



AT PERFORMANCE PRODUCTS

2017 SUMMER CATALOG



ATPERFORMANCEPRODUCTS.COM ■ 1-866-379-4632



Family-Owned and Operated for Over 55 Years



Kids grow up and so do we. From humble beginnings in a few thousand square feet to our current building, ATI is always growing.

This little boy will soon outgrow his father's shoulders and ATI has already outgrown its current quarters.

Our company is in the process of moving to its new location of over 100,000 square feet – just steps away from its current location. “Our employees are too great to lose due to a location move” the family offered, so when a building down the street hit the market, they scooped it up.

By the next catalog printing, ATI will have a new home - and room to grow.

In this catalog, you will find many new and exciting products as well as fresh tech tips to make the most of your racing experience. Don't forget to check out our “New From ATI!” section on the next page, too! From our many Super Damper applications to our new Bolt-Together Torque Converters, ATI maintains a prominent position on the cutting edge of high performance component design and manufacturing. Thank you for helping make us one of the leading manufacturers of transmissions, converters and dampers in the motorsports industry today!

New from ATI!



**8" Bolt Together
and Bolt Together
Lock-Up Treemaster
Converters
Page 30**



**300M Heavy
Duty Output
Shafts for
T-400
Page 64**

**2-piece
design**



**LT4 Wet Sump
Super Damper
for 2016+ Camaro SS
Page 10**



**Max Duty
30weight Super
F ATF - Now in
Gallons!
Page 77**



**4L80/4L85E
Vasco Input and
Main Shafts
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www.youtube.com/user/ATIaction

Catalog Effective: March 2017

Super Dampers

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



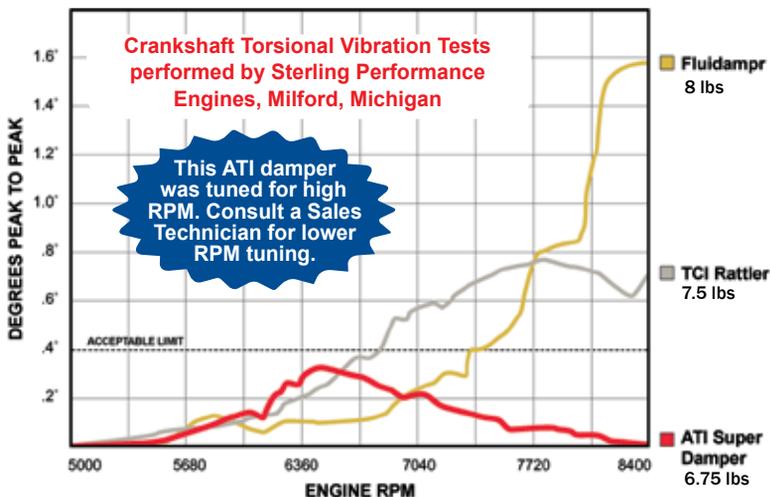
When NASCAR lines up a 40+ car field to start a 500 mile race, each car will record about 3.3 million cycles on the engine. That's a total of 132 million engine cycles for practice and competition for all 40 cars.

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 to 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.

Crankshaft torsional vibration measurements



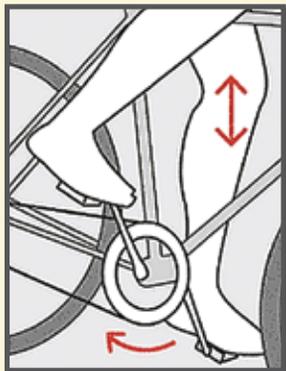
The data represented in this graph is the result of testing performed at Sterling Performance Engines in Milford, Michigan. Jim Gamache, President of Sterling, manned the controls of his Superflow 901 dyno and performed a series of closely controlled tests. Roush Anatrol was contracted to measure torsional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

- Standard equipment on engines from companies like Hendrick Motorsports, ECRT, Roush-Yates Racing, Penske, and every NASCAR engine.
- Found on Mopar 392s and GM's 572 crate, 427 Anniversary and 350, LT376, 396, 327, 350 SC & 427 COPO engines as well as 2009-2011 & 2015 Drag Pak Challengers and the 2012+ Ford Cobra/SCJ race engines.
- The choice of the best engine builders in the world such as Reher-Morrison, Precision Racing Technologies, Sonny Leonard, Steve Schmidt, Larry Morgan, Scott Shafiroff, Katech, Charlie Buck, Pat Musi and many others.

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

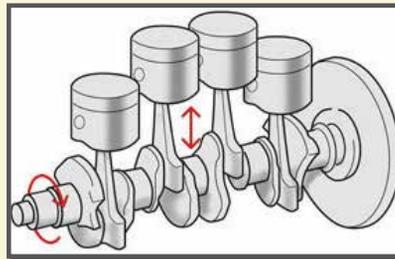


to the top and then pulled to the bottom. If this is a power stroke, where fuel is compressed and combusted, that piston is then forced downward. That is what actually produces your power.

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.

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

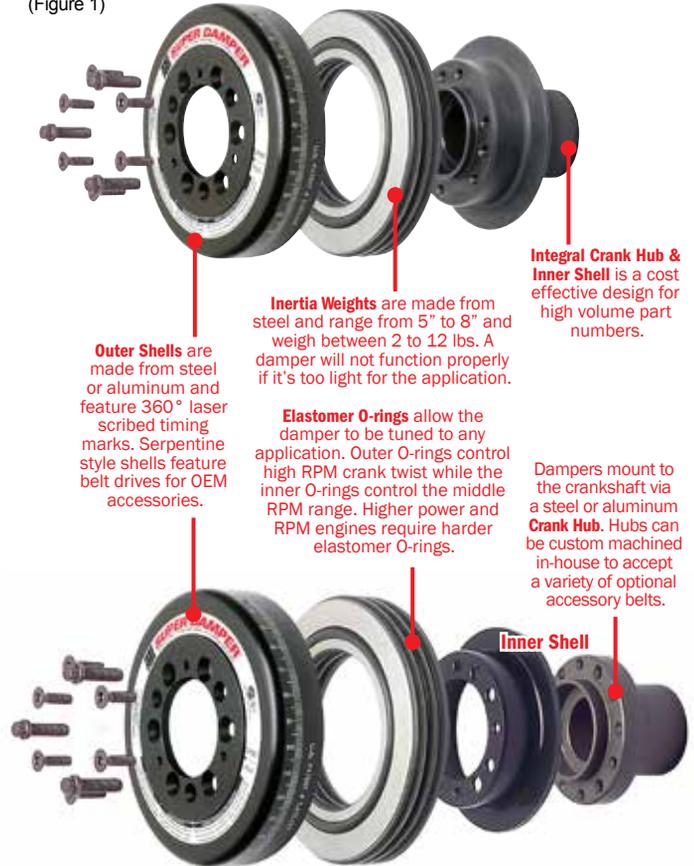


ATI's 8" dampers are excellent for 632 CID and above engines. General Motors uses them as OEM equipment on their 572 crate engines and the leading PDRA and ProMod builders use them exclusively on

their monsters. Our 7" dampers have been used on big engines successfully for 20 years. Additionally, the 7" units are used on many NASCAR engines (355 CID, 800 HP, 9700 RPM) for many cycles without crank failure, however most of these engines are less than 3.4" stroke. Most of these dampers have been professionally tuned to the builder's combination through torsional instrumentation. This type of damper is produced for our higher volume units in 3-ring, 1.5" width mainly for 5.5", 6", 7" and 8" diameter assemblies. Most of the 5" dampers utilize this design due to space constraints and fitment within vehicles.

Available as internally and externally balanced units for small block and big block engines, these Super Dampers are the least expensive and most popular units that ATI builds. Dampers are packaged partially assembled with the 6 flat head bolts torqued for out-of-the-box installation, and the installation of your pulley or just the pulley bolts with Loctite and proper 16 or 28 ft lb torque.

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



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



This second type of damper has a separate inner shell to locate the crank hub and contain the inertia weight. They are made of steel and aluminum in 2 widths (1.160" and 1.460"), in many diameters including 6", 7" and 8" for smooth shells

or 6.78", 7.53" and larger for serpentine shells.

Our most common size (1.460") dampers consist of an outer shell, inner shell and an inertia weight riding on 8 elastomer o-rings (of varying hardness): 3 on the OD, 3 on the ID, and 1 on each face of the inertia weight to separate it from the inner and outer shells. Our 1.160" wide dampers have 6 elastomer o-rings: 2 on the OD, 2 on the ID, and one on each face. The dampers are self-contained and will bolt to numerous crank hubs that join them to the engines. Damper assemblies, without the crank hubs, weigh from 2.6 lbs to 14 lbs and contain inertia weights from 2 lbs to 10 lbs. All inertia weights are steel. Without the steel inertia weight there is no damper; dampers must have mass to do their job!

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

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 ENGRAVING

Approximately 99% of all units are fully degreed in 1° increments for 360° on microprocessor-controlled laser equipment. Custom timing or face lasering (aluminum only) is available for multiple damper orders. \$60 to \$120 for the first part, \$10 each additional - **5 part minimum order.**



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, contact an ATI Sales Technician or visit our web site at <http://www.atiracing.com/products/dampers/hubs/index.htm> for more information and to download a custom application form.

PULLEY MOUNTING

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

Protruding diameters:

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

Pulley mounts:

Chevrolet 3.200"3 Bolt
Ford..... 3.300"3 Bolt
Ford..... 3.300"4 Bolt
Chrysler 2.810"6 Bolt
5" Dampers.. 2.750"3 Bolt

3 Bolt Fords require pulley holes to be enlarged to 1/2" if Ford pulleys are used on dampers with the GM 3.2" bolt circle. Most units have a 4.750" register diameter for locating the Moroso/MSD style trigger wheels.

ATI produces numerous Damper assemblies with steel and aluminum outer shells in a variety of configurations.

If you can think of it, we've already done it!

Super
Dampers
in stock -
ready to ship



Super
Dampers
are SFI
Certified 18.1



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

BALANCING

Internal balance units have each part of the damper accurately balanced to 1/10 oz in before assembly. These units **should not** be on the crank for balancing as the inertia weight may not be centered until the engine starts. External balance GM 400 and 454 are identically balanced to GM service balance specifications. The hub and weight only should be installed for crank balance. Since all hub/weights are identically balanced, ATI offers a slip fit hub and weight assembly for both the 400 and 454, allowing you to balance before pressing the damper on the crank. Replacing a damper on a previously balanced engine requires match balancing the Super Damper to the existing damper, unless the previous damper was an unaltered ATI unit. ATI can match balance a Super Damper to your existing unit accurately and promptly.

DAMPER OVERHAUL

Damper overhaul is available from ATI for \$75.00. Includes fresh elastomer o-rings and SFI recertification. Extra replacement parts are available at warehouse pricing.

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).

Reading the Super Damper Charts

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

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

2 Chevrolet Super Dampers

Material, diameter and weight of damper

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

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUB PART NUMBER				
	8.074"	7.074"	6.325"	3 RING		2 RING	3 RG	2 RG	STEEL	ALUM	1 PC HUB & INNER SHELL	
AVERAGE TOTAL WEIGHT ▶	11.00 LBS	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS				
INERTIA WEIGHT ▶	7.70 LBS	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS				
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS												
CHEVROLET FRONT [1]	917007	917010	918940	917030	918850	917020	917070	917050				
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009							AVG. WEIGHT 2.4 LBS	AVG. WEIGHT 85 LBS	---	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE		917781			917210	917480	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
SB V8 1.483" CRANK	USE WITH DRY SUMP [4] Counterbore to accept drive mandrel	917777	917776	917211		917213	917215	91721	916045 [13]		916099 [13]	
		917783	917784	917222	917223	917201	917411	91726	916043		916093	
SB V8 1.600" CRANK	USE W/ DRY SUMP [4] Counterbore to accept drive mandrel						917228	91722				
	STD FRONT USE W/ DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]	917783K							916043K			
V8 BIG BLOCK	STANDARD OEM FRONT	917062									916890	
			917065	917061	917300	917301		918700	916010			
			917060		917310	917311		918720		916080		
V8 60"	STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K								916890K	
	STANDARD OEM FRONT Undersized hub -1.5940" bore		917060U								916890U	
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT STOCK DIAMETER	STD OEM FRONT [16]								916170			
	CHEVROLET 409 [8]					918425 [15]				916009		
										916951		
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
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		
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT									916122-2	916120-2		
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT 2nd 1/4" keyway at 180 from std										916122-2K		

4 Engine Applications

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

5

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

- [1] These are damper shell assemblies only without a hub.
- [2] These dampers are outer shell, inertia weight & o-rings. The inner shell is integral with the crank hub.
- [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.

6

Footnotes for specialized damper info.

Color Coding the Charts

Assembly part numbers are color coded to correspond to the bolt pattern listed near the top of the chart. Those without color utilize the standard Chevrolet Front.

= Designates a **light** steel damper - 3.5 lb inertia (Chevy chart only)

- = Chevrolet Front, 6 Bolt
- = Chevrolet Front for Hub with Inner Shell
- = Chrysler Front Blower Drive, 3/8-24 Pulley Bolts
- = Chrysler OEM Front, 5/16" Bolts
- = Ford OEM Front, 4 Bolt Pulley
- = Ford OEM Front, 3 Bolt Pulley
- = Chevrolet Front for CCW Engine Rotation



Chevrolet Super Dampers®

MAXIMUM OUTER DIAMETER ▶	STEEL SHELLS						ALUMINUM SHELLS						REPLACEMENT CRANK HUB PART NUMBER					
	8.074"	7.074"	6.325"	8.17"			7.074"			6.325"			STEEL	ALUM	1 PC HUB & INNER SHELL			
	3 RING			3 RING			3 RING		2 RING	3 RG	2 RG							
AVERAGE TOTAL WEIGHT ▶	15.4 LBS	11.5 LBS	8.3 LBS	13.6 LBS	12.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.90 LBS	2.20 LBS								
INERTIA WEIGHT ▶	7.60 LBS	4.50 LBS	2.40 LBS	7.60 LBS	6.00 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	1.97 LBS								
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS																		
CHEVROLET FRONT [1]	917007	917010	918940	---	---	917030	918850	917020	917070	917050								
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]		917009													AVG. WEIGHT 2.4 LBS	AVG. WEIGHT .85 LBS		
		917011																
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS																		
SB V6 & V8 WITH 1.246" CRANK SHAFT	STANDARD OEM CHEVY FRONT	917785	917782			917220	917221	917200	917410	917260	916040							
								917210	917480	917320		916090						
			917781														916951	
		917780															916951	
		917780K															916951K	
				917781U														916951U
								917204	917206	917412		916044						916952
			917788														916952	
			917789														916952	
	USE WITH JESEL BELT DRIVE [5]					917232		917234	917236				916092					
	USE WITH HILBOURNE FUEL INJ. [3]								917257		916540							
V6 60"	STANDARD OEM FRONT											916170						
	CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER [15]								918425		916009							
	CHEVROLET 409 [8]			917781													916951	
SB LS1 1.483" CRANK	COUNTERBORED FRONT TO ACCEPT DRIVE MANDREL		917777 [16]	917776			917211 [16] [17]	917213 [16] [17]	917215 [17]	917216 [17]	916045 [13]							
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel [4]		917783	917784			917222	917223	917201	917411	917261	916043					916093	
	STANDARD FRONT USE WITH DRY SUMP Counterbore to accept drive mandrel 2nd 1/4" keyway at 180 from std [4]			917783K								916043K						
V8 BIG BLOCK	STANDARD OEM FRONT	917062															916890	
			917065	917061			917300	917301		918700		916010					916080	
							917310	917311		918720								916890
																		916890
					917312	917313												916890
		STANDARD OEM FRONT 2nd 1/4" keyway at 180 from std	917062K	917060K														916890K
	STANDARD OEM FRONT Undersized hub -1.5940" bore		917060U														916890U	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS														HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL			
V8 SB 400			917080														916071-2	916070-2
V8 BB 454-502 MARK IV & GEN 5 & 6 STANDARD OEM FRONT			917740														916122-2	916120-2



- [1] These are damper shell assemblies only without a hub.
- [2] These dampers are outer shell, inertia weight and o-rings. The inner shell is integral with the crank hub.
- [3] Hub is 1" longer than standard.
- [4] Hubs for these assemblies have a 2.280 counterbore. A standard length crank bolt is used and the mandrel bolts to the 3 pulley mounting holes. This eliminates the 4" - 6" long bolt that's ineffective in retaining torque. Adapter #916321 for existing mandrels with 1.245" pilot.
- [5] Aluminum hubs for these assemblies have a 2.250 "seal" diameter with a .500 wall thickness and fits inside the Jesel lower pulley. This eliminates hub failure at the keyway on engines driving dry sump pumps and pulleys. For Comp Cams style belt drive, use a 7" 2 ring damper due to fitment issues with the cam timing adjustment. Hub must be machined to fit inside lower cam gear.
- [8] Timing pointer must be corrected. Original pointer shows approximately 10° @ TDC (advanced) when the piston is at TDC.
- [13] Use part #916099 hub for standard aluminum replacement. Use part #916087 for Jesel Belt Drive and aluminum hub or part #916088 for Jesel Belt Drive and steel hub.
- [15] Non-stock damper - 8 week lead time required.
- [16] 7" dampers will not fit front distributor drive timing covers
- [17] Aluminum hub part #916099 is available ADD \$25 at time of install.



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		REPLACEMENT HUBS [2]	
		STEEL	ALUMINUM		6 GROOVE SERP		OEM OD	10% UD	STEEL	ALUM
MAXIMUM OUTER DIAMETER ▶		7.425"	7.480"	6.780"	5.670"	6 GROOVE SERP	OEM OD	10% UD	STEEL	ALUM
AVERAGE WEIGHT ▶		9.75 LBS	7.30 LBS	4.5 LBS	---				AVG WT 2.9 LBS	AVG WT 1.4 LBS
LS1 F BODY '98-'02 CAMARO FIREBIRD	OEM DIAMETER WITH A/C PULLEY	917242				917015	916734		916031	
			917264			917073				
	OEM DIAMETER - NO A/C PULLEY		917302			917073			916031	
	10% UD WITH A/C PULLEY			917276 [5,7]		917071-44		916732	916031	
	10% UD NO A/C PULLEY			917277 [5,7]		917071-44			916031	
				917243 [5,7]						916035
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918845 [8,10,12]			916179	916347	
	25% UD - ACCESSORIES NO A/C PULLEY				918844 [8,10]				916347	
LS1/LS2 V BODY '04-'06 GTO	OEM DIAMETER 8MM HTD 25 TOOTH DRY SUMP PULLEY		918852 [8]			917073			916037A	
	10% UD 8MM HTD 25 TOOTH DRY SUMP PULLEY			918855		917071			916037A	
Y BODY CORVETTE (Not Grand Sport) LS1 '97-'04 C5 LS2 '05-'07 C6 LS3 '08-'13 C6 LS6 Z06 '01-'04 C5 G8/L76 '08-'09 NEW "SS"	OEM DIAMETER WITH A/C PULLEY [6]	917246				917015CSX	916734		916032M3	
			917266			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 NO A/C PULLEY			917279 [1,5,6]		917071CS-44			916032M3	
				917247 [1,5,6]						916036
	OEM DIAMETER 8MM HTD 28 TOOTH DRY SUMP PULLEY		917304			917073CS			916033A	
	10% UD 8MM HTD 28 TOOTH DRY SUMP PULLEY			917289		917071CS			916033A	
	25% UD - ACCESSORIES 10% UD A/C PULLEY				918848 [11,12]				916349	
	25% UD - ACCESSORIES NO A/C PULLEY				918847				916349D	
LS1/LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING and 3-RING)						916045 [9]	916099 [9]	

[1] Requires shorter serpentine belt. Goodyear #4060785 for accessories and #4040405 for AC.
 [2] All hubs have 3/16 key @ std SB 10° location.
 [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 and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for \$40.
 [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.
 [12] For no A/C pulley, use #916179D pulley delete ring.

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



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



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

[1] Requires a supercharger pulley (sold separately):	
ProCharger to C7- LT1, Dry Sump	916163.....\$150.00
LT4 Dry Sump, 5% OD	916163-5.....\$150.00
LT4 Dry Sump, 10% OD	916163-10.....\$150.00
LT4 Dry Sump, 15% OD	916163-15.....\$160.00
LT4 Dry Sump, 20% OD	SK1040-B5 made to order.....\$185.00

Pulley bolts included with pulley.

[2] For other CTS-V dampers, see page 12. Supercharger pulleys (sold separately):	
2.5% UD	916153.....\$129.00
3.25% OD	916105.....\$129.00
8% OD	916106.....\$129.00

For more options, contact LPE at 260-724-2552 or visit www.lingenfelter.com.

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



GM Serpentine Dampers®

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



#918624
LS9 ZR1 Corvette
14% Overdrive

		DAMPER ASSEMBLY WITH HUB					SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS
		ALUMINUM						
		8.530"	8.25"	7.530"	7.480"	7.650"			6.730"
MAX. OUTER DIAM. ▶ AVERAGE WEIGHT ▶		11.50 LBS	11.75 LBS	6.75 LBS	9.00 LBS	4.5 LBS	---	STEEL AVG. WT. 2.9 LBS
LS3 /LS7 [4] DRY SUMP OEM SIZE [4]	8 RIB W/ 4 RIB A/C PULLEY 8 RIB NO A/C PULLEY				918620 [2]		917049 [1]	916058
LS3 /LS7 [4] DRY SUMP 10% UD [4]	8 RIB 10% UD, OEM DIAM. A/C PULLEY 8 RIB 10% UD, NO A/C PULLEY				918620N [2]		917049N [1]	916058U
LS3 /LS7 [4] DRY SUMP	10 RIB 8" 10% OD - OEMAC PULLEY, SINGLE 3/16" KEYWAY		918622 [2]				917089	916058
LS9	ZR1 VETTE, OEM DIAM.			918634 [2]			917097	916107
	ZR1 VETTE, 14% OD [3]	918624 [2]					917093	916107
	LS7/LS9 DRY SUMP WITH LS3 CAMARO ACCESSORY DRIVE, 6 & 4 RIB See chart below for more options.				918639		917073	916431

- [1] Utilizes 60 durometer rubber.
- [2] Non-removable A/C pulley - OEM diameter.
- [3] Contact Lingenfelter for belt and more information.
- [4] 2010 - 2013 LS3 Corvette Grand Sport coupes with manual transmission come equipped with a dry sump system, LS7 damper is required.

Note! All hubs have 3/16 key @ std SB 10° location. 8 groove and 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician for more information.

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

Call us for more information on these new applications!

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

SERPENTINE DRIVE	CORRESPONDING PART #S	
	SHELL ASSEMBLY	BOLTS
OEM DIAM, 6 RIB	917073	950213
OEM DIAM, 8 RIB	917025	950209
5% OD, 8 RIB	917107	950213
10% OD, 8 RIB	917108	950213
OEM, 10 RIB	917034X	950209
4% OD, 10 RIB	917091	950209
6% OD, 10 RIB	917094	950209

Step 3 - Choose your A/C pulley size:

AC SIZE PULLEY	PART #
OEM DIAMETER - 7.50"	916734B [1] [2]
6% UD - 7.00"	916734 [1] [2]
17% UD - 6.25"	916732 [1]

- [1] Must use A/C pulley. Contact ATI for non-A/C use!
- [2] Order 916734M1 for '98 - '02 F Body Camaros

***Note!** All percentages are calculated from an OEM LS3 Camaro-based Damper

PART #	DESCRIPTION
918643	LS7 DRY SUMP WITH F BODY ACCESSORIES
918639	LS7 DRY SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286R	LS7 WET SUMP WITH 2010 CAMARO / TRUCK ACCESSORIES - LONG SNOOT
SK286S	LS7 WET SUMP - LONG SNOOT
SK128H6	LS9 WET SUMP - LONG SNOOT



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

LS3, LSA & V6 Z BODY 2010 - 2015 CAMARO

		DAMPER ASSEMBLY WITH HUB			SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		REPLACEMENT HUBS [1]
		ALUMINUM				OEM OD	10% UD	
		7.480"	7.074"	6.780"				
MAX OUTER DIAM. ▶ AVERAGE WEIGHT ▶		7.9 LBS	---	4.5 LBS			AVG WT 2.9 LBS	
Z BODY LS3 2010 - 2015 CAMARO [5]	OEM DIAMETERS WITH A/C PULLEY	918628			917073	916734B	916430M	
	OEM DIAMETERS NO A/C PULLEY	918644			917073		916430M	
	10% UD WITH A/C PULLEY [2]			918629	917071	916734B	916430M	
Z BODY, LSA 2012- 2015 ZL-1 CAMARO 2009 - 2015 CADILLAC CTS-V LSA [4]		918854			917092	916734	916032M3	
DRIVE PULLEYS								
Z BODY V6 2010 - 2015 CAMARO [3]	OEM DIAMETER		918636		917099	916115	916114	
	OEM DIAMETER, 10% UD		918637		917099	916116	916114	
	OEM DIAMETER, 25% UD		918638		917099	916117	916114	

- [1] All hubs have 3/16 key @ std SB 10° location.
- [2] Only OEM A/C pulley size available for LS3 Camaro. NAPA belt #s 25060827, 25040353AC.
- [3] Includes timing cover seal (#973136) and seal installer (#916113).
- [4] No supercharger pulley supplied. Must choose #916105 (5% OD) or #916106 (10% OD).
- [5] For dampers requiring an LS7 / LS9 dry sump with 2010 - 2015 Camaro accessories drives, see chart above.



#918427-16
LS based 2016 COPO 427

GM LS & LT BASED COPO CRATE ENGINES 2012 - 2017 OEM Supplied

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

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

GM Serpentine Dampers



#917268
GEN 2 LT1 / LT4 F Body



#917286
LS1 K Body with AC Pulley



#918645
Gen V L86 Truck



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

1992-1996 LT1 - LT4 - LT5

		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB	REPLACEMENT HUBS [3]	
		STEEL		ALUMINUM			4140 HEAT-TREATED STEEL	ALUM
		MAX OUTER DIAM ▶	AVERAGE WEIGHT ▶	MAX OUTER DIAM ▶	AVERAGE WEIGHT ▶			
		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			
B BODY	GEN 2 LT1 IMPALA CAPRICE [8] [9]				917327	917071-44	916049A	
F BODY	GEN 2 LT1 - LT4 [1] [5]		917270			917015	916047A [2,6]	
CAMARO FIREBIRD			917268			917073	916047A [2,6]	
					917271 [7]	917071-44	916047A [2,6]	
					917272 [7]	917071-44		916095
Y BODY CORVETTE	GEN 2 LT1 - LT4 [1] [5]	917274 [10]				917015	916096A [2]	
			917269 [10]			917073	916096A [2]	
					917275	917071-44	916096A [2]	

- [1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or 1996 & up Corvette engine reluctor wheel; discard spacer provided.
- [2] For hubs with a 6 hole bolt pattern and 2.25 seal, use hub #916048B for F body 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), #917075 (6 3/4" diameter, 8 rib, aluminum)
- [5] Washer #953070 is required with LT1 hubs and is shipped with dampers.
- [6] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub # 916048A.
- [7] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625.
- [8] Due to variations in GM's production, the spacer provided may or may not be needed on your application.
- [9] Damper is 10% UD from OEM. Use belt #4060630.
- [10] 1992 and 1993 models may need a longer belt.

VORTEC TRUCK, SSR, TRAILBLAZER LS1 / LS2

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

- [1] All hubs have 3/16 key @ std SB 10° location. Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI Sales Technician. #917017 (7 1/2" diameter, 8 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum).
- [2] All 2010 - 2015 Z Body Camaro dampers are compatible with this application, including OEM 6 rib as well as 8 rib and 10 rib overdrive blower dampers. (See page 11 for more information.)

L86 TRUCK

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

Requires a front drive pulley (sold separately):
 OEM 916358\$129.00
 10% UD 916359\$129.00
 Overdrive pulleys for supercharging available. Consult your Sales technician.

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

CADILLAC CTS-V LS2/LS6 & LSA

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

- [1] No supercharger pulley supplied. (Sold separately, see chart.)
- [2] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for \$40 if you send your hub in.
- [3] CTS-V is 10% UD - Use Duralast Part # 375K4 for AC pulley and Gates Part # K060806, 6 rib for accessory drive.

SUPERCHARGER PULLEYS...\$129

For LT4 CTS-V dampers, see page 10.

Part #	2009-2015	2016+
916153	OEM	2.5% UD
916105	5% OD	3.25% OD
916106	10% OD	8% OD

Contact LPE for more options: 260-724-2552 or visit www.lingenfelter.com.

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

GM ECOTEC

	DAMPER ASSEMBLY WITH HUB		REPLACEMENT HUBS	
	ALUMINUM		STEEL	STEEL W/ INNER SHELL
	OUTER DIAMETER ▶	AVERAGE WEIGHT ▶		
	6.776"	5.670"		
	4.5 LBS	---	2.9 LBS	
4 CYLINDER 2.0L / 2.2L / 2.4L ECOTEC [1]	917287		916752	
		917288 [2]		916753



GM Supercharged Dampers

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

INTERNAL BALANCE DAMPER ASSEMBLIES	MAT'L	OUTER DIAM	AVERAGE WEIGHT	INERTIA WEIGHT	PART #	REPLACEMENT CRANKHUBS
SB BLOWER W/ 1.246" CRANKSHAFT 2 - 3/16" KEYWAYS ***8 lbs of boost or less only in race apps. Street applications OK to 12 lbs max***	STEEL	7.074"	8.75 LBS	4.50 LBS	918872E	916133 [1]
SB BLOWER WITH BBC 1.600" CRANKSHAFT - 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918873E	916134 [4] [3]
SB, 6 BOLT 3/8-16 CHEVY FRONT2 - 3/16" KEYWAYS, 180° APART BB Chevy seal diameter must use #925500 cover	STEEL	7.074"	8.75 LBS	4.50 LBS	918869	916172
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (8 & 4 RIB)	STEEL	7.425"	---	---	917345	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 & 4 RIB)	ALUM	7.530"	---	---	917347X	916032M3
1997 - 2013 LS1, 2, 3, 6 Y BODY, G8, SS & 2004 - 2007 CTS-V (10 RIB) - NO A/C	ALUM	7.530"	---	---	917349X	916032M3
LS1 F BODY (8 & 4 RIB)	STEEL	7.425"	---	---	917345A	916031
LS1 / LS2 F BODY CAMARO / FIREBIRD / V BODY GTO 6 BOLT PATTERN FOR BOLT ON BLOWER PULLEY, SINGLE 3/16" KEYWAY	STEEL	7.425"	---	---	918853	916031S
LS3 Z-BODY 2010 - 2015 CAMARO & GEN 3 VORTEC TRUCK 6 BOLT PATTERN FOR BOLT-ON BLOWER PULLEY, SINGLE 3/16" KEYWAY	ALUM	7.480"	14.00 LBS	4.0 LBS	918635	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (10 & 4 RIB)	ALUM	7.950"			918632	916430M
LS3 2010-2015 CAMARO & GEN 3 VORTEC TRUCK - 4% OD (8 & 4 RIB)	STEEL	7.425"	---	---	917285	916430M
LS3 Z BODY CAMARO 2010 - 2015 LS1/LS2 C & K BODY TRUCK SSR, AND TRAILBLAZER	10 RIB, 8" 6% OD WITH AC ALUM	8.190"	---	---	918625	916430M
	10 RIB, OEM WITH AC ALUM	7.530"	---	---	918627	916430M
LS7 Y BODY, 10 RIB 8" 10% OD - OEM AC PULLEY, SINGLE 3/16" KEYWAY	ALUM	8.250"	---	---	918622	916058
LS9 Y BODY, 11 & 6 RIB, 14% OD	ALUM	8.530"	---	---	918624	916107
LS9 Y BODY, 11 & 6 RIB	ALUM	7.530"	---	---	918634	916107
BB CHEVY FRONT 366 - 502, 10 RIB	STEEL	7.425"			917066	916891
BB BLOWER 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	918871E	916145
	ALUM	7.074"	6.25 LBS	4.50 LBS	918870E	916145
BB BLOWER 38-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS, 180° APART	STEEL	7.074"	13.00 LBS	4.50 LBS	917064	916891 [2]
BB BLOWER DRIVE WITH JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS, 180° APART HUB HAS 24 TOOTH 8MM HTD ACCESS, DRIVE	STEEL	7.074"	8.75 LBS	4.50 LBS	918874E	916144
EXTERNAL BALANCE DAMPER ASSEMBLIES						
BB BLOWER, 3/16" & 1/4" KEYWAYS 180° APART	STEEL	7.074"	8.75 LBS	4.50 LBS	917741E	916145

- [1] Use hub part #916136 for 1.246" SB crankshaft with BB seal and Chrysler bolting. [4] The BB Chevy and SB Chevy with BB 1.600" nose both use a unique 2-piece hub that allows the stock length bolt to hold the damper to the crank and a separate extension to locate the blower pulley and crank trigger. (See diagram.)
- [2] One piece hub and inner shell.
- [3] For equally spaced OEM holes & ignition trigger, use #916134A.

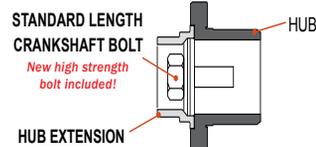
SHELL ASSEMBLIES	MAT'L	OD	# RIBS	Part #
OTHER SUPERCHARGED APPLICATIONS LS1 / LS2 / LS3 / LS6 GEN 3/4 TRUCK 3 RING (NO LS DRY SUMP)	ALUM	8.27"	8	917108 [1]
	ALUM	8.19"	10	917094
	ALUM	7.96"	8	917107 [1]
	ALUM	7.95"	10	917091
	ALUM	7.53"	10	917034X [2]
	ALUM	7.53"	10	917034 [3]
	ALUM	7.48"	8	917139 [3]

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

BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT



ATI's Super Pulley reduces the risk of belt failure!

Tired of breaking blower belts? ATI's Super Pulley uses "Superior Sprag Technology" to release the pulley each time the blower spins faster than the engine RPM, reducing wear on your supercharger by not allowing the gear drive to mesh in the opposite direction when spinning down! Fits F1/F2/F3 and reverse rotation ProChargers and accommodates 8mm HTD style belts up to 70 mm wide. Ideal for both competition and street applications; it's a must for any crank started, street driven or race blower car!

.875" SHAFT

45T, F1, F2, P1, D1 916195-45.....\$499.00
45T, F1, F2, P1, D1 (CORVETTE) 916195-45N.....\$499.00
45T - F1 REVERSE ROTATION 916195-45R.....\$499.00

.991" SHAFT

45T, F2 916196-45.....\$499.00
45T, F2 REVERSE ROTATION 916196-45R.....\$499.00

HOLDING TOOL TO TIGHTEN FRONT BOLT 918989.....\$48.95

MILITEC GREASE 14 OZ. FOR USE IN SUPER PULLEY 975003.....\$10.00

SUPER PULLEY

CLUTCH HUB ASSEMBLY

916216.....\$795.00
For ProCharger bolt-on pulley and ATI big HP pulley (pulley not included) 50 tooth HTD 8mm. Call for details. Requires customer's pulley.



Sprag allows blower to freewheel when throttle is closed.

Accommodates belts up to 70mm wide!



U.S. PATENT # 7,644,814

See the Super Pulley in action!

Supercharged Components

SB CHEVY DAMPER HUBS FOR SUPERCHARGED APPS



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



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



4140 Heat Treated Hub for LT1, Y Body 6 Bolt, 3.2 BC (Part #916096B)



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

The early small block Chevrolet and the later LT1 and LS1 engines all present problems when supercharging. The original Small Block and LT1 have a shaft size of 1.245" and a seal diameter of 1.760" leaving the hub wall thickness at .257" or just over 1/4". Many engine builders put a 1/4" key in the crankshaft leaving just 1/8" of material between the groove and the seal surface. The result: a failed hub that destroys the damper and the nose of the crank shaft. The later LT1 and LS1 are even worse with just a press fit and no keys; a total disaster when you try to supercharge and drive the blower from the damper. To remedy this situation, ATI now manufactures a variety of Small Block Chevrolet hubs for supercharging.

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.....	\$143.01
*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.....	\$156.78
*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.....	\$155.76
*The complete damper assembly with the 916172 hub is damper #918869.		
HUB FOR SBC WITH BIG BLOCK SNOOT, BB SEAL DIAMETER 6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"*	916134.....	\$214.69
*Includes 951502 crank bolt.		
TIMING COVER - SB CHEVY, W/BB SEAL, MILODON CAST ALUMINUM	925500.....	\$149.00

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.....	\$118.80
*The damper shell assembly for 6 bolt Chevy is #917026 Use Bolt Kit #950201 (\$10.49)		
HUB FOR SBC, 6 BOLT, CHRYSLER FRONT, (2) 3/16 KEYWAYS*	916168.....	\$158.93
*The damper shell assembly for 6 bolt Chrysler is #918442E Use Bolt Kit #950220 (\$9.95)		
SEAL FOR V8 & V6 90°	973134.....	\$16.95

LT1 Engines with 2.25" seal diameter

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

HUB - GEN 2 LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, SUPERCHARGED	916048B.....	\$207.34
HUB - GEN 2 LT1, F BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, BB CHEVY SNOOT	916048C.....	\$165.19
HUB - GEN 2 LT1, Y BODY, 6 BOLT, 3.2 BC, 4140 HEAT-TREAT, SUPERCHARGED	916096B.....	\$195.68

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



TECH TIP

Overdrive vs Underdrive

Dampers that are under drive (smaller in diameter than OEM) will spin the accessories slower while over drive dampers (larger in diameter than OEM) will spin the accessories faster.

Ricky Hults
Sales Technician
Ext. 3041



Supercharged Components



10 Rib Conversion Kit
for Z Body 2010- 2015 Camaro

LS WIDE BELT CONVERSION KITS

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

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

Y BODY (LS1 / LS2 / LS3 / LS6)

Includes damper, power steering, alternator & tensioner pulleys. May require water pump pulley for 10 rib and larger applications.

8 RIB SERPENTINE	917346.....	\$1,095.00
• 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.....	\$1,195.00
• 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.....	\$1,295.00
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8 RIB SERPENTINE, OEM	917352.....	\$1,095.00
• OEM – 7.437" Overall Dia, uses shell assy, 917049		
• 9% OD – 7.960" Overall Dia, uses outer shell, 916354 ♦		
• 13% OD – 8.235" Overall Dia, uses outer shell, 916355 ♦ ♦ No A/C only!		

Z BODY 2010-2015 CAMARO (LS3)

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

10 RIB SERPENTINE	917351.....	\$1,295.00
• 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.....	\$1,095.00
• 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*.....	\$1,195.00
• 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.....	\$1,195.00
• OEM – 7.530" Overall Dia, uses shell assy, 917034X		
• 4% OD – 7.950" Overall Dia, uses shell assy, 917091		
• 7% OD – 8.190" Overall Dia, uses shell assy, 917094		

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



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.

PULLEY ASSEMBLIES

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



LS TRUCK/GTO	4.00 OAL	.7465" SHAFT	916187WPP.....	\$159.00
LS TRUCK	2.80 OAL	.7465" SHAFT	916187WPP-A.....	\$159.00
LSX / VORTEC	3.05 OAL	.7465" SHAFT	916187WPP-B.....	\$159.00
LS3 - Z BODY,	2.39 OAL	.6250" SHAFT	916218.....	\$159.00

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

76 MM	916208-76.....	\$89.95
90MM	916208.....	\$96.95
100MM	916208-100.....	\$103.05

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

Replace your standard A/C pulley with an under-drive 3" 4-groove aluminum pulley or 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..... \$85.00

IF ORDERED AS A "PULLEY ONLY" :

916165.....	\$129.00
916166.....	\$179.00



Ford Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS			
	7.074"	6.325"	7.074"		6.325"		STEEL	ALUM		
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	6.00 LBS	6.25 LBS	5.00 LBS	3.90 LBS	3.30 LBS				
INERTIA WEIGHT ▶	4.50 LBS	2.40 LBS	4.50 LBS	3.40 LBS	2.40 LBS	1.97 LBS				
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS										
CHEVROLET FRONT	917010	918940	917030	917020	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS		
FORD OEM FRONT - 3 BOLT PULLEY	917012	918941		---	917076	917052				
FORD OEM FRONT - 4 BOLT PULLEY		918930	918007		918935					
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS										
V8 SB (ALL) 6 CYL See timing tab chart on page 17 for proper timing [2]	CHEVY FRONT 3" C TIMING TAB [6]	917514	917515			917661		916560 [10,12]		
	3" C TIMING TAB [1]		917511			917681	917651		916570 [1]	
	3" A TIMING TAB		917511AK			917660	917640	916560 [1,10,12]		
	3.35" C TIMING TAB	918022	918023			917680	917650		916570 [1]	
	3.35" C TIMING TAB		918920	918002				916560K		
	4" C TIMING TAB		918929			918923		916561 [10]		
	4" B TIMING TAB [4]		918921			918927		916564		
V8 "FE" 332 - 428 [3]	918310	918311	918320	918290			916562			
V8 "385" 429 - 460	917620	917621	917630		918780		916560G [8]			
V8 "385" 429 - 460 WITH SHORT SNOOT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564							
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 AND C TIMING TAB [1] [15]		918895 [7]					916560 [10,12]		
	3.35" C TIMING TAB		918900		CLEVELAND AND WINDSOR			916561 [10]		
	4" B TIMING TAB		918911		USE WHEN STROKING THE 302 HO WITH THE EXTERNAL BALANCE CRANK RETAINS STOCK 302 HO PULLEY LOCATION. 28.2 OZ IN IMBALANCE			916562 [10]		
1982-1995 302 HO ONLY 34 OZ. IN. OEM	4" B TIMING TAB		918910		1982 AND UP 302 HO ONLY			916562 [10]		



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

- [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. May not fit with Jesel belt drives. Call ati for info.
- [5] Ford 3 bolt dampers will accept pulleys with std Ford 3 bolt 3.3" diam circle.
- [6] For early "A" timing tab, be sure to tell your Sales Tech that a timing tab is needed with driver's side timing marks.

- [7] Timing marks 0-60° in 1° increments.
- [8] This hub is bored straight through with no lead area & will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- [10] Add "G" to part # for aftermarket crank. This hub is bored straight through with no lead area and will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- [12] Add "U" to # for undersized 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.



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

Do you have the correct Ford Super Damper?

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

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

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

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

SUPERCHARGED DAMPER APPLICATIONS

AVERAGE TOTAL WEIGHT ▶
INERTIA WEIGHT ▶

	STEEL SHELLS			REPLACEMENT CRANK HUB
	7.425"	6.325"	6.780"	
	3 RING			STEEL
	---	6.00 LBS 2.40 LBS	8.00 LBS 3.00 LBS	

INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS				
FORD	SB V8 & V6, 4" LONG, B TIMING		918916	916566A [1]
	V8 MUSTANG COBRA 4.6 L 8 RIB - 12%OD	918038 [3]		916572
	V8 MUSTANG ('96 - '04) 4.6 L 8 RIB			918037 916572
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS				
FORD	V8 SB EXCEPT '82 - '93 302 HO 28.2 OZ IN		918912	916566A [1]
	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 undersized hub, order part #916566AU.
- [3] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.

Ford Super Dampers®



SERPENTINE APPS	DAMPER ASSEMBLY WITH HUB							SHELL ASSEMBLY LESS HUB			REPLACEMENT HUBS [3]		
	STEEL	ALUMINUM						6 GRV SERP	8 GRV SERP	10 GRV SERP	STEEL 2.9 LBS	STEEL W/ INTEGRAL SHELL	ALUM
	7.425"	8.120"	8.074"	7.8"	7.48"	6.780"	5.5"							7.55 LBS
MAXIMUM OUTER DIAMETER ▶ AVERAGE WEIGHT ▶	9.75 LBS	11.85 LBS	12.00 LBS	---	---	5.5 LBS	7.55 LBS						
MUSTANG GT & COBRA 4.6L '96-'04	OEM 6 GRV [6]					918036		917078			916571		
	6 GRV -15% UD						918041					916575M	
	8 GRV					918037			917079		916572		
MUSTANG COBRA 4.6L OEM CRANK SUPPORT '03-'04	6 GRV					918044		917078			916584		
MUSTANG GT 4.6L MOD MOTOR '05-'10	OEM 6 GRV					918039		917021			916565 [2]		
	6 GRV - 15%UD						918042					916575	
	8 GRV - 12% OD				918018						916565 [2]		
	8 GRV - 20% OD			918019							916565 [2]		
GT500 COBRA JET MID 2007 - 2012 5.4L GT 500 '13-'14 5.8L	OEM 6 & 10 GRV	918045							917085		916576H		
	OEM 6 & 10 GRV 10% OD				918049				917115		916576H		
	OEM 6 & 10 GRV 15% OD		918046 [4]						917102		916576H		
2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES	8 GRV					918062 [9]			917134		916577		
	8 GRV					918063			917134		916579 [10]		
	8 GRV - 12% OD				918065				917133		916578 [10]		
2011+ MUSTANG GT COYOTE 5.0 V8 2012-2013 BOSS 2011-2016 F-150 2013 COBRA JET NATURALLY ASPIRATED 2012-2013 COBRA JET SUPERCHARGED	6 GRV WITH A/C PULLEY					918047		917104			916124		
						918047A							916124A
	6 GRV W/O AC PULLEY					918047N		917104			916124		
						918047NA							916124A
	8 GRV - 10% OD				918052				918052S		916124		
	8 GRV - 15% OD				918053				918053S		916124		
	10 GRV 20% OD WITH A/C PULLEY			918048 [7,11]						917109		916124K [8]	
10 GRV 20% OD W/O AC PULLEY			918048N						917109		916124K [8]		
2014, 2016 COBRA JET SUPERCHARGED 5.0L	WITH A/C PULLEY			918066 [12]					917142		916124K		
	W/O AC PULLEY			918066N [12]					917142		916124K		
GT SUPERCAR, 5.4 L - SUPERCHARGED		918043							917085		916576H		



- [2] Washer #954078 is required and included.
- [3] All hubs have 3/16 key @ std SB 10° location.
- [4] Standard GT500 will require an 88" belt with a stock diameter. blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.
- [6] An optional adapter ring and interchangeable blower drive pulleys are available from METCO Motorsports for this damper.
- [7] These dampers will not work with a stock water pump pulley. Must use Ford 10 rib conversion kit to retain stock water pump or an electric pump must be used.

- [8] Hub #916124K has two (2) 3/16" keyways.
- [9] OEM replacement, can be used with a 6 rib belt to the rear.
- [10] Has oversized hub and special seal (#973138).
- [11] Does not fit the 2014 Cobra Jet without modifications to the rear of the shell.
- [12] No timing marks.
- [13] For an aluminum hub, add "A" to part number.

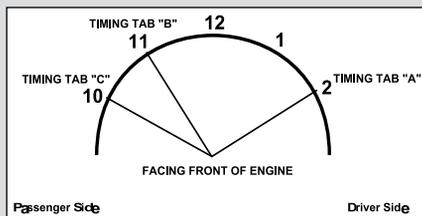
Ford Timing Tabs

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"

TIMING TAB LOCATIONS



* "A" SB Ford timing tab engines (driver side timing) would most likely be 260 (all), 289 (all), 302-'67-'69 and Boss 302 ('69-'70).

Part #918910:

For 50 oz in - 1982 and later 302 HO only!

All other Ford Small Blocks use:

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

AT'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.



SB Ford
1.375" snout Danny Bee
#916582.....\$111.10

Chrysler Super Dampers®



OUTER DIAMETER ▶	STEEL SHELLS			ALUMINUM SHELLS				REPLACEMENT CRANKSHAFT HUBS		
	7.074"		6.325"	7.074"				STEEL	ALUM	
	3 RING	2 RING	3 RING	3 RING		2 RING				
AVERAGE TOTAL WEIGHT ▶	8.75 LBS	7.0 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS			
INERTIA WEIGHT ▶	4.50 LBS	3.5 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS										
CHEVROLET FRONT	917010		918940	917030	918850	917020		AVG. WT.	AVG. WT.	
CHRY. OEM FRONT 5/16" or 3/8" BOLTS	918441E	918605S	---	918440E	918455E	917040E	917041E	2.4 LBS	.85 LBS	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS										
V8 A 318 - 340 - 360 [2]	CHEVY FRONT	918280		918281				916190		
	OEM FRONT	918282E			917392E	917393E		916191		
VIPER V10 GEN I, II '92 - '02	OEM FRONT						917400E	917401E	916253	
VIPER V-10 GEN III '03-'06 [9]	OEM FRONT						917932E		916254 [8]	
VIPER V-10 GEN IV 2008 - 2010 GEN V 2013+ [9]	OEM FRONT						917934E		916262	
V8 B 361 383 400 413 426 440	CHEVROLET FRONT [11]	917120			918430		917380		916265	
	OEM FRONT [11]	OEM TIMING COVER Retains stock location for pulley alignment						917470E		916269
		OEM TIMING COVER	917122E [12]							916200L
		DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]			917475E [12,13]				916661
						917471E			916661L	
						917474E [12,13]			916421	
									916421L	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS										
V8 360 '71 - '92 [2]	OEM FRONT			918605E					916249	
V8 360 MAGNUM '93 - UP [2]	OEM FRONT	918604E							916442	
V8 B 400-440 CAST CRANK	OEM FRONT OEM TIMING COVER ONLY	918601E [6]							916663	
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 clearancing of timing tab and retain OE timing mark.

[3] Customer must cut and reweld the stock timing tab. This damper is OEM location.

[6] Cannot retain OE location. Must space out accessory pulleys .750".

[8] For 2 ring dampers, use hub 916254M.

[9] Supplied with new lightweight aluminum pulley to retain stock belt location.

[11] Passenger timing.

[12] Not an OEM replacement for stock pulley location.

[13] 3/8" pulley bolts in shell. Hub has 5/16" bolts.

SUPERCHARGED APPLICATIONS

AVERAGE TOTAL WEIGHT ▶ INERTIA WEIGHT ▶	STEEL SHELL	ALUMINUM SHELL	REPLACEMENT CRANK HUBS
	7.074" OD		STEEL
	3 RING	2 RING	
	8.75 LBS	5.00 LBS	
	4.50 LBS	3.40 LBS	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS			
V8 B 361, 383 400, 413 426, 440	A FUEL 2-1/4" KEYWAYS 1 AT TDC DSTM [7]	917123E [7]	916256
	OEM BB 2-1/4" KEYWAY OEM TIMING TAB [5]	917110E [6]	916258
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 '08 - '10, GEN V 2013+ [2] [3]		917935E	916268

[1] Hub has 2 3/16" wide keys at 180° and requires a #916261M spacer, supplied with the damper.

[2] For GTS-R, call your Sales Technician.

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

[4] For Paxton Supercharger, add pt #916266 for new aluminum pulley with 7 rib and 8 rib, 7% OD. Retains OEM belt location.

[5] Passenger timing.

[6] Not an OEM replacement for stock pulley location.

[7] Part #918442E-99 shell is used. 99 durometer rings are used with driver's side timing.

Viper Pulleys for Superchargers			
VIPER GEN 3	7.790 - 10 & 7 GROOVE	916263C	\$199.00
VIPER GEN 3	7.790 - 8 & 7 GROOVE	916263D	\$199.00
VIPER GEN 1-2	7.320 - 10 & 7 GROOVE	916263	\$199.00
VIPER GEN 1-2	7.790 - 10 & 7 GROOVE	916263A	\$199.00



Viper V-10 Gen III Super Damper #917934E



First Gen V to run an 8 sec. 1/4 mile - 8.44 @171mph on it's debut outing with an ATI T-400 and ATI Super Damper!

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



Rob Sappe
Sales Technician
Ext. 3040

Supercharging and Boost

For supercharged applications, an overdrive damper will spin the blower faster and make more boost. You must contact your blower manufacturer in regard to the amount of boost your damper will add.

Chrysler Dampers



SERPENTINE APPS

SERPENTINE APPS		OUTER DIAMETER ▶	ALUMINUM SHELLS							SHELL ASSY LESS HUB	REPLACEMENT CRANK HUBS			
			8.900"	8.184"	7.480"	7.074"	6.780"	6.325"	5.930"		5.670"	STEEL AVG. WT. 2.4 LBS	HUB WITH 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			
2015+ VVT	6.2L SUPERCHARGED V8 HEMI HELLCAT DODGE CHALLENGER & CHARGER	OEM	10 RIB & 6 RIB		918483							918483S	916278	
		10% OD		918485 [8]								918485S	916278	
2005 -2010 VVT	6.1 L / CRATE 392 & 426 HEMI STOCK [7]	5% OD	6 RIB					918432				917071-55	916652	
		17% OD			918437						917073	916652		
		13% UD									918438 [3,6]	---	---	916241
2011+ VVT	5.7L & 6.4L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, COMMANDER	6% OD	6 RIB					918459				917071	916541	
		18% OD			918486						917073	916541		
		15% UD									918487	---	---	916241
2009 - 2010 VVT	5.7L HEMI CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, DURANGO, ASPEN	4% OD	6 RIB					918445				917071	916246	
		18% OD			918446						917073	916246		
		15% UD									918447 [3]	---	---	916245
2005 -2008 NON-VVT	300, MAGNUM, GRAND CHEROKEE, CHARGER, COMMANDER	10% OD	6 RIB		918436							917073	916247	
		2% UD					918435					917071	916247	
2003 -2008 NON-VVT	5.7L HEMI TRUCK LENGTH DURANGO, ASPEN	4% OD	8 RIB		918434 [5]							917044	916248	
		5% UD					918433 [5]					917075	916248	
		15% UD	7 RIB							918439 [1,3]	---	---	916242	
2009+ VVT	5.7L HEMI TRUCK LENGTH DURANGO	6% OD	8 RIB					918453				917075	916238	
		15% UD	6 RIB			918454						917020	916239	
YEARS VARY	4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE W/BOLT-ON PULLEY OEM (PT# 916236) & 25% UD (PT# 916237)	OEM	6 RIB			918429 [4]						918850	916311	
		25% UD						918428				917070	916311	
2000 - 2010	2.4L NEON SRT-4 / PT CRUISER DOUBLE 4 RIB OUTER SHELL	7% OD	4 RIB						917469 [2]			918449	916422	

- [1] Requires shorter belt (Goodyear #4070975) 7 groove.
- [2] Use Duralast belt #560K4.
- [3] Must turn down OD of stock washer to 1.850".
- [4] Requires a 97.75" long belt - Gates part # K060975.
- [5] These are 8 groove dampers. Your OEM belt is 7 rib. Use the first groove closest to the engine. Aftermarket belts are 6 rib.
- [6] Requires shorter belt - Dayco pt # 5060800.
- [7] For 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

DAMPERS		OUTER DIAMETER ▶	STEEL SHELLS		ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUBS			
			7.074"	6.325"	7.750"	7.074"		6.325"			STEEL	STEEL WITH INNER SHELL	
			3 RING		3 RING		2 RING	3 RING	2 RING				
TOTAL WEIGHT ▶		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		
DAMPERS ONLY LESS HUB PART NUMBERS													
CHEVROLET FRONT				917010	918940		917030	918850	917020	917070	917050	AVG. WGHT. 2.4 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL				917011									
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS													
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360				917940	917941							916270	
BUICK V6 & V8 (ALL) EXCEPT 430 & 455	DRY SUMP				918571							916290	
	OEM OIL PUMP				918051							916210	
NEW!	BUICK V8 430 - 455 [1]			918160				918171				916230	
BUICK GRAND NATIONAL "T TYPE" GNX '82-'87							917456 [3]					916284	
OLDSMOBILE V8 267-455				917830	917831		917840					916760	
PONTIAC 4 CYLINDER 151				917780	917781								916951
				917785	917782		917220	917221	917200	917410	917260	916040	
PONTIAC V8				917160	917161		917730					916500	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS													
AMC 360 401	180° OEM WEIGHT				917942							916270	
	240° OEM WEIGHT				917943							916270	
NEW!	BUICK GRAND NATIONAL "T TYPE" GNX '82-'87			917455 [3]								916284	
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPERCHARGER PULLEY							918421 [4]					916211	
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER, 10% OD						918422						916211	
BUICK V6 (231 - 252) [1]				918420								916210	
BUICK V8 (265 - 350) [1]				918410								916210	
BUICK V8 (430 - 455) [1]				918400								916230	
OLDSMOBILE V8 (267 - 455) [2]				918480								916760	

- [1] Buick engines require mounting damper face forward of the OEM location to clear the timing cover for external balance dampers. Hubs may be machined on the crank gear end when using the shorter internal balance units to move the damper closer to the engine. 430-455 is .725" forward of the OEM location; 265-350 V8 & 252 V6 are 1.250" forward of the OEM location.
- [2] Machining the timing cover may be required for clearance.
- [3] Includes 6 groove drive pulley #916287.
- [4] Outer diameter is 7.105". Total weight is 12 lbs. Inertia is 2.40 lbs.

Import Super Dampers®

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



HONDA



HONDA



SUBARU



SCION
FRS



NISSAN

	ALUMINUM				REPLACEMENT CRANKSHAFT HUB		
	7.074"	6.780"	6.325"	5.670"	STEEL	ALUM	STEEL WITH INNER SHELL
MAX. OUTER DIAMETER ▶	7.074"	6.780"	6.325"	5.670"			
	2 RING	2 RING	2 RING	3 RING			
AVERAGE TOTAL WEIGHT ▶	5.00 LBS	3.75 LBS	5.25 LBS	3.30 LBS			
INERTIA WEIGHT ▶	3.40 LBS	2.20 LBS	3.50 LBS	1.97 LBS			

Other applications are available upon request.

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

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

INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

ACURA NSX, 3.0L 600HP MAX						917757			916779
HONDA "B" SERIES CCW MOTOR ROTATION RACE ONLY, ALT DRIVE ONLY [2]	918471	918470		918474 [1]			916026		
				918475 [1]				916028	
OEM HONDA "B" SERIES BOLT-ON SERP PS PULLEY 500 HP OR LESS [5]						918476			916342
HONDA "D" - 750 HP MAX RACE ONLY/ALT DRIVE ONLY	918456						916129		
HONDA F20 / F22 7% OD - 600HP MAX						918464			916127
HONDA F20 / F22 10% UD [6]	918465						916128		
HONDA H22 (Call for H23)							916054M		
RACING APPLICATIONS [4]	918469	918467					916054		
STREET APPLICATIONS - 400HP MAX [3]				918468			916017		
HONDA K-20			918478						
STREET APPLICATIONS						918477			916029

[1] Not for over 300 HP - damper has lightweight inertia for clearance!
 [2] For no alternator / serpentine on hub, use hub #916027 and appropriate shell assembly #.
 [3] PS - 4% OD, 6 rib serpentine accessory drive is 9% OD or 400 + HP with serpentine drive (call).

[4] Race damper has a smooth outer shell with no belt drives.
 [5] Power steering pulley (#916769) - 7% UD. Can be used in place of 4 rib serpentine on early models.
 [6] Not a slip fit! Includes required special timing cover seal for heat-treated thick wall hub, #973128.



NISSAN

MAX. OUTER DIAMETER ▶

	ALUMINUM SHELLS						REPLACEMENT CRANK HUBS		
	7.450"	7.074"		6.78"		6.325"	5.5"	STEEL	STEEL WITH INNER SHELL
	2 RING	3 RING	2 RING	3 RING	2 RING	3 RING	3 RING		
AVERAGE TOTAL WEIGHT ▶	5.25 LBS	6.25 LBS	5.45 LBS	5.00 LBS	4.50 LBS	4.30 LBS	3.90 LBS	3.60 LBS	
INERTIA WEIGHT ▶	3.50 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.40 LBS	2.20 LBS	2.40 LBS	2.20 LBS	

DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS

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

INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

NISSAN 4 CYLINDER L16, 18, 20							917720		916020	
NISSAN 6 CYLINDER L24,26,28 SINGLE V BELT BEHIND DAMPER		917800	917801				918040		916780	
NISSAN RB-26 - RACE ONLY NO ACCESSORY DRIVES		918593							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								917754 [6]		916781
800 HP MAX										
1000 HP MAX						917755 [7]				916784
NISSAN 350Z VQ35DE 2002 - END OF '06				918586						916069
RACING APP.										
STREET APP.						918588				916069
NISSAN 370Z V6 VQ35HR V6 VQ37VHR				918565 [5]						916778
5.7" OEM 7 RIB PULLEY										
4.8" 15% U/D 7 RIB PULLEY				918566						916778
NISSAN V6 V6 VQ35HR, 350Z, 370Z 4% UD								918584		916316
NISSAN SR-20 RWD, 4 & 5 GROOVE WITH PS PULLEY STREET APPLICATION								918582 [4]		916066
NISSAN SR20 FWD [3]				918608						916082
RACING APP.							918607			
STREET APP.										
NISSAN KA24 OEM SIZE								917756		916792
NISSAN GTR VR38				918641						916787

[1] 15% UD for power steering, AC, water pump and alternator are all 5% UD.
 [2] Damper includes new billet aluminum water pump pulley for clearance and to maintain OEM water flow. AC is a 25% OD. Do not use a belt if racing! 3% UD power steering, 10% UD for alternator.
 [3] If installing on a standard "DE" engine, you must use ATI crank spacer #916298 behind the damper.

[4] Power steering pulley is 11% UD.
 [5] Only for use on dry sump motors without a dipstick. OEM dipstick will not clear damper.
 [6] Power steering pulley is 6% UD, alternator, water pump is 12% UD.
 [7] Power steering pulley is 8% OD, alternator, water pump is 9% OD.

Import Super Dampers®



TOYOTA - SCION



Super Damper®
for Toyota / Scion

	STEEL SHELLS	ALUMINUM SHELLS			REPLACEMENT CRANKSHAFT HUB PART NUMBER	
	7.074"	7.074"	6.780"	5.670"	STEEL	STEEL W/ INNER SHELL
MAXIMUM OUTER DIAMETER ▶	7.074"	7.074"	6.780"	5.670"		
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]					918562	916023
TOYOTA 4YE					918563	916024
1GR-FE [1] '03 - UP						916086
						916029
SCION 2AZ-FE 2.4 - 2.6L 2%UD						916016

- [1] Fits Toyota 4.0L 236-239: 4 Runner ('03-up), Tacoma ('03-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] This damper is .1250" longer than stock.
 [4] This damper is .500" longer than stock for 600 HP or less and is OEM size. (2003-2008 only)
 [5] Will require a smaller idler pulley for fitment when using on a street motor.



Super Damper®
for Honda D Series

MAZDA - MINI - MITSUBISHI - SUBARU - TRIUMPH

	ALUMINUM SHELLS					REPLACEMENT CRANKSHAFT HUB	
	7.074"	6.325"	5.740"	5.670"	5.5"	STEEL	STEEL W/ INNER SHELL
MAXIMUM OUTER DIAMETER ▶	7.074"	6.325"	5.740"	5.670"	5.5"		
AVERAGE TOTAL WEIGHT ▶	3.75 LBS	3.90 LBS	3.60 LBS	3.60 LBS	3.60 LBS	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INERTIA WEIGHT ▶	2.20 LBS	2.40 LBS	2.20 LBS	2.20 LBS	2.20 LBS		
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS							
MAZDA MIATA '94 - '05 1.8L [4]					918522	916885	
MINI COOPER S '01 - '06 1.6L [1] [5]					917992		916102
MINI COOPER S '01 - '06 1.6L 6 GRV. 2% OD [5]					917993		916102
MITSUBISHI ECLIPSE / TALON					918251 [2, 6]		916025
MITSUBISHI EVO 8 & 9 [3]					918250 [2]		916025
MITSUBISHI EVO 10, 3% UD					918253		916123
MITSUBISHI EVO 10 - RACE VERSION	918254					916399	
SUBARU FA20/TOYOTA 4U-GSE, 10% UD FITS BRZ ('12+), FORESTER ('12-'16), IMPREZA ('12-'14), LEGACY ('13-'14), OUTBACK ('13-'14), XV CROSSTREK ('13-'14) SCION - FRS ('12-'16) TOYOTA - 86 ('12+)	918482L						916148L
SUBARU WRX EJ20, 22, 25 OEM SIZE					917991		916884
TRIUMPH TR 2, 3, 4 & 4A	918569					916789	

- [1] The Mini Cooper Belt Tensioner Tool (Pt #90880118410) is required to remove or replace the factory belt.
 [2] Damper hub and lower timing gear is made into 1 piece for strength. Also requires trimming of the lower timing cover for clearance.
 [3] 12% OD from OEM. For correct belt length, use Carquest/Gates K060715
 [4] Customer must supply trigger wheel if needed. Bolt-on 5.5" billet aluminum super charger pulley is available, order part #916376. Must also add belt guide # 916885BG if using a trigger wheel or # 916885 BG1 without a trigger wheel.
 [5] 2003-2008 ONLY requires special puller. ATI puller will not work with this damper!
 [6] Timing marks - TDC, 5, 10, 15, 20, 25, 30° with CW rotation.



BMW Dampers built by ATI!

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

917994TR... 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



917994TR

917994



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How Much Power Do You Make?



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

Whether you have a mildly tuned street 5.9L Cummins or a 700" International Sled Puller, ATI has a damper to fit your needs. At ATI we've been building elastomer Super Dampers for nearly 30 years and we know how to build them right. ATI Diesel Dampers range from 6" to 10" in diameter and weigh between 10 to 36 lbs. They are tuned in-house to fit your exact application, and if you make a change, your Super Damper can change too. Each part is replaceable and rebuildable. No need to replace your entire damper at service intervals or if something happens. Don't be fooled, treat your diesel engine like the professionals do, with an ATI Super Damper!

STEP KEY

STEP KEY FOR 3208 CATERPILLAR DIESEL HUB

(.750" X .750")
918952\$24.00

- [1] For a race version with no pulley & shortened hub, order pt # 917365C.
- [2] Requires a modified hub for competition, #916014M.
- [3] OEM service calls for 2 year replacement.
- [4] Requires front pulley #916118 for dual alternator.
- [5] Damper OD is 9.254". OEM tach sensor may be relocated from 11 o'clock to 3 o'clock. Order an ATI bracket kit, part #917373BKT.....\$80.
- [6] Shell assembly part #917114 includes an 8 groove trigger wheel.
- [7] Drive pulley - part # 916162.
- [8] Timing for a 466 John Deere will line up TDC on the bottom side of the damper at 180° so you will be under the engine to set from the 180° mark. Request a second 1/4" keyway to be cut for topside timing at no additional charge if requested at time of new order. The 619 timing will be set at TDC and straight up at 12 o'clock.
- [9] Requires a custom hub. Call a Sales Technician for more information or visit ATI's website - <http://www.atiracing.com/pdf/custom-damper-form.pdf>.
- [10] This damper is NOT an OEM replacement! Race application only! Please call a Sales Technician for more information before ordering. This damper is NOT returnable.
- [11] Damper is 12% OD. Use NAPA belt 28-081253.

APPLICATION	ENGINE	OUTER DIAMETER		DAMPER ASSEMBLY WEIGHT	DAMPER PART #	EXTRA HUB
		STEEL 4 RING	STEEL 3 RING			STEEL
CATERPILLAR [10]	3208		8.074"	20 lbs.	917367	916007
CUMMINS 1992-1998 2 TIMING SLOTS FOR TACH [5]	5.9L 6BT		8.074"	23 lbs.	917373	916014 [2]
CUMMINS IN-LINE 1989 - 1991 & 1998½ - 2002 [1]	4BT 6BT		8.074"	20 lbs.	917365	916014 [2]
CUMMINS 2003 - 2007 ½	5.9L		7.98"	18 lbs.	917374	916119
CUMMINS 2007.5+ , 8 RIB [6]	6.7L		7.98"	19 lbs.	917375	916138
CUMMINS ISC - REPLACEMENT FOR RUBBER [3] STYLE OEM ENGINES BETWEEN 10/1997 - 4/2004 6C, 6L8.9, C Gas Plus CM556 C8.3, C8.3G, G8.3, GTA8.3 CM558 ISC CM2150 / CM554 / CM850 / 8.3 CM2250 ISL CM2150 / CM2150 SN / CM554 / CM850 / G / CM2180 ISL9 CM2250 / L Gas Plus CM556 QSC8.3 CM2250 / CM554 / CM850 QSL9 CM2250 / CM554 / CM850 / G CM558	8.3L		7.95"	21 lbs.	917372	916083
DURAMAX, 6 RIB 2001- 2015+ NEUTRAL BALANCE	6.6L		7.425"	19 lbs	917378	916081
DURAMAX, 6 RIB 2011+ LML & LGH	6.6L		7.425"	19 lbs.	917376 [11]	916081
DURAMAX, 6 RIB 2006 - 2010 LBZ & LMM	6.6L		7.425"	19 lbs.	917369 [11]	916081
DURAMAX, 6 RIB 2001 - 2005 LB7 & LLY	6.6L		7.425"	19 lbs.	917371 [11]	916081
FORD POWERSTROKE 2011+	6.7L		7.95"	17.7 lbs.	918892	916775
FORD POWERSTROKE 2008 - 2010 [7]	6.4L		8.48"	26 lbs.	918887	916764
FORD 6.0 POWERSTROKE 2003 - 2007	6.0L		7.95"	16 lbs	918888 [4]	916761
FORD F-250/350 POWERSTROKE 1999 -2003	7.3L		7.45"	15 lbs.	918889 [11]	916754
INTERNATIONAL	640	10.465"		36 lbs.	918642 [9] [12]	---
INTERNATIONAL (HEAVY)	640	10.465"		39 lbs	918642H [9] [12]	---
INTERNATIONAL	640/466		8.074"	23 lbs.	917361	916013
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		8.074"	19 lbs.	917364 [8]	916015
JOHN DEERE W/ HEAVY INERTIA	466/619 6 CYL.		7.074"	15 lbs.	917363	916015
JOHN DEERE W/ STANDARD INERTIA	466/619		7.074"	13 lbs.	917362 [8]	916015
OLIVER TRACTOR, 6 CYL. CHEVY FRONT	6 CYL.		7.074"	14 lbs.	917368	916008
PERKINS V-8	640		8.074"	20 lbs.	917366	916006



Duramax



Cummins



Crank Trigger Shells - Timing Pointers



ATI offers a custom crank trigger shell option, eliminating an additional pulley being bolted to your damper. If you already own an ATI Super Damper, you can just change the outer shell to the trigger. ATI can place any number of magnets in the outer shell at whatever degree marks you wish. These aluminum crank trigger shells will work with "Flying Magnet" pick ups and other trigger sources. When placing your order, please have the desired quantity and location of magnets ready. Additional charges for extra magnets*.

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

Crank Trigger options if added to a new Damper:
 6" and 7" Dampers \$145.00
 8" Dampers..... \$175.00

If ordered as an "outer shell only"\$250.00

*If ordering:
 5-8 magnets add \$50, 9-16 magnets add \$100,
 17+ magnets add \$150

CHEVY

8" 3 RING, CHEVY FRONT.....916380TR
 7" 3 RING, CHEVY FRONT916680TR

7" 3 RING, CHEVY FRONT916680TR-50
 4 magnets starting at 50 degrees

7" 3 RING, CHEVY FRONT916680TR-55
 4 magnets starting at 55 degrees

7" 3 RING, CHEVY FRONT916680TR-60
 4 magnets starting at 60 degrees

7" 2 RING, CHEVY FRONT.....916960TR
 6" 3 RING, CHEVY FRONT.....916730TR

FORD

8" 3 RING, FORD 4 BOLT FRONT.....916384TR
 7" 3 RING, FORD 4 BOLT FRONT.....916909TR
 6" 3 RING, FORD 4 BOLT FRONT.....916915TR

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



Does not work with BigStuff3 EFI!

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



If Added To A New Damper:

7" 3 Rg, Smooth 916360-10AEM.....\$200

6" 3 Rg, Smooth 916711-10AEM.....\$200

7" 3 Rg, 6 Groove 916364CSAEM.....\$225

6" 3 Rg, 6 Groove 916731CSAEM\$225

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

If ordered as an "outer shell only", add \$50 to price above.

HOW TO ORDER A CUSTOM TRIGGER SHELL

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

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

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

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

Timing Pointers

Adjustable timing pointers for the Torsional Super Damper are available for Small Block and Big Block Chevys, and Small Block and Big Block Fords. Machined from quality billet aluminum, these pointers provide up to four degrees of adjustment ensuring accurate timing for optimum engine performance. The black anodized finish provides sufficient contrast against engine parts.



CHEVY

6.325" SMALL BLOCK CHEVY 918950.....\$49.00

7" SMALL BLOCK CHEVY 918954.....\$49.00

7" BIG BLOCK CHEVY 918958.....\$53.00

7" BB CHEVY W/ 5/16" BOLTS 918958X\$61.00

8" BIG BLOCK CHEVY 918951.....\$53.00

8" BB CHEVY W/ 5/16" BOLTS 918951X\$61.00

FORD

BB FORD - "385" 429-460 918945.....\$57.00

SB - B KEY, SVO & HP BLK 3/8 BOLT HOLES* 918946.....\$60.00

SB - C KEY, SVO & HP BLK 3/8 BOLT HOLES* 918947.....\$60.00

SB - B KEY, STK BLK 5/16 BOLT HOLES* 918948.....\$59.00

SB - C KEY, STK BLK 5/16 BOLT HOLES* 918949.....\$59.00

* Will not work with Cleveland engines

Damper Components & Tools

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..... \$139.00

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 \$159.00
* Locates on timing gear key for reference.

EXTRA PIN, 3/16 958025 \$2.36

CRANK PIN DRILL FIXTURE KIT FOR HEMI 6.1 / 392/ 5.7 CAR AND TRUCK 918008..... \$139.00
FOR 2009+ 6.1 / 392/ 5.7 CAR & VVT AND 6.2 HELLCAT 918008-1 \$139.00

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.....	\$505.58
REBUILDING TOOL SET FOR SERPENTINE & STD OD	918998-S.....	\$505.58
REBUILDING TOOL SET FOR 5" DAMPER	918998-5.....	\$295.00
OPTIONAL 5" INERTIA RING GUIDE FIXTURE	916986.....	\$43.30
OPTIONAL 5" INERTIA RING PUSHER	916985.....	\$73.71
OPTIONAL 5" INERTIA RING SHAFT	916984.....	\$59.00
OPTIONAL 6" INERTIA RING GUIDE FIXTURE	916988.....	\$40.19
OPTIONAL 7" INERTIA RING GUIDE FIXTURE	916989.....	\$48.05
OPTIONAL 8" INERTIA RING GUIDE FIXTURE	916987.....	\$55.90
OPTIONAL CROSS BAR PUSHER FOR STANDARD & SERPENTINE OUTER SHELLS	916995C.....	\$49.00

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..... \$129.00
FORD 3-BOLT & 4 BOLT WITH 2.281 COUNTERBORE* 916633..... \$164.00

*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



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



Ford 3 & 4-Bolt Drive Mandrel



Anatomy of an ATI Mandrel



Chevy 3-Bolt Drive Mandrel & Spacer

DRIVE MANDREL SPACER 916635.....\$9.95

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

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..... \$13.95

1/4 x 1/4 x 2 7/8" 916326..... \$22.37

KEY STOCK FOR DRIVE MANDRELS **Not heat-treated!**

1/8 x 1/8 x 5 3/4" 916327..... \$5.95



STEP KEYS

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

STEP KEY (3" LONG) 918992..... \$22.95



DAMPER ASSEMBLY LUBE

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

975005..... \$7.95

Damper Components & Tools

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 #	PRICE
9"	3	70 / 70 / 70	918961-70	\$44.95
9"	3	80 / 80 / 70	918961-80	\$44.95
8"	3	70 / 70 / 70	918959	\$39.95
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	918970-787 V*	
7"	2	80 / 80 / 70	918970-80	
7"	2	80/60/70	918970-86	
7"	2	80 / 70 / 70	918970-87	
7"	2	90 / 90 / 80	918970-90	
6"	4	70 / 70 / 70	918975-70	\$41.95
6"	4	70V / 70 / 70	918975-70 V*	\$47.95
6"	3	40 / 40 / 70	918980-40	\$39.95
6"	3	50 / 50 / 70	918980-50	\$39.95
6"	3	60 / 60 / 70	918980-60	\$39.95
6"	3	60 / 50 / 80	918980-65	\$39.95
6"	3	60 / 60 / 80	918980-66	\$39.95
6"	3	70 / 70 / 70	918980-70	\$39.95
6"	3	70V / 70 / 70	918980-70 V*	\$42.95
6"	3	70 / 60 / 70	918980-76	\$39.95
6"	3	70V / 60 / 70	918980-76 V*	\$42.95
6"	3	80 / 80 / 70	918980-80	\$39.95
6"	3	90 / 90 / 70	918980-90	
6"	2	40 / 40 / 70	918990-40	
6"	2	50 / 50 / 70	918990-50	
6"	2	60 / 60 / 70	918990-66	
6"	2	70 / 70 / 70	918990-70	
6"	2	70 / 60 / 70	918990-76	
6"	2	80 / 80 / 70	918990-80	
6"	2	90 / 90 / 70	918990-90	
5"	3	70 / 70 / 70	918985-70	
5"	3	70 / 60 / 70	918985-76	
5"	3	80 / 80 / 80	918985-80	
6"	2	70 / 60 / 70	918990-76	
6"	2	80 / 80 / 70	918990-80	
6"	2	90 / 90 / 70	918990-90	
5"	3	70 / 70 / 70	918985-70	
5"	3	70 / 60 / 70	918985-76	
5"	3	80 / 80 / 80	918985-80	

* Viton O-Rings on Outer

DAMPER PULLER INSTALLER KIT



Great for the professional engine builder and home mechanic alike!

ATI's Puller/Installer Kit can be used as a universal puller. The puller plate is CNC-machined to accept a variety of bolt sizes. Made with professional grade, heavy duty material, this kit comes in a handy storage case and works with all popular engines. It can also be used for similar items such as pulleys and steering wheels.



SOLD SEPARATELY

PULLER / INSTALLER KIT 918999.....\$139.00

Optional installation studs for use with Puller Installer Kit

- [A]** INSTALL. STUD AND WASHER FOR DURAMAX DIESEL & TOYOTA 2JZ SUPRA* 918999D\$43.00
- [B]** INSTALL. STUD FOR NEW GEN HEMI 918999H\$54.00
- [C]** INSTALL. STUD FOR NEW GEN HEMI HELLCAT 918999HC\$54.00
- [D]** INSTALL. STUD FOR LS1, 2, 6, 7 & 9 918999SC.....\$27.00

Viper version coming soon!

CRANK HUB SPACERS

Spaces your damper out easily!



Spacer for GEN 2 LT1 #916299

CHEVY GEN 2 LT1	.047	916299.....	\$8.25
CHEVY BB	.093	916310.....	\$13.37
CHEVY SB	.093	916320.....	\$11.34
CHEVY LS1 for Jesel Drive	.965	916322.....	\$31.76
CHEVY LS1 for Jesel Drive, steel	.965	916322S.....	\$29.95
CHEVY LS1 for Jesel Drive w/ belt guide	.965	916323.....	\$34.07
CHRYSLER	.093	916370.....	\$14.44
CHRYSLER 360 to OEM position	.285	916470.....	\$29.00
BUICK 403/455	.093	916300.....	\$13.37
FORD SB PONTIAC V-8	.093	916400.....	\$14.44
FORD BB	.093	916450.....	\$14.44
NISSAN SR20 Use with base DE engine	.200	916298.....	\$25.00

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.....\$3.95

Damper Hardware

DAMPER BOLT PACKS

MOST COMMON! (6) 5/16-18 X 1 AND (3) 3/8-16 X 1 1/4	9 BOLTS	950200	\$10.49
(6) W/ STD THREAD AND (6) 3/8-16 X 1 1/4, NOT CHRYSLER	12 BOLTS	950201	\$10.49
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 2, NOT CHRYSLER	9 BOLTS	950202	\$11.49
(6) 5/16 - 18 X 1 AND (3) 5/16 - 18 X 2 1/4	9 BOLTS	950203	\$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1	9 BOLTS	950204	\$11.49
(6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1, BUTTON HEAD	9 BOLTS	950205	\$10.49
LS1 Y BODY WITH REAR PULLEY - ALL 5/16 BOLTS, FLAT HEAD	950209	950209	\$9.95
(6) 5/16 - 18 X 3/4, CHRYSLER DAMPERS	6 BOLTS	950210	\$9.95
LS Y BODY - (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 1/4 - ALL FLAT HEAD	9 BOLTS	950211	\$10.49
LS1 F BODY WITH REAR PULLEY - ALL 5/16 BOLTS	9 BOLTS	950213	\$10.49
LS1 Y BODY NO AC - 5/16 - 18 X 1 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950217	\$9.95
(6) 5/16 - 18 X 1 AND (3) 3/8 - 24 X 1 1/4, NOT CHRYSLER	9 BOLTS	950218	\$10.49
(6) WITH FINE THREAD AND (6) 3/8 - 24 X 1 1/4, NOT CHRYSLER	12 BOLTS	950219	\$12.95
(6) 5/16 - 18 X 1 BOLTS - FACE BOLTS ONLY, NO PULLEY BOLTS	6 BOLTS	950220	\$9.95
LS Y BODY (6) 5/16 - 18 X 1 AND (3) 3/8 - 16 X 1 - ALL FLAT HEAD	9 BOLTS	950224	\$10.49
(9) 5/16 - 18 X 3/4 FLAT HEAD TORX PLUS BOLTS	9 BOLTS	950226	\$10.49
FORD - 4 BOLT DAMPERS WITH PULLEY BOLTS	950230	950230	\$10.49
5 IN DAMPER - (6) 5/16 - 18 X 1 AND (3) 5/16-18 X 1 1/4	9 BOLTS	950241	\$10.49
5 IN DAMPER - (6) 5/16 -18 X 1 AND (3) 5/16-18 X 2	9 BOLTS	950243	\$10.49
CADILLAC CTS-V (Part #918854) WITH ARP PULLEY BOLTS	950245	950245	\$14.60
(6) W/FINE THREAD AND (6) 3/8 - 24 X 1 1/2, NOT CHRYSLER	12 BOLTS	950248	\$10.49
CUMMINS DIESEL DAMPER - WITH M12 X 1.25 X 60MM HUB BOLTS	950251	950251	\$69.00

**MOST COMMON
BOLT PACK!**

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



#950230
Bolts for all 4-Bolt Ford damper applications

ARP STAINLESS STEEL BOLTS

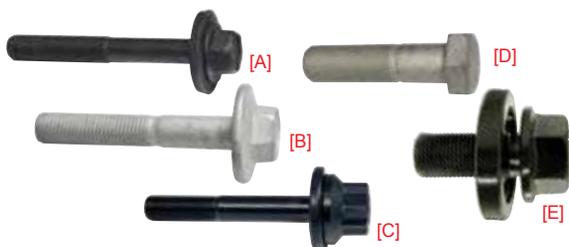
ARP Stainless is specially alloyed for extra durability. It's polished using a proprietary process to produce a beautiful finish.



- [A] 951454 - 3/8-16 x 3/4" \$2.25
- [B] 951334 - 3/8-16 x 1-1/4" \$2.50
- [C] 951452 - 3/8-16 x 1-1/2" \$3.50
- [D] 951453 - 3/8-16 x 2-1/2" \$3.95
- [E] 951455 - 5/16-18 x 1" \$3.00
- [F] 951236 - 3/8-16 x 3 1/2" \$5.95



DAMPER CRANK BOLTS



SMALL BLOCK CHEVY, OEM	950231	\$11.95
BIG BLOCK CHEVY, OEM	950232	\$10.95
360 MOPAR (3/4 X 16 X 3 HHCS)	950233 [D]	\$11.95
5.7, 6.4L 2011+ HEMI	951496	\$10.95
CUMMINS 8.3 ISC, MODIFIED	951388	\$19.00
LS1,2,3,4,6 & L71, L76/7, L92, L98/9, LSA, LSX CRATE MOTORS, L20, L33, L55, LC9, LFA, LH6/8, LM4/7/G, LQ9, LY5-7LT1/LT4 WET SUMP	ARP (Inc. SEALANT) 951503 [C]	\$45.00
LT1/LT4 (2014+) & LS3, 7 & 9, OEM GM Factory dry sump engines only	OEM GM 951499 [B]	\$14.95
LT1/LT4 (2014+) & LS3, 7 & 9, OEM GM Factory dry sump engines only	951500 [A]	\$14.50
SB CHEVY WITH INTEGRAL WASHER	951501	\$29.95
BB CHEVY WITH INTEGRAL WASHER	951502	\$29.95
SB & BB FORD WITH INTEGRAL WASHER	950234 [E]	\$19.00

TITANIUM BOLT PACKS

Kit 950200T

Includes 6 titanium 5/16 -18x1 countersunk bolts and 3 Titanium 3/8-16x1 bolts that fit most standard Super Dampers, except Chrysler. These bolts are made in the USA and are 47% lighter than steel!



TITANIUM - ALL 3 BOLT EX. CHRYSLER	950200T	\$43.00
TITANIUM - MINI COOPER	950216T	\$45.00
TITANIUM - FACE BOLTS ONLY (6) 5/16-18 X 1"	950220T	\$29.95

For ALUMINUM damper assemblies only!



Have an aftermarket application that uses standard bolts? ATI has a quick fix to fill the gap with our cone-shaped aluminum washers!

CONE SHAPED WASHERS, ALUMINUM
Converts countersink to flat 5/16"
953003

Treemaster Converters[®]



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



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!

**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.

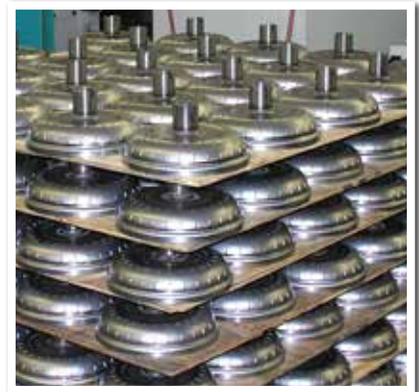
There are absolutely no compromises with ATI sprag-equipped Treemaster Converters! Unlike other converter manufacturers that use refurbished OEM or new off-shore parts, ATI uses all new components that are produced in-house using only original Opel tooling.

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!



Welding



Balancing

Leak Testing

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! For more information on the CW3 Converter Rebuilding System, log on to www.aticw3.com.

Treemaster Converters

Anatomy Of A Treemaster



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

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

TREEMASTER TORQUE CONVERTERS

	8"		9"		10"	
	Part #	Price	Part #	Price	Part #	Price
Powerglide	208500	\$895.00	---	---	---	---
TH350 and TH400	408500	\$895.00	---	---	408360	\$895.00
700-R4 / T-200, Non Lock-up Standard	708500	\$949.00	---	---	---	---
C-6 1.848" Standard*	608500	\$949.00	608910	\$995.00	---	---
C-6 1.375" Standard*	609500	\$949.00	609910	\$995.00	---	---
C-4 Standard	649500	\$949.00	649910	\$995.00	---	---
C-4 2010+ 428 Windsor, Standard	649515	\$949.00	---	---	---	---
C-4 2010+ 352 Windsor, Standard	649520	\$949.00	---	---	---	---
C-4 2011+ 5.0L Coyote NA	649530	\$949.00	---	---	---	---
TF-727 - Chrysler	729500	\$995.00	729910	\$995.00	729360	\$895.00
TF-727 - AMC	729501	\$995.00	---	---	---	---
TF-904 - Chrysler	909500	\$995.00	909910	\$995.00	---	---
TF-904 - AMC	909501	\$995.00	---	---	---	---



CONTINGENCY ITEM

Information concerning your race combination is an absolute necessity for choosing a converter design that will provide maximum performance. Refer to page 82 or online at www.atiracing.com/orderinfo for a list of specifications your Sales Technician will need in order to assist you.

*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 #	Price	Part #	Price	Part #	Price	Part #	Price
Powerglide	208700	\$995.00	208800	\$995.00	---	---	---	---
TH350 and TH400	408700	\$995.00	408800	\$995.00	---	---	408390	\$995.00
C-6 1.848" Crank Pilot	608700	\$995.00	608800	\$995.00	608920	\$995.00	---	---
C-6 1.375" Crank Pilot	609700	\$995.00	609800	\$995.00	609920	\$995.00	---	---
C-4 Specify spline and bolt circle	649700	\$995.00	649800	\$995.00	649920	\$995.00	---	---
TF-727 - Chrysler (not for AMC)	729700	\$995.00	729800	\$995.00	729920	\$995.00	---	---
TF-904 - Chrysler*	909700	\$995.00	---	---	---	---	---	---
TF-904 - AMC*	909701	\$995.00	---	---	---	---	---	---

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

Fuel and Blown ~ Outlaw Converters

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

FUEL & BLOWN

	8"		9"		10"	
	Part #	Price	Part #	Price	Part #	Price
TH350 and TH400	408900	\$1,099.00	408930	\$1,099.00	408420	\$1,099.00
C-6 1.848" Crank Pilot	608900	\$1,099.00	608930	\$1,099.00	608420	\$1,099.00
C-6 1.375" Crank Pilot	609900	\$1,099.00	609930	\$1,099.00	609420	\$1,099.00
C-4 Specify spline and bolt circle	649900	\$1,099.00	649930	\$1,099.00	649420	\$1,099.00
TF-727 - Chrysler (not for AMC)	729900	\$1,099.00	729930	\$1,099.00	729420	\$1,099.00
Toyota 2JZ (T350/T400 Spline)	---	---	408931	\$1,195.00	Call for information	



The super strong **Fuel & Blown** unit features a special 22 element sprag with double cage construction to simultaneously control each sprag element. This arrangement maintains alignment while providing the highest possible dynamic load capacity. The sprag sits in concentric races that are heat-treated to 65 on the Rockwell C scale with every step of the manufacturing process accomplished in-house at ATI.

10" & 10.5" OUTLAW

	10"		10.5"	
	Part #	Price	Part #	Price
Outlaw	408421	\$1,995.00	408424	\$2,195.00
Outlaw for SG 4 & Big Shaft 400	408423	\$1,995.00	408422	\$2,195.00



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

CRANK PILOT RINGS

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

GM APPLICATIONS - \$22.95

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

FORD APPLICATIONS (C4 C6) - \$26.95

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



ALUMINUM VS. STEEL STATORS

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

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

Diagnosing Converter Problems



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

NEW!

Bolt Together / Lock-Up Converters



8" and 9" Lock-Up Converters

ATI now offers Bolt-Together and Lock-Up versions of their popular Treemaster and MRT Converters. For racers who frequently send out their converters for stall changes or overhauls, they will save both time and money by having the option to service and adjust the converter themselves – at home or at the track! Each unit comes with a billet aluminum rear cover, stator, brazed turbine and pump half. ATI offers several different stator options specific to converter size. 8" pumps are adjustable and ATI offers pump options for 9" & 10" converters allowing for a multitude of possible combinations. ATI also offers a range of Lock-Up Bolt-Together Converters that provide 0% slip, minimum ET and maximum MPH!

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

	8"		9"	
	Part #	Price	Part #	Price
Bolt Together *	408850	\$1,995	408950	\$2,095
Bolt Together Lock Up	408851	\$2,895	408951	\$2,995

***408850 ONLY:**

- Comes standard w/Spring & Roller Sprag
- DEDUCT \$100 for Spragless option
 - ADD \$100 for Fuel Element Sprag
 - ADD \$200 for Mechanical Diode

408851, 408950 & 408951:

- Comes standard w/Fuel Element Sprag
- DEDUCT \$100 for Spragless option
 - ADD \$100 for Mechanical Diode

10" and 10.5 Outlaw Converters



10" & 10.5" BOLT TOGETHER OUTLAW

RATED TO 2800 HP FOR 0% SLIP

10" & 10.5" LOCK-UP OUTLAW
Titanium studs and nuts available!

RATED TO 4500 HP FOR 0% SLIP

10" & 10.5" BOLT TOGETHER LOCK-UP OUTLAW

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

	10"		10.5"	
Bolt Together Outlaw	408450	\$2,995.00	408435	\$2,995.00
Bolt Together Outlaw - Lock-Up	408451	\$4,495.00	---	---
Bolt Together Outlaw Non-Lock Up with Lock-Up Height	---	---	408430	\$3,149.00
Outlaw for SG 4 & Big Shaft 400 - Lock-Up	---	---	408422LU	\$3,495.00
Outlaw for SG 4 & Big Shaft 400 - Bolt Together Lock-Up	---	---	408430LU	\$4,495.00

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

- DEDUCT \$100 for Spragless option
- ADD \$100 for Mechanical Diode

CRANK PILOT SLEEVES

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

FOR MID-PLATE USE (.250" LONGER) 451923\$29.95
FOR NON-MID-PLATE USE4 451922\$27.95



Streetmaster Converters®



No cheap junk in these units!

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

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!

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

	Tightest		Stage 1		Stage 2		Loosest	
	3.0 & Greater Rear Gear		3.30 To 3.70 Rear Gear		3.70 To 4.30 Rear Gear		4.30+ Rear Gear	
	Part #	Price	Part #	Price	Part #	Price	Part #	Price
TH350 and TH400	408320	\$529.00	408330	\$529.00	408340	\$529.00	408350	\$529.00
C-6 1.848" Crank Pilot	608320	\$549.00	608330	\$529.00	608340	\$529.00	608350	\$529.00
C-6 1.375" Crank Pilot	609320	\$549.00	609330	\$529.00	609340	\$529.00	609350	\$529.00
C-4 Specify spline & bolt circle	649320	\$549.00	649330	\$529.00	649340	\$529.00	649350	\$529.00
TF-727 - Chrysler	---	---	729330	\$649.00	729340	\$649.00	729350	\$649.00

STREET CONVERTER FACTS



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

- A Street Converter will only see full stall when the maximum torque is present and the tires are hooked.
- When street driving, keep the car out of high gear until you are up to speed.
- Low and 2nd gear will keep the horsepower per gear ratio low and RPM higher. The unit will be coupled. ATI recommends 3.70 gear minimum.
- In high gear at speed, the throttle setting will be light and the converter will couple.
- ATI recommends down-shifting to 2nd to pass someone or accelerate with heavy throttle.
- A heavy throttle in high gear will cause the converter to get to stall speed easily and will create heat.
- A light throttle and level ground will allow a 3000 - 4000 stall speed converter to couple at 1500 or less.

10" SUPERSTREET MASTERS

Available For 700R4 and 4L60/65E.

	LOCK UP		NON-LOCK UP	
	Part #	Price	Part #	Price
700R4 / 4L60E ('85-'97) Standard SBC	708330	\$695.00	708331	\$645.00
4L60E / 4L65E ('98 - up) Standard SBC	708332	\$695.00	708333	\$645.00
4L60E / 4L65E ('98 & up) LS1	708334	\$695.00	708335	\$645.00



10" LOCK-UP SUPERSTREET MASTERS WITH BILLET COVERS

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

Single and triple disk available!

Coming soon! HellCat and 10R90!

	Part #	Price
SINGLE DISK LOCK-UP		
4L60E / 4L65E	708337	\$895.00
4L60E / 4L65E - For 2005 Corvette	708339	\$929.00
4L80E / 4L85E	708338	\$895.00
TRIPLE DISK LOCK-UP		
4L60E / 4L65E	708347	\$1,095.00
4L60E / 4L65E - For 2005 Corvette	708349	\$1,219.00
4L80E / 4L85E	708348	\$1,195.00
6L80E / 6L85E / 6L90E	708340	\$1,149.00
8L80E / 8L90E - For 2006-2014 Corvette	708345	\$1,219.00
8L80E / 8L90E - For 2016+ Camaro & CTS-V	708350	\$1,199.00
8L80E / 8L90E - For late 2014 + Corvette	708351	\$1,299.00

Adapter Kits



Over the years many types of transmissions have been utilized in medium to high horsepower bracket and class-style race cars. Although there are numerous transmissions available for racers to choose from, the GM two and three speed automatics seem to be some of the most popular transmissions in the performance transmission market. Many racers would argue that a Chevy Powerglide transmission, when matched with the proper rear gear, is the quickest and most consistent of all existing transmission designs. This is great if you own a vehicle with a GM engine.

But what if you have a Ford or Chrysler? ATI's adapter kits allow Ford and Chrysler owners to benefit from the GM transmissions as well! With an ATI adapter kit, you now can perform the operation in less time with less fabrication. Includes an ATI adapter plate, an ATI crank adapter, an ATI Flexplate, and all the necessary mounting hardware to correspond with your Ford or Chrysler engine.

GM POWERGLIDE-T350-T400 TRANSMISSIONS										
	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	HARDWARE KIT					
FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only										
All - Internal Balance SFI Flexplate, 164 Teeth	915231 [1]	\$577.00	915110	\$284.00	915603	\$71.00	915704 [1]	\$223.00	950141	\$80.00
All - Except '81 & Up 5.0l (302) 28.2 oz. in. SFI Flexplate, 164 Teeth	915232 [5]	\$598.00	915110	\$284.00	915603	\$71.00	915705 [2]	\$240.00	950141	\$80.00
All - Internal Balance, SFI Flexplate 157 Teeth	915237 [1]	\$570.00	915111	\$280.00	915603	\$71.00	915713 [1]	\$218.00	950141	\$80.00
FORD 429-460 ENGINES SFI flexplates for aftermarket converters only										
All - Internal Balance, SFI Flexplate	915242 [1]	\$554.00	915120	\$266.00	915612	\$77.00	915700 [1]	\$218.00	950160	\$64.00
All - External Balance, 24.0 oz in SFI Flexplate	915243[4,5]	\$567.00	915120	\$266.00	915612	\$77.00	915701 [5]	\$236.00	950160	\$64.00
CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 5 & 6)										
All - Internal Balance	915250 [1] [6] [12]	\$551.00	915130	\$240.00	915630X [7][8]	\$88.00	915650X [1] [6] [7] [8]	\$212.00	950170	\$69.00
CHRYSLER B & RB ENGINES 383 - 400 - 426 - 440 (See footnotes 5 & 6)										
8 Bolt Crank 426 HEMI Driver Side Starter	915290 [1]	\$565.00	915150	\$266.00	915640X [7] [9]	\$83.00	915660X [1] [6] [7] [9]	\$209.00	950190	\$64.00
8 Bolt Crank 426 HEMI Passenger Side Starter	915291 [1]	\$689.00	915140	\$390.00	915640X [7] [9]	\$83.00	915660X [1] [6] [7] [9]	\$209.00	950190	\$64.00
HEMI to Chevy Pro Mods using Fuel Cranks Passenger Side Starter	915291X	\$789.00	915140X	\$406.00	915640XF [10]	\$132.00	915660X [10]	\$209.00	950190X	\$99.00
DODGE R5 BLOCK										
NASCAR SB to Buick-Pontiac-Olds	915252 [12]	\$555.00	915135	\$276.00	915630	\$78.00	915650	\$197.00	950175	\$57.00
CHRYSLER LATE MODEL HEMI										
5.7 - 6.1 - 6.4 HEMI	915245 [11]	\$590.00	915145	\$270.00	915606	\$84.00	915664	\$181.00	950145	\$104.00
CHRYSLER DODGE VIPER										
VIPER V-10 (Adapter plate only)			915148	\$275.00						

- [1] Engine must be internally balanced.
- [2] 28.2 oz in weight is 4 1/4" x 3/4" x 3/8" thick.
- [3] 50.0 oz in weight is 4 1/4" x 7/8" x 7/16" thick.
- [4] 460 truck crank with D9TP-6375AA or E7TP-6375AA OEM weighted flexplate.
- [5] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [6] Some 340-383-400-440 are externally balanced. Engine must be internally balanced. Flexplate #915650 is zero-balanced. Weights may be added by your engine balancer for external balance.
- [7] When ordering replacement parts, be sure to specify date of original order. Parts shipped prior to 1/2007 have different dimensions and part# (non-X numbers).
- [8] Requires six (6) crank bolts - ATI #951471-6 (grade 8) or OPTIONAL ATI #951034-6 (Extreme Duty).
- [9] Includes eight (8) crank bolts - ATI # (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
- [10] Includes eight (8) crank bolts - ATI #951035-8 (Extreme Duty). DO NOT use grade 8 bolts in this application! Use #915640XFB bushing.
- [11] Requires Mopar Starter, part # 05030023AA. Clamps for the adapter may require spacers. For 4L60E, add pt. #915859, for T350 & 700R4, add pt. #915860 and for the ATI Super Case, add pt. #915861.
- [12] 90 day lead time - semi custom part

Race Quality Flexplates

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.



Flexplate for Ford Mod Motor

APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	PRICE	EXTERNAL BALANCE [1]	PRICE
GENERAL MOTORS						
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE [12] '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533	\$210.00	915532	\$227.00
		168	915534	\$207.00	915535	\$213.00
CHEVROLET V-8 SMALL BLOCK [12]	283 / 302 / 327 / 350	153	915539	\$238.00	---	---
	EARLY 2-PIECE SEAL	168	915541	\$175.00	---	---
	10 DP	139	915545 [10]	\$230.00	---	---
	400	168	---	---	915561	\$196.00
	LS1/2/6/7 & L98 WITH 6 BOLT CRANK (RACE ONLY)	168	915733 [7]	\$356.00	---	---
Coming soon! 5.0 L Coyote. Contact your Sales Tech for info!	ZL1 Z BODY	168	915737 [7] [11]	\$336.00	---	---
	CTS-V W/LSA - LSX 8 BOLT CRANK	168	915737 [7] [11]	\$336.00	---	---
CHEVROLET V-8 BIG BLOCK [12]	'70 - '90 454	168	396 / 427 USE #915541 FOR INTERNAL BALANCE	\$175.00	915551	\$210.00
	454 / 502 MARK IV	168			915553	\$201.00
	'91 & UP GEN V 454 [2]	168			915552	\$189.00
	'91 & UP [3] 572, GEN V- 454 HO/ 502 HO	168			915552	\$189.00
	10 DP	139	915545 [10]	\$230.00	---	---
OLDSMOBILE [12]	V-8 330 / 400 / 425	166	915562	\$311.00	915563	\$309.00
	'64 - '67	166	915564	\$234.00	915565 [4]	\$261.00
	ALL V-8 ('68 & UP) INC. DIESEL	166	915564	\$234.00	915565 [4]	\$261.00
PONTIAC V-8 [13]	400 / 455	166	915567	\$206.00	915568 [5]	\$223.00
CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [6]						
6 BOLT CRANK	ALL WEDGES	130	915650X [9]	\$212.00	---	---
8 BOLT CRANK	HEMI	130	915660X [9]	\$209.00	---	---
CHRYSLER V-8 SFI						
8 BOLT CRANK NEW STYLE HEMI STANDARD REPLACEMENT	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER	130	915663	\$189.00		
	3.7 / 6.1 L JEEP GRAND CHEROKEE [8]					
GEN III HEMI	5.7 - 6.1 - 6.4 TO 727/904	---	915685	\$142.00		



Gen III HEMI Flexplate

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 34.)
- For use with 8-bolt cranks
- Uses ATI #951479-9-6 flexplate to crank bolts.
- Uses ARP bolt #200-2904 flexplate to crank bolts.

FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY

APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTED SPACER AND CRANK BOLTS				FLEXPLATE ONLY LESS SPACER AND BOLTS				CRANK SPACER		CRANK BOLT SET	
ENGINE	TRANS	TEETH	INTERNAL BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		EXTERNAL BALANCE		Part #	Price	Part #	Price
			Part #	Price	Part #	Price	Part #	Price	Part #	Price				
429/460	C-6 E40D	164	915720	\$320.00	915721 [1]	\$338.00	915700	\$218.00	915701 [1]	\$236.00	915611	\$77.00	950143	\$21.00
FE 332/428	C-6 E40D	184	915722	\$336.00	915723 [2]	\$365.00	915702	\$234.00	915703 [2]	\$263.00	915611	\$77.00	950143	\$21.00
289/302 351/400	C-6 E40D	164	915724	\$319.00	915725 [3]	\$337.00	915704	\$223.00	915705 [3]	\$240.00	915601	\$65.00	950142	\$31.00
289/302 351/400	C-4 A0D	164	915727	\$298.00	915728 [3]	\$311.00	915707	\$223.00	915708 [3]	\$236.00	915602	\$65.00	951471-6	\$10.00
					915729 [4]	\$320.00			915709 [4]	\$245.00				
289/302	C-4	157	915730	\$293.00	915731 [3]	\$305.00	915710	\$218.00	915711 [3]	\$230.00	915602	\$65.00	951471-6	\$10.00
					915732 [4]				915712 [4]					
FORD MOD WITH GM TRANSMISSION														
4.6-5.4 L Mod Motor		164	915735	\$319.00	---	---	915719	\$222.00	---	---	915607	\$72.00	950144	\$22.00

- 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. The 184 tooth FE flexplates are 11 7/16" Ford bolt circle only! ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.

Prices subject to change

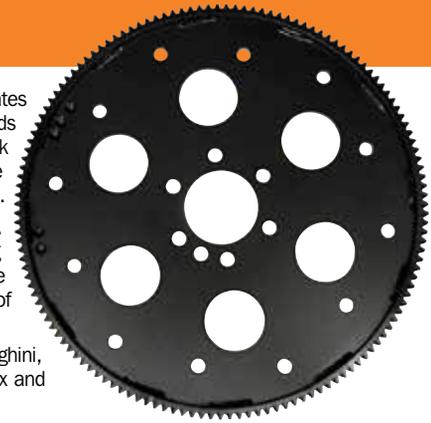
www.atiperformanceproducts.com • (866) 379-4632

SuperPlates and Starters®

ATI has developed the Superplate line of Flexplates to keep up with rampant HP gains made each year. Superplates are manufactured from a material with a 90,000 lb. tensile and 80,000 lb. yield strength to withstand thousands of cycles. Superplates are laser machined to avoid heat and stress that stamping inflicts on the part. The crank bolt holes and center hole are bored to exacting tolerances using ATI's in-house CNC machines. The Superplate uses the correct "grip length" crank bolts as dowels to prevent the plate from moving under high torque conditions.

Why is a flexplate necessary? While manufacturing strives for precision, actually achieving it can be very difficult. Believing that a crankshaft will be 100% in the center of the main line of the engine and thinking that everything will line up perfectly from the damper to the input shaft of the transmission is a fallacy. Because of the imperfect process, the flexplate needs to be flexible in order to make up for the "allowable" tolerances of the various part manufacturers.

ATI's flexplate design is derived from a vast array of auto manufacturers, including big names like Lamborghini, Mercedes Benz, Bugatti, as well as 30 years of our own experience. A billet or thicker flexplate does not flex and therefore cannot absorb the "allowable tolerances" and that, in turn, can cause damage.



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

CRANKSHAFT TO FLEXPATE SPACERS FOR USE WITH LOCK-UP CONVERTERS

- Prevents metal transfer
- Spring steel

915648 CHEVY 6-BOLT...\$19.95
915649 CHRYS 8-BOLT....\$19.95

HIGH HORSEPOWER SUPER PLATES				
PART #	BOLT PATTERN *	TEETH	BAL	PRICE
CHEVROLET SMALL BLOCK				
915544	Chevy for high HP, standard holes	168	Internal	\$242.00
CHEVROLET (STANDARD 2-PIECE SEAL CRANK FLANGE)				
915554	Chevy 6 bolt for 7/16" bolts (standard replacement)	168	Internal	\$289.00
915555	Chevy 6 bolt for 7/16" bolts (needs special starter)*	139 10 DP	Internal	\$299.00
915570	Chevy 6 bolt for 1/2" bolts (fits inside SFI 6.3 can)	166	Internal	\$299.00
915548	NEW! Chevy 6 bolt for 1/2" bolts	168	Internal	\$299.00
915556	Chevy 6 bolt for 1/2" bolts (needs special starter)*	139 10 DP	Internal	\$289.00
CHEVROLET (WITH AFTERMARKET CRANK WITH 8 BOLT CHRYSLER FLANGE)				
915547	Chrysler 8 bolt for 1/2" bolts (uses standard Chevy starter)	168	Internal	\$299.00
915557	Chrysler 8 bolt for 1/2" bolts (needs special starter)*	139 10 DP	Internal	\$299.00
915691	Chrysler 8 bolt for 1/2" holes (fits inside SFI 6.3 can)	166	Internal	\$299.00
CHRYSLER ENGINE TO GM TRANS WITH ATI CRANK ADAPTER				
915558	Chrysler 6 bolt for 1/2" bolts (standard replacement)	130	Internal	\$299.00
915549	Chrysler 8 bolt for 1/2" bolts (standard replacement)	130	Internal	\$299.00

Tilton® Starters 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 (139 tooth) / 12DP(166 tooth)

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

CHEVY 10 DP, 139 TOOTH 915546\$429.00
CHEVY 12 DP, 166 TOOTH 915569\$479.00

MOPAR New Generation HEMI

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

5.7 / 6.1 HEMI WITH 904 915536 \$535.95
5.7 / 6.1 HEMI WITH 727 915566 \$535.95
CONVENTIONAL CHEVY OR CHRYSLER WITH BROWEL BELL 915569 \$479.00



Crank Adapters & Kits for Imports

FLEXPLATE CRANK ADAPTERS (CHRYSLER /CHEVY CRANKS)

These reinforcing crankshaft adapters bolt on behind the flexplate to extend the pilot diameter 1/2" toward the transmission, eliminating extra long pilots on the converter. Bolt kits available - page 36.

CHEVY W/ 7/16" CRANK BOLTS	915000.....	\$123.87
CHEVY W/1/2" CRANK BOLTS	915001.....	\$123.87
CHRYSLER FUEL CRANK 8 - 1/2" CRANK BOLTS FOR BRUNO/LENCO (.250" THICK)	915641.....	\$134.00



Adapter Kits for Imports

Looking to run a race ready Powerglide or T-400 in your Nissan or Toyota? Don't hassle with cut-off bell housings or struggle with alignment issues found in other aftermarket options. ATI's automatic transmissions are now available for popular import racing applications!



**ATI SFI Certified
PG or T400 trans
available for all
adapter kits!**

TOYOTA 1FZ-45



NISSAN AND TOYOTA ADAPTER KITS

	KIT	ADAPTER PLATE	CRANK ADAPTER	SFI FLEXPLATE	BELL HOUSING	TILTON STARTER	HARDWARE KIT
NISSAN							
Nissan L24 / 26 / 28 [1]	915210	\$521	915170	\$234	915070	\$79	915460 \$238 --- --- --- --- 950120 \$35
Nissan RB-26 6 Cylinder [1]	915222	\$607	915200	\$300	915100	\$89	915480 \$238 --- --- --- --- 950250 \$45
NEW! Nissan TB48 [3]	915223	\$1395	915127	\$262	915642	\$74	915502 \$235 --- --- CALL 950257 ---
NEW! Nissan TB48 Lock Up [3][4]	915223L	\$1495	915127	\$262	915642	\$74	915502 \$235 915128 \$349 CALL 950257L ---
NEW! Nissan VR38 [7]	915225	\$1295	915134	\$299	915644	\$79	915690 \$349 --- --- --- --- 950259 \$106
NEW! Nissan VR38 Lock-Up [8]	915225L	\$1395	915134	\$299	915644	\$79	915690 \$349 --- --- --- --- 950259L \$117
TOYOTA							
Toyota 2JZ - 6 Cylinder [2]	915219	\$561	915181	\$272	915080	\$74	915471 \$268 --- --- --- --- 950122 \$52
Toyota 5mg and 7mg - 6 Cylinder [2]	915220	\$543	915180	\$262	915081	\$50	915470 \$242 --- --- --- --- 950121 \$51
NEW! Toyota 1FZ[5]	915224	\$1495	915131	\$299	915643	\$79	915686 \$179 915132 \$289 CALL 950258 \$81
NEW! Toyota 1FZ[6] Lock-Up	915224L	\$1595	915131	\$299	915643	\$79	915686 \$179 915132 \$289 CALL 950258L \$85

[1] Requires a custom 8" torque converter. If using an OEM bell, modification is required for proper starter clearance. 90 day lead time - semi custom part.
 [2] Requires a custom 9" torque converter #408931 - page 29.
 [3] Includes the following spacers: six (6) ATI #451900A, six (6) #451900C & 551900 pilot adapter.
 [4] Includes bell spacer, #915129 for GM to Nissan.

[5] Includes bell spacer, #915130A for non-lock Up Converter
 [6] Includes six (6) lock up converter spacers, ATI #451900D and bell spacer ATI #915133
 [7] Includes starter spacer ATI# 915526 & adapter ring ATI #451183. Customer must supply OEM trigger ring.
 [8] Includes bell spacer, ATI #915136, starter spacer ATI# 915526 & adapter ring ATI #451903. Customer must supply OEM trigger ring.



Hardware



Titanium!

Titanium Transmission Bolt Kits



Stud Kit - Supercase to Bell



GM Converter Bolts



Ford Flexplate Kits



Extra Long Bolts
GM Transmission
to Engine



Bolts for Chrysler Adapter Kit

For damper bolts and hardware, see page 26

LIGHTWEIGHT TITANIUM BOLTS

LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, PG	950310T	\$89.00
LWT TITANIUM VALVE BODY BOLTS - OEM STYLE	950311T	\$81.00
LWT TITANIUM VALVE BODY BOLTS - ATI WICKED QUICK, T400**	950312T	\$64.00
LWT TITANIUM VALVE BODY BOLTS - T400	950313T	\$64.00

LWT TITANIUM BOLT KIT - ATI BELL TO SUPERCASE, PG & T400	950320T	\$81.00
LWT TITANIUM BOLTS - PG TRANSMISSION*	950302T	\$139.00
LWT TITANIUM BOLTS - T400 TRANSMISSION*	950304T	\$139.00

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

TRANSMISSION BOLTS

GM TRANS TO ENGINE (6) 3/8-16 X 1-1/4, HHCS-GRADE 5	950261	\$11.00
GM TRANS TO ENGINE (6) 3/8-16 X 1-1/2, HHCS-GRADE 5	950262	\$11.00
STUD KIT - ATI BELL TO BLOCK 1/8" MIDPLATE MAX	950264	\$29.95
STUD KIT - ATI BELL TO SUPERCASE	950263	\$25.00

CONVERTER HARDWARE

GM - 8" & 9" CONVERTER	950000	\$13.00
GM - 8" & 9" CONVERTER - .093" MID PLATE	950010	\$13.00
GM - 8" & 9" CONVERTER - .125" MID PLATE	950020	\$13.00
GM - 8" & 9" CONVERTER - .187" MID PLATE	950030	\$13.00
GM - 8" & 9" CONVERTER - .250" MID PLATE	950040	\$13.00
GM - 10" CONVERTER	950090	\$11.00
GM - 11" CONVERTER	950080	\$11.00

FORD - 8"- 10" C-4 CONVERTER WITH PUMP BUSHING	950060	\$13.00
FORD - 8"- 10" C-6 CONVERTER WITH PUMP BUSHING	950070	\$13.00
FORD - 10"- 11" CONVERTER	950100	\$11.00

TORQUEFLITE 8" AND 10" CONVERTER	950050	\$30.00
TORQUEFLITE 10" CONVERTER TO ATI FLEXPLATE	950110	\$25.00
DODGE HEMI 5.7/6.1, NAG1 5-SPEED, SET OF 6 ARP	950256	\$19.99

FLEXPLATE AND ADAPTER KIT HARDWARE

ADAPTER KITS

FORD 289-302-351C-351W TO CHEVY, PG & TURBO	950141	\$80.00
FORD 429-460 WITH 1.375 OR 1.848 CRANK	950160	\$64.00
CHRYSLER ENGINE 318-340-360 TO CHEVY	950170	\$69.00
CHRYSLER B OR RB ENGINES 426 HEMI TO PG & TURBO, SFI FLEXPLATE, 8 BOLT 130 TEETH	950190	\$64.00
CHRYSLER B OR RB ENGINES PRO MOD	950190X	\$99.00
HEMI GEN III 5.7-6.4 TO GM TRANS	950145	\$104.00
DODGE R5 BLOCK	950175	\$57.00
NISSAN L28	950120	\$35.00
NISSAN RB26	950250	\$45.00
TOYOTA 5 MG, 6 CYL.	950121	\$51.00
TOYOTA SUPRA 2JZGTE 6 CYL. JZ80	950122	\$52.00

FLEXPLATE BOLTS

FORD 289-302-351 ALL 400-C6 / 400 164 TEETH	950142	\$31.00
FORD 289-302HO-351 ALL 400-C6 / FE & 429 / 460 / 400 164 & 157 TEETH	950143	\$21.00
FORD MOD AND LATE HEMI - 10MM X 1.00 X 30MM, CLASS 10.9	950144	\$22.00
LATE MODEL HEMI 8 BOLT - 10MM X 1.00 X 20MM, CLASS 10.9	951372-8 (Pack of 8)	\$11.00

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) ..	\$49.00
MOPAR HEMI 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-8 (Pack of 6) ..	\$61.00
FLEXPLATE TO CRANK 1/2 - 20 x 7/8" Use with 1/4" HEMI fuel crank adapter	951057-8 (Pack of 8) ..	\$44.00
CHEVY 1/2 - 20 X 1-1/4", .700 GRIP, 12 PT	951035-6 (Pack of 6) ..	\$49.00
FORD 429-460 7/16 - 20 X 1", .200 GRIP, 12 PT	951036-6 (Pack of 6) ..	\$29.00
FORD MOD MOTORS & NEW GEN HEMI - M10 X 1.0 X 30MM, .300 GRIP, 12 PT	951037-8 (Pack of 8) ..	\$37.00
FLEXPLATE TO CRANK 1/2 - 20 x 1-1/4", .225 HEAD, GRADE 8	951435-8 (Pack of 8) ..	\$22.00

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

7/16 - 20 X 1-3/32 (Must use #915000 adapter)	951062-6 (Pack of 6) ..	\$26.00
1/2 - 20 X 1-3/32 (Must use #915001 adapter)	951063-6 (Pack of 6) ..	\$30.00

FOR USE WITHOUT A CRANK ADAPTER

FLEXPLATE TO CRANK, 1/2 - 20 x 7/8"	951057-6 (Pack of 6) ..	\$37.00
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16"	951058-6 (Pack of 6) ..	\$44.00
FLEXPLATE TO CRANK, 1/2 - 20 x 13/16"	951058-8 (Pack of 8) ..	\$51.20
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-6 (Pack of 6) ..	\$42.00
FLEXPLATE TO CRANK, 1/2 - 20 x 1" .450 GRIP, 12 PT	951059-8 (Pack of 8) ..	\$45.00
CHEVY FLEXPLATE TO CRANK FOR USE WITH CHEVY / OLDSMOBILE CRANKS 7/16 - 20 x 11/16"	951479-6 (Pack of 6) ..	\$22.00

CHRYSLER / CHEVY 6-BOLT CRANKS WITH HD MACHINED ON-SIZE FLEXPLATES 1/2 - 20 x .722"	951058M-6 (Pack of 6) ..	\$53.00
HEMI OR 8-BOLT CRANKS WITH HD MACHINED ON-SIZE FLEXPLATES 1/2 - 20 x .722"	951058M-8 (Pack of 8) ..	\$69.00

Brackets, Yokes, Plugs & Add-ons

Cam Sensor Bracket Kit



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

ATI's billet aluminum bracket kits are designed for LS engines using Jesel Belt drives by providing 4 trigger cam signal resolution. Includes a late model camshaft reluctor and bracket for standard or raised cams. The bracket accepts the OEM sensor and bolt without interfering with OEM or electric water pumps.

KIT - STANDARD CAM	184500	.....	\$239.00
KIT - RAISED CAM	184500R	.....	\$239.00

Water Jacket & Oil Galley Plugs



Trying to get some weight off the nose of your LSX powered race car? ATI offers Teflon anodized 6061 billet aluminum water jacket and oil galley plugs. Don't put a heavy, rusty steel plug in your new or freshly overhauled LSX steel block! Save almost 2 lbs and look good while doing it!



WATER JACKET PLUGS (SET OF 10 REQUIRED)	951650A	.....	\$17.95
OIL GALLEY PLUGS (SET OF 4 REQUIRED)	951650B	.....	\$17.95

Slip Yokes

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

BILLET YOKES

PG & T-350 WITH BUSHING TAIL	139005	.....	\$204.00
T-400 & PG WITH 400 OUTPUT	139004	.....	\$204.00
PG & T-350 WITH BEARING TAIL	139035	.....	\$219.00

FORGED YOKES

PG & T-350 WITH BUSHING TAIL	139015	.....	\$99.00
T-400 & PG WITH 400 OUTPUT AND QUICK RELEASE CAPS	139016	.....	\$185.00
PG & T-350, QUICK RELEASE CAPS WITH BUSHING TAIL	139017	.....	\$165.00
PG & T-350 WITH BEARING TAIL AND QUICK RELEASE CAPS	139018	.....	\$170.00



Overdrive Unit



PART # 151002
STARTING AT \$2,595.00



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

Dowel Pins, Mounts, Kits

[A] GM DOWEL PINS

Extra long (2") bell housing-to-block dowel pins make trans swaps easy! Black oxide-coated & precision-ground. Also a necessity when using a mid-plate. 958001 \$20.40

[B] POLYURETHANE TRANSMISSION MOUNT

This multi-application trans mount fits all GM applications. Heavy duty design for use as a 2-bolt or single center stud application. 206621 \$38.77

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

Seal spare trans or converters against dirt & the elements!
CONVERTER DUST COVER, FOR GM, EXCEPT PG 110120 \$26.95
REUSABLE SEAL KIT 973080 \$26.99



T-200 Trans Pan Kit

PAN KIT	230500	.....	\$149.00
PAN GASKET	230550	.....	\$9.95

Does not fit 200 Metric Lock Ups!



Magnefine In-Line Oil Filters

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



IN-LINE FILTER FOR AUTOMATIC TRANS	925171	.....	\$135.00
REPLACEMENT FILTER ELEMENT	925172	.....	\$19.95

Trick Sticks

TRICK STICKS® Locking dipsticks and tubes

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

POWERGLIDE

STANDARD OEM, BELL MOUNT, 23" FORWARD BENT	206490.....\$44.95
SHORTY OEM OR SFI BELL MOUNT, 11" FOR DRAGSTER USE	206491.....\$49.00
2010-2015 CAMARO Z BODY & COPO BELL MOUNT, 23" FORWARD BENT - CLEARS FUEL RAILS	206493.....\$49.00
SHORTY, OEM OR SFI SERVO COVER MNT, 4" STRAIGHT	206494.....\$44.95
SHORTY, COOLER LINE MOUNT, 8" FORWARD BENT	206495.....\$44.95
SUPERCASE ONLY, BELL MOUNT, FORWARD BENT 23"	206496.....\$44.95
LOKAR® DIRECT MOUNT TRICK STICK 3"	206492.....\$85.00
LOKAR® FIREWALL MOUNT DIP STICK 36"	206483.....\$129.95

T-350

CHEVROLET, BELL MOUNT, 23" FORWARD BENT	356490.....\$44.00
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492.....\$85.00
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY - VARIOUS	405495.....\$75.00

T-400

CHEVROLET, BELL MOUNT, 20" FORWARD BENT	406490.....\$44.95
BUICK - PONTIAC - OLDS, BELL MOUNT 23" FORWARD BENT	406491.....\$49.00
2013-2015 CAMARO Z BODY & COPO BELL MOUNT 23" FORWARD BENT, CLEARS FUEL RAILS	406494.....\$59.95
LOKAR® DIRECT MOUNT DIP STICK POSITIVE LOCKING, 3"	406492.....\$85.00
LOKAR® FIREWALL MOUNT LOCKING DIPSTICK POSITIVE LOCKING, 29"	406493.....\$129.95
LOKAR® ANCHOR TIGHT BRITE DIP STICK BOTTOM FITTING ASSEMBLY ONLY FOR SPARE TRANS	405495.....\$75.00

C4 & C6

C4 - CASE FILL, BELL MOUNT, 20" FORWARD BENT	646490.....\$51.61
C4 - PAN FILL, BELL MOUNT, 22" FORWARD BENT	646491.....\$69.00
C6 - SHORTY, SMALL BLOCK, 4" STRAIGHT	606491.....\$49.00

700R4

700R4, BELL MOUNT, 20" FORWARD BENT	705490.....\$51.61
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4L85E

4L85E, STANDARD BELL MOUNT, 23" FORWARD BENT	705495.....\$49.00
4L85E, LS ENGINES BELL MOUNT, 26" FORWARD BENT	705496.....\$51.61
4L80/85E LOKAR® FIREWALL MOUNT LOCKING	705497.....\$145.00

TF-727 / TF-904

TF-727 (SB), BELL MOUNT, 20" FORWARD BENT	726490.....\$49.00
TF-727 (BB), BELL MOUNT, 20" FORWARD BENT	726491.....\$49.00
TF-904, BELL MOUNT, 19" FORWARD BENT	904490.....\$49.00

TUBE LOCKS

NHRA and IHRA Approved!



973081.....\$13.95

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

MAGNETIC PAN PLUG

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

951811.....\$4.95



NEW!



#206490 Bell Mount

#206491 Shorty Bell Mount

#206493 Camaro/Z Body & COPO Bell Mount

#206494 Shorty Servo Cover Mount

#206495 Shorty Cooler Line Mount

#206496 Supercase only Bell Mount



Direct Mount Dipstick

29" long

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

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

Transmission Coolers & Fittings

Extend the life of your transmission and improve performance!

Standard Transmission Coolers

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

TRANS COOLER 18" x 7" x 1 1/2" 925130.....\$95.00



Twice the thickness of a standard economy cooler!

The **Derale® Electra-cool Remote Cooler** combines a copper / aluminum core with a high flow Tornado electric fan for maximum cooling in any environment. 10" 650 CFM fan, AN-6 inlets; hose barb adapters are included if not using AN hose. Dimensions: 10" x 12.5 x 4"

"ELECTRA COOL"
TRANSMISSION COOLER WITH FAN 925139\$155.00



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

"ATOMIC COOL"
TRANSMISSION COOLER WITH FAN 925140\$189.00



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\$49.00



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

QUICK DISCONNECT COOLER LINES

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

QUICK DISCONNECT KIT*

1/4" NPT -6 925170\$109.00

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

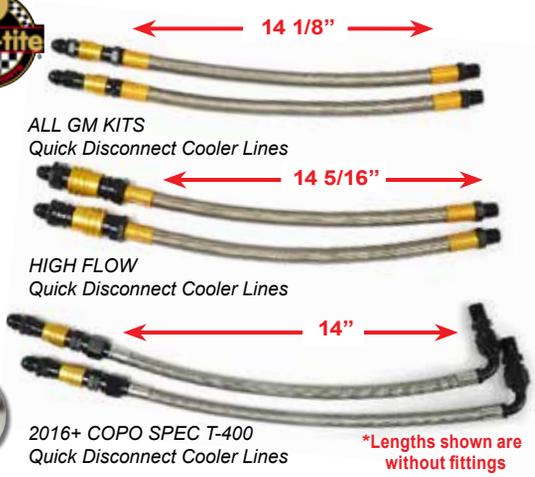
WILL WORK WITH LOWER LINE PRESSURE UNITS & UP TO 300 PSI
1/4" NPT -6 925175\$124.00

QUICK DISCONNECT KIT FOR COPO SPEC T-400

1/4" NPT 90° -6 HOSE TO STRAIGHT 925180\$129.00

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

2000 SERIES 960005\$6.00 #960006 Quick Disconnect Plug
3000 SERIES 960006\$6.00



ALL GM KITS
Quick Disconnect Cooler Lines

HIGH FLOW
Quick Disconnect Cooler Lines

2016+ COPO SPEC T-400
Quick Disconnect Cooler Lines

*Lengths shown are without fittings

TRANSMISSION COOLER LINE FITTINGS

AN -6 Case Cooler line fittings for Powerglide and Supercase

OEM PG CASE, 1/8 NPT MALE TO - 6 MALE AN 960001 \$7.49 EA.
SUPERCASE, 1/4 NPT MALE TO - 6 MALE AN 960002 \$8.95 EA.

Fits the ATI T-400 SuperCase!



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

-6 AN FITTING TO 1/4 NPSM PIPE THREADS 925137.....\$29.95
-8 AN FITTING TO 1/4 NPSM PIPE THREADS 925138.....\$29.95

Sold in sets of 2 - includes nylon sealing washers.

Note! The threads for these cooler fittings are straight 1/4 pipe. 1/4 NPT (tapered) fittings could crack the case and cost you in excess of \$500 to replace! Be sure to use Teflon-lined braided hose.



AUTOMATIC 180° ELECTRIC COOLER FAN THERMAL SWITCH*

925134.....\$27.95

*Integral AN -6 fittings / hose barb adapters included

Shifters & Transbrake Buttons

ATI/WINTERS SHIFTERS

With approved lockout and safety switch

The ATI/Winters Shifter is a "gate type" shifter with extremely smooth action. High quality components are used throughout the shifter, including the "Morse" cable and a built-in neutral safety switch.

	T-350	T-400	C-6	700R4 4L60E
ATI Shifter Forward Pattern	352010	402010	---	702010
	\$295.00	\$295.00	---	\$295.00
ATI Shifter Reverse Pattern	352020	402020	602020	702060
	\$295.00	\$295.00	\$295.00	\$299.00

SHIFTER CABLES FOR ATI/WINTERS SHIFTERS

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

5' SHIFTER CABLE	800000	\$59.00
6' SHIFTER CABLE	800010	\$61.00
8' SHIFTER CABLE	800020	\$64.00

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



Only 3lbs 7oz including cable and brackets!

800120A Shown

RACE SHIFTERS AND COMPONENTS

With T-6 aluminum construction and stainless fasteners, these lightweight shifters include a 5' lightweight custom cable, transmission lever, and pan rail bracket. Stocked in Black and Red. Also available in Black and Black / Blue.

PG MANUAL, (PUSH)	800130	\$749.00
PG, AIR, (PUSH)	800130	\$749.00
T-400 MANUAL, 2-SPEED (PUSH)	800100	\$749.00
T-400 MANUAL, 3-SPEED (PULL)	800110	\$749.00
T-400 MANUAL, CLEAN NEUTRAL, 3-SPD (PUSH)	800120	\$749.00
T-400 AIR, 2-SPEED (PUSH)	800100A	\$769.00
T-400 AIR, 3-SPEED REVERSE PATTERN (PULL)	800110A	\$769.00
T-400 AIR, CLEAN NEUTRAL, 3-SPD REV. PAT. (PUSH)	800120A	\$769.00
PRO STYLE POST MOUNT (Optional)	800197	\$49.95
REPLACEMENT CABLE ONLY, 5 FEET	800198	\$199.99
AIR TANK KIT (Includes tank, regulator, shift solenoid and bracket.)	800198	\$199.00
LINE LOCK BRACKET	800196	CALL

SPARE SHIFT LEVERSAVAILABLE AT \$25

SPARE SHIFT BRACKETSAVAILABLE AT \$35

Part numbers vary - call your Sales Technician

Transbrake Buttons

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

[A] STANDARD TRANSBRAKE BUTTON WITH COIL CORD

- Industry standard, thousands sold
 - High amp micro switch with a standard size button
 - Perfect for mounting to a steering wheel or other location
- BUTTON WITH COIL CORD 940020 \$48.00



[B] BIONDO RACING - "DOUBLE O"

- Oversized button (nearly 1" in diameter)
 - Fully anodized black bracket and rim
 - Easy mounting into any 1/2" hole of any door car or Dragster steering wheel
 - Great for .400 Pro Tree racers!
- BIONDO "DOUBLE O" 940021 \$49.95



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

- High amp snap action
 - Stretch coil cord
 - Simple to mount with threaded shaft and lock nut
 - Great for Sportsman racers!
- BIONDO "MUSHROOM", COIL CORD 940022 \$49.95



[D] BIONDO RACING - ADJUSTABLE "TERMINATOR"

- Most adjustable transbrake button available
 - High quality aluminum
 - Internal spring eliminates the spring from getting caught & binding
 - Super Stock & Comp legal!
- BIONDO "TERMINATOR" 940023 \$169.95



David Caine
Sales
Technician
Ext. 3043



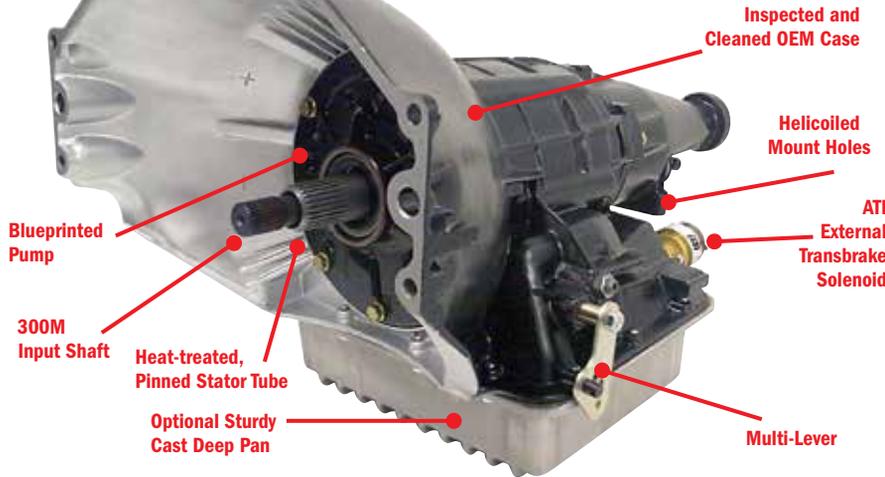
Shifter Adjustment

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

Powerglide Transmissions



CONTINGENCY ITEM



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

All ATI Powerglides come with ~

- 300M or better Input Shaft
- New heat treated, pinned stator tube!
- New billet steel clutch hubs
- Helicoils in OEM extension housing with bolts

Most get ~

- Brand new, complete pump halves and new light weight high gear drums

FOOTBRAKE TRANSMISSIONS



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

1.82 Rated up to 550 HP

200150 (1.82 / 550 HP).....\$1,599.00

1.76 Rated up to 750 HP

200110 (1.76 / 750 HP).....\$1,799.00

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



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

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

STRAIGHT CUT ULTRA GLIDES

Includes:

- Compu-Flow Valve Body
- 300 M Input Shaft, PG or Turbo Spline
- Aluminum Clutch Hub
- Blueprinted front pump enhances lubrication and heat-treated pinned stator tube
- One-piece high gear aluminum drum with steel sleeve for Teflon rings
- Lightweight reverse ring gear to reduce rotating mass and improve ET
- Adjustable minimum pressure valve body regulator
- Bearings throughout
- Red low band

Non-Transbrake Units

201070 (1.94)\$2,495.00
 201100 (1.98)
 201130 (2.08)

Transbrake Units

201290 (1.90)\$2,595.00
 201320 (1.94)
 201350 (1.98)
 201380 (2.08)

TRANSBRAKE UNITS WITH HELICAL GEARS

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

200600 (1.76 / MAX. 750 HP)\$2,049.00
 With New Carrier & OEM Gears

200610 (1.76 / MAX. 850 HP).....\$2,299.00
 With New Carrier & Super Set Gears

Available options installed at time of build:

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

#200011.....\$749.00

Extension Housing with Roller Bearing #200031.....\$99.00

ProGlide Transmissions

ATI OEM CASE UNITS

TRANSBRAKE UNITS WITH STRAIGHT CUT GEAR SETS



Includes:

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

200620	(1.74/MAX. 1000 HP)	\$2,749.00	Use at own risk up to 1000 HP!
200640	(1.80/MAX. 1000 HP)		
200660	(1.87/MAX. 1000 HP)		



Photo courtesy of John DiBartolomeo

PETER BIONDO - Super Stock
7-Time NHRA Champion
ATI Converter, Trans, SuperCase, Super F ATF,
and Super Damper-equipped!



Rated to 1800!

High Impact ProGlides

Includes:

- 9310 or VASCO Extreme Duty 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 Forward 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 and Pinned Ringless Stator Tube
- Billet Twin Seal Servo
- Deep Cast Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

9310 HEAVY DUTY GEARS

201435	28" w/1.80 9310 gears	\$3,995.00
201436	18" w/1.80 9310 gears	\$3,995.00

VASCO EXTREME DUTY GEARS

201437	28" w/1.80 Vasco gears	\$4,395.00
201438	18" w/1.80 Vasco gears	\$4,395.00

201441	28" w/1.74 Vasco gears	\$4,395.00
201442	18" w/1.74 Vasco gears	\$4,395.00

201443	28" w/1.66 Vasco gears	\$4,495.00
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IAN HILL - 4.99 @ 145 mph
ATI ProGlide Transmission, Treemaster MRT Converter,
Flexplate, Super F ATF, and Super Damper-equipped!

ATI SUPERCASE UNITS

STRAIGHT CUT PROGLIDES

- ATI SuperCase with Chevy Bell
- 9310 Straight Cut Gear Set
- Precision Balanced HD New Carrier with 4340 Output
- High Flow Front Pump w/Heat-Treated Pinned Stator Tube
- Compu-Flow Forward Manual Transbrake
- HD 300M Input Shaft - PG or Turbo Spline avail.



For 750 to 1500 HP Builds

- Billet Steel Clutch Hub
- Dual Ring Servo and Billet Servo Cover
- High Performance Gaskets and Seals
- Competition Sealing Rings
- 7 Clutch High Gear Pack
- Deep Cast Aluminum Pan
- Kevlar Band
- Multi Lever
- Natural OEM Tailhousing, standard

STRAIGHT CUT UNITS

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

200620SC	28" (1.74 / 1500 HP)	\$3,495.00
200621SC	18" (1.74 / 1500 HP)	
200640SC	28" (1.80 / 1500 HP)	
200641SC	18" (1.80 / 1500 HP)	
200660SC	28" (1.87 / 1300 HP)	

Lightweight package available! See page 44.

HELICAL UNITS

200600SC	28" (1.76 OEM / 750 HP)	\$2,895.00
200601SC	18" (1.76 OEM / 750 HP)	\$2,995.00
200610SC	28" (1.76 SuperSet / 850 HP)	\$3,295.00
200611SC	18" (1.76 SuperSet / 850 HP)	\$3,295.00

ProGlide Transmissions

AVAILABLE PROGLIDE® OPTIONS

SUPERCASE BELL PACKAGES (Includes bell, flexplate, adapter & hardware)		
SB Mopar	202800	\$450.00
SB Mopar, GEN 3 HEMI	202801	\$450.00
SB Mopar, GEN 3 HEMI (Dual starter pockets)	202804	\$650.00
BB Mopar, 6-Bolt	202802	\$450.00
BB Mopar, 8-Bolt	202803	\$450.00
SB Ford, 157T	202810	\$450.00
SB Ford, 157T - EXT BAL, 28 OZ	202810-28	\$450.00
SB Ford, 157T - EXT BAL, 50 OZ	202810-50	\$450.00
SB Ford, 164T	202811	\$450.00
SB Ford, 164T - EXT BAL, 28 OZ	202811-28	\$450.00
SB Ford, 164T - EXT BAL, 50 OZ	202811-50	\$450.00
SB Ford, Mod Motor	202812	\$450.00
BB Ford, 164T INT	202813	\$475.00
BB Ford, 164T EXT	202814	\$475.00
Toyota Supra	202820	\$450.00

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

Aluminum Roller Bearing Governor Support	200038	\$49.00
Roller Bearing Extension Housing	200031	\$99.00
Spherical Tailhousing on Shorty	207850	\$279.00
Vasco Input	207146	\$175.00
Vasco Ringless Input & OEM Pump Half	207148 / 205261	\$249.00
Super Pump and High Flow Filter Kit	205032 / 203564	\$289.00
Super Pump Ringless, Vasco Shaft High Flow Filter Kit	205038 / 207148 / 203564	\$499.00
High Flow Filter Kit	203564	\$44.95
Twin Seal Servo, Billet ATI cover w/ARP Bolts	205318/205325	\$60.00
Gapless Servo Rings (Quantity of 2)	205319	\$16.00
Billet Clutch Hub (Use w/ 200150 or 200110 only)	207210	\$20.00
SCS-30 Cooling System	925000	\$595.00
Super Band	205291	\$119.00
Super Band, red	205292	\$119.00
Alum 7 Clutch Drum with steel insert, includes red band	205652 / 205310	\$231.00
Pro Style Safety Reverse Transbrake	203050	\$75.00
"Wicked Quick" Billet Alum. Valve Body	203051	\$395.00
Super F Fluid (2 Gallon Bottles)	100004	\$60.00
Super F Fluid (1 Case of 12 Quarts)	100001-12	\$89.95
Aluminum Sheet Metal Pan	203610	\$50.00
Quick Disconnect Cooler Lines	925170	\$99.00
1/4 NPT to -6 AN Fittings <i>SuperCase only (Qty of 2 required)</i>	960002	\$12.00
Locking Trick Stick, standard length	206490	\$39.00
Locking Trick Stick, short for dragster use	206491	\$49.00
Lokar® Direct Mount Stick, short	206492	\$79.00
Lokar® Firewall Stick	206483	\$119.00
Energy Suspension Mount	206621	\$35.00
Transmission Can	206611	\$84.95

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



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

TRANSMISSION PANS

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

CAST ALUMINUM DEEP PAN
203500 \$149.00
Includes filter, gaskets and hardware
7.15 lbs

Lightweight!
4.0 lbs

MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN
203610 \$185.00
Does not include filter or pan gasket

MOROSO ALUMINUM STOCK DEPTH PAN
203611 \$185.00
Does not include filter or pan gasket

PAN GASKET
203550 \$6.41

TRANSMISSION CATCH CAN

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

TRANSMISSION CATCH CAN 206611 \$95.00
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE 964102 \$4.50



Superglide® Transmissions

The strongest PG in the industry, exclusively from ATI!

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



Made in USA



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



Superglide 4 Lock Up

SUPERGLIDE® 2

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

Includes:

- 1.64, 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
- 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.....\$5,295.00

201462 18" Shorty w/ 1.80 Vasco gears.....\$5,295.00

SUPERGLIDE® 4 TRANSMISSIONS

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

Includes:

- Custom 1.62, 1.64, or 1.82 Vasco Gear Set w/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
- 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

SUPERGLIDE 4

201454, 28" w/ 1.82 Vasco gears.....\$6,495.00

201464 18" Shorty w/ 1.82 Vasco gears..\$6,495.00

201455, 28" w/ 1.62 Vasco gears.....\$6,795.00

201465 18" Shorty w/ 1.62 Vasco gears..\$6,795.00

ADD an ATI Outlaw Torque Converter®

Part# 408422 or 408423\$1495.00

ADD an ATI Bolt Together Outlaw Converter®

Part# 408435 or 408450\$2495.00

SUPERGLIDE 4 - LOCK UP

201454LU\$9,995.00

201455LU w/ 1.62 Vasco gears\$10,195.00

ATI Outlaw Torque Converter®

Part# 408422LU.....included

ADD an ATI Bolt-Together Lock Up Outlaw Torque Converter®

Part# 408430LU.....\$995.00

Bell Spacers for the Superglide 4 Lock-Up:

- Chevy, .500" thick 200004A.....\$110
- Chevy, .625" thick 200004B\$125
- Chevy, .875" thick 200004C.....\$150
- Chevy, 1.00" thick 200004D\$165

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

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.



*\$649 if purchasing a 1.62 ratio unit as aluminum carrier is already standard.

Includes:

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

Billet Aluminum Carrier



Light Moroso Pan with Skid Plate

Lightened Governor Support



Lightened Billet Aluminum Servo Cover

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

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.



The SCS-30 recirculates up to 30 gallons of fluid per hour through your converter and cooler while you're sitting between rounds with your engine off!

SCS PACKAGES

SCS-30 INSTALLED OPTION 925000.....\$749.00

*\$595 if installed on specific ATI Trans at time of build.
Requires deep pan and possible valve body modifications (pending age).

TRANNY BUILDER PKG 200009.....\$1,299.00

DRAGSTER PKG (shown above) 200006.....\$1,595.00

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



SCS COMPONENTS

SEAL	925011.....	\$9.75
BELT	925008	\$16.86
17 TOOTH GEAR	925006	\$29.04
44 TOOTH GEAR	925007	\$38.85
MOTOR, 12 VOLT BRUSH SERVO	940001	\$139.00
BRUSH SCREW, (PK/ 2)	940001S-2.....	\$9.95
PUMP GASKET	925018	\$4.95

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

The pump system is completely contained inside the transmission.



The SCS system can be supplied with the following options:

1. Aluminum deep pan (#203500 - \$129) with required filter kit and pump suction fitting installed (#203564 - \$44.95).
2. Hose kit, cooler to case, for mount (#925159 - \$135.00) with cooler (925140 - \$189.00).
For use only with ATI Case & Bell!
3. (2) AN-6 case fittings for OEM case or SuperCase.®
(OEM 960001 - \$7.49) (SuperCase® 960002 - \$8.95).
4. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses with straight-6 fittings for 45°, 90°, or 180° fittings. (#925170 - \$109.00).
5. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (#925134 - \$27.95)
6. Dragster cooler mount with integral bracket and handle kit.
Fits ATI SuperCase. (925151 - \$109.00)
Handles only (925152-\$99.00) For use only with ATI Case & Bell!



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



Monitoring fluid temperature

Different converter designs can affect the temperature of the fluid differently. A the racer "in the know", would monitor fluid temperature when leaving the transmission and log that number with the rest of his information to have a truly on-point bracket car. This would help show what happened on a run. For example, if the fluid was 100 degrees hotter on the leave, it would cause the car to "move" around in the 60 foot numbers.

Need a way to keep track of your race information? 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. Page 79.

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 SB Bell	11
Chevy Bell	8	Mopar BB Bell	11
HD Chevy Bell	11.5	Mod Motor Bell	8.9
Ford SB Bell 157	10	PA Adapter Plate	4
Ford SB Bell 164	11	PA FE Bell	23
Ford BB Bell	13	Toyota	10.4

SUPERCASES®

WITH CHEVROLET BELL	200011	\$849.00
WITH BB MOPAR BELL, 6 BOLT *	200017-6	\$1,295.00
WITH BB MOPAR BELL, 8 BOLT *	200017-8	\$1,295.00
WITH SB MOPAR BELL *	200024	\$1,295.00
WITH SB MOPAR BELL, 5.7 / 6.1L HEMI	200027	\$1,295.00
WITH SB FORD/157 FLEXPLATE BELL *♦	200019	\$1,295.00
WITH SB FORD/164 FLEXPLATE BELL *♦	200022	\$1,295.00
WITH BB FORD/164 FLEXPLATE BELL INTERNALLY BALANCED	200026IN	\$1,295.00
WITH BB FORD/164 FLEXPLATE BELL EXTERNALLY BALANCED *	200026EX	\$1,295.00

WITH FORD MOD MOTOR BELL	200008	\$1,295.00
WITH TOYOTA SUPRA BELL	200029	\$1,295.00
OPTIONAL SCS-30 INSTALLED ON S/CASE	925000	\$795.00
SUPERCASE®, RACE-READY WITH CHEVY BELL & SCS 30 SYSTEM <i>Requires aluminum deep pan</i>	200009	\$1,299.00
<i>ADD \$75 for Pro Brake.</i>		
SUPERCASE® ONLY (W/LINER BUT NO BELL)	200013	\$650.00
SUPERCASE WITH BEARING INSTALLED	200013B	\$749.00

* Includes SFI internal balance flexplate, crank adapter and bolts.
ADD \$25 for external balance flexplate.

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

SFI BELLS



CHEVY BELL (SUPERCASE)
200014 \$269.00
Optional HD Chevy Bell 200014HD...\$279



SB FORD/157 FLEXPLATE BELL
200018 \$329.00



FORD MOD MOTOR
200007 \$339.00



BB MOPAR BELL
200016M \$349.00



SB FORD/164 FLEXPLATE BELL
200021 \$329.00



BB FORD/164 FLEXPLATE BELL
200025 \$329.00



TOYOTA SUPRA BELL
200028 \$329.00



SB MOPAR AND NEW HEMI BELL
200023ML \$329.00

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

SB MOPAR	202800	\$650.00
SB MOPAR, NEW HEMI	202801	\$650.00
BB MOPAR, 6-BOLT	202802	\$650.00
BB MOPAR, 8-BOLT	202803	\$650.00
SB FORD, 157T - INT BAL	202810	\$650.00
SB FORD, 157T - EXT BAL, 28 OZ	202810-28	\$650.00
SB FORD, 157T - EXT BAL, 50 OZ	202810-50	\$650.00
SB FORD, 164T	202811	\$650.00
SB FORD, 164T - EXT BAL, 28 OZ	202811-28	\$650.00
SB FORD, 164T - EXT BAL, 50 OZ	202811-50	\$650.00
SB FORD, MOD MOTOR	202812	\$650.00
BB FORD, 164T INT BAL	202813	\$650.00
BB FORD, 164T EXT BAL	202814	\$650.00
TOYOTA SUPRA	202820	\$650.00

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

ADAPTER PLATES

ATI BELL TO OEM T-350 & 400 CASE	915125	\$199.00
ADAPTER RING, ATI CASE TO DUAL STARTER POCKET		
REID SB CHRYSLER BELL - HEMI GEN III, 5.7, 6.1, 6.4	915126	CALL

HARDWARE ♦

TITANIUM BOLT KIT, PG TRANSMISSION	950302T*	\$139.00
TITANIUM BOLT KIT, ATI BELL TO CASE FOR PG & T-400	950320T	\$81.00
BOLT KIT - ATI BELL TO CASE PG / T-400	950320	\$11.95
STUD KIT - SUPERCASE TO BELL	950263	\$25.00
STUD KIT - SUPERCASE TO BLOCK 1/8" MIDPLATE MAX	950264	\$29.95
BOLT KIT - SUPER BELL TO TOYOTA ENGINE	950265	\$14.95
SPACER FOR CHEVY BELL MOUNTING BOLTS	200014S	\$2.65

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

♦ See page 36 for Extreme Duty bolt kits

CRANK ADAPTERS

CRANK ADAPTER FLEXPLATE		
SFI BB FORD BELL TO SUPERCASE	915611X	\$87.00
CRANK ADAPTER, FORD FE	915612	\$77.00
GM TO CHRYSLER, 6 BOLT	915630X	\$88.00
GM TO CHRYSLER, 8 BOLT	915640X	\$83.00
GM TO CHRYSLER, 8 BOLT FLAT CRANK	915640XF	\$132.00
CRANK ADAPTER 5.7 / 6.1L HEMI TO GM (ATI Bell only)	915606M	\$87.00

Powerglide Components



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

Extension Housing with Snap Ring, Bearing & Seal

Extension Housing without Snap Ring

EXTENSION HOUSINGS

PG 28" ASSEMBLY, OEM WITH NEW SEAL, BUSHING & HELICOILS
200030.....\$49.00

PG SUPERCASE, FOR 1.500 YOKE WITH SEAL, BEARING & RETAINING RING
200031.....\$139.00

SNAP RING TO SEAL	956261	\$4.95
SNAP RING TO BEARING	956262	\$3.95
SEAL	973011.....	\$5.95
BEARING	983050.....	\$29.35

EXTENSION HOUSING WITH T-400 OUTPUT
28" SUPERCASE W/O SNAP RING FOR SEAL
200032.....\$229.00
200033.....\$109.95

18" EXTENSION HOUSINGS

PG 18" WITH BEARING
200039.....\$149.00

PG 18" SHORTY W/ T-400 OUTPUT & BEARING INCLUDES HARDWARE
200040T.....\$199.00
Uses standard OD output yoke



18" Extension Housing - 3.110 Long with Bearing

BILLET ALUMINUM GOVERNOR SUPPORTS

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



Billet Aluminum Governor Support

Lightweight Billet Aluminum Governor Support

T-400 OUTPUT-SIZE W/BEARING	200037.....	\$99.00
T-400 OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200037LWT	\$119.00
PG OUTPUT-SIZE W/BEARING	200038.....	\$99.00
PG OUTPUT-SIZE W/BEARING, LIGHTWEIGHT	200038LWT	\$119.00

SPHERICAL TAILHOUSING

For solid mount rear engine dragsters

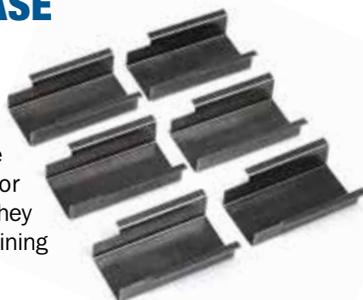


- Provides unrestricted, unlimited movement of the chassis and transmission case around the output shaft center line.
- Increase gear set life by removing the angular loads that try to move the output shaft off center.
- Eliminates friction power loss. The bushing is replaced with a heavy duty, free-turning 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.....\$399.00

POWERGLIDE CASE SAVER CLIPS

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



CASE SAVER (SET OF 6)
205761\$26.80

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 \$799.00

Only 6.8 LBS!
With solenoid, adapter, filter and spacer: 8.4 lbs.
Save 1/2 lb + with lightweight Titanium Bolts!

Comes standard in Superglides 2 and 4!



Add LIGHTWEIGHT TITANIUM BOLTS!!!
950310T.....\$89.00

WICKED QUICK COMPONENTS

FILTER SPACER GASKET	203562B.....	\$3.00
FILTER SPACER	203563B1.....	\$39.00
FILTER SPACER WITH SCS PORT	203563B2.....	\$39.00
SEPARATOR PLATE, ALUMINUM	203115A.....	\$39.95

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\$329.00

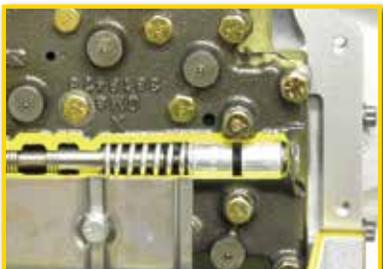
COMPU-FLOW TRANSBRAKES

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\$429.00

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR
203250\$369.00

Valve Body replacement components are listed on page 49.



Patent #7,780,564

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

ADJUSTABLE REGULATORS

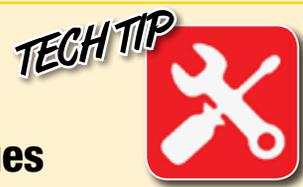
Adjustable Pressure Regulators feature a 2-piece adjustable spring seat that allows pressure to be increased up to 300 psi.

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

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.

Valve Body Components

VALVE BODY COMPONENTS FOR STEEL AND OLDER ATI UNITS

INTERNAL TRANSBRAKES

203300, 203350, 203070

SOLENOID ONLY	941010.....	\$79.00
TRANSBRAKE VALVE	203420.....	\$31.22
BRAKE VALVE RETURN SPRING	203450.....	\$7.15
WIRE CONNECTOR, STANDARD	940330.....	\$9.39
WIRE CONNECTOR, SHORTY	940340.....	\$12.95

EXTERNAL TRANSBRAKES

FOR 203250 AND 203050

TRANSBRAKE VALVE	203440.....	\$31.22
BRAKE VALVE RETURN SPRING	203460.....	\$7.38

SOLENOID DELETE PLUG

Allows for solenoid removal with 203250 transbrake	207342.....	\$24.95
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FOR ALL ATI EXTERNAL TRANSBRAKES

SOLENOID WITH ADAPTER	203480.....	\$119.00
SOLENOID ONLY	941030.....	\$89.00

FOR COMPU-FLOW VALVE BODIES

SEPARATOR PLATE FOR 203200	203210.....	\$37.11
SEPARATOR PLATE FOR 203220	203230.....	\$37.11



FOR ALL POWERGLIDE VALVE BODIES

GASKETS (3 SETS), OEM BASED	203410.....	\$24.64
PRESSURE REGULATOR SPRING <i>ATI design for valve bodies without boost valve</i>	203490.....	\$12.61
PRESSURE REGULATOR SPRING <i>OEM design for valve bodies with boost valve</i>	203380.....	\$12.61

MANUAL VALVE FOR OEM BASED VALVE BODIES (WIDE LAND)	203581.....	\$24.95
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Brand new part!

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..... \$89.00

TITANIUM BOLTS FOR OEM STYLE VALVE BODY
950311T..... \$81.00



The Transbrake

The Transbrake's main function is to unload the chassis while staging to make the car shock the suspension and hook consistently. The brake will accomplish this at a mere 1000 RPM. Going higher on the brake only serves to super heat the oil in the converter and make for inconsistent launches.

You should find an RPM that your engine is comfortable with (no stumble or hesitation), hopefully below 4000 RPM. Going higher on the brake will reduce the reaction time of the car, automatically putting you closer to the light. Then, the only reason for you to go higher on the brake is if you are late on the light. If you run a delay box, be sure to remove the time delay before testing. Many people have over a second in the delay box and stage the car at 5500+ RPM.

The lower the RPM at which you launch the car (relative to the stall speed of the converter), the more free energy the converter gives you. Plus, your converter and transmission will live longer without the excessive heat. Many large, long stroke engines will run faster from a very low stage RPM.

Many of our 350 cubic inch Super Stocker racers run the quickest from 1800 RPM. The converter will flash to its stall speed no

matter at what RPM you stage, provided the engine responds properly to that RPM. Engines with two carbs and big plenums on the intake system will require higher RPMs to respond consistently. Again, going higher on the torque converter only serves to reduce the reaction time of the race car.

True stall speed occurs when two things are present at the same time. They are:

- 1 - The maximum amount of torque (power) is input to the converter.
- 2 - The maximum amount of load (work) is present for the converter to accomplish.

Perfect example: The car is in a wheel stand climbing the ring gear and has not moved an inch forward while stall speed is occurring.

When checking stall speed using the transbrake, it must be checked on the starting line. Stage the car, deck the throttle, look at the stall speed, then release the brake and let the car leave. Most converter damage is caused by lifting the throttle from stall speed. Wide open throttle on the brake is extremely detrimental to the health of your converter.

Powerglide Gear Sets

HELICAL & STRAIGHT CUT VASCO SUPER SET GEARS®

- All 8 gears are new - long and short pinions, sun & flange gear.
- No factory gears are used.
- Each gear made of high quality Vasco steel
- Recommended for engines with a stroke of 3.5" or less.
- Super strong lightweight ring gears in steel or aluminum.
- Eliminates power loss from soft material friction.
- All thrust loading in the Powerglide from the reverse ring gear to the reverse pressure plate is totally eliminated.

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

ATI stocks the widest selection of Powerglide Low Gears in the industry. These gears are based on the lightweight OEM 6 cylinder planetaries. Gear ratios include 1.68, 1.76, 1.90, 1.94, 1.98, 2.08, 2.18 Vasco gear sets. All of ATI's gears are produced in-house, from computer-machined blanks to finished, shaped or 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



	1.58	1.68	1.90	1.94	1.98	2.08	2.18
28" SUPER SET - Helical *	---	203920	203923	203924	203925	203926	---
		\$1095.00	\$1095.00	\$1095.00	\$1095.00	\$1095.00	---
28" SUPER SET - Straight Cut *	---	---	203933	203934	203935	203936	203937
			\$1095.00	\$1095.00	\$1095.00	\$1095.00	\$1095.00
28" SUPER SET* - Straight Cut w/aluminum reverse ring gear for 3 reverse clutches *	---	---	203933A	203934A	203935A	203936A	203937A
			\$1149.00	\$1149.00	\$1149.00	\$1149.00	\$1149.00
28" SUPER SET - Straight Cut with 7 thin reverse clutches / PG input shaft 17 spline	203938	---	---	---	---	---	---
	\$1,895.00						



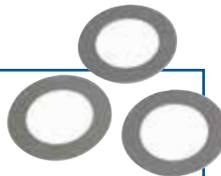
* For lightened carrier option add \$75.00

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.

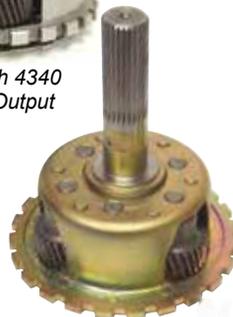
POWERGLIDE SHIM KIT

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

205379\$9.10



1.76 Shorty with 4340 Bolt-Together Output and Carrier



1.82 Shorty with OEM Output

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\$695.00

28" W/NEW 4340 BOLT-TOGETHER OUTPUT & CARRIER 204081\$695.00

1.82 GEAR SET

18" - OEM OUTPUT 204110\$335.00

28" - OEM OUTPUT 204090\$295.00

Heavy Duty Gear Sets

HEAVY DUTY GEAR SETS

• Premium 9310 material for standard PG/19 spline input shafts - \$995.00

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

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



100% New Parts!

EXTREME DUTY VASCO GEAR SETS

• Highest HP rating for non-Superglide transmissions. - \$1395.00
 • Accepts OEM/PG spline input shafts and has std OEM PG output shaft:

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

SUPERGLIDE GEAR SETS

FOR 30 SPLINE SUPERGLIDE 2 INPUT SHAFTS - \$1695.00

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

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

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

1.62	12 DP	18"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	27 SPLINE	204879VS-LWT [1] [3].....	\$2,895.00
1.62	12 DP	28"	3500 HP	L/T WEIGHT STRT CUT, VASCO SG4 SUN, T-400 OUTPUT	27 SPLINE	204880VS-LWT [1] [3].....	\$2,895.00
1.64	12 DP	18"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS.....	\$2,295.00
1.64	12 DP	28"	3500 HP	STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS.....	\$2,295.00
1.64	12 DP	18"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204898VS-LWT [1].....	\$2,495.00
1.64	12 DP	28"	3500 HP	LIGHTWEIGHT STRAIGHT CUT, HD T-400 OUTPUT, SG 4	27 SPLINE	204900VS-LWT [1].....	\$2,495.00
1.82	12 DP	18"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204908VS.....	\$2,295.00
1.82	12 DP	28"	3500 HP	STRAIGHT CUT, VASCO, HD T-400 OUTPUT, SG 4	27 SPLINE	204907VS.....	\$2,295.00

- [1] Includes billet aluminum carrier and gun drilled output shaft. - 4 lbs lighter than our normal unit!
 [3] Only available installed in an ATI transmission! Requires modified case.

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

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

LIGHTWEIGHT BILLET ALUMINUM CARRIER

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

PART # 207836AL..... \$395.00

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



Ring Gears ~ Bands ~ Bushings



STEEL & ALUMINUM REVERSE RING GEARS

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

1.76 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL, 16 DP	204000	\$49.23
STEEL, HEAT-TREATED HELICAL	204001	\$203.11
STEEL, 14 DP 1.76 STRT CUT GEAR SETS	207408	\$189.77
STEEL, 12 DP 1.66 & 1.80 STRT CUT GEAR SETS	207726	\$208.66
STEEL, 12 DP 1.82 STRT CUT GEAR SET ONLY	207728	\$208.66
STEEL, 12 DP 1.82 STRT CUT FOR SUPERGLIDE 4	207728HT	\$259.95

1.82 BASED GEAR SET RING GEARS

STEEL, OEM HELICAL, 6 CLUTCH, 16 DP	204010	\$29.75
STEEL, OEM HELICAL LIGHTENED 3 CLUTCH, 16 DP	207000	\$39.75
ALUMINUM, HELICAL - 3 CLUTCH	207760	\$158.48
ALUMINUM, HELICAL - 6 CLUTCH	207761	\$156.79
STEEL, STRAIGHT CUT - 6 CLUTCH	207180	\$179.54
ALUMINUM, STRAIGHT CUT - 3 CLUTCH	207770	\$158.87
ALUMINUM, STRAIGHT CUT - 6 CLUTCH	207771	\$156.79

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 an all brand new high performance replacement for the Powerglide low gear band.

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

PG LOW BAND	
PREMIUM COMPETITION LINING	205290.....\$65.95
PG LOW BAND, RED LINING	205310.....\$75.00
ATI SUPER BAND, CARBON LINED	
3/8" WIDER THAN STOCK!	205291.....\$189.95
ATI SUPER BAND	
RED LINED FOR ALUMINUM DRUMS	205292.....\$189.95
3/8" WIDER THAN STOCK!	

BAND ADJUSTING SCREW

OK FOR UP OR DOWN LEVER POSITION!



HD 4140 BAND ADJUSTING SCREW WITH JAM NUT
205313 \$19.95

All brand new part!

HEAVY DUTY BAND APPLY STRUT

205312 \$5.25



CRITICAL LOW GEAR BAND ADJUSTMENT



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

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

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

Call a Sales Technician for further assistance.

BUSHING KITS



POWERGLIDE KIT	206400	\$26.00
EXTRA WIDE PG CASE BUSHING	980175	\$10.00

Clutch Drums ~ Clutch Packs

CLUTCH DRUMS

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

DRUM - NO PISTON, WITH BEARING	205660	.....	\$209.00
ASSEMBLY, 5 CLUTCHES INSTALLED - NO CLUTCH HUB (5.22 LBS)	205650	.....	\$299.00
ASSEMBLY, 6 CLUTCHES INSTALLED - NO CLUTCH HUB (5.24 LBS)	205651	.....	\$299.00
ASSEMBLY, 7 CLUTCHES INSTALLED - NO CLUTCH HUB (5.25 LBS)	205652	.....	\$309.00
ASSEMBLY, 10 CLUTCHES & HUB INSTALLED 19 SPL, PG (6.94 LBS)	205655	.....	\$349.00

STEEL

ASSEMBLY, 5 CLUTCHES INSTALLED (8.46 LBS)	205640	.....	\$149.00
ASSEMBLY, 6 CLUTCHES INSTALLED (8.50 LBS)	205641	.....	\$149.00
ASSEMBLY, 7 CLUTCHES INSTALLED (8.86 LBS)	205642	.....	\$169.00
ASSEMBLY, 10 CLUTCHES & 19 SPL HUB INSTALLED (9.80 LBS)	205645	.....	\$399.00
ASSEMBLY, 10 CLUTCHES & 30 SPL HUB FOR SG1 & 2 (10.08 LBS)	205646	.....	\$539.00
ASSEMBLY, 10 CLUTCHES & 27 SPL HUB FOR SG4	205647	.....	\$599.00

CLUTCH DRUM PISTONS

HIGH GEAR PISTON - .690 TALL, 6-8 CLUTCHES IN ALUMINUM DRUM	205701	.....	\$39.00
HIGH GEAR PISTON - .765 TALL, 7 CLUTCHES IN OEM DRUM	205690	.....	\$39.00
HIGH GEAR PISTON - .795 TALL, 5 CLUTCHES IN ALUMINUM DRUM	205700	.....	\$39.00
HIGH GEAR PISTON - .840 TALL, 5 CLUTCHES IN OEM DRUM	205680	.....	\$39.00



CLUTCH HUBS

ATI clutch hubs replace stock cast iron units which often break, causing total transmission failure. Available in stress proof steel or hard-coated 6061-T6 aluminum.

ALUMINUM CLUTCH HUB (.34 LB) - 5 CLUTCH	207210	.....	\$79.95
STEEL CLUTCH HUB (.92 LB) - 7 CLUTCH	207220	.....	\$69.00
STEEL CLUTCH HUB - 10 CLUTCH	207222	\$79.95

STEEL FOR 10 CLUTCH DRUM WITH 30 SPLINE - SUPERGLIDE 2	207783	\$139.00
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STEEL FOR 10 CLUTCH DRUM WITH 27 SPLINE FOR SUPERGLIDE 4	207223	\$139.00
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Aluminum Drums

Remember, the drum accelerates from *stopped* to *engine rpm* on the gear change. Because an aluminum drum is 1/3 the weight of steel, it has less mass to accelerate thus extending clutch life. This new drum improves performance in Stock and Super Stock cars, especially when using a lower 1st gear. It is also valuable for high horsepower cars that leave the starting line at or below 4000 rpm on the brake.

CLUTCH PACKS / FRICTIONS & STEELS

HIGH GEAR

CLUTCH PACK 5 FRICTIONS .100" (TAN) 6 STEELS (.068")	205620	.....	\$39.95
CLUTCH PACK 7 FRICTIONS .065" (GREEN) 8 STEELS (.060")	205622	.....	\$94.95
CLUTCH PACK 8 FRICTIONS .065" (GREEN) 8 STEELS - 3 (.060") 5 (.068")	205623	.....	\$104.95
CLUTCH PACK 10 FRICTIONS .065" (GREEN) 10 STEELS - 9 (.060") 1 (.068")	205624	.....	\$131.95

FRICTION PLATE .060" (CARBONITE)	205607	.....	\$9.95 EA
FRICTION PLATE .060" (BLUE)	205606	.....	\$10.95 EA
FRICTION PLATE .065" (GREEN)	205602	.....	\$9.95 EA
FRICTION PLATE .100" (TAN)	205603	.....	\$3.95 EA

HIGH GEAR STEEL.050"	205615	.....	\$3.49 EA
HIGH GEAR STEEL.060"	205612	.....	\$3.29 EA
HIGH GEAR STEEL.068"	205614	.....	\$3.29 EA

REVERSE

CLUTCH PACK 5 FRICTIONS .100" (TAN) 5 STEELS .070"	205820	.....	\$46.95
CLUTCH PACK 6 FRICTIONS .100" (TAN) 6 STEELS .070"	205821	.....	\$55.95
CLUTCH PACK 5 FRICTIONS ONLY .100" THICK	205800	.....	\$18.95
CLUTCH PACK 6 FRICTIONS ONLY .100" THICK	205801	.....	\$22.95

FRICTION PLATE .062" (RED,SMOOTH)	205806	.....	\$10.95 EA
FRICTION PLATE .100" (TAN,SMOOTH)	205803	.....	\$3.95 EA

STEEL PLATE, .070" (OEM THICKNESS)	205811	.....	\$5.49 EA
STEEL PLATE, .075" (THICKER THAN OEM)	205812	.....	\$5.49 EA
STEEL PLATE, .100" (THICKER THAN OEM)	205814	.....	\$6.95 EA

Frictions and Steels in a variety of surfaces and thicknesses



Powerglide Pumps ~ Stator Tubes

Super Pump
(.721 Gears)



12.0 LBS

Front Pump
(.551 Gears)



14.0 LBS

100% New Parts!

Gasket Set For PG
Pump To Case



SUPER PUMP

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

SUPER PUMP, OEM WITH BEARING AND RINGS	205032	\$629.00
SUPER PUMP, OEM "RINGLESS" WITH BEARING AND RINGS	205038	\$649.00
SUPER PUMP, SG4, WITH BEARING AND RINGS	205058	\$695.00
SUPER PUMP KIT - PUMP BODY, OEM SIZE	205033K1	\$299.00
SUPER PUMP KIT - PUMP BODY, SUPERGLIDE 4 SIZE	205033K2	\$299.00
SUPER PUMP REAR HALF ONLY, NO TUBE - OEM SIZE	205034	\$169.00
SUPER PUMP REAR HALF ONLY - SUPERGLIDE 4 SIZE	205034M	\$160.00

BLUEPRINTED FRONT PUMPS

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

WITH COOLER

HEAT-TREATED STATOR SUPPORT	205031	\$389.00
HEAT-TREATED STATOR TUBE WITH	205052	\$389.00

Rings installed for 207148 & 207159AV Super Shafts only

PUMP SEALING COMPONENTS

SUPER PUMP O-RING KIT		
SEALS STATOR TUBE TO BODY (5 PIECES)	205036	\$12.00
SUPER PUMP BOLT & WASHER KIT	205037	\$5.95
TEFLON RINGS FOR PUMP TO DRUM (SET OF 2)	205025	\$21.00
LARGE O-RING, FRONT PUMP TO CASE	205370	\$4.61
OIL RING KIT (SET OF 4 - 2 chrome pump, 2 Teflon input shaft)	205020	\$29.95

Use for a max of 200 PSI!

GASKET SET FOR PG PUMP TO CASE

Use these gaskets as shims when setting end play. They eliminate the GM "drain slit" at the bottom bolt hole. Set includes (6) .015", (2) .030" and (2) .045".

205380..... \$23.10

STATOR SUPPORT TUBES AND PUMP HALVES

Stator Support Tubes support and center the stator inside a converter and hold the stator from turning when the converter is multiplying torque. The front ring on the input shaft seals and sends the oil through the pump to the cooler. The oil returns from the cooler to the hole between the rings into the input shaft and is then directed to cool and lube the clutches, bearings and gear set. ATI presses in new stator tubes with Loctite® and also drills and pins to the stator half of the pump to the tube. All pumps are cut for a bearing to the high gear drum.

HEAT TREATED, 4140 - OEM STYLE "PRESS IN"	205210	\$80.55
HEAT TREATED, 4140 - OEM STYLE "PRESS IN", RINGLESS (FOR #207148 & #207159AV SHAFTS ONLY)	205232	\$103.60
NEW OEM STYLE STATOR HALF, HEAT-TREATED - OEM STYLE	205262	\$219.00
NEW OEM STYLE STATOR HALF, HEAT-TREATED - RINGLESS	205261	\$229.00
NEW OEM STYLE PUMP HALF WITH BUSHING, SEAL AND GEARS	205297	\$225.00
SUPER PUMP, HT STATOR TUBE, OEM SIZE "BOLT IN"	205035	\$190.00
SUPER PUMP, HT STATOR TUBE, OEM SIZE RINGLESS "BOLT IN"	207133	\$210.00
SUPER PUMP, HT STATOR TUBE, BIG SHAFT	207153	\$229.00

ATI's
patented
Stator
Support Tube
machined for
rings



100% Billet Super
Pump Stator
Support Tube

Powerglide Input Shafts

RINGLESS SUPER SHAFTS®

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

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

12 7/8"	RINGLESS, STANDARD GEARS, VASCO 1.76	207148.....	\$299.75
	Requires #205232 stator tube or #205038/205052 pump		
12 7/8"	RINGLESS, FOR SUPERGLIDE 1, VASCO 1.76	207149.....	\$319.00
	Replacement shaft for Superglide 1		
12 7/8"	RINGLESS SUPERGLIDE 2	207159AV.....	\$299.75
	1.00" DIAMETER, VASCO Replacement shaft for Superglide 2		
12 7/8"	RINGLESS, FOR SUPERGLIDE 4	207169.....	\$295.00
	1 3/16" DIAMETER		

Ringless Super Shaft
#207148



U.S. Patent
#6,892,533

36% Larger!

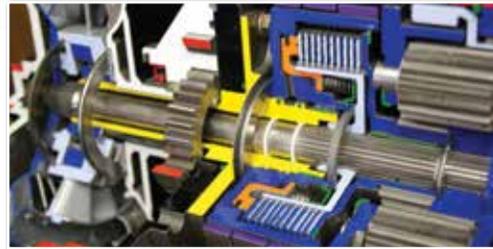
ATI's Superglide 4 features a 1.1875" diameter ringless shaft that is 36% larger in diameter than a stock Powerglide input!



Zero broken in 6 seasons!

NOTE!

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



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

Input shafts serve many purposes including:

1. Transfer power from the converter to the input sun gear while in low gear.
2. Transfer power from the converter to the high gear hub in high gear.
3. Direct oil coming from the converter to the front ring on the shaft and out through the pump to the oil cooler.
4. Direct oil from the cooler between the 2 rings and down through the center of the shaft to lube and cool the direct clutches, gear set, output shaft bushing and the entire transmission.
5. Maintain proper oil pressure in the converter and cooler with its sized holes that are "downstream restrictions" to control the flow out of the converter.
6. Center and support the Input Sun Gear from its pitch diameter to the 1/2 diameter that goes into the bushing on the output shaft
7. Center and support the Output Sun Gear (flange gear) via the "wedding band".

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

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

WHAT YOU GET FOR YOUR MONEY

Raw material cost for mill run

Approximately 7000 feet per order:

4340 steel.....	\$0.36 / in
300M	\$.97 / in
Vasco.....	\$4.28 / in

Based on 1.125" diameter material
Pricing as of
January 2017

TORSIONAL INPUT SHAFTS

POWERGLIDE SPLINE

12 5/8"	1.82 - 300M	207190.....	\$199.00
12 7/8"	1.76 - 300M	207160.....	\$189.00

TURBO SPLINE

12 5/8"	1.82 - 300M W/ JOURNAL*	207200.....	\$184.00
12 7/8"	1.76 - 300M W/ JOURNAL*	207170.....	\$169.00
12 7/8"	1.76 - 300M, NO JOURNAL	207171.....	\$204.00
12 7/8"	1.76 - VASCO W/ JOURNAL*	207145.....	\$369.00
12 7/8"	1.76 - VASCO, NO JOURNAL	207146.....	\$299.75

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

INPUT SHAFT COMPONENTS

TEFLON RINGS, SET OF 2	205010T.....	\$13.95
TEFLON RING (1)	205011T.....	\$9.83 EA.
BUSHING -.984 ATI SHAFTS FOR NON-BUSHED CONVERTERS	207350.....	\$11.52
BUSHING .998 NON-ATI SHAFTS FOR NON-BUSHED CONVERTERS	980080.....	\$5.97



Teflon Ring



Bushing #207350

Powerglide Components

TWIN SEAL SERVO AND BILLET SERVO COVERS

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

TWIN SEAL SERVO Includes gasket, o-ring and steel servo rings	205322	\$32.95
SERVO W/GAPLESS TWIN RINGS INSTALLED Includes gasket, o-ring and gapless servo rings	205318	\$39.95
GASKET, SERVO COVER TO CASE	205330	\$2.95
O-RING, SERVO COVER TO CASE	205340	\$2.95
STEEL SERVO RING	205320	\$5.95

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	\$38.95
ARP STAINLESS BOLTS FOR SERVO COVER, 3/8-16 x 3/4", 12 PT	951454 ...	\$2.25 EA.

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	\$8.95 EA.
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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	\$19.00
202101 LEVER ONLY	\$4.95
202100B LEVER ONLY ADJUSTED FOR T-400 AND PRECISION SHIFTER	\$5.95

SERVO APPLY TUBE



205350	\$8.00
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REVERSE PISTON SPRINGS



HEAVY DUTY REVERSE PISTON SPRINGS	
SET OF 17	
205750	\$34.95

ROOSTER COMB KIT



ROOSTER COMB Includes hardware.	205768	\$14.95
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PARK PAWL

PARK PAWL	205740	\$9.95
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PARK PAWL RELEASE SPRING	205746	\$7.95
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PARK PAWL ACTUATOR	205741	\$10.95
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Powerglide Components

TRANSMISSION OVERHAUL KITS

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

PG (WITH STEEL DRUM) - 5 CLUTCH	206330	\$219.00
PG (WITH STEEL DRUM) - 7 CLUTCH	206332	\$249.00
PG (WITH STEEL DRUM) - 10 CLUTCH	206333	\$274.00
MASTER KIT FOR SUPERGLIDE 4	206370	\$449.00
<i>NOTE! This kit or any of its individual parts are NOT returnable!</i>		
GASKETS AND SEALS, COMPLETE KIT	206300	\$99.00
PAPER AND RUBBER FOR CASE ONLY	206299	\$29.95



Rebuild Kit

SERVICE KIT

A dirty filter can ruin your high performance transmission. Kits include a filter and a pan gasket. Simply pull your pan to replace!

SERVICE KIT	203600	\$14.95
BRASS FILTER ONLY	203560	\$9.95



High Flow Filter System

HIGH FLOW FILTER SYSTEM

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

SERVICE KIT	203564	\$44.95
DACRON HIGH FLOW FILTER	723530	\$12.61



Valve Body Pressure Test Kit

VALVE BODY PRESSURE TEST KIT

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

151001	\$89.95
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Make the Most of a Test and Tune Session

You can learn a lot about optimizing your race car's performance and consistency at a test and tune session. Choose a track that you are familiar with that offers decent track conditions. If you are a dedicated bracket racer, resist the temptation to "thrash" your racer in an attempt to find .04 of a second. Instead, use this opportunity to carefully monitor and record engine and vehicle conditions prior to staging and immediately after each run. By eliminating the pressures of actual competition and minimizing between round maintenance/tune up changes, you can focus on the time intervals and procedures required to produce absolute consistency. By integrating cooling, starting, burnout and staging activities into a series of events, you can find the desired gauge readings for each. Plus, it allows the driver to prepare for the next round with confidence under actual race conditions at readings that will most likely produce equal results.

T-400 Transmissions

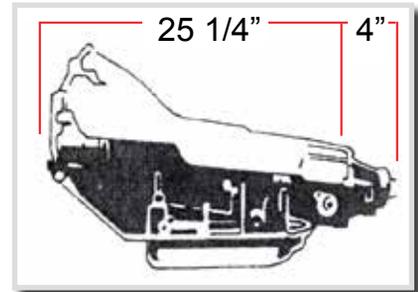


CONTINGENCY
ITEM

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.



KILLER INSTINCT RACING-
ATI Max Duty Lock Up Transmission, Converter, Flexplate
Super F ATF and Super Damper-equipped!



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\$1,395

401030 B-P-O Case\$1,395

COMPETITION TRANS

Manual Valve Body, Up to 700 HP Max*

Includes:

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

401200 Chevy Case, Forward Pat \$1,449

401300 Chevy Case, Reverse Pat \$1,449

401230 B-P-O Case, Forward Pat \$1,449

401330 B-P-O Case, Reverse Pat \$1,449

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 \$1,695

401370 B-P-O Case \$1,695

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

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

**Refundable core charge for acceptable
transmission core.....\$150.00
If a SuperCase is used....\$100.00
(See page 83.)**

PRO-400 TRANS

Reverse Manual, Up to 1200 HP

Good for high HP cars up to 3200 lbs.

Includes:

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

401550.....\$2,595

With SuperCase & Chevy Bell -

401550SC\$4,095

With Transbrake

401555.....\$2,795

With Transbrake, SuperCase & Chevy Bell -

401555SC\$4,295

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

COPO CAMARO SPEC T-400

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

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

401650 Naturally Aspirated, aluminum forward and direct..... \$4,395

**401655 Supercharged with Vasco input and intermediate shafts, hardened stator tube and
36 element severe duty drum, aluminum drums \$4,995**



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

T-400 Transmissions

MOPAR NEW GEN HEMI T-400 TRANSMISSIONS

- ATI SuperCase and Mopar specific bellhousing
- Exclusive Billet aluminum Severe Duty Direct Drum assembly with 36 element sprag
- Vasco input and main shaft

- Heat-treated stator support tube
- Roller Bearings
- Increased clutch capacity with heavy duty clutch pack
- Transbrake Valve Body

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



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

401640* New Gen HEMI Package with ATI Bell.....\$6,350.00

401641* New Gen HEMI Package with Dual Starter Pockets in Bell* \$6,750.00
**Includes an 8" (#408900) or 9" (#408930) Fuel & Blown Converter For a 10" Fuel & Blown (#408420), ADD.....\$100*

950256 Converter Bolts for Dodge HEMI 5.7/6.1, NAG1 5-speed, set of 6\$19.99

AVAILABLE T-400 OPTIONS

Must be installed at time of build.

HD Center Support w/Bronze Bushing	405471	.....	\$60
HD Steel Forward Clutch Hub	405370	.....	\$149
Aluminum Direct Drum w/34 elem sprag	405722	.....	\$545
Severe Duty alum, 36 elem dir drum	407056	.....	\$799
300M Input w/Forward Drum	406000	.....	\$239
Vasco Input w/Forward Drum	406001	.....	\$349
300M Input w/Aluminum Drum 3.2 lbs lighter (1000 HP Max)	406004	.....	\$399
Vasco Input w/Alum Fwd Drum	406005	.....	\$595
Trigger Ring, ATI Steel Drum only	407265	.....	\$195
Vasco Intermediate Shaft*	405970V	.....	\$349
<small>*Carries a 1 year warranty for up to 2000 HP. ATI Clutch Hub #405370 needed.</small>			
300M Output with shaft, std length	406026	.....	\$495
300M Output with shaft, PG length	406026P	.....	\$495
2.10 Low Gear Set, Helical (rated to 1500 HP)	404081	.....	\$1,249
2.75 Low Gear Set, Helical (rated to 800 HP)	404088	.....	\$569
Roller tailhousing, aftermarket	401935	.....	\$169
Bolt Together Aluminum Pump	405058	.....	\$645
Lokar Direct Mount Dipstick	406492	.....	\$82
Lokar Firewall Mount Dipstick	406493	.....	\$119
-6 AN Trans Cooler Line Fittings	925137	.....	\$25
-8 AN Trans Cooler Line Fittings	925138	.....	\$25
Transmission Catch Can	406611	.....	\$85
Moroso Deep Sheet Metal Pan	403610	.....	\$229
ATI Sheet Metal Deep Pan	403612	.....	\$249
Deep Aluminum Cast Pan	403500	.....	\$139

For 2 and 3 speed 400s!

LIGHTWEIGHT T-400 BIG SHAFT DRUM OPTION

These 2 options MUST be purchased together...\$995.00

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

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

Steel pump half included!

How can I troubleshoot my transmission?



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

- 1 - Broken front pump gear.
- 2 - Broken Input Shaft.
- 3 - Sheered splines in the torque converter turbine.
- 4 - Pressure regulator valve in the valve body is stuck open.
- 5 - Pin on the linkage that moves the manual valve in the valve body is out of the slot on the valve, and not moving the valve to direct pressure to the band or clutches.

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

Max Duty Transmissions

**T400 3-Speed
Outlaw Series**



Made in USA

MAXIMUM DUTY 3-SPEED OUTLAW TRANSMISSIONS

Rated from 1800 HP to 3500 HP depending on options

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

1" VASCO INPUT

MAX DUTY - 1,800 HP MAX RATING ONLY

401606 2.10 Low/1.40 Second - Helical Cut..... \$4,995

401606SC 2.10 Low/1.40 Second - Helical Cut..... \$6,395
with SuperCase and Chevy Bell

401605SC 2.48 Low/1.48 Second - Helical Cut\$6,395
with SuperCase and Chevy Bell (5 pinion planetary)

401609SC 2.10 Low/1.40 Second - Straight Cut.....\$7,895
with SuperCase and Chevy Bell (6 pinion alum carrier)

401607SC 1.95 Low/1.34 Second - Straight Cut.....\$7,895
with SuperCase and Chevy Bell (6 pinion alum carrier)

401608SC 1.86 Low/1.31 Second - Straight Cut.....\$7,895
with SuperCase and Chevy Bell (6 pinion alum carrier)

An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB). Order #406025.... \$479.00.

1 3/16" INPUT

Vasco input and lightweight options available!

401611SC 1.60 Low/1.26 Second - Straight Cut\$12,495
with SuperCase and Chevy Bell
Includes 1.125 main shaft, 300M Output, and sheet metal pan

MAXIMUM DUTY LOCK -UP TRANS

Lock-Up!

401608LU 1.86 Low/1.31 Second - Straight Cut\$9,995
with SuperCase and Chevy Bell with Lock-Up

401611LU 1.60 Low/1.26 Second - Straight Cut\$13,995
with SuperCase and Chevy Bell with Lock-Up

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

*Add a standard Lock Up converter for \$2,750!

*Add a bolt together Lock up converter for \$3,750!

Can be made PG length at no additional charge!

MAXIMUM DUTY 2-SPEED OUTLAW TRANSMISSIONS

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

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



* An OPTIONAL HD 300M output shaft is recommended in heavy weight vehicles (3000 lbs with a BB or 3200 lbs with a SB) Order #406025....\$479.

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

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

401612 1.57 "Low" - Straight Cut\$4,995

401612SC 1.57 "Low" - Straight Cut with SuperCase & Chevy Bell..... \$6,395

401613 1.48 "Low" - Helical (5 pinion)\$4,995

401613SC 1.48 "Low" - Helical (5 pinion) with SuperCase and Chevy Bell..... \$6,395

401616 1.40 "Low" - Straight Cut\$6,395

401616SC 1.40 "Low" - Straight Cut with SuperCase and Chevy Bell \$7,595

401618SC 1.34 "Low" - Straight Cut with SuperCase and Chevy Bell\$7,995

Upgrade to a Super Pump and 1 3/16" Input for \$995!

OPTIONS FOR 2-SPEED T-400s ONLY

CLUTCH PACK SPACER

Required when removing Intermediate clutch pack

405573\$229.00

BILLET ALUMINUM CENTER SUPPORTS

405473.....\$429.00



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

T-400 Components

2-SPEED "SEVERE DUTY" KIT



1.3 lbs!

2.5 lbs!

For high horsepower and ultimate 2-speed performance!

This kit includes:

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

SEVERE DUTY DRUM ASSEMBLY
407057\$1295.00



TECH TIP

We regularly are asked, "What is the need for a 2-Speed T400?" Some people even call up wanting to order one simply because it's the latest hot piece everyone is talking about. But, do they really need one, and will they go any faster with it? The truth is, a 2-speed is normally used in specific applications and can actually slow down lower HP cars.

The 2-Speed T-400 is primarily used for small tire 1/8 mile racing where the Starting Line Ratio (SLR) is critical. When you make your peak HP at 8000 RPM, you need to have the rear gear to let the engine get where it makes the power. BUT ... if you put too much rear gear in the car, then the SLR is too aggressive and the car will either spin or stand straight up. Neither one wins races. For years, people would "manage" the power; ramp it in slowly in order to consistently get off the line. By leaving in "2nd gear", you can

When do I need a 2-Speed 400?

now run more rear gear and put more power in off the line, and not worry about spinning or looking at the stars.

These types of transmission are also used in Pro-Mod cars, making obscene amounts of power. When you have enough power to pull the gear, you can lower the mechanical advantage and leave with more power. So in the case of a 4000 HP twin turbo 481X combo, instead of limiting the power to get off the line, you simply take away the starting gear ratio (effectively lowering the SLR) allowing you to use more of the power earlier in the run. This equates to quicker ETs and more WIN lights.

Plain and simple, the more power you make, the less mechanical advantage is required to get the car going. Losing 1st gear in a T-400 also allows you to lose rotating weight making the unit lighter and taking less power to turn sending more power to the ground.

T-400 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.



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

2.10 LOW GEAR SET, HELICAL
Installed in a steel carrier, 1500 HP MAX
404081\$1,295.00

2.75 LOW GEAR SET, HELICAL
Installed in a steel carrier, 800 HP MAX
404088\$579.00



ALUMINUM REACTION CARRIER

PT #407070



\$349.00

FORWARD CLUTCH HUB



HEAVY DUTY FORWARD CLUTCH HUB
4140 HEAT-TREATED STEEL
405370\$149.00
BRASS THRUST WASHER
FORWARD DRUM TO FORWARD CLUTCH HUB
405053\$4.99

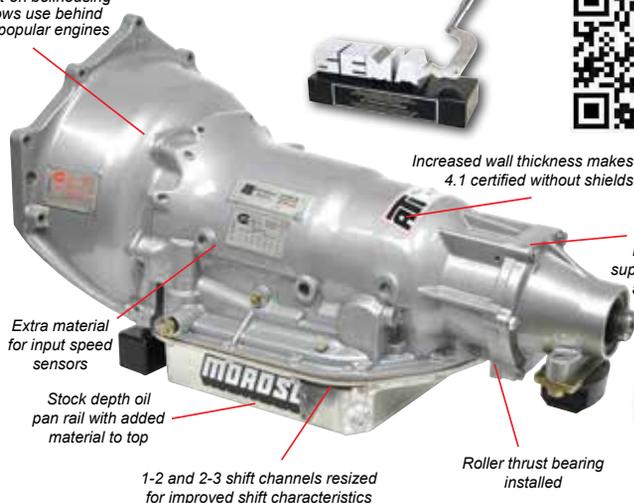
T-400 SuperCase®



CHRIS RINI

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

Bolt-on bellhousing allows use behind all popular engines



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

Stiff tailhousing mounting flange supports transfer case and underdrives

Extra material for input speed sensors

Stock depth oil pan rail with added material to top

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

Roller thrust bearing installed



- Offers all the benefits of a brand new, high performance cast aluminum case while retaining GM's original T-400 specs and measurements.
- 365-T6 aluminum casting.
- Produced in the United States and 100% machined in-house on ATI's dedicated Horizontal CNC machines.
- Stronger casting handles more horsepower and significantly more line pressure over the OEM case.
- SFI-certified, eliminating the need for external shields.
- 3-piece design allows the T-400 SuperCase to accept any of ATI's bellhousings for GM, Chrysler, Ford and Toyota, along with various other bellhousings on the market with our dual bolt pattern.
- Winner of SEMA's prestigious 2013 Best New Racing Product Award.

NOTE! This case has the minimum length passages machined and was tested with many, but not all, aftermarket manual shift, Transbrake and Non-Transbrake Valve Bodies. Adjust separator plates, valve body, or case as needed to work with your set up.

Optional T400 SuperCase Bell Packages

Optional package prices are only available when added to a SuperCase T-400 Transmission. Packages includes Bell, Flexplate, Adapter, Hardware

202800	SB Mopar	.....\$450	202810-50	SB Ford, 157T - EXT BAL, 50 OZ	....\$450
202801	SB Mopar, New Gen HEMI	.....\$450	202811	SB Ford, 164 tooth	.....\$450
202804	SB Mopar, GEN 3 HEMI	.....\$450	202811-28	SB Ford, 164T - EXT BAL, 28 OZ	....\$450
	(Dual starter pockets)	.....\$650	202811-50	SB Ford, 164T - EXT BAL, 50 OZ	....\$450
202802	BB Mopar, 6 Bolt	.....\$450	202812	Ford Mod	.....\$450
202803	BB Mopar, 8 Bolt	.....\$450	202813	BB Ford, 164 tooth, IN	.....\$475
202810	SB Ford, 157 tooth	.....\$450	202814	BB Ford, 164 tooth, EX	.....\$475
202810-28	SB Ford, 157T - EXT BAL, 28 OZ	....\$450	202820	Toyota Supra*	.....\$450

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

400 EXTENSION HOUSINGS

TAILHOUSING WITH ROLLER BEARING	401935	.....\$199.00
TAILHOUSING WITH ROLLER BEARING POWERGLIDE LENGTH	401936	.....\$219.00

HEAVY DUTY BANDS

INTERMEDIATE, HEAVY DUTY KEVLAR	405450	.....\$19.95
INTERMEDIATE, HEAVY DUTY RED LINING	405451	.....\$19.95
REVERSE, HEAVY DUTY KEVLAR	405800	.....\$34.95
REVERSE, HEAVY DUTY RED LINING (FOR ALUMINUM CARRIER)	405810	.....\$34.95
4L80E OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP Can be used in T-400 if used with #407655	405455	.....\$23.95
4L80E OEM SERVO PIN KIT, OEM, 1999 AND UP Can be used in T-400 if used with #405455	407655	.....\$35.00

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



400 Tailhousing
with Roller
bearing #401935

Heavy Duty
Band



OEM Intermediate
High Energy Band

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 T-400 Super Pump is available for OEM sized input shafts as well as larger sizes for high HP applications.

SUPER PUMP, OEM SHAFT WITH 180+ PSI SPRING	405038.....	\$695.00
KIT - PUMP BODY, OEM SHAFT WITH GEARS AND PLATES	405033K1	\$325.00
KIT - STATOR HALF, OEM REGULATOR, & BEEFY SPRING, BOLTS, WASHERS	405133K.....	\$425.00
STATOR TUBE / PLATE ASSEMBLY , OEM SIZE, NO REGULATOR	405133.....	\$395.00
SUPER PUMP, BIG SHAFT W/ADJUSTABLE PRESSURE REGULATOR	405058	\$739.00
KIT - PUMP BODY, BIG SHAFT WITH GEARS AND PLATES	405033K2	\$325.00
KIT - STATOR HALF W/ADJUSTABLE REGULATOR, BOLTS, WASHERS	405153K.....	\$450.00
STATOR TUBE / PLATE ASSEMBLY ONLY, BIG SHAFT	405153.....	\$395.00
ADJUST. REGULATOR KIT, ELIMINATES OEM BOOST VALVE, 185 PSI+	405183	\$84.95
PRESSURE REGULATOR BOOST SPACER FOR 210 PSI	405131.....	\$7.49

FRONT PUMPS

STOCK-STYLE BLUEPRINTED PUMP	405020.....	\$329.00
BLUEPRINTED PUMP W/HEAT TREATED STATOR TUBE, SET TO 210 PSI	405025.....	\$395.00
O-RING - PUMP TO CASE	405110	\$3.63

SELECTIVE GASKETS

GASKET SET, 400 PUMP TO CASE (6) .015", (2) .030", (2) .045"	405380.....	\$26.95
GASKET, 400 PUMP TO CASE .015" THICK	405380-15.....	\$4.49 EA
GASKET, 400 PUMP TO CASE .030" THICK	405380-30	\$4.49 EA
GASKET, 400 PUMP TO CASE .045" THICK	405380-45	\$4.69 EA

RACES AND SPRAGS

SPRAG, FORWARD - ROLLER TYPE ('66 & UP)	405350.....	\$23.74
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500.....	\$97.41
INNER RACE (MUST BE USED WITH PART #405500)*	405520.....	\$128.67
OUTER RACE, ALL ROLLER AND ELEMENT	405530.....	\$29.46

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

CENTER SUPPORTS FOR T-400

The upgraded center support for the Turbo-400 features a bronze bushing that helps eliminate sprag failure by supporting the direct drum on a bushing. It is highly recommended for all T-400 applications.

CENTER SUPPORT WITH OVERSIZED BRONZE BUSHING	405471	\$159.00
REPLACEMENT BUSHING, BRONZE, EXTRA THICK, 2 PIECE SPLIT	407252	\$20.00 EA

BUSHING KIT

406400..... \$44.00



CHROME OIL RINGS

SET OF 5 RINGS
405000.....\$29.95



Front and back pump halves available separately!



Adjustable Regulator Kit Components



Front Pump #405025



Heavy Duty Race



Center Support

T-400 Components



Accepts OEM T400 intermediate clutches!

Remember! The forward drum rotates at engine RPM at all times. The direct drum goes from spinning 80% 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 Aluminum Forward Drum and Steel Insert Part #406004

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



New!

2-piece design

300M Output Shaft

T-400 "SEVERE DUTY" 36 ELEMENT ALUMINUM DIRECT DRUM

- 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 and snap rings included
- Will accept 6 intermediate clutches with thin steels
- Steel sleeve for Teflon ring use
- Includes: ATI's Heavy Duty Center Support and a 4 Clutch Intermediate Pack (#405430)*
- Full one year warranty on sprag failure when installed in an ATI built transmission!

407056 \$949.00

* Also Available:

3 CLUTCH INTERMEDIATE PACK	405420.....	\$36.95
5 CLUTCH INTERMEDIATE PACK	405431.....	\$76.95
6 CLUTCH INTERMEDIATE PACK	405432.....	\$91.95

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

HIGH GEAR DIRECT DRUMS

STEEL DIRECT DRUMS

5 CLUTCH DIRECT, HIGH-LUBE PISTON, HD SNAP RING, 34 ELEMENT SPRAG, INNER RACE AND LIP SEALS

405680 \$394.14

DIRECT, WITH HD SPRAG, HD SNAP RING, 34 ELEMENT SPRAG & INNER RACE

405681 \$362.61

ALUMINUM DIRECT DRUMS

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

5 CLUTCH 405723.....\$629.00

6 CLUTCH 405724.....\$649.00

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

5 CLUTCH 405721.....\$599.00

6 CLUTCH 405722.....\$599.00

WITH PISTON, TEFLON PUMP RINGS AND INNER RACE ONLY

6 CLUTCH 405712.....\$549.00

INPUT SHAFTS WITH STEEL & ALUMINUM DRUMS

ATI's Input Shafts are not only premium material but also have a 1-1/4" diameter spline into the forward drum, eliminating failure at that point.

OEM SIZE

300M, OEM - STEEL FORWARD DRUM	406000.....	\$299.00
300M, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406004.....	\$609.00
300M, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406007.....	\$519.00

VASCO, OEM - STEEL FORWARD DRUM	406001.....	\$419.00
VASCO, OEM - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406006.....	\$659.00
VASCO, OEM - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406005.....	\$699.00

1 3/16" SIZE

300M, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002.....	\$519.00
300M, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003.....	\$569.00

VASCO, BIG - LIGHTWEIGHT STEEL FWD DRUM W/ ALUM PISTON	406002V.....	\$639.00
VASCO, BIG - ALUMINUM FORWARD DRUM W/ STEEL INSERT	406003V.....	\$679.00

VASCO INTERMEDIATE* 405970V \$349.95

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

300M 2-PIECE OUTPUT SHAFTS

These new heavy duty output shafts feature a unique 2-piece design with an extended bearing surface. They are gun-drilled to save weight with no governor or speedometer support. A "must have" for your T-400 when high horsepower meets heavy weight or rear gear is numerically low. This strong, affordable option is easily installed and can be purchased outright or as an upgrade option in your next ATI 400 transmission.

STANDARD LENGTH, 6"	406025.....	\$489.00
WITH - POWERGLIDE LENGTH	406025P.....	\$469.00
WITH - 4X4 LENGTH, 6.250"	406025S.....	\$469.00
WITH - 4X4 LENGTH, 5.250"	406025SS.....	\$469.00

* No speedo or governor supported!

T-400 Valve Bodies & Components

Transbrakes lock your race car on the starting line for hard, consistent launches. 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	.....	\$695.00
REVERSE MANUAL TRANSBRAKE CLEAN NEUTRAL / BAND APPLY	403091CN	.....	\$695.00
<i>Recommended for big HP or heavy weight cars</i>			
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE	403085	.....	\$695.00
REVERSE MANUAL, 1-2 APPLY TRANSBRAKE CLEAN NEUTRAL	403085CN	.....	\$695.00
REVERSE MANUAL, LOW BAND APPLY TRANSBRAKE	403087	.....	\$695.00
FORWARD PATTERN FOR 2-SPEED ONLY, 2-3 BRAKE	403086	.....	\$695.00
SOLENOID	941030M	.....	\$116.00
SOLENOID WITH ADAPTER	403480	.....	\$188.00
TITANIUM BOLT KIT, WICKED QUICK	950312T	.....	\$64.00
TITANIUM BOLT KIT, GRINER	950313T	.....	\$64.00
SEPARATOR PLATE	403092	.....	\$37.47
GASKETS (Require 2 gaskets per valve body)	403222	.....	\$4.95 EA

E-QUICK™ ELECTRONIC SHIFT BILLET ALUMINUM VALVE BODIES



New!

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

- Reverse manual
- For high performance applications with Low Gear Band Apply
- Provides repeatable computer controlled error free shifting for consistent performance every run

REVERSE MANUAL VALVE BODY 403060\$849.00

Requires the use of an aluminum deep pan. ATI offers #403500 Aluminum Pan (see page 66).

COMPU-FLOW® VALVE BODIES



COMPU-FLOW TRANSBRAKES

REVERSE PATTERN (INTERNAL STYLE SOLENOID)	1964 - 1992*	403080	.....	\$449.00
SOLENOID WITH ADAPTER FOR COMPU-FLOW BRAKE		403621	.....	\$121.03
SOLENOID ONLY FOR #403080		941011	.....	\$74.00
ADAPTER ONLY FOR #403080		403620	.....	\$43.83

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

FORWARD PATTERN	1964 - 1986*	403100	\$239.00
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MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN - No low or 2nd gear engine Braking	1964 - 1986*	403200	\$299.00
<i>Not recommended for street use.</i>				
FORWARD PATTERN - Engine braking in low and 2nd gear	1964 - 1986*	403300	.....	\$249.00

VALVE BODY GASKETS

REVERSE PATTERN (3 SETS)	403220	.....	\$24.13
MANUAL / AUTO AND FORWARD PATTERN (3 SETS)	403230	.....	\$24.13
TRANSBRAKE (3 SETS)	403250	.....	\$32.74

*Repair services and wet testing are also available for ATI Valve Bodies. *Valve body to case years*

CLUTCH PACKS

DIRECT

8 FRICTIONS	8 STEELS	405633♦	.....	\$114.95
7 FRICTIONS	7 STEELS	405634♦	.....	\$109.95

♦ Requires an aftermarket clutch hub and may need some machining. Consult an ATI technician.

6 FRICTIONS	6 STEELS	405635	.....	\$64.95
5 FRICTIONS	5 STEELS (OEM qty)	405640	.....	\$53.95

FORWARD

5 FRICTIONS	5 STEELS (OEM qty)	405320	.....	\$59.95
5 FRICTIONS		405300	.....	\$35.95

INTERMEDIATE

6 FRICTIONS	6 STEELS	405432*	.....	\$91.95
5 FRICTIONS	5 STEELS	405431	.....	\$76.95
4 FRICTIONS	4 STEELS	405430	.....	\$50.95
3 FRICTIONS	3 STEELS (OEM qty)	405420	.....	\$36.95

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

DIRECT FRICTION, SMOOTH (GREEN)	.062"	405602	.....	\$5.95 EA
DIRECT FRICTION, WAFFLE (GREEN)	.082"	405621	\$5.95 EA

DIRECT FRICTION, WAFFLE (GREEN)	.082" (PK OF 5)	405600	\$28.95
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FORWARD FRICTION, SMOOTH (TAN)	.062"	405302	\$5.95 EA
FORWARD FRICTION, SMOOTH (TAN)	.078"	405301	\$7.29 EA
FORWARD FRICTION, SMOOTH (GREEN)	.081" (HI ENERGY)	405301H	.....	\$5.95 EA

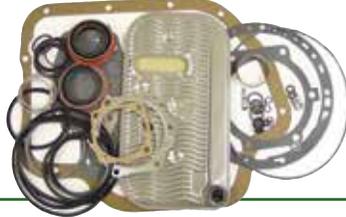
FORWARD & DIRECT STEEL	.060"	405612	.....	\$9.95 EA
FORWARD & DIRECT STEEL	.078" (OEM SIZE)	405311	.....	\$4.95 EA
FORWARD & DIRECT STEEL	.090" (OEM SIZE)	405511	.....	\$4.95 EA

INTERMEDIATE FRICTION, SMOOTH (RED)	.060"	405405	.....	\$9.95 EA
INTERMEDIATE FRICTION, WAFFLE (GREEN)	.070"	401404	.....	\$5.95 EA
INTERMEDIATE FRICTION, WAFFLE (GREEN)	.078"	405401	.....	\$7.49 EA
INTERMEDIATE FRICTION, GROOVED (BLUE)	.080"	405403	.....	\$15.95 EA
INTERMEDIATE FRICTION, SMOOTH (TAN)	.084"	405402	.....	\$5.95 EA

INTERMEDIATE STEEL	.060"	405412	.....	\$5.49 EA
INTERMEDIATE STEEL	.075"	401403	.....	\$6.95 EA
INTERMEDIATE STEEL	.100" (OEM SIZE)	405411	.....	\$4.95 EA

T-400 Components

OVERHAUL KITS



REBUILD KIT - GASKETS & SEALS 406300	\$104.00
REBUILD KIT - FOR STREET / STRIP AND RV 406310	\$219.00
COMPU-PRO RACE KIT, INC. VALVE BODY (#403200) 406340	\$400.00
SERVICE KITS - GASKET & FILTER 403600	\$19.00

SHIFT SHAFT KITS

Shift shafts in 400 transmissions can become corroded in harsh environments. This direct replacement piece is yellow zinc plated for maximum corrosion protection. Includes serrated flange nuts for improved holding capacity.



402100	\$14.95
402100-BP	\$129.00

BUILDER PACK (QTY OF 10)

T-400 SMALL PARTS

Don't let a 40 year old small part ruin your brand new racing transmission! ATI now offers new, hard-to-find small parts for your next T-400 transmission build. These new parts will save you from having to reuse, or look for these commonly worn out parts in your performance T-400 builds. All parts are exact or better OE style replacements and will also work with OE mating parts and competition-type shifters with no modifications to the case.



ALL NEW PARTS!

[A] PARK PAWL	407810	\$15.00
[B] PARK PAWL PIN KIT	405742	\$9.95
[C] ROOSTER COMB KIT	402110	\$12.95
[D] PARK PAWL ACTUATOR ROD	402113	\$16.95
[E] PARK PAWL GUIDE PLATE	402114	\$9.95
[F] HOLD DOWN CLAMP FOR MOD PLUG	970211	\$5.25
[G] ADJUSTABLE MODULATOR	403390	\$26.50
[H] ALUMINUM PLUG W/ O-RING	407010	\$10.95
[I] SPRING, FOR MANUAL VALVE LEVER DETENT ROLLER	402131	\$8.95

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	\$239.00
ATI NOTCHED DEEP PAN	(3.75 LBS)	403612	\$279.00
CAST ALUMINUM DEEP PAN	(7.65 LBS)	403500	\$149.00
PAN GASKET		403550	\$6.95
COMETIC PAN GASKET		403551	\$19.95

TRANSMISSION CATCH CAN

For transmission fluid overflow.

Bolts to the front of the transmission pan.



TRANSMISSION CATCH CAN	406611	\$99.00
FITTING, 90° SWIVEL 1/4" TUBE TO 1/8" NPT MALE	964102	\$4.50

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	\$149.00 (1.1 Lbs - tube only)
FILTER TUBE KIT, LIGHTWEIGHT ALUMINUM Includes o-rings, filter & screws	403614A	\$169.00 (0.5 Lbs - tube only)



GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4

357155	\$47.00
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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 - 99 NHRA National Event wins and counting using ATI Transmission, Treemaster Converter, Flexplate and Super Damper-equipped!



CONTINGENCY ITEM



Made in USA

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

STREET/STRIP TRANS

Up to 400 HP

Includes:

- Race Clutches and Steels
- High Flow Front Pump
- ATI Street/Strip Valve Body
- OEM Transmission Pan

Forward Pattern Auto Shift

351000 Chevy Case \$1,349.00

Forward Manual with Band Apply

351200 Chevy Case..... \$1,349.00

COMPETITION TRANS

Up to 400 HP

Includes:

- Race Clutches and Steels
- Blueprinted High Flow Front Pump
- ATI Reverse Manual Valve Body
- OEM Transmission Pan

Reverse Manual with Band Apply for engine braking while throttle is lifted

351300 Chevy Case\$1,349.00

Reverse Manual, NO Band Apply

351400 Chevy Case..... \$1,349.00

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. Refundable core charge for acceptable transmission cores: \$150.00. (See page 83).



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 \$1,795.00

* Specify PG or Turbo spline input!

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

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

ULTRA ALUMINUM 350 TRANS

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

HP rated @ 3400 lbs

Includes:

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

351600 Chevy Case up to 650 HP..... \$2,895.00

* Specify PG or Turbo spline input!

351601♦ Chevy Case up to 850 HP..... \$3,095.00

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



Lightweight Sun Shell for SLD option

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

Choose from these options for your T350!

To be installed at time of build

355682	Steel 36 Element HD sprag, Direct Drum Assy.....	\$309.00
355702	Alum. 36 Element HD sprag Direct Drum Assy.....	\$509.00
355270	Alum. Fwd Drum with 300M Turbo Spline (850 HP max)	\$695.00
355252	Alum. Forward Drum, OEM input (500 HP max)	\$475.00
353500	Deep Aluminum Cast Pan	\$133.00

Heavy duty Input Shafts, for HP up to 1000:

357050	PG spline.....	\$149.95
357052	Turbo spline.....	\$159.95
960002	1/4" NPT male to -6 AN male trans cooler line fittings*	8.95
* Be certain case is 1/4 NPT NOT 1/4 straight pipe!		
355870	SLD "Super Low Drag" with lightweight sun shell and bearings installed	\$250.00

T-350 Components

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN 353100.....\$209.00

MANUAL VALVE BODIES Full manual gear selection.

FORWARD PATTERN 353300.....\$239.00

REVERSE PATTERN - NO ENGINE BRAKING
No low or 2nd gear engine braking. 353200.....\$279.00

REVERSE PATTERN WITH BAND APPLY
Has engine braking in 2nd gear - No low engine braking. 353400.....\$279.00

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.....\$529.00

SEPARATOR PLATES

FOR VALVE BODY #353080 353081.....\$37.47
FOR VALVE BODY #353100 353110.....
FOR VALVE BODY #353200 AND 353400 353170.....
FOR VALVE BODY #353300 353310.....

VALVE BODY GASKETS

COMPU-FLOW TRANSBRAKE #353080 (3 SETS) 353090.....\$24.13
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.

CLUTCHES AND STEELS

CLUTCH PACK, DIRECT 5 FRICTIONS (.100" TAN) 5 STEELS (.068") 355630.....\$37.95
STEEL PLATE, INTERMEDIATE (OVERSIZED) .089 355413.....\$8.37

ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR 403390.....\$26.50
ALUMINUM PLUG WITH O-RING 407010.....\$10.95

BANDS

INTERMEDIATE BAND HD KEVLAR 355530.....\$23.16



BUSHING KITS

356400.....\$39.00

Bushing Kit



RACES AND SPRAGS

OUTER RACE - ATI 36 ELEMENT HD SPRAG 357110.....\$202.34
INTERMEDIATE HD OUTER RACE/ROLLER CLUTCH 355450.....\$55.00
INTERMEDIATE SPRAG, OEM 355490.....\$28.98
REVERSE SPRAG, OEM 355850.....\$30.01

FRONT PUMPS

BLUEPRINTED, WITH COOLER 355010.....\$329.00

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 2.528 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.

354040.....\$469.95

Compu-Flow Valve Body



Chris Rummel
Sales Technician
Ext. 3046

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

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

T-350 Front Pump



2.75 Low Gear Set for T-350



T-350 Components

FORWARD DRUMS

Recommended for Stock and Super Stock racers, the billet drum enhances engine acceleration, improves clutch life and lowers ET. Weighing a mere 2.38 lbs, the drum can be used with both OEM and heavy duty input shafts with either a Turbo or PG spline. Must be installed by a qualified shop!

T-350 6061 BILLET ALUMINUM FORWARD DRUM <i>Price is for drum only. Must have input installed.</i>	355252	\$525.00
T-350 2024 BILLET ALUMINUM FORWARD DRUM <i>Includes 300M turbo spline shaft, up to 850 HP</i>	355270	\$795.00
STEEL WITH 300M TURBO SPLINE SHAFT	355259	\$225.00
STEEL WITH 300M PG SPLINE SHAFT	355260	\$219.00
STEEL - LIGHTENED OEM WITH OEM INPUT	357169	\$155.31

DIRECT DRUMS

STEEL HD 36 ELEMENT SPRAG FOR HIGH HP*	355682	\$329.00
ALUMINUM HD 36 ELEMENT SPRAG FOR HIGH HP* <i>*The most common OEM part to break!</i>	355702	\$559.00

NOTE! When downshifting from 3rd to 2nd gear you are engaging the band onto the direct high gear drum. On the up-shift, this load is normally shared by the sprag and intermediate clutches, which have far more holding capacity than the band. The band was designed to hold the drum after it is stopped. Down-shifting to 2nd must be done with the throttle on; then lift to use engine braking. Otherwise, the band will be destroyed and engine braking in 2nd won't work.

INPUT SHAFTS

INPUT SHAFT - 300M WITH PG SPLINE	357050	\$189.00
INPUT SHAFT - 300M WITH TURBO SPLINE	357052	\$199.00

Input shafts are press fit and require special tooling to install in the forward drum. For 300M input shafts installed in an OEM drum, use drum part #355260 for PG spline and #355259 for Turbo spline. Must be installed by a qualified shop!

CHROME OIL RINGS

35500	\$24.95
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TRANSMISSION CATCH CAN

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

TRANSMISSION CATCH CAN	356611	\$99.00
FITTING, 90° SWIVEL - 1/4" TUBE TO 1/8" NPT MALE	964102	\$4.50

GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4	357155	\$47.00
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OVERHAUL KITS

COMPU-PRO RACE KIT NO BAND APPLY, INC. VALVE BODY	356370	\$389.00
REBUILD KIT - GASKETS AND SEALS	356300	\$59.99
RACE TRANSMISSION OVERHAUL KIT, NO BAND APPLY	356340	\$179.00
RACE TRANSMISSION OVERHAUL KIT, WITH BAND APPLY	356350	\$184.00
SERVICE KITS - GASKET AND FILTER	353600	\$17.15

DEEP PANS

ALUMINUM PAN WITH FILTER EXTENSION Includes gaskets, filter, pan gasket and new hardware	353500	\$149.00
STEEL OEM STYLE PAN, BLACK POWDER-COATED	353504	\$29.95
PAN GASKET	353550	\$6.08

Aluminum
Deep Pan



Steel OEM
style Black
Powder
Coated Pan

Aluminum
Forward Drum
(4.0 lbs.-
complete, with
input shaft)
#355270
Only sold
with input
installed!



Remember! The aluminum forward drum turns engine RPM at all times and the direct drum goes from stopped to nearly engine RPM on the gear change. Clutch life is extended with the aluminum drum which is 1/3 the weight of the steel drum and has less mass to accelerate.



Part #355682
Steel (10.9 lbs)



Part #355702
Aluminum (4.0 lbs)



Direct Drum Assembly
with 36 Element Sprag



300M Input Shaft



Chrome Oil
Rings



T-350
Rebuild Kit

700R4/4L65E/4L85E Transmissions



4L65E with ATI Ford Bell



4L85E with ATI Ford Mod Motor Bell



Made in USA

700R4



4L85E

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

TRANSMISSION PACKAGES

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

700R4			
STREET/STRIP	(450 HP MAX!)	701000	\$1,595.00
COMP - FULL MANUAL, REVERSE PATTERN W/ LOCK UP		701200	\$1,995.00
4L65E			
STREET ROD PACKAGE	(550 HP MAX!)	701803*	\$3,995.00
STREET ROD PACKAGE	(550 HP W/ TRANS CONTROLLER)	701804*	\$4,495.00
4L85E (Optional 2.10 low gear, 6 pinion, straight cut gears for over 1500 HP)			
STREET ROD PACKAGE	(700 HP MAX!)	701805*	\$5,995.00
STREET ROD PACKAGE	(700 HP W/ TRANS CONTROLLER)	701806*	\$6,695.00
STREET/STRIP PACKAGE	(1000 HP MAX!)	701807*	\$6,595.00
STREET/STRIP PACKAGE	(1000 HP W/ TRANS CONTROLLER)	701808*	\$7,395.00
STREET/STRIP PACKAGE	(1500 HP MAX!)	701817*	\$9,295.00
STREET/STRIP PACKAGE	(1500 HP W/ TRANS CONTROLLER)	701818*	\$9,995.00



New!

Adapter Ring for ATI Bell to 4L65E



Intermediate / Main Shaft

Input Shaft

VASCO

300M Output Shaft

New!

2-piece design

Teflon Ring Kit

4th Gear Super Servo Part #705035

New!

4L80E/ 4L85E PARTS

ADAPTER RING - ATI BELL TO 4L80E / 4L85E, Case & pump machine work required!	915137	\$279.00
ADAPTER RING - ATI BELL TO 4L65E	915139	\$259.00
INPUT SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX	705300	\$359.00
INPUT SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX	705310	\$449.00
INTERMEDIATE/MAIN SHAFT, 300M - 4L80E / 4L85E, 1000HP MAX	705301	\$249.00
INTERMEDIATE/MAIN SHAFT, VASCO - 4L80E / 4L85E, 2000HP MAX	705311	\$349.95
2-PIECE OUTPUT SHAFT - OEM LENGTH	705240	\$469.00
2-PIECE OUTPUT SHAFT - 400 LENGTH <i>Makes the 4L80 trans the same length as a T-400 so the trans can be swapped while still using the same drive shaft!</i>	705241	\$469.00
TEFLON RING KIT, 1991 AND UP <i>Kit contains 17 assorted rings including 2 types for center supports to be used as needed for the application.</i>	703507	\$19.99
BUSHING KIT, 1997 AND UP	406420	\$32.95
PUMP BUSHING, WIDE VERSION .700", 1997 & UP	703511	\$4.99
FRONT PUMP SEAL, 1991 & UP	703512	\$6.95
OEM SERVO PIN KIT, OEM, 1999 AND UP <i>Can be used in earlier models and T-400 if used with #405455</i>	407655	\$35.00
OEM INTERMEDIATE HIGH ENERGY BAND, 1999 AND UP <i>Can be used in earlier models and T-400 if used with #407655</i>	405455	\$23.95
FILTER, 4L80E	703506	\$18.95
OVERHAUL KIT, GASKETS AND SEALS, 4L80E/ 4L85E	706510	\$62.00

SERVO PISTON FOR 700R4 & 4L65E

Servo Pistons for the 700R4 and 4L65E firm up the 1-2 and 3-4 shifts. 6061 T6 aluminum.
SERVO PISTON FOR 700R4 - 4L65E (4TH GEAR) 705035 \$85.00
SERVO - CORVETTE STYLE, 700R4 - 4L65E 705030 \$30.83

COMPU FLOW VALVE BODIES

REVERSE PATTERN, MANUAL Constant line pressure - no TV cable! 703200 \$395.00

TRANSMISSION CATCH CAN - 4L80E / 4L85E

CATCH CAN - Bolts to front of transmission pan. 707611 \$109.50

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\$79.00

Heavy Duty Sun Gear Shell



GOVERNOR RECALIBRATION KIT

USED WITH T-350, T-400 AND 700R4 357155\$47.00

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

700R4 / 4L60E / 4L65E / 4L70E DEEP PAN 703500\$179.00
 REPLACEMENT PAN GASKET FOR #703500 703510\$6.18
 4L80E / 4L85E DEEP PAN, CAST ALUMINUM 703505\$183.87
 REPLACEMENT PAN GASKET FOR #703505, FIBER 703515\$9.95
 4L85E DEEP PAN, MOROSO SHEET METAL 703525\$279.00
Includes external tube and hardware



Moroso Deep Sheet Metal Pan for 4L85E

Deep Pan for 4L80E / 4L85E



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.



Deep Pan for 700R4, 4L60E, 4L65E

PCS TRANSMISSION CONTROL UNIT, KNOB TYPE	705504	.....\$450.00
PCS TRANSMISSION HARNESS, 4L60/4L65E	705514	.....\$129.00
PCS TRANSMISSION HARNESS, 4L80/4L85E	705515	.....\$129.00
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705505	.....\$649.00
4L60 /65 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705506	.....\$579.00
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH WIRE HARNESS FOR CARBURETED MOTORS	705507	.....\$649.00
4L80 /85 PCS "SIMPLE SHIFT" TRANS CONTROLLER WITH EFI WIRE HARNESS	705508	.....\$569.00
SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520	.....\$299.00

The latest breakthrough in electronic overdrive transmission control!

No laptop required!



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	.....\$699.00
PCS TPS SENSOR UNIT	705501	.....\$99.00
PCS TRANSMISSION WIRING HARNESS, 4L60/4L65E (CARB OR EFI)	705503	.....\$150.00
PCS TRANSMISSION WIRING HARNESS, 4L80/4L85E (CARB OR EFI)	705502	.....\$150.00
PCS PROGRAMMABLE KIT, 4L60/65E WITH CARB. WIRE HARNESS	705510	\$899.00
PCS PROGRAMMABLE KIT, 4L60/65E WITH EFI WIRE HARNESS	705509	\$795.00
PCS PROGRAMMABLE KIT, 4L80/85E WITH CARB. WIRE HARNESS	705512	\$899.00
PCS PROGRAMMABLE KIT, 4L80/85E WITH EFI WIRE HARNESS	705511	\$849.00

Complete control at your finger tips!



"Simple Shift" Trans Controller & Carb Kit

Transmission Control Unit



Laptop required!

700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE 702050\$34.00
 TV CABLE CORRECTOR FOR HOLLY CARBURETOR 702040\$26.95

SHIFT KITS FOR 4L60E, 4L65E AND 4L70E

SHIFT KIT FOR 1993-1997 FOR 4L60E ONLY 703212\$59.00
 SHIFT KIT FOR 1998 & UP FOR 4L60E, 4L65E, 4L70E (These kits do not include servo!) 703213\$74.95

Prices subject to change

www.atiperformanceproducts.com • (866) 379-4632

Torqueflite Transmissions

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



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

TF-727 COMPETITION TRANSMISSIONS

Reverse Manual Competition

273-360 Engine

721300.....\$1,595.00

361-440 Engine

721320.....\$1,595.00

Reverse Manual Competition with A&A Pro Brake*

721340.....\$2,495.00

*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\$4,695.00

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 83.) Refundable core charge for acceptable transmission core.....\$200.00

Torqueflite Warning:

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

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*\$359.95

1974-1987 SPRAG, 10 ROLLERS, 4.810 OD
905320\$359.00

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

*Special order item - consult your Sales Technician

727 REAR BEARING KIT

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



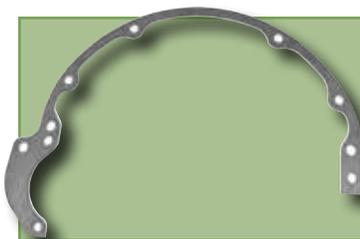
REAR BEARING KIT
GOVERNOR SUPPORT HOUSING W/BEARING

725821 \$295.00
725831 \$219.00

TRANSMISSION TO BLOCK SPACER FOR 904

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

915646.....\$69.95



Torqueflite Components

LIGHTWEIGHT ALUMINUM PARTS FOR TF-904

ALUMINUM PARK GEAR (#904206) WITH GOVERNOR SUPPORT Includes spacer 904204 \$169.00

ALUMINUM PARK RING SPACER 904205 \$19.00

Aluminum Park Ring Spacer

REVERSE WOUND DIRECT DRUM SPRING 904208 \$19.95

Reverse Wound Direct Drum Spring

3 PC TORRINGTON STYLE OUTPUT SHAFT BEARING KIT . 904207 \$19.95

3 Piece Output Shaft Bearing Kit

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

ALUMINUM NEUTRAL SAFETY SWITCH For 727 & 904 940121 \$14.95

ALUMINUM NEUTRAL SAFETY SWITCH ELIMINATOR PLUG 940121E \$14.95

Half the weight of OEM!

INPUT SHAFT 27 SPLINE, VASCO 904200 \$325.00

Input Shaft

ALUMINUM REACTION DRUM .. 904203 \$499.00

Aluminum Reaction Drum

ALUMINUM DIRECT DRUM 6 CLUTCH 904202 \$595.00

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. ATI can perform this for \$60. Call for info.

Aluminum Direct Drum

ALUMINUM FORWARD DRUM 5 CLUTCH 904201 \$595.00

Aluminum Forward Drum

FRICIONS AND STEELS



TF-727
 FRICTION - FORWARD SMOOTH (TAN) .065" (1) 725201 \$4.99
 FRICTION - DIRECT WAFFLE (TAN) .094" (1) 725601 \$4.99
 STEELS - DIRECT/FORWARD .068" (1).. 725211 \$3.99
TF-904
 FRICTION - FORWARD, SMOOTH (GRAY) .065" (1) 905201 \$5.99
 FRICTION - DIRECT, WAFFLE (TAN) .088" (1) 905601 \$5.99
 FRICTION - DIRECT/FORWARD WAFFLE (BLUE) .064" (1) 905605 \$9.45
 FORWARD .060" (1) 905251 \$3.49
 STEELS - DIRECT/FORWARD .068" (1) 905211 \$3.49

OVERRUN CLUTCHES

TF-727
 OVERRUN CLUTCH WITH BOLT-IN CAM 725315 \$88.50
 OVERRUN CLUTCH KIT WITH BOLT-IN CAM, SPRING & ROLLERS 725310 \$107.80
 SPRING & ROLLER KIT ONLY 725350 \$22.23
 INNER RACE FOR OVERRUN CLUTCH 725330* \$56.57
 * Quality used oem component.
TF-904
 SPRING & ROLLER KIT ONLY 905350 \$11.61
 INNER RACE FOR OVERRUN CLUTCH 905330 \$42.80

FILTERS

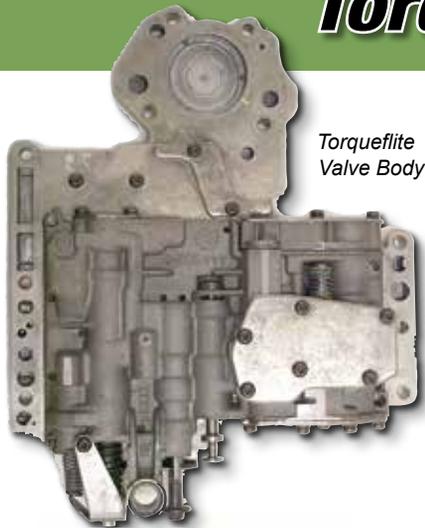
LARGE BRASS, TF-727 (1966 - 1997) 723535 \$10.30
 SMALL DACRON, TF-727/904 723540 \$12.61

BANDS

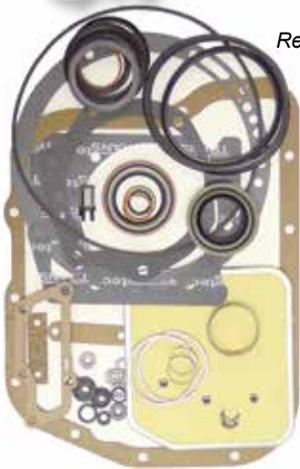


727 Intermediate Kevlar-lined for Steel Drum - RIGID Band
TF-727
 INTERMEDIATE, KEVLAR, RIGID 725400 \$159.00
 INTERMEDIATE, RED LINING, RIGID 725410 \$155.00
 INTERMEDIATE HD (62 & UP) KEVLAR, FLEX 725400F \$29.50
 REVERSE, KEVLAR 725800 \$42.45
TF904
 INTERMEDIATE, RED LINING, WIDE 905399 \$40.02
 INTERMEDIATE, HD KEVLAR 905400 \$40.02
 INTERMEDIATE, RED LINING 905401 \$23.28
 REVERSE, HD KEVLAR, SOLID 905800 \$27.89
 REVERSE, RED LINING, WIDE 905801 \$49.85

Torqueflite Components



Torqueflite Valve Body



Rebuild Kit



Chrome Rings



Bushing Kit

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	.....\$249.00
FORWARD PATTERN, TF-727 & 904 (1971-1980) 6 BOLT TOP PLATE	723110	.....\$249.00

MANUAL VALVE BODIES Full manual gear selection

REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980)	723200	..... \$255.00
REVERSE PATTERN, A&A - TF-727 & 904 (1966 - 1980) NON LOCK-UP, LOW BAND APPLY	723200B	..... \$305.00

TRANSBRAKES

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

TF-727 REVERSE PATTERN, SAFETY MRT PRO START A&A TRANSBRAKE	723080 \$695.00
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This valve body has low band gear apply

COMPONENTS

SEPARATOR PLATE FOR VALVE BODY #723200	723210 \$49.00
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Repair services and wet testing are also available for ATI Valve Bodies. Consult your Sales Tech.

OVERHAUL & REBUILD KITS

OVERHAUL KIT - RUBBER & PAPER ONLY ('71 - UP)	726299	.....\$26.58
RACE TRANSMISSION OVERHAUL KIT, TF-727 ('71-'77)	726380	.....\$184.00
SERVICE KITS - GASKET & FILTER, TF-727	723600	.....\$17.15

RINGS-SEALS-GASKETS - COMPONENTS

CHROME RING KIT, TF-904 (1968-1979)	905000	.....\$24.95
CHROME INPUT SHAFT RING, TF-727 (1967-UP) (1)	725011	.....\$7.95
CHROME INPUT SHAFT RING, TF-904) (1)	905002	.....\$4.52
RING KIT, TF-727 (1971 & UP)	725012	.....\$27.06

FRONT PUMP STATOR RING (1962-1970)	725001	.....\$6.36
FRONT PUMP STATOR RING (1971 & UP)	725021	.....\$7.52

SEAL KIT FOR FRONT PUMP, TF-727	725100	.....\$17.46
FRONT PUMP SEAL, TF-727	725130	.....\$8.87
FRONT PUMP SEAL, TF-904	905130	.....\$9.22

O-RING - FRONT PUMP TO CASE, TF-727	725110	.....\$4.67
O-RING, FRONT PUMP TO CASE, TF-904	905110	.....\$4.67
GASKET - FRONT PUMP TO CASE, TF-727	725120	.....\$4.67
GASKET - FRONT PUMP TO CASE, TF-904	905120\$3.85

THRUST WASHER FOR FORWARD DRUM (.061)	725265\$2.89
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BUSHINGS

TF-727 KIT (1971 - UP)	726410\$39.95
TF-727 FRONT PUMP, BABBIT	725140\$5.57
TF-904 FRONT PUMP, BABBIT	905140\$5.19

EXTENSION HOUSING BUSHING, TF-727	980200\$5.17
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DEEP ALUMINUM TRANSMISSION PANS

TF-727, CAST ALUMINUM PAN <i>Includes filter extension, bolts and gasket</i>	723500 \$189.00
TF-727, PAN GASKET	723550	..... \$5.95
TF-904, CAST ALUMINUM PAN <i>Includes filter extension, bolts and gasket</i>	903500	..... \$159.95
TF-904, PAN GASKET	903550	..... \$5.95
TF-904, LIGHTWEIGHT ALUMINUM PAN (MOROSO) <i>Includes mounting hardware and filter extension</i>	903610	..... \$219.00



Aluminum Deep Pan for Torqueflite

Lightweight Aluminum Moroso Pan

Ford C-4 & C-6 Components

INPUT SHAFTS

C-4		
TORSIONAL INPUT SHAFT, 300M 24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86)	646030.....	\$204.00
TORSIONAL INPUT SHAFT, 300M 26 SPLINE TRANSMISSION, 26 SPLINE CONVERTER (1970 ONLY)	646020.....	\$195.00
C-6		
TORSIONAL INPUT SHAFT, 300M MATERIAL	606010.....	\$195.00

Identifying the correct input shaft for your C-4:

1964-1969: 26 SPLINE TRANS	24 SPLINE CONVERTER
1964-1969: 24 SPLINE TRANS	24 SPLINE CONVERTER
EARLY - .788 FOR RESTORATION ONLY - MILD PERFORMANCE	
1970 ONLY: 26 SPLINE TRANS	26 SPLINE CONVERTER
1971-UP: 24 SPLINE TRANS	26 SPLINE CONVERTER



TRANSMISSION SHIELDS

Quality aluminum shields for maximum protection Includes all mounting hardware.
NOTE! Transmission shields are not returnable! 646610.....\$153.36

C-4 BANDS

INTERMEDIATE, RED FLEX	645400.....	\$39.95
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SEALS - BUSHINGS - COMPONENTS

C-4 / C-6 - SEAL FOR FRONT PUMPS	645130.....	\$9.92
EXTENSION HOUSING BUSHING, C-6	980200.....	\$5.17
SPRING AND ROLLER KIT FOR C-4	644100.....	\$22.84

OVERHAUL KITS

C-4 RACE TRANSMISSION OVERHAUL KIT (1970 - 1977)	646450.....	\$119.00
C-6 SERVICE KITS - GASKET & FILTER (1976 -1996)*	606359.....	\$23.83

*Except truck and 4 wheel drive

STARTER BLOCK PLATE For Ford 289-351 engines

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

MULTI-FIT PLATE FOR ALL 289-351 FORDS	915116.....	\$81.95
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DEEP TRANSMISSION PANS

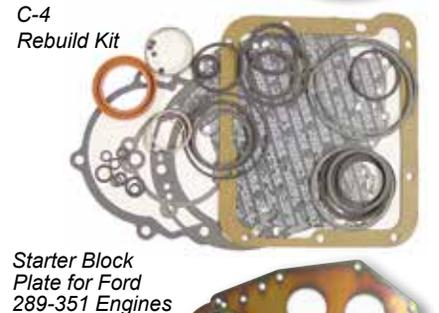
C-4		
STEEL PAN	643505.....	\$44.00
C-4 CONVERSION KIT - CONVERTS ALUMINUM DEEP PAN #643500 TO DIPSTICK IN PAN	643501.....	\$17.41
C-6		
ALUMINUM PAN, INCLUDES FILTER EXTENSION	603500.....	\$169.00
FILTER EXTENSION FOR DEEP CAST ALUM PAN	603520.....	\$40.00

MANUAL LEVER SEAL

MANUAL SHIFT CONTROL LEVER SEAL	973056.....	\$3.95
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CHROME OIL RINGS

C-4 - CHROME RINGS (1970-1977)	645010.....	\$26.95
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Charlie Plott
Sales Technician, Ext. 3028

Like it was made for it

Today's increased HP demands, and relative scarcity of good original cases, bells, pumps, and parts, has resulted in the T-400 or PG being the transmission of choice for many modern Ford applications. The 3-speed 400 has become a natural replacement for the C6 or C4 when using ATI's available replacement bells, cases, flexplates, and crank adapters. Combos are available for SB Fords, in both 157 tooth and 164 tooth versions, 429-460 BB, and late mod motors. They provide an easy, effective, straight forward means of switching to the venerable, but constantly evolving, T-400. The advent of reproduction 400 cases, and non-GM bells for them, has made them truly universal. Every part for the 400 is available in either an OEM or aftermarket format. ATI's Ford kits utilize stock dimension mounting pad, pilot, and height GM converters; no "hybrid" converter is needed. For more information on this popular conversion, see page 62 or visit our website.



Street Rod Packages *Save money with package pricing!*



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

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

♦ \$150 credit may be obtained for the return of a good core on the T-350, T-400 and 700R-4 Kits

T-350		<i>Forward pattern automatic function only</i>	
TRANSMISSION	351000	.....	\$1,349.00
HIGH PERF. CONVERTER	408330/40/50	.....	\$529.00
POLYURETHANE TRANS MOUNT	206621	.....	\$38.77
TRICK STICK DIPSTICK & TUBE	356490	.....	\$44.00
COOLER WITH INTEGRAL FAN	925139	.....	\$155.00
COOLER INSTALLATION KIT	925132	.....	\$49.00
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12	.....	\$99.95
CRATE FEE		.....	\$65.00
CORE CHARGE ♦		.....	\$150.00
TOTAL PACKAGE IF PURCHASED SEPARATELY .....\$2,479.72			
PACKAGE PRICE	#351800	.....	\$2,149.00
OPTION #1 - HD 36 ELEMENT SPRAG	355682	.....	\$329.00
OPTION #2 - HD TORSIONAL INPUT SHAFT	357052	.....	\$199.00
OPTION #3 - DEEP CAST ALUMINUM PAN	353500	.....	\$149.00

T-400		<i>Forward pattern automatic function only</i>	
TRANSMISSION	401000	.....	\$1,395.00
HIGH PERF. CONVERTER	408330/40/50	.....	\$529.00
POLYURETHANE TRANS MOUNT	206621	.....	\$38.77
TRICK STICK DIPSTICK & TUBE	406490	.....	\$44.00
COOLER WITH INTEGRAL FAN	925139	.....	\$155.00
COOLER INSTALLATION KIT	925132	.....	\$49.00
SUPER F ATF (CASE/12 QT BOTTLES)	100001-12	.....	\$99.95
CRATE FEE		.....	\$65.00
CORE CHARGE ♦		.....	\$150.00
TOTAL IF PURCHASED SEPARATELY .....\$2,525.72			
PACKAGE PRICE	#401800	.....	\$2,495.00
OPTION #1 - HD CENTER SUPPORT	405471	.....	\$159.00
OPTION #2 - HD TORSIONAL INPUT SHAFT	406000	.....	\$299.00
OPTION #3 - HD 34 ELEMENT SPRAG	405681	.....	\$362.61
OPTION #4 - DEEP CAST ALUMINUM PAN	403500	.....	\$149.00

700R4		<i>Forward pattern automatic function only</i>	
TRANSMISSION*	701000	.....	\$1,595.00
HIGH PERF. CONVERTER (CUSTOM BUILT)	708330	.....	\$695.00
POLYURETHANE TRANS MOUNT	206621	.....	\$38.77
TRICK STICK DIPSTICK & TUBE	705490	.....	\$51.61
COOLER WITH INTEGRAL FAN	925139	.....	\$155.00
COOLER INSTALLATION KIT	925132	.....	\$49.00
UNIVERSAL TV CABLE†	702050	.....	\$34.00
CRATE FEE		.....	\$65.00
CORE CHARGE ♦		.....	\$150.00
TOTAL IF PURCHASED SEPARATELY .....\$2,833.38			
PACKAGE PRICE	#701800	.....	\$2,495.00
OPTION #1 - DEEP CAST ALUMINUM PAN	703500	.....	\$179.00
†TV CABLE CORRECTORS - Included in package price			
For Corrector Cable for HOLLEY carburetor	702040	.....	\$26.95

4L65E		<i>Forward pattern automatic function only</i>	
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			
PACKAGE PRICE (NO SHIFT CONTROLLER)	#701803	.....	\$3,995.00
PACKAGE W/ SIMPLE SHIFT	#701804	.....	\$4,495.00
OPTION #1 - DEEP CAST ALUMINUM PAN	703500	.....	\$179.00
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705505	.....	\$649.00
OPTION #3 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705506	.....	\$579.00
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705510	.....	\$899.00
OPTION #5 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705509	.....	\$795.00

New bolt-on SFI Ford and Mopar bells available!

4L85E		<i>Forward pattern automatic function only</i>	
TRANSMISSION KIT INCLUDES:			
• 4L85E TRANSMISSION*			
• HIGH PERFORMANCE 10" LOCK-UP CONVERTER WITH BILLET COVER (#708338)			
• POLYURETHANE TRANS MOUNT			
• TRICK STICK DIPSTICK & TUBE			
• COOLER WITH INTEGRAL FAN			
• COOLER INSTALLATION KIT			
• CRATE FEE			
PACKAGE PRICE (NO SHIFT CONTROLLER)	#701805	.....	\$5,995.00
PACKAGE W/ SIMPLE SHIFT	#701806	.....	\$6,695.00
OPTIONAL DEEP CAST ALUMINUM PAN	703500	.....	\$179.00
HIGH HP 4L85E PACKAGE - RATED TO 1000 HP			
• 10" BILLET COVER SINGLE DISC CONVERTER			
• 300M INPUT AND MAIN SHAFT			
• BILLET CLUTCH HUB			
• EXTRA CLUTCHES IN 3RD GEAR			
• HIGH ENERGY CLUTCH MATERIAL			
• DEEP CAST PAN			
PACKAGE PRICE (NO SHIFT CONTROLLER)	#701807	.....	\$6,595.00
PACKAGE PRICE (WITH SIMPLE SHIFT)	#701808	.....	\$7,395.00

4L85E		<i>Forward pattern automatic function only</i>	
HIGH HP 4L85E PACKAGE - RATED TO 1500 HP			
• SFI 30.1 CHEVY BELL WITH ADAPTER INSTALLED			
• 10" BILLET COVER TRIPLE FRICTION CONVERTER			
• VASCO INPUT AND MAIN SHAFT			
• BILLET CLUTCH HUB			
• BILLET ALUMINUM PISTONS			
• BEARING ROLLER CASE			
• 300M OUTPUT			
• DEEP CAST PAN			
PACKAGE PRICE (NO SHIFT CONTROLLER)	#701817	.....	\$9,295.00
PACKAGE PRICE (WITH SIMPLE SHIFT)	#701818	.....	\$9,995.00
OPTION #1 - SIMPLE SHIFT TRANS CONTROL KIT (CARB)	705507	.....	\$649.00
OPTION #2 - SIMPLE SHIFT TRANS CONTROL KIT (EFI)	705508	.....	\$569.00
OPTION #3 - PROGRAMMABLE TRANS CONTROL KIT (CARB)	705512	.....	\$899.00
OPTION #4 - PROGRAMMABLE TRANS CONTROL KIT (EFI)	705511	.....	\$849.00
OPTION #5 - SIMPLE SHIFT HAND HELD TUNER WITH CABLE	705520	.....	\$299.00
OPTION #6 - 2-10 6 PINION STRAIGHT CUT GEAR SET		.....	\$1,500.00
OPTION #7 - TRANSBRAKE FULL MANUAL VALVE BODY		.....
*For 700R4, 4L65E and 4L85E, a transmission pressure and temperature gauge must be installed or warranty is void.			

New!

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 ATF

Racing ATF

Racing Oils

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

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



20 WEIGHT SUPER F

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

	Part #	RN \$
QUART BOTTLE	100001	\$8.39
QUART BOTTLE, CASE OF 12	100001-12	\$99.95
GALLON BOTTLE	100004	\$33.95
GALLON BOTTLE, CASE OF 4	100004-4	\$133.95

ATI COPO Camaro

30 WEIGHT MAX DUTY SUPER F

The new 30 weight Max Duty Super F is for large displacement, turbocharged or +2,000 HP engines - including off road use and monster truck use. 100% mPAO based synthetic, it features heavier viscosity for less thermal break down, cooler temps and better converter lock-up over our 20 weight Super F.

Recommended for use in GM Powerglide, T-350, T-400, Chrysler TF727, TF904, Ford C-4, C-6 and other non-electronic transmissions.



ATI Drag Pak #047

	Part #	RN \$
QUART BOTTLE	100021	\$10.95
QUART BOTTLE, CASE OF 12	100021-12	\$131.40
GALLON BOTTLE	100024	\$43.85
GALLON BOTTLE, CASE OF 4	100024-4	\$174.95

**NOW AVAILABLE
IN GALLONS!**



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 #	RN \$
QUART BOTTLE	100000	\$10.95
QUART BOTTLE, CASE OF 12	100000-12	\$131.40



"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 - 3.694 & 210.40 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\$3.99

BRAKE & PARTS CLEANER

JGD - BRAKE CLEANER spray can 105020 case of 12 cans 105021

FOAMING DEGREASER

JGD - DEGREASER spray can 105010 case of 12 cans 105011

BORN FROM JOE GIBBS RACING
DRIVEN
DRIVEN TO WIN RACING OIL



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



Driven Lubricants ~ Racing Oils

BORN FROM JOE GIBBS RACING

DRIVEN
DRIVEN TO WIN RACING OIL



ATI proudly carries many of the DRIVEN® Racing Oils formulated by Joe Gibbs Racing. Driven Oils offer three main types of oils for Street Performance, Hot Rod, Competition/Race and Small Engine/Powersport applications as well as specialty oils, cleaners and much more

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

RACE ENGINE OILS

SYNTHETIC

JGD – XP0 – 0W5	quart.....	100406	case of 12 quarts	100407
JGD – XP1 – 5W20	quart.....	100006	case of 12 quart	100007
JGD – XP10 – 0W10	quart	103306	case of 12 quarts	103307
JGD – XP2 – 0W20	quart.....	100206	case of 12 quarts	100207
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
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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

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

GEAR BREAK-IN OIL

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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Seals, Mounts, Bearings ~ ATI Gear

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	\$385.32
BEARING & NUT SET, 8 THREADS/INCH	150003	\$464.60
ADJUSTMENT TOOL	150005	\$19.35

ATI BALL BEARING AND RACES
ATI ADJUSTING NUT
STOCK LOCK NUT



ADJUSTMENT TOOL

**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	\$46.00
HOUSING	150007	\$19.39
SNAP RING ADAPTER HOUSING FOR 2" SPINDLE	150008	\$0.96
VITON SEAL	150009	\$37.07
SNAP RING	150010	\$0.96
O-RING 4 PACK	150012	\$3.00

BRAKE CALIPER MOUNTS

U.S. Patent #7,021,431

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

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



0° MOUNT	150020-0	\$74.99
0.5° MOUNT	150020-0.5	\$74.99
1.0° MOUNT	150020-1.0	\$74.99
1.5° MOUNT	150020-1.5	\$74.99
2.0° MOUNT	150020-2.0	\$74.99
2.5° MOUNT	150020-2.5	\$74.99

ATI Racing Gear

POWER-SPEED CALCULATORS

A must for any serious racer!

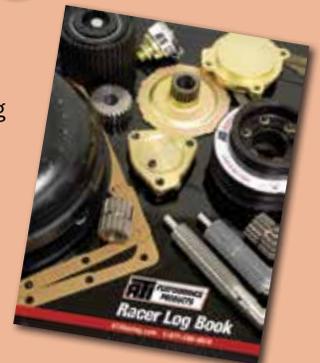
The Power-Speed Calculator can be used as a slide rule for figuring cubic inch displacement and compression ratios or to determine the correct tire, gear and horsepower to weight ratios or slippage.



Z31000	\$13.09
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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. You can also download it for free at www.atiracing.com/products/logbook



Z31010	\$6.55
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ATI ~ Black Magic T-Shirts

T-SHIRTS

ATI T-shirts are here! Available in black or gray in a variety of styles from which to choose! Sizes S to 2X, Youth and Ladies V-Neck. Sizes, styles and colors may vary, please call to verify availability.

Shown: Back view of t-shirts



Race to Win shirts available in white, grey and black

NEW DESIGN!

NEW DESIGN!

Ladies V-neck and Youth Race to Win shirts also available!

RACE TO WIN T-SHIRTS

SMALL	Z21000BLK	Z21000WHT	.....	\$10.00
MEDIUM	Z21001BLK	Z21001WHT	Z21001GRY	..... \$10.00
LARGE	Z21002BLK	Z21002WHT	Z21002GRY	..... \$10.00
X-LARGE	Z21003BLK	Z21003WHT	Z21003GRY	..... \$10.00
XX-LARGE	Z21004BLK	Z21004WHT	Z21004GRY	..... \$12.00
XXX-LARGE	Z21005BLK	Z21005WHT	Z21005GRY	..... \$12.00
YOUTH MEDIUM	Z21008BLK	Z21008WHT	.....	\$10.00
YOUTH LARGE	Z21009BLK	Z21009WHT	.....	\$10.00
V-NECK LADIES S	Z21170BLK	Z21170WHT	.....	\$10.00
V-NECK LADIES M	Z21171BLK	Z21171WHT	.....	\$10.00
V-NECK LADIES L	Z21172BLK	Z21172WHT	.....	\$10.00

ATI RETRO LOGO T-SHIRTS

LARGE	Z21022BLK	.....	\$10.00
X-LARGE	Z21023BLK	.....	\$10.00
XX-LARGE	Z21024BLK	.....	\$12.00

ATI MADE IN THE USA T-SHIRTS

SMALL	Z21010BLK	Z21010GRY	.....	\$10.00
MEDIUM	Z21011BLK	Z21011GRY	.....	\$10.00
LARGE	Z21012BLK	Z21012GRY	.....	\$10.00
X-LARGE	Z21013BLK	Z21013GRY	.....	\$10.00
XX-LARGE	Z21014BLK	Z21014GRY	.....	\$12.00

ATI COPO T-SHIRTS - Available in black only

SMALL	Z21050BLK	.....	\$17.00
MEDIUM	Z21051BLK	.....	\$17.00
LARGE	Z21052BLK	.....	\$17.00
X-LARGE	Z21053BLK	.....	\$17.00
XX-LARGE	Z21054BLK	.....	\$19.00

ATI DRAG PAK T-SHIRTS - Available in black only

SMALL	Z21060BLK	.....	\$17.00
MEDIUM	Z21061BLK	.....	\$17.00
LARGE	Z21062BLK	.....	\$17.00
X-LARGE	Z21063BLK	.....	\$17.00
XX-LARGE	Z21064BLK	.....	\$19.00

ATI SUPER F ATF T-SHIRTS - Available in black only, limited sizes

LARGE	Z21042BLK	.....	\$10.00
X-LARGE	Z21043BLK	.....	\$10.00
XX-LARGE	Z21044BLK	.....	\$10.00

CHRIS RINI RACING T-SHIRTS - Available in black only

SMALL	Z21030BLK	.....	\$15.00
MEDIUM	Z21031BLK	.....	\$15.00
LARGE	Z21032BLK	.....	\$15.00
X-LARGE	Z21033BLK	.....	\$15.00
XX-LARGE	Z21034BLK	.....	\$15.00
XXX-LARGE	Z21035BLK	.....	\$15.00
YOUTH 6-8	Z21036BLK	.....	\$15.00
YOUTH 10-12	Z21037BLK	.....	\$15.00



LIMITED EDITION

Black Magic Commemorative Shirts

Own a piece of Drag Racing history with a Black Magic Commemorative t-shirt. Made of 100% cotton, these vividly decorated t-shirts portray Jim Beattie's 1974 Vega Funny Car with the Black Magic and retro ATI logo. Supplies are limited. Order yours today!

LARGE	Z21212WHT	.....	\$13.95
X-LARGE	Z21213WHT	.....	\$13.95
XX-LARGE	Z21214WHT	.....	\$13.95
XXX-LARGE	Z21215WHT	.....	\$13.95

ATI Polos, Sweatshirts & Caps

POLO SHIRTS *Choose from ATI's standard logo or the stylized racing version which is embroidered on our polos. Available in 3 styles!*

[A] The **Standard Polos** are 100% cotton, available in black or white with a 3 button placket.

SHIRT TYPE & SIZE	BLACK	WHITE	RN \$
COTTON POLO, ATI PERF, SMALL		Z21150WHT	....\$35.00
COTTON POLO, ATI PERF, MEDIUM	Z21151BLK	Z21151WHT	....\$35.00
COTTON POLO, ATI PERF, LARGE	Z21152BLK	Z21152WHT	....\$35.00
COTTON POLO, ATI PERF, X-LARGE	Z21153BLK	Z21153WHT	....\$35.00
COTTON POLO, ATI RACING, MEDIUM	Z21161BLK	Z21161WHT	....\$35.00
COTTON POLO, ATI RACING, LARGE	Z21162BLK	Z21162WHT	....\$35.00
COTTON POLO, ATI RACING, X-LG	Z21163BLK	Z21163WHT	....\$35.00

[B] The **Knit Sport Polo** is a breathable 60/40 cotton/poly knit with a flat knit collar and 3 button placket. It retains its neat crisp look day after day and is easy to care for. Available in white with black tipped collar and black with white tipped collar.

SHIRT TYPE & SIZE	BLACK	WHITE	RN \$
KNIT SPORT POLO, ATI PERF X-S	Z21180BLK	Z21180WHT	....\$35.00
KNIT SPORT POLO, ATI PERF S	Z21181BLK	Z21181WHT	....\$35.00
KNIT SPORT POLO, ATI PERF M	Z21182BLK	Z21182WHT	....\$35.00
KNIT SPORT POLO, ATI PERF L	Z21183BLK	Z21183WHT	....\$35.00
KNIT SPORT POLO, ATI PERF XL	Z21184BLK	Z21184WHT	....\$35.00
KNIT SPORT POLO, ATI RACING X-S	Z21190BLK	Z21190WHT	....\$35.00
KNIT SPORT POLO, ATI RACING S	Z21191BLK	Z21191WHT	....\$35.00
KNIT SPORT POLO, ATI RACING M	Z21192BLK	Z21192WHT	....\$35.00
KNIT SPORT POLO, ATI RACING L	Z21193BLK	Z21193WHT	....\$35.00
KNIT SPORT POLO, ATI RACING XL	Z21194BLK	Z21194WHT	....\$35.00

[C] The **Mesh Sport Polo** will keep you cool and comfortable with this 100% poly "dry mesh" shirt which is constructed to wick away moisture for all day performance. Available in white with black piping and steel grey with black piping and 2 button placket. ATI Performance Products logo only.

SHIRT TYPE & SIZE	GREY	WHITE	RN \$
MESH POLO, X-SMALL	Z21200GRY	Z21200WHT	....\$35.00
MESH POLO, SMALL	Z21201GRY	Z21201WHT	....\$35.00
MESH POLO, MEDIUM		Z21202WHT	....\$35.00
MESH POLO, LARGE	Z21203GRY	Z21203WHT	....\$35.00
MESH POLO, X-LARGE	Z21204GRY	Z21204WHT	....\$35.00

Mesh sport polos are available in ATI Performance logo only!



Mesh and Knit Sport Polos also feature a stylized "Race To Win" embroidered across the back yoke of the shirt below the collar.

ATI Race Caps



[A] ATI RACE TO WIN, COTTON TWILL	Z20070	.....\$9.95
[B] ATI RACING, COTTON TWILL	Z20073	.....\$9.95
[C] ATI RACE TO WIN, BLACK MESH	Z20072	.....\$9.95
[D] ATI RACE TO WIN, 2-TONED MESH	Z20074	.....\$9.95

Styles may vary. Check our website for more options!

Sweatshirts

Keep warm and toasty at the track with a heavyweight blended ATI sweatshirt! Choose the classic ATI "Race to Win" logo or the new COPO or Drag Pak designs. These sweatshirts feature set-in sleeves, pill resistant fabric and 50% cotton/50% polyester construction.



Shown: Back view

RACE TO WIN , SMALL	Z21100BLK	.....\$15.00
RACE TO WIN , MEDIUM	Z21101BLK	.....\$15.00
RACE TO WIN , LARGE	Z21102BLK	.....\$19.00
RACE TO WIN , X-LARGE	Z21103BLK	.....\$19.00
RACE TO WIN , XX-LARGE	Z21104BLK	.....\$19.00
COPO , LARGE	Z21112BLK	.....\$25.00
COPO , X-LARGE	Z21113BLK	.....\$25.00
DRAG PAK , LARGE	Z21122BLK	.....\$25.00
DRAG PAK , X-LARGE	Z21123BLK	.....\$25.00

Freshen Up Services

Transmission and Converter Freshen-Up

Don't let an untimely part failure keep you from reaching the Winner's Circle!

CONVERTERS: To retain the superior quality and performance of your ATI Converter, return it directly to ATI for rebuild or repair. Approximately 95% of all units are typically rebuilt and shipped within 48 hours after being received. Remember! If another company rebuilds your unit, ATI will not rework the converter. Inferior parts may be installed; your performance could suffer and all warranties and considerations are void. See below or go on-line for a spec sheet.

Freshen-up prices start at \$195.00. This does not include replacement of hard parts, stall changes or converter upgrades. Freshen-ups for non-ATI Converters start at \$250. No warranties or guarantees are offered on non-ATI units.

TRANSMISSIONS: Keep your ATI transmission in race-winning shape! When you return your transmission for a basic freshen-up, ATI will replace the gaskets, seals, filter, clutches and steels. We test the valve body and recondition the case.

Basic transmission freshen-ups start at:

- ATI POWERGLIDE \$395.00
 - ATI SUPERGLIDE \$495.00
 - ATI 3-SPEEDS..... \$449.00
 - ATI 4-SPEEDS..... \$595.00
- Call for pricing on non-ATI units.

Please call an ATI Sales Technician with information about your converter and transmission prior to shipping them back to ATI!



NOTE! When returning your transmission for a freshen-up or overhaul, please remove all transmission accessories. Failure to do so will result in a \$15.00 handling fee. Always drain fluid from your transmission and converter prior to shipping to ATI!

Racer Info Sheet

http://www.atiracing.com/pdf/converter_sheet.pdf

ATI's Sales Technicians will need to know the following information in order to develop the correct transmission / converter combination for your car. You must have this information ready when you place an order with ATI. Download from our website today!

TYPE OF CAR (CHECK ONE):

- RACE
 STREET
 STREET/STRIP
 1/8
 1/4
 BOTH

BODY _____ CLASS _____ BRACKET _____ AVERAGE ET _____ AVG MPH _____ 60' _____

TOTAL WEIGHT W/DRIVER _____ ESTIMATED ET _____ EST MPH _____

TIRE TYPE _____ WIDTH _____ DIAMETER _____ MAX TRAP RPM _____ TRAP RPM NOW _____

REAR GEAR RATIO _____ ALTITUDE _____ SHIFT RPM _____ 1ST GEAR RATIO _____

CID _____ ENGINE STROKE _____ COMP _____ PRESENT CONVERTER _____

CARBURETOR _____ MANIFOLD _____ TYPE OF TRANSMISSION _____

GAS _____ ALCOHOL _____ NITROUS _____ SPLINE _____

		DURATION	LIFT
CAM AT .050" LIFT	INTAKE		
	EXHAUST		

PILOT DIAMETER _____ BOLT CIRCLE _____

TRANSBRAKE _____

MIDPLATE _____ THICKNESS _____

CONVERTER SERIAL NUMBER _____

TRANSMISSION SERIAL NUMBER _____

CAMSHAFT _____ LOBE CENTER _____

PEAK HP _____ AT RPM _____

TYPE OF CYLINDER HEAD _____

PEAK TORQUE _____ AT RPM _____

HEADER SIZE _____ COL. OUTLET _____

OTHER INFORMATION YOU WANT US TO KNOW ABOUT YOUR RACE SET-UP _____

Ordering Information

PLACING AN ORDER

Parts can be ordered via telephone by calling toll-free (866) 379-4632 or (410) 298-4343 Monday through Thursday from 8:00 a.m. to 5:00 p.m. & Friday from 8:00 a.m. to 4:45 p.m. Eastern time. Many parts can be shipped UPS within 24 hours. "Next Day" & "Second Day Air" orders MUST BE PLACED BY 3:00 p.m. EST. There is a minimum order of \$15 for all phone orders. Please fax or e-mail any orders under \$15. Dial (410) 298-3579 for FAX transmittal. E-mail should be sent to sales@atiracing.com.

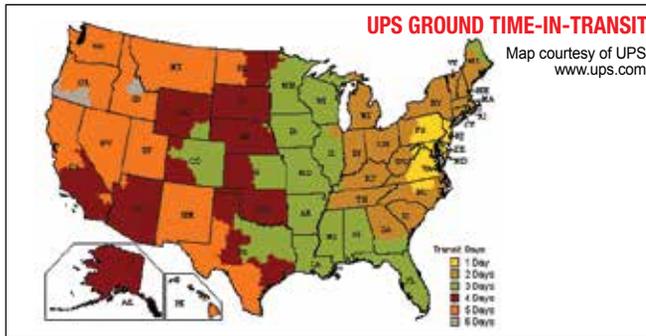
TRANSMISSION AND TORQUE CONVERTER ORDERS

Due to the specialized nature of these items, it is extremely important that you speak with an ATI Sales Technician regarding your vehicle's combination. ATI will recommend a specific transmission / converter combination based on your application. The Racer Information Sheet on page 82 will help us determine the proper combination for your specific combination.

ATI can not accept same day transmission overhaul walk-ins. You must make an appointment with a Sales Technician. There will be a \$225 Transmission Expedite Fee if you require same day repair/ overhaul service.

UPS DELIVERIES

A package weighing up to 150 pounds can be sent via UPS. **ORDERS CAN NOT BE DELIVERED TO P.O. BOXES!** Other charges may apply for residential shipments.



CRATING CHARGES

All ATI transmissions are shipped in crates, which you can also use to ship your core back to ATI. The non-refundable crating charge is \$65.00.

CORE ALLOWANCES

A core allowance will be refunded to customers who return their used transmissions when required. (Excludes Powerglides which do not have core charges.) Once these transmissions have been inspected and determined to be the correct type and are rebuildable, payment will be made to you in the appropriate amount. Cores must be returned within 30 days. Units have specific core charges.

LIMITED WARRANTY

ATI PERFORMANCE PRODUCTS, INC. (ATI) warrants to the Original Retail Purchaser that all products manufactured by ATI and that are purchased in the United States or its territories from ATI or Authorized ATI Dealers, will be free from defects in material and workmanship. This warranty will extend for a period of 90 days from the date of the original invoice, unless otherwise agreed. ATI will repair or replace, at their option, any part, assembly or portion thereof which ATI's examination discloses to be defective. Transportation costs are not included. Disassembly by anyone other than an authorized ATI Representative voids all warranties. This Limited Warranty may not be assigned by original purchaser.

THIS WARRANTY CONSTITUTES THE FULL AND FINAL ATI LIMITED WARRANTY. THERE IS NO OTHER EXPRESS WARRANTY EXCEPT AS STATED HEREIN. ANY AND ALL IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY ARE LIMITED IN DURATION TO THE DURATION OF THIS WARRANTY. THE LIABILITIES OF ATI ARE LIMITED SOLELY AND EXCLUSIVELY TO REPLACEMENT AS STATED HEREIN AND DO NOT INCLUDE ANY LIABILITY FOR ANY INCIDENTAL, CONSEQUENTIAL, OR OTHER DAMAGES OF ANY KIND WHATSOEVER, WHETHER ANY CLAIM IS BASED UPON THEORIES OF CONTRACT, NEGLIGENCE OR TORT. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

Purchaser understands and agrees that no officer, director, employee or salesman of ATI or any vendor, dealer, or distributor has any authority to make any statements contrary to the terms of this Limited Warranty. ATI disavows any statements contrary to what is above written. This Limited Warranty shall be construed in accordance with and governed by the laws of the State of Maryland and should litigation occur, it shall be exclusively in the Federal or State courts located in Baltimore County, Maryland.



PAYMENT OPTIONS

Orders may be placed using a major credit card (U.S. ONLY). We accept Visa, Master Card or Discover as well as PayPal and money orders. Checks are accepted upon pre-approval. If using a credit card, include the name of the card holder, the credit card number, C V V (security code) and expiration date of the card. Specify quantity, part number, part description, price and any other necessary information. Some orders will require detailed specifications of your car. Also include your name, full street address (no P.O. Box numbers), city, state, zip code and phone numbers where we can contact you during the day and in the evening and, if possible by e-mail.

C.O.D.

UPS currently charges an additional \$12.90 per package charge on all C.O.D. orders. C.O.D. shipments will be sent "Certified Check or Money Order" unless other arrangements are made in advance. For open account status or company check, request an ATI credit application.

RETURNS AND EXCHANGES

If you are not completely satisfied with your purchase, you may return it for a full refund or exchange within 90 days provided:

1. You are the original purchaser and you purchased your item directly from ATI.
2. You have a copy of the original receipt in the box with your current contact information and the reason for the return.
3. The item is new, in its original packaging and has not been used, installed or tampered with in any way. Return your package (**pre-paid and insured**) to:

ATI Performance Products, Inc.
Attention: Returns Department
6747 Whitestone Road
Gwynn Oak, MD 21207

Credit will be issued for merchandise only. Freight, handling and associated fees are not refundable. Credit will be issued in the same form of payment as originally received. For international shipments, please call or e-mail info@atiracing.com. **Please note! Custom manufactured or specially built items are not returnable.** There is a 15% restocking fee. If your item has a dated SFI decal, and the month returned is different from the month on the decal there will be a \$25.00 re-certification fee. WD Vendors: please review your WD information package for stock adjustment and return policy.

Note! Exporting ATI goods contrary to U.S. export laws is strictly prohibited.



Order Toll Free **1-866-379-4632**
Visit us online at www.ATIPerformanceProducts.com

ATI Performance Products, Inc.
6747 Whitestone Road
Gwynn Oak, MD 21207

