



AT PERFORMANCE
PRODUCTS

Race to Win!

2018 SUMMER CATALOG



We like to say ATI has been ahead of the American values curve because, from the origination of the high-performance division of ATI in the early 70's, our credo has always been "Family Owned; American Made".

As two Catholic school kids who started their days standing in a classroom, hands over our hearts and reciting the Pledge of Allegiance, Jim and I had patriotism ingrained in us before we even knew what that term meant. As the product of hardworking families, we had strong work ethics modeled to us by our parents every day. As we have now passed the baton down to our children, they continue the same tradition.

We are proud, family-owned manufacturers of American-made products. We laugh when we say ours is a terrible business model. Sometimes

small profit margins leave us unable to compete with off shore manufacturers, but the value of keeping true to our foundation brings us incalculable rewards. We are personally connected to each employee who crafts our product, as well as their families. We also invest in our community via employment opportunities and service projects.

Our quality is consistently superior to our competitors, and most importantly, it is under our control. Our supply chain consists of sources which are close enough to keep their practices under constant audit.

We are not subsidizing a foreign government with our purchases nor are we complicit in sustaining factories that subject workers to unethical, abusive and unhealthy practices and environments. We can sleep well at night; that's worth a lot more than a larger profit.

At ATI, our focus is our craftsmanship, quality, employees, country, and of course, our customers. Without our customers, you folks who rely on ATI's product to get you safely down or around a race track, the traditions we hold in such high regard would be impossible to continue.

New from ATI!

**MADE IN
THE USA**



**ATI SuperCase for
the TH350
Page 59**

**Coming Soon!
Bolt-Together
Converters for
Chrysler 727**



**Race
and Street
Super Dampers
for Audi / VW A4,
S4 and Passat
Page 21**

**8" and 10" Bolt
Together Lock Up
Builder Kits
Page 30**



ATI's Summer 2018 catalog features many exciting high performance race products produced in-house at our Baltimore, Maryland manufacturing facility. Check out our new SuperCase for the T-350 Transmission that fits all current ATI bells. 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 experience another exciting race season, we thank you for helping make us one of the leading manufacturers of race transmissions, converters and dampers in the motorsports industry today!

Contents

Super Dampers	4-26
Import Super Dampers.....	20-21
Diesel Dampers	22
Crank Trigger Shells	23
Damper Components & Tools.....	23-26
Treemaster Converters.....	27-28
Fuel & Blown / Outlaw Converters ...	29
Bolt Together / Lock Up Converters	30
Streetmaster Converters.....	31
Adapter Kits	32
Flexplates	33-34
Import Adapter Kits.....	35
Hardware	36
Transmission Accessories.....	37
Trick Sticks	38
Transmission Coolers	39
Shifters - Transbrake Buttons	40
Powerglide Transmissions	41-44
Powerglide Components	45-57
ATI SuperCase and Bells.....	45
Extension Housings	46
Pumps	47
Stator Supports.....	47
Input Shafts	48
Bands & Clutch Packs	49
Clutch Drums & Hubs - Servos.....	50
SCS-30 Cooling System.....	51
Gear Sets	52-53
Valve Bodies & Transbrakes	54-55
Trans Accessories.....	56
Transmission Pans	57
Overhaul Kits	57
T-350 Transmissions	58
T-350 Components	59-61
ATI SuperCase and Bells.....	59
T-400 Transmissions	62-65
T-400 Components	66-71
ATI SuperCase and Bells.....	66
Pumps - Shafts.....	67
Clutch Drums	68
Clutch Packs - Gear Sets.....	69
Valve Bodies & Transbrakes.....	70
Small Parts - Transmission Accessories...	71
700R4-4L65E-4L85E Trans	72
700R4-4L65E-4L85E Parts	72-74
Street Rod Packages	75
727 - 904 Torqueflite Trans	76
727 - 904 TF Components	77-78
C-4 & C-6 Trans Components.....	79
Racing Oils - Super F.....	80-81
Seals, Caliper Mounts, ATI Gear...82	

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

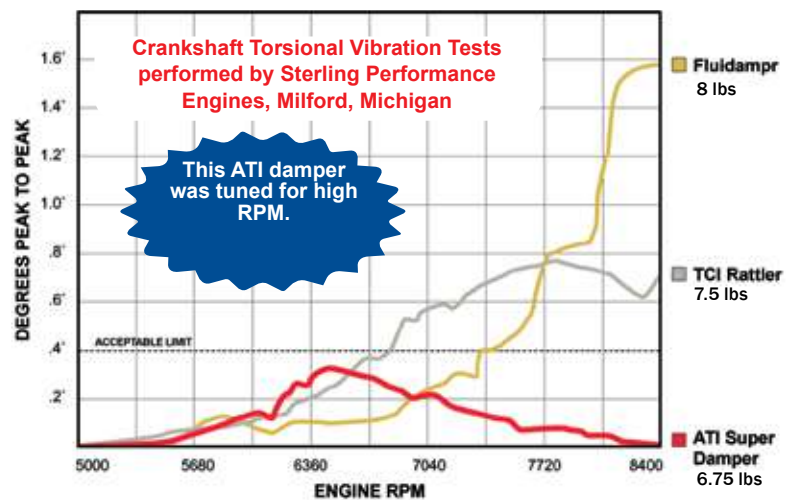
spring, valve or rocker arm. Crankshaft breakage is extremely rare. That is because every engine is equipped with an ATI Super Damper. That's correct; it's the only damper that you will find on any of the NASCAR race engines.

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 302, 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.

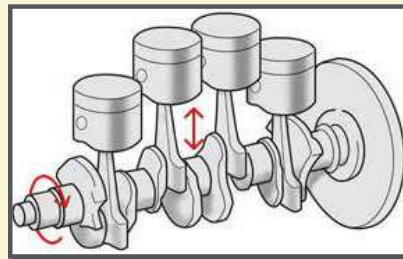
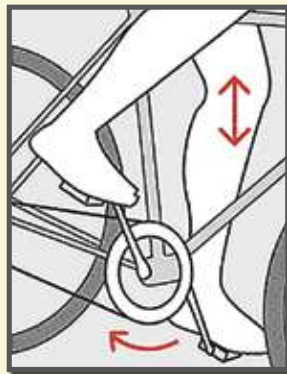
I've been around dampers for a long time and have traveled to countless engine shops around the country to physically test crankshaft twist over the past 23 years. Throughout this time, I have collected considerable data that allows me to determine "how much damper" a certain engine needs. When given the crank weight, peak 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. Having the ATI Super Damper that is "2 dampers in 1" and tunable, certainly helps make that possible.

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 pressed and bolted in place. 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, as well as how many bolts are holding them to the 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 it's along for the ride, and, one cycle it gets the combustion force pushing it down. Think about that motion within an engine. Something has to be off the centerline of the crankshaft so 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 or 133 times per second! Even

further, all of these different forces are acting on the same piece of metal - the crankshaft. These actions make the crankshaft twist in one direction away from its natural home state, 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.

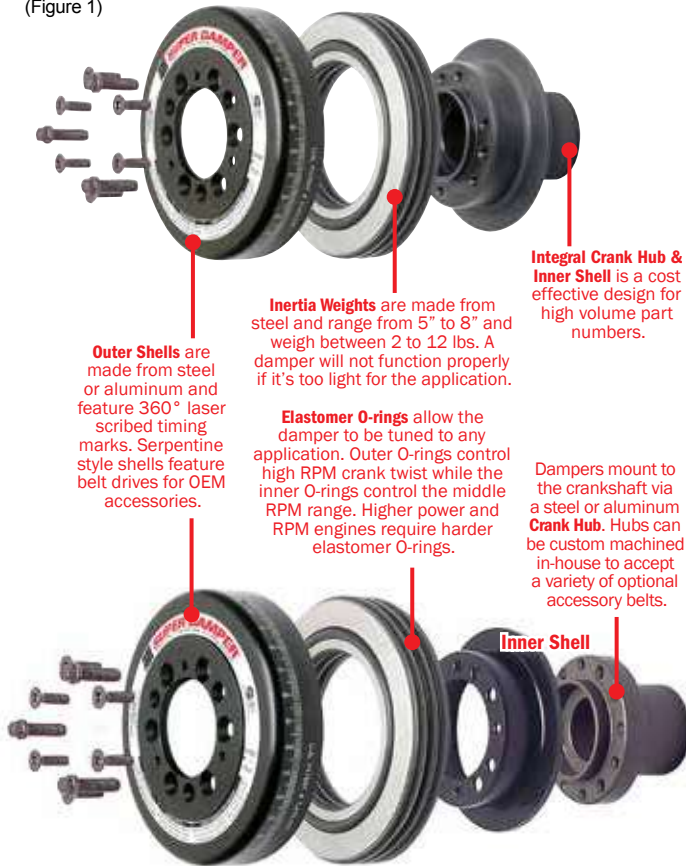
Once torsional vibrations get to the front of the engine, something there needs to counteract that motion. This is where the damper comes into play. A damper's job is to absorb and counteract as much of the twist as possible. With the right damper on your engine, the majority of the twist can be eliminated.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

Choose the best damper that your money can buy - an ATI Super Damper.

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.**



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 and 16 rib configurations
- ✓ 8 and 14 mm supercharger drives with the damper inside the shell
- ✓ Steel shells with 60-2 or any number of teeth for engine management
- ✓ Aluminum shells with magnets inserted for ignition triggers, data acquisition or RPM sensing

LASER ENGRAVING

Approximately 99% of all units are fully degreed in 1° increments for 360° on microprocessor-controlled laser equipment.



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

Includes fresh elastomer o-rings, new bolts, new face decal 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"
Chrysler2.250"
Ford FE & 385.....2.179"
Pontiac V82.455"

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"	3 RING		2 RING	3 RG	2 RG	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				
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				
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS												
CHEVROLET FRONT [1]	917007	917010	918940	917030	918850	917020	917070	917050				
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009							AVG. WEIGHT 2.4 LBS	AVG. WEIGHT 85 LBS	---	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE		917781			917210	917480	917320	916040		916090	
			917780								916951	
	STANDARD FRONT NO COUNTERBORE 2nd 3/16" keyway at 180 from std		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
	USE w /JESSEL BELT DRIVE [5]				917232		917234	917236			916092	916952
SB V8 LS1 1.483" CRANK	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel	917777	917776	917211		917213	917215	917211	916045 [13]		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	916043		916093	
	STD FRONT USE w/DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]		917783K					91722	916043K			
V8 BIG BLOCK	STANDARD OEM FRONT		917062								916890	
			917065	917061	917300	917301		918700	916010			
			917060		917310	917311		918720	916080		916890	
V6 60"	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K								916890K	
	STANDARD OEM FRONT Undersized hub -1.5940" bore		917060U								916890U	
	STD OEM FRONT [16]								916170			
	CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER							918425 [15]			916009	
	CHEVROLET 409 [8]		917781								916951	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
	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									
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									
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS																			
CHEVROLET FRONT [1]	917007	917010	918940	---	---	917030	918850	917020	917070	917050	AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS	---						
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009																	
		917011																	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS																			
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]			917788					917204	917206	917412		916044		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					
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											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 is available ADD



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]		916179	916349		
	25% UD - ACCESSORIES NO A/C PULLEY				918847			916349D		
LS1/LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)							916045 [9]	916099 [9]

[1] Requires shorter serpentine belt. Goodyear #4060785 for accessories and #4040405 for AC.

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

[3] Contains 40 durometer rubber. Not for full race engines.

[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, #4040390 - 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 W/HUB	REPLACEMENT HUBS	
		ALUMINUM	STEEL
2016+	LT1 CAMARO SS, WET SUMP	918856 [4]	916032M3
	LT4 CAMARO ZL1, CADILLAC CTS-V WET SUMP [2]		
	LT1 CAMARO SS, WET SUMP - 10% UD		
2014+	LT1 CORVETTE STINGRAY, DRY SUMP	917315 [4] Includes bolt	916164
	LT4 CORVETTE STINGRAY, DRY SUMP [1]		
	LT1 CORVETTE STINGRAY, WET SUMP	917314 Includes bolt	916154



PULLEY INFO All pulleys sold separately

[1] Requires a supercharger pulley

Pulley	Drive Diam.	Part #
Procharger - LT1 Dry Sump	8.130"	916163
LT4 Dry Sump, 5% OD	8.437"	916163-5
LT4 Dry Sump, 10% OD	8.800"	916163-10
LT4 Dry Sump, 15% OD	9.240"	916163-15
LT4 Dry Sump, 20% OD	9.602"	SK1040-B5

[2] For other CTS-V dampers, see page 12.

Pulley	Drive Diam.	Part #
2.5% UD	7.835"	916153
3.25% OD	8.295"	916105
8% OD	8.690"	916106
15% OD	9.170"	916227
24% OD	9.770"	916159

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

[4] For LT4 applications making over 20 lbs of boost, ATI offers a stronger, heat-treated & double keyed hub. Now available outright or as an upgrade on a new order.



GM Serpentine Dampers

**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
	ZR1 VETTE, OEM DIAM.			918634 [2]			917097	916107
LS9	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.

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					
		7.480"	7.074"	6.780"			
		7.9 LBS	---	4.5 LBS	6 GROOVE SERP	OEM OD 10% UD	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
DRIVE PULLEYS							
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 #916153 (OEM), #916105 (5% OD), #916106 (10% OD), #916227 (17% OD), #918159 (24% 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 916315

[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]	
Y BODY CORVETTE	GEN 2 LT1 - LT4 [1] [5]			917271 [7]	917071-44	916047A [2,6]
	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. #917017 (7 1/2" diameter, 8 rib, steel), #917075 (6 3/4" diameter, 8 rib, aluminum)
 [4] Washer #953070 is required with LT1 hubs and is shipped with dampers.
 [5] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub #916048A.
 [6] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625.
 [7] Due to variations in GM's production, the spacer provided may or may not be needed on your application.
 [8] Damper is 10% UD from OEM. Use belt #4060630.
 [9] 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 4.8 / 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	916430M
			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. #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]	916732	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+	Drive Diam.
916153	OEM	2.5% UD	7.835"
916105	5% OD	3.25% OD	8.295"
916106	10% OD	8% OD	8.690"
916227	17% OD	14% OD	9.170"
916159	24% OD	21.5% OD	9.770"

L86 TRUCK



Must specify pulley size and purchase separately

Requires a front drive pulley
(sold separately):

Part #	Size	Drive Diam.
916358	OEM	7.525"
916359	10% UD	6.773"

Overdrive pulleys for supercharging available.

	DAMPER ASSEMBLY WITH HUB	REPLACEMENT HUBS [1]
GEN 5 V8 L86, L83, LV3 Front drive pulley NOT included, but available in OEM, underdrive and overdrive separately.	918645 Includes crank bolt #951499	916433

- [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. #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	---		
917287		916752	
	917288 [2]		916753

- [1] All hubs have 3/16 key @ std SB 10° location. 8 groove shell for supercharged upgrades, OEM 6 groove location. When using the 14% UD w/ AC, Alternator and Tensioner, use belt K050390. Fits all LSJ, LNF, LHU, LDK & LES.
 [2] 12% UD from stock; not for over 800 HP on the street, 6 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
EXTERNAL BALANCE DAMPER ASSEMBLIES						
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).

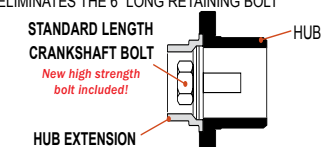
SHELL ASSEMBLIES	MAT'L	# RIBS	OD	Part #
OTHER SUPERCHARGED APPLICATIONS LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP)	ALUM	8	8.27"	917108 [1]
	ALUM	8	7.96"	917107 [1]
	ALUM	8	7.48"	917139 [3]
	ALUM	10	8.19"	917094
	ALUM	10	7.95"	917091
	ALUM	10	7.53"	917034X [2]
	ALUM	10	7.53"	917034 [3]

[1] Must be counter sunk drilled for Y Body apps. [2] 5/16 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.

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 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	
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!

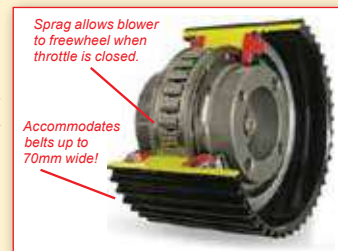
Tired of breaking blower belts? ATI's Super Pulley uses "Superior Sprag Technology" to release the pulley each time the blower spins faster than the engine RPM, reducing wear on your supercharger by not allowing the gear drive to mesh in the opposite direction when spinning down! Fits F1/F2/F3 and reverse 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!

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

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

SUPER PULLEY CLUTCH HUB ASSEMBLY

916216
For Procharger bolt-on pulley and ATI big HP pulley (pulley not included) 50 tooth HTD 8mm. Requires customer's pulley.



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.

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

Pulley Type	Drive Diam.	Part #
LS SERIES ALTERNATOR (2.62 OD)	2.625"	916185
LS TRUCK ALTERNATOR (2.62 OD)	2.625"	916185M
TENSIONER PULLEY (DOUBLE BEARING)	2.640"	916186
LS SERIES POWER STEERING PULLEY	6.330"	916187
LS TRUCK POWER STEERING PULLEY	6.370"	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



Water Pump Pulley



Idler Pulley

Location Cap

Double Ball Bearing

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.

Ford Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS			
	7.074"	6.325"	7.074"		6.325"		STEEL	ALUM		
AVERAGE TOTAL WEIGHT ▶	3 RING		3 RING	2 RING	3 RING	2 RING				
INERTIA WEIGHT ▶	8.75 LBS	6.00 LBS	6.25 LBS	5.00 LBS	3.90 LBS	3.30 LBS				
	4.50 LBS	2.40 LBS	4.50 LBS	3.40 LBS	2.40 LBS	1.97 LBS				
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS										
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					
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS										
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			916570 [1]	
	3" A TIMING TAB					917660		916560 [1,10,12]		
	3.35" C TIMING TAB		917511AK			917680			916570 [1]	
	3.35" C TIMING TAB		918023				918029	916560AK		
	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 SNOUT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564				916560G [8]			
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys				918230 [19]				916920		
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS										
V8 SB ALL FORD 28.2 OZ. IN. EXCEPT 1982 AND UP 302 HO (See below)	3" A AND C TIMING TAB [1] [15]		918895 [7]				916560 [10,12]			
	3.35" C TIMING TAB		918900		CLEVELAND AND WINDSOR		916561 [10]			
1982-1995 302 HO ONLY 34 OZ. IN. OEM	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]			
	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.
- [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

AVERAGE TOTAL WEIGHT ▶
INERTIA WEIGHT ▶

STEEL SHELLS	REPLACEMENT CRANK HUB		
	7.425"	6.325"	6.780"
3 RING	3 RING		STEEL
---	6.00 LBS 2.40 LBS	8.00 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
	7.425"	8.120"	8.074"	7.8"	7.48"	6.780"	5.5"						
MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	9.75 LBS	11.85 LBS	12.00 LBS	---	---	5.5 LBS	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 GT 500 '13-'14 5.8L	OEM 6 & 10 GRV	918045							917085		916576H		
	OEM 6 & 10 GRV 10% OD				918049				917115		916576H		
	OEM 6 & 10 GRV 15% OD		918046 [4]						917102		916576H		
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV					918062 [9]			917134		916577		
	8 GRV					918063			917134		916579 [10]		
	8 GRV - 12% OD				918065				917133		916578 [10]		
2011+ MUSTANG GT COYOTE 5.0 V8 2012-2013 BOSS 2011-2013 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	10 GRV 20% OD WITH A/C PULLEY			918066 [12]					917142		916124K		
	10 GRV 20% OD 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:

- (1) 3 timing covers with 3 tab locations (see chart).
- (2) 2 pulley styles: 3 bolt or 4 bolt.
- (3) 3 different lengths: 3", 3 3/8" with 3 bolt pulleys, and 3 3/8" or 4" with 4 bolt pulleys.
- (4) External balance units are 28.2 oz. in. 302-351, except 302 HO part #918910 which IS 50 oz in.

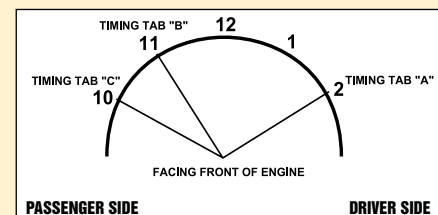
Part #918911 (28 oz in):
If you install a 351 external balance crank in a 302 HO and use the stock 302 HO timing cover. The 28.2 oz in units will work on all external balance engines EXCEPT the 1982 and later HO provided:

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

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"		7.074"				STEEL	ALUM	
	3 RING	2 RING	3 RING		2 RING				
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	AVG. WT. 2.4 LBS	AVG. WT. .85 LBS	
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS									
CHEVROLET FRONT	917010		917030	918850	917020				
CHRYSLER OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	918440E	918455E	917040E	917041E			
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
V8 A 318 - 340 - 360 [2]	CHEVY FRONT	918280					916190		
	OEM FRONT	918282E		917392E	917393E		916191		
VIPER V10 GEN I, II '92 - '02	OEM FRONT					917400E	916253	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			916269		
	OEM FRONT [11]	OEM TIMING COVER Retains stock location for pulley alignment				917470E	916200L	916661	
		OEM TIMING COVER	917122E [12]				917471E	916661L	916421
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]		917475E [12,13]		917474E [12,13]	916663	916421L
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
V8 360 '71 - '92 [2]	OEM FRONT		918605E				916249		
V8 360 MAGNUM '93 - UP [2]	OEM FRONT	918604E					916442		
V8 B 400-440 CAST CRANK	OEM FRONT OEM TIMING COVER ONLY	918601E [6]					916663		

[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
- [3] Supplied with new lightweight alum pulley to retain stock belt location.

- [4] Passenger timing.
- [6] Not an OEM replacement for stock pulley location.
- [7] Part #918442E-99 shell is used. 99 durometer rings are used with driver's side timing.

Viper Pulleys for Superchargers

VORTECH APPLICATIONS

VIPER GEN 3	7.790 - 10 & 7 GROOVE	916263C
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

PAXTON APPLICATIONS

VIPER GEN 3	7.280 - 8 & 7 GROOVE	916266
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Viper V-10 Gen III Super Damper #917934E



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 NON-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					918459				917071	916541
					918486							917073	916541
										918487		---	916241
2009 - 2010 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, DURANGO, ASPEN	4% OD 18% OD 15% UD	6 RIB									917071	916246
					918446							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									917044	916248
					918434 [5]							917075	916248
			7 RIB									---	916242
2009+ VVT	5.7L HEMI TRUCK LENGTH DURANGO	6% OD 15% UD	8 RIB					918453				917075	916238
			6 RIB					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		STEEL SHELLS		ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUBS		
		3 RING		3 RING		2 RING	3 RING	2 RING	STEEL	STEEL WITH INNER SHELL	
		7.074"	6.325"	7.750"	7.074"	6.325"					
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	
NEW! 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		917160	917161		917220	917221	917200	917410	917260	916040	
PONTIAC V8					917730					916500	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
AMC 360 401	180° OEM WEIGHT		917942							916270	
	240° OEM WEIGHT		917943							916270	
NEW! 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 CRANKSHAFT HUBS	
	7.450"	7.074"		6.78"		6.325"	5.5"	STEEL	STEEL WITH INNER SHELL
	2 RING	3 RING	2 RING	3 RING	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	5.25 LBS	6.25 LBS	5.45 LBS	5.00 LBS	4.50 LBS	4.30 LBS	3.90 LBS	3.60 LBS	
INERTIA WEIGHT ▶	3.50 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	2.20 LBS	2.40 LBS	2.20 LBS	

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	---	917030	918850	---	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
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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 SR20 RWD, 4& 5 GRV WITH PS PULLEY	STREET APP.								918582 [4]	916066
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"	STEEL	ALUM	STEEL WITH INNER SHELL
	2 RING	2 RING	2 RING	3 RING			
Other applications are available upon request.	AVERAGE TOTAL WEIGHT ▶	5.00 LBS	3.75 LBS	5.25 LBS	3.30 LBS	3.60 LBS	
	INERTIA WEIGHT ▶	3.40 LBS	2.20 LBS	3.50 LBS	1.97 LBS	2.20 LBS	

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT FOR CCW ENGINE ROTATION	917020 CCWP	917000 CCWP		917050		AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	AVG. WGHT. 2.6 LBS
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INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

ACURA NSX, 3.0L 600HP MAX						917757		916779
HONDA "B" SERIES CCW MOTOR ROTATION [2]	918471	918470		918474 [1]			916026	
RACE ONLY, ALT DRIVE ONLY				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] [7]	918465						916128	
HONDA H22	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.
 [4] Race damper has a smooth outer shell with no belt drives.
 [5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.
 [6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.
 [7] Does not fit with OEM water pump.

Import Super Dampers®



TOYOTA - SCION

Super Dampers® for Toyota / Scion



Super Damper® for Audi / VW A4, S4 and Passat



NEW!



Super Dampers® for Honda D Series



BMW Dampers built by ATI! ONLY FROM VAC

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

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS		REPLACEMENT CRANKSHAFT HUB PART NUMBER	
	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	8.00 LBS	3.60 LBS		
INERTIA WEIGHT ▶	3.00 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS				
CHEVROLET FRONT	---	917027	AVG. WGHT 2.4 LBS	AVG. WGHT 2.6 LBS
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 JA80 2JZ-GTE 6 CYL [2]	OEM SPACING, 6 RIB	918562	916023 [3]	
TOYOTA 4YE	4 CYL 2.2L 20% OD		916024	
1GR-FE '03 - UP [1]	STREET APPLICATIONS		918479 [5]	916029
TOYOTA 3S-GTE '90 - '95 MR2 TURBO, 4 & 4 RIB - 7% OD		918529		916796
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).

[2] Requires longer belt: 15% OD, OEM, 6 rib. (Use Goodyear #4060775, Gates #K060775, Dayco #5060775 or Drive-Rite #775K6).

[3] 24 Tooth HTD drive crank hub available for 36-2 trigger - order pt #916292.

[5] This damper is .500" longer than stock for 600 HP or less and is OEM size. (2003-2008 only)

AUDI - MAZDA - MINI - MITSUBISHI - SUBARU - TRIUMPH

MAXIMUM OUTER DIAMETER ▶	STEEL	ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUB		
	6.570"	7.074"	6.570"	6.325"	5.740"	5.670"	5.5"	STEEL W/ INNER SHELL	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	2.4 LBS	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									
AUDI/VW A4 6 GRV - STREET VERSION [8]			918067					916317	
AUDI A6 6 GRV - RACE VERSION [7]	918068							916318	
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.

[7] Fits '02-'04 A6 2.7L, 2.8L and 3.0L engines and includes the lower timing gear.

[8] Fits '02-'05 A4 1.8L/3.0L, '03-'05 Allroad 2.7L and '97-'05 Passat 2.8L engines with an available OEM timing gear.

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)

Performance Diesel Dampers

Trusted by top shops like SoCal Diesel, Pure Diesel, East Coast Diesel, Diesel Innovations, Power Products Unlimited & more!



Whether you have a mildly tuned street 5.9L Cummins or a 700" International Sled Puller, ATI has a damper to fit your needs. At ATI we've been building elastomer Super Dampers for 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?



	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	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371	916081
FORD POWERSTROKE 2011+	6.7L		7.95"	17.7 lbs.	918892	916775
FORD POWERSTROKE 2008 - 2010 [7]	6.4L		8.48"	26 lbs.	918887	916764
FORD 6.0 POWERSTROKE 2003 - 2007	6.0L		7.95"	16 lbs.	918888 [4]	916761
FORD F-250/350 POWERSTROKE 1999 -2003	7.3L		7.45"	15 lbs.	918889 [11]	916754
INTERNATIONAL	640	10.465"		36 lbs.	918642 [9] [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.

[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

[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.

[10] This damper is NOT an OEM replacement! Race application only!

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

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

6" and 7" Dampers
8" Dampers

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



Does not work with BigStuff3 EFI!

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



- 7" 3 Rg, Smooth 916360-10AEM
- 6" 3 Rg, Smooth 916711-10AEM
- 7" 3 Rg, 6 Groove 916364CSAEM
- 6" 3 Rg, 6 Groove 916731CSAEM

HOW TO ORDER A CUSTOM TRIGGER SHELL

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

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

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

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

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* 91663100
 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!



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

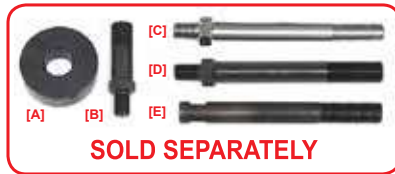
Damper Components & Tools

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.

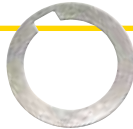


SOLD SEPARATELY

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 ONLY FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA	951392
[C] INSTALL. STUD FOR NEW GEN HEMI	918999H
[D] INSTALL. STUD FOR NEW GEN HEMI HELLCAT & 2018 DEMON	918999HC
[E] INSTALL. STUD FOR LS1, 2, 6, 7 & 9	918999SC

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

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

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 #
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	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	80 / 80 / 70	918970-80
7"	2	80 / 70 / 70	918970-87
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70V*
6"	3	50 / 50 / 70	918980-50
6"	3	60 / 60 / 70	918980-60
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"	2	50 / 50 / 70	918990-50
6"	2	60 / 60 / 70	918990-66
6"	2	70 / 70 / 70	918990-70
6"	2	70 / 60 / 70	918990-76
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80

* Viton O-Rings on Outer

Damper Hardware

DAMPER BOLT PACKS

MOST COMMON! (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, NOT CHRYSLER	12 BOLTS	950201
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, NOT CHRYSLER	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	9 BOLTS	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	9 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, NOT CHRYSLER	9 BOLTS	950218
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, NOT CHRYSLER	12 BOLTS	950219
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, NO PULLEY BOLTS	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	8 BOLTS	950230
FORD - (6) 5/16-18X1 (3) 3/8-16X2 (3) 3/8-16X1-1/4	12 BOLTS	950282
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	12 BOLTS	950245
(6) W/FINE THREAD AND (6) 3/8 - 24 X 1 1/2, NOT CHRYSLER	12 BOLTS	950248
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS	16 BOLTS	950251

**MOST COMMON
BOLT PACK!**

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



ARP STAINLESS STEEL BOLTS

ARP Stainless is specially alloyed for extra durability. It's polished using a proprietary process to produce a beautiful finish.

ARP
automotive *strong* products

[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"

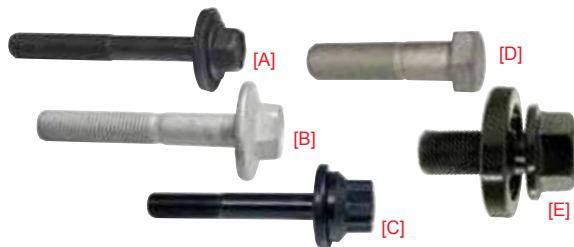
[D] 951453 - 3/8-16 x 2-1/2"

[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

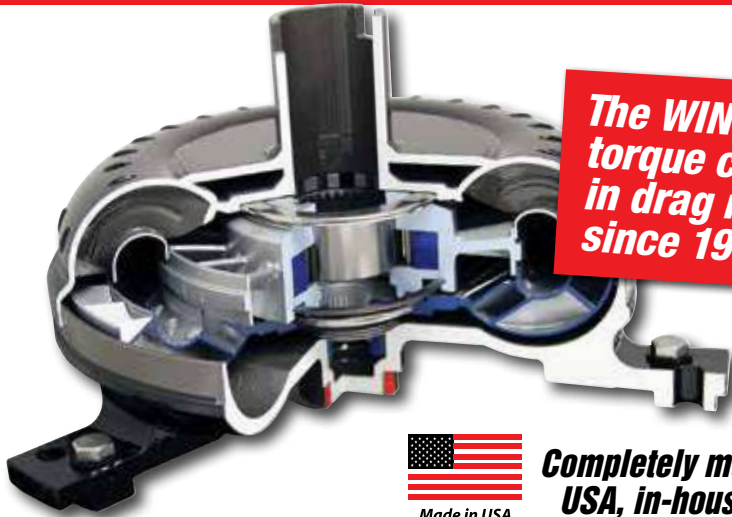
For ALUMINUM damper assemblies only!



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!**

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

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.

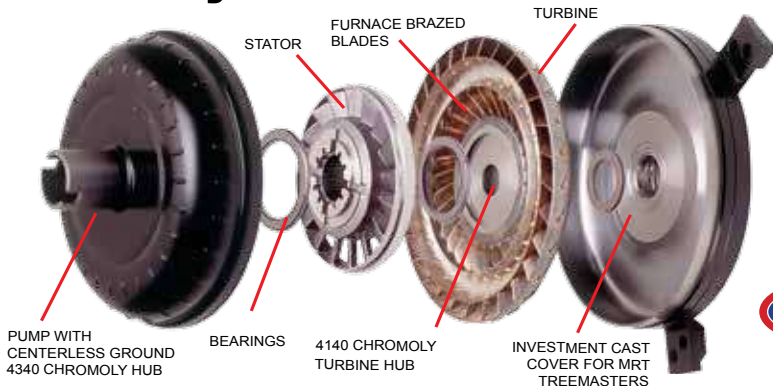
Configuring a torque converter to take full advantage of an engine's power curve is what separates the winners from the "also rans". With over fifty years of racing experience, ATI custom-builds converters to the exact needs of our customers.

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



CONTINGENCY ITEM

TREEMASTER CONVERTERS

	8"	10"
	Part #	Part #
Powerglide	208500	---
TH350 and TH400	408500	408360
700-R4 / T-200, Non Lock-up, Std	708500	---
C-6 1.848" Standard*	608500	---
C-6 1.375" Standard*	609500	---
C-4 Standard	649500	---
C-4 2008+ Factory Cobra Jet, Strd	649530	---
TF-727 - Chrysler	729500	---
TF-904 - Chrysler	909500	---

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	10"
	Part #	Part #	Part #
Powerglide	208700	208800	---
TH350 and TH400	408700	408800	408390
C-4 Specify spline and bolt circle	649700	649800	---
TF-727 - Chrysler Not for AMC!	---	729800	---
TF-904 - Chrysler*	909700	---	---
TF-904 - AMC*	909701	---	---

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



STEEL VS. ALUMINUM STATORS

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

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

Fuel and Blown ~ Outlaw Converters

FUEL & BLOWN

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.

	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	---



10" & 10.5" OUTLAW

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

	10"	10.5"
	Part #	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

STANDARD GM,	.450" LONG	For no midplate to .125" midplates
MIDPLATE GM,	.638" LONG	For .125" to .250" midplates
MIDPLATE GM,	.765" LONG	For .375" midplate .
MIDPLATE GM,	.865" LONG	Extra long for special applications
STANDARD GM - LS1	.765" LONG	NO midplate

FORD APPLICATIONS (C4 C6)

STANDARD FORD	.675" LONG,	1.848 Diameter.....	651330
STANDARD FORD	1.205" LONG,	1.375 Diameter	

CRANK PILOT SLEEVES

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

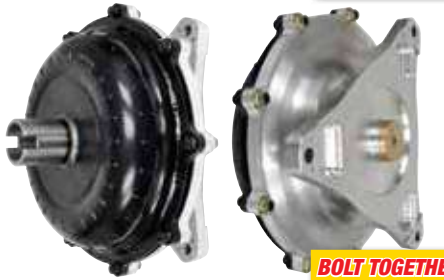


NEW! Bolt Together / Lock-up Converters

19.1 LBS



BOLT TOGETHER!



BOLT TOGETHER LOCK-UP!

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 Bolt-Together Lock-Up Converters that provide 0% slip, minimum ET and maximum MPH!

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

	8"	9"
Bolt Together *	408850	408950
Bolt Together Lock Up	408851	408951

26.5 LBS

10" and 10.5" Outlaw Converters



BOLT TOGETHER

LOCK-UP

BOLT TOGETHER LOCK-UP

STARTING AT 29.8 LBS

Lock up in just .03 seconds when used with ATI's SuperCase and Pump!

10" & 10.5" BOLT TOGETHER LOCK-UP OUTLAW

10" & 10.5" BOLT TOGETHER OUTLAW

RATED TO 2800 HP FOR 0% SLIP

10" & 10.5" LOCK-UP OUTLAW

RATED TO 4500 HP FOR 0% SLIP

Titanium studs and nuts available!

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



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

Bolt Together Builder Kits



ATI's new Builder Kits are available for 8", 9", 10" and 10.5" Bolt Together and Bolt Together Lock Up Converters. Each kit allows you to convert an existing welded converter to a Bolt-Together or Bolt-Together Lock Up unit. Kit includes everything except the converter core.

NEW!

	8"	9"	10"	10.5"
Bolt Together	408850K	408950K	408450K	456805K
Bolt Together LU	408851K	408951K	408451K	408430K

FRICION PLATES FOR BOLT TOGETHER COVER ASSEMBLIES

- GREEN, LOCK UP CLUTCH 451924
- BLUE, LOCK UP CLUTCH 451924B
- BLACK SOFT APPLY LOCK UP CLUTCH 451928

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

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



10" SUPERSTREET MASTERS

Available For 700R4 and 4L60/65E.

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



**Coming soon!
Hellcat, 10R90
AND 10L90!**

10" LOCK-UP SUPERSTREET MASTERS WITH BILLET COVERS

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

Single and triple disk
available!

	Part #
SINGLE DISK LOCK-UP	
4L60E / 4L65E	708337
4L60E / 4L65E - For 2005 Corvette	708339
4L80E / 4L85E	708338
NEW! 4L80E / 4L85E - For Toyota 2JZ	708341
TRIPLE DISK LOCK-UP	
4L60E / 4L65E	708347
4L60E / 4L65E - For 1997-2004 Corvette	708344
4L60E / 4L65E - For 2005 Corvette	708349
4L80E / 4L85E	708348
NEW! 4L80E / 4L85E - For Toyota 2JZ	708342
6L80E / 6L85E / 6L90E	708340
6L80E / 6L90E - For 2006-2014 Corvette	708345
8L80E / 8L90E - For 2016+ Camaro & CTS-V	708350
NEW! 8L80E / 8L90E - For late 2014+ Corvette	708351

PILOT EXTENSIONS

CONVERTS AN LT CONVERTER
TO AN LS PILOT

708700



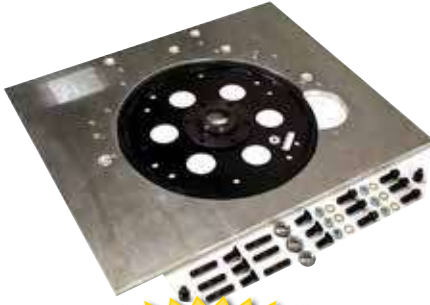
TECH TIP STREET CONVERTER FACTS

- 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.

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.

- 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
FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only					
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
FORD 429-460 ENGINES SFI flexplates for aftermarket converters only					
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
CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 & 6)					
All - Internal Balance	915250 [1][6] [12]	915130	915630X [7][8]	915650X [1] [6] [7] [8]	950170
CHRYSLER B & RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 & 6)					
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
CHRYSLER LATE MODEL HEMI					
5.7 - 6.1 - 6.4 HEMI	915245 [11]	915145	915606	915664	950145
CHRYSLER DODGE VIPER					
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. 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

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



4140 heat-treated material!

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]
GENERAL MOTORS				
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12] '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533	---
		168	915534	---
CHEVROLET V-8 SMALL BLOCK [12]	283 / 302 / 327 / 350 EARLY 2-PIECE SEAL	153	915539	---
		168	915541	---
	10 DP	139	915545 [10]	---
	400	168	---	915561
CHEVROLET V-8 BIG BLOCK [12]	'70 - '90 454 - 454 / 502 MARK IV	168	396 / 427 USE #915541 FOR INTERNAL BALANCE	915551
	'91 & UP - GEN V 454 [2]	168	---	---
	'91 & UP [3] 572, GEN V - 454 HO / 502 HO	168	---	---
	10 DP	139	915545 [10]	---
OLDSMOBILE [12]	V-8 330 / 400 / 425'64 - '67	166	915562	915563
	ALL V-8 ('68 & UP) INC. DIESEL	166	915564	915565 [4]
PONTIAC V-8 [13]	400 / 455	166	915567 [14]	915568 [5] [14]
LS1 / LT1				
V-8 SMALL BLOCK [12]	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]	---
	LT1 / LT4 / ZL1 Z BODY CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]	---
CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]				
6 BOLT CRANK	ALL WEDGES	130	915650X [9]	---
8 BOLT CRANK	HEMI	130	915660X [9]	---
CHRYSLER V-8 SFI				
8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER	130	915663	---
	3.7 / 6.1 L JEEP GRAND CHEROKEE [8]			
GEN III HEMI	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.



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

FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY

APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTTED SPACER AND CRANK BOLTS		FLEXPLATE ONLY LESS SPACER AND BOLTS		CRANK ADAPTER	CRANK BOLT SET
ENGINE	TRANS	TEETH	INTERNAL BALANCE	EXTERNAL BALANCE	INTERNAL BALANCE	EXTERNAL BALANCE	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]	915602	951471-6
289/302	C-4	157	915730	---	915710	915711 [3] 915712 [4]	915602	951471-6
FORD MOD WITH GM TRANSMISSION								
4.6-5.4 L Mod Motor		164	915735	---	915719	---	915607	950144
NEW! Coyote 5.0L 8 Bolt		164	915738	---	915719	---	915607A	951378-8

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[®] 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.



SFI 29.2

HIGH HORSEPOWER SUPER PLATES			
PART #	BOLT PATTERN	TEETH	BAL
CHEVROLET SMALL BLOCK			
915544	Chevy for high HP standard holes	168	Internal
CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)			
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
CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)			
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
CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER			
915558	Chrysler 6 bolt for 1/2" bolts (standard replacement)	130	Internal
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal

CRANKSHAFT TO FLEXPLATE SPACERS FOR USE WITH LOCK-UP CONVERTERS

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT

915649 CHRYS 8-BOLT

Tilton[®] 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)

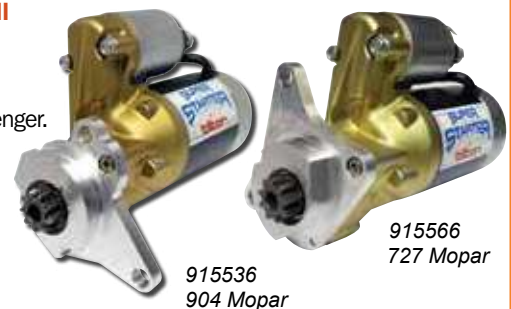
These Tilton starters are equipped with the correct pinion gear for use with ATI's 10 DP and 12 DP flexplates. Kit includes a machined spacer and mounting hardware. Fits both Small and Big Chevy V8s with conventional 2-piece seal blocks.

CHEVY,
10 DP, 139 TOOTH 915546
CONVENTIONAL CHEVY
WITH BROWELL BELL
12 DP, 166 TOOTH 915569

CUSTOM MOPAR Gen III & HEMI

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

5.7 / 6.1 HEMI WITH 904 915536
5.7 / 6.1 HEMI WITH 727 915566



Adapters 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 and 2JZ
Kits!**

NISSAN AND TOYOTA ADAPTER KITS

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
NISSAN							
Nissan L24 / 26 / 28 [1]	915210	915170	915070	915460	---	---	950120
Nissan RB-26 6 Cylinder [1]	915222	915200	915100	915480	---	---	950250
Nissan TB48 [3]	915223	915127	915642	915502	---	915573	950257
Nissan TB48 Lock Up [3,4]	915223L	915127	915642	915502	915128	915573	950257L
Nissan VR38 [7]	915225	915134	915644	915690	---	---	950259
Nissan VR38 Lock-Up [8]	915225L	915134	915644	915690	---	---	950259L
TOYOTA							
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	915574	950258
Toyota 1FZ Lock-Up [6]	915224L	915131	915643	915686	915132	915574	950258L

[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.



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 ARP	950256

FLEXPLATE AND ADAPTER KIT HARDWARE

ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO	950141
FORD 429-460 W/1.375 OR 1.848 CRANK TO CHEVY W/MOD OR 164 T FP	950160
CHRYSLER A ENGINE 318-340-360 TO CHEVY	950170
CHRYSLER B OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH	950190
CHRYSLER B OR RB ENGINES PRO MOD	950190X
HEMI GEN III 5.7-6.4 TO GM TRANS	950145
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 (Pk 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)
MOPAR/HEMI 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)
FORD COYOTE 5.0L M10 X 1.0 X 35MM CLASS 10.9 HHCS	951378-8 (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)

Transmission Parts & Accessories

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

Magnefine® In-Line Oil Filters

Developed by ATI and Magnefine® this filter, when paired with any ATI transmission, will improve its longevity and durability! Arrests all debris, clutch material, metal shavings and contaminants exiting the transmission before it goes through the cooler.



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



Metric 200 SFI 30-1 Direct Fit Bellhousing™

CHEVY BELL - BOLT-ON 200046
CHEVY BELL - DIRECT FIT 200046A
BELL GASKET 200046G



GV GEAR VENDORS UNDER/OVERDRIVE™ 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

[A]



[C]



[B]



[D]



#139005 #139004 #139035



#139015 #139016 #139017 #139018



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

YOKE DESCRIPTION	OD	EXT HOUSING SUPPORT TYPE	PART #
BILLET YOKES			
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
FORGED YOKES			
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

Slip Yokes

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



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



29"
long



Direct
Mount
Dipstick



MAGNETIC PAN PLUG

Extend the life of your transmission with a magnetic drain plug to attract floating metal particles in your fluid. These particles stick to the plug protecting your valuable parts from damage. 1/2-20 threads, includes washer. Works with PG, T-350 & T-400 pans.

951811

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 - 23" FORWARD BENT	206496
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	206492
LOKAR® ANCHOR-TIGHT, FIREWALL MOUNT - 36"	206483

T-350

CHEVROLET, BELL MOUNT - 23" FORWARD BENT	35649095
LOKAR® ANCHOR-TIGHT, DIRECT MOUNT - 3"	406492

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® ANCHOR-TIGHT DIRECT MOUNT - 3"	406492
LOKAR® ANCHOR-TIGHT FIREWALL MOUNT - 29"	406493

C4 & C6

C4 - CASE FILL, BELL MOUNT, 20" FORWARD BENT	646490
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700R4

700R4, BELL MOUNT, 20" FORWARD BENT	705490
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4L85E

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

**NHRA and IHRA
Approved!**

TUBE LOCKS

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



973081

Transmission Coolers & Fittings

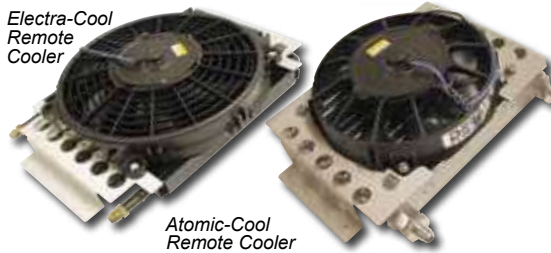
Twice the thickness of a standard economy cooler!

Extend the life of your transmission and improve performance!

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

Electra-Cool Remote Cooler



Atomic-Cool Remote Cooler

The **Derale® Atomic-cool Remote Cooler** provides the largest temperature drop of any fan mounted cooler. This high efficiency fin and plate design maximizes heat dissipation and minimizes oil pressure drop; especially important on late model electronic overdrive transmissions. 8" 400 CFM fan, AN-6 inlets. "ATOMIC COOL" (10" X 12.5" 4") 925140

The **Derale® Electra-cool Remote Cooler** combines a copper / aluminum core with a high flow Tornado electric fan for maximum cooling in any environment. 10" 650 CFM fan, AN-6 inlets. "ELECTRA COOL" (10" X 12.5" 4") 925139

Automatic 180° Electric Cooler Fan Thermal Switch

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

QUICK DISCONNECT KITS

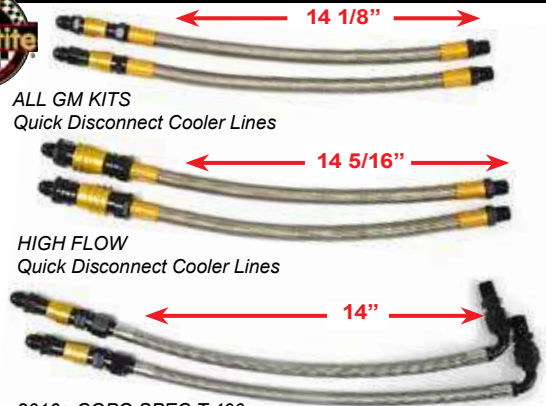
QUICK DISCONNECT KIT , 1/4" NPT - SERIES 2000 925170

HIGH FLOW QUICK DISCONNECT KIT FOR ALL TRANS WITH LP ABOVE 200 PSI , 1/4" NPT - SERIES 3000 925175
Will work with lower line pressure units & up to 300 psi

QUICK DISCONNECT KIT FOR COPO SPEC T-400 1/4" NPT 90° -6 HOSE TO STRAIGHT - SERIES 2000 925180

DUST COVER PLUG, 2000 SERIES 960005
DUST COVER PLUG, 3000 SERIES 960006

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



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



APPLICATION	FITTING SIZE	PART #
PG, OEM CASE	1/8 NPT MALE TO - 6 AN MALE	960001
PG AND T-400 ATI SUPERCASE	1/4 NPT MALE TO - 6 AN MALE	960002
T-350, T-400, 700R4 & MOST 4L60E <i>Sold in sets of 2 - includes nylon sealing washers.</i>	-6 AN FITTING TO 1/4-18 NPSM PIPE THREADS, STRAIGHT PIPE	925137
	-8 AN FITTING TO 1/4 NPSM PIPE THREADS	925138
T-400	-6 AN CENTER OILING HOSE ASSEMBLY	966100
4L85E	-6 AN TO 9/16-18 O-RING (SET OF 2)	925143
6L80E, 6L90E & 8L90E	ALUM COOLER LINE MANIFOLD ADAPTER WITH (2) -6 AN FITTINGS	925142



Manifold Adapter

Fittings for 4L85E

T400 EXTERNAL COOLING HARDWARE KIT

Complete hardware kit 925190

NEW!

- [A] JIFFY TITE FITTING, MALE SOCKET TO 1/4 NPT, VALVED 925182
- [B] JIFFY TITE FITTING, FEMALE SOCKET TO 1/4 NPT, VALVED 925181
- [C] QUICK CONNECT PLUG, 3000 SERIES 960006
- [D] 90° MALE ELBOW - 6 AN , 1/2 NPT 960123
- [E] JIFFY TITE RUBBER CAP, MALE COUPLER 925183

COOLER INSTALL KIT

Includes 10 feet of transmission cooler hose and all hardware for ATI Coolers with Integral Fans 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.

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



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

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
4L80 SHIFTER - AIR, MANUAL, 4-SPEED FWD PATTERN	800140
4L80 SHIFTER - AIR, 4-SPEED FORWARD PATTERN	800140A
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 (LEVER UP)	800138
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN	800118
T-400 SHIFT BRACKET, 3-SPEED REV PATTERN, CN	800128



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!

"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!

"MUSHROOM", COIL CORD 940022

[D] BIONDO RACING - ADJUSTABLE "TERMINATOR"

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

"TERMINATOR" 940023



TECH TIP

Proper Shifter Adjustment Make it perfect!

This procedure is as important as adding fluid or tightening your converter bolts. Make sure the shifter is mounted where it will stay and the cable run and secured where it will stay. If it moves when you shift, you won't get consistent shifts.

Some aftermarket shift levers/shafts require a locating washer to center the shift lever arm on the shaft. The lever swings in an arc. If it is higher or lower, the arc will NOT be correct, changing the amount of travel and not allowing the internal detents to line up and put the manual valve in the correct location.

Get a baseline setting in 1st or 2nd gear. Adjust the large nuts at the bracket on the cable for big changes. Use the small nuts on the cable end for final adjustment. Check that the pin pulls out of the lever freely in each gear. Check this going FORWARD and BACKWARD through the gears and repeat it twice before you say the job is done.

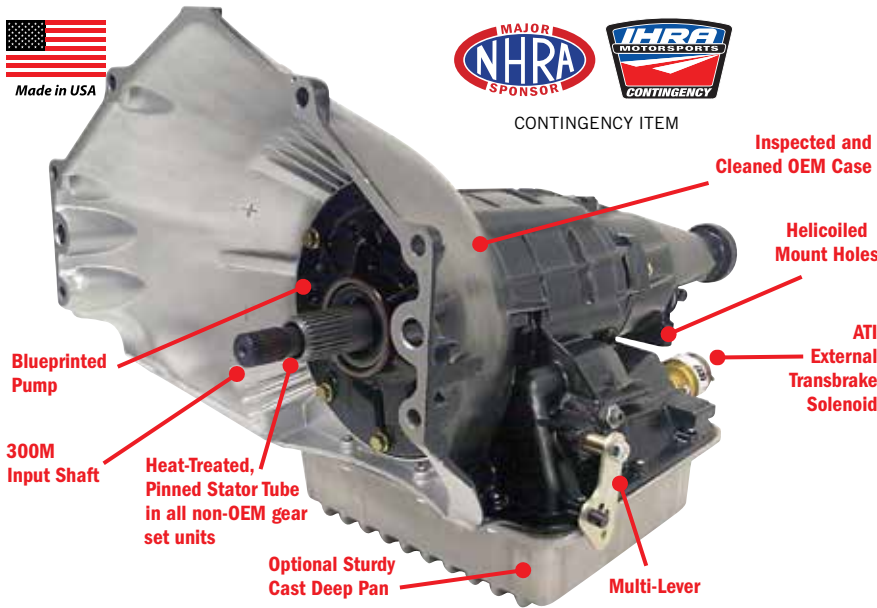
Anything less than perfect in all forward gears, rev, and clean neutral if equipped, IS NOT GOOD ENOUGH. You do not race in park, so be very careful that your race car will not unintentionally roll.

Some of the supplied hardware with different shifters WILL require cutting, bending, twisting and/or modifying to get a straight and level shot at the transmission lever. Do it right, do it once, check it often! The #1 cause of premature transmission failure is THE SHIFTER ADJUSTMENT. #2 is low fluid, and #3 is driver error... just in case you were wondering.

Powerglide Transmissions



CONTINGENCY ITEM



Blueprinted Pump

300M Input Shaft

Heat-Treated, Pinned Stator Tube in all non-OEM gear set units

Optional Sturdy Cast Deep Pan

Inspected and Cleaned OEM Case

Helicoiled Mount Holes

ATI External Transbrake Solenoid

Multi-Lever

ATI Powerglides come with

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

Most get

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



NEW 1.82 BASED BILLET ALUMINUM CARRIER

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)

FOOTBRAKE TRANSMISSIONS



Includes:

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

200150 (1.82 / 550 HP)

200110 (1.76 / 600 HP)

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

TRANSBRAKE UNITS WITH STRAIGHT CUT GEAR SETS



Use at own risk up to 1000 HP!

Includes:

- 9310 Straight Cut Gear Set
- Precision Balanced HD New Carrier with 4340 Output
- Compu-Flow Forward Manual Transbrake
- Heavy Duty 300M Input Shaft -PG or Turbo Spline
- 7 Clutch High Gear Pack
- 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)



TECH-TIP

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

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

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

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

ATI SuperCase® Transmissions

Straight Cut ProGlides

For 750 to 1500 HP Builds

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



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

EXTREME DUTY GEARS

200658SC	28" (1.58 / 1500 HP)
200664SC	28" (1.64 / 1500 HP)
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 Cut ProGlides

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)



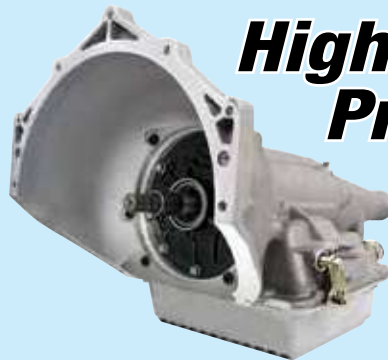
IAN HILL'S "GREY AREA"

Smackdown 1
Ontario Grudge Wars
275 Street Champion

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

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

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

201444	28" w/1.64 Vasco gears
201445	28" w/1.58 Vasco gears

MOST POPULAR

NEW!

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

**Lightweight package available!
See page 43.**

ProGlide Transmissions Options

AVAILABLE PROGLIDE® OPTIONS

SUPERCASE BELL PACKAGES (Includes bell, flexplate, 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
SB Ford, 5.0L Coyote	202815
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
POPULAR OPTION! Roller Bearing Extension Housing	200031
Spherical Tailhousing on Shorty	207850
POPULAR OPTION! 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 Aluminum Clutch Hub (Use w/ 200150 only)	207210
SCS-30 Cooling System	925000
Wide Super Band	205291
Wide Super Band, red	205292
Alum 7 Clutch Drum with steel insert, includes red band	205652 / 205310
POPULAR OPTION! Pro Style Safety Rev. Transbrake	203050
BEST OPTION! "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® Anchor-Tight Direct Mount Stick, short	206492
Lokar® Anchor-Tight Firewall Stick	206483
Energy Suspension Mount	206621
POPULAR OPTION! Transmission Can	206611



AMANDA BOICESCO - SUPER COMP DRAGSTER
2017 Mid-Atlantic .90 Association Super Comp Champion
2017 NHRA Division 1 Win at Richmond, VA
2016 NHRA National Event Super Comp Winner - Reading, PA
ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper

Upgrade Your Transmission with a Lightweight Package!

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

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

Includes:

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



Billet Aluminum Carrier



Light Moroso Pan with Skid Plate



Lightened Governor Support



Lightened Billet Aluminum Servo Cover

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



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

Superglide 4 Lock Up

SUPERGLIDE® 2

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

Includes:

- 1.64 or 1.80 Vasco Gear Set
- Precision-balanced, new 4340 Carrier and Output Shaft
- Exclusive 30 Spline Clutch Hub and Input Sun Gear
- 1" Ringless Vasco Input Shaft
- ATI SFI 4.1 /30.1 SuperCase & 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

1.80 Vasco Gears

20145228" 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
- Wicked Quick Billet Aluminum Valve Body
- Billet Aluminum Twin Seal Servo and Cover with Gapless Rings
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Integral Fluid Catch Can
- High Flow 727 Dacron Filter System
- -6 AN fittings, standard
- Multi Lever to fit various shifters
- Billet Aluminum Roller Governor Support
- Bearing in case for Output Shaft
- Heavy Duty Extension Housing with snap ringed bearing and seal
- Case to Bell Stud Kit

SUPERGLIDE 4

1.82 Vasco Gears

20145428" Std length 201464.....18" Shorty

1.62 Vasco Gears -

20145528" 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

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

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

Bell Spacers for the Superglide 4 Lock-Up:

- | | |
|----------------------|---------|
| • Chevy, .500" thick | 200004A |
| • Chevy, .625" thick | 200004B |
| • Chevy, .875" thick | 200004C |
| • Chevy, 1.00" thick | 200004D |

Upgrade your transmission with a Lightweight Package! See page 43

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.

ATI SuperCase® & Components



3 piece design!

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 BB Bell.....	11
Chevy Bell.....	8	Mod Motor Bell.....	8.9
HD Chevy Bell.....	11.5	5.0L Coyote 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
Mopar SB Bell.....	11	Toyota.....	10.4

SUPERCASES®

WITH CHEVROLET BELL	200011
WITH BB MOPAR BELL, 6 BOLT *	200017-6
WITH BB MOPAR BELL, 8 BOLT *	200017-8
WITH SB MOPAR BELL *	200024
WITH SB MOPAR BELL, 5.7 / 6.1L HEMI	200027
WITH SB FORD/157 FLEXPLATE BELL **	200019
WITH SB FORD/164 FLEXPLATE BELL **	200022
WITH BB FORD/164 FLEXPLATE BELL INTERNALLY BALANCED	200026IN
WITH BB FORD/164 FLEXPLATE BELL EXTERNALLY BALANCED *	200026EX
WITH FORD MOD MOTOR /5.0L COYOTE BELL	200008
WITH TOYOTA SUPRA BELL	200029

OPTIONAL SCS-30 INSTALLED ON S/CASE 925000
 SUPERCASE®, RACE-READY WITH CHEVY BELL& SCS 30 SYSTEM 200009

SUPERCASE® ONLY (W/LINER BUT NO BELL) 200013

SUPERCASE ONLY W/BEARING INSTALLED 200013B

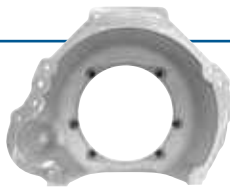
* Includes SFI internal balance flexplate, crank adapter and bolts.

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

SFI BELLS



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



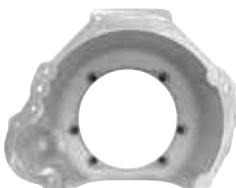
SB FORD/157 FLEXPLATE BELL
200018



FORD MOD MOTOR / 5.0L COYOTE
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
BB FORD, 164T INT BAL.....	202813
BB FORD, 164T EXT BAL.....	202814
FORD, MOD MOTOR.....	202812
FORD 5.0L COYOTE.....	202815
TOYOTA SUPRA.....	202820

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



For SuperCase crank adapters, adapter plates and hardware available - pg 46.

ATI SuperCase® / Extension Housings

SUPERCASE COMPONENTS

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

EXTENSION HOUSINGS

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



Extension Housing with Snap Ring, Bearing and Seal 200031

Extension Housing without Snap Ring for Seal 200033

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

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

18" EXTENSION HOUSINGS

PG 18" WITH BEARING 200039

PG 18" WITH T-400 OUTPUT AND BEARING INCLUDES HARDWARE 200040T

Uses standard OD output yoke



NEW!

PG SFI 30.1 DIRECT FIT BELLHOUSING™



CHEVY BELL - BOLT-ON	200045
CHEVY BELL - DIRECT FIT	200045A
BELL GASKET	200045G

SHORTY EXTENSION HOUSING WITH SPHERICAL BEARING

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.

207850

BILLET ALUMINUM GOVERNOR SUPPORTS

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



Lightweight Billet Aluminum Governor Support

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 Pumps ~ Stator Tubes

SUPER PUMPS

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

SUPER PUMP, OEM WITH BEARING AND RINGS	205032
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

Super Pump
(.721 Gears)



Front Pump
(.551 Gears)



BLUEPRINTED FRONT PUMPS

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

WITH COOLER

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

Rings installed for 207148 & 207159AV Super Shafts only!

100% new parts available

PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT	
SEALS STATOR TUBE TO BODY (5 PIECES).....	205036
SUPER PUMP BOLT & WASHER KIT	205037
SUPER PUMP TEFLON RING	35500
TEFLON RINGS FOR OEM FRONT PUMP (SET OF 2)	205025
<i>Not for Superglide 4 Super Pump!</i>	
LARGE O-RING, FRONT PUMP TO CASE	205370
OIL RING KIT (SET OF 4 - 2 chrome pump, 2 Teflon input shaft).....	205020
<i>Use for a max of 200 PSI!</i>	

Gasket Set For PG Pump To Case



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 SUPERGLIDE 2 1.00" DIAMETER, VASCO	207159AV
	Replacement shaft for Superglide 2	
12 7/8"	RINGLESS, FOR SUPERGLIDE 4 1 3/16" DIAMETER	207169

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 8 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: *Based on 1.125" diameter material*

4340 steel
300M
Vasco



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, 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



Teflon Ring



Bushing #207350

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.

Bands ~ Clutch Packs

BANDS

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 3/8" WIDER THAN STOCK!	205291
ATI SUPER BAND RED LINED FOR ALUMINUM DRUMS 3/8" WIDER THAN STOCK!	205292

BAND ADJUSTING SCREW WITH JAM NUT

205313



HEAVY DUTY BAND APPLY STRUT

205312



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

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

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

**All brand
new part!**



TECH TIP

CRITICAL LOW GEAR BAND ADJUSTMENT

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

For 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.

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

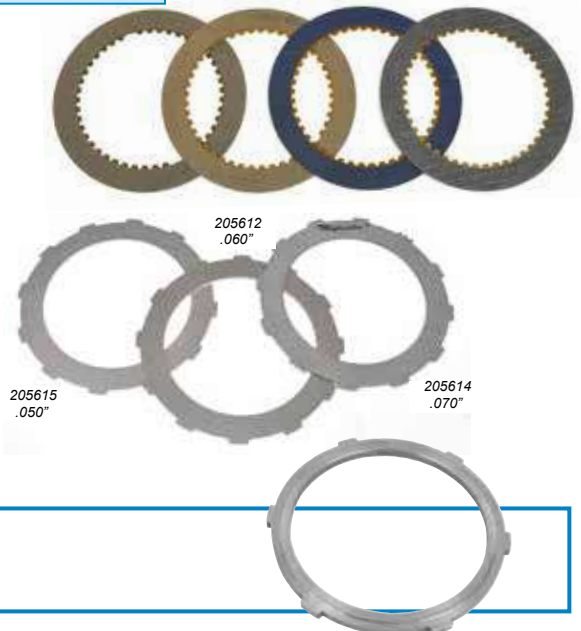
REVERSE

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



NEW!

BILLET STEEL REVERSE PRESSURE PLATES

205831

Clutch Drums and Hubs ~ Servos

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, 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
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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



.7 lbs lighter than stock!

Steel Drum only with Check Ball & Teflon Bushing Pt # 207015



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

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.

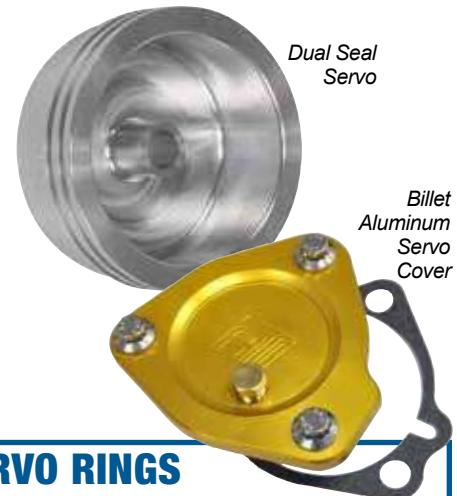
TWIN SEAL SERVO AND BILLET SERVO COVERS

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

SERVO PISTON <i>With regulator rings, gasket, o-ring,</i>	205322
SERVO W/GAPLESS TWIN RINGS INSTALLED <i>With gasket, o-ring, gapless servo rings</i>	205318
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 Includes gasket, o-ring, plug and ARP bolts	205325
ARP STAINLESS BOLTS FOR SERVO COVER, 3/8-16 x 3/4", 12 PT	951454



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
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SCS-30 Cooling System

Let your ATI trans cool itself!

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

**NOW AVAILABLE
FOR TRANSMISSION
BUILDER INSTALLS!**



U.S. Patent #8,251,851

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 PACKAGES

SCS-30 INSTALLED OPTION 925000

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.



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 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® only 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!



The pump system is completely contained inside the transmission.

Steel & Aluminum Reverse Ring Gears

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



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!

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

For Stock, Super Stock, Comp Eliminator & Circle Track only!

ATI stocks the widest selection of Powerglide Low Gears in the industry. These gears are based on the lightweight OEM 6 cylinder planetaries. Gear ratios include 1.58, 1.68, 1.76, 1.90, 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 hobbled gears using microprocessor-controlled equipment. The tools we use to cut our gears are coated by a Titanium Nitride process that improves tool hardness and allows the tool to remain in "like new" condition. This results in a premium finish on all gears and allows us to hold extremely close tolerances on pitch diameters and helix angles, assuring you the highest quality possible. These Specialty Ratio gear sets are for SB cars only, lightweight cars such as dragsters, or low torque, high RPM combination cars. 283, 327, mild 350 CI motors and lightweight combinations usually fare very well with these ratios. ATI limits HP to 650 as a max with a lightweight car. Stock, Super Stock, Comp, and Bracket Dragsters are all viable applications.



NEW - 1.82 based billet aluminum carrier and heavy duty gun drilled output shaft! This part adds rigidity and strength to your gear set and reduces overall weight by 1/2 lb!

Used ATI gear sets can be updated! Requires the purchase of a 1.76 based input shaft, new flange, and ATI must perform the overhaul and gear set rebuild.

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

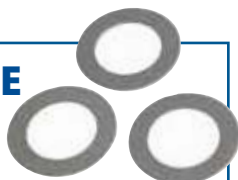


	1.68	1.90	1.94	1.98	2.08	2.18
28" SUPER SET - Helical	203920	203923	203924	203925	203926	---
28" SUPER SET - Straight Cut	---	203933	203934	203935	203936	203937
28" SUPER SET - Straight Cut with aluminum reverse ring gear for 3 reverse clutches	---	203933A	203934A	203935A	203936A	203937A

Precision balancing of heavy duty carriers



POWERGLIDE SHIM KIT



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

205379

SHORTY & OEM GEAR SETS

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

9310 SUPER SET GEARS

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

1.58	---	28"	2000 HP	STRAIGHT CUT	203938
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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
1.74	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
1.80	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
1.62	12 DP	28"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN,T-400 OUTPUT	27 SPLINE	204880VS-LWT
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
1.64	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS-LWT
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 !

Some HP ratings are weight specific!

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

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

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

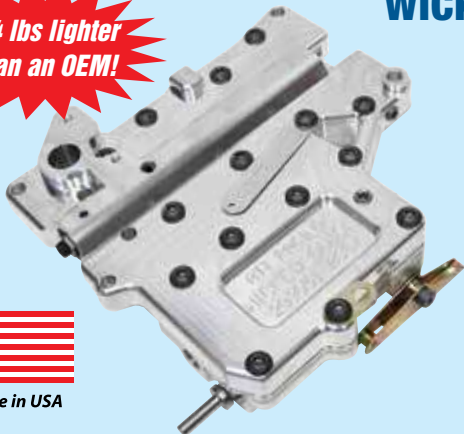
PART # 207836AL

**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!!!

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



Valve Body replacement components are listed on page 55.



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.

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



TRANSBRAKE SOLENOID AMP DRAW INFORMATION*

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

* Data provided by Lingenfelter Performance Engineering

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 - 3/32" HOLE	941011
BRAKE VALVE RETURN SPRING	203450
WIRE CONNECTOR, STANDARD	940330
WIRE CONNECTOR, SHORTY	940340

FOR EXTERNAL TRANSBRAKES - PT # 203250

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, SCREW IN CASE	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
203490

ATI design for valve bodies without boost valve



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 OEM STYLE VALVE BODY
950311T



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

Powerglide Components

REVERSE PISTON SPRINGS

HEAVY DUTY REVERSE PISTON SPRINGS
(SET OF 17)

205750



REVERSE CLUTCH SPRING RETAINER

205756



**A MUST FOR
FASTER TRANSBRAKE
RELEASE!**

NEW!

BUSHING KITS



POWERGLIDE KIT
206400

EXTRA WIDE PG OUTPUT SHAFT
CASE BUSHING
980175

SERVO APPLY TUBE

205350



BAND ADJUSTING SCREW

BAND ADJUSTING SCREW WITH JAM NUT
All new aftermarket replacement!

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



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.

SET OF 6 CLIPS
205761

PARK PAWL

PARK PAWL
205740



PARK PAWL RELEASE SPRING
205746

**All brand
new parts!**

PARK PAWL
ACTUATOR
205741

ROOSTER COMB KIT



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

TRANSMISSION CATCH CAN

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

TRANSMISSION CATCH CAN
206611

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



Powerglide Kits ~ Pans

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, sealing rings, metal clad front pump and tailhousing seals, front pump bushing, all gaskets including special ATI Valve Body gaskets, high temperature lip seals and the filter.

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
<i>NOTE! This kit or any of its individual parts are NOT returnable!</i>	
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

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.



7.15 lbs

CAST ALUMINUM DEEP PAN
203500
Includes filter, gaskets and hardware



4.0 lbs

MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN
203610
Does not include filter or pan gasket

Lightweight!



2.5 lbs

MOROSO ALUMINUM STOCK DEPTH PAN
203611
Does not include filter or pan gasket
PAN GASKET 203550

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



New! SFI 4.1
350 SuperCase

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

ADD a SuperCase and Bell

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

ADD a SuperCase and Bell

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.

Ask about
lightweight internal
components and
options for your
T-350!

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

351470SC SuperCase & Chevy Bell

* 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.

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

351600SC SuperCase & Chevy Bell

* Specify PG or Turbo spline input!

351601 Chevy Case up to 850 HP

351601SC SuperCase & Chevy Bell

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



Lightweight Sun Shell for SLD option

Choose from these options for your T350!

To be installed at time of build

- | | |
|----------|--|
| 305033K1 | Alum. pump half w/coated gears |
| 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* |

* 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 SuperCase®

**COMING BY
SUMMER
2018!**

ATI has again stepped to the forefront for class racers with the introduction of the T-350 SuperCase. After a year of R&D, and another year of design and modeling, the first prototype parts have been started. Just like everything ATI makes, the new SFI Certified T-350 SuperCase is cast in America and machined in-house! The T-350 SuperCase features many upgrades to meet the high performance demands of current racers – from bracket racers on up to late model Factory Stock cars!



**ACCEPTS ALL
CURRENT ATI
BELLS!**

T-350 SuperCase & Chevy Bell	350011
T-350 Case only	350013
T-350 SuperCase & Chevy Bell Band version	350111
T-350 SuperCase (No bell) Band version	350113

- 356-T6 Permanent Mold Aluminum Casting meets SFI 4.1 specs with no internal or external shield needed
- CNC machined valve body passages yield extremely fast transbrake release and quicker shift times
- Increased thickness extension housing and bell flange area to ward off breakage
- Roller bearing for the output shaft and can be machined to accept T400 sized output
- Stronger internal lugs and more material to allow extra machine room for more clutch surfaces
- Custom valve body passages can be made to order for builders with specific requirements
- Cast in place band adjuster material for customers who have non-GM internal components
- Retains OEM Governor housing for auto shift applications

EXTENSION HOUSINGS

EXT. HOUSING, OEM - 6"
351930

EXT. HOUSING WITH BUSHING
351934

EXT. HOUSING WITH ROLLER BEARING
351935

EXT. HOUSING WITH BUSHING AND 400 OUTPUT
351936

EXT. HOUSING WITH BEARING AND 400 OUTPUT
351937



350/400 SFI 30.1 DIRECT FIT BELLHOUSING™

NEW!



CHEVY BELL - BOLT-ON
200044

CHEVY BELL - DIRECT FIT
200044A

BELL GASKET
200044G



Transmission Line Pressure

Line pressure is the oil pressure of your automatic transmission. Just as oil pressure is vital to an engine, line pressure is to a transmission. While increasing clutch count can help you hold more power, eventually you will reach a point where you need to raise line pressure to assist with the holding capacity of the clutches. OEM cases are usually only good for 210 psi. After that, you take the chance of literally splitting the OEM case. That is why ATI's higher HP units are only offered in our SFI approved case. When using the stronger case, you can safely increase your line pressure significantly and achieve more holding power. More line pressure also allows for faster trans brake apply and release as well as firmer, faster shifts.

David Caine
GM / Sales
Technician
Ext. 3043



T-350 Components



New!

Super Pump Half

SUPER PUMP KIT

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

TEFLON PUMP RINGS

TEFLON RING, LARGE 355006
TEFLON RING, SMALL 355007
TEFLON RING KIT 5 PIECE - (3) LARGE, (2) SMALL 355008

BANDS

INTERMEDIATE BAND HD KEVLAR 355530

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

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	355252
T-350 2024 BILLET ALUMINUM FORWARD DRUM	355270
STEEL WITH 300M TURBO SPLINE SHAFT	355259
STEEL WITH 300M PG SPLINE SHAFT	355260

DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682
BILLET ALUMINUM HD 36 ELEMENT SPRAG FOR HIGH HP*	355702
STEEL INNER SLEEVE FOR TEFLON RING USE.	*The most common OEM part to break!

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.

CLUTCHES AND STEELS

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

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!

BUSHING KITS

356400

Aluminum Forward Drum (4.0 lbs.- complete, with input shaft) #355270 **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



Bushing Kits

T-350 Components

2.75 LOW GEAR SETS

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

354040



2.75 Low Gear Set
for T-350

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

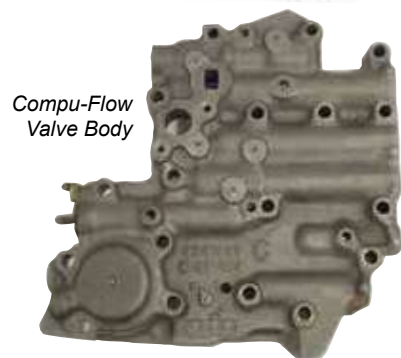
FOR VALVE BODY #353300 353310

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



T-350
Rebuild Kit

ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR 403390

ALUMINUM PLUG WITH O-RING 407010

CHROME OIL RINGS

355000



Chrome
Oil Rings

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

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

Aluminum
Deep Pan

DEEP PANS

ALUMINUM PAN
WITH FILTER EXTENSION 353500
Includes gaskets, filter,
pan gasket and new hardware

STEEL OEM STYLE PAN,
BLACK POWDER-COATED 353504

PAN GASKET 353550

Steel OEM
style Black
Powder
Coated Pan



T-400 Transmissions

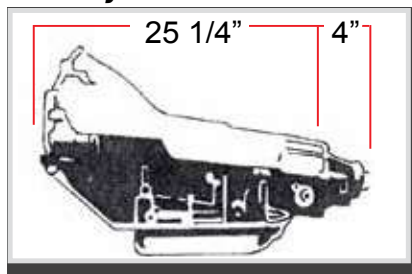
The Turbo Hydramatic 400 is the strongest of the GM 3-speeds. Today its popularity has grown beyond the workhorse reputation the 400 has long had. Bracket racers who want seasons of reliability or ultra high horsepower Pro Mod cars can both rely on the T-400 to deliver!



Make sure to ask about ATI's new SFI 30.1 Direct Fit Bellhousing® on your next stock case build!



CONTINGENCY ITEM



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

STREET STRIP TRANS

Auto Function Valve Body, 600 HP Max

Includes:

- Race Clutches and Steels
- Blue-printed High Flow Front Pump
- ATI Forward Auto Valve Body
- ATI HD Sprag Assembly 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, Reverse Pat
401230 B-P-O Case, Forward Pat

TRANSBRAKE 400

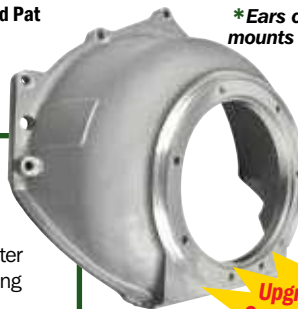
Reverse Manual, Up to 800 HP Max*

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

*Ears cut off - no inspection pan mounts for ease of installation and header clearance.



ATI's SFI 30.1 Direct Fit Bellhousing™

Upgrade your new T400 Supercase build to a larger 1-3/16" Input Shaft for future horsepower requirements! (Requires different converter)

Part #406100

This upgrade includes:

- ✓ Lightweight steel forward drum with 300M 1-3/16" Input Shaft (Part #406002)
- ✓ Aluminum Super Pump with Billet Steel Stator Tube and Adjustable Regulator (#405058)
- ✓ Increased HD Clutch and Steel Count available (8 forward, 8 direct and 5 intermediate)
- ✓ Billet Aluminum Forward and Direct Pistons and Modified Pressure Plate

PRO-400 TRANS

Reverse Manual, Up to 1200 HP

Good for high HP cars up to 3200 lbs.

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-treated Stator Tube, pinned
- Roller Bearings
- ATI Reverse Manual Compu Flow Valve Body
- ATI Severe Duty Alum Direct Drum
- 300M Input Shaft with OEM steel drum
- 300M Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support machined for faster transbrake and bronze support bushing
- 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, pinned
- 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 machined for faster transbrake and bronze support bushing
- 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 -

T-400 Transmissions

COPO CAMARO SPEC T-400

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, 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!

AVAILABLE T-400 OPTIONS

Must be installed at time of build.

HD Center Support w/Bronze Bushing	405471
HD Steel Forward Clutch Hub	405370
HD Steel Forward Clutch Hub	405371
HD Lightweight Steel Forward Clutch Hub	405370LW
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
Save 2 lbs of rotating weight! 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
Roller tailhousing, aftermarket (PG length)	401936
Bolt Together Aluminum Pump	405038
Adjustable Regulator Kit	405183
Lokar Direct Mount Dipstick	406492
Lokar Firewall Mount Dipstick	406493
Trick Stick, Std Length 20" Fed bent	406490
-6 AN Trans Cooler Line Fittings	925137
-8 AN Trans Cooler Line Fittings	925138
Jiffy Tite Cooler Line Kit	925170
POPULAR OPTION! Transmission Catch Can	406611
Polyurethane Transmission Mount	206621
Moroso Deep Sheet Metal Pan	403610
ATI Sheet Metal Deep Pan (Notched)	403612
Deep Aluminum Cast Pan	403500

NEW! TOYOTA SUPRA T-400 PACKAGE

Bolt a T400 transmission directly to your 2JZ!

Add ATI's Toyota Bell Package (Part #202820)



Add the required custom converter (Part #408931)

Want to put a 400 behind that New Gen HEMI?

These transmissions are assembled in ATI's SFI case with an SFI Mopar specific bellhousing!

- Exclusive billet aluminum Severe Duty Direct Drum with 36 element sprag
- Roller bearing tailhousing
- Vasco input and main shaft
- Deep aluminum pan
- LOKAR firewall mount dipstick
- 10 quarts of ATI's 30W Super F synthetic fluid



Attention Hellcat Owners!

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.

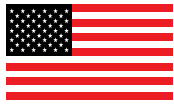
401640* New Gen HEMI Package with ATI Bell

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

3-Speed Max Duty Transmissions



Made in USA



**T400 3-Speed
Outlaw Series**

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)
- ATI Severe Duty 36 element alum direct drum with billet piston
- Vasco intermediate shaft
- 1" Vasco input shaft with new lightweight steel drum & billet piston
- 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

1 3/16" 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

401609SC 2.10 Low/1.40 Second - Straight Cut with SuperCase and Chevy Bell

401607SC 1.95 Low/1.34 Second - Straight Cut with SuperCase and Chevy Bell

401608SC 1.86 Low/1.31 Second - Straight Cut with SuperCase and Chevy Bell

401610SC 1.60 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell

401620SC 1.51 Low/1.26 Second - Straight Cut with SuperCase and Chevy Bell

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 for an additional charge.

MAXIMUM DUTY LOCK - UP TRANS

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!

An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB). Order #406025

- 405058L Lock Up Super Pump Big Shaft with adjustable pressure regulator
- 406002L Input Shaft, 300M Big, Lightweight Stl Fwd Drum w/alum piston
- 406002LV Input Shaft, Vasco Big, Lightweight Stl Fwd Drum w/alum piston
- 406003L Input Shaft, 300M Big, Aluminum Forward Drum w/steel insert
- 406003LV Input Shaft, Vasco Big, Aluminum Forward Drum w/steel insert
- 403172 Lock up Hose and Solenoid Kit

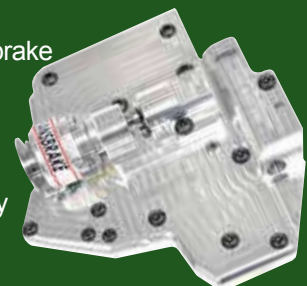
Note: Wicked Quick® Valve Bodies are ready to use/case mods required

**Convert your ATI 400
transmission to Lock Up!**

**Brake in 1st and 2nd -
Choose any Wicked Quick Transbrake
available at no charge on Max Duty units!**

403085
1-2 Reverse Manual Transbrake
PRN 123, No Band Apply

403085CN
1-2 Reverse Transbrake
P(RN)123N, No Band Apply
Clean Neutral



See page 70 for more information.

2-Speed Max Duty Transmissions

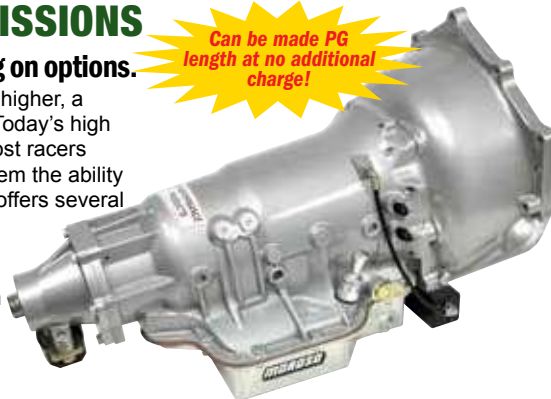
MAXIMUM DUTY 2-SPEED OUTLAW TRANSMISSIONS

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!

- Race Clutches and Steels
- Increased clutch capacity in all positions - UP TO 9 forward, 8 direct and 6 intermediates
- Blueprinted high-flow front pump 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

Can be made PG length at no additional charge!



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

** An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) Order #406025*

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

2-SPEED "SEVERE DUTY" KIT

For high horsepower & 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

CLUTCH PACK SPACER, ONLY
Required when removing intermediate clutch pack
405573

BILLET ALUMINUM CENTER SUPPORT, ONLY
405473



Upgrade any Max Duty unit to a Super Pump & 1-3/16"



TECH TIP

When do I need a 2-Speed 400?

We regularly are asked, "What is the need for a 2-Speed T400?" 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.

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

T-400 Case And 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
200014HD

Supercase , 1" Deep Bell (Lock-Up)
200014+1

Bolt Kit - ATI Bell To Case
950320
6 Bolts, 6 Serrated Washers

Adapter Ring Reid Bell To ATI Supercase
915126

NEW!

350/400 SFI 30.1 DIRECT FIT BELLHOUSING™



CHEVY BELL - BOLT-ON	200044
CHEVY BELL - DIRECT FIT	200044A
BELL GASKET	200044G

EXTENSION HOUSINGS



#401936



#401935

TAILHOUSING W/ ROLLER BEARING
401935

TAILHOUSING W/ ROLLER BEARING
POWERGLIDE LENGTH
401936

EXTENSION HOUSING, BUSHING
NEW OEM REPLACEMENT
401931

Optional T400 SuperCase Bell Packages

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

202800	SB Mopar	202811	SB Ford, 164 tooth
202801	SB Mopar, New Gen HEMI	202811-28	SB Ford, 164T EXT BAL, 28 OZ
202804	SB Mopar, GEN 3 HEMI (Dual starter pockets)	202811-50	SB Ford, 164T EXT BAL, 50 OZ
202802	BB Mopar, 6 Bolt	202812	Ford Mod
202803	BB Mopar, 8 Bolt	202813	BB Ford, 164 tooth, IN
202810	SB Ford, 157 tooth	202814	BB Ford, 164 tooth, EX
202810-28	SB Ford, 157T EXT BAL, 28 OZ	202815	Ford, 5.0L Coyote
202810-50	SB Ford, 157T EXT BAL, 50 OZ	202820	Toyota Supra*

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

T-400 Components

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, & 210 PSI SPRING, BOLTS, WASHERS	405133K
STATOR HALF, OEM SHAFT, NO REGULATOR PARTS	405133
<hr/>	
SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2
STATOR HALF, BIG SHAFT W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153
<hr/>	
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
WITH COOLER AND 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

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

NEW!

300M INTERMEDIATE.....	405971
VASCO INTERMEDIATE*.....	405970V

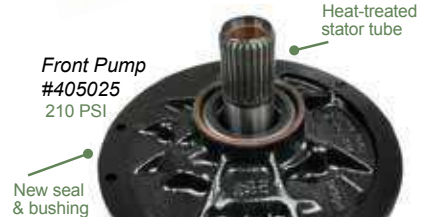
*Carries a 1 year warranty for up to 2000 HP.

ATI Clutch Hub #405370, #405371 or 405371B (for use with a bearing) recommended.



Front and back pump halves available separately!

Adjustable Regulator Kit Components



Front Pump #405025 210 PSI

New seal & bushing

Heat-treated stator tube



Part #406004
5.7 LBS

Part #406001
9.1 LBS



Part #406002V
7.3 LBS

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.

T-400 Components

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 FWD DRUM TO FORWARD CLUTCH HUB
405053
- BEARING, DIRECT DRUM
405701

DIRECT PRESSURE PLATE

Billet steel for increased strength, performance and durability
405660

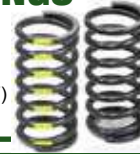
NEW!

100% made in-house!



RELEASE SPRINGS

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



THRUST WASHER

Front planet to rear planet, 4 tang metal.

405055



NEW!

FORWARD & DIRECT SPRING RETAINER

- 405134
SNAP RING FOR #405134
956102



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!



Shown: Complete Drum Assembly Kit Part #407058

407056

Includes:

- 6 Direct Clutches
- 4 Clutch Intermediate Pack (#405430)*
- Holds up to 8 direct clutches with .060 steels

WITH BILLET OUTER SLEEVE

407058

Includes:

- A Billet Steel Outer Sleeve
- 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 Clutches
- 5 Intermediate Clutches

- * Also Available: 3 CLUTCH INTERMEDIATE PACK 405420
- 5 CLUTCH INTERMEDIATE PACK 405431
- 6 CLUTCH INTERMEDIATE PACK 405432



HIGH GEAR DIRECT DRUMS



ALUMINUM DIRECT DRUMS

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

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 PISTON, CLUTCHES OR STEELS INSTALLED)
405681

T-400 Components

TRANSMISSION BANDS

Heavy Duty Band



OEM Intermediate High Energy Band

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

CLUTCH PACKS

Replace those worn out or damaged clutch packs with a set of high quality clutches, frictions, steels!



DIRECT

8 FRICTIONS	8 STEELS	405633
7 FRICTIONS	7 STEELS	405634

♦ Requires part #405370L.

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

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) (HIGHENERGY)	.081"	405301H

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

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
INTERMEDIATE STEEL (OEM SIZE)	.100"	405411

ALUMINUM REACTION CARRIER

CARRIER ONLY (NO GEARS)

407070

800 HP MAX
INCLUDES BAND
404020



#407070 Shown with #405810 red heavy duty band (sold separately)

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 PC. SPLIT	407252
SNAP RING FOR UNDER CENTER SUPPORT	405574

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!



2.10 LOW GEAR SET, HELICAL	Installed in a steel carrier, 1500 HP MAX
404081	
2.75 LOW GEAR SET, HELICAL	1000 HP MAX
404088	
2.75 LOW GEAR SET, STRAIGHT, 6 PINION	
404275	
2.48 OUTPUT CARRIER HELICAL, 5 PINION	
404001	
2.48 REACTION CARRIER, HELICAL, 5 PINION	
404101C	
1.48 REACTION CARRIER, HELICAL, 5 PINION	
404101	



T-400 Components



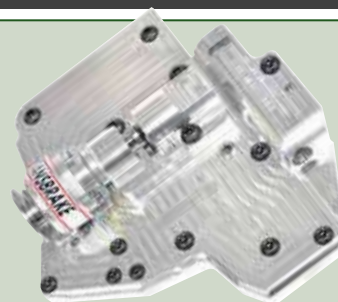
Don't be fooled by cheap, copies of ATI's T400 Valve Body being sold at warehouses! Buy American-made quality!

WICKED QUICK® BILLET ALUMINUM TRANSBRAKE VALVE BODIES

Shift Direction	Shift Pattern	Low Band Apply	Transbrake Function	Clean Neutral	Part #
REVERSE MANUAL	PRN123	NO	1ST ONLY	NO	403091
	PRN123	NO	1ST & 2ND	NO	403085
	P(RN)123N	NO	1ST & 2ND	YES	403085CN
	P(RN)123N	YES	1ST ONLY	YES	403091CN
	PRN123	YES	1ST ONLY	NO	403087
FORWARD	PRN32 2-SPEED ONLY	NO	1ST & 2ND	YES	403086

See page 40 for available shifters.

- Direct bolt-on replacement
- Fully 5 Axis CNC-machined
- Ultra fast fluid release brake
- Minimum flow restriction passages



COMPONENTS

SOLENOID ASSEMBLY Assembled & ready to use!	403099
(Inc. solenoid, adapter, valve spring, valve block)	
SOLENOID, NO ADAPTER, WITH NUTS	941030M
SOLENOID WITH ADAPTER	403480
SEPARATOR PLATE	403092
GASKETS (Require 2 gaskets per valve body)	403222.

BILLET ALUMINUM VALVE BODY FOR STOCK ELIMINATOR

NO TRANSBRAKE!

SAFETY REVERSE MANUAL, CLEAN NEUTRAL P(RN)123N WITH BAND APPLY

403062CN



E-QUICK™ ELECTRONIC SHIFT BILLET ALUMINUM VALVE BODIES



Great for racers who can't use an air shifter and need computer controlled shifting!

- Reverse manual, PRN123
- For high performance applications with Low Gear Band Apply
- Provides repeatable computer controlled error free shifting for consistent performance every run (Controller not required.)

REV. MAN. VALVE BODY

403070

2-piece design

300M 2-PIECE OUTPUT SHAFTS

These new heavy duty output shafts feature a 2-piece design with an extended bearing surface. They are gun-drilled to save weight with no governor or speedometer support. A "must have" for your T-400 when high horsepower meets heavy weight or rear gear is numerically low.

STD LENGTH, 6"	406025
PG LENGTH	406025P
4X4 LENGTH, 6.250"	406025S
4X4 LENGTH, 5.250"	406025SS

* No speedo or governor supported!

COMPU-FLOW® VALVE BODIES



COMPU-FLOW TRANSBRAKES

REVERSE MANUAL, OEM BASED (INTERNAL STYLE SOLENOID) No engine braking in low	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.

STEEL, FWD AUTOMATIC, OEM BASED	403100
---------------------------------	--------

MANUAL VALVE BODIES Full manual gear selection.

REVERSE MANUAL, OEM BASED No engine braking <i>Not recommended for street use!</i>	403200
STEEL, FWD MANUAL, OEM BASED Engine braking in low and 2nd gear	403300

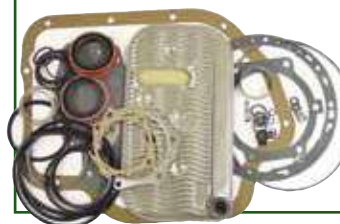
*Valve body to case years

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.

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

T-400 Accessories

See pages 37-40 for additional accessories

COMPONENTS

SPRAG, LOW / REVERSE - ROLLER TYPE ('66 & UP)	405350
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500
INNER RACE (MUST BE USED WITH PART #405500) <i>Must be ground or hard-turned to size after installation concentric to the ring bore.</i>	405520
34 ELEMENT OUTER RACE, ALL ROLLER & ELEMENT, OEM	405530
CHROME OIL RINGS (SET OF 5)	405000
TEFLON RING, PUMP & CENTER SUPPORT (<i>sold individually</i>)	405006
BUSHING KIT (SET OF 8)	406400
COOLER PRESSURE DUMP HOSE & SOLENOID KIT <i>For use with ATI Aluminum Valve Body</i>	403182

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.



[A] PARK PAWL, BILLET STEEL	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

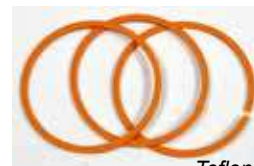
TRANSMISSION CATCH CAN

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



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

Heavy Duty Race



Teflon Rings

Now available in bulk packaging!

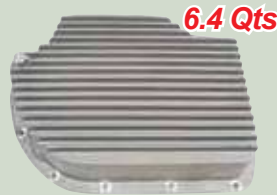


SHIFT SHAFT KITS

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)
202101 UNIVERSAL SHIFTER LEVER ARM

DEEP PANS



Cast Aluminum Deep Pan #403500



Deep Sheet Metal Pan #403610

5.9 Qts



ATI Notched Deep Pan #403612

Notched for additional cross member clearance!

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.

ATI NOTCHED DEEP PAN	(3.75 LBS)	403612
DEEP SHEET METAL PAN	(4.45 LBS)	403610
CAST ALUMINUM DEEP PAN	(8.40 LBS)	403500
PAN GASKET		403550
COMETIC PAN GASKET		403551

FILTER TUBE KITS

Relocates a Mopar filter to the rear of a 400 transmission pan to ensure your picking up fluid under acceleration

FILTER TUBE KIT, STEEL (1.1 Lbs - tube only)
Includes o-rings, filter & screws
403614

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

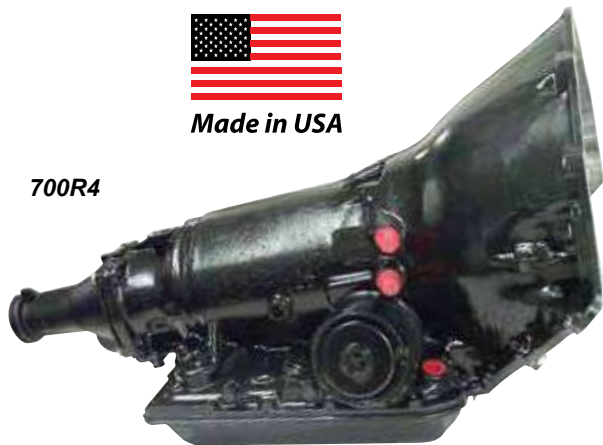


700R4 / 4L65E / 4L85E Transmissions



Made in USA

700R4



The 700R4, GM's first automatic overdrive transmission, was produced in 1982. This popular transmission and its later cousins, the 4L65E and 8L65E are built with quality ATI components to handle the abuse of competition!

Gearing

Example: 4.10 rear gear, 26" tall tire=2400 RPM @ 65

700R4 / 4L65E	4L85E
1st..... 3:08	1st..... 2:48
2nd..... 1:65	2nd..... 1:48
3rd 1:1	3rd 1:1
4th69:1	4th74:1

4L65E WITH ATI FORD BELL



TRANSMISSION PACKAGES

700R4

STREET/STRIP (450 HP MAX!)	701000
COMP - FULL MANUAL, REVERSE PATTERN WITH LOCK UP	701200

4L65E

STREET ROD PACKAGE (550 HP MAX!)	701803
STREET ROD PACKAGE (550 HP) WITH TRANS CONTROLLER	701804

4L85E

(Optional 2.10 low gear, 6 pinion, straight cut gears for over 1500

STREET ROD PACKAGE (700 HP MAX!)	701805
STREET ROD PACKAGE (700 HP) WITH 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) WITH TRANS CONTROLLER ♦	701808
♦ For carb applications, must use #705501 tps sensor unit	
STREET/STRIP PACKAGE (1500 HP MAX!)	701817
STREET/STRIP PACKAGE (1500 HP) WITH PCS SHIFT CONTROLLER	701818

4L85E



**See page 75 for more info on Street Rod Packages. No core charge, crate included.*

EXTENSION HOUSING WITH ROLLER BEARING

NEW!

FOR 4L80 AND 4L85
701935

Only works with ATI 300M Output Shaft (#705241)

4L85E with ATI Ford Mod Motor Bell



700R4 / 4L65E / 4L85E Components

ADAPTER RINGS FOR ATI BELLS

ADAPTER RING - ATI BELL TO 4L80E / 4L85E, <i>Case & pump machine work required!</i>	915137
ADAPTER RING - ATI BELL TO <u>4L65E</u>	915139

SHAFTS

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

Makes the 4L80 trans the same length as a T-400 so the trans can be swapped while still using the same drive shaft!

4L80E/ 4L85E PARTS

TEFLON RING KIT, 1991 AND UP	703507
<i>Kit contains 17 assorted rings including 2 types for center supports to be used as needed for the application.</i>	
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	407655
<i>Can be used in earlier models and T-400 if used with #405455</i>	
FILTER, 4L80E	703506
OVERHAUL KIT, GASKETS AND SEALS, 4L80E/ 4L85E	706510
OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP	405455
<i>Can be used in earlier models and T-400 if used with #407655</i>	

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 <i>(These kits do not include servo!)</i>	703213

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

700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE	702050
TV CABLE CORRECTOR FOR HOLLEY CARBURETOR	702040

COMPU FLOW VALVE BODY FOR 700R4

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

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.

HEAVY DUTY SUN GEAR SHELL	705040
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Due to the nature of this component, ATI recommends it be replaced on every rebuild!

8L90E FILTER

OEM FILTER REPLACEMENT	704560
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Adapter Ring for ATI Bell to 4L65E



Teflon Ring Kit

4th Gear Super Servo Part #705035



Heavy Duty Sun Gear Shell

700R4 / 4L65E / 4L85E Components

The latest breakthrough in electronic overdrive transmission control!

No laptop required!



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

Complete control at your finger tips!



"Simple Shift" Trans Controller & Carb Kit

Laptop required!



Transmission Control Unit

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 CATCH CAN - 4L80E / 4L85E

Bolts to front of transmission pan. 707611



Catch Can

DEEP PANS

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN	703500
4L80E / 4L85E DEEP PAN, CAST ALUMINUM	703505
4L80E & 4L85E DEEP PAN, MOROSO SHEET METAL	703525
<i>Includes external tube and hardware</i>	
REPLACEMENT PAN GASKET FOR #703500	703510
REPLACEMENT PAN GASKET FOR #703505 AND 703525, FIBER	703515



10.75 LBS

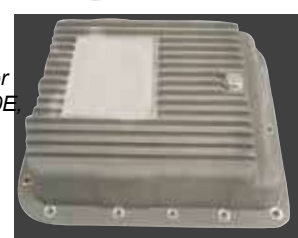
Deep Pan for 4L80E / 4L85E



Moroso Deep Sheet Metal Pan for 4L85E

5.10 LBS

New!



Deep Pan for 700R4, 4L60E, 4L65E

Street Rod Packages



◆ 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.

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	

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	

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	

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!

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

◆ 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

◆ 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!

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.

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.



Made in USA



J.C. BEATTIE, JR. - FS/C NHRA Stock Eliminator - 9.315 @144MPH at 3250 lbs
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.

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
GOVERNOR SUPPORT HOUSING W/BEARING

725821
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

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

FRICION - FORWARD SMOOTH (TAN) .065" (1) 725201

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

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

TF-904

FRICION - FORWARD, SMOOTH (GRAY) .065" (1) 905201

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

FRICION - 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

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.



Torqueflite Valve Body

OVERHAUL & REBUILD KITS

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



Rebuild Kit

RINGS-SEALS-GASKETS - COMPONENTS

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



Rings

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

Bushing Kit



DEEP ALUMINUM TRANSMISSION PAN AND PAN GASKETS

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

TF-904, PAN GASKET 903550

TF-727, PAN GASKET 723550



Lightweight Aluminum Moroso Pan

Ford C-4 & C-6 Components



300M!

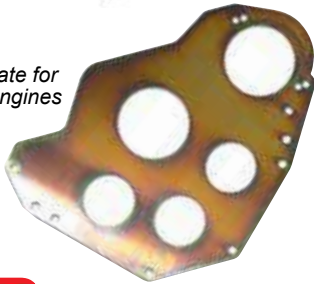
C-4 Shaft



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 645130
EXTENSION HOUSING BUSHING, C-6 980200
SPRING AND ROLLER KIT FOR C-4 644100

OVERHAUL KITS

C-6 SERVICE KITS - GASKET & FILTER (1976 -1996) 606359
Except truck and 4 wheel drive

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



TECH TIP

It's an "eighth miler" world now!

Here are some quick and broad guideline equivalents for reference in 1/8th mile to 1/4 mile conversions:

60 FT	1/8 mile ET	1/8 MPH	1/4 mile ET	1/4 MPH
1.50	7.63	89	11.90	114
1.45	7.00	97.50	10.90	124
1.35	6.40	107	9.90	137
1.25	5.70	120	8.90	153
1.15	5.00	135	7.90	172

These numbers are approximate relationships covering a wide variety of applications. For more precise information, ATI's brand new and improved "modern edition" Power Speed calculator is now available. (Page 82).



Charlie Plott
Sales Technician, Ext. 3028

Driven Lubricants ~ Racing Oils

BORN FROM JOE GIBBS RACING
DRIVEN
 DRIVEN TO WIN RACING OIL™

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
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PETROLEUM

JGD – XP4 – 15W50	quart	100506
JGD – XP8 – 5W30	quart	101906

LS30 - FOR HIGH PERFORMANCE LS ENGINES

JGD – LS30 – 5W30	quart	102906
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FR20 - FOR HIGH PERFORMANCE FORD MODULAR ENGINES

JGD – FR20 – 5W20	quart	103006
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HOT ROD PERFORMANCE OILS

PETROLEUM

JGD – HR1 – 15W5	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
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QUALIFYING GEAR OIL

JGD – QUALIFYING	quart	101130
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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
------------------------	-------	--------



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.

	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
QUART BOTTLE, CASE OF 12	10010-12



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 five degree choices.



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



TECH TIP

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.