

# **ATI** PERFORMANCE PRODUCTS

IN MEMORY OF JIM BEATTIE

## 2016 WINTER CATALOG



WHERE ATI BEGAN LEARNING THE FINE ART OF HARNESSING HORSEPOWER



**SFI 29.1 & 29.2  
FLEXPLATES**



**RACING  
TRANSMISSIONS**



**OUTLAW®  
CONVERTERS**



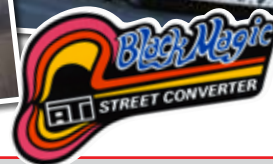
**SUPER F®  
TRANS FLUID**



**SUPER  
DAMPERS®**

# Remembering Jim Beattie

1941 - 2015



ATI's Founder and President, Jim Beattie, was a mechanical genius with a love of cars from an early age. There was nothing that Jim couldn't make go faster. From the airplanes he flew to the "tuned up" golf cart he used on the farm, Jim liked to go fast.

After Jim got out of the Navy, he opened Automatic Transmissions, Inc., a modest, general rebuilding shop in Silver Spring, Maryland. With Jim at the helm, ATI has grown into one of the dominant, high performance manufacturers in the industry today. Because of his innovative knowledge, ATI now produces a multitude of high performance components used all over the world. He holds over a dozen U.S. Government patents with others still pending. One of those patents is for the Torsional Super Damper which is literally found on every NASCAR competitor's engine.

In the early 1970s, Jim built and campaigned the ATI Black Magic Fuel Funny Car, one of the most iconic racers of its day. It was the first funny car to ever win a National Event the first season out and Black Magic's paint scheme is still being copied to this day. Thirty-five years later, Black Magic still gets fan mail.

Jim lived life on his own terms and always said exactly what was on his mind. It was that straightforward manner that endeared him to so many of his friends and colleagues. He always had time to work with the people he employed, shared his vast technical knowledge with racers and was always there to help a friend in need.

He loved his family and adored his grandchildren. He is survived by his wife of 39 years, brothers, children, grandchildren, a great-grandchild, an adoring and hard working staff at ATI and a multitude of friends. He will be missed by so many but his legacy of using cutting edge technology to produce state-of-the-art products for racers will live on with his son at the helm.

Thanks for everything, Jim. We'll miss you.

*"I am so sad to hear this. Jim has long been a favorite person in my life and I've always enjoyed the time I spent with him, whether in person, on the phone or even by email (and I'm going to miss his emails). He loved life, loved what he did and loved his family. It is hard to imagine a more "can do" attitude than Jim had and I always found that attitude infectious. It is good to hear that at the end he was with family in the comfort of his home."* TK

*"As you go through life you meet a lot of people but sometimes you meet a person that you simply bond with and I felt that way with Jim."* BJ

*"I'll miss seeing my old friend. He was a straight shooter and told you like it was and I admired him for that."* LD

*"I know he's in a better place right now and feeling no pain. I'm sure Jim is up there redesigning and making heaven a better place for all of us when we get there. And knowing him, he will re-engineer anything he gets his hands on. He was a book of knowledge and kept his customers a step up on the competition. Thankfully he wasn't afraid to share his knowledge and pass on 'most' of what he knew!"* MR

*"Jim was a great man and was always good to me. He was the first person in racing that saw some potential in me and I will never forget that."* CR

*"Sad beyond belief. But also thankful for all the wisdom, knowledge, direction and smiles that came over the years. I feel that Jenkins and others are showing Jim what they've been working on lately, he'll know all of them up there."* CP

*"I'll never forget Jim and the great successes that he generated at ATI. He leaves behind a great legacy in the sport of drag racing and he'll be greatly missed."* CO

*"Having met and spent time with Jim, he knew how to live his life to the fullest. His heart was filled with passion for not only his family but his employees and their families. Jim was a great man and a good story teller."* MT



*"RIP Jim, and thanks for all those times you helped me and would drop what you were doing just to make sure I made it to the track for the next race. God Speed."* RH

**New  
from ATI!**



**Heavy Duty 300M  
Output Shafts  
for the T400  
Page 66**



**T-400  
Park Pawl**

**T-400  
Park  
Actuator  
Rod**



**T-400  
Rooster Comb**

**T-400  
Park Pawl  
Hold Down**



**Super Damper for  
Dodge Hell Cat  
10% Overdrive  
Page 19**

**Hard to find Small Parts  
for your next T-400  
transmission build  
Page 68**

## ***Where to find it***

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# Super Dampers®



When NASCAR lines up a 40+ car field to start a 500 mile race, each car will record about 3.3 million cycles on the engine. That's a total of 132 million engine cycles for practice and competition for all 40 cars.

If you have ever watched the in-car monitors on TV, each car comes off the corners at about 6500 to 7000 RPM. They then accelerate down the straight away to 9500 - 9800 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 2 extremely hard 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 in this or any other NASCAR race car.

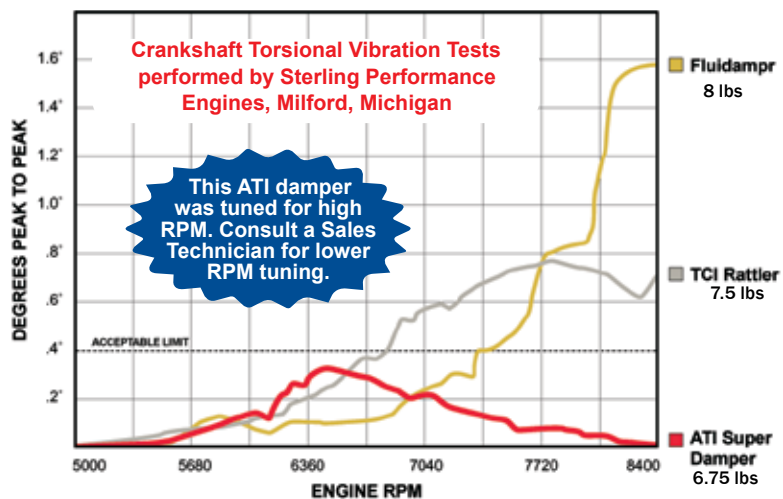
If you enjoy buying crankshafts, use the competition's damper. If you plan to will your crankshaft to your grandson, use an ATI Super Damper! Initially, an ATI Super Damper will cost a bit more, but engine protection and repair prevention make the difference in cost negligible. If one damper fails, or worse yet, a crankshaft or other engine part breaks, the difference you pay for ATI quality becomes moot.

## ATI's Super Damper is...

- Standard equipment on engines from companies like Hendrick Motorsports, ECRT, Roush-Yates Racing, Penske, and every NASCAR engine.
- Found on Mopar 392s and GM's 572 crate, 427 Anniversary and 350, 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.

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

## Crankshaft torsional vibration measurements



The data represented in this graph is the result of testing performed at Sterling Performance Engines in Milford, Michigan. Jim Gamache, President of Sterling, manned the controls of his Superflow 901 dyno and performed a series of closely controlled tests. Roush Anatrol was contracted to measure torsional crank twist on the SB Chevrolet. Each dyno pull was monitored, graphed and documented by two Roush Anatrol engineers.

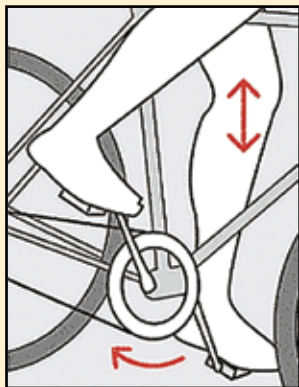
# Crankshaft Vibration Dampers: 101

by JC Beattie Jr. April 2013

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

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

The pistons and components travel up and down, to the top of the cylinder and then back to the bottom: one cycle drive, one cycle driving. Think about that motion within an engine: something has to be off the centerline of the crankshaft so that as the crankshaft

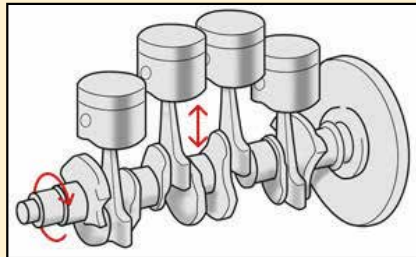


turns one revolution, a piston is pushed to the top and then pulled to the bottom. If this is a power stroke, where fuel is compressed and combusted, that piston is then forced downward. That is what actually produces your power.

Think about riding a bicycle and the way you pedal the bike to move. The pedals themselves are like the pistons and the rod between the pedal and the

crank sprocket is just like your connecting rods. The pedal arms have to be off the centerline of the crank in order for you to make a circle with the pedals and move your bike forward. Your crankshaft and pistons can be viewed in the same light. Because something has to be off the centerline of the crankshaft in order to function, the leverage of that connection to the crank is very high. That is why the crankshaft will twist as the system is forced to rotate when the engine is fired.

While your engine is running, some pistons are being pushed downward on a power stroke, some are being pulled down by the crankshaft, and some are being pushed upward by the crankshaft. Now envision this entire system happening 8,000+ times per minute! Even further, all of these different actions are happening to the same piece of metal - the crankshaft. These actions make the shaft twist in one direction away from its natural home location, and when it tries to come back to that home location, its momentum makes it travel past its original location and farther in the other direction.



The measured magnitude of that action is called "Degrees of Twist - Peak to Peak" or crankshaft twist. This is what I measure when I am damper testing. It is this action that breaks parts and robs you of horsepower when there is nothing to counteract and eliminate the twist. In

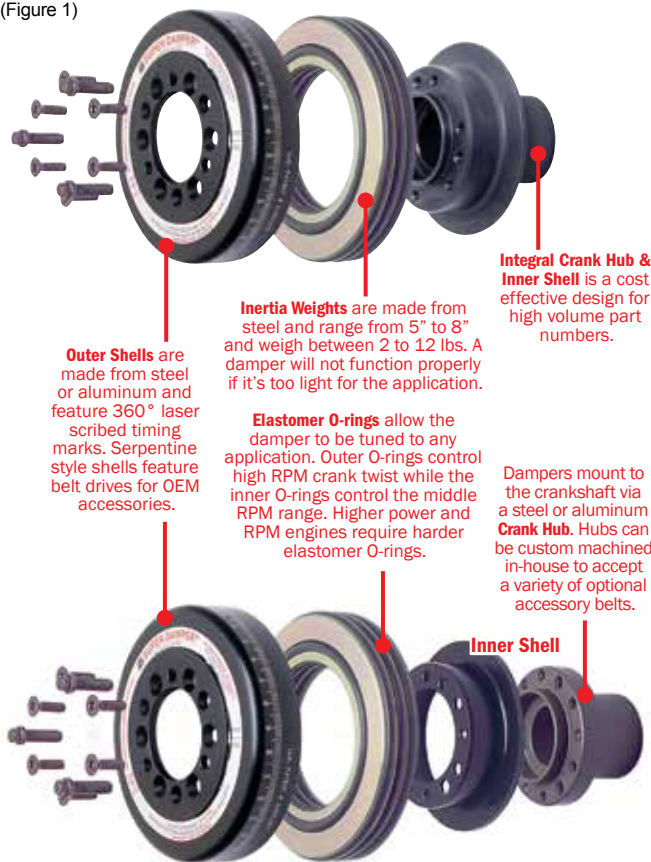
this system, the worst torsional vibrations, or twist, will always occur at the farthest point from the greatest load, or the heaviest mass. A torsional twist is defined as a twist without a bend. If you get too much of this twist, you will have a bend and this will cause engine and/or crank failures. Think about twisting a piece of rope over and over; you can make one or two revolutions and nothing happens. After that it starts to get a wave in it, and then as you twist more, the rope will pull your hands closer together.

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

# There's a Super Damper for you!

## ATI manufactures two main types of Super Dampers

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



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

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

This type of damper is made for our "higher volume" part numbers in 3-ring, 1.5" width mainly in 5.5", 6", 7" and 8" diameter assemblies. Most of the new 5" dampers utilize this design due to space constraints in the design and fitment of 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.

ATI's 8" Super Dampers are excellent for 565 CID and above engines. General Motors uses them as OEM equipment on their 572 crate engines and the Big Inch builders use them exclusively on their monsters. The 7" dampers have been used on big engines successfully for 15 years. The 6" units are 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. Additionally, most of these dampers have been professionally tuned to the builder's combination through torsional instrumentation.

Assembly	Hub / Inner Shell #	Diameter	Balance
917780	916951	7"	SB Internal
917781	916951	6 3/8"	SB Internal
917788	916952	7"	SB Internal
917080	916070-2	7"	SB External
917060	916890	7"	BB Internal
917064	916891	7"	BB Internal, 6 bolt Chevy
917062	916890	8"	BB Internal
917740	916120-2	7"	BB External

### Type 2: Dampers with a separate 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 one 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!

Assembly	Hub #	Diameter	Application
917288	916753	5.5"	2.2 L Ecotec, 12% UD
918848	916349	5.5"	LS1/LS2 25% Under Drive
918476	916342	5.5"	Honda "B"
918477	916029	5.5"	Honda K20
918599	916063	5.5"	Nissan RB26 R32
918598	916063	5.5"	Nissan RB26 R33-34
918582	916066	5.5"	Nissan SR20
918525	916068	5.5"	Toyota Supra 3.0

## ATI offers counterbored hubs that accept drive mandrels



Typical SBC OEM style flat faced hub



Hundreds of applications with counterbored hub to accept common drive mandrels



◀ **ATI has a variety of Mandrels designed for use with Dry Sump Systems. See page 24 or consult your Sales Technician.**



# Damper Info You Need to Know

## 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.

## LASER ENGRAVED TIMING MARKS

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



## 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



Mitsubishi EVO  
Integral Cam Drive  
#916025

All custom hubs and dampers require an initial engineering fee which will count as a non-refundable deposit and be applied toward the final invoice price of the custom piece. Pricing will vary depending upon the complexity of the application. Approximately 8 – 12 weeks are required to manufacture the hub or complete custom Super Damper. This time can vary greatly on the time of year, however we will always try to beat the estimate for the customer. If you are in need of a special damper or hub not listed in this catalog.

## MICRO SLEEVES FOR ALUMINUM HUBS

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

## PULLEY MOUNTING

Most units have 3 Chevrolet mounting holes: 3/8-16 on a 3.200" bolt circle for pulley mounting except OEM Chrysler, OEM 3 bolt Fords and 4 bolt Fords. Most crank hubs have a protruding diameter to locate the OEM pulley.

### Protruding diameters:

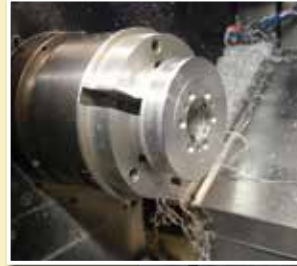
Buick, all.....2.119"  
Chrysler .....2.250"  
Ford FE & 385.....2.179"  
Pontiac V8 .....2.455"

### Pulley mounts:

Chevrolet....3.200" ....3 Bolt  
Ford .....3.300" ....3 Bolt  
Ford .....3.300" ....4 Bolt  
Chrysler.....2.810" ....6 Bolt

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.

**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!**



CNC machining of aluminum shells at the ATI facility



Super Dampers in stock - ready to ship

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

## 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 and SFI recertification. Extra replacement parts are available at warehouse pricing.

## OPTIONS

For a chrome damper (available for steel and many aluminum applications), order part #918500 along with the appropriate damper part number.



Chrome Damper Option

# 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)

	STEEL SHELLS			ALUMINUM SHELLS				CRANKSHAFT HUB PART NUMBER			
	8.074"	7.074"	6.325"	7.074"		6.325"		STEEL	ALUM	1 PC HUB & INNER SHELL	
MAXIMUM OUTER DIAMETER ▶	8.074"	7.074"	6.325"	3 RING		2 RING	3 RG	2 RG			
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			
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>											
CHEVROLET FRONT [1]	917007	917010	918940	917030	918850	917020	917070	917050			
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009							AVG. WEIGHT 2.4 LBS	AVG. WEIGHT 85 LBS	
		917011	918942							---	
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>											
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE		917781			917210	917480	91732	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
			917789								916952
USE w /JESSEL BELT DRIVE [5]				917232	917233	917234	917236			916092	
USE w /HILBOURNE FUEL INJ. [3]		917251	917252				917257		916540		
SB V8 1.483" CRANK	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel	917777	917776	917211	917212	917213	917215	91721	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		917225		917228	91722		916043K		
		917062								916890	
V8 BIG BLOCK	STANDARD OEM FRONT		917065	917061	917300	917301		918700	916010		
			917060		917310	917311	917290	918720		916080	
	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K							916890	
	STANDARD OEM FRONT Undersized hub -1.5940" bore	917060U								916890U	
V6 60"	STD OEM FRONT [16]						917190		916170		
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT STOCK DIAMETER									918425 [15]	916009	
CHEVROLET 409 [8]										916951	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>											
V8 SB 400		917080							HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT		917740							916071-2	916070-2	
									916122-2	916120-2	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT 2nd 1/4" keyway at 180 from std		917740K							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.

**6**

Footnotes for specialized damper info.

- [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.
- [3] Hub is 1" longer than standard.
- [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.

### 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					CRANKSHAFT HUB PART NUMBER			
	8.074"	7.074"	6.325"	7.074"		2 RING	3 RG	2 RG	STEEL	ALUM	1 PC HUB & INNER SHELL	
AVERAGE TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	11.00 LBS 7.70 LBS	8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.90 LBS 2.40 LBS	2.20 LBS 1.97 LBS				
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>												
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	918942									
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>												
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE		917785	917782	917220	917221	917200	917410	917260	916040		
							917210	917480	917320		916090	
				917781								916951
			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
			917789								916952	
USE w /JESEL BELT DRIVE [5]				917232	917233	917234	917236			916092		
USE w/ HILBOURNE FUEL INJ. [3]			917252					917257		916540		
SB V8 1.51" 1.483" CRANK	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel		917777	917776	917211	917212	917213	917215	917216	916045 [13]		
								917325	917326		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	917261	916043		
	STD FRONT USE w/DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]		917783K					917228	917229		916093	
V8 BIG BLOCK	STANDARD OEM FRONT	917062									916890	
			917065	917061	917300	917301		918700		916010		
					917310	917311	917290	918720			916080	
			917060								916890	
	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K								916890K	
	STANDARD OEM FRONT Undersized hub -1.5940" bore		917060U								916890U	
V6 60°	STD OEM FRONT [16]							917190		916170		
	CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER						918425 [15]				916009	
	CHEVROLET 409 [8]			917781							916951	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL	
V8 SB 400		917080								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		917740K									916122-2K	

- [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.
- [3] Hub is 1" longer than standard.
- [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.
- [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.

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





# 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**

		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		HUBS [2]		
		STEEL	ALUMINUM				6 GROOVE SERP	OEM OD	10% UD	STEEL	ALUM
		7.530"	7.480"	6.780"	5.670"					AVG WT 2.9 LBS	AVG WT 1.4 LBS
MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶		9.75 LBS	7.30 LBS	4.5 LBS	---						
LS1 F BODY '98-'02 CAMARO FIREBIRD LS1/LS2 V BODY '04-'06 GTO	OEM DIAMETERS WITH A/C PULLEY	917242				917015	916734		916031		
			917264			917073					
	OEM DIAMETERS with NO A/C PULLEY		917302			917073			916031		
	10% UD w/ A/C PULLEY			917276 [5,7]		917071-44		916732	916031		
	10% UD WITHOUT A/C PULLEY			917277 [5,7]		917071-44			916031		
				917243 [5,7]						916035	
	SERPENTINE DRY SUMP 60% UNDER DRIVE PULLEY NO A/C PULLEY [3]		917238			917073			916037		
				917239 [5]		917071-44			916037		
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918845 [8,10]			916179	916347		
	25% UD - ACCESSORIES NO A/C PULLEY				918844 [8,10]				916347		
OEM w/8MM HTD x 25 TEETH		918852 [8]			917073			916037A [3]			
10% UD WITH 8MM HTD 25 TOOTH DRY SUMP PULLEY				918855	917071			916037A			
Y BODY CORVETTE LS1 '97-'04 C5 LS2 '05-'07 C6 LS3 '08-'13 C6 LS6 '01-'04 C5 Z06 G8/L76 '04-'07 NEW "SS"	OEM DIAM. W A/C PULLEY	917246 [6]				917015CSX	916734		916032M3		
			917266 [6]			917074CS					
	OEM DIAMETER NO A/C PULLEY		917303			917073CS			916032M3		
	10% UD WITH A/C PULLEY			917278 [1,5,6]		917071CS-44X		916732	916032M3		
	10% UD W/O A/C PULLEY			917279 [1,5,6]		917071CS-44			916032M3		
				917247 [1,5,6]						916036	
	SERPENTINE DRY SUMP 60% UD PULLEY NO A/C PULLEY		917267 [6]			917073CS			916033		
						917073CS				916038	
	10% UD WITH 8MM HTD 28 TOOTH DRY SUMP PULLEY			917289		917071CS			916033A		
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918848 [11]				916349		
25% UD - ACCESSORIES 60% UD PULLEY				918849			916179	916351			
25% UD - ACCESSORIES NO A/C PULLEY				918847				916349			
LS1/LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)							916045 [9]	916099 [9]	

- [1] Req. shorter serpentine belt. Goodyear #4060785 for accessories & #4040405 for AC.
- [2] All hubs have 3/16 key @ std SB 10° location.
- [3] Steel hub #916037A has 8mm, 25 tooth HTD belt drive instead of serpentine.
- [5] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.
- [6] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper & are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub.

- [7] Belts: A/C #4040390 ~ Accessories #4060775.
- [8] Requires 1.25" longer crank bolt (included).
- [9] 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.
- [10] Requires shorter belts: Gates #K060760 - 6 rib, #K040378 - 4 rib.
- [11] Requires shorter belts: Gates #K060775 - 6 rib, Goodyear #K040405- 4 rib, 25040353 - AC.



**New!**

**#917315**  
**LT4 Super Damper**  
with 5% OD Pulley

## 2014+ LT1 & LT4

	DAMPER ASSEMBLY WITH HUB	6 GROOVE SHELL ASSEMBLY	HUBS
	ALUMINUM		STEEL
MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	7.480" 7.30 LBS		AVG. WT. 2.9 LBS
2014+ LT1 CORVETTE STINGRAY [1] 2016 CTS-V LT4 DRY SUMP	917315 [2]	917137	916164
2014+ LT1 CORVETTE STINGRAY [1] 2016 CTS-V LT4 WET SUMP	917314 [3]		916154

- [1] Requires a supercharger pulley (sold separately):  
ProCharger to C7- LT1, Dry Sump 916163  
LT1-LT4 Dry Sump, 5% OD 916163-5  
LT1-LT4 Dry Sump, 10% OD 916163-10  
LT1-LT4 Dry Sump, 15% OD 916163-15  
LT1-LT4 Dry Sump, 20% OD SK1040-B5 made to order  
Pulley bolts included with pulley.

- [2] Includes #951500 crank bolt.
- [3] Includes #951499 crank bolt.

# GM Serpentine Dampers®

## LS7 - LS9 Y BODY CORVETTE 2015 Z28 CAMARO

		DAMPER ASSEMBLY WITH HUB					SHELL ASSY LESS HUB	HUBS [1]
		ALUMINUM						
		8.530"	7.530"	7.480"	7.650"	6.730"		
MAX OUTER DIAM ▶		8.530"	7.530"	7.480"	7.650"	6.730"	---	STEEL
AVERAGE WEIGHT ▶		11.50 LBS	6.75 LBS	9.00 LBS		4.5 LBS		
LS7 Y BODY	8 RIB W/ 4 RIB A/C PULLEY				918620 [2]		917049	916058
OEM SIZE [4]	8 RIB NO A/C PULLEY			918620N			917049N	916058
LS7 Y BODY 10% U/D [4]	8 RIB 10% UD, OEM DIAM. A/C PULLEY			918620U [2]			917049U	916058U
	8 RIB 10% UD, NO A/C PULLEY					918620UN	917049UN	916058U
LS9 Y BODY	ZR1 VETTE, OEM DIAM.		918634 [2]				917097	916107
	ZR1 VETTE, 14% OD [3]	918624 [2]					917093	916107
LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB See chart below for more options.				918639			917073	916431



#918624  
LS9 ZR1 Corvette 14%  
Overdrive

[1] All hubs have 3/16 key @ std SB 10° location. Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 groove, steel) #917018 (7 1/2" diameter, 10 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum).

[2] Non-removable A/C pulley - OEM diameter. Accessory drive is 6.610" and 10% underdrive.

[3] Contact Lingenfelter for belt and more information.

[4] 2011 LS3 Corvette Grand Sport coupes with manual transmission come equipped with a dry sump system, so an LS7 damper is required.

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

		DAMPER ASSEMBLY WITH HUB			SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		HUBS [1]		
		ALUMINUM				6 GROOVE SERP	OEM OD	10% UD	STEEL	
		7.480"	7.074"	6.780"					AVG WT	2.9 LBS
MAX OUTER DIAM ▶		7.480"	7.074"	6.780"	6 GROOVE SERP	OEM OD	10% UD	AVG WT	2.9 LBS	
AVERAGE WEIGHT ▶		7.9 LBS	---	4.5 LBS						
Z BODY LS3 2010+ CAMARO [5]	OEM DIAMETERS WITH A/C PULLEY	918628			917073	916734B		916430M		
	10% UD w/ A/C PULLEY [2]			918629	917071	916734B		916430M		
Z BODY, LSA 2012+ ZL-1 CAMARO 2009 - 2015 CADILLAC CTS-V LSA [4]		918854			917092	916734		916032M3		
DRIVE PULLEYS										
Z BODY V6 2010+ CAMARO [3]	OEM DIAMETER		918636		917099	916115		916114		
	OEM DIAMETER, 10% UD		918637		917099	916116		916114		
	OEM DIAMETER, 25% UD		918638		917099	916117		916114		



#918628  
LS3 Z Body 2010+ Camaro  
OEM Size



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

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

[2] Only OEM A/C pulley size available for LS3 Camaro.

NAPA belt #s 25060827, 25040353AC.

[3] Includes timing cover seal (#973136) and seal installer (#916113).

[4] No supercharger pulley supplied. Must choose #916105 (5% OD) or #916106 (10% OD).

[5] For dampers requiring an LS7 / LS9 dry sump with 2010+ Camaro accessories drives, see chart below.

## GM LS BASED COPO CRATE ENGINES

2012 - 2015 OEM Supplied	DAMPER PART #	SHELL ASSY W/O HUB	A/C PULLEY	STEEL HUB
327, 350 Z BODY SUPERCHARGED 7.95" OD ALUMINUM	918327	917135	916732	916430MK (Dual Key)
350, 396, 427 Z BODY NAT. ASPIRATED 7.48" OD ALUMINUM	918427 [1]	917073 [2]	916732	916430M



2012 327 CI with 2.9L  
Whipple COPO Engine

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

[2] For 7.53" outer diameter and 60 durometer o-rings, order shell assembly #917073-60.

## 2010+ Z Body Camaro & Gen 3 Vortec Truck accessory location on an LS7 with OEM length crank snout **Does not work with 2014+ Z28!** Call us for more information on these new applications!

Step 1 - Start with Hub #916431

Step 2 - Choose your serpentine drive:

SERPENTINE DRIVE	CORRESPONDING PT #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
SK286Q	LS7 DRY SUMP W/2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286R	LS7 WET SUMP W/2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286S	LS7 WET SUMP - LONG SNOOT
SK128H6	LS9 WET SUMP - LONG SNOOT



# GM Serpentine Dampers

## 1992-1996 LT1 - LT4 - LT5



#917268  
LT1 / LT4 F Body

MAX OUTER DIAM ▶  
AVERAGE WEIGHT ▶

B BODY	LT1 IMPALA CAPRICE [8] [9]
F BODY	LT1 - LT4 [1] [5]
CAMARO FIREBIRD	
Y BODY	LT1 - LT4 [1] [5]
CORVETTE	

DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	HUBS [3]	
STEEL	ALUMINUM		STEEL		ALUM	
7.425"	7.480"	7.074"	6.780"	6 GROOVE SERP	2.9 LBS	1.4 LBS
9.75 LBS	6.75 LBS	---	4.5 LBS			
			917327	917071-44	916049A [4]	
	917270			917015	916047A [2,4,6]	
		917268		917073	916047A [2,4,6]	
			917271 [7]	917071-44	916047A [2,4,6]	
			917272 [7]	917071-44		916095
	917274 [10]			917015	916096A [2,4]	
		917269 [10]		917073	916096A [2,4]	
			917275	917071-44	916096A [2,4]	

- [1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or '96 & up Corvette engine retractor wheel; discard spacer provided.  
 [2] For hubs with a 6 hole bolt pattern and 2.25 seal, use hub #916048B for F body and 916096B for Y body.  
 [3] All hubs have 3/16 key @ std SB 10° location. Note: 8 groove & 10 rib shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 rib, steel) #917018 (7 1/2" diam., 10 rib, steel) #917075 (6 3/4" diam., 8 rib, alum.)  
 [4] Hubs are made of heat-treated alloy steel.  
 [5] Washer #953070 is required with LT1 hubs and is shipped with dampers.  
 [6] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub # 916048A.  
 [7] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625.  
 [8] Due to variations in GM's production, the spacer provided may or may not be needed on your application.  
 [9] Damper is 10% UD from OEM. Use belt #4060630.  
 [10] 1992 & 1993 models may need a longer belt.



#917286  
LS1 K Body with AC Pulley

## GEN 3 VORTEC TRUCK, SSR & TRAILBLAZER LS1/LS2

GEN 3 VORTEC TRUCK INCLUDES 4.6 / 5.3 / 6.0 L TRUCK SSR ('03 & UP) LS1 & LS2 TRAILBLAZER SS ('06 & UP) LS2 6 RIB WITH 4 RIB A/C PULLEY	DAMPER ASSEMBLY WITH HUB	SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 RIB SERP OEM OUTER DIAMETER	HUB [1]
	STEEL			STEEL
	7.425" OUTER DIAMETER 9.75 LBS	6 RIB SERP	OEM OUTER DIAMETER	2.9 LBS
	917286 [2]	917015	916734B	916430M

- [1] All hubs have 3/16 key @ std SB 10° location. Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 groove, steel) #917018 (7 1/2" diameter, 10 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum).  
 [2] All 2010+ 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.)

## GM ECOTEC

GM Ecotec  
Super Damper



OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	DAMPER ASSEMBLY WITH HUB		HUBS	
	ALUMINUM		STEEL	STEEL W/ INNER SHELL
	6.776"	5.670"	2.9 LBS	
	4.5 LBS	---		
4 CYLINDER 2.2L / 2.4L ECOTEC [1]	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. Does not fit a 2.0L SC Ecotec.  
 [2] 12% UD from stock; not for over 800 HP on the street, 6 groove only.

## CADILLAC CTS-V LS2/LS6 & LSA

Blower pulleys NOT included.

OUTER DIAMETER ▶	DAMPER ASSEMBLY WITH HUB		AC PULLEY	HUBS
	LIGHTWEIGHT ALUMINUM			STEEL
	7.480"	6.780"		
'04-'07 CTS-V LS2/LS6 OEM DIAMETER	917266 [2]		916734	916032M3
'04-'07 CTS-V LS2/LS6 10% UD		917278 [3]	916732	916032M3
2009 - 2015 CADILLAC CTS-V LSA	918854 [1]		916734	916032M3

- [1] No supercharger pulley supplied. (See below.)  
 [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 Part # 375K4 for AC pulley and Gates Part # K060806, 6 rib for accessory drive.

### Supercharger Pulleys

'09 & UP CADILLAC CTS-V, 8 RIB, OEM	916153
'09 & UP CADILLAC CTS-V, 8 RIB, 5% OD	916105
'09 & UP CADILLAC CTS-V, 8 RIB, 10% OD	916106



LSA Cadillac CTS-V  
Super Damper shown  
with #10% OD Pulley



# GM Supercharged Dampers

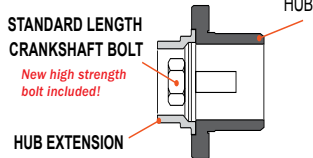
**ATI's Supercharged Series places the incomparable protection of a Super Damper inside the crank blower pulley!**

	STEEL SHELLS		ALUMINUM SHELLS					CRANK HUB	
	7.425"	7.074"	8.250"	8.190"	7.95"	7.480"	7.530"		7.074"
MAXIMUM OD ▶	3 RING		3 RING					STEEL	
AVERAGE TOTAL WEIGHT ▶	---	8.75 LBS	---	---	---	14.00 LBS	---	6.25 LBS	
INERTIA WEIGHT ▶	---	4.50 LBS	---	---	---	4.00 LBS	---	4.50 LBS	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
CHEVY See pgs 14-15 for more options	SB BLOWER WITH 1.246" CRANKSHAFT 2 - 3/16" KEYWAYS [8] ***8 lbs of boost or less only in race apps- Street applications OK to 12 lbs max***		918872E						916133 [1]
	SB BLOWER WITH BBC 1.600" CRANKSHAFT 3/16" & 1/4" KEYWAYS, 180° APART		918873E						916134 [6] [10]
	SB, 6 BOLT 3/8-16 CHEVY FRONT 2 - 3/16" KEYWAYS, 180° APART BB Chevy seal diameter must use #925500 cover		918869						916172
	BB BLOWER DRIVE 3/16" & 1/4" KEYWAYS 180° APART		918871E				918870E		916145 [6]
	BB, 6 BOLT 3/8-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS, 180° APART		917064						916891 [2]
	BB BLOWER DRIVE W/ JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS, 180° APART HUB HAS 24 TOOTH 8MM HTD ACCESS. DRIVE		918874E						916144 [6]
	LS1 / LS2 F BODY CAMARO / FIREBIRD / V BODY GTO 6 BOLT PATTERN FOR BOLT ON BLOWER PULLEY SINGLE 3/16" KEYWAY		918853						916031S
	LS3 Z-BODY 2010+CAMARO & GEN 3 VORTEC TRUCK 6 BOLT PATTERN FOR BOLT-ON BLOWER PULLEY - SINGLE 3/16" KEYWAY						918635		916430M [9]
	LS3 Z BODY CAMARO 2010+ LS1/LS2 C & K BODY TRUCK, SSR, AND TRAILBLAZER SINGLE 3/16" KEYWAY		10 RIB, 8" 6% OD WITH AC			918625			916430M
			10 RIB, 7.7" 4% OD WITH AC				918626		916430M
10 RIB OEM WITH AC						918627	916430M		
LS7 Y BODY, 10 RIB 8" 10% OD - OEM AC PULLEY SINGLE 3/16" KEYWAY			918622					916058	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
CHEVY	BB BLOWER DRIVE 3/16" & 1/4" KEYWAYS 180° APART		917741E					916143	

## BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT



- [1] Use hub part #916136 for 1.246" SB crankshaft with BB seal and Chrysler bolting.
- [2] One piece hub and inner shell.
- [3] Hub #916131A & #916131B have 8mm, 24 tooth HTD belt drive.
- [4] Hubs are made of heat-treated alloy steel.
- [5] 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.)
- [6] For equally spaced OEM holes & ignition trigger, use #916134A.

# Super Pulley®

U.S. PATENT # 7,644,814

## ATI'S SUPERIOR TECHNOLOGY 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!

HOLDING TOOL TO TIGHTEN FRONT BOLT  
918989

MILITEC GREASE  
14 OZ.  
975003  
For use in Super Pulley

### .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

**NEW!**

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



Sprag allows blower to freewheel when throttle is closed.



Accommodates belts up to 70mm wide!

GM Supercharged Dampers

# Supercharged Components



10 Rib Conversion Kit  
for Z Body 2010 Camaro

## 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	

10 RIB SERPENTINE	917348
• OEM – 7.530" Overall Dia, uses shell assy, 917034X	
• 6% OD – 7.950" Overall Dia, uses shell assy, 917091	
• 9% OD – 8.190" Overall Dia, uses shell assy, 917094	

## 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!

## F BODY (LS1)

Includes damper, power steering pulley, alternator pulley, tensioner pulley.

8 RIB SERPENTINE	917346A*
• OEM – 7.425" Overall Dia, uses shell assy, 917025	
• 9% OD – 7.960" Overall Dia, uses shell assy, 917107	
• 13% OD – 8.235" Overall Dia, uses shell assy, 917108	

\* Call ATI for 3/4" power steering pump shaft

## Z BODY 2010+ 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	

## LSX WIDE BELT CONVERSION KITS

Everything you need to convert your stock 6 rib serpentine belt to an 8 or 10 rib! The wider belts give you more belt surface which can create more boost without the slippage.

**Note! Dimensions listed are over-all diameters, not necessarily drive diameters. Consult a Sales Technician for more information.**

★ 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.

## GTO ('04 LS1 AND '05-'06 LS2) ★

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

10 RIB SERPENTINE, 6% OD	917344
• OEM – 7.530" Overall Dia, uses shell assy, 917034X	
• 6% OD – 7.950" Overall Dia, uses shell assy, 917091	
• 9% OD – 8.190" Overall Dia, uses shell assy, 917094	

## SSR ('03 & UP) - LS1 & LS2 & TRAIL BLAZER SS ('06 & UP) - LS2 ★

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

10 RIB SERP., (SPECIFY – OEM, 4% OD, 7% OD)	917337
• 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	



## PULLEY ASSEMBLIES

For 10 - 12 Rib Belts Alum Pulleys that Press Onto Water Pump Shaft



Idler Pulley

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+ LS3 CAMAROS & LS BASED TRUCKS

Replace your standard A/C pulley with an under-drive 3" 4-groove aluminum pulley or a steel 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  
STEEL 8MM HTD DRIVE PULLEY ..... 916166

WHEN ORDERED WITH A SUPER DAMPER

IF ORDERED AS A "PULLEY ONLY" :  
916165  
916166





# Supercharged Components

## SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPLICATIONS

The early small block Chevrolet and the later LT1 and LS1 engines all present problems when supercharging. The original Small Block and the 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 is 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.

### 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 SNOOUT, BB SEAL DIAMETER 6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"*	916134
*Includes 951502 crank bolt.	
TIMING COVER FOR SB CHEVY, WITH BB SEAL, 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**, blower damper hubs have a **2.25 seal diameter** and 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 FOR LT1, F BODY, 6 BOLT, 3.2 BOLT CIRCLE, 4140 HEAT-TREAT	916048B
HUB FOR LT1, Y BODY, 6 BOLT, 3.2 BOLT CIRCLE, 4140 HEAT-TREAT	916096B
TIMING COVER, LT1 (1992-1994) WITH 2.25" SEAL	925510
TIMING COVER, LT1 (1994-1995) WITH 2.25" SEAL	925512
TIMING COVER, LT1 (1996-1997) WITH 2.25" SEAL*	925511
*Customer must supply a core cover	



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



Two-piece hub #916145 BSC snout, Chrysler front, 3/8-24

## BLOWER PULLEYS

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.



### Remembering your damper part number

We often field calls from customers who, whether through the passage of time or due to acquiring a vehicle or engine already equipped with a Super Damper, aren't sure which one they have. Many times, racers will give us a number they found on the unit hoping we can identify the application.

Because Super Dampers are modular, each component (hub, shell, etc.) has its own unique part number which makes up the Super Damper assembly.

When you purchase a new Super Damper, take a moment to write down the assembly part number and put it with the car's records or someplace where you'll remember so you not only have it for your reference, but so you can also pass the info along should you sell your car. You might also jot the part number down with a permanent marker on the Super Damper's face decal where there is some open space. Of course, retaining your invoice and Damper documentation is the ideal solution and highly recommended by ATI.



Chris Rummel  
Sales Technician, Ext. 3032

# Ford Super Dampers®

OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS					CRANKSHAFT HUB PART NUMBER	
	7.074"	6.325"	7.074"		6.325"			STEEL	ALUM
AVERAGE TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	3 RING		3 RING		2 RING	3 RING	2 RING		
	8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.90 LBS 2.40 LBS	3.30 LBS 1.97 LBS		

## DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

CHEVROLET FRONT	917010	918940	917030	918850	917020	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS		
FORD OEM FRONT - 3 BOLT PULLEY	917012	918941	917031		---	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		917523		917661		916560 [10,12]	
	3" C TIMING TAB [1] [6]		917511	917520			917681	917651	916560 [1,10,12]	916570 [1]
	3.35" C TIMING TAB	918022	918023				917680	917650	916563 [1]	916570 [1]
	3.35" C TIMING TAB		918920	918002			918923		916561 [10]	
	4" C TIMING TAB		918929				918927		916564	
	4" B TIMING TAB		918921				918924		916562	
	4" B TIMING TAB [4]		918917	918005			918918		916562G [8]	
V8 "FE" 332 - 428 [3]	918310	918311	918320	918321	918290			916580		
V8 "385" 429 - 460	917620	917621	917630		917600	918780		916610		
V8 "385" 429 - 460 WITH SHORT SNOOT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564					916560G [8]		
Call for other damper assembly part numbers [5]										
PINTO 4 CYLINDER Crank hub has 2 V-belt pulleys						918230 [19]				916920

## EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

V8 SB ALL FORD 28.2 OZ. IN. EXCEPT 1982 AND UP 302 HO (See below)	3" A OR C TIMING TAB [1] [6] [15]		918895 [7]					916560 [1,10,12]	
	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 &, upon request, are supplied with an adapter to locate existing OEM pulleys with a 2.380 thorough bore (#916559).
- [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.
- [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 #918048

## SUPERCHARGED SUPER DAMPERS

AVERAGE TOTAL WEIGHT ▶  
INERTIA WEIGHT ▶

	STEEL SHELLS			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 CYL. 8 GRV - 12%OD	918038 [3]			916572
	V8 MUSTANG ('96 - '04) 4.6 CYL. 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]
	V8 SB '82 - '93 302 HO ONLY 34 OZ IN		918913		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.

## 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.



Ricky Hults  
Sales Technician  
Ext. 3041

## Unreadable outer shells

ATI can not re-mark or re-coat outer shells. If the timing marks have become unreadable, the outer shell would have to be replaced. Remember to keep your damper away from moisture, fluids, and other detrimental elements.

# Ford Super Dampers®

## SERPENTINE APPLICATIONS

MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	DAMPER ASSEMBLY WITH HUB							SHELL ASSEMBLY LESS HUB			HUBS [3]	
	STEEL	ALUMINUM						6 GRV SERP	8 GRV SERP	10 GRV SERP	STEEL 2.9 LBS	STEEL W/ INTEGRAL SHELL
	7.530"	8.120"	8.074"	7.81"	7.48"	6.780"	5.5"					
	9.75 LBS	11.85 LBS	12.00 LBS	---	---	5.5 LBS	7.55 LBS					
MUSTANG GT & COBRA 4.6L '96-'04 [1]	OEM 6 GRV [6] 6 GRV -15% UD 8 GRV					918036		917078			916571	916575M
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 6 GRV -15%UD 8 GRV -12% OD 8 GRV -20% OD					918039		917021			916565 [2]	916575
GT500 COBRA JET MID 2007 - 2012 5.4L	OEM 6 & 10 GRV	918045								917085	916576 [5]	
GT 500 '13-'14 5.8L	OEM 6 & 10 GRV 10% OD OEM 6 & 10 GRV 15% OD			918049						917115	916576 [5]	
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV 8 GRV 8 GRV - 12% OD						918062 [9] 918063 918065		917134 917134 917133		916577 916579 [10] 916578 [10]	
2011+ MUSTANG GT 2013 COBRA JET NATURALLY ASPIRATED 2012-2013 COBRA JET SUPERCHARGED COYOTE 5.0 V8	6 GRV WITH A/C PULLEY 6 GRV W/O AC PULLEY 10 GRV 20% OD WITH A/C PULLEY 10 GRV 20% OD W/O AC PULLEY			918048 [7,11] 918048N		918047 918047N		917104 917104		917109	916124K [8] 916124K [8]	
2014, 2016 COBRA JET SUPERCHARGED 5.0L	WITH A/C PULLEY W/O AC PULLEY			918066 [12] 918066N [12]						917142 917142	916124K 916124K	
GT SUPERCAR, 5.4 L - SUPERCHARGED		918043								917085	916576 [5]	

- [1] Will not work with '03-'04 Cobra factory style supercharger drive pulley. Call for the appropriate damper.
- [2] Washer #954078 is required and included.
- [3] All hubs have 3/16 key @ std SB 10° location.
- [4] NHRA approved for the Super Stock Cobra Jet. Std GT500 will require an 88" belt with a stock diam. blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.
- [5] For a single keyway, use #916576-1.FOR STREET USE ONLY!
- [6] An optional adapter ring and interchangeable blower drive pulleys are available from METCO Motorsports for this damper.

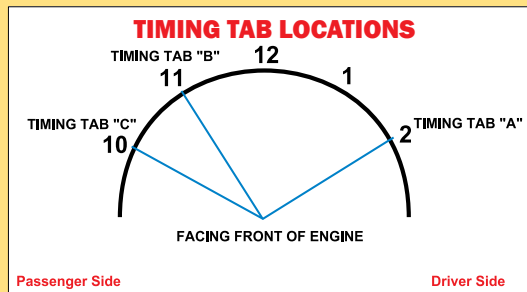
- [7] These dampers will not work with a stock water pump pulley. Must use Ford 10 rib conversion kit to retain stock water pump or an electric pump must be used.
- [8] Hub #916124K has two (2) 3/16" keyways.
- [9] OEM replacement, can be used with a 6 rib belt to the rear.
- [10] Has oversized hub and special seal (#973138).
- [11] This damper does not fit the 2014 Cobra Jet without modifications to the rear of the shell.
- [12] No timing marks.

## Ford Timing Tabs

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

### 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"



\* "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).

**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, & 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 and 918913 which are 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.

### HUBS FOR DANNY BEE BELT DRIVES



ATI's custom crank hubs eliminate the Danny Bee blower pulley and replaces it with a pulley machined into the damper crank hub to eliminate the 1/2 inch that must be removed from the hub for spacing. Available for the standard Ford 1.375" Snout and the Big Block Chevy with the 1.600" snout.

Small Block Ford, 1.375" snout - Danny Bee



# Chrysler Super Dampers®

OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				CRANKSHAFT HUB		
	7.074"		6.325"	7.074"				STEEL	ALUM	
	3 RING	2 RING	3 RING	3 RING		2 RING				
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS			
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS			
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>										
CHEVROLET FRONT	917010		918940	917030	918850	917020				
CHRYSLER OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	---	918440E	918455E	917040E	917041E	AVG. WT.	AVG. WT.	
								2.4 LBS	.85 LBS	
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
V8 A 318 340 360 [2] [5]	CHEVY FRONT	918280		918281				916190		
	OEM FRONT	918282E			917392E	917393E		916191		
VIPER V10 GEN I, II '92 - '02	OEM FRONT						917400E	917401E	916253 [8]	
VIPER V-10 GEN III '03-'06 [9] [10]	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	918431	917380		916200L	
	OEM FRONT	OEM TIMING COVER [11]	917122E [12]			917467E [12,13]	917468E [12,13]	917470E		916661
		A FUEL 2-1/4" KEYWAYS 1 AT TDC DSTM [14]	917123E [14]					917471E		916421
		OEM BB 2-1/4" KEYWAY	917110E [12]			917473E [12,13]	917474E [12,13]			916421L
		OEM TIMING TAB [14]								
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER [11]	917127E [12]			917475E [12,13]	917476E [12,13]			916256 [4]
									916258	
									916663	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
V8 360 '71 - '92 [2]	OEM FRONT							918605E [2]	916249	
V8 360 MAGNUM '93 - UP [2]	OEM FRONT	918604E [2]							916442	
V8 B 400-440 CAST CRANK	OEM FRONT OEM TIMING COVER ONLY	918601E [6]							916663	
V8 B 440 HI PERF. 440 6-PACK	OEM FRONT OEM TIMING COVER ONLY	918602E [6]								

- [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 & retain OE timing mark.
- [3] Customer must cut and reweld the stock timing tab. This damper is OEM location.
- [4] Part # 916256 has .600 counterbore # 916257 has .830 counterbore.
- [5] Aluminum hub OEM front (part #916255) is OK for 2 ring dampers.
- [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.
- [10] For Paxton Supercharger, add part #916266 for new aluminum pulley with 7 rib & 8 rib, 7% OD. Retains OEM 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.
- [14] Part #918442E-99 shell is used. 99 durometer rings are used with driver's side timing.



Viper V-10  
Gen III Super  
Damper  
#917934E



Viper V-10  
Gen III Super  
Damper  
#917931E with  
custom pulley

## SUPERCHARGED APPLICATIONS

OUTER DIAMETER ▶	ALUMINUM SHELL	CRANK HUB
		7.074"
	2 RING	STEEL
AVERAGE TOTAL WEIGHT ▶	5.00 LBS	
INERTIA WEIGHT ▶	3.40 LBS	
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>		
VIPER V-10 GEN I, II 1992 - 2002 [2]	917931E	916260 [1]
VIPER V-10 GEN III 2003 - 2006 [2] [3] [4]	917933E	916264 [1]
VIPER V-10 GEN IV 2008 - 2010, GEN V 2013+ [2] [3]	917935E	916268

- [1] Hub has 2 3/16" wide keys at 180° and requires a #916261M spacer, supplied with the damper.
- [2] For GTS-R, call your Sales Technician.
- [3] Supplied with new lightweight aluminum pulley to retain stock belt location.
- [4] For Paxton Supercharger, add part #916266 for new aluminum pulley with 7 rib and 8 rib, 7% OD. Retains OEM belt location.

# Chrysler Super Dampers®

## SERPENTINE APPS

OUTER DIAMETER ▶	ALUMINUM SHELLS								SHELL ASSY LESS HUB ---	CRANK HUB	
	8.900"	8.184"	7.480"	7.074"	6.780"	6.325"	5.930"	5.670"		STEEL AVG. WT. 2.4 LBS	INTEGRAL HUB & INNER SHELL
	3 RING										
AVERAGE TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	13.0 LBS 4.0 LBS	12.5 LBS 4.0 LBS	9.0 LBS 4.0 LBS	6.25 LBS 4.50 LBS	4.50 LBS 2.40 LBS	3.90 LBS 2.40 LBS	7.55 LBS 2.20 LBS	6.45 LBS 2.20 LBS			
<b>NEW!</b> 2015+ HELLCAT CHALLENGER 6.2L V8 SUPERCHARGED	OEM		918483						918483S	916278	
	10% OD	918485 [8]							918485S	916278	
6.1 L / 6.4 / 392 HEMI STOCK 6 RIB 2005+ [7]	5% OD				918432				917071-55	916652	
	17% OD			918437					917073	916652	
	13% UD							918438 [3,6]	---		916241
5.7L HEMI 2011+ 300C, CHARGER, CHALLENGER, GRAND CHEROKEE, AND DURANGO <b>NEW!</b>					918459				917071	916541	
5.7L HEMI 2009-2010 300C, CHARGER, CHALLENGER, GRAND CHEROKEE, AND COMMANDER	4% OD				918445				917071	916246	
	18% OD			918446					917073	916246	
	15% UD							918447 [3]	---		916245
5.7L HEMI - 2005-2008 300C, CHARGER, GRAND CHEROKEE, AND COMMANDER	10% OD			918436					917073	916247	
	2% UD					918435			917071	916247	
5.7L HEMI TRUCK LENGTH - 8 RIB 2003 - 2008	4% OD			918434 [5]					917044	916248	
	5% UD					918433 [5]			917075	916248	
	15% UD							918439 [1,3]	---		916242
<b>NEW!</b> 5.7 HEMI TRUCK 2009+ - 6 RIB 15% UD	6% OD				918453				917075	916238	
	15% UD				918454				917020	916239	
4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE WITH BOLT-ON PULLEY, OEM (PT# 916236) & 25% UD (PT# 916237)				918429 [4]					918850	916311	
						918428			917070	916311	
2.4L NEON SRT-4 / PT CRUISER DOUBLE 4 RIB OUTER SHELL	7% OD				917469 [2]				918449	916422	

- [1] Requires shorter belt (Goodyear #4070975) 7 groove. [5] These are 8 groove dampers. Your OEM belt is 7 rib. Use the first groove closest to the engine.  
 [2] Use Duralast belt #560K4. Aftermarket belts are 6 rib.  
 [3] Must turn down OD of stock washer to 1.850". [6] Requires shorter belt - Dayco pt # 5060800.  
 [4] Requires a 97.75" long belt - Gates part # K060975. [7] For 6.4 / 392, use 5.7/6.1 OEM or ARP retaining bolts.  
 [8] Adds 3 PSI. Requires grinding the AC bracket for clearance. Use Gates Belt #K100594H (59.4").

## Buick-Pontiac-Olds & AMC Dampers

Super Damper  
OEM Bolt-On for  
Buick Grand National



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS						CRANKSHAFT HUBS	
	7.074"	6.325"	7.750"	7.074"		6.325"		STEEL	STEEL W/ INNER SHELL	
	3 RING		3 RING		2 RING	3 RING	2 RING			
TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	13.00 LBS 2.4 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.90 LBS 2.40 LBS	3.30 LBS 1.97 LBS		
<b>DAMPER ONLY LESS HUB PART NUMBERS</b>										
CHEVROLET FRONT	917010	918940		917030	918850	917020	917070	917050	AVG. WGHT. 2.4 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL	917011	918942								
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360	917940	917941		917950			917920			916270
BUICK V6 & V8 (ALL) EXCEPT 430 & 455	DRY SUMP			918571		918580				916290
	OEM OIL PUMP			918051			918030			916210
BUICK V8 430 - 455 [1]	918160					918171				916230
<b>NEW!</b> BUICK GRAND NATIONAL "T TYPE" GNX '82-'87				917456 [3]						916284
OLDSMOBILE V8 267-455	917830	917831		917840	917841					916760
PONTIAC 4 CYLINDER 151	917780	917781								916951
	917785	917782		917220	917221	917200	917410	917260	916040	
PONTIAC V8	917160	917161		917730	917731	917710			916500	
<b>EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
AMC 360 401	180° OEM WEIGHT			917942						916270
	240° OEM WEIGHT			917943						916270
<b>NEW!</b> BUICK GRAND NATIONAL "T TYPE" GNX '82-'87	917455 [3]									916284
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPERCHARGER PULLEY					918421 [4]					916211
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER, 10% OD				918422						916211
BUICK V6 (231 - 252) [1]	918420									916210
BUICK V8 (265 - 350) [1]	918410									916210
BUICK V8 (430 - 455) [1]	918400									916230
OLDSMOBILE V8 (267 - 455)	918480 [2]									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 and 252 V6 are 1.250" forward of the OEM location.  
 [2] Machining the timing cover may be required for clearance.  
 [3] Includes 6 groove drive pulley #916287.  
 [4] Outer diameter is 7.105". Total weight is 12 lbs. Inertia is 2.40 lbs.

Chrysler ~ Buick-Pontiac-Olds Super Dampers

# Import Super Dampers®

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



HONDA



SUBARU



NISSAN



SCION  
FRS



## NISSAN

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS							CRANKSHAFT HUB		
	7.450"	7.074"		6.78"	6.325"	5.5"	STEEL	STEEL WITH INNER SHELL		
AVERAGE TOTAL WEIGHT ▶	2 RING	3 RING	2 RING	3 RING	2 RING	3 RING			3 RING	
INERTIA WEIGHT ▶	5.25 LBS 3.50 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	4.50 LBS 2.40 LBS	4.30 LBS 2.20 LBS	3.90 LBS 2.40 LBS	3.60 LBS 2.20 LBS		
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>										
CHEVROLET FRONT	---	917030	918850	---	---	---	---	---	AVG. WGT. 2.4 LBS	AVG. WGT. 2.6 LBS
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>										
NISSAN 4 CYLINDER L16, 18, 20							917720		916020	
NISSAN 6 CYLINDER L24, 26, 28 SINGLE V BELT BEHIND DAMPER		917800	917801	917790			918040		916780	
NISSAN RB-26 - RACE ONLY NO ACCESSORY DRIVES		918593					918596		916060	
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	600 HP MAX							917754		916781
	1000 HP MAX				917755					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						916778
V6 VQ37VHR	4.8" 15% U/D 7 RIB PULLEY			918566						916778
NISSAN SR-20 RWD, 4 & 5 GROOVE WITH PS PULLEY STREET APPLICATION								918582 [4]		916066
NISSAN SR20 FWD [3]	RACING APP.		918608							916082
	STREET APP.					918607				
NISSAN KA24 OEM SIZE								917756		916792
NISSAN GTR VR38				918641						916787

[1] 16% UD for power steering, AC, water pump and alternator are all 6%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.

## HONDA - Other applications are available upon request.

MAXIMUM OUTER DIAMETER ▶	ALUMINUM					CRANKSHAFT HUB		
	7.074"	6.780"	6.325"	5.670"	STEEL	ALUM	STEEL WITH INNER SHELL	
AVERAGE TOTAL WEIGHT ▶	2 RING	2 RING	2 RING	3 RING				
INERTIA WEIGHT ▶	5.00 LBS 3.40 LBS	3.75 LBS 2.20 LBS	5.25 LBS 3.50 LBS	3.30 LBS 1.97 LBS	3.60 LBS 2.20 LBS			
<b>DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS</b>								
CHEVROLET FRONT FOR CCW ENGINE ROTATION	917020 CCWP	917000 CCWP		917050		AVG. WGT. 2.4 LBS	AVG. WGT. .85 LBS	AVG. WGT. 2.6 LBS
<b>INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS</b>								
ACURA NSX, 3.0L 600HP MAX					917757			916779
HONDA "B" SERIES CCW MOTOR ROTATION RACE ONLY, ALT DRIVE ONLY	918471 [2]	918470 [2]		918474 [1][2]		916026		
				918475 [1][2]			916028	
OEM HONDA "B" SERIES BOLT-ON SERP PS PULLEY 500 HP OR LESS					918476 [5]			916342
HONDA "D" - 750 HP MAX RACE ONLY/ALT DRIVE ONLY	918456					916129		
HONDA F20 / F22 7% OD - 600HP MAX					918464			916127
HONDA F20 / F22 10% UD [6]	918465					916128		
HONDA H22 (Call for H23)	RACING APPLICATIONS	918469 [4]	918467 [4]			916054M		
	STREET APPLICATIONS - 400HP MAX			918468 [3]		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 for 400 + HP with serpentine drive (call).

[4] Race damper has a smooth outer shell with no belt drives.

[5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.

[6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.



# Import Super Dampers®

## TOYOTA - SCION



Super Damper®  
for Toyota / Scion

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS	ALUMINUM SHELLS			CRANKSHAFT HUB PART NUMBER	
	7.074"	7.074"	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
	3 RING	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	3.75 LBS	8.00 LBS	3.60 LBS		
INERTIA WEIGHT ▶	4.50 LBS	2.20 LBS	3.00 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS						
CHEVROLET FRONT	917010	917000	---	917027	AVG. WGHT 2.4 LBS	AVG. WGHT 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS						
TOYOTA 6 CYLINDER - 5 MG	918450				916030	
TOYOTA 2ZZGE 1.8L 4% OD CELICA GT-S, COROLLA XRS, MATRIX XRS LOTUS - ELISE, EXIGE, 2-ELEVEN & PONTIAC - VIBE GT				918564		916147
SUPRA '87-'92 7M-GE/GTE 3.0 INLINE 6 CYL				918525		916068
SUPRA '94 - '98 JZ80 6 CYL [2] [3]	OEM SPACING, 6 RIB			918562		916023
TOYOTA 4YE	4 CYL 2.2L 20% OD			918563		916024
1GR-FE [1] '03 - UP	RACING APPLICATIONS		918466 [4]			916086
	STREET APPLICATIONS				918479 [5]	916029
SCION 2AZ-FE 2.4 - 2.6L 2%UD					918523	916016
SCION 4U-GSE		918482				916148

- [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] 4 rib dry sump hub (#916022) is available as a special order. This hub moves the serpentine grooves on the damper forward of the OEM location by .290". Shell assembly is # 917071.

- [4] This damper is .1250" longer than stock.  
[5] This damper is .500" longer than stock for 600 HP or less and is OEM size.

## MINI - MITSUBISHI - MAZDA - SUBARU - TRIUMPH



Super Damper®  
for Honda D Series

MAXIMUM OUTER DIAMETER ▶	ALUMINUM SHELLS					CRANKSHAFT HUB	
	7.074"	6.325"	5.740"	5.670"	5.5"	STEEL	STEEL WITH INNER SHELL
	2 RING	3 RING					
AVERAGE TOTAL WEIGHT ▶	3.75 LBS	3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS		
INERTIA WEIGHT ▶	2.20 LBS	2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS							
CHEVROLET FRONT	917000	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS							
MINI COOPER '01 - '06 1.6L [1] [5]				917992			916102
MINI COOPER '01 - '06 1.6L GRV. 2% OD [5]			917993				916102
MITSUBISHI EVO 8 & 9 4 CYL [3]		918250 [2]				916025	
MITSUBISHI EVO 10, 3% UD				918253			916123
MITSUBISHI ECLIPSE / TALON		918251 [2]				916025	
MAZDA MIATA '94 - '05 1.8L [4]				918522		916885	
SUBARU WRX EJ20, 22, 25 OEM SIZE					917991		916884
SUBARU BRZ FA20 10% UD 2012+	918482						918148
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 Goodyear Gatorback #4060745.

- [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] Requires special puller. ATI puller will not work with this damper!

## BMW M3 Dampers built by ATI!

ATI Performance Products has partnered with VAC Motorsports to develop new dampers for BMW 2.5L, 2.8L, 3.0L and 3.2L straight-6 engines found in the E36 and E46 M3 as well as newer Z3s and Z4s. These dampers eliminate crankshaft harmonic vibration, allowing the engine to produce more horsepower and torque, while reducing internal engine wear at the same time. Broken oil pumps and timing chains will be a thing of the past! When used with a VAC accessory pulley, these dampers are a direct replacement over the OEM balancer. They have a 7" outer diameter and include OEM style timing alignment tabs. BMW enthusiasts should know that all ATI Super Dampers exceed SFI 18.1 Safety Certification and are approved for competition.

917994TR



\$65 coming soon!

\$54 coming soon!

917994

BMW M3 Dampers are available only from VAC Motorsports!

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)

916149..... STEEL CRANK HUB & INNER SHELL, M50, M52, M52TU, M54, S50us/S52us  
916151..... 6 RIB ALUMINUM DRIVE PULLEY M50, M52, M52TU, M54, S50us/S52us  
916152..... 5 RIB ALUMINUM DRIVE PULLEY M50, M52, M52TU, M54, S50us/S52us  
916925TR2 ...7.07" OUTER SHELL WITH TRIGGER SHELL / 60(-)2 TEETH, STEEL, M50  
916928..... 9.25" OUTER SHELL WITH TRIGGER SHELL / 60(-)2 TEETH, STEEL

# Performance Diesel Dampers

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

**How Much Power Do You Make?**



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 the 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 weighing between 10 to 36 lbs. They are tuned in-house to fit your exact application, and if you change, your Super Damper can change too. Each part is replaceable and re-buildable. No need to replace your entire damper at any service intervals or if something happens. Don't be fooled, treat your diesel engine like the professionals do, with an ATI Super Damper!

APPLICATION	ENGINE	OUTER DIAMETER		DAMPER ASSEMBLY WEIGHT	DAMPER PART #	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 [3]	8.3L		7.95"	21 lbs.	917372	916083
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	18 lbs.	917371 [11]	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369 [11]	916081
DURAMAX, 6 RIB 2011+ LML & LGH	6.6L		7.425"	18 lbs.	917376 [11]	916081
DURAMAX, 6 RIB 2001- 2015+ NEUTRAL BALANCE	6.6L		7.425"	17 lbs	917378	916081
FORD POWERSTROKE 2008 - 2010 [7]	6.4L		8.48"	26 lbs.	918887	916764
FORD 6.0 POWERSTROKE 2003 - 2010	6.0L		7.95"	16 lbs	918888	916761
FORD F-250/350 POWERSTROKE 1999 -2003	7.3L		7.45"	15 lbs.	918889	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

Duramax



Cummins



- [1] For a race version with no pulley & shortened hub, order part # 917365C.
- [2] Requires a modified hub for competition, #916014M.
- [3] OEM service calls for 2 year replacement
- [4] Requires front pulley #916118 for dual alternator.
- [5] Damper OD is 9.254". OEM tach sensor may be relocated from 11 o'clock to 3 o'clock. Order an ATI bracket kit, part #917373BKT
- [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 1800 so you will be under the engine to set from the 1800 mark. Request a second 1/4" keyway to be cut for topside timing at no additional charge if requested at time of new order. The 619 timing will be set at TDC and straight up at 12 o'clock.
- [9] Requires a custom hub. Call a Sales Technician for more information.
- [10] This damper is NOT an OEM replacement! Race application only! Please call a Sales Technician for more information before ordering. This damper is NOT returnable.
- [11] Use damper #917378 for internal balance version.
- [12] Uses 70 durometer o-rings.

# Crank Trigger Shells

ATI now 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\*.



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
6"	2 RING, CHEVY FRONT.....	916880TR

FORD		
8"	3 RING FORD 4 BOLT FRONT.....	916384TR
7"	3 RING, FORD 4 BOLT FRONT.....	916909TR

CHRYSLER		
8"	3 RING CHRYSLER FRONT.....	916383TR
7"	3 RING, CHRYSLER FRONT.....	916612TR
7"	2 RING, CHRYSLER FRONT.....	916611TR
6"	3 RING, CHRYSLER FRONT.....	916694TR
6"	2 RING, CHRYSLER FRONT.....	916697TR

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

If ordered as an "outer shell only"

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

## ATI Crank Trigger Shells

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 offers more accurate readings.

If added to a new Damper:

7"	3 RG, SMOOTH	916360-10AEM
6"	3 RG, SMOOTH	916711-10AEM
7"	3 RG, 6 GROOVE	916364CSAEM
6"	3 RG, 6 GROOVE	916731CSAEM



**\* Does not work with BigStuff3 EFI!**

OD	NO. OF RINGS	DUROMETER OUTER / INNER / FACE	PART #
9"	3	70 / 70 / 70	918961-70
9"	3	80 / 80 / 70	918961-80
8"	3	70 / 70 / 70	918959
8"	3	70 / 70 / 80 - ALUM SHELL	918959-70AL
8"	3	80 / 80 / 70	918959-80
8"	3	80 / 70 / 70	918959-87
7"	3	40 / 40 / 70	918960-40
7"	3	50 / 50 / 70	918960-50
7"	3	60 / 60 / 70	918960-60
7"	3	70 / 70 / 70	918960-70
7"	3	70 / 70 / 80 - ALUM SHELL	918960-70AL
7"	3	70V / 70 / 70	918960-70 V*
7"	3	70 / 60 / 70	918960-76
7"	3	70V / 60 / 70	918960-76 V*
7"	3	80 / 80 / 70	918960-80
7"	3	80 / 60 / 70	918960-86
7"	3	80 / 70 / 70	918960-87
7"	3	80 / 70 / 80 - ALUM SHELL	918960-87AL
7"	3	80 / 80 / 80	918960-88
7"	3	90 / 90 / 70	918960-90
7"	2	40 / 40 / 70	918970-40
7"	2	50 / 50 / 70	918970-50
7"	2	60 / 60 / 70	918970-60
7"	2	70 / 70 / 70	918970-70
7"	2	70 / 60 / 70	918970-76
7"	2	70 / 60 / 80 - ALUM SHELL	918970-76 AL
7"	2	70V / 80 / 80	918970-78 V*
7"	2	70V / 80 / 70	918970-78 V*
7"	2	80 / 80 / 70	918970-80
7"	2	80 / 70 / 70	918970-87
7"	2	90 / 90 / 80	918970-90
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70 V*
6"	4	70 / 70 / 70	918975-70
6"	4	70V / 70 / 70	918975-70 V*

## 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	NO. OF RINGS	DUROMETER OUTER / INNER / FACE	PART #
6"	3	40 / 40 / 70	918980-40
6"	3	50 / 50 / 70	918980-50
6"	3	60 / 60 / 70	918980-60
6"	3	60 / 50 / 80	918980-65
6"	3	60 / 60 / 80	918980-66
6"	3	70 / 70 / 70	918980-70
6"	3	70V / 70 / 70	918980-70 V*
6"	3	70 / 60 / 70	918980-76
6"	3	70V / 60 / 70	918980-76 V*
6"	3	80 / 80 / 70	918980-80
6"	3	90 / 90 / 70	918980-90
6"	2	40 / 40 / 70	918990-40
6"	2	50 / 50 / 70	918990-50
6"	2	60 / 60 / 70	918990-66
6"	2	70 / 70 / 70	918990-70
6"	2	70 / 60 / 70	918990-76
6"	2	80 / 80 / 70	918990-80
6"	2	90 / 90 / 70	918990-90
5"	3	70 / 70 / 70	918985-70
5"	3	70 / 60 / 70	918985-76
5"	3	80 / 80 / 80	918985-80

Crank Trigger Shells ~ Elastomer Kits



# Damper Components

## 6061 T6 BILLET DRY SUMP DRIVE MANDRELS

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

CHEVY 3-BOLT*	916631
FORD 3-BOLT AND 4 BOLT WITH 2.281 COUNTERBORE*	916633

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



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

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

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

### 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.

## DAMPER CRANK BOLTS

SMALL BLOCK CHEVY, OEM	950231
BIG BLOCK CHEVY, OEM	950232
360 MOPAR (3/4 X 16 X 3 HHCS)	950233
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, LY5-7	
LT1/LT4 WET SUMP	
- ARP (KIT INC. SEALANT)	951503
- OEM GM	951499

LT1/LT4 (2014+) & LS3, 7 & 9, OEM GM	
Factory dry sump engines only	951500

SB CHEVY WITH INTEGRAL WASHER	951501
BB CHEVY WITH INTEGRAL WASHER	951502
SB & BB FORD WITH INTEGRAL WASHER	950234



Crank bolt with integral washer for SB & BB Ford #950234

Crank Bolt for 360 MOPAR # 950233

ARP crank bolt kit for LS1 with sealant #951503

**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



## CRANK HUB SPACERS

Spaces your damper out easily!

CHEVY LT1	.047	916299
CHEVY BB	.093	916310
CHEVY SB	.093	916320
CHEVY LS1 for Jesel Drive	.965	916322
CHEVY LS1 for Jesel Drive w/ belt guide	.965	916323
CHRYSLER	.093	916370
CHRYSLER 360 to OEM position	.285	916470
BUICK 403/455	.093	916300
FORD SB PONTIAC V-8	.093	916400
FORD BB	.093	916450
NISSAN SR20 Use with base DE engine	.200	916298

Spacer for LT1 # 916299



## KEY STOCK

Make your own machine keys with this super strong heat-treated 8630 alloy steel! Tensile strength is 112,000 PSI. 3 sizes available!

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

<b>Not heat-treated!</b>	
1/8 x 1/8 x 5 3/4"	916327

## STEP KEY

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

STEP KEY	918992
STEP KEY FOR 3208 CATERPILLAR DIESEL HUB (.750" X .750")	918952



Key Stock

Step Key

# Damper Components

## 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 & TRUCK	918008*
*Does not work with 2009 and up VVT engines! Call your Sales Technician for more information.	

## 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.



*Digital instrument testing is also available.*

REBUILDING TOOLS FOR 6" & 7" DAMPERS	918998
REBUILDING TOOL SET FOR SERPENTINE & STD OD	918998-S
REBUILDING TOOL SET FOR 5" DAMPER	918998-5
OPTIONAL 5" INERTIA RING GUIDE FIXTURE	916986
OPTIONAL 5" INERTIA RING PUSHER	916985
OPTIONAL 5" INERTIA RING SHAFT	916984
OPTIONAL 6" INERTIA RING GUIDE FIXTURE	916988
OPTIONAL 7" INERTIA RING GUIDE FIXTURE	916989
OPTIONAL 8" INERTIA RING GUIDE FIXTURE	916987
OPTIONAL CROSS BAR PUSHER FOR STANDARD & SERPENTINE OUTER SHELLS	916995C

## DAMPER PULLER INSTALLER KIT

This kit is 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.



PULLER / INSTALLER KIT	918999
INSTALLATION STUD FOR LS1, 2, 6, 7 & 9 OPTIONAL*	918999SC
INSTALLATION STUD AND WASHER FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA*	918999D
INSTALLATION STUD FOR NEW GEN HEMI *	918999H

\* For use with ATI Puller/Installer Kit

**Viper version coming soon!**

## DAMPER ASSEMBLY LUBE

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

ASSEMBLY LUBE  
975005



## 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**

<b>CHEVY</b>	
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
8" BB CHEVY W/ 5/16" BOLTS	918951X

<b>FORD</b>	
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	



**Ford**

# Damper Hardware

## DAMPER BOLT PACKS

### BY DAMPER APPLICATION

CHEVY, 3 BOLT 3/8-16NC THREADS	950200
CHEVY, 6 BOLT 3/8-16NC THREADS	950201
CHEVY, 3 BOLT 3/8-24NF THREADS	950218
CHEVY, 6 BOLT 3/8-24NF THREADS	950219
LT1, B & F BODY DAMPER, 3-BOLT	950200
LT1, Y BODY DAMPER, 3 BUTTON HEAD BOLTS	950205
LS1, F & Y BODY 5.5" DAMPER	950220
LS1, F & Y BODY 5.5" DAMPER W/60% UD	950210
LS1, F BODY 5.5" DAMPER WITH REAR PULLEY	950243
LS1, Y BODY 5.5" DAMPER WITH REAR PULLEY	950244
LS1, Y BODY 5.5" DAMPER (#918661) WITH REAR PULLEY (1/4" BOLTS)	950225
LS1, F BODY DAMPER	950200
LS1, F BODY DAMPER, REAR PULLEY, 3/8" BOLTS	950202
LS1, F BODY DAMPER, REAR PULLEY, 5/16" BOLTS	950213
LS1, F BODY DAMPER, REAR PULLEY, 3/8" C-BORE BOLTS	950214
ARP STAINLESS STEEL - 3/8-16 X 1 1/4", 12PT	951334
ARP STAINLESS STEEL - 3/8-16 X 1 1/2", 12PT	951452
ARP STAINLESS STEEL - 3/8-16 X 2 1/2", 12PT	951453
ARP STAINLESS STEEL - 3/8-16 X 3/4", 12 PT	951454
ARP STAINLESS STEEL - 5/16-18 X 1", 12PT	951455
DAMPER FACE BOLTS, 5/16-18 X 1" FLAT TORX PLUS <i>Sold in bulk (100 / pack)</i>	951251-100
LS1, K BODY WITH REAR PULLEY	950203
LS1, Y BODY FLAT HEAD SCREWS (3) 3/8" & (3) 5/16"	950211
LS1, Y BODY FLAT HEAD SCREWS (9) 5/16"	950217
LS1, Y BODY, 8 GRV WITH REAR PULLEY (3) 3/8"	950207
LS1, Y BODY, 8 GRV WITH REAR PULLEY (3) 5/16"	950209
LS1, F & Y BODY DAMPER W/O REAR PULLEY	950220
GM ECOTEC, 600 HP	950226
CHEVY WITH BLOWER	950252
CHRYSLER, 2 RING DAMPERS, OEM FRONT	950210
CHRYSLER, 3 RING DAMPERS, OEM FRONT	950220
FORD, "P" SB FOR JESEL BELT DRIVE	950228
FORD, "R" SB FOR JESEL BELT DRIVE	950229
FORD, FOR 4 BOLT PULLEYS	950230
FORD, ALUMINUM 6.75" E250 V6	950255
CADILLAC NORTH STAR	950239
CADILLAC CTSV W/ARP BLOWER PULLEY BOLTS	950245
ALL 3 BOLT EXC. CHRYSLER & FORD 4 BOLT	950200
TITANIUM*- ALL 3 BOLT EX. CHRYS. & FORD 4 BOLT	950200T
TITANIUM*- MINI COOPER	950216T
TITANIUM*- FACE BOLTS ONLY (6) 5/16-18 X 1"	950220T
* For ALUMINUM Damper assemblies only!	
3 BOLT, EXC. CHRYSLER OEM & FORD OEM 4 BOLT	950218
ALL 6 BOLT EXC. CHRYSLER OEM 4 BOLT	950201
ALL 6 BOLT, EXC. CHRYSLER OEM & FORD OEM 4 BOLT	950219
HONDA "B" SERIES, 5.5" W/FRT PULLEY, 5/16" SCREWS	950253
HONDA "B" SERIES, 6" WITH REAR SERP. PULLEY	950204
FORD SB, PINTO W/REAR V-BELT PULLEYS	950204
FORD SB, 74 TOOTH BLOWER DR. & JESEL PULLEY	950219
GM ECOTEC, TRIUMPH TR2, 3, 4 & 4A	950224
TOYOTA SUPRA, 5.5" & MAZDA MIATA, 5.5"	950241
SUZUKI 1600CC, 5.5"	950242
DURAMAX DIESEL <i>Does not include counterweight bolts!</i>	950215

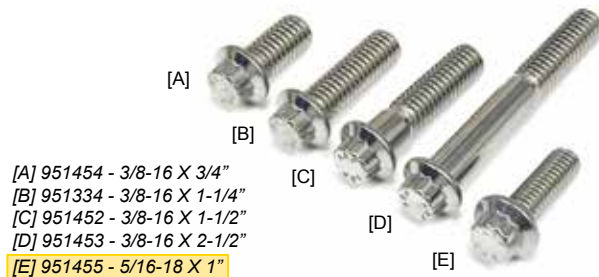
**MOST COMMON BOLT PACK!**

### #950200

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



### ARP Stainless Steel Bolts, 12PT



### #950230

Bolts for all 4-Bolt Ford damper applications



### #950200T

Titanium Bolts for all Aluminum 3 bolt except Chrysler & Ford 4 bolt



**NEW!**

## 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



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



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

Since ATI maintains an ample supply of new, in-house built components required to custom-build a torque converter to the exact needs of the customer, many orders are typically turned-around in one day.



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.

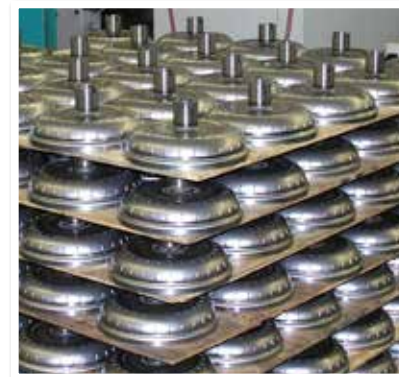
To accomplish this in a timely manner, ATI maintains a large inventory of turbines, stators and components. This gives ATI the ability to turn around many orders in 24-hours. It doesn't get any better than this!



## ALUMINUM STATORS VS. STEEL STATORS

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

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



# Treemaster Converters®



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



ATI's torque converter cover requires less fluid and has less drag—a more efficient design for results you'll see on your time slips!



DAN FLETCHER - 94 NHRA National Event Wins  
ATI Transmission, Treemaster Converter, Super Damper and Super F ATF

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

## TREEMASTER

	8"	9"	10"
	Part #	Part #	Part #
Powerglide	208500	208910	208360
TH350 and TH400	408500	408910	408360
C-6 1.848" Crank Pilot*	608500	608910	608360
C-6 1.375" Crank Pilot*	609500	609910	609360
C-4 Specify spline and bolt circle	649500	649910	649360
C-4 2010+ 428 Windsor	649515	---	---
C-4 2010+ 352 Windsor	649520	---	---
C-4 4.6 Mod Motor - No Blower	649525	---	---
C-4 2011+ 5.0L Coyote NA	649530	---	---
C-4 Cobra Jet 5.0-5.4 Sm. Blower	649510	---	---
700-R4 / T-200	708500	708910	708360
TF-727 - Chrysler	729500	729910	729360
TF-727 - AMC	729501	---	729361
TF-904 - Chrysler	909500	909910	909360
TF-904 - AMC	909501	---	---

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

## TREEMASTER "MRT" Minimum Reaction Time Option - Great for transbrakes, turbo & NOS use!

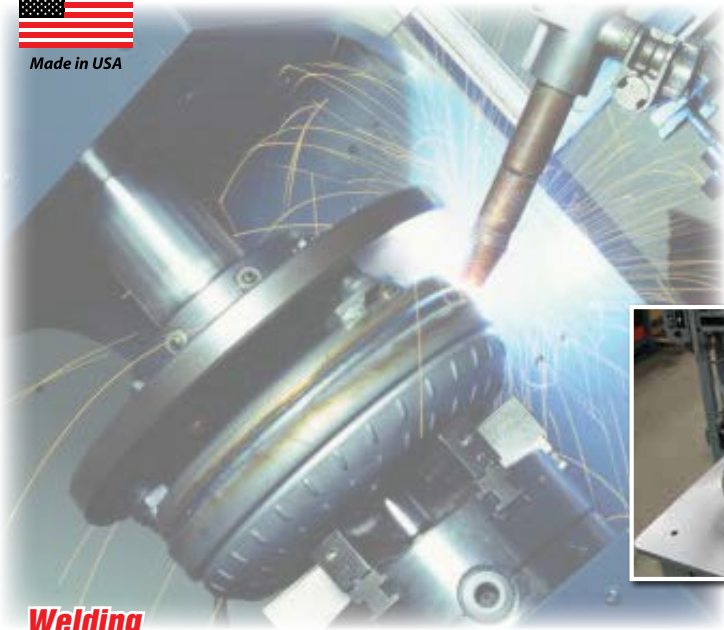
Quick and consistent reaction times are the key to winning rounds and races! Many factors affect your reaction time, but most people don't realize a converter is a very big part of that. MRT stands for "Minimum Reaction Time" and is one of our most popular converter lines. Most of these converters have the unique designed cast steel front cover. Additional optimized new stator designs are available. With 30 years of hard core racing information compiled on different combinations, ATI will know what your car needs, the first time!

	8" 3.5 - Stroke	8" 3.5 + Stroke	9"	10"
	Part #	Part #	Part #	Part #
Powerglide	208700	208800	---	---
TH350 and TH400	408700	408800	408920	408390
C-6 1.848" Crank Pilot	608700	608800	608920	608390
C-6 1.375" Crank Pilot	609700	609800	609920	609390
C-4 Specify spline and bolt circle	649700	649800	649920	649390
TF-727 - Chrysler (not for AMC)	729700	729800	729920	729390
TF-904 - Chrysler*	909700	---	---	---
TF-904 - AMC*	909701	---	---	---

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



# Treemaster Converters®



**Welding**

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!

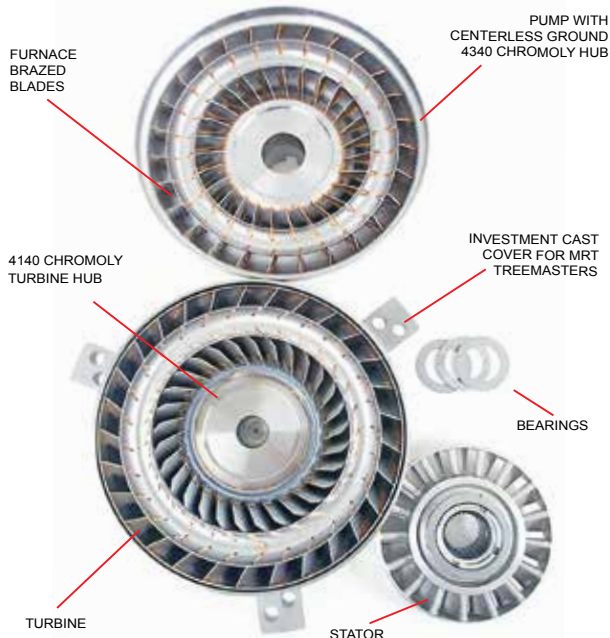


**Balancing**



**Leak Testing**

## Anatomy Of A Treemaster



### Diagnosing Converter Problems

- After we have established a running combination, rear gear becomes an important part of your converter combination. Removing rear gear to slow down the RPM may not work. Rather, it may just make the converter work harder and slip more by asking it to lock-up at a lower RPM.
- Higher RPM makes a converter more efficient. If your converter is slipping, adding gear may reduce the slippage without gaining trap RPM. ATI converters are designed to operate efficiently with the proper rear gear specified.
- Converter slip in the 200 - 300 RPM range is normal and desired. It tells you that the engine is still making power at trap RPM and not laying down; dictating less rear gear or more tire diameter.
- Your engine's trap RPM is an important number:
  - If it is lower than normal and the MPH is off, your motor probably has a problem or the sprag is locked, not allowing the stator to freewheel, just like a spragless converter. This not only hurts ET and MPH, but it will not let the motor accelerate and cooks the fluid. The engine will go to the same RPM and no higher every run.
  - If the trap RPM is higher and the MPH is the same or lower, the converter or trans may be hurt, or something is causing drag on the car (ie: a front shock locking in the extended position making the front end push too much air, a bent rear end housing or a worn out ring and pinion, etc.)



PETER BIONDO - 7 TIME NHRA WORLD CHAMPION  
2014 NHRA SUPER STOCK CHAMPION  
ATI Treemaster Converter, Transmission, and SuperCase

### CRANK PILOT RINGS

#### GM APPLICATIONS

- STANDARD. GM, .450" LONG, USE WITH NO MIDPLATE OR UP TO .125" MIDPLATE .....451340
- MIDPLATE GM, .638" LONG USE WITH .125" TO .250" MIDPLATE .....451350
- MIDPLATE GM, .765" LONG USE WITH .375" MIDPLATE.....451351
- MIDPLATE GM, .865" LONG EXTRA LONG FOR SPECIAL APPLICATIONS.....451352
- STANDARD GM - LS1, .765" LONG, NO MIDPLATE....451342

#### FORD APPLICATIONS (C4 C6)

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



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

Treemaster Torque Converters



# Fuel and Blown Converters

Nothing is tougher on a converter than putting it behind a blown fuel engine. If you need a tough torque converter, here it is: ATI's Fuel and Blown Converters; the ultimate in high horsepower holding power for big cubic inch, big NOS or supercharged engines. Used in the world's fastest door cars and top qualifying pulling trucks, these converters are designed for engines with 4" plus strokes.



PB CANDIES reset the NHRA Super Stock record with a 7.809 ET using ATI's 9" Fuel and Blown Converter and an ATI Super Damper

## FUEL AND BLOWN CONVERTERS



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 #	
Powerglide	208900		---		---	
TH350 and TH400	408900		408930		408420	
C-6 1.848" Crank Pilot	608900		608930		608420	
C-6 1.375" Crank Pilot	609900		609930		609420	
C-4 Specify spline and bolt circle	649900		649930		649420	
TF-727 - Chrysler (not for AMC)	729900		729930		729420	
Toyota 2JZ	---		408931			

## 10" & 10.5" OUTLAW CONVERTERS®

For Turbo, Powerglide, Lenco, Bruno & Donovan Drives

ATI's ultimate high efficiency, high durability converter! Big inches and big nitrous or blower required! Requires a 6-pad flexplate. (See page 35 for Superplates.)

**Our Lock Up Converters now feature a Billet Aluminum Cover! Titanium studs & nuts available.**

	10"		10.5"	
	Part #		Part #	
Fuel & Blown Outlaw Converter®	408421		408424	
Fuel & Blown Outlaw Converter® for SG 4	408423		408422	
10.5 Lock-Up for SG4	---		408422LU	



**Five year warranty offered. Call for details.**



**OUTLAW VS. STANDARD FUEL SPRAGS**

STANDARD SPRAG



OUTLAW SPRAG



Normal sized fuel sprag and the extra heavy duty sprag used in the 10" Outlaw Converter® (left). The extra heavy wall on the inner and outer races makes the HD sprag perfect for the Lenco C-6 stator support yielding a whopping .400" wall thickness for the inner race - a 25% increase on the OD - 24% wider and over 100% increase in capacity from 475 ft/lbs to 970 ft/lbs than the standard fuel sprag.

# Streetmaster Converters®



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

**No cheap junk in these units!**

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

The Streetmaster is commonly used to enhance bottom end torque characteristics without sacrificing cruise efficiency. This unit generally provides an 800 to 1000 RPM increase in stall speed when used with stock-type rear end ratios and mildly modified engines. We put the same technology into Super Streetmaster converters as all our championship winning parts.

We furnace braze the pump and turbine and install a new billet stator cap, springs and rollers in the sprag. A new hub, pilot, and mounting ring are installed and CNC-machined for perfect accuracy. ATI's components are factory reinforced with your weekend cruiser's performance in mind!

## 10" SUPER STREETMASTERS

	Phase 2 Streetmaster		Phase 3 Streetmaster		Phase 4 Streetmaster		Phase 5 Streetmaster	
	3.0 & Greater Rear Gear		3.30 To 3.70 Rear Gear		3.70 To 4.30 Rear Gear		4.30+ Rear Gear	
	Part #		Part #		Part #		Part #	
TH350 and TH400	408320		408330		408340		408350	
C-6 1.848" Crank Pilot	608320		608330		608340		608350	
C-6 1.375" Crank Pilot	609320		609330		609340		609350	
C-4 Specify spline & bolt circle	649320		649330		649340		649350	
TF-727 - Chrysler	---		729330		729340		729350	

## 10" SUPER STREETMASTERS

Available For 700R4 and 4L60/65E.

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

12" Super Streetmaster Converter with Lock-up for 4L60E / 4L65E ('98 & up) Great for low HP highway cruises! #708336



## 10" SUPER STREETMASTER LOCK-UP WITH BILLET COVER

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

	Part #	
4L60E / 4L65E	708337	
4L80E / 4L85E	708338	
6L80E / 6L85E / 6L90E	708340*	

\* Does not work with Corvettes!

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

- A Street Converter will only see stall speed 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 locked up. ATI recommends 3.70 gear minimum.
- In High gear at speed, the throttle setting will be light and the converter will couple.
- ATI recommends 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 3-4 K stall speed converter to lock up at 1500 or less.

# Fuelmaster & High Stall Converters



If you own a tow vehicle or RV, you know how important controlling your gas mileage can be. ATI has the solution! The Fuelmaster Converter is much tighter than conventional converters. It improves your gas mileage while lowering transmission temperature and cruise RPM.

	FUELMASTER				FACTORY HIGH STALL	
	12"		13"		12"	
TH350 - Chevrolet	358200		---	---	358220	
TH400	---	---	408200			
700-R4 with Lock Up	708200		---	---	708220	

**Convert your Bruno for ATI's Lock-Up Converter!**

## Bruno Drive Conversion



**ATI's Bruno Drive Conversion includes the parts and labor necessary to convert your existing Bruno drive unit for use with ATI's Lock Up Outlaw Converter!\*** Includes a new custom-built ATI Converter.

**Available only with the ATI Lock Up Converter**

With the ATI Conversion, you can expect ZERO slip from the converter when the solenoid has been energized, enabling the clutches to lock the turbine to the converter's front cover and ultimately connect it to the motor - 1:1. It's like leaving with the torque multiplication and consistency of a converter and then running the second half of the track with a clutch!

Part #202500  
*Kit not sold separately!*

Price includes an ATI Lock-Up Converter and return shipping to customer  
Shipping to Continental US only.  
Call for more information.

- Can be used with non-lock up converters.
- Available with 32 or 35 rear spline and 29 spline 1.250" converter side Bruno drive running a Lenco/Liberty or similar transmission.
  - ~ 30-spline INPUT Conversion will require a different pump, set of gears, wear plate, case machining for C-6 style pump & lock-up stator tube. Previous 30 spline converters will not be usable!
  - ~ Conversion from a 6 to 32 or 35 spline Bruno OUTPUT will require a 32 or 35 spline drum.
  - ~ A 32 or 35 spline ring gear for Lenco/Liberty or similar trans must be obtained from the transmission manufacturer
- New input shaft and stator tube. The new lock-up input shaft allows the return to a standard non lock-up converter if the need should ever arise.
- Heavy duty solenoid plumbed for nitrous or air - clutch apply by ATI's exclusive external mounted sealing rings (U.S. Pat. #6892533B2) providing zero leakage.
  - ~ Requires a 300 PSI air source (air-CO2-NOS) to activate lock up!
- ATI 10.5 Outlaw Lock-Up Converter custom built to your set-up.



Rob Sappe  
Sales Technician, Ext. 3040

### Using nitrous with a converter designed for a naturally aspirated engine.

We are often asked this question:

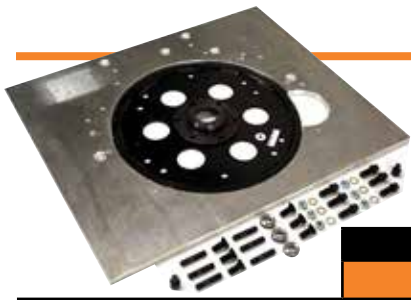
*"I need a converter built for my current combination and I want to occasionally use a 400 shot of nitrous. Will the converter perform well with and without the nitrous?"*

Any converter where either the power or load to which the converter is subjected to changes, could also change the stall speed, trap rpm, 60', etc.

Running a converter designed for a naturally aspirated engine with a large amount of nitrous is like having a 632 BBC with a converter designed for a 350 SBC!

**Bruno Drive Conversion ~ Fuelmaster Converters**





# Adapter Kits

Many racers would argue that a Powerglide transmission, when matched with the proper rear gear, is the quickest, most consistent of all existing transmission designs. ATI's Adapter Kit allows Ford, Chrysler and import owners to also benefit from GM transmissions by eliminating hours of expensive modifications necessary to mate GM transmissions with non-GM engines. Kits include an ATI adapter plate, crank adapter, flexplate, and all necessary mounting hardware.

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

- [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 w/D9TP-6375AA or E7TP-6375AA OEM weighted flexplate.
- [5] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [6] Some 340-383-400-440 are externally balanced. Engine must be internally balanced. Flexplate #915650 is zero-balanced. Wts 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 pt # (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!



## NISSAN AND TOYOTA ADAPTER KITS

*Nissan VR-38*

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
<b>NISSAN</b>							
Nissan L24 / 26 / 28	915210	915170	915070	915460	---	---	950120
Nissan RB-26 6 Cylinder [1]	915222	915200	915100	915480	---	---	950250
<b>NEW!</b> Nissan TB 48 [3]	915223	915127	---	915642	200014	915546STC	950257
<b>NEW!</b> Nissan TB 48 Lock Up [3] [4]	915223L	915127	---	915642	915128	915546STC	950257L
<b>NEW!</b> Nissan VR38 [7]	915225	915134	---	915644	200014	---	950259
<b>NEW!</b> Nissan TB 48 Lock Up [8]	915225L	915134	---	915644	200014	---	950259L
<b>TOYOTA</b>							
Toyota 2JZ - 6 Cylinder [2]	915219	915181	915080	915471	---	---	950122
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	915180	915081	915470	---	---	950121
<b>NEW!</b> Toyota 1FZ [5]	915224	915131	---	915643	915132	915546STC	950258
<b>NEW!</b> Toyota 1FZ [6] Lock Up	915224L	915131	---	915643	915132	915546STC	950258L

- [1] Requires a custom 8" torque converter. If using an OEM bell, modification is required for proper starter clearance.
- [2] Requires a custom 9" torque converter #408931 - page 30.
- [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 and adapter ring ATI #451183
- [8] Includes bell spacer, ATI #915136, starter spacer ATI# 915526 & adapter ring ATI #451903

Adapter Kits

# Flexplates

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

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



APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	EXTERNAL BALANCE [1]	
<b>GENERAL MOTORS</b>					
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12] '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533		915532
		168	915534		915535
CHEVROLET V-8 SMALL BLOCK [12]	283 / 302 / 327 / 350 EARLY 2-PIECE SEAL 10 DP 400 LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY) ZL1 Z BODY CTS-V W/LSA - LSX 8 BOLT CRANK	153	915539		---
		168	915541		---
		139	915545 [10]		---
		168	---		915561
		168	915733 [7]		---
		168	915737 [7] [11]		---
CHEVROLET V-8 BIG BLOCK [12]	'70 - '90 454 454 / 502 MARK IV '91 & UP GEN V 454 [2] '91 & UP [3] 572, GEN V - 454 HO / 502 HO 10 DP	168	396 / 427		915551
			USE #915541 FOR INTERNAL BALANCE		915553
		168			915552
		139	915545 [10]		---
		166	915562		915563
OLDSMOBILE [12]	V-8 330 / 400 / 425 '64 - '67 ALL V-8 ('68 & UP) INC. DIESEL	166	915564		915565 [4]
PONTIAC V-8 [13]	400 / 455	166	915567		915568 [5]
<b>CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]</b>					
6 BOLT CRANK	ALL WEDGES	130	915650X [9]		---
8 BOLT CRANK	HEMI	130	915660X [9]		---
<b>CHRYSLER V-8 SFI</b>					
8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER 3.7 / 6.1 L JEEP GRAND CHEROKEE [8]	131	915663		
GEN III HEMI	5.7 - 6.1 - 6.4 TO 727/904	---	915685		

New design by ATI!



### 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. 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 35.)
- For use with 8-bolt cranks
- Uses ATI #951479-9-6 flexplate to crank bolts.
- Uses ARP bolt #200-2904 flexplate to crank bolts.

Gen III HEMI Flexplate

FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY														
APPLICATION DESCRIPTION			FLEXPLATE KIT				FLEXPLATE ONLY				CRANK SPACER		CRANK BOLT SET	
			INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTTED SPACER AND CRANK BOLTS				LESS SPACER AND BOLTS							
ENGINE	TRANS	TEETH	INTERNAL BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		EXTERNAL BALANCE		Part #	Part #		
			Part #		Part #		Part #		Part #					
429/460	C-6 E40D	164	915720		915721 [1]		915700		915701 [1]		915611		950143	
FE 332/428	C-6 E40D	184	915722		915723 [2]		915702		915703 [2]		915611		950143	
289/302 351/400	C-6 E40D	164	915724		915725 [3]		915704		915705 [3]		915601		950142	
289/302 351/400	C-4 A0D	164	915727		915728 [3] 915729 [4]		915707		915708 [3] 915709 [4]		915602		951471-6	
289/302	C-4	157	915730		915731 [3] 915732 [4]		915710		915711 [3] 915712 [4]		915602		951471-6	
<b>FORD MOD WITH GM TRANSMISSION</b>														
4.6-5.4 L Mod Motor	164	915735			---		915719		---		915607		950144	

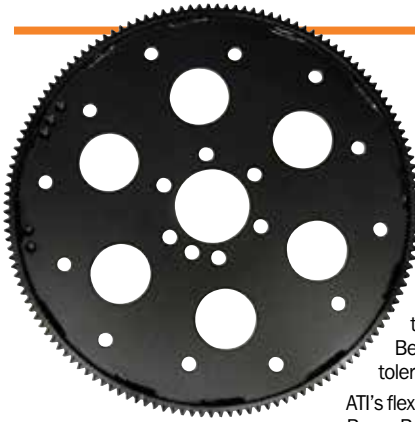
- 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.
- 28.8 oz. in. OEM flexplate. For reference, the OEM weight is 5 1/8" x 5/8" x 5/16" thick.
- 28.2 oz. in. All 289-351C-351W- 400 and 302 through 1980. OEM flexplate weight is 4 1/4" x 3/4" x 3/8" thick.
- 50.0 oz. in. '81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

### 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. ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.

# SuperPlates® and Starters

## Super strong flexplates for higher HP!



**ATI Superplates are neutral balanced for use in internally balanced engines and exceed SFI 29.1 & 29.2 ratings**

**!** Superplates will not work as designed without the proper bolts. See page 36 for bolt applications or consult your Sales Tech for assistance.

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

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT

915649 CHRYS 8-BOLT

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 on CNC machines. The Superplate uses the correct "griplength" 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.

**Coming soon! 166 tooth flexplates to fit all popular size SFI 6.3 spec cans!**

### HIGH HORSEPOWER SUPER PLATES

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

### 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!**

### TILTON® STARTER FOR ATI FLEXPLATES SPECIAL APPLICATIONS

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!

#### CHEVY 10-DP

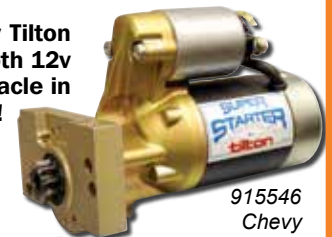
This Tilton starter is equipped with the correct pinion gear for use with ATI's 10 DP flexplate. The kit includes a machined spacer and mounting hardware. Fits both Small and Big Chevy V8s with conventional 2-piece seal blocks.

STARTER, CHEVY 10 DP 915546

#### MOPAR New Generation HEMI

These Tilton starters have an ATI engineered and manufactured nose adapter. These 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.

STARTER, 5.7 / 6.1 WITH 904 915536  
NOSE ADAPTER, ONLY FOR #915536 915536N  
STARTER, 5.7 / 6.1 WITH 727 915566  
NOSE ADAPTER, ONLY FOR #915566 915566N



915546  
Chevy



915536  
904 Mopar



**NEW!**  
915566  
727 Mopar

ATI Super Plates ~ Starters



# Hardware Packages

**NEW!**

## 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 - GRINER	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!



**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 pages 24 & 26**

## 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 FLEXPLATE	950110
DODGE HEMI 5.7/6.1, NAG1 5-SPEED, SET OF 6 <b>ARP</b>	950256

## FLEXPLATE AND ADAPTER KIT HARDWARE

### ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO . . . . .	950141
FORD 429-460 WITH 1,375 OR 1,848 CRANK . . . . .	950160
CHRYSLER ENGINE 318-340-360 TO CHEVY . . . . .	950170
CHRYSLERB OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH . . . . .	950190
CHRYSLERB OR RB ENGINES PRO MOD . . . . .	950190X
HEMI GEN III 5.7-6.4 TO GM TRANS . . . . .	950145
DODGE R5 BLOCK. . . . .	950175
NISSAN L28 . . . . .	950120
NISSAN RB26 . . . . .	950250
TOYOTA 5 MG , 6 CYL. . . . .	950121
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80 . . . . .	950122

### FLEXPLATE BOLTS

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

## EXTREME DUTY FLEXPLATE BOLTS

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

MOPAR (Except HEMI) & FORD SB 7/16 - 20 X 1 1/4", .700 GRIP, 12 PT	951034-6 (Pack of 6)
MOPARHEMI 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 7/8" Use with 1/4" HEMI fuel crank adapter	951057-8 (Pack of 8)
CHEVY 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-6 (Pack of 6)
FORD 429-460 7/16 - 20 X 1", .200 GRIP, 12 PT	951036-6 (Pack of 6)
FORD MOD MOTORS & NEW GEN HEMI - M10 X 1.0 X 30MM, .300 GRIP, 12 PT	951037-8 (Pack of 8)
FLEXPLATE TO CRANK 1/2 - 20 x 1-1/4", .225 HEAD, GRADE 8	951435-8 (Pack of 8)

### FOR FLEXPLATE TO CRANK APPLICATIONS USING EXTRA THICK MID-PLATES (See page 35)

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)

# Trick Sticks & Accessories

## TRICK STICKS® Locking dipsticks and tubes

### POWERGLIDE

STANDARD LENGTH	206490
SHORTY (FOR DRAGSTER USE)	206491
2010+ CAMARO Z BODY & COPO	206493
LOKAR® DIRECT MOUNT DIP STICK - POSITIVE LOCKING, 3"	206492
LOKAR® FIREWALL MOUNT DIP STICK - POSITIVE LOCKING, 36"	206483

### T-350

CHEVROLET	356490
BUICK-PONTIAC-OLDS	356491
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492

### T-400

CHEVROLET	406490
BUICK-PONTIAC-OLDS	406491
GM COPO, CLEARS FUEL RAILS	406494
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492
LOKAR® FIREWALL MOUNT LOCKING DIPSTICK POSITIVE LOCKING, 36"	406493

### C-4

CASE FILL	646490
PAN FILL	646491

### 700R4 / 4L85E

700R4	705490
4L85E, STANDARD V-8	705495
4L85E, LS ENGINES	705496

### TF-727 / TF-904

TF-727 (SMALL BLOCK)	726490
TF-727 (BIG BLOCK)	726491
TF-904	904490

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

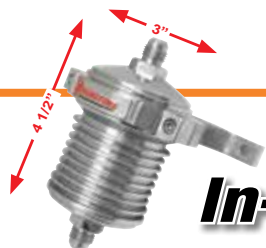


## MAGNETIC PAN PLUG

Extend the life of your engine with a magnetic drain plug to attract floating metal particles in your fluid. These particles stick to the plug protecting your valuable parts from damage. 1/2"-20 threads, includes washer. Works with PG, T-350 and T-400 pans. 951811



**NEW!**



## Magnefine In-Line Filters

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

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



## TUBE LOCKS

NHRA and IHRA approved!

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

973081

## REUSABLE SEAL KITS AND DUST COVERS

This kit includes plastic plugs and caps to seal your spare transmission against dirt and the elements.

973080



Dust Cover

CONVERTER DUST COVER, FOR GM, EXCEPT PG 110120



Seal Kit

# Transmission Coolers

**Extend the life of your transmission and improve performance!**

## STANDARD TRANSMISSION COOLERS

Keeping the fluids fresh and cool is the best way to extend the life of your transmission. When transmission fluid gets too hot, it breaks down, decreasing the life of the fluid as well as the seals, bearings and moving parts. Install a transmission cooler from ATI and prevent costly repairs. Complete with hardware. (3/8" pipe thread tube ends will accept supplied hose barbs or AN fittings.)

TRANS COOLER 18" x 7" x 1 1/2"

925130



## DERALE® TRANSMISSION COOLERS WITH INTEGRAL FAN

The **Electra-cool Remote Cooler** combines a copper / aluminum core with a high flow Tornado electric fan for maximum cooling in any environment. 10" 650 CFM fan, AN-6 inlets; hose barb adapters are included if not using AN hose.

Dimensions: 10" x 12.5 x 4"

"ELECTRA COOL"

TRANSMISSION COOLER WITH FAN



925139

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

Dimensions: 10" x 12.5 x 4"

"ATOMIC COOL"

TRANSMISSION COOLER WITH FAN



925140

**Most cooling for the money!**

## TRANSMISSION COOLER INSTALLATION KIT

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



925132

## AUTOMATIC 180° ELECTRIC COOLER FAN THERMAL SWITCH\*

925134

\*Integral AN -6 fittings / hose barb adapters included



Transmission Cooler Line Fittings

## TRANSMISSION COOLER LINE FITTINGS

Available for T-350, T-400, 700R4 and most 4I60E Transmissions

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

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

Sold in sets of 2 - includes nylon sealing washers.

Note! The threads for these cooler fittings are straight 1/4 pipe. 1/4 NPT (tapered) fittings could crack the case and cost you in excess to replace! Be sure to use Teflon-lined braided hose.

AN -6 Case Cooler Line Fittings



Will fit the new T-400 SuperCase!

## AN -6 CASE COOLER LINE FITTINGS

OEM PG CASE, 1/8" NPT MALE TO - 6 MALE AN 960001

SUPERCASE, 1/4 NPT MALE TO - 6 MALE AN 960002

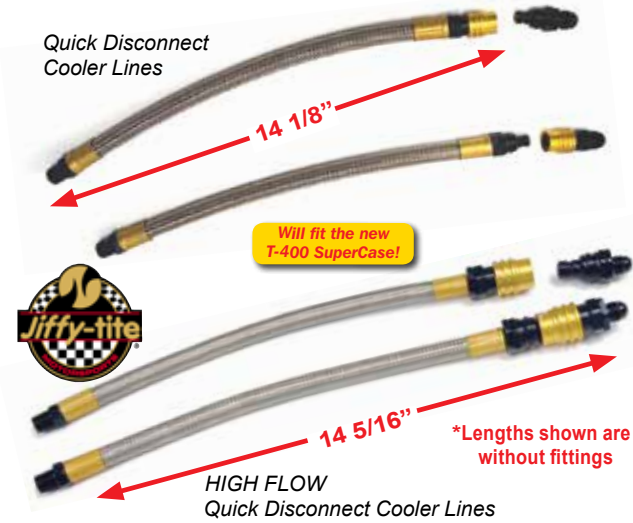
960001

960002



# Transmission Cooler Lines

## QUICK DISCONNECT COOLER LINES



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

### QUICK DISCONNECT KIT FOR ALL GM KITS\*

1/8" & 1/4" NPT -6 925170

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

WILL WORK WITH LOWER LINE PRESSURE UNITS & UP TO 300 PSI  
1/4" NPT -6 925175

### QUICK CONNECT PLUG

2000 SERIES 960005  
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!

## Slip Yokes

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

### BILLET YOKES BY MARK WILLIAMS ENTERPRISES

PG AND T-350 WITH BUSHING TAIL 139005  
T-400 AND PG WITH 400 OUTPUT 139004  
PG AND T-350 WITH BEARING TAIL 139035

### FORGED YOKES

PG AND T-350 W/BUSHING TAIL 139015  
T-400 AND PG W/400 OUTPUT, QUICK RELEASE CAPS 139016  
PG AND T-350, QUICK RELEASE CAPS W/BUSHING TAIL 139017  
PG AND T-350 W/BEARING TAIL QUICK RELEASE CAPS 139018



## Overdrive Unit **NEW!**

A Gear Vendors Overdrive™ unit adds performance gear-splitting ratios for a 6 speed semi-automatic. This offers the best performing, most durable transmission package out there. Big increases in fuel mileage—typically 22-28%—and performance while also increasing the fun factor! This overdrive unit replaces the original tailhousing.



**GV** GEAR VENDORS  
UNDER/OVERDRIVE™

151002

## T-200 Trans Pan Kit

Does not fit  
200 Metric  
Lock Ups!



PAN KIT 230500  
PAN GASKET 230550

## GM Dowel Pins

These extra long (2") bell housing-to-block dowel pins make trans swaps easy! Black oxide-coated & precision-ground, they are also a necessity when using a mid-plate.



958001

## Polyurethane Trans Mount

This multi-application transmission mount fits all GM applications. The heavy duty piece is designed for use as a 2-bolt or single center stud application.



206621

# Shifters and Cables

## 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. It can be used with any transmission (two-speed or three-speed) with just a gate plate and hardware kit change.

ATI / Winters Shifter



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

	PG	T-350	T-400	C-6	C-4	700R4	TF-727	TF-904
ATI Shifter Forward Pattern	202010	352010	402010	602010	642010	702010*	722010	902010
ATI Shifter Reverse Pattern	202020	352020	402020	602020	642020	702060	722020	---

\*ATI shifter for 700 R4 and 4165E, forward pattern

## SHIFTER CABLES FOR ATI / WINTERS SHIFTERS

	5'	6'	8'	12'
Part #	800000	800010	800020	800040



### TECH TIP Check and Double Check!

**Check** your shifter cable in each gear! Not all "shifter to bracket to transmission" installs will line up perfectly in EVERY gear. This will cause burnt clutch packs in the gear that is not fully seated! Besides low fluid, this is the second **BIGGEST** cause of transmission failure!



# 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!

### 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



Standard button with coil cord

### BIONDO RACING - "DOUBLE O"

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

BIONDO "DOUBLE O" 940021



"Double O"

### BIONDO RACING - OVERSIZED "MUSHROOM" WITH CORD

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

BIONDO "MUSHROOM", COIL CORD 940022



"Mushroom"

### BIONDO RACING - ADJUSTABLE "TERMINATOR"

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

BIONDO "TERMINATOR" 940023



Adjustable "Terminator"

# Powerglide Transmissions

**The choice of 2-speed racers for over 50 years!**

More than 17 million aluminum case Powerglides were produced by Chevrolet between 1962 and 1973. Today, the Powerglide is the dominant automatic transmission in Drag Racing and ranks among the best 2-speed transmissions ever. It's the transmission of choice for many racing champions!

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

Blueprinted Pump  
Heat-treated, Pinned  
Stator Tube



300M  
Input Shaft

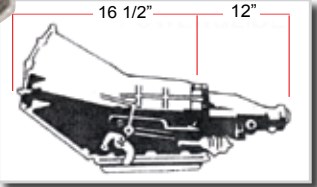
Optional Sturdy  
Cast Deep Pan

Inspected and  
Cleaned OEM Case

Helicoiled  
Mount Holes

ATI External  
Transbrake Solenoid

16 1/2" 12"



Multi-Lever

## ULTRA GLIDE®

Ideal for Stock and Super Stock racers, the Ultra Glide utilizes the lightest components available!

Includes:

- Aluminum clutch hub
- One-piece high gear aluminum drum
- Lightweight ring gear to reduce rotating mass and improve ET
- Adjustable minimum pressure valve body regulator
- Computer-machined Compu-Flow Valve Body
- Blueprinted front pump enhances lubrication and adds to the reliability and longevity of the unit.
- Red low band



CONTINGENCY ITEM

		1.82	1.90	1.94	1.98	2.08	2.18	
No Transbrake	OEM	200990	---	---	---	---	---	
	Super Set	---	---	---	201090	201120	---	
	Straight Cut	---	---	201070	201100	201130	---	
With Transbrake	OEM	201240	---	---	---	---	---	
	Super Set	---	201280	201310	201340	201370	201400	
	Straight Cut	---	201290	201320	201350	201380	---	

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



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

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

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

When the transmission is in gear, and the engine is shut off and the vehicle coasts, all line pressure and lubrication to the clutches, bearings and bushings is immediately stopped. The clutches then SLOWLY disengage because there was nothing to force them off

and thus they immediately release. Even worse, if you have a unit with a band, you may be doing more harm in the pits or in the shut down than you are on the racetrack.

Guess what? The same thing holds true for starting your car in gear (we know some of you don't have a safety lock out on them). It is inconvenient but it is best to come to a complete stop first.

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



# ProGlide Transmissions



**ATI OEM  
CASE UNITS**

**PRO GLIDE®**



IAN HILL 4.99 @145 MPH  
ATI Pro Glide Transmission, Treemaster MRT Converter, Flexplate,  
Super Damper and Super F Fluid

## TRANSBRAKE UNITS WITH HELICAL GEAR SETS

**Rated from 650 to 850 HP**

Includes:

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

**200690 (1.98 / MAX. 700 HP)**  
With OEM Carrier

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

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

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

## FOOTBRAKE UNITS

**1.82 Rated up to 550 HP**  
**1.76 Rated up to 750 HP**

Includes:

- 1.82 or 1.76 OEM Gear Set
- Precision Balanced OEM Carrier
- 300 M Input Shaft, PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band

**200150 (1.82 / 550 HP)**

**200110 (1.76 / 750 HP)**

## COMPETITION FOOTBRAKE UNITS

**Rated from 600 to 650 HP**

Includes:

- Helical & Straight Cut **Super Set Gears**
- 300 M Input Shaft, PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump with Heat-Treated Pinned Stator Tube
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

**200190 (1.90 Helical/650 HP)**

**200200 (1.90 Straight Cut/650 HP)**

**200220 (1.94 Helical/650 HP)**

**200230 (1.94 Straight Cut/650 HP)**

**200250 (1.98 Helical/650 HP)**

**200260 (1.98 Straight Cut/650 HP)**

**200280 (2.08 Helical/600 HP)**

**200290 (2.08 Straight Cut/600 HP)**

- Billet Clutch Hub
- High Flow Front Pump with Heat-Treated Pinned Stator Tube
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings and Multi Lever

**200150 (1.82 / 550 HP)**

**200110 (1.76 / 750 HP)**

## ATI SUPERCASE UNITS



**For 750 to  
1500 HP  
Builds**

Includes:

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

### STRAIGHT CUT UNITS

**Max HP rating, Vasco input shaft & #200031 Tailhousing  
500 HP Less without these options.**

**200620SC 28" (1.74 / 1500 HP)**

**200621SC 18" (1.74 / 1500 HP)**

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

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

**200660SC 28" (1.87 / 1300 HP)**

### HELICAL UNITS

**200600SC 28" (1.76 OEM / 750 HP)**

**200601SC 18" (1.76 OEM / 750 HP)**

**200610SC 28" (1.76 SuperSet / 850 HP)**

**200611SC 18" (1.76 SuperSet / 850 HP)**

### Most Popular ProGlide Options

**Pro Style Safety Rev. Transbrake 203050**

**Vasco Input 207146**

**Roller Bearing Extension Housing 200031**



# 200031 Roller Bearing  
Extension Housing

# 207146  
Vasco Input

# 203050  
Pro Transbrake

# High Impact ProGlide®



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 Straight Cut Gear Set
- Precision Balanced New Carrier with 4340 Output
- ATI SFI 4.1 / 30.1 SuperCase
- HD Extension Housing with Bearing
- Pro Style Safety Fwd Manual Transbrake
- Vasco Ringless Input Shaft
- 10 Clutch High Gear Drum
- New Kevlar Band
- New Billet Clutch Hub
- High Flow Front Pump with Heat-Treated & Pinned Ringless Stator Tube
- Billet Twin Seal Servo
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

- 201435 28" w/1.80 9310 gears
- 201436 18" w/1.80 9310 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
- 201443 28" w/1.66 Vasco gears

Lightweight package available! Page 44.

IGGIE BOICESCO - 2015 ATCO National Open Winner  
LODRS Super gas Winner - Cecil County Dragway  
2006 NHRA Super Gas Champion, 8 NHRA National Event Wins  
ATI Converter, Transmission, SuperCase, Super F ATF, and Super Damper-equipped!

AMANDA BOICESCO  
Super Comp Dragster grabbed her first NHRA Division  
1 Win at Richmond using ATI Converter, Transmission,  
SuperCase, Super F ATF, and Super Damper



Photos courtesy of Diane Kubick and Bob Beucler

## AVAILABLE PROGLIDE® OPTIONS Option prices listed below are available only at the time of order or while your Powerglide is being built.

SUPERCASE BELL PACKAGES	
(Includes bell, flexplate, adapter and hardware)	
SB Mopar	202800
SB Mopar, New HEMI	202801
BB Mopar, 6-Bolt	202802
BB Mopar, 8-Bolt	202803
SB Ford, 157T	202810
SB Ford, 164T	202811
SB Ford, Mod Motor	202812
BB Ford, 164T INT	202813
BB Ford, 164T EXT	202814
Toyota Supra	202820
<i>Requires ATI custom converter (part #408931 - See page 30).</i>	
Alum. Roller Bearing Governor Support	200039
Roller Bearing Extension Housing	200031
Spherical Tailhousing on Shorty	207850
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 with ARP Bolts	205318 / 205325
Gapless Servo Rings (Quantity of 2)	205319
Super Servo	205327
Billet Clutch Hub (Use w/ 200150, 200110 or 200600 only)	207210
SCS-30 Cooling System	925000

Super Band	205291
Super Band, red	205292
Aluminum 7 Clutch Drum, inc. red band	205652 / 205310
Alum 7 Clutch Drum with steel insert, includes red band	205352SI / 205310
Pro Style Safety Reverse Transbrake	203050
"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 <i>SuperCase only (Qty of 2 required)</i>	960002
Locking Trick Stick, standard length	206490
Locking Trick Stick, short for dragster use	206491
Lokar® Direct Mount Stick, short	206492
Energy Suspension Mount	206621
Transmission Can	206611

## TRANSMISSION CATCH CAN

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



TRANSMISSION CATCH CAN	206611
FITTING, DRAIN COCK - 1/8" NPT MALE	964101
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE	964102

# Superglide® Transmissions

## The strongest PG in the industry, exclusively from ATI!

For use in high horsepower race cars, pullers and monster trucks, the Superglide is available for popular Chevy, Ford, Mopar & Toyota applications. With many custom components made exclusively by ATI, it's the ultimate in reliability!



JIM SACKUVICH - Pro Nitrous 3.78 @198.67  
ATI Superglide 4 Lock Up Transmission and  
Outlaw Converter



Made in USA



Superglide 4 Lock Up



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.

## SUPERGLIDE® 2\*

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

Includes:

- 1.64, 1.66 or 1.80 Vasco Gear Set
- Precision Balanced New 4340 Carrier and Output
- Exclusive 30 Spline Turbo Clutch Hub, Input Sun Gear and 1" Ringless Vasco Input Shaft
- ATI SuperCase and Tailhousing
- Compu-Flow Pro Style Safety Forward Manual Transbrake
- 10 Clutch High Gear Drum with Turbo Spline Clutch Hub
- Premium Competition Friction Super Band
- HD 4140 Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Aluminum Super Pump with Stator for Ringless Shaft
- Billet Twin Seal Servo w/Gapless Rings and Cover
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Integral Transmission Catch Can
- High Performance Gaskets and Seals
- High Flow Filter System
- -6 AN fittings, standard
- Multi Lever
- Case to Bell Stud Kit
- Bearing in case for Output Shaft
- Heavy Duty Extension Housing

201452

201462 18" Shorty w/ 1.80 Vasco gears

\* Some gear sets are weight restricted  
1.80 gears not for use over 2800 HP

### Upgrades available for the Superglide 4:

- Gun Drill Output Shaft (for SG4)  
Saves 1.4 lbs!
- Billet Aluminum Carrier (HP specific)  
Saves 2.6 lbs!

## SUPERGLIDE® 4\*

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

Includes:

- Custom 1.62, 1.64, 180\* or 1.82 Vasco Gear Set
- Custom Sun Gear for 1.1875 Input Shaft
- Custom Output Sun Gear Bushing
- Precision-balanced new 4340 Carrier with 4340 Output (T-400 diameter)
- ATI SuperCase and Tailhousing
- 300M Ringless Input Shaft, 1.1875" Diam.
- Custom Super Pump
- Compu-Flow Safety Forward Manual Transbrake
- Custom 10 Clutch Drum / Clutch Hub
- Premium Competition Friction Super Band
- HD 4140 Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Billet Twin Seal Servo w/Gapless Rings and Cover
- Deep Aluminum Cast Pan
- Lokar Direct Mount Dip Stick
- Transmission Catch Can
- High Flow Filter System
- -6 AN fittings, standard
- Multi Lever
- Roller Governor Support
- Bearing in case for Output Shaft
- Case to Bell Stud Kit

• ATI Outlaw Torque Converter®  
(Part# 408422 or 408423 - included)

201454, 28" w/ 1.82 Vasco gears

201464 18" Shorty w/ 1.82 Vasco gears

With 2 converters

201455, 28" w/ 1.62 Vasco gears

201465 18" Shorty w/ 1.62 Vasco gears

## SUPERGLIDE® 4 LOCK UP\*

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

Includes:

- Custom 1.62, 1.64, 180\* or 1.82 Vasco Gear Set
- Custom Sun Gear for 1.1875 Input Shaft
- Custom Output Sun Gear Bushing
- Precision-balanced new 4340 Carrier with 4340 Output (T-400 diameter)
- ATI SuperCase and Tailhousing
- 300M Ringless Input Shaft, 1.1875" Diam.
- Custom Super Pump for 1.1875 Input
- Compu-Flow Safety Forward Manual
- Custom 10 Clutch Drum / Clutch Hub
- Premium Competition Friction Super Band
- HD 4140 Band Adjuster
- Wicked Quick Billet Aluminum Valve Body
- Billet Twin Seal Servo w/Gapless Rings and Cover
- Deep Aluminum Moroso Fabricated Pan
- Lokar Direct Mount Dip Stick
- Transmission Catch Can
- High Flow Filter System
- -6 AN fittings, standard
- Multi Lever
- Roller Governor Support
- Bearing in case for Output Shaft
- Case to Bell Stud Kit

• ATI Outlaw Torque Converter®  
(Part# 408422LU - included)

201454LU

201455LU w/ 1.62 Vasco gears

Bell Spacers for the Superglide 4 Lock-Up:

• Chevy, .500" thick 200004A

• Chevy, .625" thick 200004B

• Chevy, .875" thick 200004C

• Chevy, 1.00" thick 200004D

Convert your Superglide 4 to a SG4 LU when you return it for overhaul!

Order a Lock-up Conversion Kit (#202420) with Lock-Up Converter (complete)

Does not include replacement of any broken hard parts or overhaul.

## SUPERGLIDE LIGHTWEIGHT PACKAGE

Brings Superglide 4 to UNDER 100 lbs and lock-up option down to 100 lbs!



Light Moroso Pan  
with Skid Plate

Billet Aluminum  
Carrier



Billet  
Aluminum  
Servo Cover



Lightened  
Governor  
Support

Available for ProGlides\*, Superglides 2, 4 & SG4LU! 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!

\* Not suitable for 1.82 Pro Glide (#200150)



# SCS-30 Cooling System

**Let your ATI trans cool itself!**

**U. S. Patent  
#8,251,851**

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



When installed on your ATI Powerglide, the SCS-30 will recirculate up to 30 gallons of fluid per hour through your converter and cooler while you're sitting between rounds with your engine off!



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

## SCS PACKAGES

<b>SCS-30 INSTALLED OPTION</b>	<b>925000</b>
Requires deep pan and valve body modifications.	
<b>TRANNY BUILDER PKG</b>	<b>200009</b>
<b>DRAGSTER PKG (shown above)</b>	<b>200006</b>

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

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

For use only with ATI Case & Bell!  
Handles only (925152)

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

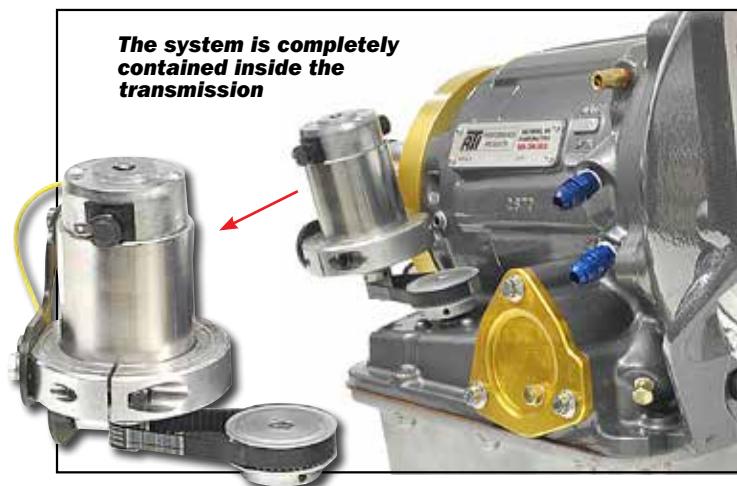
**SYNTHETIC  
SUPER F  
Racing ATF**

**ATI Super F helps control heat better than conventional fluid!**



20 WT SUPER F (QUART)	100001
20 WT SUPER F (GALLON)	100004
30 WT MAX DUTY	
SUPER F (QUART)	100021

Also available in cases! See page 77 for more info.



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

## SCS COMPONENTS

PUMP	925009
SEAL	925011
BELT	925008
17 TOOTH GEAR	925006
44 TOOTH GEAR	925007
MOTOR, 12 VOLT BRUSH SERVO	940001
BRUSH SCREW, (PK/ 2)	940001S-2
CHECK VALVE FOR SCS-30	925016
CIRCULATOR PUMP GASKET	925018

**SCS-30 Cooling System**

# ATI SuperCase® & Components



**3 piece design!**

**NEW LOWER PRICES!**

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
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 BELL	200008
WITH TOYOTA SUPRA BELL	200029
<i>*Includes SFI Internal balance flexplate, crank adapter and bolts.</i>	
OPTIONAL SCS-30 INSTALLED ON S/CASE	925000
SUPERCASE®, RACE-READY WITH CHEVY BELL AND SCS 30 SYSTEM*	200009
<i>*Requires aluminum deep pan</i>	
SUPERCASE® ONLY (W/LINER BUT NO BELL)	200013
SUPERCASE WITH BEARING INSTALLED	200013B

## SFI BELLS



CHEVY BELL (SUPERCASE)  
200014



SB FORD/157 FLEXPLATE BELL  
200018



FORD MOD MOTOR  
200007



BB MOPAR BELL  
200016M



SB FORD/164 FLEXPLATE BELL  
200021



BB FORD/164 FLEXPLATE BELL  
200025



TOYOTA SUPRA BELL  
200028



SB MOPAR AND NEW HEMI BELL  
200023ML

## SUPERCASE BELL PACKAGES With bell, flexplate, adapter & hardware

SB MOPAR	202800
SB MOPAR, NEW HEMI	202801
BB MOPAR, 6-BOLT	202802
BB MOPAR, 8-BOLT	202803
SB FORD, 157T - INT BAL	202810
SB FORD, 157T - EXT BAL, 28 OZ	202810-28
SB FORD, 157T - EXT BAL, 50 OZ	202810-50
SB FORD, 164T	202811
SB FORD, 164T - EXT BAL, 28 OZ	202811-28
SB FORD, 164T - EXT BAL, 50 OZ	202811-50
SB FORD, MOD MOTOR	202812
BB FORD, 164T INT BAL	202813
BB FORD, 164T EXT BAL	202814
TOYOTA SUPRA	202820

Requires ATI custom converter (part #408931) - See page 30.

## CRANK ADAPTERS

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

## 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
<i>*Does not have valve body or ATI bell to SuperCase bolts!</i>	
<i>◊ See page 36 for Extreme Duty bolt kits</i>	

## ADAPTER PLATES

ADAPTER PLATE - SUPERCASE TO PA BELL	915118
ADAPTER PLATE - SUPERCASE TO JW BELL†	915119
<i>† The JW Bell must be shortened 7/8" or the converter lengthened 7/8".</i>	
<i>ATI normally machines 3/8" off each side of the bell and uses a 1/4" thick motorplate converter.</i>	
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

# Powerglide Components

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



SuperCase®  
Extension  
Housing



SuperCase®  
Extension  
Housing  
Cut-away

## EXTENSION HOUSINGS

PG 28" ASSEMBLY, OEM	200030
PG SUPERCASE, FOR 1.500 YOKE WITH SEAL, BEARING & RETAINING RING	200031
EXTENSION HOUSING WITH T-400 OUTPUT	200032

## 18" EXTENSION HOUSINGS

PG 18" WITH BEARING	200039
PG 18" SHORTY W/ T-400 OUTPUT & BEARING INCLUDES HARDWARE Uses standard OD output yoke	200040T



18" Extension  
Housing - 3.110  
Long with Bearing

## SPHERICAL TAILHOUSING For solid mount rear engine dragsters

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



POWERGLIDE SHORTY EXTENSION HOUSING WITH SPHERICAL BEARING	207850
SPHERICAL BEARING ONLY	207880

## POWERGLIDE CASE SAVER CLIPS

**NEW!**



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

CASE SAVER (SET OF 6)  
205761

## BILLET ALUMINUM GOVERNOR SUPPORTS

**NEW!**

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



Billet Aluminum  
Governor Support



Lightweight Billet Aluminum  
Governor Support

T-400 OUTPUT-SIZE WITH BEARING	200037
T-400 OUTPUT-SIZE WITH BEARING, LIGHTWEIGHT	200037LWT
PG OUTPUT-SIZE WITH BEARING	200038
PG OUTPUT-SIZE WITH BEARING, LIGHTWEIGHT	200038LWT



# Valve Bodies and Transbrakes

**7.4 lbs lighter than an OEM!**



## 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

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

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

Save 1/2 lb + with lightweight Titanium Bolts!



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

### WICKED QUICK COMPONENTS

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

## COMPU-FLOW® VALVE BODIES

ATI Compu-Flow Valve Bodies provide the most accurate and efficient hydraulic controls possible for automatic transmissions. Years of research and testing have enabled ATI to design optimum oil circuitry for all popular transmission applications.

### COMPU-FLOW MANUAL VALVE BODIES

FORWARD PATTERN W/ ADJUSTABLE REGULATOR 203200

### COMPU-FLOW TRANSBRAKES

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

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR  
REVERSE SAFETY Great for Pro Tree! 203050

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR  
203250



**Valve Body replacement components are listed on page 49.**

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



**Patent #7,780,564**

## ADJUSTABLE REGULATORS

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



### Diagnosing transbrake solenoid Issues

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

### TRANSBRAKE SOLENOID AMP DRAW INFORMATION\*

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

\* Data provided by  
Lingenfelter Performance Engineering  
March, 2013

# Valve Body Components

## VALVE BODY COMPONENTS FOR STEEL AND OLDER ATI UNITS

### EXTERNAL TRANSBRAKES

#### FOR 203250 AND 203050

TRANSBRAKE VALVE	203440
BRAKE VALVE RETURN SPRING	203460
ALUM. SEP. PLATE FOR 203050	203040
SEPARATOR PLATE FOR 203250	203260

SOLENOID DELETE PLUG Allows for solenoid removal with 203250 transbrake	207342
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#### FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480
SOLENOID ONLY	941030

### INTERNAL TRANSBRAKES

#### 203300, 203350, 203070

SOLENOID ONLY	941010
TRANSBRAKE VALVE	203420
BRAKE VALVE RETURN SPRING	203450
SEPARATOR PLATE FOR 203300	203310
SEPARATOR PLATE FOR 203350	203360
SEPARATOR PLATE FOR 203070	203060
WIRE CONNECTOR, STANDARD	940330
WIRE CONNECTOR, SHORTY	940340

Transbrake  
Valve and  
Spring



Transbrake Solenoid with  
Adapter - #203480

### VALVE BODIES

#### FOR COMPU-FLOW VALVE BODIES

SEPARATOR PLATE FOR 203200	203210
SEPARATOR PLATE FOR 203220	203230

#### FOR ALL POWERGLIDE VALVE BODIES

GASKETS (3 SETS), OEM BASED	203410
PRESSURE REGULATOR SPRING ATI design for valve bodies without boost valve	203490
PRESSURE REGULATOR SPRING OEM design for valve bodies with boost valve	203380
MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)	203581



Manual Valve for  
OEM Based Valve Bodies - #203581

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

### TITANIUM VALVE BODY BOLTS

Lightweight  
Titanium!

TITANIUM BOLTS FOR  
ATI BILLET VALVE BODY #203051  
950310T

TITANIUM BOLTS FOR  
OEM STYLE VALVE BODY  
950311T



## 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. That's a 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.

# Powerglide Gear Sets



Made in USA

**For Stock, Super Stock, Comp Eliminator and Circle Track only!**

ATI stocks the widest selection of Powerglide Low Gears in the industry. These gears are based on the lightweight OEM 6 cylinder planetaries. Gear ratios include 1.68, 1.76, 1.90, 1.94, 1.98, 2.08, 2.18 9310 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. **OEM carrier gear sets carry a 90 day quality of work warranty.**



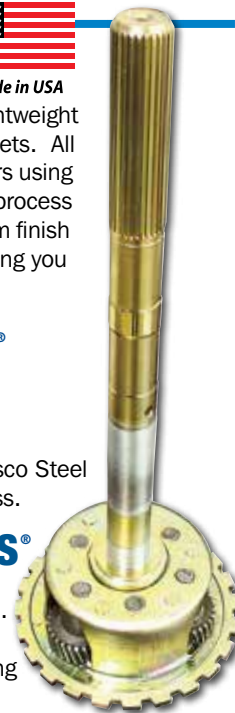
Precision balancing of heavy duty carriers

## HELICAL CUT SUPER SET GEARS®

- All 8 gears are new: long and short pinions, sun gear and flange gear.
- No factory gears are used.
- Each gear made of high quality steel with 9310 or Vasco Steel
- Recommended for engines with a stroke of 3.5" or less.

## STRAIGHT CUT SUPER SET GEARS®

- All 8 gears are new.
- Super strong lightweight ring gears in steel or aluminum.
- Eliminates power loss from friction.
- All thrust loading in the Powerglide from the reverse ring gear to the reverse pressure plate is totally eliminated.



	1.58	1.68	1.90	1.94	1.98	2.08	2.18
--	------	------	------	------	------	------	------

28" SUPER SET - Helical \*

---	203920	203923	203924	203925	203926	---	---
-----	--------	--------	--------	--------	--------	-----	-----

28" SUPER SET - Straight Cut \*

---	---	203933	203934	203935	203936	203937	---
-----	-----	--------	--------	--------	--------	--------	-----

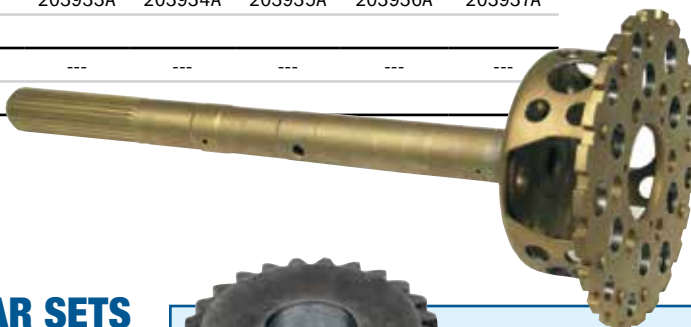
28" SUPER SET\* - Straight Cut with aluminum reverse ring gear for 3 reverse clutches \*

---	---	203933A	203934A	203935A	203936A	203937A	---
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28" SUPER SET \* - Straight Cut with 7 thin reverse clutches / PG input shaft 17 spline

203938	---	---	---	---	---	---	---
--------	-----	-----	-----	-----	-----	-----	-----

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



## SHORTY & OEM GEAR SETS

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

### 1.76 GEAR SETS

*Includes 1.76 OEM flange and reverse ring gears*

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

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

### 1.82 GEAR SET

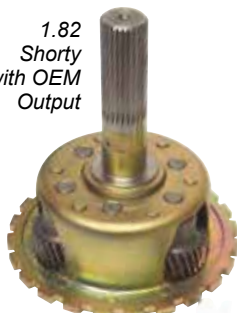
18" - OEM OUTPUT 204110

28" - OEM OUTPUT 204090

1.76 Shorty with 4340 Bolt-Together Output & Carrier



1.82 Shorty with OEM Output



## GEARS ONLY

19 spline

*Includes ratio, short pinions, flange and ring*

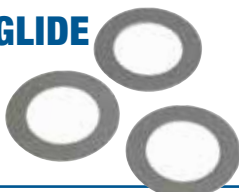


1.80	12 DP, STRT CUT, 9310 HD GEARS	204909
1.74	14 DP, STRT CUT, 9310 GEARS	204894
1.87	14 DP, STRT CUT, 9310 GEARS	204895

### OPTIONS

THRUST WASHER KIT (Set of 9)	204133
SMALL PARTS KIT (For overhaul)	207660
CARRIER ONLY (Steel)	207836

## POWERGLIDE SHIM KIT



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

205379



# Heavy Duty Gear Sets



JOHN SCALI - Top Sportsman  
2013 Jegs All Star Champion  
2010-2011 NHRA Div. 3 Top Sportsman Champ.  
ATI Superglide 4 Transmission, Converter,  
Superplate, Super Damper and Super F ATF

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



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

**100% New Parts!**

## 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

## VASCO GEAR SETS

- Highest HP rating for non-Superglide transmissions.
- Accepts OEM/PG spline input shafts and has std OEM PG output shafts.

1.64	12 DP	18"	2000 HP	STRAIGHT CUT	204885V♦
1.64	12 DP	28"	2000 HP	STRAIGHT CUT	204886V♦
1.66	12 DP	18"	2000 HP	STRAIGHT CUT	204896V
1.66	12 DP	28"	2000 HP	STRAIGHT CUT	204897V
1.74	14 DP	18"	2000 HP	STRAIGHT CUT	204983V
1.74	14 DP	28"	2000 HP	STRAIGHT CUT	204989V
1.80	12 DP	18"	2300 HP	STRAIGHT CUT	204984V
1.80	12 DP	28"	2300 HP	STRAIGHT CUT	204990V

♦ Power / Weight specific

**\*\*Some HP ratings are weight specific!\*\***

## SUPERGLIDE GEAR SETS

### FOR 30 SPLINE SUPERGLIDE 2 INPUT SHAFTS

1.64	12DP	18"	2300 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204887VS
1.64	12DP	28"	2300 HP	STRAIGHT CUT, VASCO, SG 2 SUN / PG OUTPUT	30 SPLINE	204888VS
1.66	12 DP	18"	2500 HP	STRAIGHT CUT, VASCO	30 SPLINE	204986VS*
1.66	12 DP	28"	2500 HP	STRAIGHT CUT, VASCO	30 SPLINE	204992VS*
1.80	12 DP	18"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204998VS*
1.80	12 DP	28"	2800 HP	STRAIGHT CUT, VASCO	30 SPLINE	204999VS*

### FOR 27 SPLINE SUPERGLIDE 4 INPUT SHAFTS ALL VASCO - Available with gun drilled output shaft! 1.62 Gear Sets require a modified case.

1.62	12 DP	18"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, VASCO SG4 SUN,T-400 OUTPUT	27 SPLINE	204879VS-LWT♦♦
1.62	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT 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..

† Includes billet aluminum carrier & gun drilled output shaft. 4 lbs lighter than our normal unit !

▲ Limited quantities - available while supplies last. ♦♦ Only available installed in an ATI transmission!



Lightweight Billet Aluminum Carrier

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

**Billet Aluminum Carrier Option saves 2.2 lbs. (steel is 4.2, aluminum is 2.0 lbs.) Highest HP on the market up to 3500 HP!**

# Powerglide Components

## STEEL AND ALUMINUM REVERSE RING GEARS

In addition to our standard steel ring gears, ATI also offers a lightweight aluminum reverse ring gear. Each aluminum ring gear is fully CNC-machined from space-age aluminum and is hard-coated to 60 RC for long life. Weighing a mere 15 ounces, they are over 60% lighter than the lightest steel unit. Aluminum Reverse Ring Gears are not recommended for use with a transbrake!



### 1.76 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL	204000
STEEL, 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

### 1.82 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL, 6 CLUTCH	204010
STEEL, OEM HELICAL LIGHTENED - 3 CLUTCH	207000
ALUMINUM, HELICAL - 3 CLUTCH	207760
ALUMINUM, HELICAL - 6 CLUTCH	207761
STEEL, STRAIGHT CUT L/W - 2 CLUTCH	207270
STEEL, STRAIGHT CUT - 6 CLUTCH	207180
ALUMINUM, STRAIGHT CUT - 3 CLUTCH	207770
ALUMINUM, STRAIGHT CUT - 6 CLUTCH	207771

## 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

DRUM, 5 CLUTCH CAPACITY, NO CLUTCHES WITH PISTON	205670
ASSEMBLY, 5 CLUTCHES INSTALLED (8.46 LBS)	205640
ASSEMBLY, 6 CLUTCHES INSTALLED (8.50 LBS)	205641
ASSEMBLY, 7 CLUTCHES INSTALLED (8.86 LBS)	205642
ASSEMBLY, 10 CLUTCHES & 19 SPL HUB INSTALLED (9.80 LBS)	205645
ASSEMBLY, 10 CLUTCHES & 30 SPL HUB FOR SG1 & 2 (10.08 LBS)	205646
ASSEMBLY, 10 CLUTCHES & 27 SPL HUB FOR SG4	205647

### 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



Aluminum Drum with Steel Insert Pt # 205650

10 Clutch Drum and Hub Part # 205645

## Aluminum Drums

Remember, the drum accelerates from **stop** 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 Competition 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.



Aluminum Hub

## 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 MAX	207210
STEEL CLUTCH HUB (.92 LB) - 7 CLUTCH MAX	207220
STEEL CLUTCH HUB - 10 CLUTCH MAX	207222

STEEL FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783
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STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223
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**Regular care can extend the life of your aluminum drum.**

When you are using an aluminum drum in your Powerglide Transmission, it is very important to change the fluid and filter regularly as well as check your band adjustment. Aluminum is lighter in weight but it also wears down. A regular fluid flush and filter replacement can extend your aluminum drum life significantly. Also, always use a red lined band with an aluminum drum. Kevlar will tear it up in short order! The proper band adjustment when using an **aluminum** drum is: torque to 80 in/lbs and back off 4.5 turns.



David Caine  
Sales Technician Ext. 3043

# Servos ~ Clutch Packs

## TWIN SEAL SERVO AND BILLET SERVO COVERS

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

TWIN SEAL SERVO Includes gasket, o-ring and steel servo rings	205322
SERVO W/GAPLESS TWIN RINGS INSTALLED Includes gasket, o-ring and gapless servo rings	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

Dual Seal Servo



Billet Aluminum Servo Cover

## GAPLESS SERVO RINGS

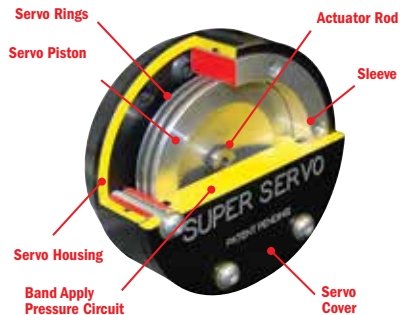
ATI's new servo rings have zero gap to totally seal the servo to the bore for exceptional band pressure and easier installation. Standard equipment on ATI's Superglides. An excellent addition to ATI's Twin Seal Servo.



SERVO RINGS	205319
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## SUPER SERVO®

U. S. Patent# 8,250,967



ATI's new Super Servo® gives the ability to increase the servo bore from the stock 2.750" bore to 3.250" on any OEM or aftermarket Powerglide case. This increases the servo piston apply area nearly 30% from 5.93 square inches to 8.29 square inches. With this additional area, you are now able to increase the band's clamping force equal to 300 psi of line pressure even though you only need 215 psi to do so.

Look at these numbers!

5.93 x 200 psi = 1186 lbs  
5.93 x 300 psi = 1779 lbs  
8.29 x 215 psi = 1782 lbs



SUPER SERVO	205327
O-RING KIT FOR SUPER SERVO	205335

## 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 5 STEELS	205820
CLUTCH PACK 6 FRICTIONS 6 STEELS	205821
CLUTCH PACK 5 FRICTIONS ONLY .100" THICK	205800
CLUTCH PACK 6 FRICTIONS ONLY .100" THICK	205801

FRICTION PLATE .100" (TAN,SMOOTH)	205803
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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



205615 .050"

205612 .060"

205614 .070"

Servos ~ Clutch Packs



# Powerglide Pumps

Super Pump



## SUPER PUMP

As standard equipment on the Superglide 2 and 4, the Super Pump's lightweight pump halves are CNC-machined from aluminum for precision. The Super Pump's steel stator support tube is a one-piece, bolt-in design which prevents stator tube spin-out. The pump gear thickness has been increased to improve oil pressure and volume at low RPM resulting in a cool running transmission and converter. All new micro-polished and coated Pump Gears are standard and allow for maximum oil flow and increased pump life. Also comes standard with steel wear plates for the longest aluminum pump life on the market!

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

Front Pump



## PUMP SEALING COMPONENTS

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

*Use for a max of 200 psi!*

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

## 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 RINGS INSTALLED FOR 207148 & 207159AV SUPER SHAFTS ONLY	205052

### WITHOUT COOLER

HEAT-TREATED STATOR SUPPORT	205061
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ATI's exclusive Stator Support Tube machined for rings



## STATOR SUPPORT TUBES AND PUMP HALVES

Stator Support Tubes support and center the stator inside a converter and lock the stator from turning when the converter is multiplying torque while the sprag is locked. 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 of 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 PUMP HALF, HEAT-TREATED, 4140 - OEM STYLE	205262
NEW OEM STYLE PUMP HALF, HEAT-TREATED, 4140 - RINGLESS	205261
SUPER PUMP STYLE, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035
SUPER PUMP STYLE, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133
SUPER PUMP STYLE, HT STATOR TUBE, BIG SHAFT	207153

100% Billet Super Pump Stator Support Tube

# Powerglide Input Shafts



**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 6 seasons!**

## RINGLESS SUPER SHAFTS®

ATI's Patented Ringless Shaft and Stator Support Tubes use actual rings to seal nearly 100% of flow while bushings seal only 85% of your cooler flow.

- Lost cooler flow is wasted horsepower to make the pressure!
- Lost converter charge pressure means more slip at the top end and a less efficient converter.

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



Ringless Super Shaft  
#207148

### NOTE!

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



### WHAT YOU GET FOR YOUR MONEY

#### Raw material cost for mill run

Approximately 7000 feet per order:

4340 steel

300M

Vasco

Based on 1.125" diameter material

Pricing as of September 2015

## TORSIONAL INPUT SHAFTS

### POWERGLIDE SPLINE

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

### TURBO SPLINE

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

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

## INPUT SHAFT COMPONENTS

CHROME RINGS, SET OF 2 205010

TEFLON RING (1) 205011T

BUSHING -.984 ATI SHAFTS FOR NON-BUSHED CONVERTERS 207350

BUSHING .998 NON-ATI SHAFTS FOR NON-BUSHED CONVERTERS 980080



Chrome Rings

Teflon Ring

Bushing #207350

## What is the purpose of the input shaft?

What is the purpose of the input shaft?

There are numerous purposes. Input Shaft duties include:

1. Transfer power from the converter to the input sun gear while in low gear.
2. Transfer power from the converter to the high gear hub in high gear.
3. Direct oil coming from the converter to the front ring on the shaft and out through the pump to the oil cooler.
4. Direct oil from the cooler between the 2 rings and down through the center of the shaft to lube and cool the direct clutches, gear set, output shaft bushing and the entire transmission.
5. Maintain proper oil pressure in the converter and cooler with its sized holes that are "downstream restrictions" to control the flow out of the converter.

6. Center and support the Input Sun Gear from its pitch diameter to the 1/2 diameter that goes into the bushing on the output shaft
7. Center and support the Output Sun Gear (flange gear) via the "wedding band".

Which companies in the industry are capable of making input shafts properly? Who has the hobs, shapers and cutters to cut splines? Do they have the machines and the expertise that is required to manufacture this critical part? Can they properly heat treat it, straighten and finish grind it? Or, do they just buy it from someone and resell it? One thing is for sure: at ATI, if we have a problem, we have a REASON, not an EXCUSE, because we make it in-house from start to finish. We find the problems, not you.

The bottom line is simple: Manufacturing technique for this product is critical. Material is critical. Heat-treat is critical.

# Powerglide Components

## TRANSMISSION PANS

Cast Deep Pan  
7.15 lbs



Lightweight!

Moroso Aluminum  
Deep Pan  
4.0 lbs



Moroso Aluminum  
Stock Depth Pan  
2.5 lbs



Transmission pans are key to the proper function of your transmission. While the stock pan holds adequate fluid for many uses, the aluminum deep pan holds up to two quarts more fluid for high performance use and is far stronger than a stock pan. For added efficiency, the Moroso pan is half the weight of a cast pan and features "anti-slosh" baffles.

CAST ALUMINUM DEEP PAN Includes filter, gaskets and hardware	203500
MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN Does not include filter or pan gasket	203610
MOROSO ALUMINUM STOCK DEPTH PAN Does not include filter or pan gasket	203611
PAN GASKET	203550

## 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.



3/8" WIDER THAN A STOCK BAND!

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

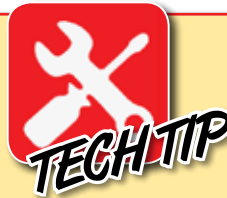
PG LOW BAND PREMIUM COMPETITION LINING	205290
PG LOW BAND, RED LINING	205310
ATI SUPER BAND, CARBON LINED <b>3/8" WIDER THAN STOCK!</b>	205291
ATI SUPER BAND RED LINED FOR ALUMINUM DRUMS <b>3/8" WIDER THAN STOCK!</b>	205292

## BAND ADJUSTING SCREW

OK FOR UP OR DOWN LEVER POSITION!



HD 4140 BAND ADJUSTING SCREW WITH JAM NUT  
205313



## CRITICAL LOW GEAR BAND ADJUSTMENT

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

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

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

Call a Sales Technician for further assistance.



# Powerglide Components

**ALL NEW PARTS  
NOT OEM!**

## PARK PAWL



PARK PAWL  
205740



PARK PAWL ACTUATOR  
205741



PARK PAWL RELEASE SPRING  
205746



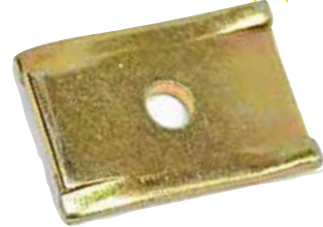
## ROOSTER COMB KIT

ROOSTER COMB 205768  
Includes hardware.

## HEAVY DUTY BAND APPLY STRUT

**NEW!**

BAND APPLY STRUT  
205312.



## 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



## REVERSE PISTON SPRINGS

**FOR FASTER  
TRANSBRAKE  
RELEASE!**



HEAVY DUTY REVERSE PISTON SPRINGS, SET OF 17  
205750

## SERVO APPLY TUBE

**NEW!**



205350

## BUSHING KITS



POWERGLIDE KIT  
206400

EXTRA WIDE PG CASE BUSHING  
980175

Powerglide Small Parts

# Powerglide Components



Rebuild Kit

## TRANSMISSION OVERHAUL KITS

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

PG (WITH STEEL DRUM) - 5 CLUTCH	206330
PG (WITH STEEL DRUM) - 6 CLUTCH	206331
PG (WITH STEEL DRUM) - 7 CLUTCH	206332
PG (WITH STEEL DRUM) - 10 CLUTCH	206333
<b>NEW!</b>	
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



High Flow Filter System

## 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
BRASS FILTER ONLY	203560

## HIGH FLOW FILTER SYSTEM

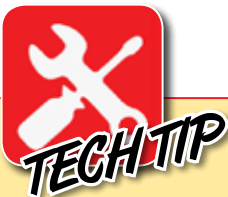
Increase flow capability with this kit. Features a custom-designed adapter, gasket and all hardware to install a double-sided, oversized Dacron filter so you never experience oil starvation. Also, contamination from the pan never gets to the pump.

SERVICE KIT	203564
DACRON HIGH FLOW FILTER	726530

## 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 KD Tools.

151001



## Bad Air / Good Air

No tune up will bring the slow performance of 80 - 95+ degree air back to the good performance of 45 - 60 degree air in a naturally aspirated car. Barometric pressure, air density, humidity and actual altitude are also factors which contribute to, and detract from, vehicle performance. The two most likely changes to regain some of this lost performance are a slight increase in engine timing of 2 to 3 degrees, and/or a slight jetting decrease of 2-3 steps. Other similar changes such as a looser converter, increased rear gear ratio, and advanced cam timing may also help slightly, but good air (and track conditions) are just that...

The combination of relatively low ambient temperature, low humidity, low actual altitude and high barometric pressure are what every racer is looking for to produce those quickest ETs, quickest 60 fts, and highest MPHs.



Charlie Plott  
Sales Technician, Ext. 3028

# 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 - 94 NHRA National Event wins and counting using ATI Transmission, Treemaster Converter, Flexplate and Super Damper-equipped!



CONTINGENCY ITEM



## 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

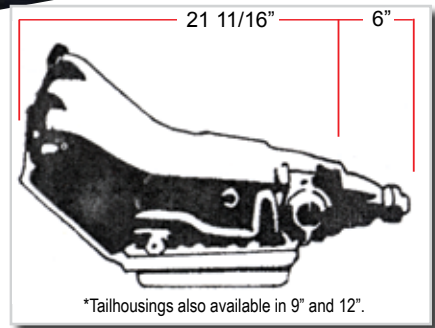
351000 Chevy Case

Forward Manual with Band Apply

351200 Chevy Case

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

Call for Long Tail and B-P-O Options



\*Tail housings also available in 9" and 12".

## COMPETITION TRANS

Reverse Manual with Band, Up to 400 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- ATI Reverse Manual Valve Body with Band  
Apply for engine braking while throttle is lifted
- OEM Transmission Pan

351300 Chevy Case

## COMPETITION TRANS

Reverse Manual no Band Apply, Up to 400 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- ATI Reverse Manual Valve Body, no Band Apply
- OEM Transmission Pan

351400 Chevy Case

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

## TRANSBRAKE 350

Reverse Manual no Band Apply, Up to 850 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Steel 36 element HD Direct Drum assembly
- HD 300M Input Shaft, PG or Turbo Spline
- ATI Reverse Manual Transbrake Valve Body

351470 Chevy Case

\* Specify PG or Turbo spline input

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

## ULTRA ALUMINUM 350 TRANS

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

HP rated @ 3400 lbs

Includes:

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

351600\* Chevy Case up to 650 HP

\* Specify PG or Turbo spline input

351601 Chevy Case up to 850 HP

\* Includes Heat-treated stator tube, coated pump gears and #355270 forward drum-turbo spline only!

Note! All transmissions are blueprinted and assembled to the specific torque demands of each engine application. Prices listed are for base model units with the valve body listed. Please call an ATI Sales Technician with your car and engine specs to discuss any needed upgrades or options. See Racer Information sheet, page 82.

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 83).

## Choose from these options for your T350!

To be installed at time of build

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

Heavy duty Input Shafts, for HP up to 1000:

- 357050 PG spline
- 357052 Turbo spline
- 960002 1/4" NPT male to -6 AN male trans cooler line fittings\*

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

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

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



Lightweight Sun Shell for SLD option

T-350 Transmissions



# T-350 Components

Compu-Flow Valve Body



## 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 353170  
FOR VALVE BODY #353300 353310  
FOR VALVE BODY #353400 353170

### VALVE BODY GASKETS

COMPU-FLOW TRANSBRAKE #353080 (3 SETS) 353090  
REVERSE WITHOUT BAND APPLY (3 SETS) 353220  
STREET / STRIP (3 SETS) 353230  
FORWARD PATTERN (3 SETS) 353320  
REVERSE PATTERN WITH BAND APPLY (3 SETS) 353420

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

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 engine RPM on the gear change. Clutch life is extended with the aluminum drum which is 1/3 the weight of the steel drum and has less mass to accelerate.



## ALUMINUM FORWARD DRUM

Recommended for Stock and Super Stock racers, this new 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!

Part #355682 Steel (10.9 lbs)

Part #355702 Aluminum (4.0 lbs)



T-350 BILLET ALUMINUM FORWARD DRUM 355252

Price is for drum only. Must have input installed.

T-350 BILLET ALUMINUM FORWARD DRUM 355270  
Includes 300M turbo spline shaft, Up to 850 HP

## 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!

Direct Drum Assembly with 36 Element Sprag



300M Input Shaft

## CLUTCH DRUMS

FORWARD, STEEL WITH 300M TURBO SPLINE SHAFT 355259  
FORWARD, STEEL WITH 300M PG SPLINE SHAFT 355260  
FORWARD, STEEL - LIGHTENED 357169

DIRECT, ALUMINUM (DRUM ONLY) 357160  
DIRECT, STEEL HD 36 ELEMENT SPRAG FOR HIGH HP\* 355682  
DIRECT, ALUM. HD 36 ELEMENT SPRAG FOR HIGH HP\* 355702

\*The most common OEM part to break!

## 2.75 LOW GEAR SETS

Low gear sets increase the gear ratio when leaving the starting line and return to the original rear gear in high gear. The increase is usually equal to 1 numerically higher gear ratio. A car with a 4.10 rear gear and a standard low gear of 2.52 equals a 10.33 starting line ratio or SLR (2.52 x 4.1). Utilizing the 2.75 gear set equals a 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.52 equals 4.48 - the new rear gear required to obtain the 11.30 SLR with the 2.52 low gear. Great for towing, street cars and big CID high torque motors that are RPM limited and are using a 4.10 rear gear.

2.75 RATIO 354040

2.75 Low Gear Set for T-350



# T-350 Components

## FRONT PUMPS

BLUEPRINTED, WITH COOLER	355010
BLUEPRINTED, WITH COOLER BY-PASS	355020

## 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

## ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR	403390
ALUMINUM PLUG WITH O-RING	407010

## BANDS

INTERMEDIATE BAND HD KEVLAR	355530
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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.



T-350 Front Pump



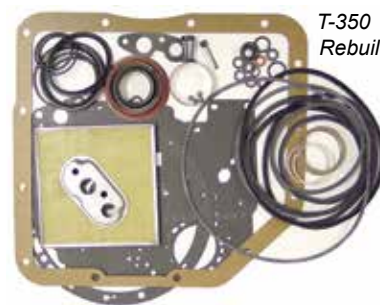
Heavy Duty Outer Race

## CLUTCH PACKS

<u>DIRECT</u>	5 FRICTIONS	5 STEELS	355630
<u>FORWARD</u>	5 FRICTIONS	5 STEELS	355220
<u>INTERMEDIATE</u>	3 FRICTIONS	3 STEELS	355420
<u>REVERSE</u>	5 FRICTIONS	5 STEELS	355820

## 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 - GASKET AND FILTER	353600



T-350 Rebuild Kit

## COMPU-PRO® RACE KITS WITH VALVE BODY

COMPU-PRO RACE KIT W/ BAND APPLY, INC. VALVE BODY	356360
COMPU-PRO RACE KIT NO BAND APPLY, INC. VALVE BODY	356370

## BUSHING KITS

356400

## CHROME OIL RINGS

355000



Bushing Kit

Chrome Oil Rings

## TRANSMISSION CATCH CAN

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

TRANSMISSION CATCH CAN	356611
FITTING, DRAIN COCK - 1/8" NPT MALE	964101
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE	964102



Transmission Catch Can

## TRANSMISSION SHIELDS

Note! Transmission shields are NOT returnable!

356610

## DEEP PANS

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



Aluminum Deep Pan

Steel OEM style Black Powder Coated Pan

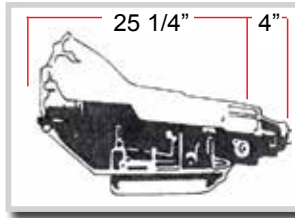
**NEW!**

# T-400 Transmissions

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



CONTINGENCY ITEM



JOHNNY LIGHTNING - JLP RACING  
NMRA Coyote Modified Winner at Bradenton and R/U at Atlanta and Budds Creek using a Max Duty T400 SuperCase Transmission, Super Damper and Super F Fluid.

## COPO CAMARO SPEC T-400 TRANS

Now you can order a T-400 with the same specifications used in the 2014 & 2015 COPO Camaro!

- Aluminum Forward and Direct Drums
- ATI Reverse Manual Valve Body
- ATI SFI T400 Supercase
- Roller Bearing Tail housing
- Transmission Catch Can

**401650 Naturally Aspirated**

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

## 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

**401300 Chevy Case, Reverse Pat**

**401330 B-P-O Case, Reverse Pat**

**401200 Chevy Case, Forward 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 Chevy Case**

**401370 B-P-O Case**

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

## FUEL COMP TRANS

Reverse Manual, Up to 1500 HP

Good for high HP, heavy cars, without a brake

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- Heat-treated Stator Tube
- Roller Bearings
- ATI Reverse Manual Valve Body
- ATI Severe Duty Alum Direct Drum
- Full one-year warranty on Drum Assembly
- Vasco Input Shaft with steel drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support
- Increased Clutch Capacity
- HD Clutch Pack
- Deep Aluminum Cast Transmission Pan
- 2.48 Low Gear-helical

**401600**

With SuperCase & Chevy Bell -

**401600SC**

**NOTE! All 4WD transmissions require the actual core be supplied for preparation. Refundable core charge for acceptable transmission core If a SuperCase is used (See page 83.)**

## TRANSBRAKE FUEL COMP

Reverse Manual Transbrake, Up to 1500 HP

Good for high HP, heavy cars

Includes:

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

**401603**

With SuperCase & Chevy Bell -

**401603SC**

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

## MAXIMUM DUTY TRANS\*

ATI Aluminum Transbrake  
Rated from 1800 HP to 3000 HP  
depending on options

- Race Clutches and Steels
- Blueprinted High Flow Front Pump with heat-treated tube
- **Billet Alum.** Safety Reverse Valve Body
- ATI Severe Duty Alum Direct Drum
- Vasco Input Shaft with steel drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Center Support
- HD Roller Bearing Tail
- Deep Aluminum Cast Transmission Pan
- Increased Clutch Capacity in all positions
- -6 AN Fittings
- Lokar® Direct Mount Dipstick

\* An **OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB).**  
Order #406026

### T400 3-Speed Outlaw Series

**1,800 HP MAX RATING**

**401606 2.10 Low/1.40 Second - Helical**

**401606SC**

With SuperCase & Chevy Bell

**401605SC 2.48 Low/1.48 Second - Helical**

With SuperCase & Chevy Bell (5 pinion planet)

**401607SC 1.95 Low/1.34 Second - Strt Cut**

With SuperCase & Chevy Bell (6 pinion alum carrier)

**401608SC 1.86 Low/1.31 Second - Strt Cut**

With SuperCase & Chevy Bell (6 pinion alum carrier)

**401608LU 1.86 Low/1.31 Second - Strt Cut**

With SuperCase & Chevy Bell with Lock Up



**401609SC 2.10 Low/1.40 Second - Strt Cut**

With SuperCase & Chevy Bell (6 pinion alum carrier)



# T-400 Transmissions

## MOPAR NEW GEN HEMI T-400 TRANSMISSIONS

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

These transmissions are assembled in ATI's SFI case with an SFI Mopar specific bellhousing and include a roller bearing tailhousing, deep aluminum pan, LOKAR firewall mount dipstick and 10 quarts of ATI's 30W Super F synthetic fluid. The appropriate flexplate, crank adapter and required bolts are also included so a standard GM converter with a small bolt circle drops right in. Standard gear ratio is the OEM 2.48/1.48. Other options available - see below. Core charge and shipping crate are included in the price of these transmissions.

**401640 New Gen HEMI Package with ATI Bell**

**401641 New Gen HEMI Package with Dual Starter Packets in Bell**

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



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



**Can be made PG  
length at no additional  
charge!**

## 2-Speed Max Duty Transmissions

**"OUTLAW SERIES" ATI Aluminum Transbrake, rated from 1800 HP to 3000 HP depending on options**

- Race Clutches and Steels
- Blueprinted High Flow Front Pump with heat-treated tube
- Billet Aluminum Safety Reverse Valve Body
- ATI Severe Duty Aluminum Direct Drum
- Vasco Input Shaft with Steel Drum
- Vasco Intermediate Shaft
- HD Steel Forward Clutch Hub
- HD Billet Center Support
- Billet Aluminum Clutch Pack Spacer
- HD Roller Bearing Tail
- Deep Aluminum Cast Transmission Pan
- Increased Clutch Capacity in all positions
- -6 AN Fittings
- Lokar® Direct Mount Dipstick

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

**401613 1.48 "Low" - Helical (5 pinion)  
With SuperCase & Chevy Bell -  
401613SC**

**401616 1.40 "Low" - Straight Cut  
With SuperCase & Chevy Bell -  
401616SC**

**401618SC 1.34 "Low" - Straight Cut  
With SuperCase & Chevy Bell**

**Note! Option prices listed are available only at the time of order or while your T-400 is being built.**

*\* An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) - Order #406026*

*OEM cased units are rated to 1800 HP and not intended for heavy weight cars.*

*ATI SuperCase recommended over 2000 HP!*



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

### LIGHTWEIGHT T-400 BIG SHAFT DRUM OPTION

*These 2 options MUST be purchased together*

1- 3/16" diam. Shaft with LW Steel Fwd Drum  
Part # 406002

Super Pump Stator Tube/Plate Assy, big shaft  
Part # 405153K

*Steel pump half included!*

### OPTIONS FOR 2-SPEED T-400s ONLY "SEVERE DUTY" DRUM KIT

Designed for high pressure applications, our newest "severe duty" drum holds up to 8 direct clutches and features a billet aluminum center support and a steel insert for Teflon rings. Improves venting for quicker apply and release!

SEVERE DUTY DRUM ASSY 407057

#### CLUTCH PACK SPACER

Required when removing  
Intermediate clutch pack

405573

**New!**  
**1.3 lbs!**



#### BILLET ALUMINUM CENTER SUPPORTS

405473

**2.5 lbs!**



### AVAILABLE T-400 OPTIONS

T400 SuperCase w/Chevy Bell	400011
HD Center Support w/Bronze Bushing	405471
Alum direct drum w/34 elem sprag	405722
Severe duty alum, 36 elem dir drum	407056
300M Input w/Forward Drum	406000
Vasco Input w/Forward Drum	406001
300M Input w/Aluminum Drum 3.2 lbs lighter (800 HP Max)	406004
Vasco Input w/Alum Fwd Drum	406005
Trigger Ring, ATI Steel Drum only	407265
HD Steel Fwd Clutch Hub	405370
2.10 Low Gear Set, Helical (rated to 1500 HP)	404081
2.10 Low Gear Set, Strt Cut (6 pinion planet)	404210
2.75 Low Gear Set, Helical (rated to 800 HP)	404088
Roller tailhousing, aftermarket	401935
300M Output with bushing, std length	406026
300M Output with bushing, PG length	406026P
Moroso Deep Sheet Metal Pan	403610
ATI Sheet Metal Deep Pan	403612
Deep Aluminum Cast Pan	403500
Bolt Together Aluminum Pump	405058
Lokar Direct Mount Dipstick	406492
Lokar Firewall Mount Dipstick	406493
-6 AN Trans Cooler Line Fittings	925137
-8 AN Trans Cooler Line Fittings	403500
Transmission Catch Can	406611

# T-400-SuperCase®

**2013 Award Winner**

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



CHRIS RINI - 2x NMCA & Big Dawg Champ! 3.75 @ 198 mph

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

T-400 CASE & CHEVY BELL  
400011

T-400 CASE & CHEVY BELL,  
LIGHTWEIGHT  
400011LW

T-400 CASE ONLY  
400013

T-400 CASE ONLY, LIGHTWEIGHT  
(2 pounds lighter)\*

\*Accepts only ATI Bell or ATI Bolt pattern bell

400013LW

BOLT KIT - ATI BELL TO CASE  
6 bolts, 6 serrated washers  
950320

ATI was proud to become the first company to design, produce, machine, assemble and run an aftermarket Turbo-Hydramatic 400, 3-speed transmission in a non-OEM case. Starting with laser scanning OEM cases and original GM blueprints, ATI was able to create prototypes using the latest 3D polymer printing techniques. This ensured the final castings were able to offer all the benefits of a brand new, high performance cast aluminum case while retaining the specs and measurements of GM's original T-400.

The 365-T6 aluminum casting is produced in the United States and 100% machined in-house on ATI's dedicated Horizontal CNC machines. The stronger casting can handle more horsepower and significantly more line pressure over the OEM case, and it's SFI-certified, eliminating the need for external shields. ATI's unique 3-piece design allows the T-400 Super Case to accept any of ATI's bellhousings for GM, Chrysler, Ford and Toyota, along with various other bellhousings on the market with our dual bolt pattern.

The SuperCase was such an improvement over the OEM case, that when it debuted at the annual SEMA Show, it won SEMA's prestigious 2013 Best New Racing Product Award. When only the highest quality performance products are required, ATI has answered the call for over fifty years.

## Optional T400 SuperCase Bell Packages

*Packages include Bell, Flexplate, Adapter and Hardware*

202800 SB Mopar	202811 SB Ford, 164 tooth
202801 SB Mopar, New Gen HEMI	202812 Ford Mod
202802 BB Mopar, 6 Bolt	202813 BB Ford, 164 tooth, IN
202803 BB Mopar, 8 Bolt	202814 BB Ford, 164 tooth, EX
202810 SB Ford, 157 tooth	202820 Toyota Supra*

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



Made from scratch at ATI to accept OEM T-400 intermediate clutches!

400 Tailhousing with Roller bearing #401935

Heavy Duty Band



OEM Intermediate High Energy Band



Bushing Kit

Chrome Oil Rings



## 400 EXTENSION HOUSINGS

TAILHOUSING WITH ROLLER BEARING	401935
TAILHOUSING WITH ROLLER BEARING POWERGLIDE LENGTH	401936
EXTENSION HOUSING, 4" WITH 1.685 YOKE	401930
EXTENSION HOUSING, 4" WITH 1.885 YOKE	401940

## HEAVY DUTY BANDS

INTERMEDIATE, HEAVY DUTY KEVLAR	405450
INTERMEDIATE, HEAVY DUTY RED LINING	405451
REVERSE, HEAVY DUTY KEVLAR	405800
REVERSE, HEAVY DUTY RED LINING (FOR ALUMINUM CARRIER)	405810
4L80E OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP <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

## BUSHING KITS

406400

## CHROME OIL RINGS

SET OF 5 RINGS

405000

# T-400 Components

## BILLET ALUMINUM PUMP

ATI's new aluminum Super Pump for the T-400 starts with a new permanent-mold aluminum casting. The finished pump features a 3 piece design with a bolt-in, one-piece, heat-treated alloy steel stator tube for improved fluid routing versus a pressed-in OEM or aftermarket tube. Micro-finished coated gears and ATI's exclusive hardened steel wear plates are standard equipment. 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. 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. The new T400 Super Pump is available for OEM sized input shafts as well as larger sizes for high HP applications.



Front and back pump halves available separately!

SUPER PUMP, OEM SHAFT WITH 180+ PSI SPRING	405038
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1
KIT - STATOR HALF, OEM REGULATOR, & BEEFY SPRING, BOLTS, WASHERS	405133K
STATOR TUBE / PLATE ASSEMBLY , OEM SIZE	405133
SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2
KIT - STATOR HALF W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153
ADJUST. REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183
PRESSURE REGULATOR BOOST SPACER FOR 210 PSI	405131



Adjustable Regulator Kit Components

## FRONT PUMPS

STOCK-STYLE BLUEPRINTED PUMP WITH COOLER	405020
PUMP WITH COOLER & HEAT TREATED STATOR TUBE	405025



Front Pump

## 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	405380-15



Heavy Duty Race

## RACES AND SPRAGS

SPRAG, FORWARD - ROLLER TYPE ('66 & UP)	405350
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500
SPRAG, INTERMEDIATE, OEM	405501
INNER RACE (MUST BE USED WITH PART #405500)*	405520
OUTER RACE, ALL ROLLER AND ELEMENT	405530

\* Must be ground or hard-turned to size after installation concentric to the ring bore.

## 400 GEAR SETS

Low gear sets increase the gear ratio when leaving the starting line and return to the original rear gear in high gear. The increase is usually equal to 1 numerically higher gear ratio. 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 a 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 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.

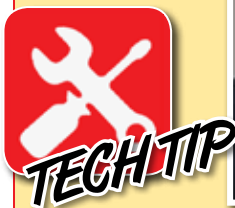


2.10 LOW GEAR SET, HELICAL\*  
Installed in a steel carrier, 1500 HP MAX  
404081

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

\*T-400 aftermarket gear sets require a special snap ring when used in 1965 to approximately 1967 case applications.

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



John Lane - Ext. 3070  
Southeast Regional Sales Technician, Salisbury, NC

## 3 Speed Burn-Outs

All 3-speed burnouts should be done from 2nd to 3rd gear only and you should never let the tire grab! This will save hits on the sprag of the transmission as well as the rest of your driveline components. Your 60' will improve.

Aluminum Pump ~ Components ~ Gear Sets



# T-400 Components

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



Accepts OEM T400 intermediate clutches!

**New!**



## T-400 "SEVERE DUTY" 36 ELEMENT ALUMINUM DIRECT DRUMS

- Lightweight aluminum drum holds up to 6 direct clutches with .060 steels
- 36 element intermediate sprag
- ATI manufactured, outer race machined to accept OEM T-400 clutches
- Custom machined pressure plate included and snap rings
- Will accept 6 intermediate clutches with thin steels
- Steel sleeve for added support
- Includes: ATI's Heavy Duty Center Support and a 4 Clutch Intermediate Pack (#405430)\*
- Full one year warranty on sprag failure! 407056

\* Also Available:  
3 CLUTCH INTERMEDIATE PACK  
5 CLUTCH INTERMEDIATE PACK  
6 CLUTCH INTERMEDIATE PACK

Remember! The forward drum rotates at engine RPM at all times. The direct drum goes from spinning twice engine RPM in low gear to stopped on the 1-2 gear change and stopped to engine RPM on the 2-3 gear change. Aluminum weighs 1/3 the weight of steel. The weight difference is a performance must...less abusive on the sprag and enhances clutch life greatly.

Vasco Input Shaft with OEM Forward Drum Part #406001



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

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



300M Output Shafts



Forward Clutch Hub

## CLUTCH DRUMS

### ALUMINUM DIRECT DRUMS WITH PISTON AND SPRAG RETAINER

4 CLUTCH	405710
5 CLUTCH	405711
6 CLUTCH	405712

### ALUMINUM DIRECT DRUMS WITH PISTON AND HD SPRAG ASSEMBLY

4 CLUTCH	405720
5 CLUTCH	405721
6 CLUTCH	405722

### STEEL DIRECT DRUMS

DIRECT, HIGH-LUBE PISTON, HD SNAP RING, SPRAG AND INNER RACE 405680

DIRECT, WITH HD SPRAG, HD SNAP RING AND HD INNER RACE 405681

DIRECT, WITH HD SNAP RING AND HD INNER RACE 405682

## 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.

300M, OEM - STEEL FORWARD DRUM	406000
300M, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406004

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

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

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

VASCO, INTERMEDIATE*	405970V
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\*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 recommended

## OUTPUT SHAFTS

These new heavy duty output shafts feature an extended bearing surface and are gun-drilled to save weight with no governor or speedometer support. A must have for your T-400 when high horsepower meets heavy weight or rear gear is numerically low. This strong, affordable option is easily installed and can be purchased outright or as an upgrade option in your next ATI 400 transmission.

300M, WITH BUSHING - STANDARD LENGTH (9")	406026
300M, WITH BUSHING - POWERGLIDE LENGTH (8.5")	406026P
300M, WITH BUSHING - 4X4 LENGTH (6")	406026S

\* No speedo or governor supported!

## FORWARD CLUTCH HUB

4140 HEAT-TREATED STEEL FWD CLUTCH HUB, HD 405370

## 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. I

CENTER SUPPORT WITH BRONZE BUSHING 405471

REPLACEMENT BUSHING, BRONZE, EXTRA THICK, 2 PIECE SPLIT 407252

# T-400 Valve Bodies & Components

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 400 brakes have the solenoids mounted inside the transmission, protected from the elements. The Minimum Reaction Time brake is recommended for Pro Tree racers and is a Safety Brake that requires the transbrake button be pushed to engage reverse. For transbrake buttons, see page 40.

## WICKED QUICK® BILLET ALUMINUM VALVE BODIES

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

REVERSE MANUAL TRANSBRAKE VALVE BODY	403091
REVERSE MANUAL TRANSBRAKE / CLEAN NEUTRAL / BAND APPLY	403091CN
<i>For big HP or heavy weight cars, 403091CN with clean neutral &amp; band apply is recommended.</i>	
REVERSE MANUAL, 1-2 TRANSBRAKE VALVE BODY	403085
REVERSE MANUAL, 1-2 TRANSBRAKE / CLEAN NEUTRAL	403085CN
FORWARD PATTERN FOR 2-SPEED ONLY, 2-3 BRAKE	403086
SEPARATOR PLATE	403092
TITANIUM BOLT KIT, WICKED QUICK	950313T
TITANIUM BOLT KIT, GRINER	950313T



## COMPU-FLOW® VALVE BODIES

### COMPU-FLOW TRANSBRAKES

REVERSE PATTERN (INTERNAL STYLE SOLENOID)	403080
SOLENOID WITH ADAPTER FOR COMPU-FLOW BRAKE	403621
SOLENOID ONLY FOR #403080	941011
ADAPTER ONLY FOR #403080	403620

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

FORWARD PATTERN	403100
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### MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN - No low or 2nd gear engine Braking	403200
<i>Not recommended for street use.</i>	

FORWARD PATTERN - Engine braking in low and 2nd gear	403300
--	--------

### VALVE BODY GASKETS

REVERSE PATTERN (3 SETS)	403220
MANUAL / AUTO AND FORWARD PATTERN (3 SETS)	403230
TRANSBRAKE (3 SETS)	403250



T-400 Valve Body

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

## CLUTCH PACKS

### DIRECT

6 FRICTIONS	6 STEELS	405635
5 FRICTIONS	5 STEELS	405640
<i>(OEM QUANTITY)</i>		

### FORWARD

5 FRICTIONS	5 STEELS	405320
<i>(OEM QUANTITY)</i>		
5 FRICTIONS		405300

### INTERMEDIATE

6 FRICTIONS	6 STEELS	405432*
5 FRICTIONS	5 STEELS	405431
4 FRICTIONS	4 STEELS	405430
3 FRICTIONS	3 STEELS	405420
<i>(OEM QUANTITY)</i>		

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

DIRECT FRICTION, SMOOTH (GREEN)	.062"	405602
DIRECT FRICTION, WAFFLE (GREEN)	.082"	405621
DIRECT FRICTION, WAFFLE (GREEN)	.082" (PK OF 4)	405620
DIRECT FRICTION, WAFFLE (GREEN)	.082" (PK OF 5)	405600
FORWARD FRICTION, SMOOTH (TAN)	.062"	405302
FORWARD FRICTION, SMOOTH (TAN)	.078"	405301
FORWARD FRICTION, SMOOTH (GREEN)	.081" (HI ENERGY)	405301H
FORWARD & DIRECT STEEL	.060"	405612
FORWARD & DIRECT STEEL	.078" (OEM SIZE)	405311
FORWARD & DIRECT STEEL	.090" (OEM SIZE)	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	.100" (OEM SIZE)	405411

## ALUMINUM REACTION CARRIER

407070



## OVERHAUL KITS

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



T-400 Valve Bodies ~ Components

# T-400 Components

## TRANSMISSION CATCH CAN

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

CATCH CAN	406611
FITTING, DRAIN COCK - 1/8" NPT MALE	964101
FITTING, 90° SWIVEL 1/4" TUBE TO 1/8" NPT MALE	964102



## 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.



Now available in bulk packaging!

BUILDER PACK (QTY OF 10)	402100	402100-BP
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## DEEP PANS

6.4 Qts

5 lbs lighter than cast pan!



Cast Aluminum Deep Pan



ATI/Moroso Deep Pan #403612

5.9 Qts



Notched for additional cross member clearance! Pt #403612

The **ATI/Moroso Deep Metal Pan** for the T-400 and T-400 SuperCase features a one-piece billet rail to ensure leak free sealing. Features two 1/8th ports for sensor locations, one drain plug on the front to allow the drain to work at the case's natural angle, trimmed rail flanges, and a skid plate on the bottom. For those cars with stubborn cross members, the pan has a rear cut-out to provide maximum clearance. Installation hardware included.

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

## FILTER TUBE KITS

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



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

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

## T-400 SMALL PARTS

ALL NEW PARTS!

Don't let a 40 year old small part ruin your brand new racing transmission! ATI now offers new, hard-to-find small parts for your next T400 transmission build. These new parts will save you from having to reuse, or look for these commonly worn out parts in your performance T400 builds. All parts are exact or better OE style replacements and will work with OE mating parts and competition-type shifters with no modifications to the case.

[A] Park Pawl



[B] Park Pawl Pin Kit



[D] Actuator Rod



[C] Rooster Comb



[E] Guide Plate



[F] Modulator Plug Clamp



[H] Modulator Plug



[G] Adjustable Modulator

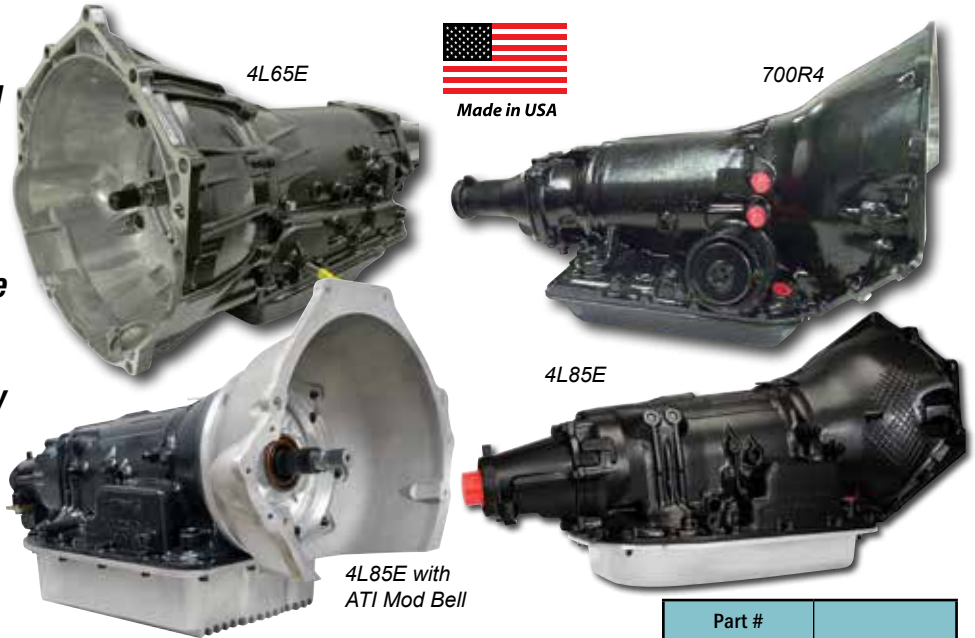


[A]	PARK PAWL	407810
[B]	PARK PAWL PIN KIT	405742
[C]	ROOSTER COMB KIT	402110
[D]	PARK PAWL ACTUATOR ROD	402113
[E]	PARK PAWL GUIDE PLATE	402114
[F]	HOLD DOWN CLAMP FOR MOD PLUG	970211
[G]	ADJUSTABLE MODULATOR	403390
[H]	ALUMINUM PLUG W/ O-RING	407010



# 700R4/4L65E/4L85E Transmissions

The popular 700R4 was first produced in 1982 and was GM's first automatic overdrive transmission. Its successors, the 4L65E and 4L85E are high performance units that are tough enough to handle a blast down the 1/4 mile and are excellent for many street applications.



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

		Part #	
700R4	STREET/STRIP (450 HP Max!)	701000	
	COMP - Full Manual, Reverse Pattern w/ Lock Up	701200	
4L65E	STREET ROD PACKAGE (550 HP Max!)	701803*	
	STREET ROD PACKAGE (550 HP w/ Trans Controller)	701804*	
4L85E	STREET ROD PACKAGE (700 HP Max!)	701805*	
	STREET ROD PACKAGE (700 HP w/ Trans Controller)	701806*	
	STREET/STRIP PACKAGE (1000 HP Max!)	701807*	
	STREET/STRIP PACKAGE (1000 HP w/ Trans Controller)	701808*	

\*See page 76 for more info. No core charge, crate included.

## COMPU FLOW VALVE BODIES

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

## SERVO PISTON FOR 700R4 & 4L65E

ATI's Servo Piston for the 700R4 and 4L65E firms up the 1-2 and 3-4 shifts. These pistons are both CNC-machined from 6061 T6 aluminum.  
SERVO PISTON FOR 700R4 - 4L65E 705035  
SERVO - BILLET ALUMINUM, CORVETTE STYLE 705030



## SHAFTS FOR 4L80E & 4L85E

INPUT SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX\* 705300  
INTERMEDIATE SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX\* 705301



## 4L80E / 4L85E PARTS

TEFLON RING KIT, 1991 AND UP 703507  
This kit contains 17 assorted rings including 2 types for Center Supports to be used as needed for the application.  
BUSHING KIT, 1997 AND UP 406420  
OEM SERVO PIN KIT, OEM, 1999 AND UP 407655  
Can be used in earlier models and T-400 if used with #405455  
OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP 405455  
Can be used in earlier models and T-400 if used with #407655  
FILTER, 4L80E 703506  
OVERHAUL KIT, GASKETS AND SEALS, 4L80E/ 4L85E 706510



700R4 ~ 4L65E ~ 4L85E Transmissions

# 700R4 / 4L65E / 4L85E Components

## HEAVY DUTY SUN GEAR SHELL

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

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

HEAVY DUTY SUN GEAR SHELL

705040



Heavy Duty Sun Gear Shell

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

SHIFT KIT (Does not include servo!)

703212

## 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.

**Complete control at your finger tips!**

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



**No laptop required!**

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



"Simple Shift" Trans Controller & Carb Kit

## TRANS CONTROLLER

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

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

Transmission Control Unit



**Laptop required!**

Deep Pan for 4L80E / 4L85E



Deep Pan for 700R4, 4L60E, 4L65E



## 700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE

702050

TV CABLE CORRECTOR FOR EDELBROCK CARBURETOR

702030

TV CABLE CORRECTOR FOR HOLLY CARBURETOR

702040

## DEEP PANS

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN

703500

REPLACEMENT PAN GASKET FOR #703500

703510

4L80E / 4L85E DEEP PAN, CAST ALUMINUM

703505

REPLACEMENT PAN GASKET FOR #703505, FIBER

703515

**Comes with all hardware and new pan gasket!**

# Torqueflite Transmissions

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



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

## TF-727 COMPETITION TRANSMISSIONS

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

**361-440 Engine**  
721320

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

\*Specify small block or big block case

## TF-904 ULTRA LIGHTWEIGHT COMPETITION TRANSMISSION

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

Includes:

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

**901600**

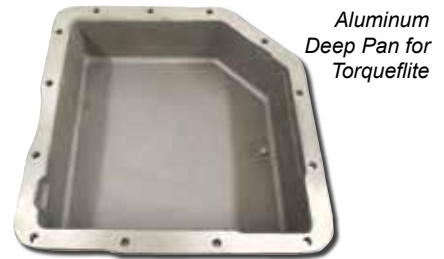
**NOTE!** All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 83.)

### TRANSMISSION TO BLOCK SPACER FOR 904

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

TF-904 TO NEW GEN HEMI  
915646

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



## DEEP ALUMINUM TRANSMISSION PANS

TF-727, ALUMINUM PAN, INC. FILTER EXTENSION, BOLTS & GASKET	723500
TF-727, PAN GASKET	723550

TF-904, ALUMINUM PAN, INC. FILTER EXTENSION, BOLTS & GASKET	903500
TF-904, PAN GASKET	903550
TF-904, LIGHTWEIGHT ALUMINUM PAN (MOROSO) <i>Includes mounting hardware and filter extension</i>	903610

### BUSHING KITS

TF-727 KIT (1971 - UP)	726410
TF-904 KIT (1966 - UP)	906400
TF-727 FR PUMP, BABBIT	725140
TF-904 FR PUMP, BABBIT	905140

Bushing Kit

Torqueflite Transmissions & Components



# Torqueflite Components

## LIGHTWEIGHT ALUMINUM PARTS FOR TF-904

**Lose the weight in your 904!**

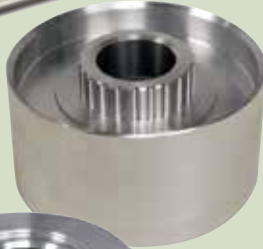
INPUT SHAFT 27 SPLINE, VASCO  
904200



Input Shaft

ALUMINUM REACTION DRUM ..  
904203

Aluminum Reaction Drum



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



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



Aluminum Governor Support

ALUMINUM PARK RING  
904205

Aluminum Park Ring



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  
For 727 & 904  
940121

ALUMINUM NEUTRAL SAFETY SWITCH ELIMINATOR PLUG  
940121E

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



**Half the weight of OEM!**

## 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) .063" (1) 905605  
STEELS - DIRECT/FORWARD .060" (1) 905251  
STEELS - DIRECT/FORWARD .068" (1) 905211

## OVERRUN CLUTCHES

### TF-727

OVERRUN CLUTCH WITH BOLT-IN CAM 725315  
OVERRUN CLUTCH KIT WITH BOLT-IN CAM, SPRING & ROLLERS 725310  
SPRING & ROLLER KIT ONLY 725350  
INNER RACE FOR OVERRUN CLUTCH 725330

### TF-904

SPRING & ROLLER KIT ONLY 905350  
INNER RACE FOR OVERRUN CLUTCH 905330

## 727 CLUTCH DRUMS

THRUST WASHER FOR FWD DRUM (.061) 725265



## 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

1988 & UP SPRAG, 12 ROLLERS, 4.810 OD  
Call for more information.

\*Special order item - consult your Sales Technician

# Torqueflite Components

## 727 REAR BEARING KIT

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

REAR BEARING KIT	725821
GOVERNOR SUPPORT HOUSING W/BEARING	725831



## 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, TF-727 & 904 (1966 - 1980)	723200
---	--------

### GRINER 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.

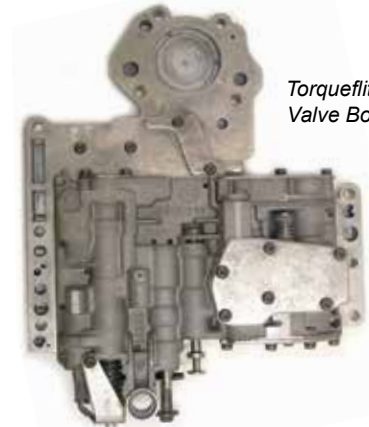
TF-727 REV. PATTERN, SAFETY MRT PRO START A&A TRANSBRAKE 723080

*This valve body has low band gear apply*

### COMPONENTS

SEPARATOR PLATE FOR VALVE BODY #723200	723210
TEFLON RINGS FOR GRINER BRAKE	725023

*Repair services and wet testing are also available for ATI Valve Bodies. Consult your Sales Tech.*



Torqueflite Valve Body

## FILTERS

LARGE BRASS, TF-727 (66 - 97)	723535
SMALL DACRON, TF-727/904	723540

## BANDS

### 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	905800
REVERSE, RED LINING, WIDE	905801

727 Intermediate Kevlar-lined for Steel Drum - RIGID Band

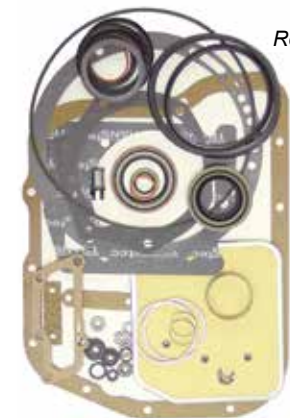


## OVERHAUL & REBUILD KITS

OVERHAUL KIT - RUBBER & PAPER ONLY ('71 - UP)	726299
RACE TRANSMISSION OVERHAUL KIT, TF-727 (1967-1970)	726370
RACE TRANSMISSION OVERHAUL KIT, TF-727 (1971-1977)	726380
SERVICE KITS - GASKET & FILTER, TF-727	723600

## RINGS-SEALS-GASKETS - COMPONENTS

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



Rebuild Kit



Chrome Rings

# Ford C-4 & C-6 Components

SFI-certified Ford bellhousing and adapter ring eliminates the need for a separate flexplate shield!



Adapter Plate for PA Bells to ATI's SuperCase



## FORD BELLHOUSINGS

These SFI-approved bellhousings eliminate the need for a flexplate shield and bolt directly to the C-4 transmission, which uses the small 157 tooth flywheel and the short 5.6" 10-1/2 bolt circle converter. A spacer ring is available for use with the 164 tooth flywheel and taller 5.9" 11-7/16 bolt circle C-4 converter. Adapter rings are also available to bolt the bells to the pump of a T-400, T-350, or Powerglide transmission with a unique method that assures perfect concentricity of the bell to the pump. Ford Bells are available for the Small Block and 427 FE engines.

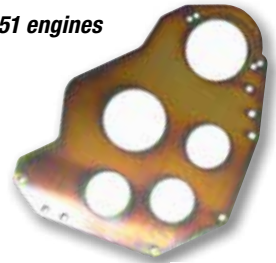
PA BELLHOUSING - "FE" 427 ENGINES	915109
PA BELLHOUSING - SMALL BLOCK 289-351 ENGINES	915112
ADAPTER RING, REQ. FOR #915112, 164 TOOTH FLEXPLATE	915117
ADAPTER RING, ADAPTS BELL TO GM PG	915114
ADAPTER RING, ADAPTS BELL TO GM T-400 & T350	915115
ADAPTER PLATE-BOLTS ALL FORD BELLS DIRECTLY TO ATI'S SUPERCASE	915118

NOTE! Adapters to GM transmissions require crank adapters to accommodate GM converters to Ford engines. SFI-approved flexplates are available for any engine. ATI carries a variety of SFI-approved flexplates, internally and externally balanced. Consult a Sales Technician for the correct application.

## 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

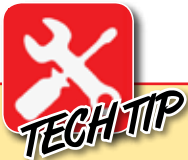


## COMPU-FLOW® VALVE BODIES

### COMPONENTS

SEPARATOR PLATE FOR C-4 VALVE BODY, MAN REV LATE 643210L

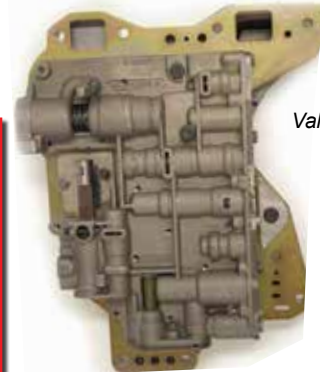
Other replacement components are available. Consult your Sales Technician. Repair services and wet testing are also available for ATI Valve Bodies.



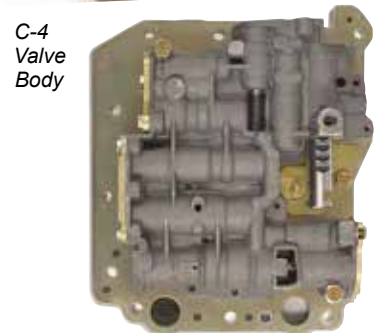
### Transbrakes...

There's a lot more to a transbrake than just hitting the button. Most transmission pumps make full pressure above 2000 RPM. When you hit the button, you take the available line pressure and direct it to whatever the transbrake is activating in your unit. This creates a momentary drop in line pressure and it can take a second or more to recover, if you set it at an idle. When possible, ATI recommends engaging the transbrake above idle and tying in your line lock to the transbrake button to help hold the car in place. This avoids rocking or creeping which can be dangerous. If you leave at idle, be sure to inform your ATI Sales

Technician when ordering. In addition, you must remember that you will need to give the transbrake time to apply and for the pressure to recover. Some transbrakes need to be activated in order to apply reverse. These are called "safety brakes". Before you attempt to reverse, make sure you know which one you have and if you have your line lock tied in. **A transbrake should never be activated without the tires on the ground!** If you accidentally engage it while the tires are turning, you can cause damage inside the unit as well as hurt the converter.



C-6 Valve Body



C-4 Valve Body



Red Lined Band

## BANDS

<b>C-4</b>	
INTERMEDIATE, RED FLEX	645400
INTERMEDIATE, SOLID KEVLAR	645401
INTERMEDIATE, KEVLAR FLEX	645402
REVERSE, KEVLAR	645800
<b>C-6</b>	
INTERMEDIATE, RED, SOLID	605400



# Ford C-4 & C-6 Components

## MANUAL LEVER SEAL

MANUAL SHIFT CONTROL LEVER SEAL 973056



Manual  
Lever Seal

## SERVOS

### C-4

BILLET SERVO WITH COVER  
COVER ONLY

**Superb 1-2 shifts!  
Helps 2-3 with  
superior band  
release!**

645411  
645411C  
645412

### C-6

ALUMINUM SERVO

605411



#645411  
C-4 Billet Servo & Cover

## OVERRUN CLUTCH

SPRING AND ROLLER KIT FOR C-4 644100

## PUMP COMPONENTS

C-4 / C-6 - SEAL FOR FRONT PUMPS 645130

## CHROME OIL RINGS

C-4 - CHROME RINGS (1970-1977) 645010  
C-6 - CHROME RINGS 605000



Chrome  
Rings

## INPUT SHAFTS

### C-4

TORSIONAL INPUT SHAFT, 300M  
24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86) 646030

TORSIONAL INPUT SHAFT, 300M  
26 SPLINE TRANSMISSION, 26 SPLINE CONVERTER (1970 ONLY) 646020

### C-6

TORSIONAL INPUT SHAFT, 300M MATERIAL 606010



C-4 Shaft

C-6 Shaft

**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

## ADJUSTABLE MODULATORS

### C-4

SCREW-IN MODULATOR 643380



Modulator

### C-6

PUSH IN MODULATOR 603390

## DEEP TRANSMISSION PANS

### C-4

ALUMINUM PAN (NOT FOR USE WITH INTERNAL BRAKES) 643500  
Includes bolts and pan gasket for dipstick in case

STEEL PAN 643505

PAN GASKET 643550

C-4 CONVERSION KIT - CONVERTS ALUMINUM DEEP  
PAN #643500 TO DIPSTICK IN PAN 643501



C-4  
Deep  
Pan

### C-6

ALUMINUM PAN, INCLUDES FILTER EXTENSION 603500  
FILTER EXTENSION FOR DEEP CAST ALUM PAN 603520

Conversion for  
C-4 Pan



## OVERHAUL KITS

### C-4

RACE TRANSMISSION OVERHAUL KIT (1970 - 1977) 646450

### C-6

SERVICE KITS - GASKET & FILTER (1976 -1996)\* 606359

\*Except truck and 4 wheel drive



C-4  
Rebuild Kit

## TRANSMISSION SHIELDS

Quality aluminum shields for maximum protection. Comes with all mounting hardware.

NOTE! Transmission shields are not returnable! 646610

Ford C-4 & C-6 Components

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



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 new Super F™ automatic transmission fluid! Other components and a variety of options are also available.

All transmissions and converters have a 1 year warranty when purchased as a Street Rod Package. Consult an ATI Sales Technician for more information.

## T-350

*Forward pattern automatic function only*

TRANSMISSION	351000
HIGH PERF. CONVERTER	408330/40/50
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	356490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ♦	
TOTAL PACKAGE IF PURCHASED SEPARATELY	
<b>PACKAGE PRICE</b>	<b>#351800</b>

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

## T-400

*Forward pattern automatic function only*

TRANSMISSION	401000
HIGH PERF. CONVERTER	408330/40/50
POLYURETHANE TRANS MOUNT	206621
TRICK STICK DIPSTICK & TUBE	406490
COOLER WITH INTEGRAL FAN	925139
COOLER INSTALLATION KIT	925132
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12
CRATE FEE	
CORE CHARGE ♦	
TOTAL IF PURCHASED SEPARATELY	
<b>PACKAGE PRICE</b>	<b>#401800</b>

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

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

## 700R4

*Forward pattern automatic function only*

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

TOTAL IF PURCHASED SEPARATELY

**PACKAGE #701800**

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
†TV CABLE CORRECTORS - Included in package price	
For Corrector Cable for EDELBROCK carburetor	702030
For Corrector Cable for HOLLEY carburetor	702040

## 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
- CORE CHARGE

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701803**

**PACKAGE W/ SIMPLE SHIFT #701804**

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

## 4L85E

*Forward pattern automatic function only*

TRANSMISSION KIT INCLUDES:

- 4L85E TRANSMISSION\*
- HIGH PERF. 10" LOCK-UP CONVERTER w/ BILLET COVER #708338
- POLYURETHANE TRANS MOUNT
- TRICK STICK DIPSTICK & TUBE
- COOLER WITH INTEGRAL FAN
- COOLER INSTALLATION KIT
- CRATE FEE
- CORE CHARGE

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701805**

**PACKAGE W/ SIMPLE SHIFT #701806**

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

**NEW!** Includes 300M Input and main Shaft, Billet Clutch Hub, Extra Clutches in 3rd Gear, High Energy Clutch Material and Deep Cast Pan.

**PACKAGE PRICE (NO SHIFT CONTROLLER) #701807**

**PACKAGE PRICE (WITH SIMPLE SHIFT) #701808**

OPTION #1 - DEEP CAST ALUMINUM PAN	703500
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705507
OPTION #3 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705508
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705512
OPTION #5 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705511
OPTION #6 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520

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

*Option prices are valid only for factory installed parts by ATI Technicians on-site. Price does not include installed option prices if ordered or shipping charges.*

# SYNTHETIC SUPER F Racing ATF

# Racing Oils

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

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



## 20 WEIGHT SUPER F

We've track-tested Super F™ to be highly effective in Powerglides, Turbo-Hydro 350 and 400, Torqueflite 727 and 904, as well as Ford C-4 and C-6 automatics. Super F™ is great for any non-electric transmission. There are a multitude of reasons why ATI's new Super F™ synthetic ATF is the BEST fluid for your automatic transmissions. Super F can also be used in high performance street applications, and is excellent for towing use. It can be mixed with petroleum-based ATF without harm, but obviously the higher the percentage of Super F in the mix, the better the performance and reliability will be.

ATI COPO Camaro



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



ATI Drag Pak #047

## 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, TH350, TH400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.

		Part #
QUART BOTTLE	100021	
QUART BOTTLE, CASE OF 12	100021-12	



## SYNTHETIC KART CLUTCH OIL

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.

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



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

Chris Rini - 3.75 @ 198 mph  
2 x NMCA Pro Street and Big Dawg Champ and Extreme Outlaw Pro Mod Piedmont track record holder

## ASSEMBLY GREASE

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

100732 ASSEMBLY GREASE, 1 OZ TUBE

## BREAK-IN OILS

JGD - BR - 15W50	quart.....	100106	case of 12 quarts .....	100107
JGD - BR30 - 5W30	quart.....	101806	case of 12 quarts .....	101807
JGD - BR40 - 10W40	quart.....	103706	case of 12 quarts .....	103707

Note! All Driven Racing Oil products are available from ATI. Part #s highlighted in yellow are normally in-stock. Also see page 78.



ATI Super F ATF ~ Tric-Loc Clutch Oil ~ Driven Racing Oils



# 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	case of 12 quarts .....	100407
JGD - XP0 - 0W5	2.5 gallon jug .....	100414	case of 2 - 2.5 gallon jugs .....	100415
JGD - XP1 - 5W20	quart.....	100006	case of 12 quart .....	100007
JGD - XP1 - 5W20	2.5 gallon jug.....	100014	case of 2 - 2.5 gallon jugs .....	100015
JGD - XP10 - 0W10	quart .....	103306	case of 12 quarts .....	103307
JGD - XP2 - 0W20	quart.....	100206	case of 12 quarts .....	100207
JGD - XP2 - 0W20	2.5 gallon jug.....	100214	case of 2 - 2.5 gal jugs .....	100215
JGD - XP3 - 10W30	quart.....	100306	case of 12 quarts .....	100307
JGD - XP9 - 10W40	quart.....	103206	case of 12 quarts .....	103207
JGD - XP6 - 15W50	quart.....	101006	case of 12 quarts .....	101007

### SEMI-SYNTHETIC

JGD - XP5 - 20W50	quart.....	100906	case of 12 quarts .....	100907
JGD - XP5 - 20W50	2.5 gallon jug.....	100914	case of 2 - 2.5 gallon jugs .....	100915

### PETROLEUM

JGD - XP4 - 15W50	quart.....	100506	case of 12 quarts .....	100507
JGD - XP8 - 5W30	quart.....	100906	case of 12 quarts .....	100907

### LS30 - FOR HIGH PERFORMANCE LS ENGINES

JGD - LS30 - 5W30	quart.....	102906	case of 12 quarts .....	102907
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### FR20 - FOR HIGH PERFORMANCE FORD MODULAR ENGINES

JGD - FR20 - 5W20	quart.....	103006	case of 12 quarts .....	103007
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## HOT ROD PERFORMANCE OILS

### PETROLEUM

JGD - HR1 - 15W50	quart.....	102106	case of 12 quarts .....	102107
JGD - HR2 - 10W30	quart.....	102006	case of 12 quarts .....	102007

### SYNTHETIC

JGD - HR3 - 15W50	quart.....	101606	case of 12 quarts .....	101607
JGD - HR4 - 10W30	quart.....	101506	case of 12 quarts .....	101507

## GEAR BREAK-IN OILS

JGD - GBO - 80W90	quart.....	102330	case of 12 quarts .....	102331
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## QUALIFYING GEAR 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 - QUALIFYING	quart.....	101130	case of 12 quarts .....	101131
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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	case of 12 quarts .....	100831
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## HIGH VISCOSITY LUBRICANT

JGD - HVL - 80W90	8 oz bottle .....	150050	case of 12 bottles.....	150051
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## COOLANT SYSTEM PROTECTOR

JGD - CSP	12 oz bottle .....	150030	case of 12 bottles.....	150031
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## CLEANERS

### BRAKE & PARTS CLEANER

JGD - BRAKE CLEANER	spray can .....	105020	case of 12 cans.....	105021
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### FOAMING DEGREASER

JGD - DEGREASER	spray can .....	105010	case of 12 cans .....	105011
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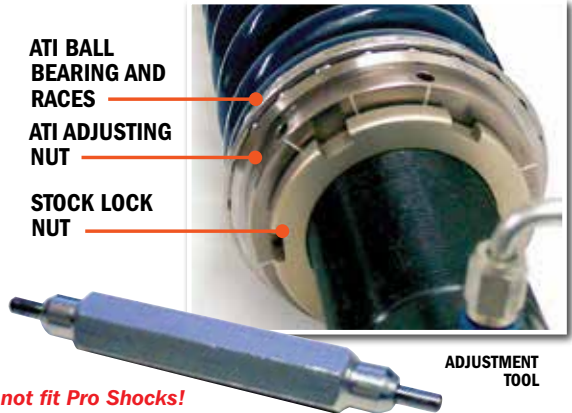
Driven Cleaners ~ Lubricants ~ Racing Oils

# Seals, Mounts and Bearings

## COIL OVER SHOCK ADJUSTER THRUST BEARING

ATI's Coil Over Shock Adjuster Thrust Bearing\* for oval track applications. Four nuts, three bearing sets and an adjustment tool are included with the product. The nuts are 6061-T6 CNC machined and proprietary Teflon™ coated. A 3/8" diameter ball thrust bearing with heat-treated and ground races allows for free and easy movement during adjustment. Available in 16 threads per inch, the nuts are clearly marked for correct tool insertion and turn position. An extra long nut with lead will also eliminate spring hang after jacking.

BEARING & NUT SET, 16 THREADS/ INCH	150000
BEARING & NUT SET, 8 THREADS/INCH	150003
ADJUSTMENT TOOL	150005



*\*Will not fit Pro Shocks!*

## WHEEL BEARING SEALS

**U.S. Patent #7,080,841**

ATI has the answer to the time consuming task of removing pressed-in wheel bearing seals without damage and the added cost of having to replace them. ATI's fully CNC-machined aluminum adapter replaces the seal removed when repacking your wheel bearings. This housing can be installed and removed with only your fingers.



The ATI adapter houses an inexpensive and easy to replace o-ring, Smalley brand snap ring and top-of-the-line CR Viton seal. The CR Viton seal is pressed into the adapter housing and secured in place with a snap ring. The outside diameter of the adapter is the same size as your current seal. The o-ring acts as the seal for the inside diameter of your hub. The CR Viton seal is superior to standard rubber seals and will far outlast your current seals. Adapters are available for 2" spindles.

COMPLETE ADAPTER & SEAL FOR 2" SPINDLE	150006
HOUSING	150007
SNAP RING ADAPTER HOUSING FOR 2" SPINDLE	150008
VITON SEAL	150009
SNAP RING	150010
O-RING 4 PACK	150012

## BRAKE CALIPER MOUNTS

**U.S. Patent #7,021,431**

Eliminate hours of wasted time caused by adjusting your brake calipers with ATI's new Caliper Mounts. Made from billet aluminum, these brake caliper mounts bolt the caliper at the correct angle to the axle snout reducing the need for shims. Turn a 4 hour job into 30 minutes!

Available for any rear end with bolt-on cambered or straight snout 8-bolt hub. Snout must be shortened by .100" or track will be wider. Brake caliper mounts are made to fit .810 thick, 11" rotors and are available in six degree choice.



0° MOUNT	150020-0
0.5° MOUNT	150020-0.5
1.0° MOUNT	150020-1.0
1.5° MOUNT	150020-1.5
2.0° MOUNT	150020-2.0
2.5° MOUNT	150020-2.5

## ATI Racing Gear

### RACER LOG BOOKS

Keep track of important race information with ATI's Racer Log Book! Provides an inexpensive, excellent system to record on-track info, maintenance records and expenses, keeping your race operation performing at peak efficiency.



### POWER-SPEED CALCULATORS

*A must for any serious racer!*

The Power-Speed Calculator can be used as a slide rule for figuring cubic inch displacement and compression ratios or to determine the correct tire, gear and horsepower to weight ratios or slippage.



Seals ~ Mounts ~ Bearings ~ ATI Racing Gear