate are included in the price of these transmissions.

401640\* New Gen HEMI Package with ATI Bell

401641\* New Gen HEMI Package with Dual Starter Pockets in Bell\*  
\*Includes an 8" (#408900) or 9" (#408930) Fuel & Blown Converter For a 10" Fuel & Blown (#408420), ADD

950256 Converter Bolts for Dodge HEMI 5.7/6.1, NAG1 5-speed, set of 6

## AVAILABLE T-400 OPTIONS

**Must be installed at time of build.**

HD Center Support w/Bronze Bushing	405471
HD Steel Forward Clutch Hub	405370
Aluminum Direct Drum w/34 Element Sprag	405722
Severe Duty alum, 36 Elem Direct Drum	407056
300M Input w/Forward Drum	406000
Vasco Input w/Forward Drum	406001
300M Input w/Aluminum Drum	406004
3.2 lbs lighter (1000 HP Max)	
Vasco Input w/Alum Fwd Drum	406005
Trigger Ring, ATI Steel Drum only	407265
Vasco Intermediate Shaft*	405970V
*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.	
300M Output shaft, standard length	406025
300M Output shaft, PG length	406025P
POPULAR OPTION:	
2.10 Low Gear Set, Helical (rated to 1500 HP)	404081
2.75 Low Gear Set, Helical (rated to 800 HP)	404088
Roller tailhousing, aftermarket	401935
Bolt Together Aluminum Pump	405058
Lokar Direct Mount Dipstick	
Lokar Firewall Mount Dipstick	406493
-6 AN Trans Cooler Line Fittings	925137
-8 AN Trans Cooler Line Fittings	925138
POPULAR OPTION:	
Transmission Catch Can	406611
Moroso Deep Sheet Metal Pan	403610
ATI Sheet Metal Deep Pan	403612
Deep Aluminum Cast Pan	403500

## Transmission Troubleshooting



There are five things that can keep your transmission from moving in any direction:

### 1 - Broken front pump gear.

*\*To verify pressure, remove a cooler line, start the motor and see if the pump is pumping fluid.*

### 2 - Broken Input Shaft.

### 3 - Sheered splines in the torque converter turbine.

### 4 - Pressure regulator valve in the valve body is stuck open.

### 5 - Pin on the linkage that moves the manual valve in the valve body is out of the slot on the valve, and not moving the valve to direct pressure to the band or clutches.

## LIGHTWEIGHT T-400 BIG SHAFT DRUM OPTION

**For 2 and 3 speed 400s!**



**These 2 options MUST be purchased together...**

1- 3/16" diameter shaft with lightweight steel forward drum  
Part # 406002

Super Pump stator tube/plate assembly, big shaft  
Part # 405153K

Steel pump half included!

# Max Duty Transmissions

**T400 3-Speed  
Outlaw Series**



Made in USA

## MAXIMUM DUTY 3-SPEED OUTLAW TRANSMISSIONS

Rated from 1800 HP to 3500 HP depending on options

- Race Clutches and Steels
- Increased clutch capacity in all positions - UP TO 9 forward, 8 direct and 6 intermediates
- Blueprinted high-flow front pump with heat-treated tube or ATI Super Pump
- Billet aluminum safety reverse transbrake valve body (band apply option available)
- Vasco intermediate shaft
- ATI Severe Duty 36 element alum direct drum with billet piston
- 1" Vasco input shaft with new lightweight steel drum & billet piston
- 4140 HT steel forward clutch hub
- HD center support
- HD cast aluminum bearing tail
- New billet aluminum reverse servo cover
- Deep aluminum cast pan
- -6 AN fittings
- Lokar® direct mount dipstick

### 1" VASCO INPUT

#### MAX DUTY - 1,800 HP MAX RATING ONLY

401606 2.10 Low/1.40 Second - Helical Cut

401606SC 2.10 Low/1.40 Second - Helical Cut with SuperCase and Chevy Bell

401605SC 2.48 Low/1.48 Second - Helical Cut with SuperCase and Chevy Bell (5 pinion planetary)

401609SC 2.10 Low/1.40 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

401607SC 1.95 Low/1.34 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

401608SC 1.86 Low/1.31 Second - Straight Cut with SuperCase and Chevy Bell (6 pinion alum carrier)

An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB).

### 1 3/16" INPUT

Vasco input and lightweight options available!

401611SC 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell  
Includes 1.125 main shaft, 300M Output, and sheet metal pan

New 1.51 / 1.26 available with large main only

#### MAXIMUM DUTY LOCK-UP TRANS

**Lock-Up!**

401608LU 1.86 Low/1.31 Second - Straight Cut with SuperCase and Chevy Bell with Lock-Up

401611LU 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell with Lock-Up

Includes 1.125 main shaft, 300M Output, and sheet metal pan

\*Add a standard Lock Up converter

\*Add a bolt together Lock up converter

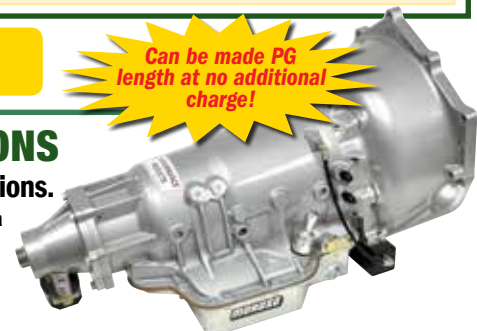
Attention transmission builders! Call about our line of **Black Magic™** Lock-Up parts available to qualified shops!

Can be made PG length at no additional charge!

## MAXIMUM DUTY 2-SPEED OUTLAW TRANSMISSIONS

ATI Aluminum Transbrake, rated from 1800 HP to 3000 HP depending on options.

As horsepower gets easier and cheaper to make and racers set the bar higher and higher, a need is created for numerically lower gear sets with higher strength requirements. Today's high HP racer needs a durable transmission with a less aggressive starting line ratio. Most racers achieve this by converting the Turbo 400 transmission to a 2-speed unit allowing them the ability to leave off the transbrake in 2nd gear. ATI now has an answer for this market and offers several variations of a 2-speed Turbo 400!



\* An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB)

OEM cased units are rated to 1800 HP and not intended for heavy weight cars.  
ATI SuperCase recommended over 2000 HP!

2-Speed Max Duty Transmissions feature all the same options as our 3-speed Transmissions plus a HD Billet Aluminum Center Support and Billet Aluminum Clutch Pack Spacer

401612 1.57 "Low" - Straight Cut

401612SC 1.57 "Low" - Straight Cut with SuperCase & Chevy Bell

401613 1.48 "Low" - Helical (5 pinion)

401613SC 1.48 "Low" - Helical (5 pinion) with SuperCase and Chevy Bell

401616 1.40 "Low" - Straight Cut

401616SC 1.40 "Low" - Straight Cut with SuperCase and Chevy Bell

401618SC 1.34 "Low" - Straight Cut

with SuperCase and Chevy Bell

Upgrade to a Super Pump and 1 3/16" Input

### OPTIONS FOR 2-SPEED T-400s ONLY

#### CLUTCH PACK SPACER

Fits OEM 400 spline!

Required when removing Intermediate clutch pack

405573



#### BILLET ALUMINUM CENTER SUPPORTS

405473



2-Speed "Severe Duty" Kit available - page 61.

# T-400 Components



## 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 T-400 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 T-400 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 with 36 element sprag
- 8 clutches and steels
- steel insert for Teflon rings
- billet aluminum center support
- Teflon rings included
- billet aluminum clutch eliminator

SEVERE DUTY DRUM ASSEMBLY  
407057



## T-400 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!



*All gear sets have weight restrictions. Consult your Sales Technician.*



2.10 LOW GEAR SET, HELICAL  
Installed in a steel carrier, 1500 HP MAX  
404081

2.75 LOW GEAR SET, HELICAL  
Installed in a steel carrier, 800 HP MAX  
404088

## ALUMINUM REACTION CARRIER

CARRIER ONLY (NO GEARS)

*Shown with #405810 red heavy duty band (sold separately)*

407070



## HEAVY DUTY FORWARD CLUTCH HUB

FWD CLUTCH HUB, 4140 HEAT-TREATED STEEL  
405370

FWD CLUTCH HUB 1045 FORGED STEEL, OEM HEIGHT  
405371

FWD CLUTCH HUB 1045 FORGED STEEL, MACHINED FOR BEARING  
405371B

BRASS THRUST WASHER FORWARD DRUM TO FORWARD CLUTCH HUB  
405053





# T-400 SuperCase®



CHRIS RINI

ATI Transmission, Outlaw Converter, Super F, ATF Super Plate and Super Damper-equipped!

Bolt-on bellhousing allows use behind all popular engines



Increased wall thickness makes the case SFI 4.1 certified without shields or liners

Stiff tailhousing mounting flange supports transfer case and underdrives

Extra material for input speed sensors

Stock depth oil pan rail with added material to top

1-2 and 2-3 shift channels resized for improved shift characteristics

Roller thrust bearing installed

- Offers all the benefits of a brand new, high performance cast aluminum case while retaining GM's original T-400 specs and measurements.

- 365-T6 aluminum casting.

- Produced in the United States and 100% machined in-house on ATI's dedicated Horizontal CNC machines.

- Stronger casting handles more horsepower and allows for more line pressure over the OEM case.

- SFI-certified, eliminating the need for external shields.

- 3-piece design allows the T-400 SuperCase to accept any of ATI's bellhousings for GM, Chrysler, Ford and Toyota, along with various other bellhousings on the market with our dual bolt pattern.

T-400 CASE & CHEVY BELL	400011
T-400 CASE & CHEVY BELL, LIGHTWEIGHT	400011LW
T-400 CASE ONLY	400013
T-400 CASE ONLY, LIGHTWEIGHT (2 pounds lighter)	400013LW
Accepts only ATI Bell or ATI Bolt pattern bell	
SUPERCASE, HD CHEVY BELL	<b>NEW!</b> 200014HD
BOLT KIT - ATI BELL TO CASE 6 bolts, 6 serrated washers	950320
ADAPTER RING Reid Bell to ATI SuperCase	915126

## Optional T400 SuperCase Bell Packages

Only available when added to a SuperCase T-400 Transmission. Packages includes Bell, Flexplate, Adapter, Hardware

202800 SB Mopar	202810-50 SB Ford, 157T - EXT BAL, 50 OZ
202801 SB Mopar, New Gen HEMI	202811 SB Ford, 164 tooth
202804 SB Mopar, GEN 3 HEMI (Dual starter pockets)	202811-28 SB Ford, 164T - EXT BAL, 28 OZ
202802 BB Mopar, 6 Bolt	202811-50 SB Ford, 164T - EXT BAL, 50 OZ
202803 BB Mopar, 8 Bolt	202812 Ford Mod
202810 SB Ford, 157 tooth	202813 BB Ford, 164 tooth, IN
202810-28 SB Ford, 157T - EXT BAL, 28 OZ	202814 BB Ford, 164 tooth, EX
	202820 Toyota Supra*

\*Must use an ATI 8" or 9" Converter!

200014HD Heavy Duty Chevy Bells Standard with T-400 SuperCase



11.55 LBS

400 Tailhousing with Roller bearing #401935



Heavy Duty Band



OEM Intermediate High Energy Band

## 400 EXTENSION HOUSINGS **ALL NEW PART**

TAILHOUSING WITH ROLLER BEARING	401935
TAILHOUSING WITH ROLLER BEARING POWERGLIDE LENGTH	401936

## HEAVY DUTY BANDS

INTERMEDIATE, HEAVY DUTY KEVLAR	405450
INTERMEDIATE, HEAVY DUTY RED LINING	405451
REVERSE, HEAVY DUTY KEVLAR	405800
REVERSE, HEAVY DUTY RED LINING (FOR ALUMINUM CARRIER)	405810
4L80E OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP Can be used in T-400 if used with #407655	405455
4L80E OEM SERVO PIN KIT, OEM, 1999 AND UP Can be used in T-400 if used with #405455	407655

## RELEASE SPRINGS **ALL NEW PART**

REVERSE SERVO (BLUE)	407650
REVERSE SERVO (YELLOW)	407652



Reverse Release Springs

# T-400 Components

## “SEVERE DUTY” DRUM KITS FOR T-400’S

- Lightweight billet aluminum drum with billet aluminum piston
- 36 element intermediate sprag
- ATI manufactured, outer race machined to accept **OEM T-400 clutches**
- Machined pressure plate, snap rings, springs, and seals included
- Steel sleeve for Teflon ring use
- Full one year warranty on sprag failure when installed in an ATI built transmission!

Others use smaller surface area 4T80E clutches! Don't be fooled!



407056

- Includes*
- ATI's Heavy Duty Center Support
  - 6 Direct Clutches
  - 4 Clutch Intermediate Pack (#405430)\*
  - Holds up to 8 direct clutches with .060 steels

407058

- Includes*
- A Billet Steel Outer Sleeve
  - ATI's Heavy Duty Center Support
  - 6 Direct Clutches
  - 4 Clutch Intermediate Pack (#405430)\*
  - Holds up to 8 direct clutches with .060 steels

### SEVERE DUTY DRUM FOR 4L80E, 4L85E & T-400

407059

- Includes*
- A Billet Steel Outer Sleeve
  - 8 Direct and 5 Intermediate Clutches

\* Also Available:

3 CLUTCH INTERMEDIATE PACK	405420
5 CLUTCH INTERMEDIATE PACK	405431
6 CLUTCH INTERMEDIATE PACK	405432



Complete Kit Part #407058 Is Shown

## HIGH GEAR DIRECT DRUMS

### STEEL DIRECT DRUMS

5 CLUTCH DIRECT, HIGH-LUBE CAST PISTON, HD SNAP RING, 34 ELEMENT SPRAG, INNER RACE AND LIP SEALS (NO CLUTCHES INSTALLED)  
405680

DIRECT, WITH HD SPRAG, HD SNAP RING, 34 ELEMENT SPRAG & INNER RACE (NO CLUTCHES OR STEELS INSTALLED)  
405681

### ALUMINUM DIRECT DRUMS

CLUTCHES & STEELS INSTALLED WITH HL PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG & RACE 5

CLUTCH 405723  
6 CLUTCH 405724

WITH PISTON, TEFLON PUMP RINGS, 34 ELEMENT SPRAG AND RACE

5 CLUTCH 405721  
6 CLUTCH 405722

WITH PISTON, TEFLON PUMP RINGS AND INNER RACE ONLY

6 CLUTCH 405712

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.

Vasco Input Shaft with OEM Forward Drum Part #406001

9.1 LBS



300M Input Shaft with Aluminum Forward Drum and Steel Insert Part #406004

5.7 LBS

Big Vasco Input Shaft with Lightweight Steel Forward Drum and Aluminum Piston Part #406002V

7.3 LBS



## 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.

### OEM SIZE

300M, OEM - STEEL FORWARD DRUM	406000
300M, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406004
300M, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406007

VASCO, OEM - STEEL FORWARD DRUM	406001
VASCO, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406005
VASCO, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406006

### 1 3/16" SIZE

300M, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002
300M, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003

VASCO, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002V
VASCO, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003V

VASCO INTERMEDIATE\* 405970V

\*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.

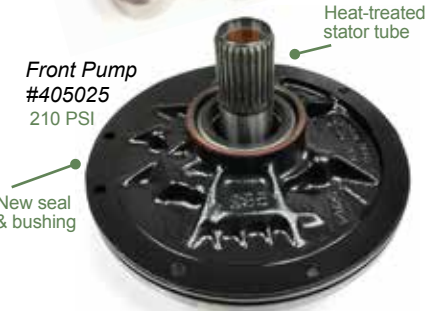
# T-400 Components



Front and back pump halves available separately!



Adjustable Regulator Kit Components



Front Pump #405025 210 PSI

Heat-treated stator tube

New seal & bushing



Chrome Oil Rings

Heavy Duty Race



Center Support

**New!**

**2-piece design**



300M Output Shaft

## BILLET ALUMINUM SUPER PUMP

ATI's aluminum Super Pump for the T-400 starts with a permanent-mold aluminum casting. The finished pump features a 3-piece design with a one-piece bolt-in, heat-treated alloy steel stator tube for improved fluid routing versus a pressed-in OEM or aftermarket tube. Micro-finished and coated gears are used along with ATI's exclusive hardened steel wear plates. At just 12 lbs, this pump is 5 lbs lighter than an OEM unit. The gear side comes with 6 bolt holes drilled and 2 left spotted for easy addition by the builder for 8 bolt applications. The gear side will mate with all current steel stator halves. OEM fluid passages and depths are retained as well the pressure regulator. An adjustable pressure regulator is also available and is standard on some pumps. The T-400 Super Pump is available for OEM sized input shafts as well as 1.187", 27 spline Big Shaft. Lock-up pumps are available in both OEM And Big Shaft as well.

SUPER PUMP - OEM SHAFT WITH 180+ PSI SPRING	405038
SUPER PUMP, LOCK UP - OEM SHAFT W/ADJUSTABLE REGULATOR,	405038L
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1
KIT - STATOR HALF, OEM REGULATOR, & BEEFY SPRING, BOLTS, WASHERS	405133K
STATOR TUBE / PLATE ASSEMBLY , OEM SIZE, NO REGULATOR	405133

SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2
KIT - STATOR HALF W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153

ADJUST. REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183
PRESSURE REGULATOR BOOST SPACER FOR 210 PSI	405131

## FRONT PUMPS

STOCK-STYLE BLUEPRINTED PUMP	405020
BLUEPRINTED PUMP W/HEAT TREATED STATOR TUBE, SET TO 210 PSI	405025
O-RING - PUMP TO CASE	405110

## SELECTIVE GASKETS

GASKET SET, 400 PUMP TO CASE (6) .015", (2) .030", (2) .045"	405380
GASKET, 400 PUMP TO CASE .015" THICK	405380-15
GASKET, 400 PUMP TO CASE .030" THICK	405380-30
GASKET, 400 PUMP TO CASE .045" THICK	405380-45

## RACES, SPRAGS, OIL RINGS & BUSHINGS

SPRAG, FORWARD - ROLLER TYPE ('66 & UP)	405350
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500
INNER RACE (MUST BE USED WITH PART #405500)*	405520
<i>* Must be ground or hard-turned to size after installation concentric to the ring bore.</i>	
OUTER RACE, ALL ROLLER AND ELEMENT	405530
CHROME OIL RINGS (SET OF 5)	405000
BUSHING KIT	406400

## CENTER SUPPORTS FOR T-400

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 T-400 applications.

CENTER SUPPORT WITH OVERSIZED BRONZE BUSHING	405471
REPLACEMENT BUSHING, BRONZE, EXTRA THICK, 2 PIECE SPLIT	407252
SNAP RING FOR UNDER CENTER SUPPORT	405574

## 300M 2-PIECE OUTPUT SHAFTS

These new heavy duty output shafts feature a unique 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 T-400 when high horsepower meets heavy weight or rear gear is numerically low. This strong, affordable option is easily installed and can be purchased outright or as an upgrade option in your next ATI 400 transmission.

STANDARD LENGTH, 6"	406025
POWERGLIDE LENGTH	406025P
4X4 LENGTH, 6.250"	406025S
4X4 LENGTH, 5.250"	406025SS

\* No speedo or governor supported!



# T-400 Valve Bodies ~ Clutch Packs

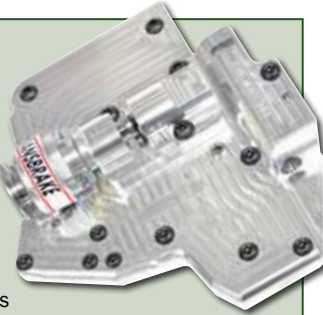


**Don't be fooled by cheap, copies of ATI's T400 Valve Body!  
Buy American-made quality!**

## WICKED QUICK® BILLET ALUMINUM VALVE BODIES

**4.2 LBS!**

- Direct bolt-on replacement
- Fully 5 Axis CNC-Machined
- Ultra Fast Fluid Release Brake
- Minimum flow restriction passages



REVERSE MANUAL TRANSBRAKE VALVE BODY	403091
REVERSE MANUAL TRANSBRAKE CLEAN NEUTRAL / BAND APPLY	403091CN
<i>Recommended for big HP or heavy weight cars</i>	
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE	403085
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE CLEAN NEUTRAL	403085CN
REVERSE MANUAL, LOW BAND APPLY TRANSBRAKE	403087
FORWARD PATTERN FOR 2-SPEED ONLY, 2-3 BRAKE	403086
SOLENOID ASSEMBLY <i>Assembled &amp; ready to use!</i> (Inc. solenoid, adapter, valve spring, valve block)	403099
SOLENOID	941030M
SOLENOID WITH ADAPTER	403480
TITANIUM BOLT KIT, WICKED QUICK	950312T
TITANIUM BOLT KIT, GRINER	950313T
SEPARATOR PLATE	403092
GASKETS (Require 2 gaskets per valve body)	403222

## COMPU-FLOW® VALVE BODIES

### COMPU-FLOW TRANSBRAKES

REVERSE PATTERN (INTERNAL STYLE SOLENOID) 1964 - 1992*	403080
SOLENOID W/ADAPTER FOR COMPU-FLOW BRAKE	403621
SOLENOID ONLY FOR #403080	941011
ADAPTER ONLY FOR #403080	403620

### STREET/STRIP VALVE BODIES Firm, noticeable shifts with full automatic shifting.

FORWARD PATTERN 1964 - 1986*	403100
------------------------------	--------

### MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN No low or 2nd gear engine braking, '64 - '86* <i>Not recommended for street use!</i>	403200
FORWARD PATTERN Engine braking in low and 2nd gear '64 - '86*	403300

\*Valve body to case years

### VALVE BODY GASKETS

REVERSE PATTERN (3 SETS)	403220
MANUAL / AUTO & FORWARD PAT. (3 SETS)	403230
TRANSBRAKE (3 SETS)	403250

*Repair services & wet testing are also available for ATI Valve Bodies.  
For transbrake buttons, see page 40.*



## 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
- For high performance applications with Low Gear Band Apply
- Provides repeatable computer controlled error free shifting for consistent performance every run (Controller not required.)

REVERSE MANUAL VALVE BODY 403060  
*Requires an aluminum deep pan. ATI offers #403500 Aluminum Pan (page 66).*

## FORWARD AND DIRECT PRESSURE PLATE

Billet steel for increased strength, performance and durability  
405660

**NEW!**



## CLUTCH PACKS

### DIRECT

8 FRICTIONS	8 STEELS	405633♦
7 FRICTIONS	7 STEELS	405634♦
♦ Requires a longer clutch hub and new piston. Consult an ATI technician.		
6 FRICTIONS	6 STEELS	405635
5 FRICTIONS	5 STEELS (OEM qty)	405640

### FORWARD

5 FRICTIONS	5 STEELS (OEM qty)	405320
5 FRICTIONS		405300

### INTERMEDIATE

6 FRICTIONS	6 STEELS	405432*
5 FRICTIONS	5 STEELS	405431
4 FRICTIONS	4 STEELS	405430
3 FRICTIONS	3 STEELS (OEM qty)	405420

\*Must use ATI Center Support and Severe Duty Drum with machine work for this quantity.

DIRECT FRICTION, SMOOTH (GREEN)	.062"	405602
DIRECT FRICTION, WAFFLE (GREEN)	.082"	405621

FORWARD FRICTION, SMOOTH (TAN)	.062"	405302
FORWARD FRICTION, SMOOTH (TAN)	.078"	405301
FORWARD FRICTION, SMOOTH (GREEN) (HIGH ENERGY)	.081"	405301H

FORWARD & DIRECT STEEL	.060"	405612
FORWARD & DIRECT STEEL (OEM SIZE)	.078"	405311
FORWARD & DIRECT STEEL (OEM SIZE)	EA .090"	405511 EA

INTERMEDIATE FRICTION, SMOOTH (RED)	.060"	405405
INTERMEDIATE FRICTION, WAFFLE (GREEN)	.070"	401404
INTERMEDIATE FRICTION, WAFFLE (GREEN)	.078"	405401
INTERMEDIATE FRICTION, GROOVED (BLUE)	.080"	405403
INTERMEDIATE FRICTION, SMOOTH (TAN)	.084"	405402

INTERMEDIATE STEEL	.060"	405412
INTERMEDIATE STEEL	.075"	401403 EA
INTERMEDIATE STEEL (OEM SIZE)	.100"	405411 EA

# T-400 Components

## OVERHAUL KITS



- REBUILD KIT - GASKETS & SEALS  
406300.
- REBUILD KIT - FOR STREET / STRIP  
AND RV  
406310
- COMPU-PRO RACE KIT, INC. VALVE  
BODY (#403200)  
406340
- SERVICE KITS - GASKET & FILTER  
403600

## SHIFT SHAFT KITS

Shift shafts in 400 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.



- 402100
- 402100-BP

BUILDER PACK (QTY OF 10)

Now available in bulk packaging!

## T-400 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 T-400 transmission build. These new parts will save you from having to reuse, or look for these commonly worn out parts in your performance T-400 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 407810
- [B] PARK PAWL RELEASE SPRING 405746
- [C] ROOSTER COMB KIT 402110
- [D] PARK PAWL PIN KIT 405742
- [E] PARK PAWL ACTUATOR ROD 402113
- [F] HOLD DOWN CLAMP FOR MOD PLUG 970211
- [G] PARK PAWL GUIDE PLATE 402114
- [H] ADJUSTABLE MODULATOR 403390
- [I] ALUMINUM PLUG W/ O-RING 407010
- [J] SPRING, MANUAL VALVE LEVER 402131

## DEEP PANS



Cast Aluminum Deep Pan #403500



Deep Sheet Metal Pan #403610

6.4 Qts

ATI Notched Deep Pan #403612



Notched for additional cross member clearance! Pt #403612

5 lbs lighter than cast pan!

The ATI/Moroso Deep Metal Pan for the T-400 and T-400 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.

- |                        |            |        |
|------------------------|------------|--------|
| DEEP SHEET METAL PAN   | (3.20 LBS) | 403610 |
| ATI NOTCHED DEEP PAN   | (3.75 LBS) | 403612 |
| CAST ALUMINUM DEEP PAN | (7.65 LBS) | 403500 |
| PAN GASKET             |            | 403550 |
| COMETIC PAN GASKET     |            | 403551 |

## TRANSMISSION CATCH CAN

For transmission fluid overflow.

Bolts to the front of the transmission pan.



- |  |             |
|--|-------------|
| TRANSMISSION CATCH CAN                         | 406611....  |
| FITTING, 90° SWIVEL 1/4" TUBE TO 1/8" NPT MALE | 964102..... |

## FILTER TUBE KITS

Relocates a Mopar filter to the rear of a 400 transmission pan.

- |                                       |                       |
|---------------------------------------|-----------------------|
| FILTER TUBE KIT, STEEL                |                       |
| Includes o-rings, filter & screws     |                       |
| 403614 .....                          | (1.1 Lbs - tube only) |
| FILTER TUBE KIT, LIGHTWEIGHT ALUMINUM |                       |
| Includes o-rings, filter & screws     |                       |
| 403614A.....                          | (0.5 Lbs - tube only) |



# T-350 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.



DAN FLETCHER - Over 100 NHRA National Event wins and counting using ATI Transmission, Treemaster Converter, Flexplate and Super Damper-equipped!



CONTINGENCY ITEM



Made in USA

Available adapter ring and SFI 4.1 bell for all stock case T-350 racers!

## 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

Forward Manual with Band Apply

351200 Chevy Case

## 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

Reverse Manual, NO Band Apply

351400 Chevy Case

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.



## 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 assembly
- HD 300M Input Shaft, PG or Turbo Spline
- ATI Reverse Manual Transbrake Valve Body

351470 Chevy Case .....

\* Specify PG or Turbo spline input!

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

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. Please call an ATI Sales Technician with your car and engine specs to discuss any needed upgrades or options. See Racer Information sheet, page 82.

## ULTRA ALUMINUM 350 TRANS

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

HP rated @ 3400 lbs

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Billet Aluminum Forward Drum
- Aluminum Direct Drum with HD Sprag Assy.
- Clutch Packs set up for HP/Weight
- Super Low Drag "SLD" Option installed
- HD 300M Input Shaft - PG or Turbo Spline
- Deep Aluminum Cast Pan
- Installed ATI Reverse Manual Valve Body

351600 Chevy Case up to 650 HP

\* Specify PG or Turbo spline input!

351601♦ Chevy Case up to 850 HP

♦ Includes coated pump gears and #355270 forward drum-turbo spline only!



Lightweight Sun Shell for SLD option

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

## Choose from these options for your T350!

To be installed at time of build

- 355682 Steel 36 Element HD sprag, Direct Drum Assy
- 355702 Alum. 36 Element HD sprag Direct Drum Assy
- 355270 Alum. Fwd Drum with 300M Turbo Spline (850 HP max)
- 355252 Alum. Forward Drum, OEM input (500 HP max)
- 353500 Deep Aluminum Cast Pan

Heavy duty Input Shafts, for HP up to 1000:

- 357050 PG spline
- 357052 Turbo spline
- 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



# T-350 Components

## COMPU-FLOW® VALVE BODIES

**STREET/STRIP VALVE BODIES** Firm, noticeable shifts with full automatic shifting.

FORWARD PATTERN 353100

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

FORWARD PATTERN 353300

REVERSE PATTERN - NO ENGINE BRAKING  
No low or 2nd gear engine braking. 353200

REVERSE PATTERN WITH BAND APPLY  
Has engine braking in 2nd gear - No low engine braking. 353400

### 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 40.

REVERSE PATTERN 353080

### SEPARATOR PLATES

FOR VALVE BODY #353080 353081

FOR VALVE BODY #353100 353110

FOR VALVE BODY #353200 AND 353400 353170

FOR VALVE BODY #353300 353310

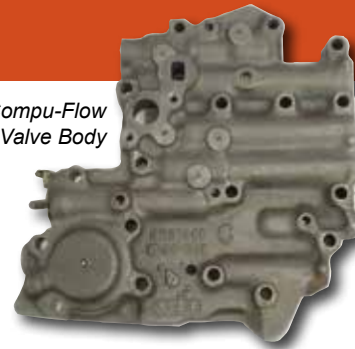
### VALVE BODY GASKETS

COMPU-FLOW TRANSBRAKE #353080 (3 SETS) 353090

STREET / STRIP (3 SETS) 353230

*Repair services and wet testing are also available for ATI Valve Bodies.*

Compu-Flow Valve Body



## SUPER PUMP KIT

**New!**

ATI's 10+ years of experience making aluminum performance pumps have all been transferred to our latest T-350 Super Pump Half. The T-350 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!



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

## EXTENSION HOUSING

T-350 EXTENSION HOUSING WITH OEM TAIL 351930

## CLUTCHES AND STEELS

CLUTCH PACK, DIRECT 5 FRICTIONS (.100" TAN) 5 STEELS (.068") 355630  
STEEL PLATE, INTERMEDIATE (OVERSIZED) .089 355413

## ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR 403390  
ALUMINUM PLUG WITH O-RING 407010

## RACES AND SPRAGS

OUTER RACE - ATI 36 ELEMENT HD SPRAG 357110  
INTERMEDIATE HD OUTER RACE/ROLLER CLUTCH 355450  
INTERMEDIATE SPRAG, OEM 355490  
REVERSE SPRAG, OEM 355850

## 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



2.75 Low Gear Set for T-350



**Trying to decide between a T-350 and T-400 for your race car?**

Ricky Hults  
Sales Technician - Ext. 3041



Here are a few things to consider about the T-350 transmission. This durable unit is lighter than the T-400 and can safely handle up to 850 horsepower. With a smaller bellhousing than the 400, it fits up closer to the floor pan and requires less clearancing. Changing between a Powerglide is easy if you want to switch between a 3-speed and 2-speed tranny, because it has the same overall length, output spline, and cross-member as the Powerglide transmission. The T-350 also starts out easier using a lower gear than a T-400 and is a little easier on your wallet as well! For further assistance choosing the best transmission for your application, contact an ATI Sales Technician.

## BANDS

INTERMEDIATE BAND HD KEVLAR 355530

## BUSHING KITS

356400

# T-350 Components

## 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!

T-350 6061 BILLET ALUMINUM FORWARD DRUM <i>Price is for drum only. Must have input installed.</i>	355252
T-350 2024 BILLET ALUMINUM FORWARD DRUM <i>Includes 300M turbo spline shaft, up to 850 HP</i>	355270

STEEL WITH 300M TURBO SPLINE SHAFT	355259
STEEL WITH 300M PG SPLINE SHAFT	355260
STEEL - LIGHTENED OEM WITH OEM INPUT	357169

## DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682
--	--------

ALUMINUM HD 36 ELEMENT SPRAG FOR HIGH HP* <i>*The most common OEM part to break!</i>	355702
---	--------

**NOTE!** When downshifting 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.

## INPUT SHAFTS

INPUT SHAFT - 300M WITH PG SPLINE	357050
INPUT SHAFT - 300M WITH TURBO SPLINE	357052

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!

## CHROME OIL RINGS

355000

## TRANSMISSION CATCH CAN

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

TRANSMISSION CATCH CAN 356611.....
---------------------------------------

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



T350 Catch Can

## OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS	356300
RACE TRANSMISSION OVERHAUL KIT, NO BAND APPLY	356340
RACE TRANSMISSION OVERHAUL KIT, WITH BAND APPLY	356350
SERVICE KITS - FILTER AND GASKETS	353600

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



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.



Part #355682  
Steel (10.9 lbs)

Part #355702  
Aluminum (4.0 lbs)



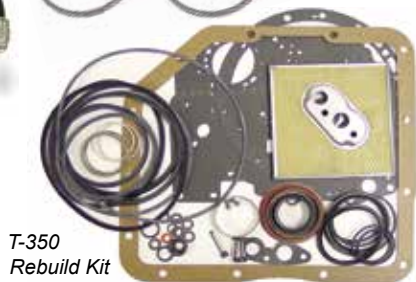
Direct Drum Assembly with 36 Element Sprag



300M Input Shaft



Chrome Oil Rings



T-350 Rebuild Kit

## DEEP PANS

ALUMINUM PAN WITH FILTER EXTENSION Includes gaskets, filter, pan gasket and new hardware	353500
STEEL OEM STYLE PAN, BLACK POWDER-COATED	353504
PAN GASKET	353550

Aluminum Deep Pan



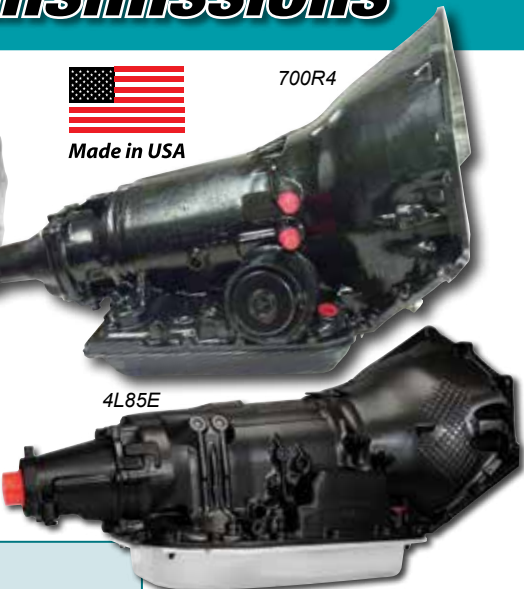
Steel OEM style Black Powder Coated Pan

# 700R4/4L65E/4L85E Transmissions



700R4

700R4 / 4L65E		Gearing		4L85E	
1st.....	3:08	Example:		1st.....	2:48
2nd.....	1:65	4.10 rear gear, 26" tall		2nd.....	1:48
3rd.....	1:1	tire=2400 RPM @ 65		3rd.....	1:1
4th.....	.69:1			4th.....	.74:1



## TRANSMISSION PACKAGES

\*See page 72 for more info on Street Rod Packages. No core charge, crate included.

700R4		
STREET/STRIP (450 HP MAX!)		701000
COMP - FULL MANUAL, REVERSE PATTERN W/ LOCK UP		701200
4L65E		
STREET ROD PACKAGE (550 HP MAX!)		701803*
STREET ROD PACKAGE (550 HP W/ TRANS CONTROLLER)		701804*
4L85E (Optional 2.10 low gear, 6 pinion, straight cut gears for over 1500 HP)		
STREET ROD PACKAGE (700 HP MAX!)		701805*
STREET ROD PACKAGE (700 HP W/ SIMPLE SHIFT (EFI) ♦)		701806*
♦ For carb applications, must use #705501 tps sensor unit		
STREET/STRIP PACKAGE (1000 HP MAX!)		701807*
STREET/STRIP PACKAGE (1000 HP W/ TRANS CONTROLLER) ♦		701808*
♦ For carb applications, must use #705501 tps sensor unit		
STREET/STRIP PACKAGE (1500 HP MAX!)		701817*
STREET/STRIP PACKAGE (1500 HP W/ PCS SHIFT CONTROLLER)		701818*



Adapter Ring for ATI Bell to 4L65E  
Refundable core charge for acceptable transmission core.....  
(See page 83.)



## 4L80E/ 4L85E PARTS

ADAPTER RING - ATI BELL TO 4L80E / 4L85E, Case & pump machine work required!	915137
ADAPTER RING - ATI BELL TO 4L65E	915139
INPUT SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX	705300
INPUT SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX	705310
INTERMEDIATE/MAIN SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX	705311
2-PIECE OUTPUT SHAFT - OEM LENGTH	705240
2-PIECE OUTPUT SHAFT - 400 LENGTH	705241
<i>Makes the 4L80 trans the same length as a T-400 so the trans can be swapped while still using the same drive shaft!</i>	
TEFLON RING KIT, 1991 AND UP <i>Kit contains 17 assorted rings including 2 types for center supports to be used as needed for the application.</i>	703507.....
BUSHING KIT, 1997 AND UP	406420
PUMP BUSHING, WIDE VERSION .700", 1997 & UP	703511
FRONT PUMP SEAL, 1991 & UP	703512
OEM SERVO PIN KIT, OEM, 1999 AND UP <i>Can be used in earlier models and T-400 if used with #405455</i>	407655
OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP <i>Can be used in earlier models and T-400 if used with #407655</i>	405455
FILTER, 4L80E	703506
OVERHAUL KIT, GASKETS AND SEALS, 4L80E/ 4L85E	706510

## SERVO PISTON FOR 700R4 & 4L65E

Servo Pistons for the 700R4 and 4L65E firm up the 1-2 and 3-4 shifts. 6061 T6 aluminum.

SERVO PISTON FOR 700R4 - 4L65E (4TH GEAR)	705035
SERVO - CORVETTE STYLE, 700R4 - 4L65E	705030

## COMPU FLOW VALVE BODIES

REVERSE PATTERN, MANUAL Constant line pressure - no TV cable! 703200

## TRANSMISSION CATCH CAN - 4L80E / 4L85E

Bolts to front of transmission pan.....707611





# 700R4 / 4L65E / 4L85E Components

## 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. Complete control of how and when your transmission shifts is at your fingertips. Simple Shift also comes with complete diagnostic capabilities. Comes with full wiring harness tailored to your specific transmission.

PCS TRANSMISSION CONTROL UNIT, KNOB TYPE	705504
PCS TRANSMISSION HARNESS, 4L60/4L65E	705514
PCS TRANSMISSION HARNESS, 4L80/4L85E	705515
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705505
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705506
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705507
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705508
SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520

The latest **breakthrough in electronic overdrive transmission control!**

**No laptop required!**



"Simple Shift" Trans Controller & Carb Kit

## TRANS CONTROLLER

The Universal Automatic Transmission Controller by Powertrain Control Solutions, LLC. is a fully programmable transmission control system. Through a friendly PC Windows interface, users are able to program transmission settings based on speed, engine load, engine speed and other parameters. This powerful unit allows users to control every type of electronic automatic transmission and is available for ATI's 4L65E, 4L80E and 4L85E transmissions.

PCS TRANSMISSION CONTROL UNIT	705500
PCS TPS SENSOR UNIT	705501
PCS TRANSMISSION WIRING HARNESS, 4L60/4L65E (CARB OR EFI)	705503
PCS TRANSMISSION WIRING HARNESS, 4L80/4L85E (CARB OR EFI)	705502
PCS PROGRAMMABLE KIT, 4L60/65E WITH CARB. WIRE HARNESS	705510
PCS PROGRAMMABLE KIT, 4L60/65E WITH EFI WIRE HARNESS	705509
PCS PROGRAMMABLE KIT, 4L80/85E WITH CARB. WIRE HARNESS	705512
PCS PROGRAMMABLE KIT, 4L80/85E WITH EFI WIRE HARNESS	705511



Transmission Control Unit

**Laptop required!**

## 700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE	702050
TV CABLE CORRECTOR FOR HOLLEY CARBURETOR	702040

## HEAVY DUTY SUN GEAR SHELL

This hardened, heavy duty shell replaces the weak OEM Sun Gear Shell. Fits 700R4, 4L60E, 4L65E. Includes specially designed washer.

**Due to the nature of this component, ATI recommends it be replaced on every rebuild!**

HEAVY DUTY SUN GEAR SHELL	705040
---------------------------	--------

Heavy Duty Sun Gear Shell



## SHIFT KITS FOR 4L60E, 4L65E AND 4L70E

SHIFT KIT FOR 1993-1997 FOR 4L60E ONLY	703212
SHIFT KIT FOR 1998 & UP FOR 4L60E, 4L65E, 4L70E (These kits do not include servo!)	703213

### DEEP PANS *Comes with all hardware and new pan gasket!*

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN	703500
REPLACEMENT PAN GASKET FOR #703500	703510
4L80E / 4L85E DEEP PAN, CAST ALUMINUM	703505
REPLACEMENT PAN GASKET FOR #703505, FIBER	703515
4L85E DEEP PAN, MOROSO SHEET METAL	703525

*Includes external tube and hardware*



Deep Pan for 700R4, 4L60E, 4L65E



Deep Pan for 4L80E / 4L85E



Moroso Deep Sheet Metal Pan for 4L85E

**New!**

# Street Rod Packages *Save money with package pricing!*



All Non-Electric Transmission Packages include a case of Super F ATF!

◆ Credit may be obtained for the return of a good core on the T-350, T-400 and 700R-4 Kits

Save money when you take advantage of these great transmission/converter packages from ATI! Choose from several applications that include one of ATI's Street/Strip transmissions, a Streetmaster Torque Converter, transmission cooler, a "Trick Stick" locking dipstick and tube and, on non-electronic units, a case of ATI's Super F™ automatic transmission fluid! Other components and a variety of options are also available.

## 4L65E

*Forward pattern automatic function only*

TRANSMISSION KIT INCLUDES:

- 4L65E TRANSMISSION\*
- HIGH PERFORMANCE 10" LOCK-UP CONVERTER
- POLYURETHANE TRANS MOUNT
- TRICK STICK DIPSTICK & TUBE
- COOLER WITH INTEGRAL FAN
- COOLER INSTALLATION KIT
- CRATE FEE

New bolt-on SFI Ford and Mopar bells available!

PACKAGE PRICE (NO SHIFT CONTROLLER) #701803

PACKAGE W/ SIMPLE SHIFT #701804

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705505
OPTION #3 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705506
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705510
OPTION #5 - PROGRAMMABLE TRANS CONTROL KIT(EFI)	705509

## 4L85E

*Forward pattern automatic function only*

TRANSMISSION KIT INCLUDES:

- 4L85E TRANSMISSION\*
- HIGH PERFORMANCE 10" LOCK-UP CONVERTER WITH BILLET COVER (#708338)
- POLYURETHANE TRANS MOUNT
- TRICK STICK DIPSTICK & TUBE
- COOLER WITH INTEGRAL FAN
- COOLER INSTALLATION KIT
- CRATE FEE

PACKAGE PRICE (NO SHIFT CONTROLLER) #701805

PACKAGE W/ SIMPLE SHIFT (EFI) #701806\*

◆ For carb applications, must use #705501 tps sensor unit

OPTIONAL DEEP CAST ALUMINUM PAN 703500

### HIGH HP 4L85E PACKAGE - RATED TO 1000 HP

- 10" BILLET COVER SINGLE DISC CONVERTER
- 300M INPUT AND MAIN SHAFT
- BILLET CLUTCH HUB
- EXTRA CLUTCHES IN 3RD GEAR
- HIGH ENERGY CLUTCH MATERIAL
- DEEP CAST PAN

PACKAGE PRICE (NO SHIFT CONTROLLER) #701807

PACKAGE PRICE (WITH SIMPLE SHIFT EFI) #701808◆

◆ For carb applications, must use #705501 tps sensor unit

### HIGH HP 4L85E PACKAGE - RATED TO 1500 HP

- SFI 30.1 CHEVY BELL WITH ADAPTER INSTALLED
- 10" BILLET COVER TRIPLE FRICTION CONVERTER
- VASCO INPUT AND MAIN SHAFT
- BILLET CLUTCH HUB
- BILLET ALUMINUM PISTONS
- BEARING ROLLER CASE
- 300M OUTPUT
- DEEP CAST PAN

New!

PACKAGE PRICE (NO SHIFT CONTROLLER) #701817

PACKAGE PRICE (W/PCS SHIFT CONTROLLER) #701818

OPTION #1 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705507
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705508
OPTION #3 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705512
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT(EFI)	705511
OPTION #5 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520
OPTION #6 - 2.10 6 PINION STRAIGHT CUT GEAR SET	
OPTION #7 - TRANSBRAKE FULL MANUAL VALVE BODY	

\*For 700R4, 4L65E and 4L85E, a transmission pressure and temperature gauge must be installed or warranty is void.

## T-350

*Forward pattern automatic function only*

TRANSMISSION	351000
HIGH PERF. CONVERTER	408330/40
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	356490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ◆	

TOTAL PACKAGE IF PURCHASED SEPARATELY

PACKAGE PRICE #351800

OPTION #1 - HD 36 ELEMENT SPRAG	355682
OPTION #2 - HD TORSIONAL INPUT SHAFT	357052
OPTION #3 - DEEP CAST ALUMINUM PAN	353500

## T-400

*Forward pattern automatic function only*

TRANSMISSION	401000
HIGH PERF. CONVERTER	408330/40
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	406490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ◆	

TOTAL IF PURCHASED SEPARATELY

PACKAGE PRICE #401800

OPTION #1 - HD CENTER SUPPORT	405471
OPTION #2 - HD TORSIONAL INPUT SHAFT	406000
OPTION #3 - HD 34 ELEMENT SPRAG	405681
OPTION #4 - DEEP CAST ALUMINUM PAN	403500

## 700R4

*Forward pattern automatic function only*

TRANSMISSION*	701000
HIGH PERF. CONVERTER (CUSTOM BUILT)	708330
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	705490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
UNIVERSAL TV CABLE†	702050
CRATE FEE	
CORE CHARGE ◆	

TOTAL IF PURCHASED SEPARATELY

PACKAGE PRICE #701800

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
†TV CABLE CORRECTORS - Included in package price For Corrector Cable for HOLLEY carburetor	702040

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.

# Torqueflite Transmissions

Long thought of as the "mainstay" of Chrysler vehicles, 3-speed Torqueflite transmissions have been powering vehicles since 1956 through the 1990's. For heavy duty applications, Torqueflites have withstood the test of time and provided winning performance race after race.



J.C. BEATTIE, JR. - FS/C NHRA Stock Eliminator - 9.315 @144MPH at 3250lbs  
ATI Transmission, Converter, Super Damper & Super F ATF-equipped

## TF-727 COMPETITION TRANSMISSIONS

**Reverse Manual Competition**  
**273-360 Engine**  
721300

**361-440 Engine**  
721320

**Reverse Manual Competition with A&A Pro Brake\***  
721340

\*Specify small block or big block case

## TF-904 ULTRA LIGHTWEIGHT COMPETITION TRANSMISSION

**Ultra Lightweight Billet Aluminum for Stock Eliminator 2.45 or 2.75 Low Gear**

Includes:

- Modified OEM Case with Cut Out
- Reverse Manual Valve Body
- Billet Aluminum Forward Drum with 300M Input Shaft
- Heavy Duty Wide Red Band
- Aluminum High Gear Drum
- Aluminum Reverse Reaction Drum
- Bearings throughout
- Ceramic ball bearing for output shaft support
- Deep Cast Aluminum Pan
- Neutral Safety Eliminator Plug
- Billet Aluminum Park Ring
- High Flow Lube Circuits

**901600**

*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. (See page 83.) Refundable core charge for acceptable transmission core.....*

**Torqueflite Warning:** All Torqueflite transmissions must have an SFI-approved transmission shield mounted prior to installation or operation!



## 727 REAR BEARING KIT

- An excellent addition to any reverse manual competition transmission.
- A direct replacement for the OEM governor support.
- Provides both increased durability and a reduction in parasitic drag.
- A must for all high horsepower and/or transbrake-equipped 727's.
- Allows for trouble-free coasting or limited towing in neutral, not possible with the factory type support.
- Bolt-in sprag recommended.

REAR BEARING KIT 725821  
GOVERNOR SUPPORT HOUSING W/BEARING 725831

## 904 LOW SPRAG ASSEMBLY

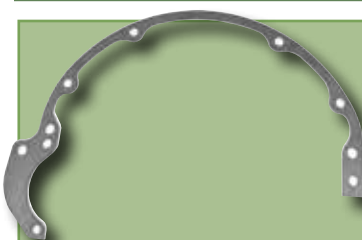
*Professional installation required*

This new rear (low) clutch for the TF-904 is a 1000 ft/lb element clutch that provides 800% more contact area than the conventional roller clutch. It is retained in the case by three 1/4" dowels and four 1/4" shoulder bolts. These bolts act as dowels to retain the outer race to the case.

1964-1973 SPRAG, 10 ROLLERS, 4.710 OD  
905321 \*

1974-1987 SPRAG, 10 ROLLERS, 4.810 OD  
905320

*\*Special order item  
consult your Sales Technician*



## TRANSMISSION TO BLOCK SPACER FOR 904

This .125" thick spacer allows the use of a standard converter for a 904 bell to New Gen 5.7, 6.1 HEMI.

915646



# Torqueflite Components

## LIGHTWEIGHT ALUMINUM PARTS FOR TF-904

ALUMINUM PARK GEAR (#904206) WITH GOVERNOR SUPPORT Includes spacer 904204

ALUMINUM PARK RING SPACER 904205

Aluminum Park Ring Spacer



Aluminum Governor Support

REVERSE WOUND DIRECT DRUM SPRING 904208

Reverse Wound Direct Drum Spring



3 PC TORRINGTON STYLE OUTPUT SHAFT BEARING KIT. 904207



3 Piece Output Shaft Bearing Kit

Aluminum Neutral Safety Switch Eliminator Plug eliminates the OEM switch that usually leaks.

ALUMINUM NEUTRAL SAFETY SWITCH For 727 & 904 940121

ALUMINUM NEUTRAL SAFETY SWITCH ELIMINATOR PLUG 940121E



Half the weight of OEM!

INPUT SHAFT 27 SPLINE, VASCO 904200

Input Shaft



Aluminum Reaction Drum

ALUMINUM REACTION DRUM .. 904203



ALUMINUM DIRECT DRUM 6 CLUTCH 904202

NOTE! Includes a roller bearing. Inner race #983048 required. This drum does not fit the OEM pump back. Must hold pump half machine back of stator where inner race will be installed.

Aluminum Direct Drum



ALUMINUM FORWARD DRUM 5 CLUTCH

904201

Aluminum Forward Drum



## FRICIONS AND STEELS



**TF-727**  
FRICTION - FORWARD SMOOTH (TAN) .065" (1) 725201

FRICTION - DIRECT WAFFLE (TAN) .094" (1) 725601

STEELS - DIRECT/FORWARD .068" (1).. 725211

**TF-904**  
FRICTION - FORWARD, SMOOTH (GRAY) .065" (1) 905201

FRICTION - DIRECT, WAFFLE (TAN) .088" (1) 905601

FRICTION - DIRECT/FORWARD WAFFLE (BLUE) .064" (1) 905605

FORWARD .060" (1) 905251

STEELS - DIRECT/FORWARD .068" (1) 905211

## OVERRUN CLUTCHES

**TF-727**

SPRING & ROLLER KIT ONLY 725350

INNER RACE FOR OVERRUN CLUTCH 725330\*  
\* Quality used oem component.

**TF-904**

SPRING & ROLLER KIT ONLY 905350

INNER RACE FOR OVERRUN CLUTCH 905330

## FILTERS



LARGE BRASS, TF-727 (1966 - 1997) 723535

SMALL DACRON, TF-727/904 723540

## BANDS



727 Intermediate Kevlar-lined for Steel Drum - RIGID Band

**TF-727**

INTERMEDIATE, KEVLAR, RIGID 725400

INTERMEDIATE, RED LINING, RIGID 725410

INTERMEDIATE HD ('62 & UP) KEVLAR, FLEX 725400F

REVERSE, KEVLAR 725800

**TF904**

INTERMEDIATE, RED LINING, WIDE 905399

INTERMEDIATE, HD KEVLAR 905400

INTERMEDIATE, RED LINING 905401

REVERSE, HD KEVLAR, SOLID 905800

REVERSE, RED LINING, WIDE 905801

# Torqueflite Components

## COMPU-FLOW® VALVE BODIES

**STREET/STRIP VALVE BODIES** Firm, noticeable shifts with full automatic shifting

FORWARD PATTERN, TF-727 & 904 (1966-1970) 4 BOLT TOP PLATE 723100  
 FORWARD PATTERN, TF-727 & 904 (1971-1980) 6 BOLT TOP PLATE 723110

**MANUAL VALVE BODIES** Full manual gear selection

REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980) 723200  
 REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980)  
 NON LOCK-UP, LOW BAND APPLY 723200B

### TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Torqueflite Transbrake is a Safety Brake which requires the transbrake button be pushed to engage reverse. For transbrake buttons, see page 40.

TF-727 REVERSE PATTERN,  
 SAFETY MRT PRO START A&A TRANSBRAKE 723080  
*This valve body has low band gear apply*

### COMPONENTS

SEPARATOR PLATE FOR VALVE BODY #723200 723210  
*Repair services and wet testing are also available for ATI Valve Bodies. Consult your Sales Tech.*

## OVERHAUL & REBUILD KITS

OVERHAUL KIT - RUBBER & PAPER ONLY ('71 - UP) 726299  
 RACE TRANSMISSION OVERHAUL KIT, TF-727 ('71-'77) 726380

## RINGS-SEALS-GASKETS - COMPONENTS

CHROME RING KIT, TF-904 (1968-1979)	905000
CHROME INPUT SHAFT RING, TF-727 (1967-UP) (1)	725011
CHROME INPUT SHAFT RING, TF-904 ) (1)	905002
RING KIT, TF-727 (1971 & UP)	725012
FRONT PUMP STATOR RING (1962-1970)	725001
FRONT PUMP STATOR RING (1971 & UP)	725021
SEAL KIT FOR FRONT PUMP, TF-727	725100
FRONT PUMP SEAL, TF-727	725130
FRONT PUMP SEAL, TF-904	905130
O-RING - FRONT PUMP TO CASE, TF-727	725110
O-RING, FRONT PUMP TO CASE, TF-904	905110
GASKET - FRONT PUMP TO CASE, TF-727	725120
GASKET - FRONT PUMP TO CASE, TF-904	905120
THRUST WASHER FOR FORWARD DRUM (.061)	725265

## BUSHINGS

TF-727 KIT (1971 - UP)	726410
TF-727 FRONT PUMP, BABBIT	725140
TF-904 FRONT PUMP, BABBIT	905140
EXTENSION HOUSING BUSHING, TF-727	980200

## DEEP ALUMINUM TRANSMISSION PAN AND PAN GASKETS

TF-904, LIGHTWEIGHT ALUMINUM PAN (MOROSO) <i>Includes mounting hardware and filter extension</i>	903610
---	--------

TF-904, PAN GASKET	903550
--------------------	--------

TF-727, PAN GASKET	723550
--------------------	--------



Torqueflite Valve Body



Rebuild Kit



Chrome Rings



Bushing Kit



Lightweight Aluminum Moroso Pan

# Ford C-4 & C-6 Components



**300M!**

C-4 Shaft



Manual Lever Seal



C-4 Rebuild Kit

Starter Block Plate for Ford 289-351 Engines



## INPUT SHAFTS

**C-4**  
TORSIONAL INPUT SHAFT, 300M  
24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86)

646030

### 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

## TRANSMISSION SHIELDS

Quality aluminum shields for maximum protection Includes all mounting hardware.  
*NOTE! Transmission shields are not returnable!*

646610

## MANUAL LEVER SEAL

MANUAL SHIFT CONTROL LEVER SEAL

973056

## SEALS - BUSHINGS - COMPONENTS

C-4 / C-6 - SEAL FOR FRONT PUMPS  
EXTENSION HOUSING BUSHING, C-6  
SPRING AND ROLLER KIT FOR C-4

645130  
980200  
644100

## OVERHAUL KITS

C-6 SERVICE KITS - GASKET & FILTER (1976 -1996)  
*Except truck and 4 wheel drive*

606359

## STARTER BLOCK PLATE *For Ford 289-351 engines*

Manual or automatic (157 or 164 teeth), this plate ensures perfect alignment of your flexplate and correct converter back spacing. Also provides for superior parts protection.

MULTI-FIT PLATE FOR ALL 289-351 FORDS

915116



## Pump Gas Motors

The use of pump gas, often "crate", low compression motors has increased in recent years. They are often found in mild bracket drag or street applications. A good choice for relative economy to obtain and operate, these engines in race and street/strip applications have continued to increase cubic inches and horsepower. But be aware that these engines are not the equal of a comparable size "full" compression race engine in horsepower or torque. Often lacking 2 to 4 points of compression, even otherwise equal motors are dramatically down on power when compared to that 14-1 version. The result: pretty breath-taking performance from stop light to stop light, but disappointing performance on the slip. Not the choice for the heads up racer seeking all-out performance! ATI regularly sees this lower power situation, and can adjust the converter build accordingly. But remember you'll need all the power if you want all the performance.



Charlie Plott  
Sales Technician, Ext. 3028



# Driven Lubricants ~ Racing Oils

BORN FROM JOE GIBBS RACING



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  
*Note! All Driven Racing Oil products are available from ATI. Part #s highlighted in yellow are normally in-stock.*

## RACE ENGINE OILS

### SYNTHETIC

JGD - XP0 - 0W5	quart.....	100406
JGD - XP1 - 5W20	quart.....	100006
JGD - XP10 - 0W10	quart .....	103306
JGD - XP2 - 0W20	quart.....	100206
JGD - XP3 - 10W30	quart.....	100306
JGD - XP9 - 10W40	quart.....	103206
JGD - XP6 - 15W50	quart.....	101006

### SEMI-SYNTHETIC

JGD - XP5 - 20W50	quart.....	100906
-------------------	------------	--------

### PETROLEUM

JGD - XP4 - 15W50	quart.....	100506
JGD - XP8 - 5W30	quart.....	100906

### LS30 - FOR HIGH PERFORMANCE LS ENGINES

JGD - LS30 - 5W30	quart.....	102906
-------------------	------------	--------

### FR20 - FOR HIGH PERFORMANCE FORD MODULAR ENGINES

JGD - FR20 - 5W20	quart.....	103006
-------------------	------------	--------

## HOT ROD PERFORMANCE OILS

### PETROLEUM

JGD - HR1 - 15W50	quart.....	102106
JGD - HR2 - 10W30	quart.....	102006

### SYNTHETIC

JGD - HR3 - 15W50	quart.....	101606
JGD - HR4 - 10W30	quart.....	101506

## BREAK-IN OILS

JGD - BR - 15W50	quart.....	100106
JGD - BR30 - 5W30	quart.....	101806
JGD - BR40 - 10W40	quart.....	103706

## GEAR BREAK-IN OIL

An ultra lightweight gear oil developed specifically for stock car qualifying. It also provides race proven durability in open wheel competition. It can also be used in transmissions and spiral bevel gear boxes.

JGD - GBO - 80W90	quart.....	102330
-------------------	------------	--------

## QUALIFYING GEAR OIL

JGD - QUALIFYING	quart.....	101130
------------------	------------	--------

## 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 - 75/85	quart.....	100830
------------------------	------------	--------

## HIGH VISCOSITY LUBRICANT

JGD - HVL - 80W90	8 oz bottle .....	150050
-------------------	-------------------	--------

## COOLANT SYSTEM PROTECTOR

JGD - CSP	12 oz bottle .....	150030
-----------	--------------------	--------

## BRAKE & PARTS CLEANER

JGD - BRAKE CLEANER	spray can .....	105020
---------------------	-----------------	--------

## FOAMING DEGREASER

JGD - DEGREASER	spray can .....	105010
-----------------	-----------------	--------



## ASSEMBLY GREASE

Provides proven extreme pressure protection for heavily loaded parts during initial break-in. Unique formula completely dissolves in oil. Used to pre-lube cams and lifters. Application to ring land prevents micro welding during initial engine break-in. Use Engine Assembly Grease on camshafts, lifters, wrist pins, distributor gears, push rods and valve retainers. Combine with BR or BR30 Break-In oil for total protection during break-in.



100732	1 OZ TUBE .....	
--------	-----------------	--

# SYNTHETIC SUPER F ATF

Racing ATF

# Racing Oils

**Improves ETs & Round-to-Round Consistency!**  
**Superior Transmission Protection**

- ✓ True "Type F" Friction Chemistry
- ✓ Faster Clutch Engagement
- ✓ Firmer Shifts
- ✓ Lower Temperature Base
- ✓ Foam Inhibiting
- ✓ Fully Synthetic For Long Life



## 20 WEIGHT SUPER F

We've track-tested Super F™ to be highly effective in Powerglides, Turbo-Hydro 350 and 400, Torqueflite 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.

ATI COPO Camaro



	Part #
QUART BOTTLE	100001
QUART BOTTLE, CASE OF 12	100001-12
GALLON BOTTLE	100004
GALLON BOTTLE, CASE OF 4	100004-4

## 30 WEIGHT MAX DUTY SUPER F

The new 30 weight Max Duty Super F is for large displacement, turbocharged or +2,000 HP engines - including off road use 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, T-350, T-400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.



	Part #
QUART BOTTLE	100021
QUART BOTTLE, CASE OF 12	100021-12
GALLON BOTTLE	100024
GALLON BOTTLE, CASE OF 4	100024-4

Chris Rini - 3.694 & 201.70 mph PDRA Pro Nitrous racer  
 2 x NMCA Pro Street and Big Dawg Champ and Extreme Outlaw  
 Pro Mod Piedmont track record holder

"ATI's Max Duty Super F fluid improved our E.T. and MPH. It's the fluid that won't get you hot!"



**NOW AVAILABLE  
 IN GALLONS!**



**NEW!**

## 8 WEIGHT SUPER F ULV

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, T-350, T-400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.

	Part #
QUART BOTTLE	100010



ATI Drag Pak #047

## SYNTHETIC KART CLUTCH OIL

	Part #
QUART BOTTLE	100000
QUART BOTTLE, CASE OF 12	100000-12

Specifically formulated for modern and vintage kart wet clutches, Tric-Loc® 100% Synthetic Kart Clutch Oil will protect your existing clutch, improve performance of older clutches, and it won't break down under harsh race conditions. ATI recommends changing your clutch oil after each race day, if the clutch oil is overheated on the stand, and any time the color changes from pure red.



# Seals and Mounts ~ ATI Gear

## WHEEL BEARING SEALS

**U.S. Patent #7,080,841**

ATI has the answer to the time consuming task of removing pressed-in wheel bearing seals without damage and the added cost of having to replace them. ATI's fully CNC-machined aluminum adapter replaces the seal removed when repacking your wheel bearings. This housing can be installed and removed with only your fingers.



The ATI adapter houses an inexpensive and easy-to-replace o-ring, Smalley brand snap ring, and top-of-the-line CR Viton seal. The CR Viton seal is pressed into the adapter housing and secured in place with a snap ring. The outside diameter of the adapter is the same size as your current seal. The o-ring acts as the seal for the inside diameter of your hub. The CR Viton seal is superior to standard rubber seals and will far outlast your current seals. Adapters are available for 2" spindles.

COMPLETE ADAPTER & SEAL FOR 2" SPINDLE	150006
HOUSING	150007
SNAP RING ADAPTER HOUSING FOR 2" SPINDLE	150008
VITON SEAL	150009
SNAP RING	150010
O-RING 4 PACK	150012

## BRAKE CALIPER MOUNTS

**U.S. Patent #7,021,431**

Eliminate hours of wasted time caused by adjusting your brake calipers with ATI's new Caliper Mounts. Made from billet aluminum, these brake caliper mounts bolt the caliper at the correct angle to the axle snout reducing the need for shims. Turn a 4 hour job into 30 minutes!

Available for any rear end with bolt-on cambered or straight snout 8-bolt hub. Snout must be shortened by .100" or track will be wider. Brake caliper mounts are made to fit .810 thick, 11" rotors and are available in six degree choices.



0° MOUNT	150020-0
0.5° MOUNT	150020-0.5
1.0° MOUNT	150020-1.0
1.5° MOUNT	150020-1.5
2.0° MOUNT	150020-2.0
2.5° MOUNT	150020-2.5

## ATI Racing Gear

### POWER-SPEED CALCULATORS

**A must for any serious racer!**

The Power-Speed Calculator can be used as a slide rule for figuring cubic inch displacement and compression ratios or to determine the correct tire, gear and horsepower to weight ratios or slippage.



Z31000

### 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.



Z31010



### Make the Most of a Test and Tune Session

You can learn a lot about optimizing your race car's performance and consistency at a test and tune session. Choose a track that you are familiar with that offers decent track conditions. If you are a dedicated bracket racer, resist the temptation to "thrash" your racer in an attempt to find .04 of a second. Instead, use this opportunity to carefully monitor and record engine and vehicle conditions prior to staging and immediately after each run. By eliminating the pressures of actual competition and minimizing between round maintenance/tune up changes, you can focus on the time intervals and procedures required to produce absolute consistency. By integrating cooling, starting, burnout and staging activities into a series of events, you can find the desired gauge readings for each. Plus, it allows the driver to prepare for the next round with confidence under actual race conditions at readings that will most likely produce equal results.