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PERFORMANCE CATALOG

TRANSMISSIONS, TORQUE CONVERTERS & RELATED DRIVETRAIN PARTS



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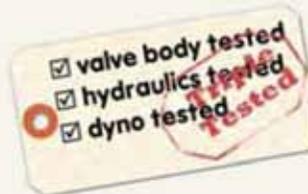
TCI® proudly introduces the new PRO-X™ line of products. These cutting edge products provide the newest and best driveline technology for up to 2000 hp applications. Every PRO-X™ product has been designed manufactured and tested to the highest standards in the industry.



Part No. 251000 10" PRO-X™ Race Converter
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CATALOG

Torque Converters

Triple Tested Quality

TCI® produces the best torque converters in the industry. Part of the process involves ensuring that each unit is built to spec. Regardless of what category or price level it may fall into, every TCI® torque converter is Triple Tested during assembly.

Once all the prep work on the component parts has been completed, the impeller is welded to the front cover. Immediately following this process, a pair of dial indicators is employed on a rotating table to verify that the impeller body and pump drive hub remain true.

Each unit is then pressurized and subjected to a leak test to confirm the integrity of all the weld seams. Lastly, each unit is computer balanced to reduce annoying and potentially damaging drivetrain vibrations that would occur from an unbalanced torque converter. That's Triple Tested so you can be confident you're getting a torque converter that's ready to roll.

Street/Strip Performance Torque Converters

Sizzler®

This exciting torque converter series is designed with the street rodder and enthusiast in mind. Economically priced and intended for use in stock or mildly modified engines, the Sizzler® torque converter improves drivability and offers smooth in-gear idle without adversely affecting gas mileage.

Features: Hardened pump hub, computer balanced

Benefits: 300-400 rpm increase in stall over stock, quicker acceleration, improved low end power, smoother running, fully streetable (no modifications required)

Saturday Night Special®

The popular Saturday Night Special® torque converter delivers premium performance at a reasonable cost. A great choice for show cars and street rods, this converter incorporates many of the manufacturing processes and performance features found in our more expensive full-competition models.

Features: Furnace-brazed fins, hardened pre-ground pump hub, computer balanced

Benefits: Excellent value, quicker acceleration, improved low end power, smoother running, fully streetable (no modifications required), 400-500 rpm increase in stall over stock

Breakaway®

The first step into serious high performance, the Breakaway® is a great torque converter for moderately modified street machines and weekend racers also used as daily drivers. It provides approximately 2400 to 2600 rpm flash stall without negatively affecting part throttle driving. Designed for efficiency at highway cruising speeds and to launch hard at wide open throttle, the Breakaway® is a fantastic all-around torque converter.

Features: Furnaced-brazed fins, needle bearings, hardened pre-ground pump hub, computer balanced

Benefits: Harder launches, quicker acceleration, improved low end power, bolt-in (no modifications required), 1,000+ rpm increase in stall over stock



* TCI® torque converters and transmissions are made from new and remanufactured parts

Street/Strip Performance Torque Converter General Application Chart

| Torque Converter Series | Advised Camshaft Duration | Rear Gear Ratio | Engine Characteristics | Expected RPM Stall Speeds | |
|-------------------------|---------------------------|-----------------|---|---------------------------|--------------|
| | | | | Small Block | Big Block |
| Sizzler® | Stock to 260° | Stock to 3.23 | Smooth idle, stock comp. ratio | 1500 to 1700 | 1700 to 1900 |
| Saturday Night Special® | Stock to 265° | Stock to 3.23 | Smooth idle, stock comp. ratio | 1600 to 1800 | 1800 to 2000 |
| Breakaway® | 265° to 280° | 3.00 to 3.73 | Fair idle, mild modifications | 2200 to 2400 | 2400 to 2600 |
| StreetFighter® | 280° to 300° | 3.55 to 4.56 | Rough idle, large fuel system, raised comp. ratio | 3000 to 3400 | 3400 to 3600 |
| Super StreetFighter™ | 280° to 310° | 3.73 to 4.88 | Rough idle, large fuel system, raised comp. ratio top end power | 3500 to 3800 | 3800 to 4000 |
| Ultimate StreetFighter™ | 290°+ | 3.73+ | 1000+ horsepower with power adders | 3500+ | 3800+ |

StreetFighter®

Designed with the street racer in mind, this torque converter benefits more radically prepared street machines (those with performance cams, aftermarket carburetors and higher compression ratios) to bring the launch rpm in line with the performance enhancements. The StreetFighter® lets you take advantage of horsepower gains found in higher rpm ranges.

Features: Furnace-brazed fins, needle bearings, hardened pre-ground pump hub, computer balanced

Benefits: Higher rpm launches, quicker reaction times, lower elapsed times, better low and mid-range power, 1500+ rpm increase in stall over stock (flexplate must be drilled for 7/16" bolts)



Super StreetFighter™

The Super StreetFighter™ Torque Converter has all of the same features of the StreetFighter®, but offers higher stall speeds for high performance street/strip vehicles.

Features: Furnace-brazed fins, needle bearings thrust washers, hardened pre-ground hub, computer balanced

Benefits: High torque multiplication, higher rpm launches, lower elapsed times, 2000+ stall speed increases over stock (flexplate must be drilled for 7/16" bolts)



Ultimate StreetFighter™

Our latest line of torque converters designed specifically for extreme street machines. Bridging the gap between our competition series units and our Super StreetFighter™ converters, we introduce the Ultimate StreetFighter™ series.

Features: Furnace-brazed & hand welded fins, cast steel stator, needle bearings, hardened pre-ground pump hub, computer balanced

Benefits: Higher torque multiplication, higher rpm launches, lower elapsed times, suited for street/strip cars up to 1200 hp (flexplate must be drilled for 7/16" bolts)

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Torque Converters

Torque Converters Explained

Torque converter — A torque converter is a fluid-coupling device that also acts as a torque multiplier during initial acceleration.

THE TORQUE CONVERTER CONSISTS OF FOUR PRIMARY COMPONENTS:

Cover — The cover (also referred to as a front) is the outside half of the housing toward the engine side from the weld line. The cover serves to attach the converter to the flexplate (engine) and contain the fluid. While the cover is not actively involved in the characteristics of the performance, it is important that the cover remain rigid under stress (torsional and thrust stress and the tremendous hydraulic pressure generated by the torque converter internally.)

Turbine — The turbine rides within the cover and is attached to the drivetrain via a spline fit to the input shaft of the transmission. When the turbine moves, the car moves.

Stator — The stator can be described as the "brain" of the torque converter, although the stator is by no means the sole determiner of converter function and characteristics. The stator, which changes fluid flow between the turbine and pump, is what makes a torque converter a torque converter (multiplier) and not strictly a fluid coupler.

With the stator removed, however, it will retain none of its torque multiplying effect. In order for the stator to function properly the sprag must work as designed: (1) it must hold the stator perfectly still (locked in place) while the converter is still in stall mode (slow relative turbine speed to the impeller pump speed) and (2) allow the stator to spin with the rest of the converter

after the turbine speed approaches the pump speed. This allows for more efficient and less restrictive fluid flow. The sprag is a one-way mechanical clutch mounted on races and fits inside the stator while the inner race splines onto the stator support of the transmission. The torque multiplier effect means that a vehicle equipped with an automatic transmission and torque converter will output more torque to the drive wheels than the engine is actually producing. This occurs while the converter is in its "stall mode" (when the turbine is spinning considerably slower than the pump) and during vehicle acceleration. Torque multiplication rapidly decreases until it reaches a ratio of 1:1 (no torque increase over crankshaft torque.) A typical torque converter will have a torque multiplication ratio in the area of 2.0:1. The main point to remember is that all properly functioning torque converters do indeed multiply torque during initial acceleration. The more drastic the change in fluid path caused by the stator from its "natural" return path, the higher the torque multiplication ratio a given converter will have. Torque multiplication does not occur with a manual transmission clutch and pressure plate; hence the need for heavy flexplates, very high numerical gear ratios and high launch rpm. A more detailed discussion of torque multiplication can get very confusing to the layman as high multiplication ratios can be easily considered the best choice, when in fact more variables must be included in the decision. Remember, the ratio is still a factor of the engine torque in the relevant range of the torque converter stall speed, i.e.: a converter with a multiplication ratio

NOTE: While referring to the resistance of the vehicle to move while at rest, the torque converter's stall speed and much of its characteristics for a given application are also affected by the vehicle's resistance to accelerate relative to its rate of acceleration. This resistance has much to do with the rpm observed immediately after the vehicle starts moving, the amount of rpm drop observed during a gear change and the amount of slippage in the torque converter (turbine rpm relative to impeller pump rpm.) A discussion involving how resistance to acceleration affects a torque converter involves more theory than fact and must involve all the dozens of other variables that affect rpm and slippage. The primary thing we want to remember about torque converter stall speed is that a particular torque converter does not have a "preset from the factory" stall speed but rather its unique design will produce a certain range of stall speeds depending on the amount of load the torque converter is exposed to. This load comes from both the torque produced by the engine and the resistance of the vehicle to move from rest. The higher this combined load, the higher stall we will

observe from a particular torque converter, and conversely, the lower the load, the lower the stall speed. Naturally, if the engine is not at wide open throttle, we will not expect to observe as high a stall speed as we would under a wide open throttle.

Another point concerning engine torque is that we are only concerned with what we'll call the "relevant range" of the engine torque curve when discussing initial stall speed. This means if our particular torque converter chosen has a design that should produce a stall speed in a range of 2000 to 2600 rpm, given the application, then we would refer to this as the relevant range of our interest in the engine's torque curve for this particular torque converter. In other words, only the torque characteristics of the engine torque in this rpm range will affect the amount of stall speed we actually observe. If we are using a high horsepower/high rpm engine that does not make much torque before 3000 rpm, it does not matter that the engine makes excellent torque over 3000 rpm if we are trying to use the torque converter in this example because its relevant range is 2000-2600 rpm, and we would expect

to see poor stall (2000 rpm or less) due to the poor torque produced by the engine in this range.

Choosing the correct application torque converter - the buyer of a performance torque converter normally has very specific "wants" to be filled, namely, they want to improve the performance of their vehicle. This can mean they may want the new torque converter to help the car run quicker, run faster, idle in gear better, leave from a stop harder, "chirp" the tires on the gear changes or pull a steeper hill. The buyer may be looking for any or all of these performance improvements.

They want to improve the dependability of their vehicle, meaning they want to get rid of existing drivetrain failures they are currently having with either OEM or competitors products such as short life (to what they perceive is a proper life), "trash" related transmission failures, overheating, hard part breakage, engine problems that they may believe are caused by torque converter and general unreliable performance.

They may have been told by friends, salespeople, advertising, technical articles, etc. that their particular application needs to have a "stall" converter. This is

particularly true of first time performance camshaft purchasers where the salesperson or the camshaft catalog will recommend a higher than stock stall speed torque converter.

A torque converter does not function in a void by itself. The torque converter is an integral part of the total vehicle combination. While many vehicle combinations and applications are very similar, and it may seem obvious what the best torque converter selection is, it is normally a wise step to take a look at the intended application and choose the best torque converter for the particular application. TCI® uses an application questionnaire to gather the pertinent information. TCI® technical salespeople also spend a large portion of their day reviewing specific customer applications and recommending torque converters for those applications. There is no "black magic" formula that the variables can be plugged into resulting in a definitive torque converter choice. Torque converter choices are made based on accumulated historical knowledge of performance in various applications and the use of all or several basic charts and ratios derived through this historical

of 2.5:1 that stalls 3000 rpm will produce 500 ft.-lbs. of torque at the instance of full throttle acceleration if it's coupled to an engine producing 200 ft.-lbs. of torque at 3000 rpm. However, if this same engine produces 300 ft.-lbs. of torque at 4000 rpm, we would be better off with a converter that stalled 4000 rpm with only a 2.0:1 torque multiplication ratio, i.e.: $300 \times 2.0 = 600$ ft.-lbs. at initial acceleration. Of course, it would be better yet to have a 2.5:1 ratio with the 4000 rpm in this example (provided this combination still allows the suspension to work and the tires don't spin.) This is just a brief overview as the actual scenarios are endless.

Impeller pump — The impeller pump is the outside half of the converter on the transmission side of the weld line. Inside the impeller pump is a series of longitudinal fins, which drive the fluid around its outside diameter into the turbine, since this component is welded to the cover, which is bolted to the flexplate. The size of the torque converter (and pump) and the number and shape of the fins all affect the characteristics of the converter. If long torque converter life is an objective, it is extremely important that the fins of the impeller pump are adequately reinforced against fatigue and the outside housing does not distort under stress.

WHAT IS STALL SPEED?

Stall speed — The rpm that a given torque converter (impeller) has to spin in order for it to overcome a given amount of load and begin moving the turbine. When referring to "how much stall will I get from this torque converter", it means how fast (rpm) must the torque converter spin to generate enough fluid force on the turbine to overcome the resting inertia of the vehicle at wide open throttle. Load originates from two places (1) from the torque imparted on the torque converter by the engine via the crankshaft. (This load varies over rpm, i.e. torque curve, and is directly affected by atmosphere, fuel and engine conditions.) (2) from inertia, the resistance of the vehicle to acceleration, which places a load on the torque converter through the drivetrain. This can be thought of as how difficult the drivetrain is to rotate with the vehicle at rest and is affected by car weight, amount of gear reduction and tire size, ability of tire to stay adhered to ground and stiffness of chassis. (Does the car move as one entity, or does it flex so much that not all the weight is transferred during initial motion?)



information. As with many other automotive performance parts, torque converter design and construction is a dynamic art and cannot be patterned on the results of a "plug-in" formula or solely allowed to follow the historical applications. TCI® looks at torque converter technology as an ongoing process of continuous improvement.

We are in a more fortunate position when dealing with street and mild off-road applications because there are greater numbers of similar vehicles as compared to racing-oriented applications. This allows TCI® to perform most of the particular design features on categories of torque converters (i.e.: Saturday Night Special®, Breakaway® and StreetFighter® styles) rather than have to set a unique combination for one particular torque converter as we have to do quite often with the more uncommon race applications. This also permits TCI® to provide training in the form of seminars, videotapes and technical literature to the sales staffs of our leading warehouse distributors and jobbers, enabling the phone salesperson or counter-person to recommend a street

or street/strip application in the majority of cases.

Dependability concerns in choosing a torque converter - regardless of the reason or "want" for buying an aftermarket torque converter, an educated buyer should look for several features in the product he is considering purchasing in order to assure that he can reasonably expect to receive dependable results and long life from the purchase.

Furnace-brazed fins - greatly improves the strength characteristics of the fins. The furnace-brazing causes the housing and fins to move and act integrally as one unit. This greatly reduces the amount of flex, which causes fins to bend and break. Also, the more rigid the fins stay while under pressure, the more consistent the behavior of the torque converter.

Needle bearings - properly selected and installed bearings withstand more pressure and provide less internal drag (drag robs horsepower and increases heat) than can be achieved with OEM style thrust washers. Thrust washers also tend to flake off material adding to contamination in the system (the trans-

mission/torque converter hydraulic system.)

Service and time proven manufacturer - ask for recommendations from leading car enthusiasts in your local area or check out what the racers are using.

Drivability concerns in choosing a torque converter - a performance torque converter should not compromise one aspect of car performance to achieve another. When investigating a converter purchase, ask whether the particular torque converter being looked at may improve initial takeoff at the sacrifice of top end mph or other similar results, questions, etc. With the technology and product available today, a buyer very seldom needs to sacrifice one area of performance to gain in another. However, without proper selection assistance or guidance (and with many under engineered products on the market today) it is unfortunate that many buyers end up with a product that does not best suit his needs or expectations. Too low a stall torque converter will not benefit the customer. If the user has an application which requires at least 3000 rpm stall, and they purchase a 2000 to 2500 rpm

stall range converter, it will normally not even give them the 2000 rpm stall. It will act very similar to the stock torque converter they just removed...why? Because the engine needs to operate in its optimum rpm range and since the chosen torque converter is below that range, it is not getting enough load from the crankshaft side to operate as designed. Symptoms include engine stalling when in gear at a stop, low stall speed, hesitation when going to full throttle, a "bog" when leaving from stop at wide open throttle. Too high a stall range torque converter will not benefit the customer. You will see this situation most often when the customer does not have sufficient gear ratio for the converter stall range or the engine is not capable of the appropriate rpm range (too small a duration camshaft, inadequate valve springs, too low compression, etc.) Symptoms include higher rpm to pull away from stop, sluggish accelerator feel when driving at part throttle, transmission and possibly engine overheating and a pronounced engine rev when nailing the throttle from a cruising speed.



CATALOG

Transmissions

Triple Tested Quality

We go the extra mile to ensure your transmission is superior in both form and function. Beginning with a careful inspection of the transmission case and components that will be used, we replace stock parts with high performance bands and components where applicable. We increase fluid flow and improve the lubrication system and thrust capacity. Problematic hard parts are replaced with stronger components, many of which we fabricate ourselves at our in-house machining centers. Valve bodies are completely remanufactured and 100% tested prior to installation. Finally, each and every TCI® transmission must pass both a static hydraulic pressure test during assembly and a final dyno test prior to shipping. That's Triple Tested so you can be confident you're getting a transmission that's ready to perform.

Street/Strip Performance Transmissions

Sizzler®

The economical TCI® Sizzler® is ideal for vehicles that are powered by engines producing up to 300 horsepower. Perfect for a mild daily driver or a street rod. Equipped with a TCI® automatic valve body with a Valve Body Improver Kit, it allows you to achieve a firmer, yet not too harsh shift in the vehicle and remains fully automatic. Retains the stock shift pattern. For the system to operate properly, all throttle linkage, vacuum lines and kick-down components must be connected.

The TCI® Sizzler® transmission features: special clutches and bands, an improved lubrication system, chrome-plated, TCI®-logo transmission pan, increased thrust capacity, more torque capacity with less slippage, as well as being TCI® factory blueprinted, inspected and dyno tested. TCI® has long set the standard which others are judged by, and it is the name you can trust for dependable performance, day after day, mile after mile.

StreetFighter®

The TCI® StreetFighter® transmission is tough enough to withstand the rigors of even the toughest street machines. It is ideal for vehicles powered by engines producing 450 horsepower with a non-supercharged system using pump gasoline. Equipped with our 100% tested, manual/automatic valve body, most units allow you to manually shift the vehicle into each gear change or, by placing it in the drive position, remain fully automatic. In either mode, you get a racetrack shift that bangs through the gears and shaves time off your et's. When you use the manual gear selection feature, the StreetFighter® upshifts and downshifts right when you move the lever, with no lag or governor override on most applications. When you select the normal drive position, the transmission retains positive, automatic shifts for the ease of driving you look for in an automatic transmission.

The TCI® StreetFighter® transmission features: special clutches and bands, an improved lubrication system, new sprags/roller clutches, chrome-plated, TCI®-logo transmission pan, increased thrust capacity, higher line pressure for extra firm shifts & greater torque capacity with less slippage, as well as being TCI® factory blueprinted, inspected and dyno tested.

Super StreetFighter™

The TCI® Super StreetFighter™ transmission bridges the gap between our StreetFighter® series and our full competition series transmissions. It is intended for normally aspirated vehicles powered by engines producing up to 600 horsepower. Like our StreetFighter® units, these are equipped with our 100% tested, manual/automatic valve body. That means that most units allow you to manually shift the vehicle into each gear change or, by placing it in the drive position, remain fully automatic. In either mode, you get a racetrack shift that bangs through the gears and shaves time off your et's. When you use the manual gear selection feature, the Super StreetFighter™ upshifts and downshifts right when you move the lever, with no lag or governor override on most applications. When you select the normal drive position, the transmission retains positive, automatic shifts for the ease of driving you look for in an automatic transmission.

Typical TCI® Super StreetFighter™ transmission features: Red Eagle® clutches, Kolene® treated steel plates, Red Eagle®-lined, extra-wide Powerbands™, larger diameter servo assemblies, an improved lubrication system, new sprags/roller clutches (upgraded in certain models), enhanced hard parts where applicable, chrome-plated, TCI®-logo transmission pan, increased thrust capacity, higher line pressure for extra firm shifts & greater torque capacity with less slippage, as well as being TCI® factory blueprinted, inspected and dyno tested.



* TCI® torque converters and transmissions are made from new and remanufactured parts

Transmission Do's and Don'ts

Transmission Do's

1. Back flush cooler to prevent contamination of new transmission and converter.
2. If you intend to install a used converter, have it professionally flushed and fully inspected before using it. Proper inspection includes measuring pilot, hub, endplay and overall length and comparing those to the manufacturers' specifications.
3. Verify that converter is properly installed in transmission before bolting unit into vehicle. Refer to enclosed instructions. Always add at least 1 quart of transmission fluid to your torque converter before you install it in the transmission. This prevents a dry start condition.
4. Thoroughly inspect your flexplate and drive shaft before installing transmission. Look for bad teeth, cracks, loose or missing balance weights, worn yoke or universal joints. These problems will cause vibration and other damage.
5. ALWAYS install and adjust any required throttle valve or kickdown cables exactly according to the instructions. INADEQUATE PRES-SURE WILL QUICKLY DESTROY YOUR TRANSMISSION. Refer to

enclosed instructions and/or vehicle service manual.

6. Verify shifter adjustment before starting engine. Vehicle should start in PARK and NEUTRAL only! Also, severe transmission damage will occur if unit is operated between gears. Refer to shifter instructions or vehicle service for procedures.
7. Check that the transmission cooler lines are not kinked or touching the exhaust system.
8. If your transmission is equipped with a vacuum modulator, it is VERY IMPORTANT to verify amount of vacuum at the modulator with a gauge. Automatic transmissions typically need a minimum of 12 in. Hg. at idle. Throttle position increases should produce a quick decrease in the vacuum reading at the modulator. Not enough vacuum will cause late, harsh shifts. Slow response to throttle position changes due to a kinked or plugged line will not properly boost line pressure and will BURN UP YOUR TRANSMISSION.
9. Add at least 4 quarts of transmission fluid to transmission before starting engine to prevent damage. Continue filling with engine running to proper level.
10. Re-torque the oil pan bolts

after installation to 13 ft.-lbs. to prevent leakage.

11. Run your transmission with the vehicle on jack stands so that any mis-adjustments are corrected before they can cause damage.
12. Replace the TCI® installed filter after initial use. (Race - 20 passes; Street - 500 miles) Bushings and clutches in an automatic have a break-in that generates fiber and metallic particles.

Transmission Don'ts

1. Don't accept your transmission from the delivery driver until you personally inspect it for cracks, dents or breakage.
 2. Never install a converter of unknown specifications or origin. IT COULD BE THE WRONG APPLICATION OR, IF DAMAGED, IT COULD RUIN YOUR NEW TRANSMISSION.
 3. Don't attempt to use a kinked metal or all rubber hose to connect your vacuum modulator if applicable. Proper installation is a metal line carefully bent, with just a few inches of rubber hose on either end for connection.
 4. NEVER install a throttle valve cable on a Holley carburetor without the proper brackets. Your transmission WILL BURN UP as a result of inadequate operating pressure.
- TCI® carries a bracket designed specifically for Holley carbs.
5. Never use a solid transmission mount in any circumstance. This WILL cause the case to crack because it is not designed to be a stressed member of the chassis.
 6. Never install pipe plugs in the cooler fittings. A cooler loop, in the very least, should be installed so that transmission lubrication is not compromised.
 7. Don't use Teflon tape when installing cooler fittings into the case or the case WILL crack.
 8. Don't overfill your transmission because this will foam and aerate the fluid, causing heat and low pressure problems. Be sure the dipstick and tube are correct for your application.
 9. Don't use the vehicle if you suspect there is a problem with your new transmission. Many times problems can be rectified while the transmission is still in the vehicle, but, if the transmission suffers permanent damage, it will need to be removed.
 10. Don't hesitate to call TCI® at 1-888-776-9824 or e-mail us at tech@tciauto.com if you have any questions about your new TCI® transmission.

THINGS YOU SHOULD KNOW... A TCI® transmission and torque converter is a bolt-in operation in most cases. Be sure to closely review the application charts to help ensure proper fit. In case of custom and unusual applications, it is wise to contact our technical line at 1-888-776-9824 for a part number recommendation. For questions or comments, use our tech fax at 662-224-8644 or e-mail us at tech@tciauto.com.

Due to the many differences among car models, some TCI® transmissions do not come with a shift lever or linkage. It is advisable to retain and use the original shift lever.

Exchanging transmissions may cause the speedometer to read differently. It may be necessary for you to change speedometer gears for your application.

Transmissions do not come with dipstick, crossmember mount or speedometer housings.

Transmission pan bolts may loosen during shipment. Be sure to check torque of pan bolts during installation.

Torqueflite Notes:

Beginning in 1978 for Chrysler and 1979 for AMC, a lock-up torque converter was used in many transmissions. You cannot interchange a lock-up converter for a non-lock converter.

When changing to an aftermarket torque converter, it may be necessary to replace the OEM flexplate and mounting bolts.

Ford AOD Notes:

Due to the wide variety of OEM shift levers, you may be required to transfer the shift lever originally used with your vehicle to your new transmission. Contact our techline for assistance.

Ford C4 Notes:

1965-69 applications can use the TCI® StreetFighter® transmission by using a 1970 & later 26-spline torque converter with the transmission.

All C4 transmissions are shipped without bellhousing due to many different applications. Contact us for assistance if you require a bellhousing prior to ordering.

GM 700-R4 (4L60) Notes:

30-spline transmissions can be installed in the 1984 & earlier vehicles by using 30 spline torque converter with the transmission.

All lock-up TCI® 700-R4 transmissions have the TCI® universal wiring kit (Part #376600) installed and may be wired independent of the vehicle computer. This also allows for easy retrofit into earlier non 700-R4 equipped applications.

Not a replacement for the 700-R4 application which started production in 1993.

GM 4L60E Notes:

Due to the wide variation in configurations from year-to-year & model-to-model, it is recommended that you contact us directly for assistance before placing an order with a distributor.

Among the items we'll need to verify are year model, case style (1-piece or 2-piece), tailhousing style, etc.



CATALOG

Most Frequently Asked Transmission and Torque Converter Questions

Question: Should I use an external transmission cooler in conjunction with the oil cooler supplied in the radiator?

Answer: Unless operating in an environment where the outside temperature is below 0°F, you should cap off the radiator cooler line openings, and run your cooler lines directly to a new cooler mounted in front of the radiator. This allows the transmission to have its own cooling system and doesn't allow the engine water temperature to heat the fluid.

Question: What is the correct size cooler for my application?

Answer: Unlike a lot of items you buy for your vehicle, bigger is predominately better when it comes to transmission coolers. The answer would be as big as your application size restrictions will allow or to run multiple coolers in series, again staying away from the factory radiator cooler lines.

Question: Where should I mount a transmission cooler?

Answer: TCI® highly recommends mounting your external transmission oil cooler in front of the radiator. This allows for adequate airflow. If this is not possible, then you should mount it in a location

where the cooler can receive airflow. In extremely tight quarters, you may also mount the cooler and build an air dam that would allow the cooler to have air pass through it.

Question: What type of clearance should I have between the torque converter and flexplate before pulling the converter forward and bolting it to the flexplate?

Answer: You should have 1/8" (.125") to 3/16" (.1875") between the torque converter and flexplate before pulling the converter forward and bolting it to the flexplate.

Question: Should I replace the front seal in my transmission before installing the new TCI® converter I just purchased?

Answer: Yes. You should inspect the old converter you are removing for damage to the converter hub that rides in the pump of the transmission. If you find any wear on the hub at all, you should replace the front seal.

Question: Should the brake lines for the TCI® RollStop® be installed in the firewall side or the wheel cylinder side of the proportioning block on later model vehicles?

Answer: Brake lines for the TCI® RollStop®

should be installed on the wheel cylinder side of the proportioning block.

Question: What does the term "lock-up" mean?

Answer: This term refers to a converter that contains an internal lock-up piston or device, either friction or mechanical. Transmissions such as TH350C, 200-4R, 4L60 (700-R4), 4L60E, 4L80E, AOD, AODE/4R70W and others use these methods of eliminating slippage for an increase in fuel economy. Older transmissions such as the TH400, TH350, C6, C4 and others did not incorporate these methods of lock-up. The only way to increase fuel efficiency in these types of converters is to change clearances, redirect fin angles and usually lower the actual stall speed.

Question: What about the lock-up feature in the overdrive units that TCI® offers? Doesn't my vehicle need an onboard computer (ECM) to work these newer transmissions?

Answer: No. The Ford AOD & GM 200-4R/700-R4 transmissions themselves are controlled by the internal governor and the TV (Throttle Valve) system. The lock-up mechanism in the Ford AOD transmission is entirely mechanical. The advantage to the AOD is that it operates automatically without any outside

Question: Is there an ideal way to measure the converter and transmission outside the car to make sure you should have the proper clearance between the converter and the flexplate before installation?

Answer: Yes, you can use a straight edge, laying it across the face of the bell housing. (Engine side) Then with the converter installed in transmission, take a ruler and measure the distance from the straight edge down to the mounting pad of the converter. The measurement should be as follows:

| Application | Measurement |
|---|---|
| GM Turbo-Hydramatic 200-4R, 700-R4 4L60 | 1 1/8" from bellhousing to pads |
| GM Turbo-Hydramatic 4L60E | 1 1/8" from bellhousing to pads |
| GM Turbo-Hydramatic 4L80E | 1 1/8" from bellhousing to pads |
| GM Turbo-Hydramatic 350 | 1 1/8" from bellhousing to pads |
| GM Turbo-Hydramatic 400 | 1 3/16" from bellhousing to pads |
| GM Powerglide | 1 1/8" from bellhousing to pads |
| Ford C-6 | 1 1/8" from bellhousing to pads |
| Ford C-4 | 1 1/8" from bellhousing to pads |
| Ford AOD & AODE | 1 1/8" from bellhousing to pads |
| Chrysler Torqueflite 727 | 1 1/4" from bellhousing to ring gear (NOT PADS) |

NOTE: Distance may vary either way .050"

**TRANS
HELP™**
888.776.9824



controls. This makes for an easy swap for an older Ford automatic behind non-ECM controlled small block engines. The only disadvantage is that there is no way to turn off the lock-up system.

The GM transmissions are connected to the ECM to run the torque converter clutch (TCC). TCI® has developed a universal lock-up system (Part #376600) that allows the TCC to be controlled automatically using a valve body pressure switch and an engine vacuum switch. 700-R4 and 200-4R transmissions equipped with this system can be used in any vehicle, whether it has an ECM or not. The system also allows manual control to override the automatic functions so that the TCC can be turned on in second and third gear or shut off altogether.

Question: What is the difference in the terms "Flash Stall" and "Foot-Brake Stall"?

Answer: Of the two measurements of stall, Flash Stall is the most accurate. Foot-Brake Stall is dependent upon too many variables. (i.e. type of braking system, disc or drum brakes, how well adjusted the brake system is, ring and pinion ratios affect

foot-brake stall more dramatically, idle characteristics of engine, cam installation for low end torque as needed by automatic transmission.)

Flash Stall can be determined in a couple of different ways:

With the vehicle sitting still and idling in low gear, apply full throttle. As the vehicle begins its motion forward, notice the rpm hand on the tachometer. That is your Flash Stall. (Engine should be very responsive from idle. If not, camshaft timing and/or carburetor adjustments may need to be made in order for engine to be crisp from idle.)

With the vehicle in forward motion in high or drive gear and at its lowest mph where it will not kick back to a lower gear, apply full throttle while noticing rpm hand of tachometer. (This measurement of Flash Stall is best achieved with a full manual transmission.)

Question: Are there any adjustments that can be made to the modulator?

Answer: Stock factory modulators are pre-set and most are sealed. TCI® StreetFighter® modulator-type transmissions are all equipped with adjustable modulators. By turning the adjusting screw (found in the vacuum nipple) counterclockwise, you will lower the spring pre-load. This will cause earlier shifts. By turning the adjusting screw clockwise and raising the spring pre-load, the shift points will go up. The range of adjustability is only a few mph either way.

Question: Why does my new TCI® TH350 transmission shift at 5000 rpm at WOT? How do I get it to shift at 6000 rpm or higher?

Answer: TCI® calibrates the shift points on its transmissions to work with a variety of applications. You can recalibrate your WOT transmission shift points on TH350s, TH400s, and 700-R4s with the TCI® GM governor calibration kit Part #326500.

Question: Why does my newly installed 700-R4 have quick shifts? They are not very firm either.

Answer: It's likely that your throttle valve cable is misadjusted. You can find the proper calibration instructions for your 200-4R and 700-R4 transmissions online at: http://www.tciauto.com/instructions/gm_tv_cable_adjust.htm. For Ford AOD transmissions go to http://www.tciauto.com/instructions/431000_inst.htm.

Question: Why do your converter instructions say to pour at least 1 quart of fluid into your torque converter before installing it?

Answer: This will lubricate the bearings until the transmission fluid begins circulation. It also lubricates the converter clutches in lock-up converter applications.

Question: Why should I have 1/8" to 3/16" clearance between the converter and flexplate before bolting it up?

Answer: You need at least 1/8 of an inch to allow the drivetrain to twist during acceleration and not let the converter bottom out in the pump gears of the

transmission. If you allow more than 3/16 of an inch, this may allow the converter to pull out of the transmission pump.

Question: What is the band adjustment on a Powerglide?

Answer: 72 inch pounds back off 3 1/2 turns counter clockwise.

Question: I just removed my transmission pan for the first time after only 500 miles of street driving. There is some debris in the bottom of the pan. Should I be concerned?

Answer: It's normal to have a small amount of clutch dust and debris in the pan after the break-in period. If it's excessive, you'll see some discoloration in the transmission fluid.

Question: I heard that it's not good to run a ringless input shaft in a Powerglide transmission. I've heard that it prevents cooler flow. I see that you guys sell a PRO-X™ series ringless shaft. What's the truth about ringless shafts?

Answer: TCI® does sell a ringless shaft...Part #749603. However, it's only designed to be used with our Part #743510 transmission pump. The pump is specially designed for full cooler flow. Most companies do not have full cooler flow with their ringless shafts, and the fluid becomes overheated.

Question: I've heard that you can lock up your torque converter at Wide Open Throttle (WOT) on late model cars and pick up mph and run quicker through the quarter mile? Is this OK?

Answer: You can typically pick up around 1 tenth and 1-2 mph in the quarter by locking the converter clutch at WOT in many late model Ford and GM applications. This is very hard on the torque converter clutch and is not typically recommended. However, TCI® does sell converters just for this. This type converter typically has either a triple disk clutch or a large diameter clutch. Call TRANS HELP™ at 662-224-8972 for details.



CATALOG

AMC/Chrysler



Chrysler Torqueflite and AMC Torque Command

Beginning in 1978 for Chrysler and 1979 for American Motors, a lock-up torque converter was used with most transmissions. **NOTE:** You cannot interchange a lock-up converter with a conventional non lock-up converter. The transmission input shaft and valve body used for lock-up applications are different. TCI® offers converters for these two styles of operation.

When changing to an aftermarket torque converter, you may need to replace the OEM flexplate. TCI® Part #145200 and Part #145300 flexplates are both heavy-duty units required when using a 10", 9", 8" or 7" torque converter. In conjunction with the converter and flexplate, you will also need to use TCI® Part #146200 7/16"-20 converter bolts.

TCI® also has external balanced flexplates that must be used when replacing an OEM externally balanced converter with an aftermarket non-weighted converter. This combination will allow a neutral balance between the converter and the transmission that is a must when using aftermarket parts.

Torque Converters

| Application | *Sizzler® | *Saturday Night Special® | *Breakaway® 11" | *StreetFighter® 10" | *Super StreetFighter™ 10" | *Ultimate StreetFighter™ 10" |
|---|---|--------------------------|-------------------------------|-----------------------|---------------------------|------------------------------|
| AMC 1972-80 AMC Torque Command 727 non lock-up | | 751500 | 751000 | 751400 ¹ | | |
| | | | 751200 | 751600 ¹ | | |
| 1972-80 AMC Torque Command 904 non lock-up | | | | | | |
| 1962-66 Chrysler Torqueflite 727 non lock-up, 19-spline | | 141400 | 141100 | 142100 ¹ | | |
| 1967-81 Chrysler Torqueflite 727 non lock-up, 24-spline | 141538 | 141500 | 141200 141276 ¹ | 142200 ^{1,4} | 142222 ^{1,4} | 142206 ^{1,4} |
| 1972-80 Chrysler Torqueflite 904-998 non lock-up | | | 141300 141302 ⁵ | 142300 ^{1,4} | 142322 ^{1,4} | |
| CHRYSLER 1982-up Chrysler Torqueflite 904LU & 1991-92 Chrysler A500LU w/ slotted hub | | | 141350 ³ | 142350 ² | | |
| | 1993-95 Chrysler A518LU | | | 141250 ² | | |
| | 1993-95 Chrysler A518LU 5.9L (ext. balanced) | | | 141253 ² | | |
| | 1993 & later Chrysler A500LU with pump drive flats on hub | | | 141360 ^{2,3} | 142360 ^{1,2,3} | |
| | 1996-1/2 & later Chrysler A518LU | | | 141256 ² | | |
| | 2003-up Dodge Hemi 5-45RFE | | | 141600 | | |
| | | | | | | |
| | | | | | | |

Footnotes:

- 1 Built with 7/16" x 20 mounting lugs (Hemi style)
- 2 Functional lock-up torque converter only for lock-up transmissions
- 3 Flats on hub
- 4 With anti-ballooning plate for nitrous applications
- 5 1.806 pilot, 19-spline early model

*** NOTE:** TCI® Torqueflite/Torque Command converters are neutrally balanced. If application requires an externally balanced assembly, see weight chart below for proper weight requirements.

* TCI® torque converters and transmissions are made from new and remanufactured parts

Special Chrysler Torque Converter Balance Weight Information

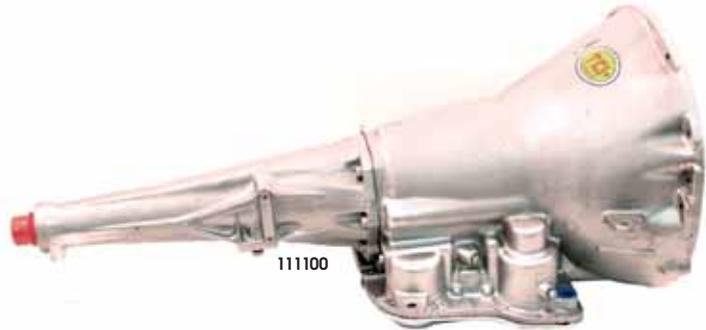
It is very important when replacing Chrysler torque converters that the correct balance weight be used on your new converters. Chrysler engines with cast crankshafts require balance weights on the torque converter to bring the engine assembly into proper balance. Up until 1977, the factory converter came with two rectangular weights located on each side of the drain plug. There are three types of rectangular weights: A, B & C. In 1977, Chrysler changed to a single butterfly weight. These weights corresponded to the "B" and "C" weights. Please refer to the identification chart for weight type.

| | | | | | |
|-------------|----------------|----------------|----------------|--------------------------------|---|
| Rectangular | A: .158" thick | B: .250" thick | C: .380" thick | |  |
| Butterfly | | B: 1.157" wide | C: 2.545" wide | |  |
| Square | | | | S: .300" T / .219" L / .200" W |  |

TCI® maintains an inventory of our most popular street performance converters with the various balance weights already attached. If you prefer to order with balance weight, please see the chart below for counterbalanced Chrysler converters.

- » 1992 & later 5.9L engines (360) use a square, unbalanced weight (referred to as an "S" weight by TCI®). The earlier butterfly weight will not fit the flexplate.
- » 1996 & later converters have a 90° style bolt pattern and the counter balance is in the flexplate.
- » 1993 & later A500 converters have flats on the hub.

| | Neutral Balance | With "A" Weight Installed | With "B" Weight Installed | With "C" Weight Installed | With "S" Weight Installed |
|----------|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| CHRYSLER | 141200 Breakaway® | 141201 | 141202 | 141203 | 141204 |
| | 141500 Saturday Night Special® | 141501 | 141502 | 141503 | 141504 |
| | 142200 StreetFighter® | 142201 | 142202 | 142203 | 142204 |
| | 141350 Breakaway® | 141351 | 141352 | 141353 | 141354 |
| | 141300 Breakaway® | | | 141303 | |
| | 141538 Sizzler® | | 141540 | 141541 | |
| | 142240 RV/Towing | 142241 | 142242 | 142243 | |



Transmissions

| | Application | Engine Size | *Sizzler® Non Lock-Up | *StreetFighter® Lock-Up | StreetFighter® Non Lock-Up | Super StreetFighter™ |
|----------|---|------------------------------|-----------------------|-------------------------|----------------------------|----------------------|
| AMC | AMC 1972 & later Torque Command 727 | 290, 303, 304, 360, 390, 401 | | | 601000 | |
| | AMC 1972 & later Torque Command 904 | 290, 303, 304, 360, 390, 401 | | | 601100 | |
| CHRYSLER | Chrysler 1967-79 Torqueflite 727, small block, non lock-up, 18 3/8" tailshaft | 318, 340, 360 | 111138 | | 111100 | 111105 |
| | Chrysler 1967-79 Torqueflite 727, big block, non lock-up, 18 3/8" tailshaft | 383, 400, 426, 440 | 111038 | | 111000 | 111005 |
| | Chrysler 1967 & later Torqueflite 904, small block V8 | 318, 340, 360 | 111338 | | 111300 | |
| | Chrysler 199-95 A518 LU | 318, 340, 360 | | 113000 | | |

*Torqueflite Notes:

Beginning in 1978 for Chrysler and 1979 for AMC, a lock-up torque converter was used in many transmissions. You cannot interchange a lock-up converter for a non lock-up converter. When changing to an aftermarket torque converter it may be necessary to replace the OEM flexplate and mounting bolts.

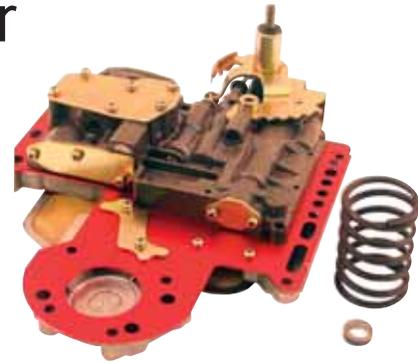
* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

AMC/Chrysler

121700



Transmission Valve Bodies

Application

StreetFighter® Series

Full Manual Series

Trans-Brake Series

| | | StreetFighter® Series | Full Manual Series | Trans-Brake Series |
|------|--|-----------------------|---------------------|-------------------------|
| AMC | Torqueflite 727 & 904, 1970 & later non lock-up | 122400 | | |
| | Torqueflite 727 & 904, 1967 & later, reverse shift pattern | | 121700 ³ | 121900 ³ |
| CHRY | Torqueflite 727 & 904 COMP trans-brake kit | | | 121901 ^{1,2,3} |

Footnotes:

- 1 Pro Tree
- 2 Shift pattern PR123N
- 3 Use TCI® Part #146900 5.0 ratio lever

- StreetFighter® series is designed for street/strip use
- Full manual series is designed for race applications to control shifts manually and a reverse shift pattern
- Trans-brake series offers full manual shift and allows maximum stall from your torque converter
- All valve bodies are 100% quality checked for proper function, and where applicable, proper operating pressures are checked on a dedicated valve body test machine



128900

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

Service Kits and Valve Bodies

Application

Racing Overhaul Kit

Master Racing Overhaul Kit

Pro Super Kit

Valve Body Performance Improver Kit

Trans-Scat® Valve Body Kit

Racing Filter and Pan Gasket

| | | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|----------|---|---------------------|--|---------------------|-------------------------------------|----------------------------|------------------------------|
| AMC | AMC T/C 727, '71 & later | 128700 | 759000 | 128900 | 122500 | 220000 | 128500 |
| | AMC T/C 904, '71 & later | | 148900 | 129000 | 122600 | 220000 | 128500 |
| CHRYSLER | Chrysler Torqueflite 904, 1962 & later, non lock-up | | 148900 | 129000 | 122600 | 220000 | 128500 |
| | Chrysler Torqueflite 727, 1962-70, 19-spline, non lock-up | 128600 | 149000 ² 149015 ^{2,3} | 128800 | 122500 | 220000 | 128500 |
| | Chrysler Torqueflite 727, 1971-79, 24-spline, non lock-up | 128700 | 149300 ² 149315 ^{2,3} | 128900 | 122500 | 220000 | 128500 |
| | Chrysler A500 - A618, 1988-98, 24-spline | 128710 ¹ | 149310 ¹ | 128910 ¹ | | 220500 | 128510 |

Footnotes:

- 1 A518/46RH 1990 & later
- 2 Band not included
- 3 Special high horsepower kit with HD red clutches

NOTE: Use TCI® Part #146900 lever (5.0 ratio for 2nd gear)

Components

Bolt-In Sprag for Torqueflite 727

The only way to go when building a Torqueflite for heavy-duty or performance use. Prevents the outer race from stripping out the delicate splines in the case. Kit comes complete with new fasteners, springs and rollers.

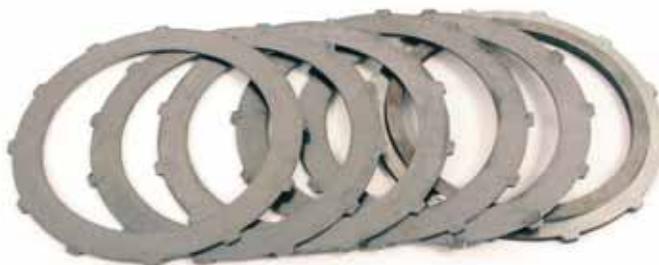


127000

| Application | Part No. |
|-----------------------------------|----------|
| Bolt-in sprag for Torqueflite 727 | 127000 |

Special Torqueflite Direct Pressure Plate and Steel Package

Contains special-cut pressure plate and five steels. Allows the use of five frictions in a four clutch drum. Highly recommended for trans-brake applications.



124066

| Application | Part No. |
|--|----------|
| Torqueflite pressure plate and steel package | 124066 |

Aluminum Drums

Manufactured from 7075-T6 aluminum billet because of the outstanding strength properties of the material. Reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold up to five clutches and are hard-coat anodized for improved wear characteristics.



123900

| Application | OEM Drum Weight (lbs.) | TCI® Drum Weight (lbs.) | Weight Savings (lbs.) | Part No. |
|---|------------------------|-------------------------|-----------------------|----------|
| Chrysler Torqueflite 727 Direct (front) | 7.56 | 3.17 | 4.39 | 123900 |

Transmission Clutch Plates

| Application | Drum | High Perf. Frictions | Super HD Red Frictions | Steel Plates |
|-------------|------------------|----------------------|------------------------|---------------------|
| T/F 904 | Forward & direct | 124602 (1 ea.) .086 | 124601 (1 ea.) .063 | |
| T/F 727 | Direct & rear | 124000 (5 ea.) .095 | | 124066 (5 ea.) .068 |
| T/F 727 | Forward | 124500 (5 ea.) .061 | | 124066 (5 ea.) .068 |

High Performance Flex Bands

The TCI® high performance flex bands feature linings with higher coefficient of friction for higher torque capacity, producing a quicker positive shift.

| Application | Part No. |
|--|----------|
| Chrysler A618 reverse double wrap(all) | 125706 |
| Torqueflite 727 (all) | 125500 * |
| Torqueflite 727 reverse Kevlar (all) | 125505 |
| Torqueflite 904 (1972 & later) | 125600 * |

* Use TCI Part #146900 lever (5.0 ratio for 2nd gear) for maximum performance



125500

Cast Aluminum Deep Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum pan. Designed to dissipate heat faster and complete with drain plug.

| Application | Part No. |
|--|----------|
| T/F 904 (2 extra quarts) | 127900 |
| T/F 727 (2 extra quarts) | 128000 |
| T/F 727(4 extra quarts), A518/46RH/47RH (std. depth) | 128001 |
| T/F 727 (1.5 extra quarts) powder coated | 128010 |
| T/F 727 (8 extra quarts) | 128015 |
| 44RH-48RE (4 extra quarts) | 128005 |



128010



AMC/Chrysler

CATALOG

GM Transmission to Chrysler Engine Kits

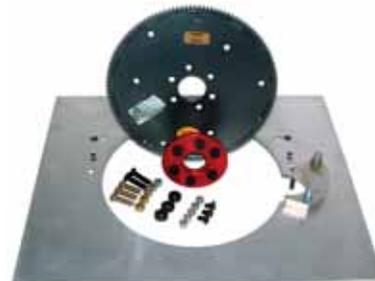
TCI® GM to Chrysler adapter plates are constructed from 1/4" 6061-T6 aluminum (149400 is 1/2" thick) and measure 18" tall x 24" wide. They may be trimmed for chassis clearance or used as a mid-mount plate. These kits are designed to retain the stock starter location.

| Engine Size | Crankshaft | Complete Kit | Crank Adapter | SFI Flexplate ¹ |
|----------------------------------|------------|----------------------------|---------------|----------------------------|
| 318-340-360 | 6-hole | 149160 | 149161 | 149162 |
| 318-340-360 | 8-hole | 149180 | 149181 | 149182 |
| 383-426-440 | 6-hole | 149260 | 149161 | 149162 |
| 383-426-440 | 8-hole | 149280 | 149181 | 149182 |
| 392 & 354 Hemi only ² | 8-hole | 149400 ² | 148481 | 149182 |

Footnotes:

¹ These SFI flexplates are all neutral balance units designed for internally balanced engine applications. Adapter flexplates only work in conjunction with the adapter kits. They cannot be used as OEM replacements.

² Use with TCI® Part #351500 starter (not included in Part #149400 kit)



149160

Heavy-Duty Flexplates

For Chrysler we offer stock replacement heavy-duty flexplates for all the popular styles of Chrysler flexplates as well as special counter balanced flexplates which allow you to use a neutral balance torque converter in cast crank applications that came with a counter balanced torque converter. In addition we offer a complete line of SFI 29.1 approved flexplate for use in Chrysler to GM adapter applications.

| SFI 29.1 Approved | Trans Type | Engine Size | Balance | Remarks | Part No. |
|-------------------|------------|------------------|----------|--|---------------|
| X | T/F 904 | '71 - '76 340 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102340 |
| X | T/F 904 | '71 - '92 360 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102390 |
| X | T/F 727 | '71 - '76 340 | External | Small bolt circle 5/16" bolt, 6-hole cast crank | 102350 |
| X | T/F 727 | '71 - '92 360 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102360 |
| X | T/F 727 | '71 & up 383-440 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102370 |
| X | All T/F | 318-440 | Internal | Small bolt circle, 7/16" bolt, 6-hole forged crank | 145200 |
| | All T/F | 426 Hemi | Internal | Small bolt circle, 7/16" bolt, 8-hole forged crank | 145300 |
| | All T/F | 318-440 | Internal | Small bolt circle, 5/16" bolt, 6-hole forged crank | 145600 |
| | All T/F | 318-440 | Internal | Large bolt circle, 5/16" bolt, 6-hole forged crank | 145700 |



145200

Flexplate Mounting Bolts

When replacing a torque converter it's a good idea to replace the bolts. These mounting bolts are made from hardened material and are available sizes for all aftermarket torque converters.

| Application | Part No. |
|--|----------|
| Replacement studs for adapter plates | 146500 |
| Crank & converter bolts (6-7/16" x 20, 4-5/16" x 24) | 146000 |
| Flexplate to converter 7/16" x 20 x 3/4" (4/pkg.) | 146200 |



Competition Floor Shifters

TCI® offers a fine array of floor shifters for your Torqueflite Torque Command equipped vehicle. See the shifter section for complete information.



Technical Transmission Manual

These manuals provide detailed diagrams and instructions for the do-it-yourself transmission builders. The manual includes torque specifications, troubleshooting charts and repair procedures.

| Application | Part No. |
|------------------------|----------|
| Torqueflite 904 & 727 | 893100 |
| A500, A518, A618 Dodge | 893101 |
| 42RE Dodge | 893102 |



893100



ALL CONVERTERS SHOULD HAVE 1/8" TO 3/16" CLEARANCE BETWEEN THE MOUNTING SURFACE AND THE FLEXPLATE.



CATALOG

Ford C4/C6

- Triple tested for balance, leaks, and vibration
- Improve low end power
- Quicker acceleration
- No modification required



441600

Torque Converters

| Application | Sizzler® | Saturday Night Special® | Breakaway® 11" | StreetFighter® 10" | Super StreetFighter™ | Ultimate StreetFighter™ |
|--|----------|-------------------------|-------------------------------|---|-------------------------------|-------------------------|
| FORD C6 C6 1971-91, 289, 302, 351, 400, 429, 460 cid with 1.375" crank pilot* | 441638 | 441600 | 441000 441001 ¹ | 441300 | 441302 ¹ | 441303 ¹ |
| | | 441612 | | 441312 | 441321 ¹ | |
| | 441738 | 441700 | 441100 441101 ¹ | 442100 442101 ¹ | 442122 442102 ¹ | |
| FORD C4 C4 1966-69 24-spline, 10-1/2" B.P., 1.375" crank pilot (dipstick goes into trans. case) | | 450600 | 451000 | 451400 451401 ¹ | 451422 | |
| | 450738 | 450700 | 451100 451101 ² | 451500 451501 ² 451502 ¹ 451505 ³ | 451522 451503 ¹ | 451506 ¹ |
| | | 450800 | 451200 | 451700 | 451722 | |
| | 450938 | 450900 | 451300 451301 ¹ | 451900 451901 ¹ | 451922 451902 ¹ | 451903 ¹ |

Footnotes:

- 1 With heavy-duty front anti-ballooning plate for nitrous applications
- 2 Mustang II 9-3/8" bolt pattern
- 3 With 11-7/16" bolt pattern, but retains case fill overall length
- * Note: C6 1969-71 429 & 460 could have 1.250" or 1.850" pilot

Transmissions

| Application | Engine Size | Sizzler® | StreetFighter® | Super StreetFighter™ |
|--|------------------------------|----------|-------------------------------|----------------------|
| FORD C6 C6 1966 & later, FE, 13-1/2" tailshaft | 332, 352, 390, 406, 427, 428 | 411038 | 411000 411010 ¹ | 411005 |
| | 351M, 400, 429, 460 | 411238 | 411200 | 411205 |
| | 289, 302, 351C, 351W | 411438 | 411400 | 411405 |
| FORD C4 C4 1970-82 (dipstick goes into trans. case), small bellhousing, 26-spline input shaft | 289-351 | 511238 | 511200 511210 ¹ | 511205 |
| | 289-351 | 511638 | 511600 511610 ¹ | 511605 |

- Triple tested for highest quality
- Increased lubrication and thrust capacity
- Stronger components
- Designed for any street application



511600

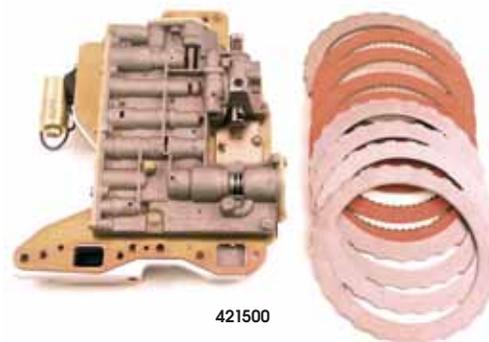
Footnotes:

- 1 With special 2.75 low gear planetary installed
- Ford C4 Notes:** 1965-69 applications can use the TCI® StreetFighter® transmission by using a 1970 & later 26-spline torque converter with the transmission. All C4 transmissions are shipped minus bellhousing due to many applications. Contact us for assistance if you require a bellhousing prior to ordering.

* TCI® torque converters and transmissions are made from new and remanufactured parts

Transmission Valve Bodies

- StreetFighter® series is designed for street/strip use
- Full manual series is designed for race applications to control shifts manually and a reverse shift pattern
- Trans-brake series offers full manual shift and allows maximum stall from your torque converter
- All valve bodies are 100% quality checked for proper function, and where applicable, proper operating pressures are checked on a dedicated valve body test machine



421500

| Application | StreetFighter® Series | Full Manual Series | Trans-Brake Series |
|------------------|-----------------------|---------------------|-----------------------|
| C6, 1966 & later | 421100 | | 421500 ^{2,3} |
| C6, 1967 & later | | 421000 ² | 421500 ^{2,3} |
| C4, 1970 & later | 522100 ¹ | 521000 ² | 521500 ² |
| C4, 1966 & later | | | 521500 ² |

Footnotes:

- 1 Except Falcon
- 2 Reverse shift pattern
- 3 1969 & later



448900

Service Kits and Valve Body Kits

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|----------------|---------------------|-------------------------------|---------------|-------------------------------------|----------------------------|-------------------------------|
| C6, 1966-76 | 428600 | 449000 449015 ¹ | 448800 | 426200 | 360000 | 428500 428501 ⁴ |
| C6, 1977-later | 428700 | 449100 449115 ¹ | 448900 | 426200 | 360000 | 428500 428501 ⁴ |
| C4, 1965-66 | | | | 526000 | | 528400 |
| C4, 1967-69 | 528600 | 529000 | 528800 | 526100 | | 528400 |
| C4, 1970-later | 528700 | 529500 529515 ¹ | 528900 | 526200 | 260100 | 528500 528550 ³ |

Footnotes:

- 1 Special high horsepower kit with HD Red clutches
- 2 Kit does not include band
- 3 Must be used in conjunction with a Part #518000 cast aluminum deep pan or factory Ford deep pan
- 4 Must be used in conjunction with a Part #428000 cast aluminum deep pan

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

Ford C4/C6 Components

SFI Bellhousings

This bellhousing is cast from a high-strength aluminum and is SFI 30.1 certified, eliminating the need for a separate flexplate shield. It is CNC machined to accept either the 157- or 164-tooth flexplate & starters, thus reducing confusion. All required hardware is included and these housings will fit case-filled or pan-filled C4 transmissions.

| Application | Part No. |
|----------------------------------|----------|
| C4 Small Block Ford pattern | 513000 |
| C4 Modular 4.6, 5.4, V10 pattern | 513100 |



513000

Stock Bellhousings

Refurbished, quality inspected Ford bellhousings for your C4.

| Application | Depth | Part No. |
|----------------|--------|----------|
| C4 pan-filled | 6 1/4" | 513200 |
| C4 case-filled | 5 7/8" | 513300 |
| C4 case-filled | 6 1/4" | 513310 |



513200



CATALOG

Ford C4/C6

Ford SFI Flexplates

These small block flexplates are constructed to exacting standards and are SFI 29.1 approved. Built extra-thick with welds on both sides of the ring gear. These flexplates are precision balanced and checked for runout. These work with 289-351C, 351M-400M engines.

| Application | Part No. |
|--|----------|
| Small block, 157 tooth, 0 oz., 10.5 inch bolt pattern | 529615 |
| Small block, 157 tooth, 28 oz., 10.5 inch bolt pattern | 529618 |
| Small block, 157 tooth, 50 oz., 10.5 inch bolt pattern | 529610 |
| Small block, 164 tooth, 0 oz., 11.5 inch bolt pattern | 529625 |
| Small block, 164 tooth, 28 oz., 11.5 inch bolt pattern | 529628 |
| Small block, 164 tooth, 50 oz., 11.5 inch bolt pattern | 529620 |



529618

Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

| Application | Part No. |
|------------------|----------|
| Ford application | 952501 |



952501

Ford C6 Low Drag Set

This low drag set for the C6 replaces the troublesome stock thrust washers with needle bearings that reduce friction and extend transmission life. This set includes forward planetary assembly, forward clutch hub, reverse planetary assembly, reverse ring gear, rear sprag inner race and roller bearing rear park gear. All thrust washers are replaced by a needle bearing.

| Application | Part No. |
|---|----------|
| Low drag planetary set, 1967-76 (complete set) | 425000 |
| Low drag planetary set, 1977 & later (complete set) | 425001 |
| Replacement bearings for complete set | 424900 |



425001

Low Gear Planetary

- Boost the efficiency of your transmission by reducing power robbing friction with these low drag components
- Perfect for applications requiring additional 1st and 2nd gear ratios for better take off
- Improve low end torque without adversely affecting the final drive ratio

| Application | Part No. |
|--|----------|
| C6 (2.72 1st, 1.54 2nd) with low drag bearings installed | 427500 |
| C4 (2.75 1st, 1.57 2nd) | 527500 |



527500

C4 Six-Pinion Planetary & Low Drag C4 Planetary Set

The strength of the C4 forward planetary has become an issue with the ever increasing loads that racers are subjecting this transmission to. With this new six-pinion planetary, the load capacity is doubled. Taking this one step further is our low-drag planetary set. This will yield both an increase in torque capacity, along with a savings in wasted horsepower. By replacing the stock thrust washers throughout the assembly with high-quality needle bearings, friction is greatly reduced. This includes all components of the planetary system, including our Part #527600 six-pinion forward carrier and has been machined as a set for proper clearances.

| Application | Part No. |
|--------------------------------------|----------|
| C4 six-pinion low drag planetary set | 525000 |
| C4 six-pinion forward planetary | 527600 |



525000

Aluminum Drums

Manufactured from 7075-T6 aluminum billet because of the outstanding strength properties of the material. Reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold up to five clutches and are hard-coat anodized for improved wear characteristics.

| Application | OEM Drum Weight (lbs.) | TCI® Drum Weight (lbs.) | Weight Savings (lbs.) | Part No. |
|-------------------|------------------------|-------------------------|-----------------------|----------|
| C6 Direct (front) | 9.94 | 4.23 | 5.71 | 423900 |



423900

C4 Cast Iron Drum

- Stronger than stock and designed for high horsepower applications
- Steel sleeve drum to reduce wear

| Application | Part No. |
|------------------------------------|----------|
| C4 low gear drum with steel sleeve | 523855 |

Hardened Input Shafts

- Shafts are made from hardened steel and are a must for trans-brake applications
- Direct replacement, no modifications required

| Application | Part No. |
|--|----------|
| C6 input shaft with 31/30-spline count | 427600 |
| C4 input shaft with 26-spline count | 549700 |



427600

Transmission Clutch Plates

- Plates provide a high coefficient of friction and high temperature resistance
- Suitable for both street and racing applications.

| Application | Drum | High Perf. Frictions Part No. | Super HD Red Frictions Part No. |
|-------------|------------------|-------------------------------|--|
| C6 | Direct | 424000 (5 ea.) .075 | 424005 (5 ea.) .075 424001 (1 ea.) .075 |
| | Forward | 424500 (5 ea.) .061 | |
| | Reverse | 424700 (5 ea.) .075 | |
| C4 | Direct & reverse | 524000 (5 ea.) .078 | 524005 (5 ea.) .078 |
| | Forward | 524500 (5 ea.) .061 | |

Ford C6 Powerband™

Lined with ultra-tough Alto Red Eagle® friction material and constructed a half inch wider than OEM, the TCI® Part #425505 Powerband™ is a must have when you're looking to maximize the torque capacity of your C6 transmission. All new construction with thick, heat-treated lugs.

High Performance Flex Bands

| Application | Part No. |
|-------------------------------|----------|
| C6, intermediate, stock width | 425500 |
| C6, intermediate, Powerband™ | 425505 |
| C4, intermediate, stock width | 525500 |



425500



CATALOG

Ford C4/C6

Ford C6 R-Code Intermediate Servo

The TCI® Part #423005 servo assembly is an improved version of the rare Ford R-code servo that was originally used only in big block, Cobra Jet applications. The 2.465"-diameter apply piston has 25%-35% more apply area than more common OEM servos, which means more apply force on the intermediate band. All new, billet construction means superior sealing and performance. The servo pin is designed with an integral o-ring and Teflon seal to prevent leakage due to worn case bores. Kit is complete with all seals and gasket. Also included are two different rate return springs which allows for shift quality tuning.

Application

Part No.

| | |
|--|---------------|
| C6 R-Code intermediate servo | 423005 |
| Replacement seal kit for TCI® Part #423005 servo | 423006 |



423005

C4 Servo Kit

This kit features a billet aluminum servo cover which eliminates pressure loss and fluid leakage under hard driving conditions. The inclusion of a high performance Ford "H" piston delivers more band force and ensures longer life. Also included are a premium race gasket, O-ring and mounting hardware. This is a must for any C4.

Application

Part No.

| | |
|--|---------------|
| C4 servo kit | 523005 |
| Replacement seal kit for TCI® Part #523005 | 523007 |



523005

C4/C6 Universal Shift Lever

This innovative shift lever is designed as a replacement for that damaged or missing lever on your C4 or C6. (will not work with factory neutral safety switch)

Application

Part No.

| | |
|-----------------------|---------------|
| Universal shift lever | 418400 |
|-----------------------|---------------|



418400

Cast Aluminum Deep Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum pan. Designed to dissipate heat faster and complete with drain plug.

Application

Part No.

| | |
|---|----------------------------|
| C4 (1 extra quart) | 518000 ¹ |
| C4 filter replacement kit for TCI® deep aluminum pan | 528550 |
| C6 (2 extra quarts) | 428000 |
| C6 high-flow replacement filter/gasket kit for TCI® deep aluminum pan | 428501 |

Footnote:

¹ Requires Part #518050 conversion kit to use on pan-filled application



428000

Chrome Plated Steel Transmission Pans

These pans are chrome plated for show quality rust prevention.

Application

Part No.

| | |
|---------------------------------|---------------|
| C6 (stock) | 428011 |
| Standard C4 filter & gasket kit | 528500 |
| C4 (stock, case filled only) | 518011 |
| Standard C6 filter& gasket kit | 428500 |



518011

Pan-Fill Conversion Kit for C4 Pan

We now offer an easy to install conversion kit to allow you to use our Part #518000 Ford C4 cast aluminum pan on your pan-fill transmission. Stock dipstick tube threads directly into the pan just like factory unit and stock full fluid mark remains accurate also.

Application

Part No.

| | |
|------------------------------------|---------------|
| Pan-fill conversion kit for C4 pan | 518050 |
|------------------------------------|---------------|



518050

529600



GM Transmission to Ford Engine Adapters

TCI® GM to Ford adapter plates are constructed from 1/4" 6061-T6 aluminum and measure 18" tall x 24" wide. They may be trimmed for chassis clearance or used as a mid-mount plate. These kits are designed to retain the stock starter location. Kit comes complete with adapter plate, crank adapter, flexplate and bolts.

| Engine Size | Crankshaft | Complete Kit | Crank Adapter | SFI Flexplate |
|-------------------|-------------------|----------------------------|---------------|--|
| 302-351C-351W | 1.375" dia. pilot | 529600 | 529661 | 529632 ^{1,2,3} 529632E ^{2,3,5} 529632L ^{2,3,6} |
| 351M-400M | 1.375" dia. pilot | 529701 | | |
| 429-460 | 1.375" dia. pilot | 529700 | 529761 | 529742 ^{1,2,3} |
| 360-390FE-427-428 | 1.850" dia. pilot | 529800 ⁴ | 529861 | 529742 ^{1,2,3} |

Footnotes:

- 1 Internal balanced
- 2 Will not work with C4 or C6
- 3 Use small-bolt-pattern GM style converter only
- 4 Comes with Part #351700 starter
- 5 Externally balanced 28 oz. weight
- 6 Externally balanced 50 oz. weight

Floor Shifters

TCI® offers a fine array of floor shifters for your C4/C6 equipped vehicle. From the street to the strip, the TCI® shifter line has you covered. See shifter section for complete information.

Technical Transmission Manual

These manuals provide detailed diagrams and instructions for the do-it-yourself transmission builders. The manual includes torque specifications, troubleshooting charts and repair procedures.

| Application | Part No. |
|-------------|---------------|
| C6 | 892900 |



AFTER INSTALLING YOUR NEW SHIFTER OR TRANSMISSION, YOU SHOULD ALWAYS DOUBLE-CHECK THE SHIFTER LINKAGE. THE SHIFTER DETENTS AND TRANSMISSION DETENTS SHOULD MATCH ONE ANOTHER. IN CERTAIN APPLICATIONS, YOU MAY HAVE TO INSTALL YOUR SHIFT LINKAGE FROM YOUR ORIGINAL TRANSMISSION INTO YOUR NEW TRANSMISSION.



CATALOG

Ford AOD/AODE/ 4R70W/5R55



432700

- Triple tested for balance, leaks and vibration
- Improve low end power
- Quicker acceleration
- No modification required

Torque Converters

| Application | Saturday Night Special® | Breakaway® | StreetFighter® | Super StreetFighter™ |
|------------------------|-------------------------|-------------------------------|---|----------------------|
| 2005-06 Mustang 5R55 | | | 456000 | |
| 1980 & later Ford, AOD | 432700 ^{1,4} | | 433200 ⁵ | 433300 ⁵ |
| 302(5.0L), 351(5.8L) | 432600 ^{1,3} | | 432800 ¹ | |
| 11-7/16" bolt circle | | | 432801 ^{1,2} | |
| 1994 & later Ford AODE | 433500 ¹ | 433900 433700 ⁸ | 433600 ^{1,6} 433800 ⁹ 434000 ⁷ | 434100 ⁷ |

Footnotes:

- 1 Functional lock-up torque converter, only for lock-up transmissions
- 2 Ballooning plate on transmission side
- 3 5.8L
- 4 5.0L
- 5 Non lock-up. Must be used with TCI® Part #439600 NLU input shaft.
- 6 11.4" bolt pattern
- 7 Billet front
- 8 10" converter
- 9 4.6L with 10.6 bolt pattern



431000

StreetFighter® AOD Transmissions

| Application | Engine | Lock-up | Non Lock-up |
|-------------------|-------------------|---------|---------------------|
| AOD, 1980 & later | 3.8L, 5.0L & 5.8L | 431000 | 431200 ¹ |
| 4R70W | 3.8L, 5.0L & 5.8L | 434020 | |

Footnote:

- 1 Must be used with a TCI® non lock-up torque converter

- Triple tested for highest quality
- Increased lubrication and thrust capacity
- Stronger components
- Designed for any street application

AOD/AODE/4R70W Cast Aluminum Pans

These pans are all you'll need no matter if you own an AOD, AODE or a 4R70W. The pan is an extra-deep design, ribbed for added cooling capacity. A drain plug makes fluid & filter changes much more convenient. Kit comes with all necessary gaskets, filters and installation hardware.

| Application | Part No. |
|--|----------|
| AOD/AODE/4R70W (4 extra quarts) cast aluminum pan | 438000 |
| AODE/4R70W (1.5 extra quarts) powder coated/o-ring cast aluminum pan | 438010 |
| AODE/4R70W (2.5 extra quarts) powder coated/o-ring cast aluminum pan | 438015 |



438000

* TCI® torque converters and transmissions are made from new and remanufactured parts

Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

| Application | Part No. |
|------------------|----------|
| Ford application | 952501 |



952501

TCU Systems

The TCI® TCU allows you to take full control of your GM 4L60E or 4L80E transmission. It's a stand-alone controller that includes a wiring harness for your transmission, software for your laptop and a communications cable to connect your laptop to the TCU.

| Application | Part No. |
|-------------|----------|
| AODE | 477000 |



477000

Service Kits and Valve Body Kits

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high quality clutches bands and gaskets

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|-------------------|---------------------|----------------------------|---------------------|-------------------------------------|----------------------------|-------------------------------|
| AOD, 1980-1993 | 438700 | 439100 ¹ | 438900 ¹ | | 436000 | 438500 438501 ² |
| AODE, 1992-1995 | 438750 | 439150 | 438950 | | 436001 | 438550 |
| 4R70W, 1996-later | 438760 | 439160 | 438960 | | 436001 | 438500 |

Footnote:

1 1980-1989

2 1984-1993 4X4 and TCI® Part #438000 deep pan



438900

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Ford AOD/AODE/ 4R70W/5R55

AOD Overdrive Jumbo Servo

Don't waste your time searching core piles for the elusive (A) overdrive servo. The TCI® Jumbo Servo is available immediately and offers greater holding capacity than the hard-to-find Ford counterpart. This servo is now standard equipment in every AOD that we build in-house.

| Application | Part No. |
|---------------------|----------|
| AOD overdrive servo | 436003 |

High Performance Overdrive Bands

The TCI® high performance flex bands feature linings with higher coefficient of friction for higher torque capacity, producing a quicker positive shift.

| Application | Part No. |
|---------------------------|----------|
| AOD Kevlar® | 435500 |
| AODE/4R70W Kevlar® | 435501 |
| AODE/AODE reverse Kevlar® | 435505 |

Manual/Automatic Valve Body

This valve body has been recalibrated for firmer shifts and increased torque capacity using our Trans-Scat® modifications and is fully tested.

| Application | Part No. |
|------------------------|----------|
| Ford AOD, 1980 & later | 432200 |

High Strength Input Shafts

- Shafts are made from hardened steel and are a must for trans-brake applications
- Direct replacement, no modifications required

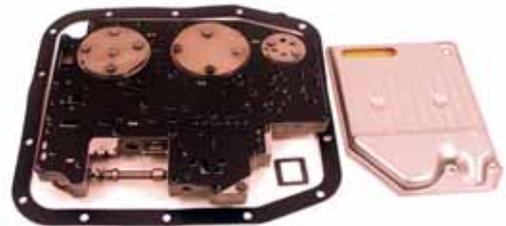
| Application | Part No. |
|--|---------------------|
| For lock-up applications, VASCO 300 steel. This is a direct replacement for the stock unit and provides unequalled torsional strength. | 439700 |
| For non lock-up applications, Vaccu Melt 300 steel | 439600 ¹ |

Footnote:

¹ Must be used with a TCI® non lock-up torque converter



436003



432200



439700



**ALWAYS DOUBLE CHECK YOUR TRANSMISSION
FLUID LEVEL AFTER THE INITIAL TEST DRIVE.**

* TCI® torque converters and transmissions are made from new and remanufactured parts

Ford E40D/4R100

Torque Converters

- Triple tested for balance, leaks and vibration
- Improve low end power
- Quicker acceleration
- No modification required

| Application | Maximizer™ |
|--|------------|
| 1989-up RV/Towing, 4-lug front | 492200 |
| 1989-up RV/Towing, 6-lug forged steel front | 492201 |
| 1989-up RV/Towing, 6-lug forged steel front w/ triple-disc clutch & steel stator | 492202 |



492200

Transmissions

- Triple tested for highest quality
- Increased lubrication and thrust capacity
- Stronger components
- Designed for any street application

| Application | Engine Size | Maximizer™ |
|--------------------|-------------|------------|
| 1989-1995 E40D | V8 Diesel | 491000 |
| 1989-1995 4X4 E40D | V8 Gas | 491400 |



491400

Service Kits and Valve Body Kits

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Valve Body Performance Improver Kit |
|--------------------------------|---------------------|----------------------------|-------------------------------------|
| Ford E40D 2WD, 1989-95 | 498700 | 499100 | 496500 |
| Ford E40D 4X4, 1989-95 | 498700 | 499101 | 496500 |
| Ford E40D 2WD, 1996-4/97 | 498725 | 499125 | 496500 |
| Ford E40D 4X4, 1996-4/97 | 498725 | 499126 | 496500 |
| Ford E40D/4R100 2WD, 5/97-1998 | | 499127 | 496500 |
| Ford E40D/4R100 4X4, 5/97-1998 | | 499128 | 496500 |
| Ford E40D/4R100 2WD, 1999-up | | 499150 | 496500 |
| Ford E40D/4R100 4X4, 1999-up | | 499151 | 496500 |



496500

Aluminum Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum pan. Designed to dissipate heat faster and complete with drain plug.

| Application | Part No. |
|---|----------|
| E40D/4R100 (7.5 extra quarts) powder coated/o-ring aluminum pan | 498010 |
| 5R110 premium cast aluminum pan | 508015 |



498010

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

General Motors Powerglide



Transmissions

Powerglide

Ordering Your TCI® Powerglide Transmission

The competition Powerglide transmission is the true "workhorse" of today's racing transmissions. Without a doubt, the Powerglide is the most commonly used type of transmission on the dragstrip. TCI® has long been an innovator in the design and development of these units. Because the transmission is a unit fully customized to your particular race application, we have thousands of different combinations available. To order the transmission which best suits your needs, you will need to select the parts options desired from the chart below. All Powerglide transmissions begin with the prefix 71, 73, 74, 76, 77, 81 or 82. The competition transmission part numbers are composed of eight digits. The order of placement of the digits will determine the type of transmission you will receive.

The first number after the prefix determines what gear type you prefer; the second number allows you to select the transmission pan type. The third number gives you the hub and/or hub and drum and/or hub and drum plus lightweight and bearing options. The fourth number indicates the type of input shafts available; the fifth number the type of valve body and length of transmission. The sixth digit allows you to select the planetary ratio.

The prefix "71" indicates the use of the stock General Motors aluminum case prepped by the TCI® transmission department.

The prefix "73" indicates the use of a new Dedenbear case with SF1 spec. 4.1 internal safety liner installed.

The prefix "74" indicates the use a stock Powerglide transmission case with a Part #743500 Gerotor pump.

The prefix "76" indicates the use of the new Dedenbear case with safety liner and Part #743500 Gerotor pump.

EXAMPLE:

Part #71300423 is a Powerglide with a stock case, VASCO gear set, steel pan, steel hub, VASCO turbo shaft, standard length trans-brake, 1.96 gear ratio.

| Case Type | Gear Type | Transmission Pan | Hub | Input Shaft | Valve Body | Gear Ratio |
|---|---|---|---|---|---|--|
| 71—Stock P/G GM case | 1—Standard set w/ forged carrier and ring gear | 0—Steel pan stock depth | 0—Steel hub | 1—TCI® aftermarket P/G spline input shaft | 1—Full manual competition standard length | 0—1:65 SC w/ 4140 forged carrier & ring gear |
| 73—Dedenbear P/G case w/ liner | 2—Super set w/ forged carrier and ring gear | 5—Cast alum. deep pan 2 Qt. extra capacity | 1—Aluminum hub | 2—TCI® aftermarket turbo spline input shaft | 2—Trans-brake standard length | 1—1:80 SC w/ 4140 forged carrier & ring gear |
| 74—Stock P/G GM case w/ Part #743500 pump | 3—VASCO super set w/ forged carrier and ring gear | 7—Cast alum. pan stock depth | 2—Aluminum hub and aluminum drum | 3—TCI® aftermarket VASCO P/G spline input shaft | 3—Pro Tree trans-brake standard length | 2—1:89 w/ 4140 forged carrier & ring gear |
| 75—Dedenbear P/G bearing case & stock pump | 4—Standard set w/ forged carrier and ring gear w/ adj. PR aluminum valve body | 8—Pro-X™ o-ring style HDT coated deep cast aluminum pan | 3—Aluminum hub and aluminum drum w/ bearings | 4—TCI® aftermarket VASCO turbo spline input shaft | 4—Full manual shorty | 3—1.96 w/ forged carrier & ring gear |
| 76—Dedenbear P/G case w/ liner & Part #743500 pump | 5—Super set w/ forged carrier and ring gear w/ aluminum adj. PR valve body | | 4—10 Clutch hi-drum wideband & hi-static reverse clutches | 5—TCI® aftermarket Pro-X™ turbo spline input shaft w/ rings | 5—Trans-brake shorty | 4—2:03 w/ 4140 forged carrier & ring gear |
| 77—Dedenbear P/G case w/ liner, bearing & Part #743500 pump | 6—VASCO super set w/ forged carrier & ring gear w/aluminum adj. PR valve body | | | 6—TCI® aftermarket Pro-X™ ringless turbo spline input shaft | 6—Pro Tree trans-brake shorty | 5—2:11 w/ forged carrier & ring gear |

* TCI® torque converters and transmissions are made from new and remanufactured parts

| Case Type | Gear Type | Transmission Pan | Hub | Input Shaft | Valve Body | Gear Ratio |
|--|--|------------------|-----|-------------|---|---|
| 81—ATI SuperCase Chevy bellhousing w/stock pump | 7—Standard set w/ forged carrier & ring gear w/ aluminum valve body | | | | 7—Ultimate Pro Tree brake standard length | 6—1:76 w/ 4140 forged carrier & ring gear |
| 82—ATI SuperCase Chevy bellhousing w/part #743500 pump | 8—Super set w/ forged carrier & ring gear w/ aluminum valve body | | | | 8—Ultimate Pro Tree brake shorty | 7—1:76 4-link dragster w/ 4140 forged carrier & ring gear |
| | 9—VASCO super set w/ forged carrier & ring gear w/ aluminum valve body | | | | | 8—1:98 SC w/ 4140 forged carrier & ring gear |
| | | | | | | 9—1:92 SC w/ 4140 forged carrier & ring gear |

Dedenbear SuperCase Transmissions

This new, high performance case, manufactured for Powerglides, eliminates the flex and cracking problems that plague the OEM case design. The Dedenbear SuperCase is a strong, high-quality machined unit that provides consistent trans-brake release, less component wear, cooler operating temperatures and less binding. These new transmissions include an SFI 4.1 certified safety liner, so there's no need to run an external transmission shield. An SFI 30.1 certified bellhousing is also standard with these transmissions. Bare transmission case and other accessories are available as listed.

| Application | Part No. |
|--|----------|
| SuperCase w/ liner SFI 4.1 and SFI 30.1 | 720002 |
| Low drag SuperCase w/ rear bearing gov. support and liner SFI 30.1 and SFI 4.1 | 720007 |
| Debenbear tailhousing | 720008 |
| Low drag P/O tailhousing new casting with bearing installed | 720009 |



720002

Bracket Racing Powerglides

Our Bracket Racing Powerglides are designed specifically to give you dependable service and great performance—at an economical price for the mild engine bracket racer. This bracket racing series is not recommended for applications utilizing engines with over 450 horsepower but is an excellent choice for engines making less than that.

All Bracket Racing Powerglides include: 4140 steel clutch hub (TCI® Part #748300), universal shift lever (TCI® Part #748400), high performance clutches and steels, hi-energy band.

All 1.82 Ratio Bracket Racing Powerglides include a special reinforced stock planetary. A steel girde is welded over the housing, which increases torque load capacity. Shorty Bracket Racing Powerglides include a re-splined and heat-treated output shaft and shorty cover.



711177

| Application | Part No. | Application | Part No. |
|-----------------------------------|----------|--|----------|
| Full manual 1.76 std. length | 711176 | Full manual 1.76 std. length w/ 749700 P/G spline input shaft | 711177 |
| Full manual 1.82 std. length | 711182 | Full manual 1.76 std. length w/ 749600 Turbo spline input shaft | 711178 |
| Bracket brake 1.76 std. length | 712176 | Full manual 1.76 shorty length w/ 749700 P/G spline input shaft | 711179 |
| Bracket brake 1.82 std. length | 712182 | Full manual 1.82 std. length w/ 749300 P/G spline input shaft | 711183 |
| Pro Tree brake 1.76 std. length | 713176 | Full manual 1.82 std. length w/ 749200 Turbo spline input shaft | 711184 |
| Pro Tree brake 1.82 std. length | 713182 | Trans-brake 1.76 std. length w/ 749700 P/G spline input shaft | 712177 |
| Bracket brake 1.76 shorty length | 715176 | Trans-brake 1.76 std. length w/ 749600 Turbo spline input shaft | 712178 |
| Bracket brake 1.82 shorty length | 715182 | Trans-brake 1.82 std. length w/ 749300 P/G spline input shaft | 712183 |
| Pro Tree brake 1.76 shorty length | 716176 | Trans-bbrake 1.82 std. length w/ 749200 Turbo spline input shaft | 712184 |
| Pro Tree brake 1.82 shorty length | 716182 | | |

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

General Motors Powerglide



For information on Powerglide race torque converters go to the competition section.

Torque Converters

Street Converters

From a stock Nova SS to a blistering hot Impala SS still equipped with a Powerglide, we've got a performance torque converter with a stall speed to fit your needs. The general application chart below provides guidelines for choosing the proper part number torque converter.

| Application | Saturday Night Special® | Breakaway® 11" | StreetFighter® 10" | Super StreetFighter™ | Ultimate StreetFighter™ |
|-----------------|-------------------------|-----------------------|---------------------|----------------------|-------------------------|
| 1962-73 GM | 741500 | 741100 | 741000 | 741002 ² | 741003 ^{2,3} |
| (aluminum case) | | 741101 | 741001 ² | 741022 | |
| | | 741300 ¹ | | | |
| | | 741301 ^{1,2} | | | |

Footnotes:

- 1 Special high stall unit, great for light vehicles
- 2 With heavy-duty front anti-ballooning plate for nitrous applications
- 3 Built with steel stator

Street/Strip Performance Torque Converter General Application Chart

| Torque Converter Series | Advertised Camshaft Duration | Rear Gear Ratio | Engine Characteristics | Expected RPM Stall Speeds | |
|-------------------------|------------------------------|-----------------|---|---------------------------|--------------|
| | | | | Small Block | Big Block |
| Saturday Night Special® | Stock to 265° | Stock to 3.23 | Smooth idle, stock comp. ratio | 1600 to 1800 | 1800 to 2000 |
| Breakaway® | 265° to 280° | 3.00 to 3.73 | Fair idle, mild modifications | 2200 to 2400 | 2400 to 2600 |
| StreetFighter® | 280° to 300° | 3.55 to 4.56 | Rough idle, large fuel system, raised comp. ratio | 3000 to 3400 | 3400 to 3600 |
| Super StreetFighter™ | 280° to 310° | 3.73 to 4.88 | Rough idle, large fuel system, raised comp. ratio top end power | 3500 to 3800 | 3800 to 4000 |
| Ultimate StreetFighter™ | 290°+ | 3.73+ | 500+ horsepower with power adders | 3500+ | 3800+ |

This chart is a guideline. Your stall speed may vary in your application.

Valve Bodies

| Application | StreetFighter® Manual/Automatic | Full Manual Series | Trans-Brake Series P-R-N-2-1 | Aluminum Valve Body Trans-Brake | |
|------------------------|---------------------------------|---------------------|------------------------------|---------------------------------|-------------------------|
| 1962 - 73 P/G bracket | 744250 | 744200 ¹ | 748200 ^{1,4} | 748203 ^{1,4} | 748204 ^{1,4,5} |
| 1962 - 73 P/G Pro Tree | | | 628200 ^{1,2} | 628203 ^{1,2} | 628204 ^{1,2,5} |
| 1962 - 73 P/G ultimate | | | 628251 ^{1,3} | 628253 ^{1,3} | 628254 ^{1,3,5} |

Footnotes:

- 1 Forward shift pattern
- 2 Pro Tree, safe neutral
- 3 Ultimate Pro Tree, for Super Gas safe neutral
- 4 Bracket trans-brake
- 5 Adjustable pressure regulator

748203



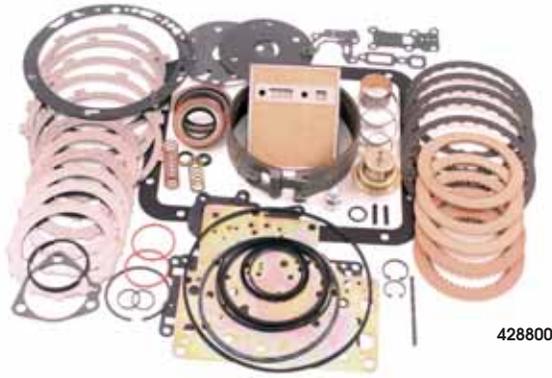
• StreetFighter® series is designed for street/strip use

• Full manual series is designed for race applications to control shifts manually and a reverse shift pattern

• Trans-brake series offers full manual shift and allows maximum stall from your torque converter

• All valve bodies are 100% quality checked for proper function and where applicable proper operating pressures are checked on a dedicated valve body test machine

* TCI® torque converters and transmissions are made from new and remanufactured parts



- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

Transmission Service Kits & Valve Body Kits

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body | Aluminum Trans-Brake |
|----------------------------|---------------------|-------------------------------|---------------|-------------------------------------|------------------------|----------------------|
| 1962-66 GM (aluminum case) | 628800 | 749000 749015 ¹ | 428800 | 626200 | 280000 | 628500 |
| 1967-73 GM (aluminum case) | 628800 | 749000 749015 ¹ | 428800 | 626300 | 280000 | 628500 |

Footnote:

¹ Special high horsepower kit with HD Red clutches

Powerglide Components

Transmission Clutch Plates

| Application | Type | High Performance Frictions | Super HD Red Frictions | Steel Plates |
|----------------------------|---------|--|---|---|
| 1962-73 GM (aluminum case) | High | 724000 (5 ea.) .098" 724250 (5 ea.) ¹ .098" 724050 (6 ea.) ¹ .061" 724055 (10 ea.) ³ .061" | 724005 (5 ea.) .098" 724001 (1 ea.) .098" | 724002 (6 ea.) ^K .070" 724200 (6 ea.) .070" 724206 (6 ea.) .060" |
| 1962-73 GM (aluminum case) | Reverse | 724100 (5 ea.) .098" 724101 (1 ea.) ² .098" | 724105 (5 ea.) ² .098" 724300 (5 ea.) .070" | 724102 (6 ea.) ^K .070" |

Footnotes:

K Represents Kolene®-treated steels

¹ For high gear drum, pre-packaged kit with steels

² Special high static

³ For Part #743910 drum, pre-packaged kit with steels

Hardened Input Shafts

TCI® has made some design changes in our hardened input shafts for better performance and reliability. We have increased lubrication flow and strength. A resized diameter provides optimum stress distribution along entire length of shaft along with extended high-gear splines to the oil ring. CNC-machined from billet stock, heat-treated and cryogenically stress relieved.

TCI® offers input shafts made from aircraft quality Vaccu Melt 300 steel billet, VASCO 300 material and our breakthrough proprietary material found in our new PRO-X™ input shafts. Engines producing over 800 horsepower need VASCO 300 for maximum performance. Engines that have 1200+ hp should be paired with our PRO-X™ input shafts. For 1500+ hp use PRO-X™ ringless input shaft. The Turbo-spline shaft allows installation of a Turbo 350/400 converter in your Powerglide. These shafts require some minor machining of the stator support to accommodate the included turbo support bushing. We also offer input shafts that will allow the use of a 17-spline Powerglide converter with the Turbo-350/400 transmission.

| Application | Vaccu Melt 300 | VASCO 300 Steel | PRO-X™ | PRO-X™ RINGLESS |
|---|----------------|-----------------|--------|---------------------|
| 1.82 carrier with Turbo* converter splines (12-5/8" length) | 749200 | 749201 | | |
| 1.82 carrier with Powerglide converter splines (12-5/8" length) | 749300 | 749301 | | |
| 1.76 carrier with Turbo* converter splines (12-7/8" length) | 749600 | 749601 | 749602 | 749603 ¹ |
| 1.76 carrier with Powerglide converter splines (12-7/8" length) | 749700 | 749701 | | |

*Installation of the Turbo Shaft requires some minor machining of the stator shaft

Footnotes:

¹ Must be used with TCI® Part #743510 pump





CATALOG

General Motors Powerglide

Planetary Gear Sets

1.82 Replacement Planetary

1.82 stock replacement gears for street use in small block applications. This includes a special reinforced stock planetary. A steel girdle is welded over the housing which greatly increases torque capacity.

| Application | Part No. |
|---|----------|
| 1.82 standard length with reinforced carrier (for 28" Powerglide) | 747500 |
| 1.82 lightweight version for Stock Eliminator (lightened carrier and ring gear, does not have reinforcing girdle) | 742700 |
| 1.82 shorty length with reinforced carrier (for 19 1/2" Powerglide) | 745800 |
| 1.82 shorty, lightweight version | 746250 |



747407

New 1.76 Type Carrier Planetary Applications

Super Set: Guaranteed for twelve months from date of purchase to original owner. All pinion gears, center gear, auxiliary gears and flange gear are replaced with 9310 steel billet gears. Our A536-80 ductile iron carrier with our new 4140 forged ring gear and output shaft is used. Available for standard and shorty applications. Recommended for use in Super Classes - Heads-up Pro Tree racing.

Vasco Gear Set: Guaranteed for twenty-four months from date of purchase to original owner. Vasco-300 Steel is used for all gears: pinion, center, auxiliary and flange. This set is housed in our A536-80 ductile iron carrier with our New 4140 forged ring gear and output shaft. Available for Super Classes, Competition, Top Sportsman and Top Dragster.

Lightweight Units: Maximum benefit is obtained from reducing rotating weight. Output shaft is gun drilled, reverse ring gear and carrier are lightened.

| Ratio | 1.65 ¹ | 1.76 | 1.80 ¹ | 1.89 | 1.92 ¹ | 1.96 | 1.98 ¹ | 2.03 | 2.11 |
|--|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|--------|
| For standard length Powerglide transmissions (27 9/16" overall length) includes planetary ring and flange gear | | | | | | | | | |
| Super set planetary set | 742450 | 747404 | 747407 | 742220 | 742250 | 742320 | 743050 | 742420 | 742520 |
| Vasco planetary set | | 747405 | | 742230 | | 742330 | | 742430 | |
| Lightweight unit in HD planetary set | | 742680 | | 742880 | | 742980 | | 743080 | 743180 |
| Lightweight unit in super set | | 742620 | | 742820 | | 742920 | | 743020 | 743120 |
| For shorty length Powerglide transmissions (19 1/2" overall length) includes planetary ring and flange gear | | | | | | | | | |
| Super set shorty planetary set | | 745920 | 745930 | 746960 | 746962 | 747060 | | 747160 | 747260 |
| Vasco shorty planetary set | | 745965 | | 746970 | | 747070 | | | |
| For shorty length transmissions for 4-link dragster applications (21" overall length) includes planetary ring and flange gear | | | | | | | | | |
| Super set shorty planetary set | | 745925 | | 746965 | | | | | |
| Vasco shorty planetary set | | 745975 | | | | | | | |

Footnote:

¹ Straight-cut gears

Bare Carriers

Made from 4140 ductile iron held to strict tolerances.

| Application | Part No. |
|------------------------------|----------|
| Shorty bare carrier | 745951 |
| Long bare carrier | 747451 |
| Shorty "4-link" bare carrier | 745953 |



745951

Shorty Planetary for 4-Link Dragster Applications

Special length output shaft designed for 4-link suspensions 1 1/2" longer than standard shorty.

| Application | Part No. |
|---|----------|
| 1.76 ratio Super set 4-link shorty planetary set | 745925 |
| 1.76 ratio Vasco 4-link shorty planetary set | 745975 |
| Shorty cover for 4-link shorty planetary | 746403 |
| Shorty cover with bearing for 4-link shorty planetary | 746402 |
| 1.89 Super set | 746965 |



745925

Planetary Service Items

All new special thrust washers necessary to rebuild one Powerglide 1.76 planetary. Includes 6 new rear thrust washers, 3 new front figure eight-washers, large center brass washer and new retaining plates and set screws. Thrust bearing replaces OE bearing.

| Application | Part No. |
|--------------------------------|----------|
| 1.76 carrier thrust washer kit | 747455 |
| 1.76 sun gear thrust bearing | 747465 |



747455

Forged 1.76 Reverse Ring Gears

One of the common failure points with a Powerglide planetary is the ring gear. Most racers today are using 30-year-old ring gears that are pitted and cracked, which contributes to gear set lock-up and failure. TCI® now manufactures a new reverse ring gear from a 4140 forging. Stop problems before they happen, update your transmission with this superior part today.

| Application | Part No. |
|--|----------|
| 4140 forged ring gear for 1.76 ratio | 747450 |
| 4140 forged ring gear for 1.89 ratio (ID increased .050" over stock) | 747452 |
| 4140 forged ring gear for 1.96 ratio | 747453 |
| 4140 forged ring gear for 2.11 ratio | 747454 |



747450

Shorty Covers

We have two styles of shorty covers available; one with a stock rear bushing and one with a needle bearing return in place of the bushing for reduced drag and less wear on the yoke. Both styles are notched to fit Dedenbear cases. Select which shorty cover you would prefer. Our shorty covers include necessary mounting bolts and gaskets.

| Application | Part No. |
|---|----------|
| Shorty cover for shorty planetary | 746400 |
| Shorty cover with bearing for shorty planetary | 746401 |
| Shorty cover for 4-link shorty planetary | 746403 |
| Shorty cover with bearing for 4-link shorty planetary | 746402 |



746400



CATALOG

General Motors Powerglide

Pistons

Modified high-gear piston to allow the use of five or six clutches when using our Part #747300 or Part #748300 hub.

| Application | Part No. |
|------------------------------------|----------|
| High gear piston for 5 clutches | 744000 |
| Reverse gear piston for 5 clutches | 744100 |

Case Savers

The TCI® case saver clips are designed to fit into all six reverse steel pockets located in the bottom of the case. They will restore smooth reverse clutch operation and trans-brake consistency to a worn case.

| Application | Part No. |
|-------------------------|----------|
| P/G, OEM, Dedenbear, JW | 720011 |



720011

Trans-Brake Solenoid

When you come to the line to make that all-important run, the last thing you should be thinking about is whether you purchased the best trans-brake solenoid available. With the purchase of a new TCI® trans-brake solenoid, you'll know you have state-of-the-art engineering, incorporating such features as a precision-ground steel shaft with bronze bushing, a shaft-pinned nut for secure placement and unique lip seal to prevent fluid leakage while minimizing mechanical drag.

The TCI® solenoid motor is only 1.025-inches long, making it the most compact, space-saving solenoid available. The conical-face design is able to handle higher forces than standard flat-faced solenoids with 0.180 to 0.200-inch strokes. The high-efficiency, precision wound coil maximizes the amount of copper in the allowable space for maximum force and the two wire set-up assures a good quality ground can be established.

| Application | Part No. |
|--|----------|
| P/G, all models, trans-brake solenoid with 0.200" stroke | 749800 |



749800

Springs & Things

Replace worn or fatigued piston springs to achieve proper clutch release. Ensure line pressure by using this calibrated pressure regulator spring.

| Application | Part No. |
|-------------------------------------|----------|
| Piston springs for P/G reverse (17) | 628216 |
| Pressure regulator spring for P/G | 704300 |

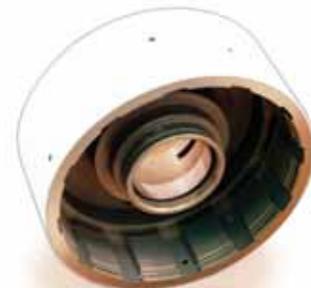


704300

Aluminum Drum

CNC manufactured in-house from 7075-T6 aluminum billet because of the outstanding strength properties of the material. Reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold up to five standard-thickness clutches and are hard-coat anodized for improved wear characteristics.

| Application | Part No. |
|--------------------------------|----------|
| P/G (high gear ceramic coated) | 743900 |



743900

- 3.58 pounds lighter than stock

High Capacity Drum

This new Powerglide drum is configured to use ten Alto Red Eagle® frictions and Alto steels. This is a significant increase in lock-up surface area and allows the drum to hold significantly more torque. The drum is made from a high strength cast steel and has excess material removed to reduce rotating mass. Oil holes have been added to allow fluid to escape the drum and permit the piston to engage quicker. A standard needle bearing stepped into the front side reduces friction and drag. High strength, forged-steel clutch hub is built extra tall to accommodate the additional clutch plates.

| Application | Part No. |
|--|---------------------|
| Powerglide steel drum for 10-clutches | 743910 |
| Powerglide steel clutch hub for 10-clutch drum | 748310 |
| Powerglide steel drum kit for 10-clutches | 743915 ¹ |
| Replacement clutches for Part #743915 | 724055 |

Footnote:

¹ Part #743915 Kit contains the following: Part #748310 clutch hub, Part #749310 drum, apply piston, 10 - Alto Red Eagle® .061" thick clutches, 11 - .060" thick steels

Low Drag Components

Boost the efficiency of your transmission by reducing power robbing friction with these low drag components.

| Application | Part No. |
|--|----------|
| Low drag P/G tailhousing, new casting with bearing installed | 720009 |
| Aluminum P/G governor support with bearings | 720005 |
| Low drag modified P/G package, includes stock case and machined governor support | 720006 |
| Low drag shorty rear cover with bearings | 746401 |
| Low drag P/G Dedenbear tailhousing | 720008 |

Roller Bearing "Stop Walk"

Prevent couplers or yokes from walking into the rear of a Powerglide shorty cover. Easy slip-on installation. Roller bearing "Stop Walk" is made of top quality 6061-T6 aluminum to cut down friction and heat and prevent galling.

| Application | Part No. |
|----------------------------|----------|
| Roller Bearing "Stop Walk" | 746450 |

Powerglide Racing Bands

Our racing bands feature Hi-Energy lining with a higher coefficient of friction for higher torque capacity. Maximum band life is assured with the all new racing band manufactured for TCI®. The first Powerglide band tooled in 20 years and a must for competitive race applications.

| Application | Part No. |
|---|----------|
| Powerglide OE band relined with Kevlar® composite material | 625100 |
| All new Powerglide racing band with exclusive Hi-Energy composite material lining | 625101 |



743915



720009



746450



625100



CATALOG

General Motors Powerglide

Powerglide Powerband™

This totally retooled Alto Powerband™ has been made 15% wider than the OEM design band. The added width better utilizes the available surface area of the high-gear drum while the Kevlar® lining provides superior heat & wear resistance over common linings. The TCI® Powerband™ is perfect for high torque applications that can benefit from the ultimate in trans-brake and low gear holding capacity.

| Application | Part No. |
|-----------------------|----------|
| Powerglide Powerband™ | 625102 |



625102

Clutch Hubs

TCI® manufactures two styles of clutch hubs for the aluminum case Powerglide transmission. We offer a stress-proof steel and a 7075-T6 aluminum hub. Both units have been "beefed up" in the radius area for extra strength to eliminate the breakage between the hub center and the input shaft spline area. These hubs have been designed to accept up to six clutch plates but will function properly with fewer plates.

| Application | Part No. |
|----------------------------------|----------|
| Powerglide, high gear (steel) | 748300 |
| Powerglide, high gear (aluminum) | 747300 |



747300

748300

Dual Ring Servo Kit

For greater durability and consistent performance in the Powerglide, TCI® introduces the dual ring servo kit. This kit uses two Teflon sealing rings in place of the original single design or dual rubber ring designs offered elsewhere. This doubles sealing effectiveness and prevents excessive leakage which can reduce band apply force. This feature also reduces vehicle rocking when the trans-brake is applied and provides additional stability in low gear. Perfect for the Super Class racer seeking positive trans-brake engagement when staging.

| Application | Part No. |
|--|----------|
| Dual ring servo kit | 743210 |
| Replacement Teflon rings and gasket for Part #743210 | 743205 |



743210

Aluminum Servo Cover

CNC manufactured in-house from 6061-T6 billet aluminum because of its superior strength characteristics. It will stop any chance at leaks and flexing in the servo.

| Application | Part No. |
|---|----------|
| P/G billet aluminum servo cover, fits 1962-73 | 743300 |



743300

Sealing Ring Kit

Kit contains all rings normally required during a transmission rebuild.

| Application | Part No. |
|--|----------|
| P/G sealing ring kit, fits 1962-73 (stock servo) | 623800 |



623800

Front Pump Assembly

This pump is ideal for maximum ET in Stock, Super Stock and competition classes. The TCI® performance remanufactured Powerglide pump features fully machined surfaces, blueprinted converter charge & cooler circuits, new gears and a bushing for Turbo-style input shafts.

Our competition front pump has gears and pump body precision surface-ground for a high rpm volume application. We also modify the converter charge and cooler circuits to help converter stall speed. These pumps are good for 150 to 300 rpm converter stall speed over stock pumps and reduce horsepower loss through the pump at high rpm. Recommended for class type engines under 400 cid.

| Application | Part No. |
|--|----------|
| Remanufactured Powerglide pump with Turbo bushing installed | 743400 |
| Comp special low drag Powerglide pump with Turbo bushing installed | 743401 |
| Powerglide stator support & pump cover half with Turbo bushing | 743600 |



743400

Gerotor Pump

Our new Gerotor front pump offers several design advantages over OEM, involute-style pumps, plus improved low rpm flow and reduced horsepower consumption.

The Gerotor pump features: simple design; no expensive crescents to machine or wear out, longer life; low velocity between inner and outer gears for less wear, low noise; smooth, uniform flow of fluid, reduced cavitation; design that slows fluid velocity, positive trans-brake apply, reduction of slipping reverse clutches when backing at or near idle speed, gears created with latest in powder metal technology; dry-film lubricant coated for wear resistance, redesigned, bolt-in style stator support tube that eliminates the possibility of spinning like interference fit, OEM-style tubes, hardened steel sleeve in stator support tube that yields greater wear resistance from input shaft sealing rings, Turbo 350/400 style input shaft bushing which makes selection and swaps easy, and they are made in the USA.

| Application | Part No. |
|--|---------------------|
| All Powerglide | 743500 |
| Stator support tube assembly replacement | 743502 |
| Pump body half with Gerotor gears & seals | 743504 |
| Stator support pump half replacement including tube assembly | 743505 |
| Powerglide ringless shaft pump | 743510 ¹ |

Footnote:

¹ can only be used with TCI® Part #749603 style input shaft



743500

Cast Aluminum Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum pan. Designed to dissipate heat faster and complete with drain plug.

| Application | Part No. |
|--|---------------------|
| Powerglide deep (2 extra quarts) with magnetic drain plug | 528200 |
| Powerglide stock depth and capacity with magnetic drain plug | 528300 ¹ |

Footnote:

¹ Does not require a filter extension with this application



528200

528300

Chrome-Plated Steel Pans

These pans are chrome plated for show quality rust prevention.

| Application | Part No. |
|-----------------------------|----------|
| Powerglide, with drain plug | 528311 |



528311

High Flow Filter System

Helps reduce restriction and cavitation by providing more than three times the filtration area of a stock filter.

| Application | Part No. |
|--|----------|
| High flow Powerglide filter system (will not work with stock depth pans) | 528505 |



528505



CATALOG

General Motors Powerglide



Competition Shifters

TCI® offers a fine array of floor shifters for your Powerglide equipped vehicle. See shifters section for complete information.

Shift Lever

We offer a universal shifter lever that will work with most competition shifters on the market. With the installation of our shifter lever, you will not have to make any modifications to the kickdown linkage opening. Our lever eliminates the kickdown opening.

Application

Powerglide universal shift lever

Part No.

748400



748400

Dipstick

All dipsticks come with locking sticks for racing safety. Standard length dipstick with tube, secures with mounting tab to bellhousing.

Application

Chrome

Part No.

743700

Gold dichromate

743800

Shorty length dipstick with tube, silver dichromate (silver)

743850

Full length for 1/4" motorplate, gold dichromate

743804

Shorty length for Dedenbear case, gold dichromate

743810



743800



ALWAYS RE-TORQUE THE TRANSMISSION PAN BOLTS AFTER YOU INSTALL YOUR NEW TRANSMISSION.

General Motors Turbo Hydramatic



240901

Torque Converters

| Application | Sizzler® | Saturday Night Special® | Breakaway® 11" | StreetFighter® 10" | Super StreetFighter™ | Ultimate StreetFighter™ |
|---|----------|-------------------------------|---|-------------------------------|-------------------------------|--|
| 1980 & later TH-250C & 350C (lock-up) | | 242400 | | | 242422 | |
| 1965-84 TH400, 425, 425, 375 with wide bolt pattern (except variable pitch) | | 241501 | 241400 ^{1,2} | 242000 242101 ² | 242002 ² 242022 | 241003 ^{2,5} 241004 ^{4,2,5} |
| 1965-81 TH350, 375 with small bolt pattern (except lock-up) | 241538 | 241500 241502 ³ | 241300 241100 241101 ² | 242100 242101 ² | 242102 ² 242122 | |
| 1965-91 TH350,400 with wide bolt pattern | | | 241200 | | | |
| 1965-91 TH350,400 with dual bolt pattern (168-tooth flexplate) | | | 240900 240901 ² | 241000 241001 ² | 241002 ² 241022 | |
| TH350 LS1 bolt pattern/pilot | | | | 241005 | 241006 | |

Footnotes:

- 1 Special high stall unit, great for light vehicles
- 2 With heavy-duty front anti-ballooning plate for nitrous applications
- 3 For Buick, Pontiac, Oldsmobile with small bolt circle and mounting lugs
- 4 Low stall configuration
- 5 Built with steel stator

Transmissions

| Application | Engine Size | Sizzler® | StreetFighter® | Super StreetFighter™ |
|--|-------------------|----------|--|----------------------|
| Chevrolet, TH350, non lock-up, with 6" tailshaft | Chevy V8, 4.3L V6 | 311038 | 311000 311010 ¹ 311079 ³ | 311005 |
| Chevrolet, TH350, non lock-up, with 9" tailshaft | Chevy V8, 4.3L V6 | 311098 | 311090 | |
| Chevrolet, TH350, non lock-up, with 12" tailshaft | Chevy V8, 4.3L V6 | | 311012 | |
| Buick, Oldsmobile, Pontiac TH350, non lock-up, with 6" tailshaft | All B.O.P V8 | | 311100 311110 ¹ 311179 ³ | 311105 |
| Buick, Oldsmobile, Pontiac TH350, non lock-up, with 9" tailshaft | All B.O.P V8 | | 311190 | |
| Chevrolet, TH400, non lock-up, with 4" tailshaft | All Chevrolet V8 | 211038 | 211000 211010 ¹ 211015 ² | 211005 |
| Chevrolet, TH400, non lock-up, with 9" tailshaft, large yoke | All Chevrolet V8 | 211090 | | 211095 |
| Buick, Oldsmobile, Pontiac TH400, non lock-up, with 4" tailshaft, large yoke | All B.O.P V8 | | 211300 | 211305 |
| Buick, Oldsmobile, Pontiac TH400, non lock-up, with 9" tailshaft | All B.O.P V8 | | 211390 | |
| Buick, Oldsmobile, Pontiac TH400, non lock-up, with 12" tailshaft | All B.O.P V8 | | 211312 | |



311000

- Triple tested for highest quality
- Increased lubrication and thrust capacity
- Stronger components
- Designed for any street application

Footnotes:

- 1 With special low gear planetary installed (2.75 low, 1.57 2nd) for Turbo 400, 1.52 2nd for Turbo 350
- 2 Extra heavy-duty version with Red Eagle® clutches & Kolene heat treated steels
- 3 With 36 element sprag assembly

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

General Motors Turbo Hydramatic



322200

Transmission Valve Bodies

| Application | StreetFighter® Series | Full Manual Series | Trans-Brake Series |
|------------------------|-----------------------|--|---------------------|
| GM TH350, all | 322200 ³ | 321100 ¹ 321000 ² 321001 ⁴ 321115 ⁵ | 321500 ¹ |
| GM TH400, 1965 & later | 222400 | 221100 ¹ | 221500 ¹ |

Footnotes:

- 1 Reverse shift pattern
- 2 Forward shift pattern
- 3 Non lock-up
- 4 Forward shift pattern with 1st & 2nd gear engine braking
- 5 Reverse pattern with engine braking

- StreetFighter® series is designed for street-strip use
- Full manual series is designed for race applications to control shifts manually and a reverse shift pattern
- Trans-brake series offers full manual shift and allows maximum stall from your torque converter
- All valve bodies are 100% quality checked for proper function and, where applicable, proper operating pressures are checked on a dedicated valve body test machine

Service Kits and Valve Body Kits

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit ² | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|--------------------------------------|---------------------|---|---------------|-------------------------------------|----------------------------|------------------------------|
| GM TH350, 1968 & later (non lock-up) | 328600 | 329000 329015 ¹ | 328800 | 326200 | 350000 | 328500 |
| GM TH350, 1980 & later (lock-up) | 328700 | 329100 | | 326300 | | 328500 |
| GM TH400, 1966 & later | 228600 | 259000 259015 ¹ | 228800 | 226000 | 400000 | 228500 |

Footnotes:

- 1 Special high horsepower kit with HD Red clutches
- 2 Kit does not include band

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets



400000

Front Pumps

Restore proper line pressure and performance during your next rebuild with a TCI® fully remanufactured front pump. Each TCI® pump assembly includes: reground pump cover, re-machined pump pocket fitted with oversized gears coated with dry-film lubricant, new torque converter hub & stator tube bushings, new front seal and new pump gasket.

The TH350 competition pump has been machined to reduce pumping losses and cavitation at high rpm and is ideal for class race vehicles.

| Application | Part No. |
|---|---------------------|
| GM TH350 (will not fit TH350C) | 313400 |
| TH350 competition pump (not for street use) | 327000 |
| GM TH400 1965-up (except variable pitch) | 213400 ¹ |

Footnote:

¹ Must specify 6 or 8-bolt pump

Low Gear Planetaries

- Boost the efficiency of your transmission by reducing power robbing friction with these low drag components
- Perfect for applications requiring additional 1st and 2nd gear ratios for better take off
- Improve low end torque without adversely affecting the final drive ratio

| Application | Part No. |
|-------------------------------|----------|
| GM TH350 (2.75 1st, 1.52 2nd) | 327500 |
| GM TH400 (2.10 1st, 1.40 2nd) | 221000 |
| GM TH400 (2.75 1st, 1.57 2nd) | 227500 |

TH400 Transmission Components

High-quality direct replacement components for an upgrade or complete rebuild.

| Application | Part No. |
|--|----------|
| Pressure regulator spring, high pressure spring for TH400 full manual and trans-brake applications | 224300 |
| Rear case bearing, replaces thrust washer between rear of case and output shaft | 224400 |
| Heavy-duty forward drum with billet, oversize input shaft | 223600 |
| Heavy-duty billet main shaft | 223700 |
| TH400 (1964-1972) special intermediate sprag, this 34-element sprag replaces the stock 16-element, increasing torque capacity 110% | 227900 |
| TH400 (all years) high gear drum and 34-element sprag assembly | 227800 |

TH400 Forged Steel Clutch Hub

The new TCI® forged steel clutch hub is CNC machined from a 4140 steel forging. The all-new construction is much stronger than the cast OE unit and will resist fracturing, clutch tooth wear and spline failures. Designed for 500 plus horsepower TH400/4L80E transmission applications, the TCI® forged steel clutch hub is the perfect remedy to avoid clutch hub failure.

| Application | Part No. |
|--------------------------------------|----------|
| TH400/4L80E steel forward clutch hub | 228300 |



313400



327500



227900



228300



CATALOG

General Motors Turbo Hydramatic

Trans-Brake Solenoids

Direct replacements for TCI® style trans-brake valve bodies. Two wire setup assures a quality ground.

| Application | Part No. |
|------------------------|---------------|
| TH350 for Part #321500 | 221301 |
| TH400 for Part #221500 | 221300 |



221301

Trans-Brake Release Valves

Direct replacement for TCI® style trans-brake valve bodies.

| Application | Part No. |
|---|---------------|
| Replacement release valve & spring for Part #321500 | 321400 |
| Replacement release valve & spring for Part #221500 | 221400 |
| Composite Metal Matrix release valve for Part #221500 | 221409 |



221409

GM Turbo Hydramatic Components

Aluminum Drums

Manufactured from 7075-T6 aluminum billet because of the outstanding strength properties of the material. Reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold up to five clutches and are hard-coat anodized for improved wear characteristics. Not recommended for street use.

| Application | OEM Drum Weight (lbs.) | TCI® Drum Weight (lbs.) | Weight Savings (lbs.) | Part No. |
|---|------------------------|-------------------------|-----------------------|---------------|
| TH350 Forward (rear) | 5.94 | 2.48 | 3.46 | 323800 |
| TH350 Forward (rear) w/ OEM input shaft installed | 8.16 | 4.70 | 3.46 | 323850 |
| TH350 Direct (front) | 7.97 | 3.67 | 4.30 | 323900 |
| TH350 Direct (front) w/ 36 element heavy duty sprag installed | 10.11 | 5.81 | 4.30 | 327800 |
| TH400 Forward (front) | 7.25 | 2.84 | 4.41 | 223800 |
| TH400 Direct | 8.06 | 3.48 | 4.58 | 223900 |



323800

TH350 Transmission Components

| Application | Part No. |
|---|----------|
| TH350 iron direct drum w/ HD 36-element sprag assembly | 327900 |
| As above with an aluminum drum, save over four pounds | 327800 |
| Heavy Duty Outer Race, this special intermediate outer race helps prevent roller clutch failures. Directly replaces stock outer race. | 328900 |
| Super outer race designed from 300m steel and directly replaces the stock | 328910 |



327900

Low Drag Components

| Application | Part No. |
|---------------------------------------|----------|
| TH350 tailhousing with roller bearing | 323100 |



323100

Hardened Input Shafts

- Shafts are made from hardened steel and are a must for trans-brake applications
- Direct replacement, no modifications required

| Application | Part No. |
|--|---------------------|
| TH350 input shaft with Powerglide splines | 327605 |
| TH350 aluminum low gear drum with shaft installed, Vaccum Melt 300 material | 323850 |
| TH400 input shaft with Powerglide splines | 227600 ¹ |
| TH400 heavy duty forward drum assembly with larger diameter billet input shaft installed (great for high horsepower), Vaccum Melt 300 material | 223600 |



327605

Footnote:

¹ Made from stock OEM material

High Flow Filter System for TH350

In racing applications we have found that both the TH350 and Powerglide factory filters are questionable as to whether they can draw sufficient fluid under high rpm racing conditions. To assure a proper fluid supply at all times we have built an adapter kit to install a high flow Chrysler Torqueflite filter in both of these applications. Must be used in conjunction with a cast aluminum deep pan. Kit includes one filter, filter gasket, oil pan gasket and filter adapter with mounting hardware.

| Application | Part No. |
|-------------------------------|----------|
| High flow TH350 filter system | 328505 |
| Universal dust shield | 743866 |



328505

GM Universal Dust Cover

This universal dust cover works with most GM applications.

| Application | Part No. |
|-----------------------|----------|
| Universal dust shield | 743866 |



743866



CATALOG

General Motors Turbo Hydramatic

Transmission Clutch Plates

Clutch plates provide a high coefficient of friction and high temperature resistance and are suitable for both street and racing applications.

| Application | Type | High Performance Frictions | Super HD Frictions | Steel Plates |
|-------------|--------------|----------------------------|--|--|
| TH350 | Direct | 324000 (5 ea.) .098 | 324001 (1 ea.) .098 324005 (5 ea.) .098 | 324002 (10 ea.) .068 324003 (1 ea.) .068 ^K |
| | Intermediate | 324500 (3 ea.) .098 | | 324004 (5 ea.) .068 ^K |
| | Forward | 324700 (5 ea.) .098 | | 324002 (10 ea.) .068 324003 (1 ea.) .068 ^K |
| | Reverse | 324100 (5 ea.) .097 | 724105 (5 ea.) .098 Special High-Static | |
| TH400 | Direct | 224000 (5 ea.) .080 | 224005 (5 ea.) .080 | 224002 (5 ea.) .068 ^K 224003 (5 ea.) .090 ^K |
| | Intermediate | 224500 (3 ea.) .080 | 224501 (1 ea.) .080 224503 (3 ea.) .080 | 224502 (3 ea.) .100 ^K |
| | Forward | 224700 (5 ea.) .080 | | 224702 (5 ea.) .077 ^K |

K - Kolene® treated steels

High Performance Bands

Tougher than your average replacement part, TCI® bands feature extra reinforcement on the band lugs and a performance, red friction material.

| Application | Part No. |
|-------------------------|---------------|
| TH350 | 325100 |
| TH400 intermediate band | 225100 |
| TH400 reverse band | 225105 |



325100

Cast Aluminum Deep Pans

One of the best investments you can make to assure longevity of your automatic transmission is a cast aluminum deep pan. Designed with cooling fins to dissipate heat faster, these pans also provide additional strength and rigidity to the transmission case. No modifications are necessary to the stock dipstick and the pan includes magnetic drain plug, fluid pickup extension, pan gasket and new rail bolts and washers.

| Application | Part No. |
|------------------------|---------------|
| TH350 (2 extra quarts) | 328000 |
| TH400 (2 extra quarts) | 228000 |



328000

Chrome-Plated Steel Logo Transmission Pans

| Application | Part No. |
|-----------------------|---------------|
| TH350 with drain plug | 328011 |
| TH400 with drain plug | 228011 |



228011

TH350/TH400 Polished, Die-Cast Aluminum Pans

A beautiful addition to a street rod or show car, these die-cast pans are polished to a high luster. Considering ground clearance is a concern with these cars, these pans are made to the stock depth. A drain plug makes fluid & filter changes much more convenient. Kit comes with all necessary gaskets, filters and stainless-steel installation hardware.

| Application | Part No. |
|---------------------------------------|----------|
| TH350 polished, die-cast aluminum pan | 328010 |
| TH400 polished, die-cast aluminum pan | 228010 |



Floor Shifters

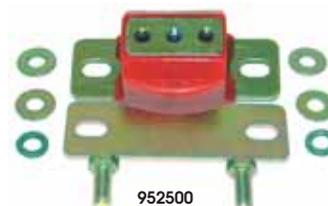
TCI® offers a fine array of floor shifters for your TH350/400 equipped vehicle. From the street to strip, the TCI® shifter line has you covered. See shifter section for complete information.



Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

| Application | Part No. |
|--|----------|
| Severe duty transmission crossmember mount | 952500 |



Filler Tubes

Replace your damaged or missing filler tube with a quality TCI® unit. All TCI® filler tubes use the improved boot-type seal as opposed to the old, leak-prone o-ring style.

| Application | Description | Part No. |
|--|--|----------|
| Universal filler tube for TH350/400/200/200-4R | This universal filler tube fits TH200, TH350/400 & 200-4R and includes all necessary installation hardware. Non-locking design finished in black paint. | 743860 |
| TH350 Chevy filler tube | A full length, locking TH350 Chevy dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743861 |
| TH400 Chevy filler tube | A full length, locking TH400 Chevy dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743802 |
| TH400 Buick, Olds, Pontiac, Cadillac filler tube | A full length, locking TH400 dipstick assembly appropriate for race or street use. Works with Buick, Oldsmobile, Pontiac and Cadillac applications. Finished in gold dichromate. | 743803 |



Technical Transmission Manuals

These manuals provide detailed diagrams and instructions for the do-it-yourself transmission builders. The manual includes torque specifications, troubleshooting charts and repair procedures.

| Application | Part No. |
|-------------|----------|
| TH350 | 892600 |
| TH400 | 892700 |



892700



CATALOG

General Motors 4L80E/4L85E



242940

Torque Converters

- Triple tested for balance, leaks, and vibration
- Improve low end power
- Quicker acceleration
- No modification required

| Application | High Torque Towing | Saturday Night Special® | StreetFighter® 10" | Super StreetFighter™ 10" |
|---------------|--------------------|-------------------------|---------------------|--------------------------|
| 1991-up 4L80E | 242910 | 242900 | 242940 ¹ | 242941 ¹ |

*These are lock-up converters

Footnote:

¹ Billet Front

Transmissions

- Triple tested for balance, leaks, and vibration
- Improve low end power
- Quicker acceleration
- No modification required



271000

| Application | Part No. |
|------------------------------------|----------|
| 1993-1996 4L80E StreetFighter® | 271000* |
| 1997 & up 4L80E StreetFighter® | 271000* |
| 1993-1996 4x4 4L80E StreetFighter® | 271400* |
| 1997 & up 4x4 4L80E StreetFighter® | 271500* |

*Requires TCI® TCU system to operate the transmission and torque converter functions if transmission is used in a non stock application



278800

Service Kits and Valve Bodies

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|-----------------|---------------------|----------------------------|---------------|----------------------------|------------------------------|
| 1991-1996 4L80E | 278600 | 279000 ¹ | 278800 | 276000 | 278500 |
| 1997 & up 4L80E | 278605 | 279005 ¹ | 278805 | 276005 | 278505 |

Footnote:

¹ Band not included

* TCI® torque converters and transmissions are made from new and remanufactured parts

4L80E/4L85E Components

High Performance Bands

The TCI® high performance flex bands feature linings with higher coefficient of friction for higher torque capacity, producing a quicker positive shift.

| Application | Part No. |
|------------------------|----------|
| 4L80E reverse, Kevlar® | 225105 |



225105

Cast Aluminum Pans

These pan are an extra-deep design, ribbed for added cooling capacity. The added material thickness adds rigidity to the transmission case and a drain plug makes fluid & filter changes much more convenient. Kit comes with a pan gasket, filters and installation hardware.

| Application | Part No. |
|--|----------|
| 4L80E/4L85E cast aluminum pan, all models | 278000 |
| 4L80E/4L85E powder coated / o-ring cast aluminum pan | 278010 |



278000

Forged Steel Clutch Hub

The new TCI® Forged Steel Clutch Hub is CNC machined from a 4140 steel forging. The all-new construction is much stronger than the cast OE unit and will resist fracturing, clutch tooth wear and spline failures. Designed for 500 plus horsepower TH400/4L80E transmission applications, the TCI® Forged Steel Clutch Hub is the perfect remedy to avoid clutch hub failure.

| Application | Part No. |
|--|----------|
| TH400/4L80E/4L85E steel forward clutch hub | 228300 |



228300

Internal Wiring Harness

This replacement harness will update a pre-1993 4L80E to the later style harness or work as a replacement for a damaged original.

| Application | Part No. |
|--------------------------|----------|
| 4L80E 1993 & later style | 276610 |

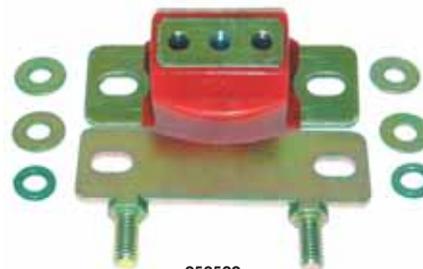


276610

Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

| Application | Part No. |
|-------------|----------|
| 4L80E/4L85E | 952500 |



952500

TRANS
HELP™ 
888.776.9824



CATALOG

General Motors 4L80E/4L85E

Miscellaneous Items

| Application | Part No. |
|------------------------|----------|
| 4L80E bushing kit | 278685 |
| 4L80E sealing ring kit | 278680 |



278685

Low Gear Planetaries

- Boost the efficiency of your transmission by reducing power robbing friction with these low drag components
- Perfect for applications requiring additional 1st and 2nd gear ratios for better take off
- Improve low end torque without adversely affecting the final drive ratio

| Application | Part No. |
|---|----------|
| GM 4L80E (2.75 1st, 1.57 2nd) 1993-1996 | 277500 |
| GM 4L80E (2.75 1st, 1.57 2nd) 1997-up | 277501 |



277500

TCU Systems

The TCI® TCU allows you to take full control of your GM 4L60E or 4L80E transmission. It's a stand-alone controller that includes a wiring harness for your transmission, software for your laptop and a communications cable to connect your laptop to the TCU.

| Application | Part No. | TCU only |
|---|----------|----------|
| 12/5V ignitions w/ HEI, DIS* or opti-spark ignition | 377000 | 377010 |
| IPU ignition | 377001 | 377011 |

*For more information go to electronics section



377010

General Motors 700-R4/4L60E/4L65E



Torque Converters

- Triple tested for balance, leaks, and vibration
- Improve low end power
- Quicker acceleration
- No modification required

| Application | Sizzler® | Saturday Night Special® | Breakaway® | StreetFighter® | Super StreetFighter™ |
|--|----------|-------------------------|---|---|---|
| 1998-up GM 4L60E F-body LS1 applications; 1999-up GM 4L60E/4L65E trucks w/ 4.8, 5.3, 6.0 engines | | 242935 ⁸ | 242938 | 242931 ^{4,6} 242937 ^{4,6,9} 242945 ^{9,10} | 242932 ^{4,6} 242939 ^{4,6,11} |
| 1993-1997 GM 4L60E & 1997-up GM 4L60E C5 Corvette 1984-91 700-R4, 30-spline 1.703" crank pilot | 242738 | 242700 | 242800 ² 243107 ^{7,8} 242962 ^{1,3} | 243105 243106 ⁵ 243108 ^{7,9} 242963 ^{1,3} 243109 ^{9,10} | 243110 243111 ⁵ |
| 1981-84 700-R4 for S10 & S15, V6, 27-spline, 1.703" crank pilot | | 242600 | 242960 ¹ | 243015 242500 ² | 243020 |
| 1982 & later 700-R4 for S10 & S15, V6, 27-spline, 0.825" crank pilot | | | 243260 ¹ | 243200 | |
| 1994 & later 4L60E V6 F-Body | | 243201 | | | |

Footnotes:

- 1 Non lock-up converter
- 2 12" diameter converter
- 3 With heavy-duty front anti-ballooning plate for nitrous applications
- 4 1998 & later LS1 applications, carbon-fiber TCC, does not fit Corvette
- 5 10" converter with 12" lock-up assy
- 6 Built with impeller (pump) side anti-ballooning plate
- 7 10" converter
- 8 300mm diameter converter
- 9 Billet steel front cover
- 10 Multi-clutch TCC
- 11 4000 rpm stall



ONE OF THE MOST CRITICAL STEPS TO ENSURE LONG LIFE FOR YOUR 700-R4, 200-4R OR AOD OVERDRIVE TRANSMISSION IS TO PROPERLY ADJUST YOUR THROTTLE VALVE CABLE.

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

General Motors 700-R4/4L60E/4L65E



371010



371000

StreetFighter® Transmissions

Our 700-R4/4L60E StreetFighter® transmissions include:

No core charge/return, all gaskets and seals replaced with OEM parts, steels and friction elements replaced with new parts, forward clutch sprag replaced with new 29-element Borg Warner unit, low roller clutch replaced with new Borg Warner unit, largest OEM-sized intermediate servo assembly, higher mainline pressure from special TCI® pressure regulator spring & large diameter boost valve to increase torque capacity, TCI® Trans-Scat® kit for firmer shifts, transmission assembly statically tested for individual hydraulic circuit integrity before valve body installation, and each transmission is dyno tested to verify proper functions, pressures and cooler flow.

Application **StreetFighter® Non Lock-Up Lock-Up** **Super StreetFighter™ Non Lock-Up Lock-Up**

| | | | | |
|---|--|----------------------------|--|--|
| 1996-97 4L60E truck, B-body ⁷ | 371010 ¹ | | 371110 ¹ | |
| 1998-00 4L60E Vortec truck ⁸ | 371015 ¹ | | | |
| 2000-05 4L60E LS1 series truck ⁹ | 371016 ¹ | | | |
| 1996-97 4L60E LT1 Camaro/Firebird | 371020 ¹ | | 371120 ¹ | |
| 1993-94 4L60E truck, B-body ⁷ | 371030 ¹ | | 371130 ¹ | |
| 1995 4L60E truck, B-body ⁷ | 371035 ¹ | | | |
| 1994 4L60E LT1 Camaro/Firebird | 371040 ¹ | | 371140 ¹ | |
| 1995 4L60E LT1 Camaro/Firebird | 371045 ¹ | | 371145 ¹ | |
| 1998-02 4L60E LS1 Camaro/Firebird | 371050 ¹ | | 371150 ¹ | |
| 1993-94 4L60E Corvette | 373010 ¹ | | | |
| 1995 4L60E Corvette | 373015 ¹ | | | |
| 1996 4L60E Corvette | 373016 ¹ | | | |
| 1997-2004 4L60E Corvette | 373020 ¹ | | | |
| 1982-84 1/2 700-R4 for S10 & S15, V6, 27-spline, 2WD | 372000 ⁴ | 372060 ⁵ | | |
| 1982-84 1/2 700-R4 for S10 & S15, V6, 27-spline, 4WD | 372400 ⁴ | 372460 ⁵ | | |
| 1984-92 Corvette 700-R4, 30-spline, 29-7/8" overall length ¹ | 373000 ^{2,4} | 373060 ⁵ | | |
| 1984-93 700-R4, 30-spline, 30 1/2" overall length | 371000 ⁴ 371004 ^{4,6} | 371060 ⁵ | 371100 ⁴ 371160 ⁵ | |

Footnotes:

- 1 Requires a TCI® TCU to operate the transmission and torque converter functions when used in pre-1993 applications
- 2 Corvette 700-R4 comes with a unique tailhousing assembly and is 1.125" shorter than a standard 700-R4. For C4 Corvettes only.
- 3 Will also retrofit in 1982-84 applications with use of a 30-spline torque converter
- 4 Part #376600 lock-up kit installed
- 5 Requires non lock-up converter
- 6 Equipped with an electronic speed sensor rotor on output shaft
- 7 B-body designates Caprice, Impala, Fleetwood, Roadmaster
- 8 4.3, 5.0, 5.7 liter engines
- 9 4.8, 5.3, 6.0 liter engines

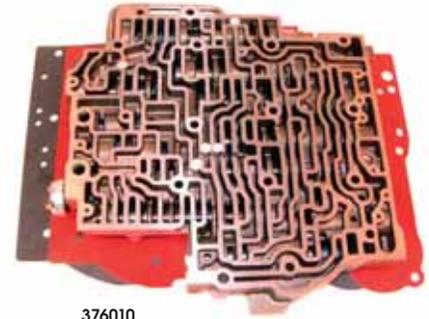
4L60E NOTE:

Due to the wide variation in configurations from year-to-year & model-to-model, it is recommended that you contact TCI® directly for assistance before placing an order with a distributor. Among the items we'll need to verify are year model, case style (1-piece or 2-piece), tailhousing style, etc.

* TCI® torque converters and transmissions are made from new and remanufactured parts

700-R4 Transmission Valve Bodies

All valve bodies are 100% quality checked for proper function, and where applicable, proper operating pressures are checked on a dedicated valve body test machine.



376010

| Application | Part No. |
|--|----------|
| 700-R4 full manual series, all years, reverse shift pattern | 376010 |
| 700-R4 full manual series, all years, reverse shift pattern w/ full engine braking | 376015 |

Service Kits and Valve Body Kits

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high-quality clutches, bands and gaskets

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|---------------------------|---------------------|-------------------------------|---|-------------------------------------|--|-------------------------------|
| 1982-86 700-R4, 27-spline | 378600 | 379000 379005 ⁴ | 378800 378815 ⁴ | 376500 | 376000 | 378500 |
| 1986-up 700-R4, 30-spline | 378700 | 379100 379105 ⁴ | 378900 378915 ⁴ | 376500 | 376000 | 378500 |
| 1993-up 4L60E, 30-spline | 378710 | 379110 379115 | 378950 ¹ 378951 ² 378955 ⁴ | | 376001 ¹ 376002 ² | 378510 378515 ³ |

Footnotes:

- 1 For LT1/LS1 equipped applications
- 2 For applications other than LT1/LS1, larger "Corvette" servo assembly included
- 3 For 4X4 factory deep pan
- 4 Special high horsepower ultimate kit with HD Alto Red Eagle® clutches



378950

Components

Clutch Plates

- Plates provide a high coefficient of friction and high temperature resistance
- Suitable for both street and racing applications

| Application | High-Perf. Frictions | Super HD Blue Frictions | Steel Plates |
|----------------------------|---|-------------------------|------------------------------------|
| 4L60E & 700-R4, 3-4 clutch | 374000 (6 ea.) .080" 374002 (9 ea.) .062" 374003 ² (9 ea.) .062" | 374001 (1 ea.) | 374005 (8 ea.) .076" ^{K1} |
| Over-run | 374010 (6 ea.) .078" | | 374030 (3 ea.) .092" ^K |

Footnotes:

- K Represents Kolene®-treated steels
- 1 Kit also contains a .130" pressure plate
- 2 Red Eagle® clutches

3-4 High Performance Clutch Packs

Most 4L60E and 700-R4 transmissions have only six clutch plates in the 3-4 pack. This package increases the clutch pack to nine without having to do any machining or modifications to the drum. Improves 3-4 clutch life and the 2nd to 3rd shift quality. Eight Kolene®-treated steels, nine high performance frictions.

| Application | Part No. |
|--|----------|
| 4L60E & 700-R4 heavy duty clutch pack | 374090 |
| 4L60E & 700-R4 high-performance Red Eagle® clutch pack | 374190 |



CATALOG

General Motors 700-R4/4L60E/4L65E

High Performance Flex Bands

The Alto Hi-Energy band is an all new, high-strength, stock width band, perfect for heavy-duty use in applications up to 450 horsepower.

The Alto Red Eagle® Powerband™ and Kevlar® Powerband™ bands are 18% wider than original equipment providing greater torque capacity and more positive 1-2 shifts. The anchor area on these bands is extra thick, heat-treated, high-carbon steel construction to eliminate the stretching and breakage associated with stock bands.

| Application | Part No. |
|---|----------|
| 4L60E & 700-R4 (1982 & later) Hi-Energy | 375100 |
| 4L60E & 700-R4 (1982 & later) Red Eagle® Powerband™ | 375200 |
| 4L60E & 700-R4 (1982 & later) Kevlar® Powerband™ | 375300 |

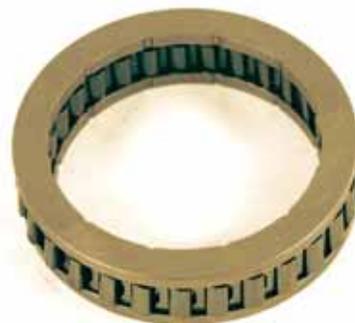


375100

Sprags/Roller Clutches

All new, OEM assemblies. Replacing the forward sprag assembly and low-reverse roller clutch is a must when building a high performance 700-R4/4L60E. Our forward sprags are 29-elements which makes them an ideal upgrade for earlier 700-R4 transmissions that were built with weaker sprags from the factory. Why risk failure by taking a short cut?

| Application | Part No. |
|--|----------|
| 4L60E & 700-R4 29-element forward sprag | 373600 |
| 4L60E & 700-R4 low-reverse roller clutch | 373601 |



373600

Polished, Die-Cast Aluminum Pans

For the street rod that has everything, here's one more awesome enhancement. This stock depth, die-cast pan will replace your stock, stamped steel pan without sacrificing ground clearance. The stainless steel hardware will remain looking good for years and the drain plug will take the mess out of routine transmission maintenance.

| Application | Part No. |
|------------------------------------|----------|
| 700-R4/4L60E polished aluminum pan | 378010 |



378010

Cast Aluminum Deep Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum pan. Designed to dissipate heat faster and complete with drain plug.

| Application | Part No. |
|--|-----------------------|
| 4L60E & 700-R4 (2 extra qts.) with TCI® logo | 378000 ^{1,2} |
| 4L60E & 4L65E powder coat / o-ring | 378015 |

Footnotes:

- 1 Does not require a filter extension w/ this application
- 2 Does not include filter



378000

Chrome-Plated Steel Transmission Pan

These pans are chrome plated for show quality rust prevention.

| Application | Part No. |
|---|----------|
| 700-R4 (stock) steel pan with TCI® logo | 378011 |



378011

700-R4 High Output Pump Kits

The TCI® high output 10 vane pump replaces the early model 7 vane pumps. It makes for a great improvement when you are ready for a transmission rebuild.

| Application | Part No. |
|--|----------|
| 700-R4 complete 10-vane front pump (1982-87) | 373300 |
| 700-R4 complete 10-vane front pump (1988 & later) | 373388 |
| High output 10-vane rotor kit, also fits TCI® 200-4R, 700-R4 and 4L60E front pumps | 374675 |

700-R4 /4L60E/4L65E Heavy Duty Drums

Cryogenically stress relieved stock replacement heavy-duty drum.

| Application | Part No. |
|-----------------------------|----------|
| 1987-97 700-R4 /4L60E/4L65E | 373930 |
| 1997-up /4L60E/4L65E | 373931 |

700-R4/4L60E/4L65E Beast Sun Shell

Have you ever suddenly lost reverse, 2nd and 4th gears in your street machine? You're not the only one, as the OEM sun shell assembly is a known weak point in the 700-R4/4L60E. SPX Filtran has retooled the sun shell and improved it by making it thicker and revised the splined area that is prone to fatigue failure in the OEM parts.

| Application | Part No. |
|-----------------|----------|
| Beast sun shell | 373900 |

700-R4 & 4L60E 5-Pinion Planetaries

Add an instant 25% increase in your planetary's torque capacity. These units will fit all 700-R4 & 4L60E transmissions. Available for the front and rear. Great for the most severe-duty uses.

| Application | Part No. |
|---|----------|
| 700-R4 & 4L60E 5-pinion rear planetary | 370000 |
| 700-R4 & 4L60E 5-pinion front planetary | 370100 |

700-R4/4L60E Heavy-Duty Servo Kit

The TCI® high performance servo kit utilizes a surface area up to 63% greater than stock, providing an additional 300 lbs of 2nd gear band apply force. The 700-R4 servo kit also eliminates the common 2nd to 3rd flare problem. This kit can be easily installed in most applications without removing the transmission or draining the fluid. Comes complete with required seals and o-rings.

NOTE: This servo assembly is already factory installed in C4 & C5 Corvettes and 1993 - Up LT1/LS1 equipped F-body vehicles.

| Application | Part No. |
|-----------------------------------|----------|
| 700-R4/4L60E heavy-duty servo kit | 376003 |

700-R4/4L60E Jumbo Servo Kits

The newest addition to our extensive line of TCI® high performance components, these two servo kits will enhance shift quality and extend durability of any 700-R4/4L60E/4L65E. Since the servo applies the 2-4 band in 2nd gear, releases it in 3rd and reapplies it in 4th, the servo plays a vital role in the operation of your transmission.

The TCI® Part #376005 kit (left) includes two CNC-machined, 6061-T6 billet aluminum pistons, seals and hardware necessary to give your servo 35% more 2nd gear apply area than the commonly used, stock Corvette-style servo. The Part #376006 kit (right) contains a large diameter 4th apply piston and matching cover, also machined from 6061-T6 billet aluminum. The piston utilizes a lip seal to improve fluid retention, and the increased surface area will assure that the band is held tight under the most severe conditions.

Easy to install with transmission in the vehicle. Kits may be used individually or combined to create the ultimate servo for your 700-R4/4L60E/4L65E transmission.

| Application | Part No. |
|---|----------|
| 700-R4/4L60E/4L65E 2nd gear jumbo servo kit | 376005 |
| 700-R4/4L60E/4L65E 4th gear jumbo servo kit | 376006 |
| Replacement seals for jumbo servo kit | 376007 |



373388



373900



370000



376003



376006



CATALOG

General Motors 700-R4/4L60E/4L65E

Throttle Boost Valve for 700-R4 & 200-4R (0.500" diameter)

Replaces stock valve in all applications. The largest diameter OEM throttle boost valve is only 0.471". After installation you will see pressure increase over all stock valves. Great for applications ranging from stock to 450 horsepower.

This valve may be coupled with the 0.400" diameter low/rev boost valve below for improved line pressure in the manual first and second ranges. This valve will fit all 200-4R & 700-R4/4L60 (not 4L60E) transmissions. Easy to install with transmission in the vehicle.

| Application | Part No. |
|--|----------|
| 700-R4 & 200-4R .500" throttle boost valve | 374301 |



374301

Mega-Pressure Boost Valves for 200-4R/700-R4

Applications exceeding 450 horsepower can definitely benefit from the increased clamping force generated by higher line pressures. Depending on what pressure regulator spring is used, these valve assemblies will generate maximum line pressures from 275-300 psi. across the board.

The 0.570" diameter boost valve has 41% more surface area than the largest OEM throttle valve, raising pressure in Drive and Overdrive ranges. The 0.400" low/rev boost valve has a whopping 78% increase in surface area over the largest OEM counterpart. That will bolster line pressure in the Manual First and Second ranges.

These valves fit all 200-4R & 700-R4/4L60 (not 4L60E) transmissions. Easy to install with transmission in the vehicle.

| Application | Part No. |
|--|----------|
| 700-R4 & 200-4R 0.570" diameter throttle boost valve | 374401 |
| 700-R4 & 200-4R 0.400" diameter low/rev boost valve | 374410 |



374401

374410

4L60E 0.490" Boost Valve

Operating line pressure is the lifeblood of any automatic transmission by providing the clamping force on the clutches and bands. Oftentimes, increasing line pressure is a requirement when increasing driveline output. The new TCI® 4L60E boost valve assembly provides you the means of elevating your line pressure while also addressing wear issues that may actually have your transmission running at a lower level of pressure than GM intended.

Boost valve features: larger diameter over stock that yields 10-15% higher line pressure, o-rings on boost sleeve which prevents loss of boost signal pressure, sleeve constructed from Alcoa Deltalloy 4032 & hard-coat anodized which prevents wear between the mating parts.

| Application | Part No. |
|--------------------------|----------|
| 4L60E 0.490" boost valve | 374420 |



374420

Throttle Valve Plunger & Sleeve for 700-R4

Replaces stock assembly to prevent part-throttle downshifts from fourth to third gear from occurring until approximately 85% throttle has been applied, whereas most OEM setups will force a part-throttle downshift around 50% throttle opening. You can also restore proper downshift performance by replacing a worn, stock assembly with this kit.

| Application | Part No. |
|-------------------------|----------|
| 700-R4 plunger & sleeve | 374400 |



374400

Throttle Valve (TV) Cable

New design now has adjustable outer sheath. Truly a universal replacement.

Application

Part No.

| | |
|--|--------|
| 700-R4 & 200-4R universal throttle valve cable | 376800 |
|--|--------|

TV Cable Brackets and Accessories

Matching the correct bracket ensures proper throttle pressure to the transmission.

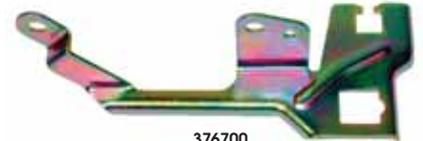
Application

Part No.

| | |
|---|--------|
| 700-R4 & 200-4R Carter AFB, Quadrajel, Edelbrock throttle valve cable bracket | 376700 |
| Edelbrock carburetor throttle valve cable geometry corrector kit | 376710 |
| 700-R4 & 200-4R Holley carburetor throttle valve cable bracket | 376705 |
| Holley carburetor throttle valve cable geometry corrector kit | 376715 |



376800



376700



376601

Universal Lock-Up Kit

Installation of this kit makes retrofits into non-ECM 700-R4 or 200-4R vehicles a snap. System allows automatic operation of the TCC in 4th gear under stable engine operation and disengages the clutch when accelerating or down shifting. Also provided in the kit is a manual override option. Constructed from OEM connectors and oil resistant wire, we install this kit in all our complete 700-R4 & 200-4R StreetFighter® transmissions.

Application

Part No.

| | |
|---|--------|
| Lock-up wiring kit | 376600 |
| Replacement 2-wire TCC solenoid for 200-4R/700-R4 | 376601 |

Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

Application

Part No.

| | |
|---------------------|--------|
| All GM applications | 952500 |
|---------------------|--------|

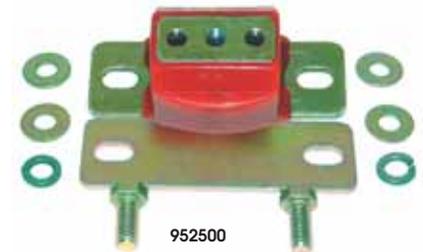
Filler tube

This filler tube fits 700-R4/4L60E transmissions and features a locking-style stick.

Application

Part No.

| | |
|------------------------------|--------|
| Filler tube for 700-R4/4L60E | 743865 |
|------------------------------|--------|



952500

Technical Transmission Manuals

Application

Part No.

| | |
|-------------------------|--------|
| 700-R4 (1983-86) | 893000 |
| 700-R4 (4L60) (1987-93) | 893001 |

Miscellaneous Items

Individual replacement parts for 700-R4 and 4L60E.

Application

Part No.

| | |
|---|--------|
| 700-R4 sealing ring kit | 373800 |
| 4L60E sealing ring kit | 378680 |
| 700-R4 & 4L60E bushing kit | 373700 |
| 700-R4 & 200-4R pressure regulator spring - makes up to 300 psi | 374300 |
| Governor recalibration kit, 700-R4, TH350, TH400 | 326500 |



743865

TCU Systems

The TCI® TCU allows you to take full control of your GM 4L60E or 4L80E transmission. It's a stand-alone controller that includes a wiring harness for your transmission, software for your laptop and a communications cable to connect your laptop to the TCU.

Application

Part No. TCU only

| | | |
|--|--------|--------|
| 12/5V ignitions w/ HEI, DIS or Opti-Spark ignition | 377000 | 377010 |
| TCU w/IPU ignition | 377001 | 377011 |



377010

*For more information go to electronic section



CATALOG

General Motors 200C/200-4R



Torque Converters

- Triple tested for balance, leaks, and vibration
- Improve low end power
- Quicker acceleration
- No modification required

| Application | Saturday Night Special® | Breakaway® | StreetFighter® | Super StreetFighter™ |
|-------------------------------|-------------------------|----------------------------|----------------------------|----------------------------|
| 1981-90 TH200C, 200-4R, V6, | 242600 | 242960 ¹ | 243015 ² | 243020 |
| 27-spline, 1.703" crank pilot | | 242500 ² | 243016 ³ | 243021 ³ |

Footnotes:

- 1 Non lock-up converter
- 2 12" diameter converter
- 3 10" diameter converter with 12" diameter lock-up clutch assembly

Transmissions

Features: Bushings replaced with quality OEM parts, seal rings replaced with OEM rings, gaskets and seals replaced with OEM parts, steels and friction elements replaced with new parts, high-performance turbo Buick Servo (BRF) assembly, pump modifications include a new 10-vane rotor; new stator support tube with hardened splines; enlarged seal drain back passages; staked pump bushing; front seal retainer, higher mainline pressure from special TCI® pressure regulator spring and 0.500" diameter TV boost valve raises torque capacity, TCI® Trans-Scat® kit installed for firmer shifts, (Part #381000) shift points calibrated to turbo Buick specifications by utilizing a properly calibrated governor and specially machined components in the valve body, torque converter clutch valve modified for improved lubrication flow during lock-up, universal lock-up kit installed which makes retrofits into non-computer vehicles a snap, transmission assembly is statically tested for individual hydraulic circuit integrity before valve body installation, and transmissions are dyno tested to verify proper functions, pressures and cooler flow.

- Triple tested for highest quality
- Increased lubrication and thrust capacity
- Stronger components
- Designed for any street application



| Application | Engine | Lock-Up | Non Lock-Up |
|--|-------------------------|---------------|----------------------------|
| 1981-90 200-4R, 27-spline | Chevy, Olds, Pontiac V8 | 381500 | 381560 |
| 1983-87 200-4R, 27-spline ¹ | Buick turbo Regal V6 | 381000 | 381060 ² |

Footnotes:

- 1 Will plug directly into OEM ECU
- 2 Requires non lock-up converter

GM Overdrive Transmissions

| Transmission Dimensions | A | B | C | D | E |
|---|-----------|-----------|-----------|--------|---------|
| 200-4R (bellhousing fits-all) | 27 11/16" | 27 11/16" | 27" | 3 3/4" | 19 1/8" |
| 700-R4 & 4L60E (1993-1995) (bellhousing-Chevy V8); S-10 & S-15 V6, all ex. Corvette | 30 3/4" | 23 3/8" | 22-1/2" | 3 3/4" | 20" |
| 700-R4 Corvette ¹ (1984-1996) | 29 7/8" | 23 3/8" | 22 1/2" | 3 3/4" | 20" |
| 4L60E (1996-later w/ removable bellhousing) all except Corvette & LS1 | 30 3/4" | 21 3/4" | 23 3/16" | 3 3/4" | 18 1/4" |
| 4L60E (1998-later w/ removable bellhousing) all LS1 | 31 5/32" | 21 3/4" | 23 19/32" | 3 3/4" | 18 1/4" |

Footnote:

¹ TCI® offers a StreetFighter® transmission as a direct bolt-in replacement for the C4-platform Corvette OEM 700-R4. These units have a specific tailhousing assembly and a 1.125" shorter output shaft than a standard 700-R4 transmission. These units contain the same components provided in all StreetFighter® transmissions.

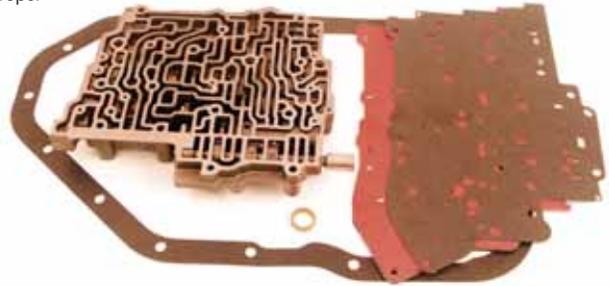
* TCI® torque converters and transmissions are made from new and remanufactured parts

200-4R Transmission Valve Bodies

All valve bodies are 100% quality checked for proper function and where applicable proper operating pressures are checked on a dedicated valve body test machine.

| Application | Part No. |
|--|----------|
| 200-4R turbo buick (BRF) calibrated | 382200 |
| 200-4R full-manual series, 1981 & later, reverse shift pattern | 386010 |

382200



Components

Service Kits and Valve Body Kits

- Kits are available to improve shift firmness
- Kits are available for complete rebuild
- Each kit contains high quality clutches bands and gaskets

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter and Pan Gasket |
|-----------------------------------|---------------------|----------------------------|---------------|-------------------------------------|----------------------------|------------------------------|
| 1981 & later 200-4R, 27-spline | 388600 | 389000 | 386800 | | 386000 | 386500 |

200-4R/200C Clutch Plates

- Plates provide a high coefficient of friction and high temperature resistance
- Suitable for both street and racing applications.

| Application | High Perf. Frictions | Super Perf. Frictions |
|-------------|----------------------|-----------------------|
| 4th Gear | 384010 (3 ea.) .080" | |
| Direct | | 384006 (6 ea.) .080" |
| Forward | 384000 (4 ea.) .078" | |



386800

200-4R Jumbo Servo Assembly

Greatly improves shift firmness while increasing torque holding capacity.

Performance transmission fans will feel the difference with the new TCI® Part #386005 200-4R Jumbo Servo Assembly, which improves the shift firmness and feel of transmission shift points on Buick Regal Turbo, Monte Carlo SS and Turbo Trans Am vehicles. In addition to enhancing shift quality, the TCI® 200-4R Jumbo Servo Assembly delivers better torque holding capacity for increased transmission durability.

The TCI® 200-4R Jumbo Servo Assembly features increased application area (by 17 percent) over the largest Turbo Buick factory servo, greatly increasing the holding capacity of the intermediate band. Additionally, the included Teflon® seals return hydraulic integrity to high mileage transmission cases by eliminating pressure loss due to worn case bores. The innovative design of the TCI® 200-4R Jumbo Servo Assembly prevents that annoying downshift "clunk" common with other aftermarket performance servo kits.

| Application | Part No. |
|--|----------|
| 200-4R jumbo servo assembly | 386005 |
| Replacement seal kit for Part #386005 200-4R servo | 386006 |



386005

High Performance Hi-Energy Flex Bands

These Alto Red Eagle® Powerband™ bands are 18% wider than original equipment providing greater torque capacity and more positive 1-2 shifts. The anchor area on these bands is extra thick, heat-treated, high-carbon steel construction to eliminate the stretching and breakage associated with stock bands.

| Application | Part No. |
|------------------|----------|
| 200-4R/200C, all | 385100 |



385100



CATALOG

General Motors 200C/200-4R

200-4R Heavy-Duty Stator Support

Original equipment stator supports on 200-4R transmissions were inadequate when it came to resisting spline wear. Even relatively low-mile transmissions will exhibit considerable wear. Our replacement, with its flame-hardened splines, solves this problem.

Application

Part No.

200-4R all, flame-hardened splines

384500



384500

Throttle Boost Valve for 700-R4/200-4R (0.500" diameter)

Replaces stock valve in all applications. The largest diameter OEM throttle boost valve is only 0.471". After installation you will see pressure increase over all stock valves. Great for applications ranging from stock to 450 horsepower.

This valve may be coupled with the 0.400" diameter low/rev boost valve below for improved line pressure in the manual first and second ranges. This valve fits all 200-4R & 700-R4/4L60 (not 4L60E) transmissions. Easy to install with transmission in the vehicle.

Application

Part No.

700-R4 & 200-4R 0.500" throttle boost valve

374301



374301

Mega-Pressure Boost Valves for 200-4R/700-R4

Applications exceeding 450 horsepower can definitely benefit from the increased clamping force generated by higher line pressures. Depending on what pressure regulator spring is used, these valve assemblies will generate maximum line pressures from 275-300 psi across the board.

The 0.570" diameter boost valve has 41% more surface area than the largest OEM throttle valve, raising pressure in Drive and Overdrive ranges. The 0.400" low/rev boost valve has a whopping 78% increase in surface area over the largest OEM counterpart. That will bolster line pressure in the manual first and second ranges.

These valves fit all 200-4R & 700-R4/4L60 (not 4L60E) transmissions. Easy to install with transmission in the vehicle.

Application

Part No.

700-R4 & 200-4R 0.570" diameter throttle boost valve

374401

700-R4 & 200-4R 0.400" diameter low/rev boost valve

374410



374401

374410

Throttle Valve (TV) Cable

New design now has adjustable outer sheath. Truly a universal replacement.

Application

Part No.

700-R4 & 200-4R universal throttle valve cable

376800



376800

Throttle Valve Cable Bracket

Matching the correct bracket ensures proper throttle pressure to the transmission.

Application

Part No.

700-R4 & 200-4R Carter AFB, Quadrajet, Edelbrock

376700

Edelbrock carburetor throttle valve cable geometry corrector kit

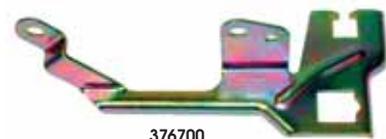
376710

700-R4 & 200-4R Holley carburetor

376705

Holley carburetor throttle valve cable geometry corrector kit

376715



376700

Universal Lock-up Kit

Installation of this kit makes retrofits into non-ECM 700-R4 or 200-4R vehicles a snap. System allows automatic operation of the TCC in 4th gear under stable engine operation, and disengages the clutch when accelerating or down shifting. Also provided in the kit is a manual override option. Constructed from OEM connectors and oil resistant wire, we install this kit in all our complete 700-R4 & 200-4R StreetFighter® transmissions.

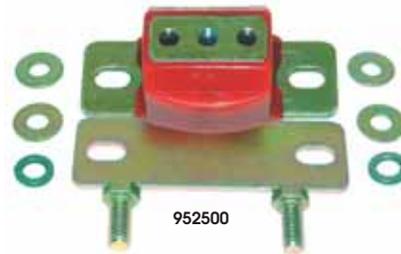
| Application | Part No. |
|---|----------|
| Lock-up wiring kit | 376600 |
| Replacement 2-wire TCC solenoid for 200-4R/700-R4 | 376601 |



Severe Duty Transmission Crossmember Mount

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware. Note: Not a direct replacement for applications that use an offset mount.

| Application | Part No. |
|---------------------|----------|
| All GM applications | 952500 |



Filler Tube

The TCI® Part #743860 universal filler tube fits TH200, TH350/400 & 200-4R and includes all necessary installation hardware.

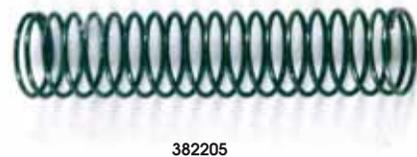
| Application | Part No. |
|--|----------|
| GM universal filler tube for TH-200, TH-350/400 & 200-4R | 743860 |



BRF/BQ 200-4R Governor Spring

Turbo Buick owners recognize this spring. Not only does it have a propensity to jump out of your governor, it's unavailable from GM. Recognizing that it's a fairly common problem, we now offer a correct replacement spring for the factory BQ/BRF calibrated governors.

| Application | Part No. |
|-------------------------------|----------|
| BRF/BQ 200-4R governor spring | 382205 |



Technical Transmission Manual

These manuals provide detailed diagrams and instructions for the do-it-yourself transmission builders. The manual includes torque specifications, troubleshooting charts and repair procedures.

| Application | Part No. |
|--------------------|----------|
| 200-4R tech manual | 894100 |



Miscellaneous Items

| Application | Part No. |
|---|----------|
| 700-R4 & 200-4R pressure regulator spring - makes up to 300 psi when coupled with Part #374401 & Part #374410 boost valves | 374300 |
| GM 200-4R bushing kit | 383700 |



CATALOG

Circle Track



Performance Torque Converters

Designed especially for classes where a functional torque converter is required. Built to maximize efficiency and reduce slippage, these converters can reduce lap times by over a tenth of a second when compared to a stock converter. Other benefits include rotating weight reduction of several pounds (all removed from outside diameter, thus improving engine braking in corners) and reduced transmission operating temperatures.

| Part No. | Special Notes | Trans | Size | Bolt Pattern | Flash Stall | Converter Weight Lbs. | Recommended Engine Size & RPM Range |
|---------------------|--|-------------------------------|------|--------------|-------------|-----------------------|--|
| 240920 ¹ | Good for heavier cars, low stall, good throttle response | TH350/400 | 11" | Dual | 2000-2300 | 29 | 327 - 400 cid 2500 - 6000 rpm range |
| 241021 ¹ | Good for very heavy cars, excellent throttle response | TH350/400 | 10" | Dual | 2300-2600 | 26 | 350 & larger car weight 3000 lbs & up |
| 241050 | Non-functional/direct drive | TH350/400 | 10" | Small | | 17 | Where rules do not require a functioning converter |
| 241150 | Non-functional/direct drive | Powerglide | 11" | Small | | 19 | Where rules do not require a functioning converter |
| 241120 ¹ | Good for heavier cars, low stall, good throttle response | TH350/400 | 11" | Small | 2000-2300 | 29 | 327 - 400 cid 2500 - 6000 rpm range |
| 242120 ¹ | Good for lighter cars, excellent throttle response | TH350/400 | 10" | Small | 2300-2600 | 26 | 350 & larger car weight to 3000 lbs |
| 451920 | Good for heavy cars, excellent throttle response | C-4 26-spline 11 7/16 B.P. | 10" | 11 7/16 | 2300-2600 | 26 | 302 - 351 car weight to 3000 lbs + up |
| 741020 ¹ | Good for lighter cars, excellent throttle response | Powerglide | 10" | Small | 2300-2600 | 26 | 350 & larger car weight to 3000 lbs |
| 741050 | Non-functional/direct drive | Powerglide | 10" | Small | | 17 | Where rules do not require a functioning converter |
| 741150 | Non-functional/direct drive | Powerglide | 11" | Small | | 19 | Where rules do not require a functioning converter |
| 741115 | Good for heavier cars, low stall, good throttle response | Powerglide | 11" | Small | 2000-2300 | 29 | 327 - 400 cid 2500 6000 rpm range |
| 741125 | Good for very heavy cars, excellent throttle response | Powerglide | 11" | Small | 1800-2100 | 29 | 350 & larger car weight 3000 lbs & up |

Footnote:

¹ With anti-ballooning plate

* TCI® torque converters, and transmissions are made from new and remanufactured parts

662-224-8972



Circlematic™ Transmission Applications

TCI® offers competition transmissions for oval track and marine performance applications. Several different options are available. TCI® offers 1.65, 1.76, 1.80, 1.82, 1.89, 1.92, 1.96, 2.11 low gear planetary sets for the Powerglide. Standard length transmissions weigh approximately 97 pounds and the shorty version weighs only 93 pounds. The rotating assemblies weigh 24.25 pounds in standard trim to less than 20 pounds in lightweight trim.

Our Part #744500 valve body eliminates the need for all external control of the line pressure when using a straight pump drive. This design allows you to operate the transmission by simply placing it into gear and mashing the accelerator. All transmissions feature high performance clutches, steel clutch hub and modified planetary gear set that will work with the latest rear suspensions. Many specialty combinations are available from TCI®.

| Part No. | Transmission | Length (inches) | Low Gear Ratio | Valve Body | Drum & Hub | Oil Pan | Additional Information |
|----------|--------------|-----------------|----------------|--|-----------------------|--------------------------------------|---|
| 742010 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift REV, pattern clutchless style | Steel drum, steel hub | 528300 aluminum, std capacity | New clutchless style. Most popular style, recommended for all classes, easiest Circlematic™ to operate |
| 742011 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift FWD, pattern internal valve | Steel drum, steel hub | 528300 aluminum, std capacity | Recommended for all classes, can be raced in low or high gear, shift on the fly |
| 742012 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift FWD pattern internal valve | Steel drum | 528300 aluminum, std capacity | Low gear only (no high gear), great for short track hobby cars with stock rear end gear rules |
| 742013 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift FWD Pattern internal valve | Steel drum, steel hub | 528321 steel kick-out, 1 extra quart | For asphalt track racers, kick-out pan prevents fluid starvation in corners |
| 742014 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift FWD pattern internal valve | Slum. drum, alum. hub | 528321 steel kick-out, 1 extra quart | Super lightweight version for asphalt racers, lightweight planetary & gun drilled output shaft, with billet input shaft |
| 742015 * | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift FWD pattern internal valve | Steel drum, steel hub | 528300 aluminum, std capacity | Same as Part #742011 but with the shift lever pointing up for extra clearance in transmission tunnel area |
| 711182 | Powerglide | 27 9/16 | 1.82 : 1 | Manual shift forward pattern | Steel drum & hub | Std. steel | Requires functional converter can be raced in low or high gear, shift on the fly |

* Suitable only in oval track and marine applications

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Circle Track



Front Pump Drives

Using a TCI® front pump drive will allow you to run without using a torque converter. Reduces rotating mass by 15 to 30 pounds compared to a torque converter. Requires special designed valve body. Adjustable for no, 1/8" and 1/4" motor plates.

| Part No. | Transmission | Engine | Special Notes | Construction Style ² | Motor Plate | Balance |
|----------|-----------------|---------------------------|---|---------------------------------|-------------|----------|
| 145000 | Chrysler TF 727 | 318-340 | 24-spline, steel crank flange & drive hub | One piece | No | Neutral |
| 145034 | Chrysler TF 727 | 360 | 24-spline, all steel construction, with counter weight for external balanced 360 cid engine | One piece | 1/4" | External |
| 145100 | Chrysler TF 904 | 318-340 | All steel construction | One piece | No | Neutral |
| 162000 | GM TH350/400 | All Chevy ¹ | Steel crank flange and drive hub | Two piece | Adjustable | Neutral |
| 165000 | GM TH350/400 | All Chevy | All steel construction | One piece | 1/4" | Neutral |
| 165001 | GM TH350/400 | All Chevy | All steel construction | One piece | No | Neutral |
| 415000 | Ford C6 | 289-460 | 1.375" dia. pilot, 11-7/16" bolt circle, all steel construction | One piece | No | Neutral |
| 515000 | Ford C4 | 289-302 351C, 351W | 1.375" dia. pilot, 11-7/16" bolt circle, 26-spline, case-fill, all steel construction | One piece | No | Neutral |
| 515001 | Ford C4 | 289-302 351C, 351W | 10.5" bolt circle | One piece | No | Neutral |
| 515100 | Ford C4 | Pinto 4 cyl. ³ | 9 3/8" bolt circle, all steel construction | One piece | No | Neutral |
| 745000 | GM Powerglide | All Chevy ¹ | Steel crank flange and drive hub | Two piece | Adjustable | Neutral |
| 745001 | GM Powerglide | All Chevy | All steel construction | One piece | No | Neutral |
| 745002 | GM Powerglide | All Chevy ¹ | Steel crank flange and drive hub with full length splines for accessory pulley | Two piece | Adjustable | Neutral |
| 745004 | GM Powerglide | Chevy '86-up ⁴ | Steel crank flange and drive hub | Two piece | Adjustable | Neutral |
| 745007 | GM Powerglide | All Chevy | Aluminum crank flange and steel drive hub | Two piece | Adjustable | Neutral |
| 745014 | GM Powerglide | All Chevy ¹ | All steel construction | One piece | 1/4" | Neutral |
| 745100 | GM Powerglide | Ford 289-302, 351C, 351W | Steel crank flange and drive hub | Three piece | Adjustable | Neutral |
| 745102 | GM Powerglide | Ford 289-302, 351C, 351W | Steel crank flange and drive hub with full length splines for accessory pulley | Three piece | Adjustable | Neutral |

Footnotes:

1 Two piece crank mounted drives will not work on late model Chevrolet engines with one piece rear main seals. Use Part #745004 in those applications.

2 All one piece drives bolt to the flywheel as would a torque converter. All two and three piece drives bolt to the crankshaft flange.

3 Specify pilot diameter (.750" or .825")

4 Works with 1986 & newer one piece rear main seal SB Chevy

Components

Adjustable Slip Collar for TCI® Two-Piece Direct Drives

With this split ring collar you can adjust for proper endplay in the drive after the transmission has been installed on the engine. Simply install the drive hub without the current spiral lock in place and the collar can be secured around the hub and locked into place with the two Allen bolts. This takes all the guess work out of the endplay adjustment and collar stays secure lap after lap for dependable service. Offered as an option for any of our two piece drives.

| Application | Part No. |
|---|----------|
| Adjustable slip collar for TCI® two-piece direct drives | 745050 |
| Spiral lock for front pump drive | 704700 |



745050

Internal Control Powerglide Valve Body

Our next generation in circle track valve bodies. The previous valve body simplified operation by eliminating the bulky hand-operated ball valve pressure control that was once so common, replacing it with a clutch-pedal control. Now you can free yourself of all external pressure controls, letting you concentrate on the competition instead. The TCI® Part #744500 reverse pattern, full-manual valve body controls line pressure internally and automatically. Put the car in gear and go. The reverse shift pattern allows up shifts without the worry of hitting neutral or reverse. It will even operate smooth enough to allow you to drive on and off your trailer.

| Application | Part No. |
|---|----------|
| Reverse pattern internally controlled Circlematic™ valve body | 744500 |



744500

External Control Powerglide Valve Body

Our valve body eliminates the need for external valving of line pressure when using a straight pump drive. This full-manual Circle Track Valve Body can be easily installed. The design allows you to operate using the stock transmission detent linkage. Simply connect a clutch pedal to transmission detent lever supplied with kit. Depress the pedal, place the transmission in gear, ease the pedal out and the car moves. Forward Shift Pattern.

| Application | Part No. |
|---|----------|
| Forward shift pattern circle track valve body | 744300 |



744300

Powerglide "Kick-Out" Steel Transmission Oil Pan

For asphalt cars. Prevents oil starvation in corners. One extra quart capacity. Comes with mounting hardware. Moves filter pickup to right side of pan.

| Application | Part No. |
|--|----------|
| Powerglide "Kick-Out" steel transmission oil pan | 528321 |



528321

TRANS
HELP™ 
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CATALOG

Circle Track

Powerglide Push Start Kit

Allows Circlematic™ transmissions to have push start capabilities. Lightweight, easy bolt-on installation. Replaces stock Powerglide servo cover; this unit has 1/8" NPT port for line pressure check.

| Application | Part No. |
|---------------------------|----------|
| Powerglide push start kit | 744409 |



744409

Circlematic™ Kits

This kit allows you to build a Circlematic™ transmission. All you need is a good Powerglide core, tools and some general transmission knowledge. Components include dipstick, cast pan, Part #744300 or Part #744500 valve body, front pump drive, steel clutch hub, cooler, filter, gaskets and seals.

| Application | Part No. |
|--|----------|
| Circlematic™ Pedal Conversion Kit | 740001 |
| Circlematic™ Clutchless Conversion Kit | 740002 |



740001

Circlematic™ Planetaries

The Part #747501 is an excellent replacement for a stock planetary, but for a 4-link suspension, you need the Part #747502. It will allow more driveshaft travel.

| Application | Part No. |
|-------------------------|----------|
| Standard 1.82 planetary | 747501 |
| 4-link suspension, 1.82 | 747502 |

Powerglide Clutch Pedal Kits

For use with new pedal type valve body (Part #744300). Includes universal mount pedal (floor mount or hang mount), master cylinder, pusher slave cylinder, #2 braided line (24"), fittings and mounting bracket (Part #744407). Mounts cylinder to Powerglide transmission.

| Application | Part No. |
|----------------------------|----------|
| Kit | 744400 |
| Pusher slave cylinder only | 744405 |
| Mounting bracket only | 744407 |



744400

Powerglide Front Pump Assembly

For Circle Track applications with internal clutch valve body. This is a replacement front pump for our internal control valve Circlematic™ transmissions. Stator support is removed for direct drive clearance.

| Application | Part No. |
|--------------------------------|----------|
| Powerglide front pump assembly | 743402 |



743402

Circle Track Shifter

Lightweight, easy mounting with solid linkage connections. This shifter is everything you need for circle track racing and available at half the cost of a drag race shifter. Comes complete with a 29" long adjustable linkage rod and spherical rod ends.

| Application | Part No. |
|----------------------|----------|
| Circle track shifter | 748011 |

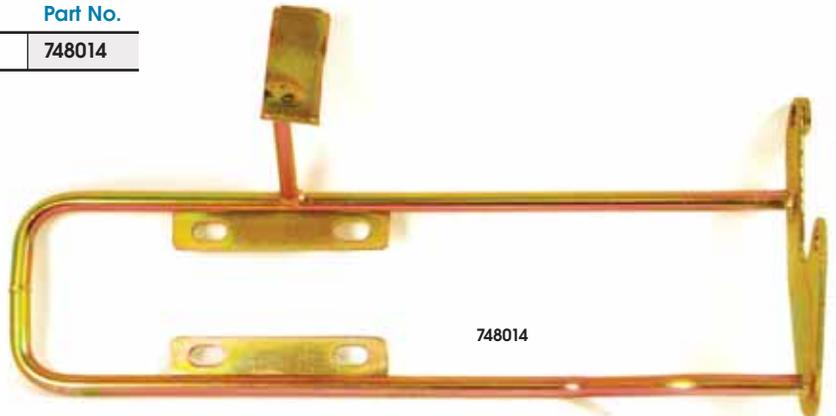


748011

Lightweight Quick Mount Shifter Bracket

For standard length Powerglide transmission. Attaches to tailhousing, perfect for tube chassis cars with aluminum interiors. May be adapted for use with other automatic shifters.

| Application | Part No. |
|---|----------|
| Lightweight quick mount shifter bracket | 748014 |



748014



CATALOG

Competition



Torque Converters

Ordering your TCI® Race Converter

At TCI®, we build race converters to suit the wants and needs of a variety of racers so we design literally hundreds of race converter combinations. Our rebuild department can rebuild or repair most any brand of torque converter to TCI® specifications. TCI® converters can also be manufactured to accommodate motor plates. This section contains the part numbers necessary to describe the application (transmission type) and to obtain pricing from our price list. To order, simply provide as much information as possible and either give it to your distributor or contact one of our technical advisors and let TCI® specify the right converter for your vehicle and driving style. See our online application form.

7" Race Converters

TCI® helped lead the way in the design of the 7" race converter. Developed for use with a small cubic inch engine or very high rpm engine (8500+ rpm) that requires the ultimate high-stall converters. The TCI® 7" race converter delivers higher stall and better top-end lock-up than a loose 8" converter. Because of the wide variety of engine combinations, tire sizes, gear ratios and weights of different vehicles, we have provided a reference chart to use when ordering your 7" converter.

7" converter features: 360-degree steel mounting ring, reverse cone anti-ballooning plate, 3 sets of Torrington bearings, high-load sprag and steel stator, furnace-brazed fins.

| Group | Application Super Stock, Modified & Comp Eliminator Classes | Stall Range (RPM) | Vehicle Weight (lbs.) | Engine CID 600-900 Horsepower | Rear Gear | Tire Size | Carb CFM | Engine RPM Range |
|-------|---|-------------------|-----------------------|-------------------------------|--------------|--------------|-------------|------------------|
| 1 | Heavy Super Stock cars, 8500 rpm, low-torque | 5700-6200 | 2900-3200 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 2 | Heavy Super Stock cars, 8500 rpm, low-torque | 5900-6400 | 3200-3400 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 3 | Heavy Super Stock cars, 8500 rpm, low-torque | 5600-6100 | 3400-3700 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 4 | Heavy Super Stock cars, 8500 rpm, low-torque | 5600-6100 | 3400-3700 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 5 | Heavy Super Stock cars, 8500 rpm, low-torque | 5700-6200 | 3200-3400 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 6 | Heavy Super Stock cars, 8500 rpm, low-torque | 5600-6100 | 3400-3700 | SB 265-327 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8500 |
| 7 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7500-8000 | 2100-2800 | SB 300-360 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 8 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7700-8200 | 2100-2800 | SB 300-360 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 9 | Light Super Stock or Comp Eliminator Cars, 10,500 rpm, low-torque | 7500-8000 | 1500-2900 | SB 300-380 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 10 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7500-8200 | 1500-2900 | SB 265-327 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 11 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7500-8200 | 1500-2900 | SB 265-327 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |

* TCI® torque converters and transmissions are made from new and remanufactured parts

| Group | Application Super Stock, Modified & Comp Eliminator Classes | Stall Range (RPM) | Vehicle Weight (lbs.) | Engine CID 600-900 Horsepower | Rear Gear | Tire Size | Carb CFM | Engine RPM Range |
|-------|---|-------------------|-----------------------|-------------------------------|--------------|--------------|-------------|------------------|
| 12 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7500-8000 | 1200-2200 | SB 231-260 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 13 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 7800-8200 | 1200-2200 | SB 231-260 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |
| 14 | Light Super Stock or Comp Eliminator cars, 10,500 rpm, low-torque | 8000-8400 | 1200-2200 | SB 231-260 cid | 5.38 to 6.50 | 28" to 33.5" | 750 to 1050 | 8500-11,000 |

| | Application | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 | Group 7 |
|------|---|---------|---------|---------|---------|---------|---------|---------|
| CHRY | 1967-87 Torqueflite 904, 24-spline input, (except lock-up) | 143801 | 143803 | 143809 | 143814 | 143816 | 143819 | 143821 |
| GM | 1965-90 TH350/400 small bolt pattern (except lock-up) | 254601 | 254603 | 254609 | 254614 | 254616 | 254619 | 254621 |
| | 1962-73 aluminum Powerglide | 740701 | 740703 | 740709 | 740714 | 740716 | 740719 | 740721 |
| FORD | 1966-89 C-6, 289-302-351-400-429 with 1.375" crank pilot | 446701 | 446703 | 446709 | 446714 | 446716 | 446719 | 446721 |
| | 1970-1981 C-4, 26-spline, 1.375 pilot (MUST SPECIFY bolt circle 10-1/2" or 11-7/16" & case-filled or pan-filled transmission) | 470701 | 470703 | 470709 | 470714 | 470716 | 470719 | 470721 |

| | Application | Group 8 | Group 9 | Group 10 | Group 11 | Group 12 | Group 13 | Group 14 |
|------|--|---------|---------|----------|----------|----------|----------|----------|
| CHRY | 1967-87 Torqueflite 904 24-spline input, (except lock-up) | 143823 | 143826 | 143838 | 143839 | 143846 | 143861 | 143866 |
| GM | 1965-90 TH350/400 small bolt pattern (except lock-up) | 254623 | 254626 | 254638 | 254639 | 254646 | 254661 | 254666 |
| | 1962-73 aluminum Powerglide | 740723 | 740726 | 740738 | 740739 | 740746 | 740761 | 740786 |
| FORD | 1966-89 C-6, 289-302-351-400-429 with 1.375" crank pilot | 446723 | 446726 | 446738 | 446739 | 446746 | 446761 | 446766 |
| | 1970-1981 C-4, 26-spline 1.375 pilot (MUST SPECIFY bolt circle 10-1/2" or 11-7/16" & case-filled or pan-filled transmission) | 470723 | 470726 | 470738 | 470739 | 470746 | 470761 | 470766 |

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Competition



8" Race Converters

Our best-selling competition torque converter. Suitable for the greatest percentage of drag cars, TCI® 8" converters win races in classes from bracket racing and Super Gas to Sand Dragging and Stock Eliminator. We continually work to refine the dependability and consistency in these converters to give you a better unit. Most of our models now feature a cast steel stator supported by an oversize caged bearing for added reliability. Current models also feature an improved housing design for less flex or ballooning under the stress of racing, resulting in more consistent elapsed times, faster reaction times and better durability.

| Group | Application | Stall Range (RPM) | Vehicle Weight (lbs.) | Engine CID 550-600 | Rear Gear | Tire Size | Carb CFM | Engine RPM Range |
|-------|--|--|------------------------|----------------------------------|------------------------------|------------|-------------|------------------|
| 1 | Light & heavy vehicles, low rpm, high-torque, big block (brackets, 10.90, 9.90, 8.90) | 4500-5000 | 2500-3200 | BB 427-482 cid | 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 2 | Excellent for Stock & Super Stock cars, keeps engine rpm from falling down on gear change | Small block 4400-4800 Big block 4800-5300 | 2500-3200 | SB 327-400 cid BB 380-430 cid | 4.88 to 5.38 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 3 | High stall converter group, good for dragsters and full bodied bracket cars turning higher rpm | 5600-6400 | 1500-2500 | SB 327-400 cid | 4.88 to 6.00 | 29" to 32" | 750 to 1050 | 6000-8500 |
| 4 | Excellent for big block brackets, Super Street & Super Gas. Good top end horsepower, mph & reaction | 5000-5400 | 2400-3200 | SB/BB 400-485 cid | 4.30 & up | 28" & up | 750 to 1050 | 6000-8500 |
| 5 | Easier to hook up than most converters of same stall. Full bodied cars with small block using mid-range torque | 5400-5900 | 2100 & up | SB 340-383 cid | 5.13 to 6.50 | 29" to 32" | 750 to 1050 | 6500-8000 |
| 6 | Average to heavy small block bracket, 10.90 & 9.90, higher rpm, good reaction & hard leaves | 5400-6000 | 2500 & up | SB 327-400 cid | 5.38 to 6.50 | 28" to 32" | 750 to 1050 | 6500-8000 |
| 7 | High stall & quick reactions. The "Super Class" converter. Ideal, 10.90 9.90 & 8.90 with engines producing good low & mid-range torque | Small block 5200-5800 Big block 5500-6200 | 2100-2800 2100-2800 | SB 340-400 cid BB 400-485 cid | 4.30 to 5.13 | 30" to 32" | 750 to 1050 | 6500-8000 |
| 8 | Light & heavy vehicles. Low rpm, high-torque, big block (brackets, 10.90, 9.90 & 8.90) | 4900-5400 | 2500-3200 | BB 427-482 cid | 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 9 | Light & heavy vehicles. Low rpm, high-torque, big block (brackets, 10.90, 9.90 & 8.90) | 4200-4900 | 2500-3200 | BB 427-482 cid | 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 10 | Excellent for Stock & Super Stock applications, keeps engine rpm from falling down on gear change | Small block 4000-4500 Big block 4400-4900 | 2500-3200 2500-3200 | SB 327-400 cid BB 380-430 cid | 4.88 to 5.38 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |

* TCI® torque converters and transmissions are made from new and remanufactured parts

662-224-8972

| Group | Application | Stall Range (RPM) | Vehicle Weight (lbs.) | Engine CID 550-600 Horsepower | Rear Gear | Tire Size | Carb CFM | Engine RPM Range |
|-------|---|--|------------------------|-------------------------------------|------------------------------|------------|--------------|------------------|
| 11 | Excellent for Stock & Super Stock applications, keeps engine rpm from falling down on gear change | small block 4800-5300 big block 5200-5700 | 2500-3200 2500-3200 | SB 327-400 cid BB 380-430 cid | 4.88 to 5.38 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 12 | Excellent for Stock & Super Stock applications, keeps engine rpm from falling down on gear change | small block 5200-5700 big block 5600-6100 | 2500-3200 2500-3200 | SB 327-400 cid BB 380-430 cid | 4.88 to 5.38 4.88 to 5.57 | 30" to 32" | 750 to 1050 | 6000-7000 |
| 13 | Light & heavy vehicles, small block | 5400-6000 | 2500-3200 | SB 277-340 cid | 5.13 to 6.50 | 30" to 32" | 750 to 1050 | 7500-8500 |
| 14 | Light & heavy vehicles, small block | 5800-6300 | 2500-3200 | SB 277-340 cid | 5.13 to 6.50 | 30" to 32" | 750 to 1050 | 7500-8500 |
| 15 | Light & heavy vehicles, big block | 5400-6000 | 2500-3200 | BB 522-580 cid | 4.30 to 5.57 | 30" to 34" | 1050 to 1500 | 7000-8000 |
| 16 | Light & heavy vehicles, big block | 5800-6300 | 2500-3200 | BB 522-580 cid | 4.30 to 5.57 | 30" to 34" | 1050 to 1500 | 7000-8000 |

| Application | | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 | Group 7 | Group 8 |
|----------------|---|---------|---------|---------|---------|---------|---------|---------|---------|
| AMC | 1972-80 Torque Command 727 (except lock-up) | 752202 | 752213 | 752226 | 752204 | 752233 | 752224 | 752206 | 752203 |
| | 1972-80 Torque Command 904 (except lock-up) | | 752413 | 752426 | 752404 | 752433 | 752424 | 752406 | |
| CHRYSLER | 1962-66 Torqueflite 727, (must specify 19-spline input) | 143502 | 143513 | 143526 | 143504 | 143533 | 143524 | 143506 | 143503 |
| | 1967-87 Torqueflite 727, 24-spline input, (except lock-up) | 143502 | 143513 | 143526 | 143504 | 143533 | 143524 | 143506 | 143503 |
| | 1967-87 Torqueflite 904, 24-spline input, (except lock-up) | | 143613 | 143626 | 143604 | 143633 | 143624 | 143606 | |
| GENERAL MOTORS | 1965-90 TH350/400 400, 454 & 455 cid, wide bolt pattern (except variable pitch & lock-up) | 254202 | 254213 | 254226 | 254204 | 254233 | 254224 | 254206 | 254203 |
| | 1965-90 TH350/400 small bolt pattern (except variable pitch & lock-up) | 254002 | 254013 | 254026 | 254004 | 254033 | 254024 | 254006 | 254003 |
| | 1982-89 TH200-4R, 27-spline 1982-84 1/2 TH700-R4, 27-spline, non lock-up | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 |
| | 1984 1/2-93 TH700-R4, 30-spline, non lock-up | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 |
| | 1962-73 aluminum Powerglide | 740902 | 740913 | 740926 | 740904 | 740933 | 740924 | 740906 | 740903 |
| FORD | 1966-89 C-6, 289-302-351-400-429 with 1.375" crank pilot | 446102 | 446113 | 446126 | 446104 | 446133 | 446124 | 446106 | 446103 |
| | 1966-89 C-6, 332-360-390-406-427-428-429 with 1.850" crank pilot | 441402 | 441413 | 441426 | 441404 | 441433 | 441424 | 441406 | 441403 |
| | 1970-1981 C-4, 26-spline, 1.375 pilot, bolt circle 10-1/2" & case-filled transmission | 475402 | 475413 | 475426 | 475404 | 475433 | 475424 | 475406 | 475403 |
| | 1970-1981 C-4, 26-spline, 1.375 pilot, bolt circle 11-7/16" & pan-filled transmission | 475302 | 475313 | 475326 | 475304 | 475333 | 475324 | 475306 | 475303 |

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Competition

| | Application | Group 9 | Group 10 | Group 11 | Group 12 | Group 13 | Group 14 | Group 15 | Group 16 |
|----------------|--|---------|----------|----------|----------|----------|----------|----------|----------|
| AMC | 1972-80 Torque Command 727 (except lock-up) | 752201 | 752212 | 752214 | 752216 | 752242 | 752246 | 752260 | 752262 |
| | 1972-80 Torque Command 904 (except lock-up) | | 752412 | 752414 | 752416 | 752442 | 752446 | | |
| CHRYSLER | 1962-66 Torqueflite 727, (must specify early-model 19-spline input) | 143501 | 143512 | 143514 | 143516 | 143542 | 143546 | 143560 | 143562 |
| | 1967-87 Torqueflite 727, 24-spline input (except lock-up) | 143501 | 143512 | 143514 | 143516 | 143542 | 143546 | 143560 | 143562 |
| | 1967-87 Torqueflite 904, 24-spline input (except lock-up) | | 143612 | 143614 | 143616 | 143642 | 143646 | | |
| GENERAL MOTORS | 1965-90 TH350/400 400,454 & 455 cid, wide bolt pattern (except variable pitch & lock-up) | 254201 | 254212 | 254214 | 254216 | 254242 | 254246 | 254260 | 254262 |
| | 1965-90 TH350/400 small bolt pattern (except variable pitch & lock-up) | 254001 | 254012 | 254014 | 254016 | 254042 | 254046 | 254060 | 254062 |
| | 1982-89 TH200-4R, 27-spline 1982-84 1/2 TH700-R4, 27-spline, non lock-up | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 |
| | 1984 1/2-93 TH700-R4, 30-spline, non lock-up | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 |
| | 1962-73 aluminum Powerglide | 740901 | 740912 | 740914 | 740916 | 740942 | 740946 | 740960 | 740962 |
| FORD | 1966-89 C6, 289-302- 351-400-429 with 1.375" crank pilot | 446101 | 446112 | 446114 | 446116 | 446142 | 446146 | 446160 | 446162 |
| | 1966-89 C6, 332-360- 390-406-427 428-429 with 1.850" crank pilot | 441401 | 441412 | 441414 | 441416 | 441442 | 441446 | 441460 | 441462 |
| | 1970-1981 C4, 26-spline, 1.375 pilot, bolt circle 10-1/2" & case-filled transmission | 475401 | 475412 | 475414 | 475416 | 475442 | 475446 | 475460 | 475462 |
| | 1970-1981 C4, 26-spline, 1.375 pilot, bolt circle 11-7/16" & pan-filled transmission | 475301 | 475312 | 475314 | 475316 | 475342 | 475346 | 475360 | 475362 |

LencoDrive Applications

Part #442600 is a custom number for LencoDrive applications with the 6.7" bellhousing. This part includes the heavy-duty 29-spline turbine Hub.

* TCI® torque converters and transmissions are made from new and remanufactured parts



9"-10"-11" Race Converters

All of the TCI® race converters incorporate aftermarket high-load sprags, furnace-brazed and reinforced fins, needle bearings and hardened steel pump hubs. All of our 9-inch converters are built to be suitable for a trans-brake or medium horsepower application.

Features: ballooning plates (9" & 10" only), 3 sets of needle bearings, steel mounting ring (9" & 10" only)

| Application | | 11" Race | 10" Race | 9" Race |
|----------------|--|----------|--|--|
| AMC | 1972-80 Torque Command 727 (except lock-up) | | 751800 ¹ | |
| | 1972-80 Torque Command 904 (except lock-up) | | 752000 ¹ | |
| | 1962-66 Torqueflite 727 (must specify 19-spline input) | | 143200 ⁵ | 143000 ¹ |
| CHRY | 1967-87 Torqueflite 727 24-spline input (except lock-up) | | 143100 ¹ | 143000 ¹ 143010 ² |
| | 1968-81 Torqueflite 904-998, 24-spline input, (except lock-up) | | 143300 ¹ | |
| GENERAL MOTORS | 1965-90 350/400 400,454 & 455 cid, wide bolt pattern (except variable pitch & lock-up) | 241400 | 242300 | 251200 |
| | 1965-81 350 & 375 small bolt pattern (except lock-up) | 241300 | 242200 | |
| | 1982-89 200-4R/200C, 1.703" pilot, 27-spline | | | |
| | 1982-84 1/2 700-R4, 27-spline | | 243000 ⁴ 243160 ⁵ | |
| | 1984 1/2-93 700-R4, V6, lock-up (S-10, S-15 type), 27-spline | | 243200 ⁴ 243260 ⁵ | |
| | 1984 1/2-93 700-R4, 30-spline, 1.703" pilot | | 243100 ⁴ 243161 ⁵ | |
| | 1998-up 4L60E, LS1 | | 242933 ^{4,7} 242934 ^{4,8} | |
| | 1962-73 aluminum Powerglide | 741300 | 741200 | 740800 741800 ³ |
| | 1971-91 C6, 289-302-351-400-429-460 with 1.375" crank pilot | | 445100 | |
| | 1966-84 C6, 332-360-390-406-427 -428-429 with 1.850" crank pilot | | 442000 | |
| FORD | 1966-69 C4, 24-spline, 1.375 pilot, bolt circle 10-1/2" & case-filled transmission | | 461200 | |
| | 1970-1981 C4, 26-spline, 1.375 pilot, bolt circle 10-1/2" & case-filled transmission | | 461400 | |
| | 1970-1981 C4, 26-spline, 1.375 pilot, bolt circle 11-7/16" & pan-filled transmission | | 462000 | |
| | 1968-71 FMX with 1.375" crank pilot, 29-spline | | 482100 | |
| | 1980 & later AOD, 5.0L, 5.8L, bolt circle 11-7/16" | | 433400 ^{5,6} | |

Footnotes:

- 1 Match flexplate to engine balance
- 2 Torqueflite 727 steel stator
- 3 Steel stator
- 4 Functional lock-up
- 5 Non lock-up
- 6 Must use TCI® Part #439600 non lock-up input shaft
- 7 Approx. 4500 rpm stall speed
- 8 Approx. 3800 rpm stall speed

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Competition



9"-10" PRO-X™ Race Converters for Top Dragster, Top Sportsman and Outlaw Street Car Classes

TCI® offers a complete line of torque converters built exclusively for six-second nitrous engines. All of these converters incorporate hand-fabricated steel stators, oversize bearings, races and anti-balloon plates. They are well-suited for 500-plus cubic inch engines with multiple-stage nitrous or for supercharged and turbocharged engines.

| Group | Application | Stall Range (RPM) | Vehicle Weight (lbs.) | Engine CID | Estimated Horsepower | Nitrous Oxide | Rear Gear | Tire Size | Carb CFM | Engine RPM Range |
|-------|--|-------------------|-----------------------|--|----------------------|--|--------------|--------------|--------------|------------------|
| 1 | Heavy vehicles, high-torque, big block (Top Sportsman & Outlaw Street Car classes) | Approx. 5500-6200 | 2800-3200 | BB 565-705 cid or SB with blower or turbocharger | 1000-1200 | 300-500, single, dual or progressive horsepower stages | 4.30 to 4.88 | 31" to 33" | 1050 to 1300 | 6500-8000 |
| 2 | Heavy vehicles, high-torque, big block (Top Sportsman & Outlaw Street Car classes) | Approx. 5200-5900 | 2800-3200 | BB 565-705 cid or SB with blower or turbocharger | 1000-1200 | 300-500, single, dual or progressive horsepower stages | 4.30 to 4.88 | 31" to 33" | 1050 to 1300 | 6500-8000 |
| 3 | Light vehicles, high-torque, big block (Quick 8, Top Dragster classes) | Approx. 4800-5500 | 1600-2500 | BB 570-705 cid or SB with blower or turbocharger | 1200-1500 | 300-500, single, dual or progressive horsepower stages | 3.90 to 4.56 | 32.5" to 34" | 1150 to 2400 | 6500-8500 |
| 4 | Light vehicles, high-torque, big block (Quick 8, Top Dragster classes) | Approx. 4700-5400 | 1600-2500 | BB 605-800 cid or SB with blower or turbocharger | 1400-1700 | 300-500, single, dual or progressive horsepower stages | 3.90 to 4.56 | 32.5" to 34" | 1150 to 2400 | 6500-8000 |
| 5 | Heavy vehicles, high-torque, big block (Top Sportsman & Outlaw Street Car classes) | Approx. 4400-5100 | 2800-3200 | BB 570-705 cid or SB with blower or turbocharger | 1200-1400 | 300-500, single, dual or progressive horsepower stages | 4.30 to 4.88 | 31" to 33" | 1150 to 2400 | 6500-8000 |
| 6 | Heavy vehicles, high-torque, big block (Top Sportsman & Outlaw Street Car classes) | Approx. 3800-4500 | 2500-3200 | BB 570-800 cid or SB with blower or turbocharger | 1500-1800 | 300-500 single, dual or progressive horsepower stages | 4.30 to 4.88 | 31" to 33" | 1150 to 2600 | 6500-8000 |
| 7 | Heavy vehicles, high-torque, big block (Top Sportsman & Outlaw Street Car classes) | Approx. 4800-5800 | 2500-3200 | BB 540-615 cid or SB with blower or turbocharger | 1500-1800 | 300-single, horsepower stages | 4.30 to 4.88 | 31" to 33" | 1150 to 2600 | 6500-8000 |

* TCI® torque converters and transmissions are made from new and remanufactured parts

| | Application | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 | Group 7 |
|-------|---|---------|---------|---------|---------|---------|---------|---------|
| CHRY | 1967-87 Torqueflite 727, 24-spline input, (except lock-up) | 143012 | 143010 | 143009 | 142520 | 142500 | 142550 | 143018 |
| | 1965-90 TH350/400 wide bolt pattern (except variable pitch & lock-up) | 251412 | 251410 | 251409 | 251020 | 251000 | 251050 | 251800 |
| GM | 1962-73 aluminum Powerglide | 741412 | 741410 | 741409 | 741012 | 741700 | 741010 | 741800 |
| | 1966-89 C-6, 289-302-351-400-429 with 1.375" crank pilot | 442512 | 442510 | 442509 | 445020 | 445000 | 445050 | 442518 |
| FORD | 1966-89 C-6, 332-360-390-406-427 | | | | | | | |
| | 428-429 with 1.850" crank pilot | 442712 | 442710 | 442709 | 445212 | 445200 | 445250 | 442718 |
| | 1970-1981 C-4, 26-spline, 1.375 pilot, bolt circle 10-1/2" & case-filled transmission | 452412 | 452410 | 452409 | 465012 | 465000 | 465050 | 452418 |
| | 1970-1981 C-4, 26-spline, 1.375 pilot, bolt circle 11-7/16" & pan-filled transmission | 452512 | 452510 | 452509 | 475012 | 475000 | 475050 | 452518 |
| LENCO | ** Converter for use with "Lenco" transmission is special length & requires 6.70 bellhousing & 1/4" midplate | 442212 | 442210 | 442209 | 442312 | 442300 | 442350 | 442218 |
| | ** Converter for use with "Lenco" transmission is special length & requires 7.375 bellhousing & 1/4" midplate | 442412 | 442410 | 442409 | 442412 | 442400 | 442450 | 442418 |

** Converter built with Ford C6 pump hub, turbine spline & stator spline and GM small bolt circle. Requires 1/4" midplate.

Mounting Bolts And Converter Pilot Extension Kits

The proper size and grade fasteners for our products. When replacing a torque converter it's a good idea to replace the bolts. These mounting bolts are made from hardened material and are available sizes for all aftermarket torque converters.

| Application | Part No. |
|--|----------|
| GM 8" and 9" competition converters, must use 7/16" - 20 x 1" (3/pkg.) | 745500 |
| Extra long converter bolt & nut kit 7/16" - 20 x 1 1/4" long (3/pkg.) | 745501 |
| GM 8", 9", 10" - 1/2" motor plate extension kit | 745502 |
| GM 8", 9", 10" - 1/4" motor plate extension kit | 745504 |
| GM 8", 9", 10" - 1/8" motor plate extension kit | 745508 |



* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Competition



212500

Transmissions

TCI® competition transmissions are designed to meet the needs of competition only vehicles. Both full manual and trans-brake applications retain no automatic shift features.

Transmissions feature: high performance clutches and bands, special heat-treated races and sprags, dyno- and pressure-tested, blueprinted improved lubrication system.

| | Application | Engine | Full Manual | Trans-Brake |
|----------|--|------------------------------|-------------|-------------------------------|
| AMC | AMC 1972 & later Torque Command 727, reverse shift pattern | 290, 303, 304, 360, 390, 401 | 602000 | |
| CHRYSLER | Chrysler 1967-79 Torqueflite 727, small block, non lock-up, 18 3/8" tailshaft, reverse shift pattern | 318, 340, 360 | 112100 | 112700 |
| | Chrysler 1967-79 Torqueflite 727, big block, non lock-up, 18 3/8" tailshaft, reverse shift pattern | 383, 400, 426, 440 | 112000 | 112500 |
| | Chrysler 1967 & later Torqueflite 904, small block non lock-up, reverse shift pattern | 318, 340, 360 | 112400 | |
| FORD | Ford C6 1966 & later, FE, 13 1/2" tailshaft, reverse shift pattern | 332, 352, 390, 406, 427, 428 | 412000 | 413000 |
| | Ford C6 1966 & later, 13 1/2" tailshaft, reverse shift pattern | 351M, 400, 429, 460 | 412200 | 413200 |
| | Ford C6 1966 & later, 13 1/2" tailshaft, reverse shift pattern | 289, 302, 351C, 351W | 412400 | 413400 |
| | Ford C4 1970-82, small bellhousing, (dipstick goes into the transmission case), 26-spline input shaft, reverse shift pattern | 289-351 | 512200 | 512502 512512 ¹ |
| | Ford C4 1970-82, large bellhousing, (dipstick goes into the transmission pan), 26-spline input shaft, reverse shift pattern | 289-351 | 512600 | 512506 |

Footnote:

¹ Special 2.75 low gear set installed



* TCI® torque converters and transmissions are made from new and remanufactured parts

| | Application | Engine | Full Manual | Trans-Brake |
|----------------|---|-----------------------------------|--|--|
| GENERAL MOTORS | GM 1984-93 TH700-R4, 30-spline, 30 3/4" overall length, reverse shift pattern | V8 | 371101 ⁵ 371061 ³ | |
| | GM 1981-90 TH200-4R, 27-spline, reverse shift pattern | Chevy, Olds, Pontiac, Cadillac V8 | 381061 ³ 381501 ³ | |
| | GM 1983-87 TH200-4R, 27-spline, reverse shift pattern | Buick Turbo Regal V6 | 381001 ² 381061 ³ | |
| | Chevrolet TH350 non lock-up, with 6" tailshaft, forward shift pattern | Chevrolet V8, 4.3 Liter V6 | 312000 ⁴ 312010 ^{1,4} 312045 ^{4,7,11} 312055 ^{7,11} | |
| | Chevrolet TH350 non lock-up, with 6" tailshaft, reverse shift pattern | | 312001 | 312500 ¹² 312510 ^{1, 12} |
| | Buick, Olds, Pontiac, Cadillac TH350 non lock-up, with 6" tailshaft, reverse shift pattern except where noted | All B.O.P. V8 | 312100 ⁴ 312110 ^{1,4} | 312610 ¹ |
| | Chevrolet TH400 with 4" tailshaft, large yoke, reverse shift pattern | All Chevrolet | 212000 ¹² 212010 ¹ 212015 ^{8, 6} 212016 ^{8,9, 6} | 212500 ⁶ 212510 ^{1,6} 212505 ^{5,6} 212506 ^{5,6,9} 212515 ^{1,9} 212545 ^{8,10} 212546 ^{8,10,13} |
| | Buick, Olds, Pontiac, Cadillac TH400 with 4" tailshaft, large yoke, reverse shift pattern | All B.O.P. | 212300 212310 ¹ | 213000 ⁶ 213010 ^{1,6} 213015 ⁵ 213045 ^{8,10} |
| | Buick, Olds, Pontiac, Cadillac TH400 with 9" tailshaft, large yoke, reverse shift pattern | All B.O.P. | 212390 | |

Footnotes:

- 1 Special 2.75 low gear set installed
- 2 Functional lock-up (376600 lock-up kit installed)
- 3 4-speed non lock-up application
- 4 TH-350 with forward shift pattern
- 5 Premium Red Eagle® clutches
- 6 With special line pressure, clutch pack settings and VM300 billet input shaft for higher load applications
- 7 Special stock eliminator lightweight low drag special
- 8 Modified front drum and Vasco 300 input shaft
- 9 Cast aluminum pan (+2 quarts)
- 10 Aluminum high gear drum
- 11 Governor auto 1-2 shift
- 12 Reverse shift pattern
- 13 2-10 low gear set installed

Torqueflite Notes: Beginning in 1978 for Chrysler and 1979 for AMC a lock-up torque converter was used in many transmissions. You cannot interchange a lock-up converter for a non-lock converter.

When changing to an aftermarket torque converter it may be necessary to replace the OEM flexplate and mounting bolts.

Ford C-4 Notes: 1965-69 applications can use the TCI® competition transmission by using a 70 & later 26-spline torque converter with the transmission.

All C-4 transmissions are shipped minus bellhousing due to many applications. Contact TCI® TRANS HELP™ (1-888-776-9824) if you require a bellhousing prior to ordering.

All Ford C-4 competition transmissions have new VM300 billet input shaft as standard feature for additional strength.

All Ford C-6 competition transmissions have cast aluminum deep pan with special filter as standard feature to assure adequate fluid delivery.

GM TH700-R4 (4L60) Notes: 30-spline transmissions can be installed in the 1984 1/2 & earlier vehicles by using 30-spline torque converter with the transmission.

GM TH350 Notes: TCI® offers both a forward and reverse shift pattern option in the full manual valve body. See footnotes in application chart.

Fit-all cases can be included as a special option, contact TCI® TRANS HELP™ (1-888-776-9824) for details.

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Trucks, RVs, and SUVs

Trucks are popular, both as performance vehicles and for towing. In addition, they provide the basis for most RV engine and chassis combinations. TCI® continues to provide these trucks with products uniquely suited to each need. From slashing quarter mile times of Dakota R/Ts to improving fuel mileage of a diesel-powered dually to punishing off-road racing, TCI® has the transmission products to get the power and torque to the ground. Improved performance, maximizing fuel economy and long, dependable service can be enjoyed with TCI® truck transmission components.



Torque Converters

Maximizer™ High Torque Towing Torque Converters

Our fuel-efficient High Torque Towing Converter is designed to reduce the slippage found in all non lock-up torque converters. This series of torque converters enables transmissions to run cooler and reduces engine rpm at highway speeds. In addition to the resulting fuel mileage increases, the High Torque Towing Converter also lowers transmission temperature by as much as 20°F. This is an excellent choice for motor homes, tow vehicles and other heavy load applications.

Maximizer™ Street Performance Torque Converters

These torque converters have much the same performance characteristics as our standard Saturday Night Special® series for cars, but we build them with extra reinforcement and thicker mounting surfaces to withstand the additional load and vibration put through the drivetrain by a truck with performance modifications. By providing additional stall, your truck will see better initial takeoff and will not lug the engine when using big tires. Special attention is made to match the converter to the power range of most trucks that do double duty as an off-road and daily driver. Improved rear wheel horsepower and elapsed times are a result.

Tractor Pull/Monster Truck Torque Converters

These converters are regarded as the strongest torque converter ever built and are used by the nation's leading monster trucks. Our design features a six-lug mounting where applications permit, and all feature a bullet-proof stator assembly supported by the largest roller bearings available. Anti-ballooning plates are welded to both sides of the converter for safety and durability. A unique argon welding process provides added strength.

| Application | Maximizer™ High Torque Towing | Maximizer™ Street Performance | Maximizer™ StreetFighter® | Tractor Pull Monster Truck |
|---|---|--|---------------------------|--|
| AMC 1972-80 AMC Torque Command 727 non lock-up, 24-spline | 752100 | | | |
| | 142210 | | | 141900 ⁵ 142000 ⁶ |
| | 142240 142241 ⁷ 142242 ⁸ 142243 ⁹ | | | |
| 1972-80 Chrysler Torqueflite 904-998 non lock-up | 141230 | | | |
| CHRYSLER | 1982-up Chrysler Torqueflite 904 lock-up & 1991-92 Chrysler A500 lock-up, 26-spline | | 141350 | |
| | 1993-95 Chrysler A518LU 23-spline | 141251 | 141250 | |
| | 1988-95 Dodge Cummins Diesel A518 non lock-up, 23-spline | 142250 | | |
| | 1995-up Dodge Cummins Diesel A618/48RE lock-up, 23-spline | 142260 142261 ¹⁴ | | |
| | 1995-up Dodge V10 A618/48RE lock-up, 23-spline | 142262 ¹⁴ | | |
| | 1995-up Dodge Cummins Diesel A618/48RE lock-up, 23-spline billet front, multi clutch | 142263 ¹⁵ | | |
| FORD | 1989-up Ford E40D/4R100 RV/Towing, 4-lug front | 492200 | | |
| | 1989-up Ford E40D/4R100 RV/Towing, 6-lug forged steel front | 492201 | | |
| | 1989-up Ford E40D/4R100 RV/Towing, 6-lug forged steel front w/ triple-disc clutch & steel stator | 492202 | | |

* TCI® torque converters and transmissions are made from new and remanufactured parts

| | Application | Maximizer™ High Torque Towing | Maximizer™ Street Performance | Maximizer™ StreetFighter® | Tractor Pull Monster Truck |
|--|--|-------------------------------|-------------------------------|--|--|
| FORD | 1971-91 Ford C6 with 1.375" crank pilot (289, 302, 351, 400, 429, 460 cid) | 443630 | 441500 | | 440800 ⁵ 441900 ⁶ |
| | 1983-87 Ford C6 with 6.9L diesel | 443631 | | | |
| | 1988-94 Ford C6 with 7.3L diesel | 443632 | | | |
| | 1966-84 Ford C6 with 1.850" crank pilot (332, 360, 390, 406, 427, 428 cid) | 443610 | 441800 | | 440900 ⁵ 442900 ⁶ |
| | 1966-69 Ford C4, 10.5" bolt circle, 24-spline, dip stick goes into transmission case | 452620 | | | |
| | 1970-up Ford C4, 10.5" bolt circle, 26-spline, dip stick goes into transmission case | 452630 | | | |
| | 1966-69 Ford C4, 11-7/16" bolt circle, 24-spline, dip stick goes into transmission pan | 452680 | | | |
| | 1970-up Ford C4, 11-7/16" bolt circle, 26-spline, dip stick goes into transmission pan | 452690 | | | |
| GENERAL MOTORS | 2003-up GM Allison 1000 | 272200 | | | |
| | 2003-up GM Allison 1000 billet front, multi clutch | 272201 ¹⁵ | | | |
| | 1999-up GM 4L60E/4L65E trucks w/ 4.8, 5.3, 6.0 engines | 242936 ^{1,12} | 242935 ¹ | 242931 ¹ | |
| | 1982-84 GM 700-R4, all TH200C, 200-4R, 27-spline, 1.703" crank pilot | 242520 ¹ | | | |
| | 1982-up GM 700-R4 for S10 & S15 V6, 27-spline, .825" crank pilot | | | 243200 ¹ 243260 ³ | |
| | 1984-91 GM 700-R4, 30-spline, 1 .703" pilot | 242820 ¹ | | | |
| | 1984-91 GM 700-R4 with Diesel & 1991-up GM 4L60E with diesel | 242821 ¹ | | | |
| | GM TH400 w/ Cummins Diesel | 240500 ¹⁰ | | | |
| | 1992-up GM 4L80E/4L85E | 242910 ¹ | 242916 ¹ | | |
| | 1965-91 GM TH-400, 425, 375 with wide bolt pattern (except variable pitch) | 241110 ² 243410 | 241601 241602 ⁴ | | |
| | 1965-81 GM TH350, 375 w/ small bolt pattern (except lock-up) | 243510 | 241600 | | |
| | 1965-91 GM TH350, 400 with dual pattern | | | 241021 | 240800 ⁵ 241900 ² 241922 ¹¹ |
| 1962-73 GM aluminum case Powerglide, 17-spline | 742830 | 741600 | 741020 | 741900 | |

Footnotes:

- 1 Functional lock-up converter, only for lock-up transmissions
- 2 6 mounting lugs
- 3 Non lock-up
- 4 With heavy duty front anti-ballooning plate for nitrous applications
- 5 11" diameter converter
- 6 10" diameter converter
- 7 "A" weight
- 8 "B" weight
- 9 "C" weight
- 10 13" converter
- 11 Higher stall
- 12 300mm diameter converter
- 13 Built with impeller (pump) side anti-ballooning plate
- 14 Billet/forged steel front
- 15 Multi clutch

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Trucks, RVs, and SUVs



Maximizer™ Transmissions

Heavy-Duty RV Transmissions

This is the perfect transmission for your two-wheel drive towing and heavy-load trucking needs. These units have valve body modifications that increase cooler flow and improve shift characteristics without the harsh feel of a racing style transmission. When used with a TCI® heavy-duty towing torque converter, you can be sure the transmission package is tailored to provide long, dependable service and maximum fuel economy. The optional low gear package offered with some of our RV units is a great addition for trucks pulling heavy loads.

Maximizer™ Transmissions

The Maximizer™ 4x4 transmissions bring performance to your four-wheel drive. A four-wheel drive application is especially tough on an automatic transmission and the addition of bigger tires makes the job even harder. We designed the Maximizer™ series to be as tough as your truck, because they are built with the best components available and programmed to provide crisp shifts time and time again.

Full Manual Competition 4x4

Whether you drive a sand dragster, hill climber or tractor puller, TCI® has the transmission for you. The competition line of 4x4 transmissions is built following the same specifications we use in building thousands of drag race units. Applications are available with trans-brake valve bodies, also. Most popular listings are shown in the chart, but if you have special requirements, please contact us, and we can custom tailor a competition unit to your specifications.

| | Application | Engine Size | Heavy-Duty RV | Maximizer™ 4X4 | Full Manual Competition 4X4 |
|----------|--|---------------------------------|---------------|--|---|
| AMC | AMC 1972 & later Torque Command 727 | 290, 303, 304, 360, 390, 401 | 601001 | 601200 | |
| CHRYSLER | Chrysler 1967-79 Torqueflite 727, small block, non lock-up | 318, 340, 360 | 111101 | 111600 ¹ 111603 ¹² 111700 ² | |
| | Chrysler 1967-79 Torqueflite 727, big block, non lock-up | 383, 400, 426, 440 | 111001 | 111400 ¹ | |
| | Chrysler 1993-95 A518 lock-up 2WD, 23-spline | 3.9L, 5.2L, 5.9L | 113000 | | |
| FORD | Ford C6 1966 & later, FE | 332, 352, 390, 406, 427, 428 | 411001 | 411600 ³ 411601 ⁴ 411602 ⁵ | 412500 ³ 412501 ⁴ 412502 ⁵ |
| | Ford C6 1966 & later | 351M, 400, 429, 460 | 411201 | 411700 ³ 411701 ⁴ 411702 ⁵ | 412600 ³ 412601 ⁴ 412602 ⁵ |
| | Ford C6 1966 & later | 289, 302, 351C, 351W | 411401 | 411800 ³ 411801 ⁴ 411802 ⁵ | 412700 ³ 412701 ⁴ 412702 ⁵ |
| | Ford AOD 1980 & later | 302, 351 | | 431400 | |

* TCI® torque converters and transmissions are made from new and remanufactured parts

| Application | Engine Size | Heavy-Duty RV | Maximizer™ 4X4 | Full Manual Competition 4X4 |
|---|-----------------------|---|--|---|
| GM 1993 1/2-1996 4L80E | V8 | 271000 | 271400 | |
| GM 1997 & later 4L80E | V8 | 271100 | | |
| GM 1996-97 4L60E truck | V8 | 371010 | | |
| GM 4L60E 1998-00 Vortec | Vortec | 371015 | | |
| GM 2000-05 4L60E LS1 truck | 4.8, 5.3, 6.0 | 371016 | | |
| GM 1993-94 4L60E | V8 | 371030 | | |
| GM 4L60E 1995 truck | V8 | 371035 | | |
| GM 4L60E 1993-94 4X4 | Vortec | | 371410 ²⁴ | |
| GM 4L60E 1995 4X4 | Vortec | | 371415 ²⁴ | |
| GM 4L60E 2000-03 LS1 4X4 | 4.8, 5.3, 6.0 | | 371416 ²⁴ | |
| GM 4L60E 1996-97 4X4 | Vortec | | 371420 ²⁴ | |
| GM 4L60E 1998-00 4X4 | Vortec | | 371430 ²⁴ | |
| GM 4L60E 1996-97 4X4 | | | 371421 | |
| GM 4L60E LS1 2000-02 4X4 | | | 371417 | |
| GM 4L60E 1993-94 4X4 | | | 371410 | |
| GM 4L60E LS1 truck 2000-05 | | | 371116 | |
| GM 1984-93 700-R4, 30-spline | V8 | 371002 | 371400 371402 ⁶ | 371401 ²⁰ 371460 ⁷ |
| GM 1984-93 Diesel 700-R4, 30-spline | Diesel | 371003 | 371403 | |
| Chevrolet TH350 non lock-up, w/ 6" tailshaft 2WD | Chevrolet V8, 4.3L V6 | 311001 | | |
| Chevrolet TH350 non lock-up, for 203/205 NP transfer case (pre-1980) | Chevrolet V8 | | 311600 ⁸ 311610 ^{8,9} 311200 ¹⁰ 311210 ^{9,10} | 312300 312301 ⁹ 312306 ²¹ |
| Chevrolet TH350 non lock-up, for 208 NP transfer case, 6 bolt dust cover (1980-82) | Chevrolet V8, 4.3L V6 | | 311500 ¹¹ 311510 ^{9,10} | 312302 ¹⁰ 312304 ⁹ 312305 ^{9,11,15} 312315 ^{21,22} |
| Chevrolet TH350 non lock-up, for 208 NP transfer case, 4 bolt dust cover (1982-up) replaces 700-R4 applications | Chevrolet V8, 4.3L V6 | | 311700 311710 ⁹ | |
| Chevrolet TH400, with 4" tailshaft | All Chevrolet | 211001 ¹² 210510 ¹⁷ 211002 ^{12,18} | | |
| Chevrolet TH400, for 203 NP transfer case | All Chevrolet | | 211402 | 212602 ⁹ |
| Chevrolet TH400, for 205 NP | | | 211401 ²³ | |
| TH400, transfercase (per-1980) | All Chevrolet | | 211400 211100 ¹³ | 212800 212600 ⁹ |
| Chevrolet TH400, replaces 700-R4 4X4 | All Chevrolet | | 211101 ¹⁴ | 212700 ¹⁶ |
| Chevrolet TH400, replaces TH350 4X4 | | | 211102 ¹⁹ | |
| TH400 Buick, Olds, Pontiac TH400 non variable pitch, with 4" tailshaft, large yoke | All B.O.P. | 211301 ¹² | | |

GENERAL MOTORS

Footnotes

- 1 1976-1979, for pre-1976 applications contact TCI® TRANS HELPTM (1-888-776-9824)
- 2 1980 and up, non lock-up
- 3 Remote transfer case
- 4 5" spacer between transmission & transfer case
- 5 8" spacer between transmission & transfer case
- 6 Four wheel drive heavy duty RV version
- 7 Non lock-up, still retains automatic shift features
- 8 4-bolt dust cover
- 9 Special low gear set installed
- 10 6-bolt dust cover
- 11 Replaces 700-R4 applications

- 12 With bolt-on yoke
- 13 With Part #229900 adapter installed, replaces pre-1980 TH350 4X4
- 14 With Part #229901 adapter installed, replaces 700-R4 4x4 & 1980-83 TH350 4x4
- 15 With Part #329900 adapter installed
- 16 With Part #221500 trans-brake installed
- 17 Diesel applications only
- 18 Red Eagle® clutches
- 19 With Part #229902 adapter installed, replaces TH350, 1980 & later
- 20 Full engine braking & TCC operation in all forward gears
- 21 Full engine braking
- 22 Reverse shift pattern
- 23 Also fits 1987-1989 208, and 241TC with factory TH400
- 24 StreetFighter® series

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Trucks, RVs, and SUVs

Maximizer™ Kits

These kits are ideally suited for off-road, towing and other severe duty applications. Our applications cover most of the popular automatic transmissions found in light and medium duty applications.

Each kit contains gaskets, seals, premium quality frictions, steels, high volume filter and even a drain plug kit. Also included are valve body recalibration modifications which provide "crisper" shifts without the "harsh" feel that you often find in kits designed for racing. Durability is improved because less heat is generated per shift than is associated with the OEM shift characteristics. The Maximizier™ Kit also increases the torque capacity of the transmission to make towing or off-roading a breeze.

Maximizer™ Kits

| | Application | Part No. |
|----------------|---|----------|
| CHRY | Chrysler Torqueflite 727 1962-1970 | 128805 |
| | Chrysler Torqueflite 727 1970-later | 128905 |
| | Chrysler Torqueflite 904 1972-later NLU | 129005 |
| GENERAL MOTORS | GM TH400 1966-later | 228805 |
| | GM TH350 1968-later NLU | 328805 |
| | GM TH350C 1980-later LU | 329205 |
| | GM 700-R4 1982-1984 | 378805 |
| | GM 700-R4 1985-1993 | 378905 |
| | GM 4L60E 1993-1998 | 378906 |
| | Ford C6 1966-1976 | 448805 |
| FORD | Ford C6 1977-later | 448905 |
| | Ford C4 1967-1969 | 528805 |
| | Ford C4 1970-later | 528905 |



378905

Sealing Ring Kits

| | Application | Part No. |
|----------------|----------------------------|----------|
| GENERAL MOTORS | GM Powerglide | 623800 |
| | GM 700-R4 / 4L60 1982-1993 | 373800 |
| | GM 4L80E 1991-up | 278680 |
| | GM TH350 1968-1986 | 313800 |
| | GM TH400 1964-later | 243800 |
| FORD | Ford C6 1966-later | 413800 |
| | Ford C4 1964-later | 513800 |



623800

Bushing Kits

Kit contains all bushings normally required during a transmission rebuild.

| | Application | Notes | Part No. |
|----------------|-----------------------|-----------|----------|
| FORD | Ford C4 | 9 pieces | 513700 |
| | Ford C6 | 11 pieces | 413700 |
| | Ford AOD | 13 pieces | 438600 |
| | Ford AODE | 15 pieces | 438601 |
| | Ford 4R70W | 15 pieces | 438602 |
| | Ford E4OD/4R100 | 13 pieces | 493700 |
| GENERAL MOTORS | GM TH400 | 10 pieces | 243700 |
| | GM TH350 | 12 pieces | 313700 |
| | GM Powerglide | 7 pieces | 623700 |
| | GM 200-4R | 12 pieces | 383700 |
| | GM 700-R4/4L60E/4L65E | 12 pieces | 373700 |
| | GM 4L80E | 14 pieces | 278685 |



278685

Thrust Washer Kits

Kit contains all bushings normally required during a transmission rebuild.

| Application | Part No. |
|---------------|----------|
| GM TH400 | 243600 |
| GM TH350 | 313600 |
| GM Powerglide | 623600 |
| Ford C4 | 513600 |



513600



229900

Maximizer™ Conversion Kits

TCI® offers many different types of conversion kits to owners of General Motors vehicles to enable interchange of various styles of GM transmissions. This is particularly useful for heavy load vehicles that may benefit from a heavier duty transmission for dependability. All kits provide the necessary adapter plate, output shaft and hardware required for installation. The TCI® Part #329900 kit also contains dust cover, dipstick, detent cable and replacement shift indicators. Kits will require some degree of drivetrain modifications.

| Converting From: | Converting To: | Application | Transfer Case | Vehicle Modifications Required | Part No. |
|------------------|----------------|---|---------------|--|----------|
| Chevy TH350 | Chevy TH400 | Pre-1980 4WD | 203 or 205 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229900 |
| Chevy TH350 | Chevy TH400 | 1980-later 4WD GM w/ 3" spacer to transfer case | 208, 241 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229901 |
| Chevy TH350 | Chevy TH400 | 1980-later 4WD GM w/ 5" spacer to transfer case | 208, 241 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229902 |
| 700-R4 (4L60E) | Chevy TH350 | All 700-R4 4WD V8 | 208, 241 | None | 329900 |
| 700-R4 (4L60E) | Chevy TH400 | All 700-R4 4WD V8 | 208, 241 | Shorten rear driveshaft 15/16" lengthen front driveshaft 15/16" | 229901 |

Maximizer™ Coolers

Heavy-Duty Engine Oil Cooler Kit

Perfect for tow trucks, motor homes and other vehicles used in heavy load applications. The engine oil cooler kit provides a continuous cooling of engine oil while engine is running. The best way to ensure proper engine oil cooling under heavier than normal driving conditions. Ensures a drop of 20° to 30° F in engine oil operating temperatures. Thermostatic sandwich adapter enables the use of original oil filter.

| Description | Application | Part No. |
|--|-----------------------------------|----------|
| Economy kit (with high pressure rubber hose) | Chrysler/Ford V8 (spin on filter) | 820300 |



820300

Transmission Coolers

The TCI® performance proven transmission coolers are designed specifically for high performance applications. TCI® coolers utilize a high density tube and fin design to handle the needs of even the most demanding applications. Constructed entirely from high strength aluminum, these coolers are pressure checked up to 300 psi and come complete with #6 A/N fittings for easy installation to either steel braided or high pressure lines. Your vehicle is just too important to trust hose clamps; considering a typical automatic transmission cooling system operates at over 100 psi. For the ultimate heat control, the TCI® Part #827000 10" fan is a direct bolt-on to the Part #823800 cooler. Every TCI® performance cooler comes complete with a Part #821500 quick mount kit.

| Application | Part No. |
|--|----------|
| 3/4" X 7 1/2" X 15 1/2" Performance cooler (22,000 GVW) excellent choice | 823500 |
| 3/4" X 10" X 15 1/2" Performance cooler (26,000 GVW) maximum protection | 823800 |



CATALOG

Transmission Packages

TCI® Transmission Packages Deliver Performance and Value

TCI® presents component matched transmission packages for most popular performance and heavy duty platforms. Each TCI® transmission package consists of a triple-tested TCI® transmission and precision tuned TCI® torque converter. In addition, we also include a universal transmission cooler and three gallons of premium TCI® Max Shift™ Performance Transmission Fluid. Certain packages also include a transmission control cable and/or a filler tube assembly.



Truck, RV & Towing Transmission Packages

Each TCI® transmission package consists of a triple-tested TCI® transmission and precision tuned TCI® torque converter. In addition, we also include a universal transmission cooler and three gallons of premium TCI® Max Shift™ Performance Transmission Fluid.

| | Application | Engine Size/Type | Transmission | Converter | Misc. | Package Part No. |
|----------------|--|------------------------------|--------------|-----------|---|------------------|
| CHRYSLER | Chrysler 1993-1995 A518LU | 318, 340, 360 | 113000 | 141250 | | 113000P3 |
| | Chrysler 1967-1979 Torqueflite 727, small block, non lock-up, 18 3/8" tailshaft | 318, 340, 360 | 111101 | 142240 | 743807 | 111101P1 |
| | Chrysler 1967-1979 Torqueflite 727, big block, non lock-up, 18 3/8" tailshaft | 383, 400, 426, 440 | 111001 | 142240 | 743808 | 111001P1 |
| FORD | Ford C-6 1966 & later, FE, 13 1/2" tailshaft | 332, 352, 390, 406, 427, 428 | 411001 | 443610 | 743814 | 411001P1 |
| | Ford C-6 1966 & later, 13 1/2" tailshaft | 351M, 400, 429, 460 | 411201 | 443630 | 743815 | 411201P1 |
| | Ford C-6 1966 & later, 13 1/2" tailshaft | 289, 302, 351C, 351W | 411401 | 443630 | 743813 | 411401P1 |
| | Ford C-4 1970-82, small bellhousing, (dipstick goes into the transmission case), 26-spline input shaft | 289-351 | 511201 | 452630 | 743811 | 511201P1 |
| | Ford C-4 1970-82, large bellhousing, (dipstick goes into the transmission pan) 26-spline input shaft | 289-351 | 511601 | 452690 | 743812 | 511601P1 |
| GENERAL MOTORS | GM 1984-93 700-R4, 30-spline, 30 1/2" overall length ¹ | Chevrolet V8 | 371002 | 242820 | 743865 (filler tube) 376800 (universal TV cable) | 371002P1 |
| | GM 1993-94 4L60E | Truck, B-body | 371030 | 242820 | 743865 (filler tube) | 371030P1 |
| | GM 1995 4L60E | Truck, B-body | 371035 | 242820 | 743865 (filler tube) | 371035P1 |
| | GM 1996-97 4L60E | Truck, B-body | 371010 | 242820 | 743865 (filler tube) | 371010P1 |
| | GM 1998-00 4L60E | Vortec truck ² | 371015 | 242820 | 743865 (filler tube) | 371015P1 |
| | GM 2000-03 4L60E | LS-style truck ³ | 371016 | 242936 | 743865 (filler tube) | 371016P1 |
| | GM 2000-02 4L60E | Truck | 371016 | 242936 | 743865 | 371016P7 |
| | GM 1998-02 4L60E | F-body | 371050 | 242931 | 743865 | 371050P1 |
| | GM 1993L-96 4L80E, 30-spline | Chevrolet V8 | 271000 | 242910 | 743805 | 271000P1 |
| | GM 1997 & up 4L80E, 30-spline | Chevrolet V8 | 271100 | 242910 | 743805 | 271100P1 |
| | GM 1993L-96 4L80E, 4WD | Chevrolet V8 | 271400 | 242910 | 743805 | 271400P1 |
| | Chevrolet TH350 non lock-up, w/ 6" tailshaft | Chevrolet V8, 4.3L V6 | 311001 | 243510 | 743860 | 311001P1 |
| | Chevrolet TH350 4X4 non lock-up, for 203/205 NP transfer case (pre-1980) | Chevrolet V8, 4.3L V6 | 311600 | 241500 | 743860 | 311600P1 |
| | Chevrolet TH350 4X4 non lock-up, for 203/205 NP transfer case (pre-1980) | Chevrolet V8, 4.3L V6 | 311601 | 241500 | 743860 | 311601P1 |
| | Chevrolet TH400 non variable pitch, w/ 4" tailshaft | All Chevrolet | 211001 | 243410 | | 211001P1 |

NOTE: Max Shift™ Performance Transmission Fluid comes with all transmission packages

Footnotes:

¹ Will also retrofit in 1982-84 applications with use of a 30-spline torque converter

² 4.3, 5.0, 5.7 liter engines

³ 4.8, 5.3, 6.0 liter engines

* TCI® torque converters and transmissions are made from new and remanufactured parts

662-224-8972

PERFECT FOR
CRATE
ENGINES!



Street Rodder Transmission Packages™

Perfect for a mild daily driver or a street rod. Equipped with a TCI® automatic valve body and a Valve Body Improver Kit, it allows you to achieve a firmer, yet not too harsh shift in the vehicle and remains fully automatic. Retains the stock shift pattern. For the system to operate properly, all throttle linkage, vacuum lines must be connected.

Each TCI® transmission package consists of a triple-tested TCI® transmission and precision tuned TCI® torque converter. In addition, we also include a universal transmission cooler and three gallons of premium TCI® Max Shift™ Performance Transmission Fluid.

| | Application | Engine Size/Type | Transmission | Converter | Misc. | Package Part No. |
|----------------|---|-----------------------|--------------|-----------|---|------------------|
| CHRYSLER | Chrysler 1967-1979 Torqueflite 727, small block, non lock-up, 18 3/8" tailshaft | 318, 340, 360 | 111138 | 141538 | 743807 | 111138P1 |
| | Chrysler 1967-1979 Torqueflite 727, big block, non lock-up, 18 3/8" tailshaft | 383, 400, 426, 440 | 111038 | 141538 | 743808 | 111038P1 |
| | Chrysler 1967 & later Torqueflite 904, small block V8 | 318, 340, 360 | 111338 | 141738 | 743806 | 111338P1 |
| FORD | Ford C6 1966 & later, FE, 13 1/2" tailshaft 406, 427, 428 | 332, 352, 390, | 411038 | 441738 | 743814 | 411038P1 |
| | Ford C6 1966 & later, 13 1/2" tailshaft | 351M, 400, 429, 460 | 411238 | 441638 | 743815 | 411238P1 |
| | Ford C6 1966 & later, 13 1/2" tailshaft | 289, 302, 351C, 351W | 411438 | 441638 | 743813 | 411438P1 |
| | Ford C4 1970-82, small bellhousing, (dipstick goes into the transmission case), 26-spline input shaft | 289-351 | 511238 | 450738 | 743811 | 511238P1 |
| | Ford C4 1970-82, large bellhousing, (dipstick goes into the transmission pan), 26-spline input shaft | 289-351 | 511638 | 450938 | 743812 | 511638P1 |
| GENERAL MOTORS | GM 1984-93 700-R4, 30- spline, 30 3/4" overall length ¹ | Chevrolet V8 | 371038 | 242738 | 743865 (filler tube) | 371038P1 |
| | Chevrolet TH350 non lock-up, w/ 6" tailshaft | Chevrolet V8, 4.3L V6 | 311038 | 241538 | 743860 (filler tube) 376900 (universal kickdown cable) | 311038P1 |
| | Chevrolet TH350 non lock-up, w/ 9" tailshaft | Chevrolet V8, 4.3L V6 | 311098 | 241538 | 743860 (filler tube) 376900 (universal kickdown cable) | 311098P1 |
| | Chevrolet TH400 non variable pitch, w/ 4" tailshaft | all Chevrolet | 211038 | 241538 | 743860 (filler tube) | 211038P1 |

NOTE: Max Shift™ Performance Transmission Fluid comes with all transmission packages

Footnotes:

- 1 Will also retrofit in 1982-84 applications with use of the included 30-spline torque converter
- 2 4.3, 5.0, 5.7 liter engines
- 3 4.8, 5.3, 6.0 liter engines

* TCI® torque converters and transmissions are made from new and remanufactured parts



CATALOG

Transmission Packages



StreetFighter® Transmission Packages

The TCI® StreetFighter® transmission is tough enough to withstand the rigors of even the toughest street machines. It is ideal for vehicles powered by engines producing 450 horsepower with a non-supercharged system using pump gasoline. Each TCI® transmission package consists of a triple-tested TCI® transmission and precision tuned TCI® torque converter. In addition, we also include a universal transmission cooler and three gallons of premium TCI® Max Shift™ Performance Transmission Fluid.

| | Application | Engine Size/Type | Transmission | Converter | Misc. | Package Part No. |
|----------|---|------------------------------|--------------|-----------|--------|------------------|
| CHRYSLER | Chrysler 1967-1979 Torqueflite 727, small block, non lock-up, 18 3/8" tailshaft | 318, 340, 360 | 111100 | 141500 | 743807 | 111100P1 |
| | Chrysler 1967-1979 Torqueflite 727, big block, non lock-up, 18 3/8" tailshaft | 383, 400, 426, 440 | 111000 | 141500 | 743808 | 111000P1 |
| | Chrysler 1967 & later Torqueflite 904, small block V8 | 318, 340, 360 | 111300 | 141300 | 743806 | 111300P1 |
| FORD | Ford C6 1966 & later, FE, 13 1/2" tailshaft | 332, 352, 390, 406, 427, 428 | 411000 | 441700 | 743814 | 411000P1 |
| | Ford C6 1966 & later, 13 1/2" tailshaft | 351M, 400, 429, 460 | 411200 | 441600 | 743815 | 411200P1 |
| | Ford C6 1966 & later, 13 1/2" tailshaft | 289, 302, 351C, 351W | 411400 | 441600 | 743813 | 411400P1 |
| | Ford C4 1970-82, small bellhousing, (dipstick goes into the transmission case), 26-spline input shaft | 289-351 | 511200 | 450700 | 743811 | 511200P1 |
| | Ford C4 1970-82, large bellhousing, (dipstick goes into the transmission pan), 26-spline input shaft | 289-351 | 511600 | 450900 | 743812 | 511600P1 |
| | Ford AOD 1980 & later | 289-351 | 431000 | 432800 | | 431000P1 |
| | Ford AOD 1980 & late | 289-351 | 431000 | 432700 | | 431000P3 |

NOTE: Max Shift™ Performance Transmission Fluid comes with all transmission packages

* TCI® torque converters and transmissions are made from new and remanufactured parts

| Application | Engine Size/Type | Transmission | Converter | Misc. | Package Part No. |
|---|-----------------------|--------------|--|--|------------------|
| Chevrolet TH350 non lock-up, w/ 6" tailshaft | Chevrolet V8, 4.3L V6 | 311000 | 241500 | 743860 376900 | 311000P2 |
| Chevrolet TH350 non lock-up, w/ 9" tailshaft | Chevrolet V8, 4.3L V6 | 311090 | 241500 | 743860 376900 | 311090P2 |
| Chevrolet TH400 non variable pitch, w/ 4" tailshaft | Chevrolet V8, 4.3L V6 | 211000 | 241602 | 743860 | 211000P1 |
| Chevrolet TH400 non variable pitch, w/ 4" tailshaft | Chevrolet V8 4.3L V6 | 211000 | 240900 | 743860 | 211000P3 |
| GM 1984-93 700-R4, 30-spline, 30 3/4" overall length ¹ | Chevrolet V8 | 371000 | 242800 | 743865 (filler tube) 376800 (universal kickdown cable) | 371000P1 |
| GM 1984-93 700-R4, 30-spline, 30 3/4" overall length ¹ | Chevrolet V8 | 371000 | 243105 | 743865 (filler tube) 376800 (universal kickdown cable) | 371000P2 |
| GM 1984-93 700-R4, 30-spline, 30 3/4" overall length ¹ | Chevrolet V8 | 371000 | 243110 | 743865 (filler tube) 376800 (universal kickdown cable) | 371000P3 |
| GM 1984-92 Corvette, 30-spline, 29 7/8" overall length ² | Chevrolet V8 | 373000 | 242800 | 743865 (filler tube) 376800 (universal kickdown cable) | 373000P1 |
| GM 1984-92 Corvette, 30-spline, 29 7/8" overall length ² | Chevrolet V8 | 373000 | 243105 | 743865 (filler tube) 376800 (universal kickdown cable) | 373000P2 |
| GM 1984-92 Corvette, 30-spline, 29 7/8" overall length ² | Chevrolet V8 | 373000 | 243110 | 743865 (filler tube) 376800 (universal kickdown cable) | 373000P3 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242935 Saturday Night Special [®] | 743865 (filler tube) | 371016P1 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242938 Breakaway [®] | 743865 (filler tube) | 371016P2 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242931 StreetFighter [®] | 743865 (filler tube) | 371016P3 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242931 Super StreetFighter [™] | 743865 (filler tube) | 371016P4 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242933 Competition 4500 | 743865 (filler tube) | 371016P5 |
| GM 2000-03 4L60E | LS-style truck | 371016 | 242934 Competition 3800 | 743865 (filler tube) | 371016P6 |
| GM 1996-97 4L60E | LT1 F-body | 371020 | 243107 Breakaway [®] | 743865 | 371020P1 |
| GM 1981-90 200-4R | Chevrolet V8 | 381500 | 242600 | 743860 | 381500P3 |

GENERAL MOTORS

NOTE: Max Shift[™] Performance Transmission Fluid comes with all transmission packages

Footnotes:

1 Will also retrofit in 1982-84 applications with use of the included 30-spline torque converter

2 Corvette 700-R4 comes with a unique tailhousing assembly and is 1.125" shorter than a standard 700-R4. For C4 Corvettes only.



* TCI[®] torque converters and transmissions are made from new and remanufactured parts



CATALOG

Flexplates



399273



145200

Heavy-Duty Flexplates

For Chevrolet: flexplates are .035" thicker than stock and the starter ring is welded to both sides of the flexplate for additional strength. Constructed from a high tensile strength material these flexplates resist elongation and cracking. All 168 tooth flexplates have dual GM bolt patterns and are sized for stock 3/8" mounting bolts and can be easily drilled for 7/16" diameter high performance torque converter applications and are SFI 29.1 approved.

For Pontiac: flexplates are .140" thick and built to handle even the toughest application and are SFI 29.1 approved. Constructed from A514 material and neutral balanced. 166 tooth starter ring.

For Chrysler: stock replacement heavy-duty flexplates for all the popular styles as well as special counter balanced flexplates which allow you to use a neutral balance torque converter in cast crank applications that came with a counter balanced torque converter. In addition, we offer a complete line of SFI 29.1 approved flexplates for use in Chrysler to GM adapter applications.

For Ford: OEM-style small block Ford flexplates that are constructed to exacting standards and are SFI 29.1 approved. Built extra-thick with welds on both sides of the ring gear. These flexplates are precision balanced and checked for runout.

TCI® also has a complete line of .140" thick Ford flexplates with GM bolt pattern. Constructed from A514 material these SFI 29.1 approved flexplates work with all Ford engine to Chevy GM TCI® seven, eight, nine, and ten inch competition converters also. Due to the flat design as opposed to the dished construction of stock Ford flexplates, these flexplates will not work with stock replacement torque converters.

| Engine Make | SFI 29.1 Approved | Trans Type | Engine Size | Balance | Remarks | Part No. |
|-------------|-------------------|------------|------------------------------|----------|---|----------|
| Chevy | Y | GM | All | Internal | Dual bolt pattern, 168 tooth | 399273 |
| Chevy | Y | GM | 400 | External | Dual bolt pattern, 168 tooth | 399373 |
| Chevy | Y | GM | 454 | External | Dual bolt pattern, 168 tooth | 399473 |
| Chevy | Y | GM | 454 | External | Small bolt pattern, 153 tooth | 399554 |
| Chevy | Y | GM | LT1 | External | Small bolt pattern, 153 tooth | 399173 |
| Chevy | Y | GM | LT1 | Internal | Small bolt pattern, 153 tooth | 399174 |
| Chevy | Y | GM | All | Internal | Small bolt pattern, 153 tooth | 399573 |
| Chevy | Y | GM | 4.8, 5.3, 5.7, 6.0 LS-series | Internal | Dual bolt pattern, 168 tooth | 399753 |
| Chevy | Y | GM | '86-'94 (1 pc. rear seal) | External | Dual bolt pattern, 168 tooth, only for one piece rear seal engines | 399773 |
| Chevy | Y | GM | '91-'98 (1 pc. rear seal) | External | Dual bolt pattern, 168 tooth, only for Gen. V & Gen. VI 454 HO & 502 HO with forged steel crankshafts | 399873 |
| Chevy | Y | GM | '91-'95 (1 pc. rear seal) | External | Dual bolt pattern, 168 tooth, only for Gen. V 454 with cast iron crankshafts | 399973 |
| Pontiac | Y | GM | 326-455 | Internal | Small bolt pattern, 166 tooth, 2.750" crankshaft ID. | 399673 |

| Engine Make | SFI 29.1 Approved | Trans Type | Engine Size | Balance | Remarks | Part No. |
|-------------|-------------------|------------|-----------------------|----------|--|----------------------------|
| Ford | Y | Ford | 289-351C 351M-400M | 0 oz. | 10.5" bolt pattern, 157 tooth | 529615 |
| Ford | Y | Ford | 289-351C 351M-400M | 28 oz. | 10.5" bolt pattern, 157 tooth | 529618 |
| Ford | Y | Ford | 289-351C 351M-400M | 50 oz. | 10.5" bolt pattern, 157 tooth | 529610 |
| Ford | Y | Ford | 289-351C 351M-400M | 0 oz. | 11-7/16" bolt pattern, 164 tooth | 529625 |
| Ford | Y | Ford | 289-351C 351M-400M | 28 oz. | 11-7/16" bolt pattern, 164 tooth | 529628 |
| Ford | Y | Ford | 289-351C 351M-400M | 50 oz. | 11-7/16" bolt pattern, 164 tooth | 529620 |
| Ford | Y | GM | 289-351C 351M-400M | Internal | Dual GM pattern, for racing applications only | 529632 ¹ |
| Ford | Y | GM | 289-351C 351M-400M | 28 oz. | Dual GM bolt pattern, for racing applications only | 529632E |
| Ford | Y | GM | 289-351C 351M-400M | 50 oz. | Dual GM bolt pattern, for racing applications only | 529632L |
| Ford | Y | GM | 360-428-460 | Internal | Dual GM pattern, for racing applications only | 529742 ¹ |
| Chrysler | Y | T/F 904 | '71 - '76 340 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102340 |
| Chrysler | Y | T/F 904 | '71 - '92 360 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102390 |
| Chrysler | Y | T/F 727 | '71 - '76 340 | External | Small bolt pattern, 5/16" bolt, 6-hole cast crank | 102350 |
| Chrysler | Y | T/F 727 | '71 - '92 360 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102360 |
| Chrysler | Y | T/F 727 | '71 & up 383-440 | External | Dual bolt circle, 5/16" bolt, 6-hole cast crank | 102370 |
| Chrysler | Y | All T/F | 318-440 | Internal | Small bolt circle, 7/16" bolt, 6-hole forged crank | 145200 |
| Chrysler | N | All T/F | 426 Hemi | Internal | Small bolt circle, 7/16" bolt, 8-hole forged crank | 145300 |
| Chrysler | N | All T/F | 318-440 | Internal | Small bolt circle, 5/16" bolt, 6-hole forged crank | 145600 |
| Chrysler | N | All T/F | 318-440 | Internal | Large bolt circle, 5/16" bolt, 6-hole forged crank | 145700 |
| Chrysler | Y | GM | All | Internal | Small GM pattern, for racing applications only, 6-hole crank | 149162 ¹ |
| Chrysler | Y | GM | All | Internal | Small GM pattern, for racing applications only, 8-hole crank | 149182 ¹ |

Footnote:

¹ These SFI flexplates are all neutral balance units designed for internally balanced engine applications. Adapter flexplates only work in conjunction with TCI® adapter kits. They cannot be used as OEM replacements.

Chevrolet Flexplate Shims

These shims are an easy way to achieve optimum spacing when installing a new flexplate on Chevrolet crankshafts. These 0.030" shims, manufactured from high-quality steel, are a must when additional clearance is required between the starter and flexplate ring gear. Works on both automatic and standard shift flexplates with standard Chevrolet crankshaft bolt flange and flexplate.

| Application | Part No. |
|---------------------------|---------------|
| Chevrolet flexplate shims | 399100 |





CATALOG

Valve Bodies

Transmission Valve Bodies

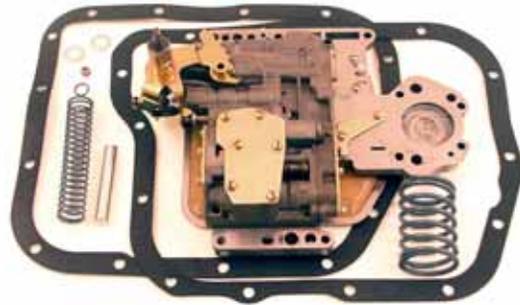
The transmission valve body is the brain of the transmission. Often it is called the control valve. The valve body, like the transmission, has been changed and updated through the years. We select and use only the valve body that will provide you with the best performance and service. All TCI® valve bodies are 100% quality checked for proper function and, where applicable, proper operating pressures on a dedicated valve body test machine.

We offer three types of modified valve bodies.

StreetFighter® Series - Manual/Automatic

Our manual/automatic valve body is designed for the street and strip performance car owner. It is the same valve body used in our StreetFighter® transmission series. Designed to allow fully automatic or manual shifting and is a direct replacement with no modifications required. Ideal for street/strip performance upgrades.

| Application | Part No. |
|---|----------|
| Torqueflite 727 & 904, 1970 & later non lock-up | 122400 |
| GM TH400, 1965 & later | 222400 |
| GM TH350, all non lock-up applications | 322200 |
| GM 200-4R, turbo Buick (BRF) calibrated | 382200 |
| GM Powerglide, all aluminum case applications | 744250 |
| Ford C6, 1966 & later | 421100 |
| Ford AOD, 1980 & later | 432200 |
| Ford C4, 1970 & later | 522100 |

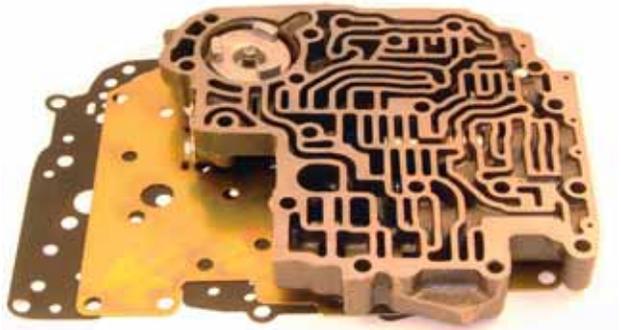


122400

Full Manual Series

Our competition valve body is used for maximum performance and quick elapsed times in a racing application. By controlling the valve body only through manual means we can produce quicker shift timing and are able to run higher line pressures than possible with an automatic shift transmission. Higher line pressure makes it harder for clutches to slip under high loads. Remember, with a full manual you will have to make every shift for these units do not shift on their own. A great choice for bracket cars, monster trucks and virtually any off-road competition vehicle where a trans-brake is either not legal or not desired.

| Application | Part No. |
|--|-----------------------|
| Torqueflite 727 & 904, 1967 & later, reverse shift pattern | 121700 ^{1,3} |
| GM TH200-4R, all, reverse shift pattern | 386010 ² |
| GM TH700-R4, all, reverse shift pattern | 376010 ² |
| GM TH700-R4, all, reverse shift pattern w/ full engine braking | 376015 ² |
| GM TH400, 1965 & later, reverse shift pattern | 221100 |
| GM TH350, all non lock-up, forward shift pattern | 321000 ³ |
| GM TH350, all non lock-up, forward shift pattern | 321001 ⁴ |
| GM TH350, all non lock-up, reverse shift pattern | 321100 |
| GM TH350, all non lock-up, reverse shift pattern | 321115 ⁴ |
| GM Powerglide, all aluminum case, forward shift pattern | 744200 ⁴ |
| Ford C6, 1967 & later, reverse shift pattern | 421000 ³ |
| Ford C4, 1970 & later, reverse shift pattern | 521000 ³ |



321100

Footnotes:

1 Use TCI® Part #146900 5.0 ratio lever

2 Retains lock-up capability

3 Retains 2nd gear engine braking

4 Retains 1st and 2nd gear engine braking

Trans-Brake Series

Our trans-brake series allows you to achieve maximum torque converter stall and provides for quicker and more consistent reaction times and 60 foot times. This is due to the trans-brake action which prevents an engine's torque load from being transmitted through the drivetrain prior to the launch. The trans-brake acts in much the same manner as a manual clutch. Once the trans-brake is engaged, the vehicle can roll neither forward nor backward, and as you press on the accelerator, the engine can rpm as high as the torque converter stall. Once the trans-brake is released, the power is transmitted immediately to the rear tires in much the same manner as a manual clutch but with the parts saving advantage of the torque converter's shock absorbing action.

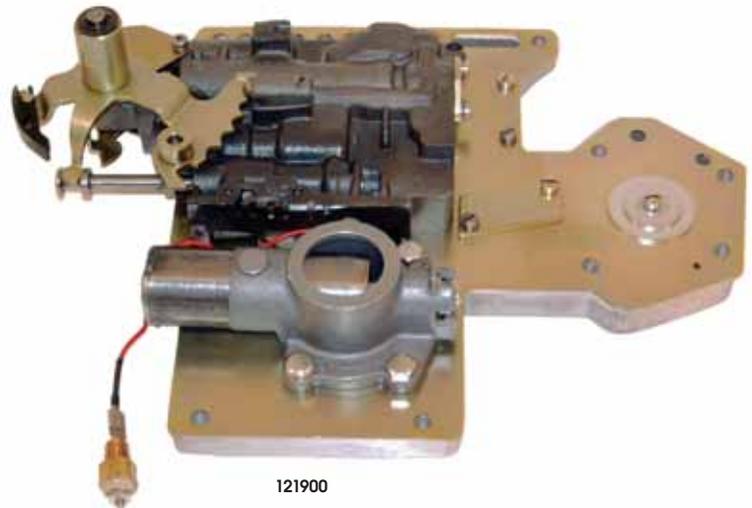
| Application | Shift Pattern | Part No. |
|--|----------------------------|---|
| Torqueflite 727 & 904 Pro Tree trans-brake kit | P-R-N-1-2-3 | 121900 ^{1,5} |
| Torqueflite 727 & 904 COMP trans-brake kit | P-R-1-2-3-N (safe neutral) | 121901 ^{2,3} |
| GM TH400 trans-brake kit, 65 & later | P-R-N-1-2-3 | 221500 ⁵ |
| GM TH350 trans-brake kit, all | P-R-N-1-2-3 | 321500 ⁵ |
| GM Powerglide bracket trans-brake kit | P-R-N-2-1 | 748200, 748204 ⁶ |
| GM Powerglide Pro Tree trans-brake kit | P-R-N-2-1 (safe neutral) | 628200 ¹ |
| GM Powerglide Pro Tree stage 2 trans-brake kit | P-R-N-2-1 (safe neutral) | 628251 ¹ |
| GM Powerglide aluminum sportsman trans-brake kit | P-R-N-2-1 | 748203 |
| GM Powerglide aluminum Pro Tree trans-brake kit | P-R-N-2-1 (safe neutral) | 628203 ¹ , 628204 ^{1,6} |
| GM Powerglide aluminum ultimate Pro Tree | P-R-N-2-1 (safe neutral) | 628253 ¹ , 628254 ^{1,6} |
| Ford C-6 trans-brake kit, 1969 & later | P-R-N-1-2-3 | 421500 ⁵ |
| Ford C-4 trans-brake kit, 1970 & later | P-R-N-1-2-3 | 521500 ⁵ |

Footnotes:

- 1 Pro Tree
- 2 Shift Pattern PR123N
- 3 Use TCI® Part #146900 5.0 ratio lever
- 4 Except Falcon
- 5 Reverse shift pattern
- 6 Adjustable pressure regulator



USE STEEL LINE FOR YOUR VACUUM MODULATOR. USE ONLY ENOUGH RUBBER LINE TO CONNECT TO YOUR MODULATOR AND VACUUM SOURCE.



121900



CATALOG

Valve Bodies

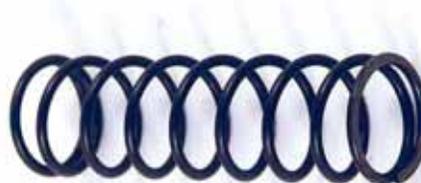
Valve Body Replacement & Accessory Parts

Direct replacement for TCI® style trans-brake valve bodies.

| Application | Part No. |
|---|----------|
| Replacement release valve & spring for Part #748200 | 749500 |
| Replacement release valve for Part #628200, Part #628203, Part #628204 | 628205 |
| Composite metal matrix release valve for Part #628200, Part #628203, Part #628204 | 628209 |
| Replacement release valve for Part #628251, Part #628253, Part #628254 | 628206 |
| Replacement release valve & spring for Part #221500 | 221400 |
| Composite metal matrix release valve for Part #221500 | 221409 |
| Replacement release valve & spring for Part #321500 | 321400 |
| (16) Direct springs for TH400 high gear | 221600 |
| (17) Piston springs for Powerglide reverse | 628216 |
| Pressure regulator spring for TH400 | 224300 |
| Pressure regulator spring for Powerglide | 704300 |



749500



224300

Trans-Brake Solenoids

When you come to the line to make that all-important run, the last thing you should be thinking about is whether you purchased the best trans-brake solenoid available. With the purchase of a new TCI® trans-brake solenoid, you'll know you have state-of-the-art engineering, incorporating such features as a precision-ground steel shaft with bronze bushing, a shaft-pinned nut for secure placement and unique lip seal to prevent fluid leakage while minimizing mechanical drag. The TCI® solenoid motor is only 1.025-inches long, the most compact, space-saving solenoid available. The conical-face design is able to handle higher forces than standard flat-faced solenoids with 0.180 to 0.200-inch strokes. The high-efficiency, precision wound coil maximizes the amount of copper in the allowable space for maximum force and the two-wire setup assures a good quality ground can be established.

| Application | Part No. |
|--|----------|
| TH400 trans-brake solenoid with 0.200" stroke | 221300 |
| TH350 trans-brake solenoid with 0.250" stroke | 221301 |
| Powerglide trans-brake solenoid with 0.200" stroke | 749800 |



221300

Trans-Brake Switches

Spiral cords allow various mounting locations for ease of operation and switches can be used for trans-brake and RollStop®. All micro switches are injected molded to the spiral cord to prevent wire separation.

| Application | Part No. |
|---|----------|
| 10 amp sealed microswitch attached to 18 gauge cord that stretches seven feet | 388400 |
| Spiral cord with extra-large button microswitch (18 gauge), great for steering wheels, with 5/8" bulkhead mount. High-quality, low resistance spiral cord that stretches over 7 feet. | 388500 |
| Microswitch only (10 amp), with 5/8" fine thread bulkhead mount | 387600 |
| 10 amp microswitch with extra-large button, with 5/8" fine thread bulkhead mount | 387700 |



Tech Tip

BE SURE TO CHANGE THE O-RING ON YOUR LATE MODEL LOCK-UP TRANSMISSION INPUT SHAFT WHEN YOU INSTALL A TORQUE CONVERTER.



CATALOG

Electronics

Transmission Control Unit Systems

The new breed in automatic transmissions is controlled by ECUs. The TCI® newest offering is a Transmission Control Unit (TCU) designed specifically to allow the user maximum control and tuning of our T-Com™ WP software. The user has the choice of line pressures, shift timing and firmness of shift for both upshift and downshift points. A feature exclusive to T-Com™ WP is the ability to have part throttle shifts as a function of road speed while the wide open throttle shifts can be a function of engine rpm. Plus, tuning is quick and simple. Go to www.tciauto.com to download your own evaluation version of T-Com™ to get a feel for its features.

Initial calibration only requires answering a few quick questions in the calibration program. Tire size and gear ratio are plugged in to assure proper speed data. The installer also answers whether the unit is a 4L60E, 4L65E, 4L80E or a AODE and the unit is ready to go. Additional calibration is only required if the user wishes to customize the shift characteristics to suit his wishes. Comes with complete instruction and wiring diagram.

For retrofitting electronic transmissions in carburetor-equipped vehicles or cable-driven speedometer applications, we offer adapters to make these installations easier. For installations in later model GM vehicles we offer pigtail adapters to tie into the existing TPS sensor and distributor.

TCU Systems Include:

- Transmission Controller Unit in shock-resistant and waterproof case
- Complete wiring harness with labeled connectors
- T-Com™ WP PC software, instructions and 5 ft. communication cable for TCU to laptop

TCU Systems for GM 4L60E, 4L65E, 4L80E & 4L85E

| Application | Part No. | TCU only |
|---|----------|----------|
| 12/5 V ignitions w/ HEI, DIS* or opti-spark ignitions | 377000 | 377010 |
| IPU ignition | 377001 | 377011 |

* Also operates with MSD tach output

TCU System for Ford AODE

| Application | Part No. |
|-------------|----------|
| AODE | 477000 |

T-Com™ WP Replacement CD

| Application | Part No. |
|--------------|----------|
| T-Com™ WP cd | 377035 |

TCU Distributor Adapter Harness

Adapts the distributor connector into a GM vehicle's existing wiring harness.

| Application | Part No. |
|-----------------------------|----------|
| Distributor adapter harness | 377100 |



377000



377035



377100

TCU Throttle Position Sensor Adapter Harnesses

Allows the TCU main harness to be pigtailed into an existing TPS while still functioning with the engine control module. This is a plug-and-play solution for splitting the TPS signal.

| Application | Part No. |
|---|----------|
| TPS adapter harness for 2 nd generation-style TPS | 377200 |
| TPS adapter harness for 1 st generation-style TPS most commonly found on earlier computer-controlled carburetors | 377201 |
| TPS adapter harness for 3 rd generation-style TPS with the round connector found on 1994-up OE applications | 377203 |



377200

Speedometer Control Unit

This economical adapter pigtailed into the electronic speedometer harness and has a connection to power a cable-driven speedometer.

| Application | Part No. |
|---|----------|
| Speedometer Control Unit (SCU) | 377300 |
| Cable, 5/8" threaded ends, fits most pre-1976 domestic vehicles | 377301 |
| Cable, GM clip-on style, fits most 1976 and later GM vehicles | 377302 |



377300

Remote TPS and Mount

Designed for retrofitting TCU to carburetion applications.

| Application | Part No. |
|----------------------|----------|
| Remote TPS and mount | 377400 |

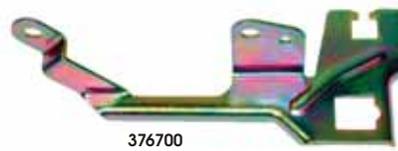


377400

TV Cable Bracket

Matching the correct bracket ensures proper throttle pressure to the transmission.

| Application | Part No. |
|--|----------|
| 700-R4 & 200-4R Carter AFB, Quadrajel, Edelbrock | 376700 |
| 700-R4 & 200-4R Holley carburetor | 376705 |



376700



TO DETERMINE WHAT BOLT PATTERN YOU HAVE ON A GM FLEXPLATE, MEASURE FROM THE CENTER OF THE CRANK TO ONE OF THE BOLT HOLES AND MULTIPLY THAT NUMBER BY TWO. YOU SHOULD COME UP WITH 10 3/4 SMALL BOLT PATTERN OR 11 1/2 WIDE BOLT PATTERN.



CATALOG

Service Kits



Transmission Kit Information

| Product Typically Includes | Valve Body Perf. Improvement Kit | Trans-Scat® Valve Body Kit | Pro Super Kit | Master Overhaul Kit | Racing Overhaul Kit |
|--|----------------------------------|----------------------------|---------------|---------------------|---------------------|
| Improvement in upshift firmness | ■ | ■ | ■ | | |
| Improved downshift control (downshift on demand) | | ■ | ■ | | |
| Improved kickdown control | | ■ | ■ | | |
| Performance bands | | | ■ | | |
| Performance clutches | | | ■ | ■ | |
| All new seals | | | ■ | ■ | ■ |
| All new gaskets | | | ■ | ■ | ■ |
| New filter | | ■ | ■ | ■ | |

Pro Super Kits

The TCI® Pro Super Kit is just what it says: a super rebuild kit that contains gaskets, seals, clutches, steels, forward bands, adjustable modulator, high volume filter and Trans-Scat® valve body modifications and even a drain plug kit. Contains the same parts and pieces that we use to build the StreetFighter® transmission.

Master Racing Overhaul Kits

An excellent kit for racers who maintain their own transmissions. Contains the "stuff" usually required when freshening up an existing competition transmission. Does not have valve body modifications or little used items. The kit does contain a high performance filter, clutches and steels as well as the seals, gaskets and bushings normally replaced on a rebuild. We also include a performance band in our Powerglide and 700-R4, 4L60E & 200-4R kits as these are applications that commonly require a band during regular repair cycles.

Racing Overhaul Kits

Don't let worn-out gasket or seals keep you from winning. The Racing Overhaul Kit includes the best oil seals, sealing rings, gaskets, and front and rear seals available. Includes a set of valve body gaskets. Everything you need in soft parts for an automatic transmission.

NOTE: Many of our popular overhaul kits are available in "Ultimate" format as well. What's "Ultimate"? Quite simply, it's the best friction elements you can purchase. Best suited for applications exceeding 450 horsepower, TCI® Ultimate Kits include Alto Red Eagle® clutches, Kolene® treated steels and extra-wide Red Eagle® Powerbands™ bands where applicable.





400000



5288400



376000

Valve Body Performance Improver Kits

This value priced kit allows you to upgrade your transmission for added performance in street driving, off-road driving, or towing applications. The Performance Improver Kit is designed to change the shift action to a more positive shift. Reduced shift time can add life to the clutches and bands and remove the lag time between shifts. Kit is easy to install and comes with parts and gaskets necessary to install the valve body.

Trans-Scat® Valve Body Kits

The Trans-Scat® Kit offers two options for applications. Designed to deliver a good solid shift suitable for towing applications or a competition quality gear shift. The Trans-Scat® eliminates transmission slippage and lag. Provides a harder, more positive shift and allows you to downshift the vehicle on demand. With most models, you are able to manually shift and hold the transmission in first gear until you shift to a higher gear...very advantageous when extra power is needed to top a hill. As long as the vehicle remains in drive, it will still be fully automatic. Our kit vastly improves the 2nd and 3rd gear shift, improves performance, improves fuel economy and helps extend clutch and band life.

Racing Filter and Pan Gasket Kits

Regular servicing of your transmission is an important part of the upkeep of your vehicle especially if your vehicle is equipped with a performance type engine that pushes your transmission to its limits. Our premium pan gaskets are thicker and coated providing a better seal than other gaskets. Filters have larger surface area to assure good fluid flow with superior particle filtering.

Transmission Service Kits and Valve Body Kits

| Application | Racing Overhaul Kit | Master Racing Overhaul Kit | Pro Super Kit | Valve Body Performance Improver Kit | Trans-Scat® Valve Body Kit | Racing Filter & Pan Gasket Kit |
|---|---------------------|--|---------------------|-------------------------------------|----------------------------|--------------------------------|
| AMC T/C 727, 1971 & later | 128700 | 759000 | 128900 | 122500 | 220000 | 128500 |
| AMC T/C 904, 1971 & later | | 148900 | 129000 | 122600 | 220000 | 128500 |
| Chrysler Torqueflite 904, 1962 & later, non lock-up | | 148900 | 129000 | 122600 | 220000 | 128500 |
| Chrysler Torqueflite 727, 1962-70, 19-spline, non lock-up | 128600 | 149000 ³ 149015 ^{2,3} | 128800 | 122500 | 220000 | 128500 |
| Chrysler Torqueflite 727, 1971-79, 24-spline, non lock-up | 128700 | 149300 ³ 149315 ^{2,3} | 128900 | 122500 | 220000 | 128500 |
| Chrysler A500 - A518, 1988-98 | 128710 ¹ | 149310 ¹ | 128910 ¹ | | 220500 | 128510 |

CHRYSLER



Service Kits

CATALOG

Racing Overhaul Kit Master Racing Overhaul Kit Pro Super Kit Valve Body Performance Improver Kit Trans-Sca® Valve Body Kit Racing Filter & Pan Gasket Kit

| | | | | | | | |
|--|--------------------------------------|-------------------------------|--|---|--------|--|--------------------------------|
| FORD | Ford C4, 1965-66 | | | | 526000 | | 528400 |
| | Ford C4, 1967-69 | 528600 | 529000 ³ | 528800 | 526100 | | 528400 |
| | Ford C4, 1970-later | 528700 | 529500 ³ 529515 ² | 528900 | 526200 | 260100 | 428500 428501 ¹⁰ |
| | Ford C6, 1966-76 | 428600 | 449000 ³ 449015 ^{2,3} | 448800 | 426200 | 360000 | 428500 428501 ¹⁰ |
| | Ford C6, 1977-later | 428700 | 449100 ³ 449115 ^{2,3} | 448900 | 426200 | 360000 | 428500 428501 ¹⁰ |
| | Ford AOD, 1980-93 | 438700 | 439100 ⁶ | 438900 ⁶ | | 436000 | 438501 ⁸ 438500 |
| | Ford AODE, 1992-95 | 438750 | 439150 | | | 436001 | 438550 |
| | Ford 4R70W, 1996-later | 438760 | 439160 | | | 436001 | 438560 |
| | Ford E4OD 2WD, 1989-95 | 498700 | 499100 | | 496500 | | 498500 |
| | Ford E4OD 4X4, 1989-95 | 498700 | 499101 | | 496500 | | 498501 |
| | Ford E4OD 2WD, 1996-4/97 | 498725 | 499125 | | 496500 | | 498500 |
| | Ford E4OD 4X4, 1996-4/97 | 498725 | 499126 | | 496500 | | 498501 |
| | Ford E4OD/4R100 2WD, 5/97-1998 | | 499127 | | 496500 | | 498500 |
| | Ford E4OD/4R100 4X4, 5/97-1998 | | 499128 | | 496500 | | 498501 |
| Ford E4OD/4R100 2WD, 1999-up | | 499150 | | 496500 | | 498500 | |
| Ford E4OD/4R100 4X4, 1999-up | | 499151 | | 496500 | | 498501 | |
| GENERAL MOTORS | GM 700-R4 (4L60), 1982-up, 27-spline | 378600 | 379000 379005 ² | 378815 ² 378800 | 376500 | 376000 | 378500 |
| | GM 700-R4 (4L60), 1986-up, 30-spline | 378700 | 379100 379105 ² | 378915 ² 378900 | 376500 | 376000 | 378500 |
| | GM 4L60E, 1993-up, 30-spline | 378710 | 379110 379115 ² | 378950 ⁴ 378951 ⁵ 378955 ² | | 376001 ⁴ 376002 ⁵ | 378510 378515 ⁹ |
| | GM 4L80E, 1991-96 | 278600 | 279000 ³ | 278800 | | 276000 | 278500 |
| | GM 4L80E, 1997-up | 278605 | 279005 | 278805 | | 276005 | 278505 |
| | GM 200-4R, 1981 & up, 27- spline | 388600 | 389000 | 386800 | | 386000 | 386500 |
| | GM TH350, 1968 & later, non lock-up | 328600 | 329000 ³ 329015 ^{2,3} | 328800 | 326200 | 350000 | 328500 |
| | GM TH350, 1980 & later, lock-up | 328700 | 329100 ³ | | 326300 | | 328500 |
| | GM TH400, 1966 & later | 228600 | 259000 ³ 259015 ^{2,3} | 228800 | 226000 | 400000 | 228500 |
| | Powerglide, 1962-66 (aluminum case) | 628800 | 749000 749015 ² | 428800 | 626200 | 280000 | 628500 |
| Powerglide, 1967 & later (aluminum case) | 628800 | 749000 749015 ² | 428800 | 626300 | 280000 | 628500 | |

Footnotes:

- 1 A518/46RH 1990 & later only
- 2 Special high horsepower ultimate kit with HD Alto Red Eagle® clutches
- 3 Band not included
- 4 For LT1/LS1 equipped applications
- 5 For applications other than LT1/LS1, larger "Corvette" servo assembly included

- 6 1980-1989
- 7 Must be used in conjunction with a Part #518000 cast aluminum deep pan or factory Ford deep pan
- 8 1984-1993 4X4 and TCI® Part #438000 deep pan
- 9 For 4X4 factory deep pan
- 10 Must be used in conjunction with a Part #428000 cast aluminum deep pan

662-224-8972

Bushing Kits

Kit contains all bushings normally required during a transmission rebuild.

| Application | Notes | Part No. |
|-----------------------|-----------|----------|
| Ford C4 | 9 pieces | 513700 |
| Ford C6 | 11 pieces | 413700 |
| Ford AOD | 13 pieces | 438600 |
| Ford AODE | 15 pieces | 438601 |
| Ford 4R70W | 15 pieces | 438602 |
| Ford E4OD/4R100 | 13 pieces | 493700 |
| GM TH400 | 10 pieces | 243700 |
| GM TH350 | 12 pieces | 313700 |
| GM Powerglide | 7 pieces | 623700 |
| GM 200-4R | 12 pieces | 383700 |
| GM 700-R4/4L60E/4L65E | 12 pieces | 373700 |
| GM 4L80E | 14 pieces | 278685 |



438602

Thrust Washer Kits

Kit contains assorted thickness thrust washers for correctly setting proper case clearance during transmission assembly.

| Application | Part No. |
|---------------|----------|
| GM TH400 | 243600 |
| GM TH350 | 313600 |
| GM Powerglide | 623600 |
| Ford C-6 | 413600 |
| Ford C-4 | 513600 |

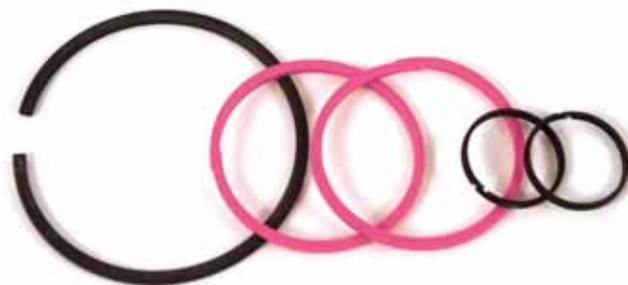


513600

Sealing Ring Kits

Kit contains all rings normally required during a transmission rebuild.

| Application | Notes | Part No. |
|---------------|-------------------|----------|
| Ford C4 | Fits 1964-86 | 513800 |
| Ford C6 | Fits 1966 & later | 413800 |
| GM TH400 | | 243800 |
| GM TH350 | | 313800 |
| GM Powerglide | Fits 1962-73 | 623800 |
| GM 700-R4 | Fits 1982-93 | 373800 |
| GM 4L60E | | 378680 |
| GM 4L80E | | 278680 |



623800

TRANS
HELP™ 
888.776.9824



CATALOG

Components

Filler Tubes

Sourcing certain components for your project vehicle can be frustrating at times. You've got a new transmission, torque converter, cooler and shifter. Low and behold, your filler tube is corroded and mangled or worse, missing altogether. What to do?

TCI® introduces a fresh line of quality filler tubes. Applications for the most popular Ford, GM & Chrysler transmissions are available. Each tube features a locking stick which satisfies sanctioning bodies' racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM tube designs.

| Application | Description | Part No. | |
|---|---|----------|---|
| GM Powerglide filler tube (chrome) | A full length, locking dipstick assembly appropriate for race or street use. Finished in chrome plate. | 743700 |  |
| GM Powerglide filler tube (gold) | A full length, locking dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743800 |  |
| GM Powerglide filler tube for 1/4" mid-plate | A full length, locking dipstick assembly bent especially to fit with 1/4" motor plates common in race vehicles. Finished in gold dichromate. | 743804 |  |
| GM Powerglide shorty filler tube | A shorty, locking dipstick assembly for racing applications. Finished in silver dichromate. | 743850 |  |
| GM Dedenbear Powerglide shorty filler tube | A shorty, locking dipstick assembly for racing applications. Designed expressly for Dedenbear case Powerglide transmissions. Finished in gold dichromate. | 743810 |  |
| GM universal filler tube for TH350/400/200/200-4R | This universal filler tube fits TH200, TH350/400 & 200-4R and includes all necessary installation hardware. Non-locking design finished in black paint. | 743860 |  |
| GM filler tube for TH350 | A full length, locking TH350 Chevy dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743861 |  |
| GM TH400 Chevy filler tube | A full length, locking TH400 Chevy dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743802 |  |

| Application | Description | Part No. | |
|---|--|----------|---|
| GM TH400 Buick, Olds, Pontiac, Cadillac filler tube | A full length, locking TH400 dipstick assembly appropriate for race or street use. Works with Buick, Oldsmobile, Pontiac and Cadillac applications. Finished in gold dichromate. | 743803 |  |
| GM 700-R4/4L60E/4L65E filler tube | This filler tube fits 700-R4/4L60E/4L65E transmissions and features a locking-style stick. Finished in gold dichromate. | 743865 |  |
| GM 4L80E/4L85E filler tube | This filler tube fits 4L80E/4L85E transmissions and features a locking-style stick. Finished in gold dichromate. | 743805 |  |
| Chrysler Torqueflite 904 filler tube | A full length, locking Torqueflite 904 dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743806 |  |
| Chrysler Torqueflite 727 small block filler tube | A full length, locking small block style Torqueflite 727 dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743807 |  |
| Chrysler Torqueflite 727 big block filler tube | A full length, locking big block style Torqueflite 727 dipstick assembly appropriate for race or street use. Finished in gold dichromate. | 743808 |  |
| Ford C6 small block filler tube | This filler tube fits C6 transmissions with small block engines and features a locking-style stick. Finished in gold dichromate. | 743813 |  |
| Ford C6 390 big block filler tube | This filler tube fits C6 transmissions with FE engines and features a locking-style stick. Finished in gold dichromate. | 743814 |  |
| Ford C6 460 big block filler tube | This filler tube fits C6 transmissions with 460 engines and features a locking-style stick. Finished in gold dichromate. | 743815 |  |
| Ford C4 case-fill style | This filler tube fits C4 transmissions with case-fill provisions and features a locking-style stick. Finished in gold dichromate. | 743811 |  |
| Ford C4 pan-fill style | This filler tube fits C4 transmissions with pan-fill provisions and features a locking-style stick. Finished in gold dichromate. | 743812 |  |
| Ford C4 case-fill style to modular engine | This filler tube fits C4 transmissions with case-fill provisions when used behind a modular engine and features a locking-style stick. Finished in gold dichromate. | 743809 |  |



CATALOG

Components



Severe Duty Transmission Crossmember Mounts

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

| Application | Part No. |
|----------------|----------|
| GM universal | 952500 |
| Ford universal | 952501 |

Hardened Input Shafts

TCI® offers input shafts made from aircraft quality Vaccu Melt 300 steel billet and Vasco 300 material. Engines producing over 800 horsepower need the Vasco 300 for maximum reliability.

The Turbo-spline shaft allows installation of a 30-spline Turbo-350/400 converter in your Powerglide. These shafts require some minor machining of the stator support to accommodate the included turbo support bushing. We also offer input shafts that will allow the use of a 17-spline Powerglide converter with the Turbo-350/400 transmission.



| Application | Vaccu Melt 300 | Vasco 300 Steel | PRO-X™ | PRO-X™ Ringless |
|--|---------------------|---------------------|--------|---------------------|
| GM Powerglide Transmission | | | | |
| 1.82 carrier with Turbo converter splines (12 5/8" length) | 749200 ¹ | 749201 ¹ | | |
| 1.82 carrier with Powerglide converter splines (12 5/8" length) | 749300 | 749301 | | |
| 1.76 carrier with Turbo converter splines (12 7/8" length) | 749600 ¹ | 749601 ¹ | 749602 | 749603 ³ |
| 1.76 carrier with Powerglide converter splines (12 7/8" length) | 749700 | 749701 | | |
| GM TH400 Transmission | | | | |
| TH400 input shaft with Powerglide splines | 227600 ² | | | |
| TH400 heavy-duty forward drum assembly with larger diameter billet input shaft installed (great for high horsepower) | 223600 | | | |
| TH400 heavy duty billet main shaft | 223700 | | | |
| GM TH350 Transmission | | | | |
| TH350 input shaft with Powerglide splines | 327605 | | | |
| TH350 aluminum low gear drum with shaft installed | 323850 | | | |
| Ford Transmissions | | | | |
| C6 input shaft with 31/30-spline count | 427600 | | | |
| C4 input shaft with 24/26-spline count | 549700 | | | |
| AOD input shaft (stock replacement for lock-up use) | 439700 | | | |
| AOD input shaft (for non lock-up applications) (For use with TCI® converters only) | 439600 | | | |

Footnotes:

1 Installation of the Turbo shaft requires some minor machining of the stator shaft

2 Made from stock OEM material

3 Made for Part #743510 TCI® pump only

Aluminum Transmission Drums

CNC manufactured in-house from 7075-T6 aluminum billet because of the outstanding strength properties of the material. Reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold up to five standard-thickness clutches and are hard-coat anodized for improved wear characteristics.

| Application | OEM Drum Weight (lbs.) | TCI® Drum Weight (lbs.) | Weight Savings (lbs.) | Part No. |
|--|------------------------|-------------------------|-----------------------|----------|
| Chrysler Torqueflite 727 Direct (front) | 7.56 | 3.17 | 4.39 | 123900 |
| GM TH400 Forward (front) | 7.25 | 2.84 | 4.41 | 223800 |
| GM TH400 Direct | 8.06 | 3.48 | 4.58 | 223900 |
| GM TH350 Forward (rear) | 5.94 | 2.48 | 3.46 | 323800 |
| GM TH350 Forward (rear) w/ OEM input shaft installed | 8.16 | 4.70 | 3.46 | 323850 |
| GM TH350 Direct (ront) | 7.97 | 3.67 | 4.30 | 323900 |
| GM TH350 Direct (front) w/ 36 element heavy duty sprag installed | 10.11 | 5.81 | 4.30 | 327800 |
| GM Powerglide (ceramic coated O.D.) | 6.00 | 2.42 | 3.58 | 743900 |
| Ford C6 Direct (front) | 9.94 | 4.23 | 5.71 | 423900 |



323900

Low Gear Planetaries

We offer a variety of low gear replacement planetaries for several of the more popular transmissions. With additional gear reduction in first and second gear, these gear sets work great in all type applications requiring additional gear for better take-off. From heavy drag cars to off-road 4x4 to tow trucks, a TCI® low gear planetary can improve low end torque without adversely affecting the final drive ratio.

| Application | Part No. |
|---|----------|
| GM TH400 (2.10 1st, 1.40 2nd) | 221000 |
| GM TH400 (2.75 1st, 1.57 2nd) | 227500 |
| GM 4L80E (2.75 1st, 1.57 2nd) '91-'96 | 277500 |
| GM TH350 (2.75 1st, 1.52 2nd) | 327500 |
| GM 4L80E (2.75 1st, 1.57 2nd) '97-up | 277501 |
| Ford C6 (2.72 1st, 1.54 2nd) with low drag bearings installed | 427500 |
| Ford C4 (2.75 1st, 1.57 2nd) | 527500 |



327500

Tech Tip

TO FIND OUT WHAT LOW GEAR A FACTORY POWERGLIDE HAS, YOU CAN MEASURE THE INPUT SHAFT LENGTH WHICH WILL BE 12 7/8" FOR A 1.76 AND 12 5/8" FOR A 1.82 GEAR. IF THE INPUT SHAFT IS NOT IN THE TRANSMISSION, YOU CAN MEASURE THE O.D. OF THE OUTPUT SHAFT; THE 1.76 IS 1.170" AND THE 1.82 IS 1.145".



CATALOG

Components

Low Drag Transmission Components

Boost the efficiency of your transmission by reducing power-robbing friction with these special low drag components.



720009



525000



323100

GM Powerglide

| Part | Application | Part No. |
|-------------------------------|--|----------|
| Tailhousing | Dedenbear casting w/ roller bearing installed | 720008 |
| Tailhousing | TCI® new casting w/ roller bearing installed | 720009 |
| Shorty cover | Billet shorty cover w/ roller bearing installed | 746401 |
| Rear support | Billet aluminum support w/ roller bearing installed | 720005 |
| Low drag package | Includes OEM case modified w/ roller bearing and Part #720005 rear support | 720006 |
| Low drag SuperCase with liner | Dedenbear case with roller bearing installed and Part #720005 rear support. SFI 30.1 and SFI 4.1 certified | 720007 |

GM TH350

| Part | Application | Part No. |
|-------------|---|----------|
| Tailhousing | Stock casting modified roller bearing installed | 323100 |

Ford C4

| Part | Application | Part No. |
|------------------------|--|----------|
| Low drag planetary set | Complete set w/ needle bearings and six-pinion forward carrier | 525000 |

Ford C6

| Part | Application | Part No. |
|--|--|----------|
| Low drag planetary set ¹ 1967-1976 | Complete set w/ needle bearings | 425000 |
| Low drag planetary set ¹ 1977-later | Complete set w/ needle bearings | 425001 |
| Rear sprag inner race | Machined race w/ needle bearing | 424800 |
| Bearing set | Replacement needle bearings for complete set | 424900 |

Footnote:

¹ This complete set replaces the troublesome thrust washers with needle bearings that reduce friction and extend transmission life. Set includes forward planetary assembly, forward clutch hub, reverse planetary assembly, reverse ring gear, rear sprag inner race and roller bearing rear park gear. Every thrust washer on these assemblies has been replaced with a needle bearing, and machine work is done to minimize trouble in setting unit endplay.

High Performance Flex Bands

The TCI® high-performance bands feature band lining with a higher coefficient of friction for higher torque capacity, producing quicker, more positive 2nd gear shifts. Maximum kickdown band life is assured with a TCI® special band. A must for competitive applications.

The Alto Red Eagle® Powerband™ and Kevlar® Powerband™ bands are 18% wider than original equipment providing greater torque capacity and more positive 1-2 shifts. The anchor area on these bands is extra thick, heat-treated, high-carbon steel construction to eliminate the stretching and breakage associated with stock bands.

| | Application | Notes | Part No. |
|----------------|--|--|----------|
| CHRYSLER | Chrysler A618 all (reverse) | Performance reverse Kevlar® double wrap | 125706 |
| | Chrysler T/F 904 1960-later & AMC T/C 904 1971-later | Performance intermediate flex band, for maximum performance use Part # 146900 5.0 ratio band lever | 125600 |
| | Chrysler T/F 727 (all) & AMC T/C 904 1971-later | Performance intermediate flex band, for maximum performance use Part # 146900 5.0 ratio band lever | 125500 |
| GENERAL MOTORS | GM TH400 (all) | Intermediate, reinforced anchors | 225100 |
| | GM TH350 (all) | Intermediate, reinforced anchors | 325100 |
| | GM 200-4R/200C (all) | Intermediate, these Alto Red Eagle® Powerband™ bands are 18% wider than original equipment | 385100 |
| | GM 700-R4 / 4L60E | 2-4, Alto High-Energy | 375100 |
| | GM 700-R4 / 4L60E | 2-4, Powerband™ 18% wider than original equipment | 375200 |
| | GM 700-R4 / 4L60E | 2-4, (1982 & later) Kevlar® Powerband™, 18% wider than original equipment | 375300 |
| | GM Powerglide | Kevlar® relined band | 625100 |
| | GM Powerglide | Special new Hi-Energy racing band | 625101 |
| | GM Powerglide | Kevlar® Powerband™, 15% wider than original equipment | 625102 |
| FORD | Ford C6 | Intermediate, red-lined | 425500 |
| | Ford C4 | Intermediate, red-lined | 525500 |
| | Ford AOD | Overdrive, Kevlar® | 435500 |
| | Ford AODE/4R70W | Overdrive, Kevlar® | 435501 |



225100



375100



435500



CATALOG

Components

Transmission Clutch Plates

High Performance Clutch Plates - provide a high coefficient of friction and high temperature resistance. Power apply applications have grooved surface area to improve clutch apply. Suitable for both racing and street strip applications.



Special HD Alto Red Eagle® Clutch Plates - provide smoother shifts and longer life in very high horsepower applications. Red Eagle® clutches are designed with a softer, more resilient base paper which imparts less wear against the opposing steel plates. They are then saturated in a phenolic resin and undergo a second saturation in a silicate, which imparts high heat resistance to the friction paper.

Special High-Static Reverse Clutch Plates - stops forward creep due to clutch slippage while trans-brake is applied. An excellent choice for trans-brake equipped cars. Available for TH350 and Powerglide transmissions.

Kolene®-Treated Steel Plates - greatly improves heat transfer across the surface of the steel to prevent hot spots and warp due to high oil or surface temperature.

| Application | Notes | High Performance Frictions | Super HD Alto Red Eagle® Frictions | Steel Plates |
|-------------|------------------|-----------------------------|--|--|
| T/F 904 | Forward & direct | 124602 (1 ea.) .086" | 124601 (1 ea.) .063" | |
| T/F 727 | Direct & rear | 124000 (5 ea.) .095" | | 124066 (5 ea.) .068" |
| T/F 727 | Forward | 124500 (5 ea.) .061" | | 124066 (5 ea.) .068" |
| T/F 518 | Forward | 124500 (5 ea.) .061" | | 124066 (5 ea.) .068" |
| Ford C6 | Direct | 424000 (5 ea.) .075" | 424005 (5 ea.) .075" 424001 (1 ea.) .075" | |
| | Forward | 424500 (5 ea.) .061" | | |
| | Reverse | 424700 (5 ea.) .075" | | |
| Ford C4 | Direct & reverse | 524000 (5 ea.) .078" | 524005 (5 ea.) .078" | |
| | Forward | 524500 (5 ea.) .061" | | |
| TH400 | Direct | 224000 (5 ea.) .080" | 224005 (5 ea.) .080" 224003 * (5 ea.) .090" | 224002 * (5 ea.) .068" |
| | Intermediate | 224500 (3 ea.) .080" | 224501 (1 ea.) .080" 224503 (3 ea.) .080" | 224502 * (3 ea.) .100" |
| | Forward | 224700 (5 ea.) .080" | | 224702 * (5 ea.) .077" |
| TH350 | Direct | 324000 (5 ea.) .098" | 324001 (1 ea.) .098" 324005 (5 ea.) .098" | 324002 † (11 ea.) .068" 324003 * (1 ea.) .068" 324004 * (5 ea.) .068" |
| | Intermediate | 324500 (3 ea.) .098" | | |
| | Forward | 324700 (5 ea.) .098" | | 324002 † (11 ea.) .068" 324003 * (1 ea.) .068" 324004 * (5 ea.) .068" |
| | Reverse | 324100 (5 ea.) .097" | 724105 (5 ea.) .098" special high-static | |
| 200-4R | 4th gear | 384010 (3 ea.) .080" | | |
| | Direct | | 384006 (6 ea.) .078" | |
| | Forward | 384000 (4 ea.) .078" | | |

| Application | Notes | High Performance Frictions | Super HD Alto Red Eagle® Frictions | Steel Plates |
|----------------------|------------|---|--|--|
| 700-R4 & 4L60E/4L65E | 3-4 clutch | 374000 (6 ea.) .080" 374002 (9 ea.) .062" 374003 (9 ea.) .062" | 374001 (1 ea.) .080" blue plate | 374005 (8 ea.) .076" |
| 700-R4 & 4L60E/4L65E | Over-run | | 374010 (2 ea.) .078" | 374030 ^K (3 ea.) .092" |
| Powerglide | High | 724000 (5 ea.) .098" | 724005 (5 ea.) .098" 724001 (5 ea.) .098" | 724002 ^K (6 ea.) .070" 724200 ^K (6 ea.) .070" 724206 ^K (6 ea.) .060" |
| Powerglide | Reverse | 724100 (5 ea.) .098" | 724105 (5 ea.) .098" special high-static | 724102 ^K (5 ea.) .070" 724300 ^K (5 ea.) .070" |

K represents Kolene® treated steels

Footnote:

1 Kit includes 10.068" & 10.090" steels

Fluid Pans

Cast Aluminum Deep Pans

One of the best investments you can make to assure longevity of your automatic transmission is a TCI® cast aluminum deep pan. Designed with cooling fins to dissipate heat faster, these pans also provide additional strength and rigidity to the transmission case. No modifications are necessary to the stock dipstick, and the pan includes magnetic drain plug, fluid pickup extension (where applicable), pan gasket and new stainless steel installation hardware.

Polished, Die-Cast Aluminum Pans

A beautiful addition to a street rod or show car, these die-cast pans are polished to a high luster. Considering ground clearance is a concern with these cars, these pans are made to the stock depth. A drain plug makes fluid & filter changes much more pleasant. Kit comes with all necessary gaskets, filters and stainless-steel installation hardware.

Max-Cool™ Aluminum Deep Pans

The newest TCI® line of high-quality aluminum deep pans turns the ordinary into the extraordinary. The larger fluid supply and black powder coated finish increase the heat dissipation, therefore dropping internal transmission temperature 20 to 30 degrees and increasing transmission life. Additionally, these "trick" looking pans are built from aircraft-quality aluminum and feature added cooling fins to further improve cooling.

Every TCI® Max-Cool™ transmission pan comes ready to install with everything you need, including new stainless steel installation hardware and Allen wrenches. The included magnetic drain plug helps keep loose metal from being circulated through the transmission and the unique o-ringed (where applicable) sealing surface ensures against leaks. For those looking to install a temperature gauge, you'll appreciate the 1/8"-NPT port machined directly into the pan.

Chrome-Plated Pans

These attractive, stock-depth TCI® replacement pans can spice up the undercarriage of any vehicle. The included drain plug makes transmission service a snap. Why mess around with a 30 year old rusty pan with a warped, leaky gasket flange when you can bolt on one of these economical beauties in a snap?

| Application | Capacity | Cast Aluminum Part No. | Max-Cool™ Aluminum Part No. | Chrome-Plated Steel* Part No. |
|------------------------------------|--|---|--|-------------------------------|
| Chrysler Torqueflite 727/44RH-48RE | Part #128005 holds 7 extra quarts on 727 and holds 2 extra quarts on OD units Part #128015 holds 9 extra quarts on 727 and 4 extra quarts on OD units | 128005  | 128015  | |
| Chrysler Torqueflite 727/44RH-48RE | Holds 4 extra quarts on 727 & is standard depth for the OD units. | 128001  | | |
| Chrysler Torqueflite 727 | Part #128000 holds 2 extra quarts Part #128010 holds 1.5 extra quarts | 128000  | 128010  | |



Components

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| Application | Capacity | Cast Aluminum Part No. | Max-Cool™ Aluminum Part No. | Chrome-Plated Steel ¹ Part No. |
|--------------------------------|--|--|--|---|
| Chrysler Torqueflite 727 | Stock depth | | | 128011  |
| Chrysler Torqueflite 904 | Holds 2 extra quarts on 904 | 127900  | | |
| GM Allison 1000/2000/2400 | Part #538010 holds 10 quarts of fluid | | 538010  | |
| GM 4L80E/4L85E | Part #278000 holds 2 extra quarts Part #278010 holds 4.5 extra quarts | 278000  | 278010  | |
| GM 700-R4/4L60/4L60E 1982-1996 | Part #378000 holds 2 extra quarts Part #378014 holds 3 extra quarts | 378000 ^{1,2}  | 378014 ¹  | |
| GM 4L60E/4L65E 1997-later | Part #378000 holds 2 extra quarts Part #378015 holds 3.3 extra quarts | 378000 ^{1,2}  | 378015  | |
| GM 700-R4/4L60E/4L65E | Stock depth (die-cast, polished) | 378010  | | 378011  |
| GM TH350 | Holds 2 extra quarts | 328000  | | |

| Application | Capacity | Cast Aluminum Part No. | Max-Cool™ Aluminum Part No. | Chrome-Plated Steel [®] Part No. |
|---------------|--|--|--|--|
| GM TH350 | Stock depth | 328010 (die-cast, polished)  | | 328011  |
| GM TH400 | Holds 2 extra quarts | 228000  | | |
| GM TH400 | Stock depth | 228010 (die-cast, polished)  | | 228011  |
| GM Powerglide | Holds 2 extra quarts | 528200  | | |
| GM Powerglide | Stock depth | 528300  | | 528311  |
| Ford 5R110 | Part #508010 holds 7.5 extra quarts | | 508010  | |



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Components

| Application | Capacity | Cast Aluminum Part No. | Max-Cool™ Aluminum Part No. | Chrome-Plated Steel* Part No. |
|----------------------|---|--|---|--|
| Ford E4OD/4R100 | Part #498010 holds 7.5 extra quarts | | 498010  | |
| Ford AOD/AODE/4R70W | Part #438000 holds 2 extra quarts | 438000  | 438010  | |
| AODE/4R70W | Part #438010 holds 1.5 extra quarts | | 438010  | |
| AODE/4R70W | Part #438015 holds 2.5 extra quarts | | 438015  | |
| Ford C4 ³ | Part #51800 holds 1 extra quart Part #518011 stock depth | 518000  | | 518011  |
| Ford C6 | Part #428000 holds 2 extra quarts Part #428011 stock depth | 428000  | | 428011  |

Footnotes:

- 1 Does not require a filter extension
- 2 Certain applications may require grinding of pan and/or dust cover for clearance
- 3 Pan-fill applications require the 518050 conversion kit. See cast pan accessories.
- 4 All chrome-plated pans have a drain plug

Cast Pan Accessories

Pan-Fill Conversion Kit for C4 Pan

We now offer an easy to install conversion kit to allow you to use our Part #518000 Ford C4 cast aluminum pan or Part #518011 steel pan on your pan-fill transmission. Stock dipstick tube threads directly into the pan just like factory, and stock full mark is still accurate, also.

| Application | Part No. |
|------------------------------------|----------|
| Pan-fill conversion kit for C4 pan | 518050 |



518050

Replacement High Flow Filter Kit for Ford C4 Deep Pan

Must be used in conjunction with a Part #518000 cast aluminum deep pan or factory Ford deep pan.

| Application | Part No. |
|-------------------------------------|----------|
| Replacement high flow C4 filter kit | 528550 |



528550

Replacement High Flow Filter Kit for Ford C6 Deep Pan

Must be used in conjunction with a Part #428000 cast aluminum deep pan. Kit includes one high flow Chrysler Torqueflite filter and C6 pan gasket.

| Application | Part No. |
|-------------------------------------|----------|
| Replacement high flow C6 filter kit | 428501 |



428501

High Flow Filter System for TH350 and Powerglide

In racing applications we have found that both the TH350 and Powerglide factory filters are questionable as to whether they can draw sufficient fluid under high rpm racing conditions. To assure a proper fluid supply at all times we have built an adapter kit to install a high flow Chrysler Torqueflite filter in both of these applications. Must be used in conjunction with a cast aluminum deep pan. Kit includes one filter, filter gasket, oil pan gasket and filter adapter with mounting hardware.

| Application | Part No. |
|------------------------------------|----------|
| High flow TH350 filter system | 328505 |
| High flow Powerglide filter system | 528505 |



328505

Filter Kits for Premium Pans, O-Ring Style

Direct replacement filter and pan gasket for TCI® transmission pans.

| Application | Part No. |
|--------------------------|----------|
| 4L80E/4L85E | 278506 |
| 4L80E/4L85E | 378506 |
| Allison 1000, 2000, 2400 | 538505 |
| A40DE/4R70W | 438505 |
| E40D/4R100 | 448505 |
| 5R110 | 508505 |

Transmission Fluid

Max Shift™ Performance Transmission Fluid

Max Shift™ Performance Transmission Fluid has been tested and proven to run up to 30° F cooler, even during extreme-heat racing sessions and repeated usage. TCI® Max Shift™ Performance Transmission Fluid is uniquely formulated using a new oil-soluble molybdenum additive that greatly reduces internal friction and heat, yet does not affect clutch and band lock-up. It is made using base oils with an extremely high viscosity index, and the fluid contains a special defoamer agent that reduces fluid foaming, even at 10,000 rpm. In addition, Max Shift™ Performance Transmission Fluid contains extreme pressure additives to help control gear fatigue and fracture, actually forming a fluid cushion from metal-to-metal contact.

| Description | Part No. |
|--|----------|
| One case Max Shift™ Performance Transmission Fluid (3-one gallon jugs) | 950600 |
| One gallon Max Shift™ Performance Transmission Fluid | 950601 |
| One quart Max Shift™ Performance Transmission Fluid | 950620 |



950601



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Components

Max Shift™ Synthetic Transmission Fluid

TCI® offers a fully synthetic lubricant for automatic transmissions. Designed with heavy-duty and performance applications in mind, this product will run cooler, prevent excessive wear and reduce internal friction. Moreover, intervals between fluid changes can be extended since the fluid resists break-down much better than conventional oils. For the competitive racer this translates to quicker lap times and lower et's. Tow vehicle and RV owners will benefit with increased transmission life, reduced maintenance and improved mileage.

Max Shift™ STF is compatible with conventional oils, allowing users to simply drain their existing fluid and replace with Max Shift™ STF. This fluid is fortified with special additives to prevent metal to metal contact during shock loads, improve fluid adhesion, eliminate foaming and prevent transmission seals from hardening and cracking.

Application

| Application | Part No. |
|---|----------|
| One case Max Shift™ Synthetic Transmission Fluid (12 - one quart plastic bottles) | 950650 |
| One quart Max Shift™ Synthetic Transmission Fluid | 950655 |



950655

Universal Drain Plug Kit

Nothing can be messier than dropping a transmission pan that does not have a drain plug. Since most stock pans do not have one, you may want to consider this addition the next time you plan a filter change. One drilled hole allows the drain plug kit to be installed.

Application

| Application | Part No. |
|--------------------------|----------|
| Universal drain plug kit | 805800 |



805800

Fluid Capacity for TCI® Converters & Transmissions

Here you will find listed a variety of converter sizes. Our chart shows the amount of transmission fluid for a new converter. Usually a converter that has been previously run will retain some fluid. Always fill a new converter with fluid before installing into your transmission.

| Converter Diameter | Number of Quarts | Transmission (Stock Pan) | Number of Quarts |
|--------------------|------------------|--------------------------|------------------|
| 13" | 5 | GM TH350 | 4 |
| 12" | 4 | GM TH400 | 6 |
| 11" | 3-1/2 | GM Powerglide | 4 |
| 10" | 3 | GM 700-R4/4L60E | 6 |
| 9" | 2-1/2 | GM 200-4R | 6 |
| 8" | 2 | GM 4L80E | 7.7 |
| 7" | 2 | TF 727 | 5 |
| | | TF 904 | 5 |
| | | Ford C4 | 5-1/2 |
| | | Ford C6 | 7 |
| | | Ford AOD/AODE | 6-1/2 |



Style A



Style B



Style C



Style D



Style E

General Motors Speedometer Gears

GM Drive Gears

| TCI® Drive Gear Part No. | Tooth Count | Color | Ref. OEM No. | Notes | Clip Used | Power-glide | 200C | Applications | | | | | | | | | |
|--------------------------|-------------|--------|--------------------|------------------------------|-------------|-------------|---------|--------------|------|---------|------|-------|-----|-----|-----|--------|---------|
| | | | | | | | | 125C | 250C | 350C | 375B | TH425 | 375 | 400 | 475 | 700-R4 | |
| 880014 | 8 | Black | 6261783 Style A | 1.19" shaft, Part #880024 | 5/16" clip, | | | | | 1969-86 | | | | | | | |
| 880015 | 10 | Purple | 6261785 Style B | 1.19" shaft, Part #880024 | 5/16" clip, | | 1977-90 | | | 1973-86 | | | | | | | |
| 880016 | 18 | Green | 6260037 Style C | 1.19" shaft, Part #880026 | 7/16" clip, | | | | | 1969-86 | | | | | | | |
| 880018 | 15 | Gray | 8642620 Style B | 1.19" shaft, Part #880024 | 5/16" clip, | | | | | | | | | | | | 1982-93 |
| 880027 | 17 | Red | 8640517 Style B | 1.19" shaft, Part #880024 | 5/16" clip, | | | | | | | | | | | | 1982-93 |
| 880019 | 15 | Gray | 8629547 | Steel, Style D | press-on | | | | | | | | | | | | 1965-89 |
| 880038 | 10 | Green | 8639906 | Style E | | | | | | 1981-90 | | | | | | | |
| 880039 | 11 | Orange | 8634965 | Style E | | | | | | 1981-90 | | | | | | | |
| 880040 | 12 | Red | 8634935 | Style E | | | | | | 1981-90 | | | | | | | |
| 880041 | 13 | White | 8634934 | Style E | | | | | | 1981-90 | | | | | | | |



WHENEVER YOU INSTALL A NON-ELECTRONIC TRANSMISSION IN YOUR VEHICLE, CONTACT TCI® TECHNICIANS FOR THE PROPER SPEEDOMETER GEARS. THIS INFORMATION CAN ALSO BE FOUND AT www.tciauto.com.



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Components



Style F



Style G



Style H

GM Driven Gears

| TCI® Driven Gear Part No. | Tooth Count | Color | Ref. OEM No. | Notes | Housing Used | Power- glide | 200C | Applications | | | 375 400 475 |
|---------------------------------|----------------|---------|----------------------------|--------------|-----------------|-----------------|---------|----------------|----------------------|-------|-------------------|
| | | | | | | | | 125C 200-4R | 250C 350C 375B | TH425 | |
| 880000 | 18 | Brown | 3987918 x.785", Style F | 2.25"x.305" | 880021 | 1962-73 | 1976-84 | | 1971-84 | | 1976-79 |
| 880001 | 19 | Natural | 3987919 x.800", Style F | 2.25"x.305" | 880021 | 1962-73 | 1977-84 | | 1971-84 | | 1977-79 |
| 880002 | 20 | Blue | 3987920 x.800", Style F | 2.25"x.305" | 880021 | 1962-73 | 1976-84 | | 1971-84 | | 1977-79 |
| 880004 | 22 | Gray | 3987922 x.810", Style F | 2.25"x.305" | 880021 | 1962-73 | 1977-84 | | 1971-84 | | 1976-79 |
| 880005 | 23 | Black | 3980346 x.865", Style F | 1.75"x.305" | 880021 | 1962-73 | 1976-79 | | | | |
| 880033 | 26 | Brown | 25502669 x.950" Style G | 3.140"x.305" | | | | | 1979-93 | | |
| 880034 | 27 | Black | 410731 x.960" Style G | 3.140"x.305" | | | | | 1979-93 | | |
| 880035 | 28 | Yellow | 416765 x.960" Style G | 3.140"x.305" | | | | | 1979-93 | | |
| 880006 | 29 | Green | 403999 x.960" Style G | 3.140"x.305" | | | | | 1979-93 | | |
| 880036 | 30 | Blue | 561035 x.950" Style G | 3.140"x.305" | | | | | 1979-93 | | |

| TCI® Driven Gear Part No. | Tooth Count | Color | Ref. OEM No. | Notes | Housing Used | Power-glide | 200C | 125C 200-4R | Applications | | | 375 400 475 | 700-R4 |
|---------------------------|-------------|----------|---------------------|-----------------------------|--|-------------|---------|-------------|----------------|---------|---------|-------------|--------|
| | | | | | | | | | 250C 350C 375B | TH425 | | | |
| 880037 | 31 | White | 403417 | 3.140"x.305" x.960" Style G | | | | 1979-93 | | | | | |
| 880007 | 34 | Green | 9774413 | 3.35"x.305" x1.500" Style H | 880022 ¹ 880042 ² | | 1976-85 | | 1969-84 | 1976-79 | 1977-84 | 1982-93 | |
| 880008 | 35 | Orange | 9780387 | 3.35"x.305" x1.500" Style H | 880022 ¹ 880042 ² | | 1976-85 | | 1976-83 | 1976 | 1974-79 | 1982-93 | |
| 880009 | 36 | Natural | 1359270 | 3.35"x.305" x1.500" Style H | 880022 ¹ 880042 ² | | 1976-84 | | 1969-83 | 1971-78 | 1969-79 | 1982-93 | |
| 880010 | 37 | Red | 1359271 | 3.35"x.305" x1.500" Style H | 880022 ¹ 880042 ² | | 1976-84 | | 1969-84 | 1966-78 | 1964-79 | 1982-93 | |
| 880011 | 38 | Blue | 1359272 | 3.35"x.305" x1.500" Style H | 880022 ¹ 880042 ² | | 1976-84 | | 1969-84 | 1966-77 | 1965-89 | 1982-93 | |
| 880028 | 40 | Black | 1362048 25513047 | 3.35"x.325" x1.670" Style H | 880023 ¹ 880043 ² | | 1976-84 | | 1969-83 | 1976-78 | 1969-79 | 1982-93 | |
| 880029 | 41 | Yellow | 1362195 | 3.35"x.325" x1.670" Style H | 880023 ¹ 880043 ² | | 1976-84 | | 1969-83 | 1976-78 | 1969-79 | 1982-93 | |
| 880030 | 42 | Green | 1362049 25513049 | 3.35"x.325" x1.670" Style H | 880023 ¹ 880043 ² | | 1976-84 | | 1969-83 | 1976-78 | 1969-79 | 1982-93 | |
| 880031 | 43 | Purple | 1362196 25513050 | 3.35"x.325" x1.675" Style H | 880023 ¹ 880043 ² | | 1976-84 | | 1969-83 | 1976-78 | 1969-79 | 1982-93 | |
| 880032 | 45 | Lt. Blue | 9775187 | 3.35"x.325" x1.690" Style H | 880023 ¹ 880043 ² | | 1976-84 | | 1969-83 | 1976-78 | 1969-79 | 1982-93 | |

Footnotes:

1 Housing fits 700-R4, TH250, TH350 BOP transmissions. See below.

2 Housing fits TH400 transmissions. See below.

GM Driven Gear Housings

| TCI® Housing Part No. | Tooth Count | Color | Ref. OEM No. | Notes | Application |
|-----------------------|-------------|-------------------|--------------------|--------------------------|---------------|
| 880021 | 18-23 | Steel 25513247 | 345215 Style I | 7/8" dia. TH350 Chevy | Powerglide, |
| 880022 | 34-39 | Black 1247266 | 6261629 Style J | 2.1" dia. TH350 BOP | 700-R4, TH250 |
| 880023 | 40-45 | Black | 1362294 Style J | 2.1" dia. TH350 BOP | 700-R4, TH250 |
| 880042 | 34-39 | Alum. | | 1.935" dia. Style J | TH400 |
| 880043 | 40-45 | Alum. | | 1.935" dia. Style J | TH400 |

Style I



880021

Style J



880023

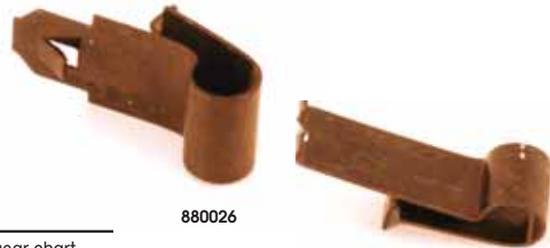


CATALOG

Components

GM Drive Gear Clips

| TCI® Housing Part No. | Ref.OEM No. | Notes | Application |
|-----------------------|-------------|------------|-------------------------|
| 880024 | 6261781 | 5/16" wide | See GM drive gear chart |
| 880026 | 8628557 | 7/16" wide | See GM drive gear chart |



880024

Ford Speedometer Gears

NOTE: Ford drive gears are machined into the output shaft. You may need to remove your tailhousing to determine how many drive teeth your transmission has. The following chart is for reference.

Ford Drive Gears

| C4/C5 | C6 | AOD |
|---------|---------|---------|
| 7 teeth | 6 teeth | 7 teeth |
| 8 teeth | 7 teeth | 8 teeth |
| 9 teeth | 8 teeth | 9 teeth |
| | 9 teeth | |



881003

Ford Driven Gears

| TCI® Driven Gear Part No. | Tooth Count | Color | Ref. OEM No. | Clip Used | Applications | | |
|---------------------------|-------------|--------|--------------|-----------|--------------|----|-----|
| | | | | | C4/C5 | C6 | AOD |
| 881000 | 16 | Tan | | 881005 | ✓ | ✓ | ✓ |
| 881001 | 19 | Tan | C7VY-17271-A | 881005 | ✓ | ✓ | ✓ |
| 881002 | 20 | Orange | C8SZ-17271-B | 881005 | ✓ | ✓ | ✓ |
| 881003 | 21 | Red | | 881005 | ✓ | ✓ | ✓ |
| 881004 ¹ | 23 | White | J316-7393 | 881005 | ✓ | ✓ | ✓ |

Footnote:

¹ This is a retrofit gear to allow the speedometer to function with 3.73 and 4.10 rear end gears. Since the gear tooth pitch is slightly different than OE, the service life of this gear is limited to less than 25,000 miles.

Ford Driven Gear Clips

| TCI® Housing Part No. | Ref.OEM No. | Notes | Application |
|-----------------------|--------------|-------------|----------------------------|
| 881005 | C1DZ-17292-A | 5/8" C-clip | See Ford driven gear chart |



881005

Chrysler Speedometer Gears

NOTES: Chrysler drive gears are machined into the output shaft and have 13 teeth, driven gears fit all 3-speed & overdrive Torqueflites. Torqueflite transmissions use a 1.75" diameter driven gear housing. Driven gear housings go in the tailhousing assembly on all two-wheel drive applications; housing must be placed in the correct orientation for the particular driven gear being used. The three positions broken down by tooth count are: 25-31, 32-38, 39-45.



881999



882007



882008

Chrysler Driven Gears

| TCI® Driven Gear Part No. | Tooth Count | Color | Gear Diameter | Typical Axle Ratios | Housing Used |
|---------------------------|-------------|-----------|----------------------|------------------------------------|--------------|
| 881999 | 25 | Lt. green | 0.940" dia., Style A | 3.07 | 25-31 |
| 882000 | 26 | Red | 1.175" dia., Style A | 3.07 | 25-31 |
| 882002 | 27 | Beige | 1.175" dia., Style A | 3.07 | 25-31 |
| 882003 | 28 | Lt. blue | 1.175" dia., Style A | 3.07 | 25-31 |
| 882004 | 29 | Black | 1.175" dia., Style A | 3.21, 3.23, 3.54, 3.55 | 25-31 |
| 882005 | 30 | Yellow | 1.175" dia., Style A | 3.21, 3.23, 3.54, 3.55 | 25-31 |
| 882006 | 31 | Green | 1.175" dia., Style A | 3.21, 3.23, 3.54, 3.55 | 25-31 |
| 882007 | 33 | Yellow | 1.425" dia., Style B | 3.54, 3.55, 3.90 | 32-38 |
| 882008 | 34 | Green | 1.425" dia., Style B | 3.54, 3.55, 3.90, 4.10 | 32-38 |
| 882009 | 35 | Orange | 1.425" dia., Style B | 3.21, 3.23, 3.34, 3.55, 3.90, 4.56 | 32-38 |
| 882010 | 36 | Red | 1.425" dia., Style B | 3.54, 3.55, 3.90, 4.10, 4.56 | 32-38 |

Adjustable Vacuum Modulators

The vacuum modulator is a vital component of an automatic transmission. It tells the transmission what kind of load is being put on it, allowing the transmission to react with the proper line pressures and shift points. Over time, modulators can develop leaks, get ruptured diaphragms, get bent, etc. Not only can this cause annoying drivability issues, it can lead to premature transmission failure. TCI® comes to the rescue with this line of new, adjustable modulators. Not only will you renew performance, but you will also have the ability to slightly raise/lower part throttle shift points and line pressures. Simply adjust the screw inside the vacuum nipple for more or less diaphragm preload.

| Application | Part No. |
|--|----------|
| GM Powerglide adjustable modulator 1963-1973 | 280001 |
| GM TH350/TH400 adjustable modulator | 350001 |
| Ford C4 adjustable modulator, push-in, green stripe 1974-1986 | 260101 |
| Ford C4/C6 adjustable modulator, screw-in, white stripe 1966-1972 | 360001 |
| Ford C6 adjustable modulator, push-in, purple stripe late 1972-later | 360002 |
| Ford C6 adjustable modulator, push-in, green stripe 1977-later | 360003 |



280001



CATALOG

Shifters

Thunder Stick™ Shifter

When you require a high performance street/strip shifter, the new TCI® Thunder Stick™ shifter is the perfect choice. Featuring lightweight yet rugged construction, it can handle race-level applications but performs well in daily-driven vehicles. Having met all NHRA/IHRA safety standards for reverse lock out systems, the TCI® Thunder Stick™ shifter is offered in a choice of mounting configurations including optional quick release. For those requiring compatibility with line lock/trans-brake systems, an optional shifter knob with integral 12-volt switch is available.

The TCI® Thunder Stick™ shifter features a Park/Neutral safety switch along with provisions for a reverse light system. Designed for GM's venerable Powerglide transmission and most popular GM, Ford and Mopar 3 & 4-speed transmissions, the TCI® Thunder Stick™ shifter includes 5-feet of heavy-duty shift cable and all the hardware required for installation. Optional 3-speed reverse pattern and 4-speed forward pattern gate plates are also available.

NOTE: Ford AOD requires a Part #618016 installation kit.

| Application | Part No. |
|--|----------|
| Thunder Stick™ Shifter for Powerglide (w/o cover) | 611123 |
| Thunder Stick™ Shifter for Powerglide (w/ cover) | 611223 |
| Thunder Stick™ Shifter for 3-speed forward pattern (w/o cover) | 616131 |
| Thunder Stick™ Shifter for 3-speed forward pattern (w/ cover) | 616231 |



611123

Outlaw™ Shifter

The new TCI® Outlaw™ shifter not only ensures that you'll find the right gear when you need it but delivers great looks as well. Constructed of billet aluminum with a pistol grip shifter and black-anodized cover with an optional quick release set up, the TCI® Outlaw™ Shifter is rugged enough to handle both street and race-duty, complementing the interior of any vehicle.

The TCI® Outlaw™ shifter features rugged construction and is perfectly suited for competition use, including compliance with NHRA/IHRA legal reverse lock out regulations. In addition, the TCI® Outlaw™ shifter features a Park/Neutral safety switch along with provisions for a reverse light system. Designed for GM's venerable Powerglide transmission and most popular GM, Ford and Chrysler 3 & 4-speed transmissions, the TCI® Outlaw™ shifter includes 5-feet of heavy-duty shift cable and all the hardware required for installation. Optional 3-speed reverse pattern and 4-speed forward pattern gate plates are also available.

NOTE: Ford AOD requires a Part #618016 installation kit.

| Application | Part No. |
|---|----------|
| Outlaw™ Shifter for Powerglide (w/o cover) | 611523 |
| Outlaw™ Shifter for Powerglide (w/ cover) | 611323 |
| Outlaw™ Shifter for 3-speed forward pattern (w/o cover) | 616531 |
| Outlaw™ Shifter for 3-speed forward pattern (w/ cover) | 616331 |



611323

StreetFighter® Shifter

The new StreetFighter® Shifter provides ultra-reliable, ratchet-action shifting that commands your transmission and is compatible with both forward and reverse pattern valve bodies. The TCI® StreetFighter® Shifter is very affordable and features an NHRA/IHRA-approved reverse lock out system, a lighted, original-equipment-style gearshift indicator and a shifter cover which can be custom-fitted to your transmission tunnel for a professional final appearance.

The StreetFighter® Shifter features a Park/Neutral safety switch along with a reverse light activation switch. A universal shifter designed for all popular GM, Ford and Chrysler 3 & 4-speed transmissions, the TCI® StreetFighter® Shifter includes 5-feet of heavy-duty shift cable and all the hardware required for installation.

NOTE: Ford AOD requires a Part #618016 installation kit.

| Application | Part No. |
|--|----------|
| StreetFighter® Shifter for 3/4-speed forward/reverse pattern | 616443 |
| Right hand drive version | 616444 |



616443

Lightning Stick™ Competition Shifter

One of the best all around shifters available. Racers in Super Gas, Top Sportsman, and Competition Eliminator have proven our shifter beats the competition.

Available for both forward and reverse shift patterns and designed with an adjustable positive stop to prevent over shifting the TCI® Lightning Stick™ is engineered with performance in mind. One hand reverse lockout makes operation a breeze. Our competition model is sold without cable so you can choose the cable length that best suits your application. Match up with our heavy-duty cable and other accessories. All shifters include mounting bracket and shift lever.

NOTE: All 3-speed TCI® Lightning Stick™ Shifters use 2" stroke cables, TCI® Powerglide Lightning Stick™ Shifters use 3" stroke cable.

| Application | Part No. |
|---|----------|
| Torqueflite 727 & 904, reverse shift pattern | 148000 |
| Torqueflite 727 & 904, forward shift pattern | 148200 |
| TH350 & TH400, reverse shift pattern | 248000 |
| TH350 & TH400, forward shift pattern | 248200 |
| Powerglide, fits both forward & reverse shift pattern | 748000 |
| Ford C4 & C6, reverse shift pattern | 418000 |
| Ford C4 & C6, forward shift pattern | 418200 |



248200

Powerglide Circle Track Shifter

Lightweight, easy mounting, with solid linkage connections. This shifter is everything you need for circle track racing and available at half the cost of a drag race shifter. Comes complete with a 29" long adjustable linkage rod and spherical rod ends.

| Application | Part No. |
|---------------------------------|----------|
| Powerglide circle track shifter | 748011 |



748011



Shifters

CATALOG

Accessories for Thunder Stick™ & Outlaw™ Shifters

Individual high-quality optional component parts for the TCI® Thunder Stick™ and Outlaw™ Shifters and are perfect for use with trans-brakes or line locks.

| Application | Part No. |
|--|----------|
| Quick release pins (2) for Thunder Stick™/Outlaw™ | 618001 |
| Aluminum cover for Thunder Stick™/Outlaw™ | 618002 |
| Mounting plate kit for Thunder Stick™/Outlaw™ | 618003 |
| Competition Thunder Stick™ Shifter Knob with built-in 12V switch, 7/16X20 thread | 618004 |
| Cable adapter kit to mate TCI® shift cables with B&M shifters | 618005 |
| Clear plastic lens w/ TCI® insert for Thunder Stick™ Knob | 618006 |
| T-handle w/ built in 12V switch, 7/16X20 thread | 618009 |
| White replacement Thunder Stick™ Shifter Knob with 1/2-20x5/16-18; 1/2-20x3/8-16; 1/2-20x3/8-24 thread inserts | 618011 |
| Back-up light switch | 618012 |
| 3-speed reverse-pattern Thunder Stick™/Outlaw™ Gate Plate | 618013 |
| 4-speed forward-pattern Thunder Stick™/Outlaw™ Gate Plate | 618014 |
| 2-speed Thunder Stick™/Outlaw™ Gate Plate Kit | 618015 |
| Ford AOD installation kit | 618016 |
| 4-speed reverse gateplate Thunderstick™/Outlaw™ | 618018 |



618001



618002



618003



618004



618005



618006



618009



618011



618012



618013



618014



618015



618016

Switches

Spiral cords allow various mounting locations for ease of operation and switches can be sued for trans-brake and RollStop®. All micro switches are injection molded to the spiral cord to prevent wire separation.

| Application | Part No. |
|-------------|----------|
|-------------|----------|

| | |
|---|---------------|
| 10 amp microswitch, (normally open), with 5/8" fine thread bulkhead mount | 387600 |
| Spiral cord with microswitch (18 gauge), great for steering wheels, with 5/8" bulkhead mount. High-quality, low resistance spiral cord that stretches over 7 feet. | 388400 |
| Spiral cord with extra-large button microswitch (18 gauge), great for steering wheels, with 5/8" bulkhead mount. High-quality, low resistance spiral cord that stretches over 7 feet. | 388500 |
| 10 amp microswitch with extra-large button, (normally open), with 5/8" fine thread bulkhead mount | 387700 |



387700



387600

Shifter Cables

These high-quality, race duty TCI® steel cables have a Nylon liner and are pre-lubricated for smooth operation. The red cover is heat resistant for longer life and more dependable service. Bulkhead housing & threaded on both ends. Our cables are also suitable for use as parachute and throttle cables as well.

NOTE: All TCI® StreetFighter® and Outlaw™/Thunder Stick™ shifters use our 2" stroke cables. Lightning Stick™ shifters use 2" stroke for 3-speed models and 3" stroke for Powerglide models.

| Application | 2" Stroke | 3" Stroke |
|---------------|---------------|---------------|
| 2-foot cable | 840200 | 850200 |
| 4-foot cable | 840400 | 850400 |
| 5-foot cable | 840500 | 850500 |
| 6-foot cable | 840600 | 850600 |
| 7-foot cable | | 850700 |
| 8-foot cable | 840800 | 850800 |
| 10-foot cable | 841000 | 851000 |
| 12-foot cable | 841200 | 851200 |
| 14-foot cable | 841400 | 851400 |



850600

Hardware

| Application | Part No. |
|-------------|----------|
|-------------|----------|

| | |
|---|---------------|
| Cable adapter kit to mate TCI® shift cables with B&M shifters | 618005 |
|---|---------------|



618005



CATALOG

Shifters

Pan and Lever Kits

Kits contain pan brackets, shift lever and swivel connector, where specified. Individual kits for use with TCI® shifters.

| Application | Part No. |
|--|----------|
| Pan bracket and lever kit for Torqueflite 727/904 | 148500 |
| Pan bracket and lever kit for TH350/400 | 248500 |
| Pan bracket and lever kit for Powerglide 2" stroke (Not for Outlaw™ or Thunder Stick™) | 704625 |
| Powerglide installation kit for Outlaw™ or Thunder Stick™ Shifters | 618015 |
| Pan bracket for Powerglide 2" stroke for TCI® shifters | 704600 |
| Pan bracket and lever kit for Powerglide 3" stroke | 748500 |
| Pan bracket for Powerglide 3" stroke for TCI® shifters | 704500 |
| Shift lever for Powerglide (Not for Outlaw™ or Thunder Stick™) | 748400 |
| Pan bracket and lever kit for Ford C4/C6 | 418500 |
| Ford universal shift lever | 418400 |
| Swivel connector cable to shift lever | 704400 |



148500



248500



618015



704500



748400



418400



Automatic Shifter Accessories

CO₂ Shifter Accessories

Put more consistency in your racing. Designed to shift a Powerglide transmission automatically at a preset rpm and available for TCI® Lightning Stick™ shifters. CO₂ systems do not include the CO₂ bottle and regulator (available separately).

| Application | Part No. |
|--|----------|
| 10 oz. CO ₂ aluminum bottle | 860901 |
| Preset regulator w/ single gauge | 860902 |
| Aluminum mounting bracket for CO ₂ bottle | 860910 |

Electric Shifter Kits

It does not require the use of an air bottle or air line, making it easy for installation and tech inspection. It is very dependable and reliable. Shift points can be easily changed by installing one of the many rpm chips (rpm switch not included.)

| Application | Part No. |
|---|----------|
| Electric system for TCI® Part #748000 Powerglide Lightning Stick™ Shifter | 748003 |





CATALOG

Safety

Transmission Safety Shields

Aluminum Transmission Shields

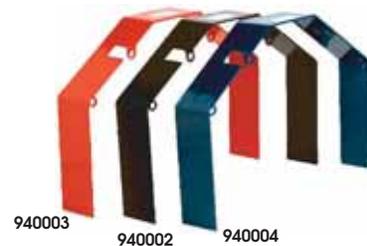
The TCI® transmission shield is attractive, lightweight and offers excellent protection in the event of a drum explosion. All TCI® transmission shields are SFI 4.1 certified and accepted by all major sanctioning bodies. SFI certification is good for five years from date of manufacture. Units can be returned to TCI® for re-certification. Manufactured from 6061-T6 aluminum alloy, these units come with all mounting hardware for quick installation. All applications are powder coated for fluid and fade resistance. Available in blue or red.

NOTE: Trimming of transmission may be necessary. Any modifications made to the shield will void SFI certification.

| SFI 4.1 Certified | Red Shield Kit | Blue Shield Kit | Replacement Hardware Kit ¹ |
|-------------------|----------------|-----------------|---------------------------------------|
| Torqueflite 727 | 910000 | 910005 | 910100 |
| Torqueflite 904 | 915000 | 915005 | 915100 |
| Powerglide | 970000 | 970005 | 970100 |
| TH350 | 975000 | 975005 | 975100 |
| TH400 | 980000 | 980005 | 980100 |
| Ford C-4 | 977000 | 977005 | 977100 |
| Ford C-6 | 976000 | 976005 | 976100 |

Footnote:

¹ All hardware contained in these kits is included in the shield kits



Flexplate Safety Shields

The flexplate safety shield is designed to protect both drivers and spectators from the effects of a flexplate or starter ring gear failure. All TCI® flexplate shields are manufactured from high strength steel and meet NHRA specifications. A flexplate shield is mandatory in many classes of NHRA, IHRA and IMCA. Check your rulebook for requirements in your particular form of racing. All TCI® flexplate shields are SFI 30.1 certified.

NOTE: Trimming on transmission may be necessary. Any modifications made to the shield will void SFI certification.

NEW! Powder coated shields available for the Chevrolet applications in black, red and blue are scratch and oil resistant assuring the shield looks good for a long time. The red and blue versions are a perfect match for our transmission shields. All other shields are gold dichromate.

| Application | Part No. |
|--|----------|
| Chevrolet, chrome | 940001 |
| Chevrolet, silver-vain powder coated | 940000 |
| Chevrolet, black powder coated | 940002 |
| Chevrolet, red powder coated | 940003 |
| Chevrolet, blue powder coated | 940004 |
| Chrysler transmission with big block engine | 940100 |
| Chrysler transmission with small block engine | 940150 |
| Ford transmission with small block 302, 351C, 351W | 940200 |
| Ford transmission with big block 460 | 940240 |
| Buick, Oldsmobile, Pontiac transmission | 940070 |
| GM fit-all transmissions (has both B.O.P. and Chevrolet bolt patterns) | 940075 |

Chevrolet Flexplate Shield/Mid-Mount Plate Combination

This is a 1/8" thick steel mid-mount plate with integral SFI flexplate shield. Constructed of steel, this unit is SFI 30.1 certified and allows the racer to remove the transmission from the vehicle without hassle. Great for vehicles with little transmission tunnel clearance for a conventional style shield. This plate may also be trimmed down for use strictly as a flexplate shield.

Application

Part No.

| | |
|----------------------------|--------|
| Chevrolet flexplate shield | 932500 |
|----------------------------|--------|

NOTE: Will work with 153 or 168-tooth flexplates, but only small-bolt pattern torque converters



932500

Ford SFI Bellhousings

This bellhousing is cast from a high-strength aluminum and is SFI 30.1 certified, eliminating the need for a separate flexplate shield. It is CNC machined to accept either the 157- or 164-tooth flexplates & starters, thus reducing confusion. All required hardware is included, and these housings will fit case-filled or pan-filled C4 transmissions.

Application

Part No.

| | |
|-------------------------------|--------|
| Small Block Ford pattern | 513000 |
| Modular 4.6, 5.4, V10 pattern | 513100 |



513000



IT'S ALWAYS BEST TO USE THE LARGEST TRANSMISSION COOLER THAT YOU CAN WHEN YOU HAVE A HIGH STALL TORQUE CONVERTER. DON'T EVER BLOCK OFF OR LOOP YOUR COOLER LINES.

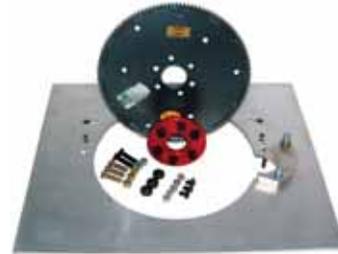


CATALOG

Specialty

Specialty Items

Here you'll find adapters, fasteners, tools, reference materials, mounts etc.



149260

Adapter Plates and Conversion Kits

GM Transmission to Ford/Chrysler Engines

TCI® GM to Ford/Chrysler adapter plates are constructed from 1/4" or 1/2" 6061-T6 aluminum and measure 18" tall x 24" wide. They may be trimmed for chassis clearance or used as a mid-mount plate. These kits are designed to retain the stock starter location.

| Engine Size | Crankshaft | Complete Kit | Crank Adapter | SFI Flexplate ¹ |
|----------------------------------|--------------|-----------------------|---------------------|----------------------------|
| 318-340-360 | 6-hole | 149160 | 149161 | 149162 |
| 318-340-360 | 8-hole | 149180 | 149181 | 149182 |
| 383-426-440 | 6-hole | 149260 | 149161 | 149162 |
| 383-426-440 | 6-hole | 149265 ⁴ | 149161 | 149162 |
| 383-426-440 | 8-hole | 149280 | 149181 | 149182 |
| 383-426-440 | 8-hole | 149285 ⁴ | 149181 | 149182 |
| 392 & 354 Hemi only ² | 8-hole | 149400 ^{2,4} | 149481 | 149182 |
| 289-302-351C-351W | 1.375" pilot | 529600 | 529661 ³ | 529632 |
| 351M-400M | 1.375" pilot | 529701 | 529661 ³ | 529632 |
| 429-460 | 1.375" pilot | 529700 | 529761 | 529742 |
| 360-390 FE-427-428 | 1.850" pilot | 529800 | 529861 | 529742 |

Footnotes:

¹ These SFI flexplates are all neutral balance units designed for internally balanced engine applications. Adapter flexplates only work in conjunction with the adapter kits. They cannot be used as OEM replacements.

² Use with TCI® Part #351500 starter (not included in Part #149400 kit)

³ The Part #529661 crank adapter is not required with the Part #529600 or Part #529701 kits as it is built into the Part #529632 flexplate

⁴ Adapter constructed from 1/2" thick aluminum

Chevrolet to Buick, Oldsmobile, Pontiac Bellhousing Adapters

| Application | Part No. |
|---|----------|
| Chevrolet engine to Buick, Oldsmobile, Pontiac transmission | 230000 |
| Chevrolet transmission to Buick, Oldsmobile, Pontiac engine | 230001 |



230000

Chevrolet Mid-Mount Plate

Designed for rear engine support in dragster or full bodied applications.

Application

Part No.

1/4" aluminum, 6061-T6 plate, 18" tall x 24" wide

930000

GM Extra Long Dowel Pins

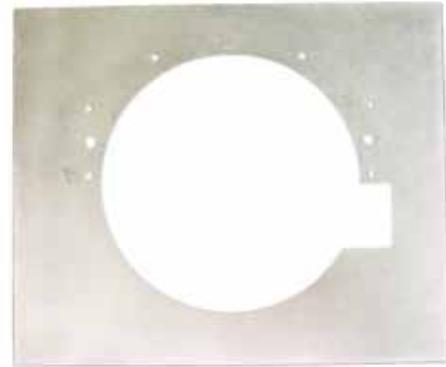
These 2" long GM dowel pins are a must for any applications running a mid-mount plate to ensure that the transmission bellhousing is properly aligned with the engine. Kit contains two black zinc coated and precision ground dowel pins.

Application

Part No.

GM extra long dowel pins

930055



930000

Performance Fasteners

When replacing a torque converter it's a good idea to replace the bolts. These mounting bolts are made from hardened material and are available sizes for all aftermarket torque converters.

Application

Part No.

Replacement studs and lock nuts for adapter kits (1 each)

146500

Converter bolt & nut kit 7/16" - 20 x 1" long (3/pkg.)

745500

Converter bolt & nut kit 7/16" - 20 x 1 1/2" long (3/pkg.)

745501

Chrysler flexplate to crank 7/16" - 20 x 1/2" long (6/pkg.)

146000

Chrysler flexplate to converter 7/16" - 20 x 1/2" long (4/pkg.)

146200

Ford converter stud kit

146100



745500

Maximizer™ Conversion Kits

TCI® offers many different types of conversion kits to owners of General Motors vehicles to enable interchange of various styles of GM transmissions. This is particularly useful for heavy load vehicles that may benefit from a heavier duty transmission for dependability. All kits provide the necessary adapter plate, output shaft and hardware required for installation. The TCI® Part #329900 kit also contains dust cover, dipstick and detent cable. Kits will require some degree of drivetrain modifications.

| Converting from: | Converting to: | Application | Transfer Case | Vehicle Modifications Required | Part No. |
|------------------|----------------|---|---------------|---|----------|
| Chevy TH350 | Chevy TH400 | pre-1980 4WD | 203 or 205 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229900 |
| Chevy TH350 | Chevy TH400 | 1980-later 4WD GM w/ 3" spacer to transfer case | 208 or 241 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229901 |
| Chevy TH350 | Chevy TH400 | 1980-later 4WD GM w/ 5" spacer to transfer case | 208 or 241 | Shorten rear driveshaft 3.7" lengthen front driveshaft 3.7" | 229902 |
| 700-R4 (4L60E) | Chevy TH350 | All 700-R4 4WD V8 | 208 or 241 | None | 329900 |
| 700-R4 (4L60E) | Chevy TH400 | All 700-R4 4WD V8 | 208 or 241 | None | 229901 |



229900



CATALOG

Specialty

RollStop®

This dependable, quality unit provides first-class performance as a braking device. When installed in-line with the vehicle's front brakes, the TCI® RollStop® allows you to do a burnout like the professionals. Simply pump up the brake, apply the RollStop® and release the brake pedal. The RollStop® keeps the front brakes applied. If you did not pump up enough brake pressure - no problem - just hit the brake pedal and the unique one-way valve puts additional pressure through to the wheel cylinder side.

The TCI® RollStop® is waterproof and manufactured from 6061-T6 aluminum. The precision solenoid valve can withstand 3,000 psi of pressure and is designed to draw only one amp of current. A removable mesh screen allows for easy cleaning.

The RollStop® kit comes complete with solenoid, our Part #387600 microswitch, red powder coated switch mounting bracket, in-line fuse connector and mounting hardware.

| Description | Part No. |
|---------------------------|----------|
| RollStop® Kit | 861700 |
| RollStop® (solenoid only) | 861100 |



Reference Materials

Transmission Technical Manuals

These technical manuals provide detailed diagrams and instructions for the do-it-yourself transmission builder. Included are torque specs, troubleshooting charts and repair procedures.

NOTE: These manuals do not contain information specific to performance modifications, such as TCI® performs on our transmissions. See video.

| Application | Part No. |
|-----------------------------------|----------|
| Chrysler Torqueflite 904/727 | 893100 |
| Chrysler Torqueflite A500/518/618 | 893101 |
| Ford AOD | 892800 |
| Ford AODE | 892801 |
| Ford C4/C5 | 893200 |
| Ford C6 | 892900 |
| GM TH350/350C | 892600 |
| GM TH400 | 892700 |
| GM 700-R4 (1982-1986) | 893000 |
| GM 700-R4/4L60 (1987-1993) | 893001 |
| GM 4L60E | 893300 |
| GM 4L80E | 893400 |
| GM Allison 1000/2000 | 893450 |
| GM 200-4R | 894100 |

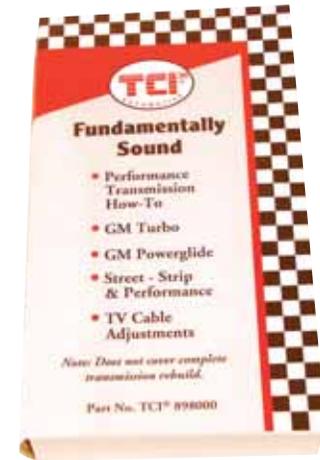


89311, 892800, 892700

Transmission Assembly Basics Video

The TCI® "Fundamentally Sound" video is a great addition to your automotive video collection. A full 30 minutes on the fundamentals of transmission inspection and performance modifications. The video covers topics regarding all popular General Motors transmissions. You will be guided through the installation of a TCI® Trans-Scat® kit and a trans-brake kit. You will also receive a demonstration on how to properly adjust a throttle valve (TV) cable on a late model GM overdrive transmission.

| Application | Part No. |
|------------------------------------|----------|
| Transmission assembly basics video | 898000 |



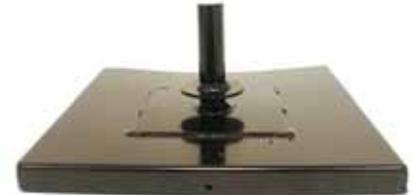
898000

Tools

Transmission Cradle

For use with the typical hydraulic floor jack that has a removable pad with a 1-3/8" center hold. Remove the pad and replace it with the TCI® transmission cradle and you have a secure 12" x 12" surface to hold the transmission steady during installation or removal. Three sides have a one-inch lip to keep the transmission in place, and a front opening for sliding the transmission on and off the engine dowel pins. This popular cradle makes a perfect pit tool.

| Application | Part No. |
|---------------------|----------|
| Transmission cradle | 896500 |



896500

Universal Flexplate Turner

This is one of the handiest tools you will ever own. Works with all makes/models and makes transmission and torque converter installation a breeze. Connects to starter ring for a sure grip. Don't scrape your knuckles on those gear teeth ever again.

| Application | Part No. |
|------------------|----------|
| Flexplate turner | 894000 |



894000

Miscellaneous Items

Powerglide/TH350 Transmission Stands

Avoid transmission damage and fluid spills with rugged transmission stands. TCI® Powerglide/TH350 transmission stands are a terrific way to store and transport any Powerglide or TH350 transmission. Built from high-quality steel and powder coated for long life, these stands will deliver years of service and avoid costly damage to expensive transmissions. Best of all, TCI® transmission stands ensure your transmission will be ready to go when the time comes for vehicle installation. By keeping the transmission level and clean, it can be filled with fluid and ready to install without the chance of spillage, which can create an unsafe workplace.

For those looking to maintain a professional looking shop or trailer and protect your transmission investment, a TCI® Powerglide/TH350 transmission storage stand is the perfect solution.

| Application | Part No. |
|--|----------|
| Standard Powerglide & TH350 transmission stand | 896600 |
| Shorty Powerglide transmission stand | 896700 |



896700



CATALOG

Specialty

Spare Transmission Seal-Up Kit

This is a must for keeping transmission fluid from leaking out of your spare transmission. For Powerglide, TH350 & TH400.

| Application | Part No. |
|---|----------|
| Seal-up kit for Powerglide, TH350 & TH400 | 890900 |

Aluminum Trans-Handles

These handles simply bolt to the bellhousing and to the rear of the transmission and can be used with either a Powerglide or TH400 transmission.

| Application | Part No. |
|---|----------|
| Aluminum trans-handles for Powerglide & TH400 | 950700 |

Universal Drain Plug Kit

Nothing can be messier than dropping a transmission pan that does not have a drain plug. Since most stock pans do not have one, you may want to consider this addition the next time you plan a filter change. One drilled hole allows the drain plug kit to be installed.

| Application | Part No. |
|--------------------------|----------|
| Universal drain plug kit | 805800 |



890900



950700



805800

Tech Tip

IT'S ALWAYS BEST TO USE THE LARGEST TRANSMISSION COOLER THAT YOU CAN WHEN YOU HAVE A HIGH STALL TORQUE CONVERTER. DON'T EVER BLOCK OFF OR LOOP YOUR COOLER LINES.

Starters

High Torque Starters

For tow truck and street performance applications we offer an OEM remanufactured starter with four full fields of windings and high temperature solenoids. Producing 20% more cranking power than stock, the high torque starter is resistant to heat developed by performance exhaust headers and takes repetitive cranking without failure. Starters for most performance applications.

| Engine Size | Remarks | Part No. |
|-----------------------------------|--|---------------|
| 289, 302, 351C, 351W | Fits automatic transmissions only; 2-bolt flange | 312400 |
| 289, 302, 351C, 351W | Fits manual transmissions only; 2-bolt flange | 313200 |
| 360, 390, 428 | Will not fit 427FE block, 3-bolt flange | 313100 |
| 400, 429, 460 | 2-bolt flange | 314200 |
| 351M, 400M | 2-bolt flange | 314900 |
| All S/B except 400 cid | Aluminum nose with diagonal pattern | 351000 |
| All B/B & S/B 400, 168 tooth only | Cast iron nose with diagonal pattern | 356000 |
| Olds, Pontiac | 350 - 455 | 369600 |



351000

High Temp Solenoid for High Torque Starter

Direct replacement solenoid for TCI® high torque starters.

| Application | Part No. |
|--|---------------|
| High temp solenoid for high torque starter | 376400 |



376400



CATALOG

Starters

Racing Starters

For drag racing and applications where a smaller and lightweight starter is desired, we offer the finest quality racing starter available on the market. Manufactured by Hitachi for TCI®, these starters are one third smaller than most original equipment starters, which means increased room for headers and oil pan, plus increased ground clearance.



351106

**Permanent Magnet
Racing Starter**



351300

Racing Starters



351109

**Extreme
Racing Starters**

| | | | |
|-----------------------|--|---|---|
| Weight | At 7.5 lbs., it is about 50% lighter than OE | At 10.5 lbs., it is about 33% lighter than OE | At 11.5 lbs., it is about 25% lighter than OE |
| Horsepower | 1.74 hp | 1.9 hp | 3.0 hp |
| Gear Reduction | 6 to 1 reduction | 3.73 to 1 reduction | 3.73 to 1 reduction |
| Applications | Up to 11.0 to 1 compression | Up to 12.0 to 1 compression | Up to 11.5 to 1 and higher compression |
| Bearings | Heavy-duty pinion bearing | Full ball bearing construction | Full ball bearing construction |
| Indexing | 12 clocking solenoid positions | 3 clocking positions on Part #351100 | |
| Technology | Latest technology in permanent magnets | | High temperature epoxy-encapsulated armature resists heat & vibration |

Applications

| | Engine Size | Starter Type | Remarks | Part No. |
|----------------|----------------------------------|---------------------------------|--|---------------|
| FORD | 289, 302, 351C, 351W, FE 332-427 | Racing starter | Fits automatic transmissions only; 2-bolt flange | 351300 |
| | 400, 429, 460, 351M, 400M | Racing starter | Fits automatic transmissions only; 3-bolt flange | 351600 |
| | 289, 302, 351C, 351W, FE 332-427 | Extreme racing starter | 2-bolt, bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.) | 351309 |
| | 400, 429, 460, 351M, 400M | Extreme racing starter | 3-bolt, bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.) | 351609 |
| CHRY | All V8 & 3.9L V6 | Racing starter | Also works with TCI® adapter kits, Part #'s 149100, 149200, 149400 | 351500 |
| GENERAL MOTORS | All Chevy 153 & 168 tooth | Racing starter | Our #1 selling starter, now with multiple clocking positions. | 351100 |
| | All Chevy 153 & 168 tooth | Permanent magnet racing starter | Feather light permanent magnet motor 12 clock positions, only 7.5 lbs, small size works great in dragster applications | 351106 |
| | All Chevy 153 & 168 tooth | Extreme racing starter | Bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.) | 351109 |
| OLDS | Olds, Pontiac 350-455 | Racing starter | Fits automatic transmissions only | 351400 |

Pinion Gear Replacement Set

Contains all items normally required to replace the pinion gear. Includes new pinion gear assembly, spring and cup.

| Application | Part No. |
|--|----------|
| Fits Part #351100, Part #351109 & Part #351400 | 351126 |
| Fits Part #351106 | 351130 |



Starter Solenoids

Direct replacement solenoid for TCI® lightweight racing starters.

| Application | Part No. |
|--|----------|
| Fits Part #351100, Part #351300, Part #351600, Part #351309 & Part #351109 | 351125 |
| Fits Part #351106 | 351128 |



Quick Disconnect Starter Harness

Patented unit is manufactured from heat resistant, high impact plastic and OEM connectors. Saves valuable time during engine changes and cleans up engine compartment appearance.

| Application | Part No. |
|--|----------|
| For use on one- or two-wire GM starters; wires are color coded to OEM specifications for easy installation | 351073 |
| For use on all mini racing starters | 351173 |



WHEN YOU REMOVE YOUR DRIVESHAFT FOR A TRANSMISSION OR TORQUE CONVERTER INSTALLATION, USE TAPE TO HOLD THE U-JOINT CAPS IN PLACE.

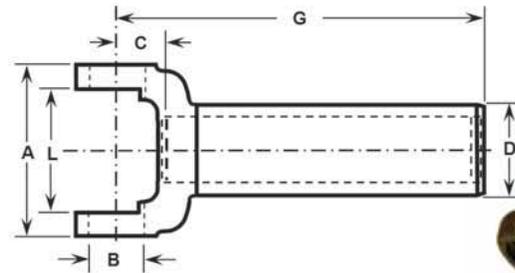


CATALOG

Yokes & U-joints

Slip Yokes

Don't go to the junkyard looking for that replacement transmission yoke for your performance application when TCI® has got you covered. Since your application may not match with manufacturer specifications, TCI® can supply you a matching yoke and its new performance universal joint without any hassles.



| Part No. | Transmission | Spline | Spline Length ¹ | Seal Diameter D | G | C | GM No. |
|---|------------------|---------|----------------------------|-----------------|-------|-------|----------|
| N3R Series (inside snap ring) | A-3.563 | B-1.125 | L-2.563 | | | | |
| 965300 | TH400 | 32 | FS | 1.886 | 5.340 | .875 | |
| 966300 | Powerglide/TH350 | 27 | FS | 1.500 | 5.469 | .875 | 7812557 |
| 967300 | 700-R4/4L60E | 27 | CB | 1.500 | 6.750 | .875 | 7848635 |
| N1310 Series | A-3.469 | B-1.063 | L | | | | |
| 965310 | TH400 | 32 | FS | 1.886 | 5.340 | .910 | |
| 966310 | Powerglide/TH350 | 27 | FS | 1.500 | 5.470 | .910 | |
| N1350 Series | A-3.875 | B-1.188 | L | | | | |
| 965350 | TH400 | 32 | FS | 1.886 | 5.340 | 1.313 | 26045229 |
| 966350 | Powerglide/TH350 | 27 | CB | 1.500 | 5.470 | 1.313 | |

Footnote:

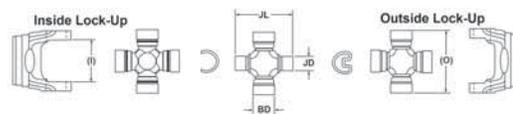
¹ CB denotes counter bore in end of barrel & FS denotes fully splined

Performance Universal Joints

This isn't your normal over-the-counter U-joint. Specifically designed for today's demands in drag racing, off-road and performance applications. Currently, applications are available to fit the three most commonly used yokes.

Features: solid-body design - heat-treated, forged material construction & eliminated grease fitting to reduce structural breakage in body, pre-greased sealed unit - pre-packed for life with synthetic Lithium grease, providing extra friction reduction and temperature resistance, Teflon coated, nitrile rubber outer seals - reduces seal failure & leakage unlike standard designs, bearing surfaces precision ground & finished - allows U-joint to run true and to ensure accurate fit to yoke.

| Part No. | 961300 | 961310 | 961350 |
|------------------------------|-----------|-----------|-----------|
| Bearing designation | N3R | 1310 | 1350 |
| Bearing diameter (BD) | 1.125 | 1.062 | 1.188 |
| Lock-up reference | 2.556 (I) | 3.622 (O) | 3.219 (O) |
| JL | 3.385 | 3.374 | 2.969 |
| JD | 0.663 | 0.774 | 0.657 |
| GM cross reference | 1456525 | 14067678 | 14067677 |
| | 1463548 | 2354320 | 15583283 |
| | 3382446 | 2362830 | 2057273 |
| | | 2448100 | 2186372 |
| | 535554 | 3236000 | 2186973 |
| | 565987 | 3713926 | 22330781 |
| | 5671712 | 3741653 | 2330781 |
| | 5677656 | 3750686 | 3707163 |



| Part No. | 961300 | 961310 | 961350 |
|--|------------|--------------------|--------------------|
| | 7806140 | 3828469 | 3708931 |
| | | 386451 | 3708961 |
| | | 388451 | 374246 |
| | | 3953659 | 3823102 |
| | | 518648 | 3851520 |
| | | 570817 | 3877040 |
| | | 7826078 | 3979617 |
| | | 9610235 | 609515 |
| | | | 609948 |
| Ford cross reference | C8SZ-4635A | 01Y-7039 | 01T-7039 |
| | 211C11- | 18397 | 40T-7039A |
| | | 21C-7039 | B5TZ-4635A |
| | | A9LY-4635A | |
| | | B6D7039A | |
| | | B6S-7039A | |
| | | B6TZ-4635A | |
| | | B7A-7039A | |
| | | C1VV-4497A | |
| | | C1VV-4997A | |
| | | C3AZ-4635A | |
| | | C4TA-4724A | |
| | | C5TZ-4635D | |
| | | C6TZ-4635C | |
| | | GP-18397 | |
| | | GPW-18397 | |
| | | LD-44610A | |
| | | MFK-7039A | |
| | | MFK-7039B | |
| Chrysler cross reference | | 1818920 1818921 | 1516854 2298823 |
| Federal-Mogul TRW cross reference | 20040 | 20026 | 20054 |
| | 20040P | 20049 | 20054P |
| | 20207 | 20049P | 20190 |
| | | 20208 | 20194 |
| | | 20335 | 20337 |
| AMC cross reference | | 3156293 | |
| | | 3202655 | |
| | | 3202657 | |
| | | 3207885 | |
| | | 4485624 | |
| | | 4487436 | |
| | 4488016 | | |
| | 8126613 | | |
| | 8126614 | | |
| | 8127332 | | |
| | 8130297 | | |
| | 8983503115 | | |
| | 936686 | | |
| | 944562 | | |
| | 994173 | | |
| | 994827 | | |



CATALOG

Cooling



TCI® Electric Reversible Fan Kits

All our electric fan kits offer several features that make these the right choice. Our fans either push air or pull air by simply reversing the blades. The fans are constructed out of lightweight Nylon 6/6 high temperature plastic with a low profile design. Where room is a premium, our 10" and 12" units are both under 3" at the thickest part. Each fan comes complete with all necessary hardware and our quick mount connector kit.

| Application | Depth | O.D. | Motor Input | As Pusher Fan | | | As Puller Fan | | | Part No. |
|---------------------------------|-------|-------|-------------|----------------|-------------|------|----------------|-------------|------|---------------|
| | | | | CFM 0.0" SP | Amp Draw | RPM | CFM 0.0" SP | Amp Draw | RPM | |
| 10" Reversible electric fan kit | 2.6" | 10.6" | 90W | 650 | 5.3 | 2700 | 600 | 5.0 | 2700 | 827000 |
| 12" Reversible electric fan kit | 2.4" | 11.5" | 90W | 880 | 8.8 | 2100 | 875 | 8.5 | 2100 | 827250 |
| 14" Reversible electric fan kit | 3.6" | 13.8" | 130W | 1350 | 10.5 | 1750 | 1250 | 9.8 | 1750 | 827350 |
| 16" Reversible electric fan kit | 4.1" | 15.8" | 160W | 1800 | 14.6 | 1550 | 1810 | 14.5 | 1550 | 827450 |

Thermostatic Control Switch for Electric Fans

We offer two models for you to choose from. The adjustable control switch can be set by the user to activate from 140° to 200° F. This switch can also be wired to automatically operate the fan whenever the air conditioning system turns on. Comes with installation hardware and instructions. Our preset control switch will activate the fan at 185° F and turn it off when the temperature drops below 170° F. An excellent choice for racing applications.



826500

| Application | Part No. |
|---|---------------|
| Adjustable thermostatic control switch | 826500 |
| Preset thermostatic control switch (185° F) | 826501 |

Performance Transmission Coolers

The TCI® performance proven transmission coolers are designed specifically for high performance applications. TCI® coolers utilize a high density tube and fin design to handle the needs of even the most demanding applications. Constructed entirely from high strength aluminum, these coolers are pressure checked up to 300 psi and come complete with #6 A/N fittings for easy installation to either steel braided or high pressure lines. Your vehicle is just too important to trust hose clamps; considering a typical automatic transmission cooling system operates at over 100 psi. For the ultimate heat control, the TCI® Part #827000 10" fan is a direct bolt-on to the Part #823800 cooler. Every TCI® performance cooler comes complete with a Part #821500 quick mount kit.

| Application | Part No. |
|--|---------------|
| 3/4" X 7 1/2" X 12 3/4" Performance cooler (18,000 GVW) | 823200 |
| 3/4" X 7 1/2" X 15 1/2" Performance cooler (22,000 GVW) excellent choice | 823500 |
| 3/4" X 10" X 15 1/2" Performance cooler (26,000 GVW) maximum protection | 823800 |



823500

823200

Quick Mount Kit

High tensile nylon mounting rods, locking nuts and rubber shock pads. Perfect for mounting coolers or electric fans - four per package.

| Application | Part No. |
|-------------------|----------|
| "Quick-Mount" kit | 821500 |



821500

Universal Transmission Cooler

For the budget minded, we offer an efficient compact lightweight all aluminum transmission cooler designed to keep the transmission within safe operating temperature. This cooler comes with a complete installation kit and can be easily installed in less than one hour with common hand tools.

| Application | Part No. |
|--|----------|
| 3/4" X 7 1/2" X 15 1/2" Universal transmission cooler (18,000 GVW) | 820500 |



820500

Transmission Temperature Gauge

Stop transmission problems before they occur. Excessive heat is the number one reason for automatic transmission failures. Using a temperature gauge allows you to monitor the temperature and detect heating problems before damage results. The TCI® electric transmission temperature gauge has an attractive easy-to-read face with a scale range of 150° to 300° F. Gauge comes with all necessary installation hardware. Electric design makes for easy installation. Fits standard 2 1/8" gauge panels and is back-lit for night-time use.

| Application | Part No. |
|--------------------------------|----------|
| Transmission temperature gauge | 801000 |



801000

Heavy-Duty Engine Oil Cooler Kit

Perfect for tow trucks, motor homes and other vehicles used in heavy load applications. The engine oil cooler kit provides a continuous cooling of engine oil while engine is running. The best way to ensure proper engine oil cooling under heavier than normal driving conditions. Ensures a drop of 20° to 30° F in engine oil operating temperatures. Thermostatic sandwich adapter enables the use of original oil filter.

| Description | Application | Part No. |
|--|--------------------------------|----------|
| Economy kit (with high pressure rubber hose) | Chevy 305-454 (spin on filter) | 820300 |



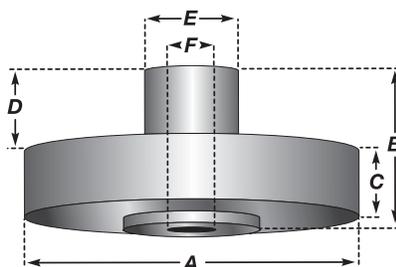
823000

TRANS
HELPTM
888.776.9824



CATALOG

Balancers



Torsional Vibration Absorbers

The Rattler[®] by TCI[®] is a pendulum absorber developed to control amplitudes of vibration and angle of crankshaft twist like no other design. Its ability to absorb rather than dampen is the key to its success. The Rattler[®] is effective for the entire rpm range and extends crankshaft and bearing life.

The Rattler[®] also has the ability to allow the engine to run smoother during operation, which can potentially increase valve train stability and life. The design does not utilize viscous fluids and requires virtually no maintenance. You can always depend on the Rattler[®] timing marks to be correct because they are etched onto the body and cannot move relative to crankshaft centerline. The Rattler[®] is also lighter in weight than most units of the same size and material construction.

Features: Available in 6.25" and 7.25" diameters (external balance Chevrolet are 8" diameter), integral timing marks cannot move relative to the crankshaft, no fluids, elastomers or friction materials, maintains maximum effectiveness at all engine speeds, CNC machined to exacting tolerances, no pulley or crank trigger shims required, SFI 18.1 Certified.

| | Part # | Application | Total Wt. Lb.-oz | Pulley Pattern | A | B | C | D | E | F | Balanced |
|-----------|---------------------|---------------------------------|---------------------|-------------------|-------|-------|-------|-------|--------|--------|------------------------|
| CHRY | 870009 | Big block V8 | 8-2 | 6-bolt std. | 7.170 | 1.820 | 1.000 | 0.620 | 2.185 | 1.5310 | Internal |
| | 870012 | Small block V8 | 8-8 | 6-bolt std. | 7.170 | 2.560 | 1.000 | 1.360 | 2.185 | 1.5310 | Internal |
| CHEVROLET | 870001 | Small block V8 | 7-8 | 3-bolt std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.2460 | Internal |
| | 870002 | Small block V8 | 10-6 | 3-bolt std. | 7.170 | 2.350 | 1.250 | 1.020 | 1.760 | 1.2460 | Internal |
| | 870003 | Small block V8 | 12-2 | 3-bolt std. | 7.920 | 2.350 | 1.250 | 1.020 | 1.760 | 1.2460 | External |
| | 870004 | Big block V8 | 8-4 | 3-bolt std. | 6.290 | 2.685 | 1.250 | 1.355 | 2.335 | 1.5990 | Internal |
| | 870005 | Big block V8 | 11-2 | 3-bolt std. | 7.170 | 2.685 | 1.250 | 1.355 | 2.335 | 1.5990 | Internal |
| | 870006 | Big block V8 | 13-4 | 3-bolt std. | 7.920 | 2.685 | 1.250 | 1.355 | 2.335 | 1.5990 | External |
| | 870054 ¹ | Big block V8 | 8-4 | 3-bolt std. | 6.290 | 2.685 | 1.250 | 1.355 | 2.335 | 1.5990 | Internal |
| | 870022 | V6, I6 | 7-8 | 3-bolt std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.2460 | Internal |
| PONTIAC | 870017 | 4 Cylinder | 7-8 | 3-bolt std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.2460 | Internal |
| | 870018 | 326, 350, 389, 400, 421, 455 | 8-0 | 3-bolt std. | 6.290 | 2.845 | 1.250 | 1.515 | 1.8685 | 1.3745 | Internal |
| OLDS | 870024 | 307, 350, 400, 403, 425, 455 | 10-6 | 4-bolt std. | 6.300 | 3.200 | 1.770 | 1.265 | 2.000 | 1.4980 | Internal |
| | 870026 | 307, 350, 400, 403, 425, 455 | 10-6 | 4-bolt std. | 6.300 | 3.200 | 1.700 | 1.265 | 2.000 | 1.4980 | External |
| BUICK | 870019 | V6-Stage II | | 3-bolt std. | 6.290 | 3.250 | 1.270 | 1.900 | 1.933 | 1.3740 | Internal |
| FORD | 870007 | Small block V8 | 10-2 | 4-bolt std. | 6.300 | 4.115 | 1.750 | 1.555 | 1.8765 | 1.3745 | External 28 oz.-in. |
| | 870008 ² | Big block V8 | 10-6 | 3-bolt std. | 7.170 | 1.750 | 1.250 | 0.500 | 2.1790 | 1.3745 | Internal |
| | 870010 | Small block V8 | 8-10 | 3-bolt std. | 6.290 | 3.025 | 1.250 | 1.695 | 1.8765 | 1.3745 | Internal |
| | 870014 | Small block HO | 10-2 | 4-bolt std. | 6.300 | 4.115 | 1.750 | 1.555 | 1.8765 | 1.3745 | External 50 oz.-in. |

Footnote:

- 1 360° timing marks
- 2 Will fit FE block with minor modifications

TCI® Elastomer Balancers

The TCI® elastomer balancer incorporates a super strong billet steel inertia ring for longer life and better performance. The high-quality bonded rubber eliminates outer ring movement. For anyone needing an SFI tested and approved elastomer balancer, the TCI® elastomer balancer, capable of handling 12,000 rpm, is the answer. And for optimum control and absorption in hardcore racing applications, don't forget the legendary TCI® Rattler® torsional vibration absorber, which uses a patented system of internal rollers to eliminate crankshaft harmonics.

| | Application | Part No. |
|-----------|--|----------|
| CHEVROLET | Small block V8, 6 1/4" | 872001 |
| | Small block V8, 8" | 872002 |
| | Small block 400 V8, 8, external balance | 872003 |
| | Big block V8, 8" | 872005 |
| | Big block V8, 8" external balance | 872006 |
| | Small block V8, 7" | 872012 |
| | LS1, F-body | 872030 |
| | LS1, F-body, 10% underdrive | 872031 |
| | LS1, Corvette | 872032 |
| | LS1, Corvette, 10% underdrive | 872033 |
| | LS1, F-body, 25% underdrive | 872034 |
| | LS1, Corvette, 25% underdrive | 872035 |
| PONTIAC | 301-455 V8, internal balance only | 872018 |
| FORD | Small block V8, external balance, 28 oz., 4-bolt hub | 872007 |
| | Small block 302 V8, internal balance | 872010 |
| | Small block 302 V8, external balance, 50 oz. | 872014 |



872001

Timing Pointers

These are high-quality timing pointers CNC-machined from aluminum billet. Finished in black anodization with a laser etched logo on the front. The pointer is adjustable up to 4°, and all fasteners are stainless steel.

Currently available for our Chevy and Ford Rattlers®. Also fits comparably sized balancers.

| Application | Part No. |
|---|----------|
| Chevy Small Block timing pointer for 6 1/4-inch balancers | 871001 |
| Chevy Small Block timing pointer for 7 1/4-inch balancers | 871002 |
| Chevy Small Block timing pointer for 8-inch balancers | 871003 |
| Chevy Big Block timing pointer for 6 1/4-inch balancers | 871004 |
| Chevy Big Block timing pointer for 7 1/4-inch balancers | 871005 |
| Chevy Big Block timing pointer for 8-inch balancers | 871006 |
| Ford Small Block | 871007 |



871001



CATALOG

TCI® Apparel



White Racing T-Shirt
(small logo on front also)

- Part No.**
950213 (SMALL)
950215 (MED)
950216 (LG)
950217 (XL)
950218 (XXL)



Black Racing T-Shirt
(small logo on front also)

- Part No.**
950214 (SMALL)
950219 (MED)
950220 (LG)
950221 (XL)
950222 (XXL)



Red Checkerboard Shirt

- Part No.**
950227 (MED)
950228 (LG)
950229 (XL)
950230 (XXL)



Black Checkerboard Shirt

- Part No.**
950231 (MED)
950232 (LG)
950233 (XL)
950234 (XXL)



Black Henley T-Shirt

- Part No.**
950223 (MED)
950224 (LG)
950225 (XL)
950226 (XXL)



Mountaineer Jacket

- Part No.**
950243 (SMALL)
950244 (MED)
950245 (LG)
950246 (XL)
950247 (XXL)

Black Hat
Part No. 950301



Khaki Hat
Part No. 950302



Top Dragster Hat

Part No. 950304 - Khaki, 950305 - Black



TCI® Huggie
Part No. 950400 (MED)

Transmission and Torque Converter Recommendation Form

Customer Information:

Please take the time to familiarize yourself with this application sheet. Our technical department will need this information in order to determine what product works best for your application or if you need a custom built TCI® converter or transmission.

Name: _____

Address: _____

Address 2: _____ Apt: _____

City: _____ State: _____ Zip Code: _____

Phone (7-8 CST): () _____

Email: _____

Application Information:

Type trans: _____

Year trans: _____ Make of car: _____ Model of car: _____ Year of car: _____

Engine size: _____ Oversize: _____ RPM @ shift point: _____

Motor plate thickness: _____ Weight of car: _____

Rear end size: _____ Tire size: _____ Width: _____ Height: _____

Camshaft: _____ Duration: _____ Lift: _____ Centerline: _____

Carburetor CFM: _____ Manifold: _____ Supercharger or Turbo? _____ Do you run nitrous? _____

Altitude of race track: _____

Class: _____ 1/4 mile or 1/8 mile or other: _____

What converter are you using now? _____

What stall? _____ Converter size: _____

What transmission are you using now? _____ What low gear? _____

Is car equipped with a Trans-Brake? _____ Full or Pro Tree? _____

When completed, please fax this form to 662-224-8255, or mail to the address below.

TCI® Automotive,

151 Industrial Dr.

Ashland, MS 38603

Phone: 662-224-8972, Fax: 662-224-8255



CATALOG

Policies and Warranty Information

TCI® Automotive, LLC
151 Industrial Drive
Ashland, MS 38603
662-224-8972
Fax: 662-224-8255
www.tciauto.com

General Policies

Technical and Sales personnel are available from 8:00 a.m. to 5:00 p.m. CST, Monday through Friday. TCI® is closed on weekends and legal holidays. Prior to contacting us for technical assistance, it is helpful to obtain a copy of the recommendation form from the catalog or our website. The information requested in this form will help us to recommend the best possible part for your application. Technical assistance and advice is available through a variety of sources:

| | | | |
|-------------------|--|---------------------|--|
| Website: | www.tciauto.com | Tech Email: | tech@tciauto.com |
| Tech Line: | 1-888-776-9824 | 24-Hour Fax: | 662-224-8255 |

Goods Damaged in Shipment

All shipments are insured; therefore claims for damage must be made with the freight company. Do not return the merchandise to us, unless prior arrangements have been made.

Limited Warranty

TCI® Automotive, LLC warrants that all of its products are free from defects in material and workmanship, for a period of 30 days on Racing equipment and a period of 90 days on Street/Strip equipment. The warranty period begins from the date of purchase. We recommend that you keep your invoice or receipt because proof of purchase date is required. This limited warranty shall only cover the original purchaser.

There is absolutely no warranty on the following:

- Any product that has been physically altered, improperly installed or maintained.
- Any product used in an improper application, abused or not used in connection with the proper parts.
- Any product that is defective due to accident, neglect, or unauthorized repair.
- Any product where proper cooling and/or fluid levels have not been maintained.

There is no implied warranty of merchantability or fitness for a particular purpose. The TCI® obligation under this warranty is limited to the repair or replacement of its products.

There is no warranty that extends beyond the description on the face of this warranty. TCI® Automotive will not be responsible for incidental or consequential damages, property damage or personal damages to the extent permitted by law. If there is by law an implied warranty of merchantability and/or fitness, they are limited to 30 days from the date of purchase. This limited warranty gives you specific legal rights and you may have other legal rights, which vary from state to state or country to country.

The warranty for transmissions that have been rebuilt is limited to replacement of all friction materials, gaskets and seals. There will be an additional charge for parts that are damaged as a result of items not covered by this warranty.

Please note that all TCI® transmissions or converters must be operated with a transmission cooling system that is in addition to the stock radiator-type cooler.

It is the responsibility of the installer to ensure that all of the components are correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearance. We assume no liability for any errors made in component selection or installation.

To exercise your rights under the Limited Warranty please see the merchandise return section below.

Merchandise Returns

In order to provide better customer service, we require prior approval before a customer returns merchandise for warranty or for other reasons. To obtain a Return Material Authorization (RMA), contact us by one of the means listed above. All merchandise returned to us should be sent freight pre-paid and insured, and delivered to the address listed above. TCI® is not liable for any taxes or duties associated with international shipments. Items returned for credit must be in perfect condition.

Polices and Warranty Information

You must also include inside the package, your name, address, phone number, fax and/or other contact information, along with an explanation of the problem and work to be done. This contact information is important because it allows us to get in touch with you concerning your parts. Non-Warranty returned merchandise must be in perfect condition and will be subject to a 15% restocking charge. Only credit refunds will be made, no cash refunds are permitted.

Pricing

All prices for TCI® products are subject to change without notice. Current price lists are available from TCI® or your local authorized dealer.

Warehouse Distributor Information

Warehouse Distributors must be able to maintain a representative stock of TCI® merchandise for distribution to Jobber accounts. TCI® has established requirements that must be met and maintained by all WD accounts. Contact TCI® for requirements and additional information. All Jobber orders will be shipped COD, cash or certified checks unless other financial arrangements have been approved prior to ordering. Direct sales will be made to individuals when there is no authorized dealer in the immediate area or when the complexity of the application necessitates the individual to contact TCI® directly for proper selection. In all cases, TCI® shall make every effort to route the sale through an authorized dealer. All sales to individuals will be priced at racer net pricing and a 50% cash deposit is required unless other financial arrangements are made prior to shipment of merchandise. Orders are shipped COD, certified check or credit card (MasterCard, VISA, Discover, or American Express).

Important Notice

This catalog has been completed using our best efforts. We assume no liability for errors contained herein. The catalog on our website is updated on a regular basis and should be used to supplement the information contained herein. Prices on all products are subject to change without notice. We reserve the right to make changes in products at any time. Except as noted, products in this catalog may not be legal for sale or use in pollution-controlled motor vehicles (pre-1966 domestic vehicles certified to California standards, pre-1968 domestic vehicles certified to federal standards.)

This catalog, the information contained herein, and our part numbers used are copy written by TCI® Automotive, LLC 2006.

Technical resources from other COMP Performance Group™ companies





CATALOG

The “New Look” Of Advanced Torque Converter Technology

TCI® develops new HDT Coating™ that increases torque converter efficiency and durability

For over 30 years, TCI® torque converters have featured and been widely recognized for their trademark black coloration. However, recent developments in thermal coating technology, combined with an exhaustive R&D effort by the TCI® engineering team, have delivered a revolutionary breakthrough in torque converter performance and durability.

Beyond just providing TCI® torque converters with a “new look”, the new proprietary metallic gray HDT Coating™ - Heat Dissipating Technology™ - represents the latest in thermal coating technology and enables TCI® torque converters to operate at a lower temperature and cool down faster. That means TCI® torque converters, already the industry performance leader, now provide even greater efficiency and longevity.

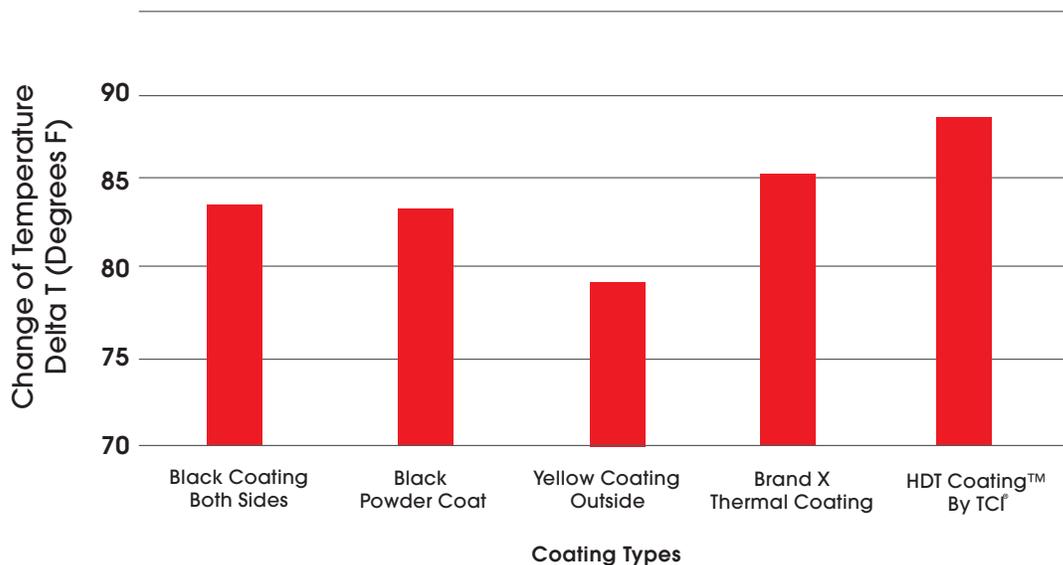
Utilizing the TCI® state-of-the-art drivetrain dyno, the relationship between torque converter fluid temperature and torque converter efficiency can be precisely measured and observed. As a result, TCI® engineers learned that fluid flow is crucial for optimum torque converter performance. Contrary to conventional logic, cool fluid actually provides better flow characteristics. The new HDT Coating™ torque converters, along with the TCI® transmission coolers and Max Shift™ transmission fluid, provide the best opportunity for transmission fluid cooling of any system available in the market.

The HDT Coating™, the latest of many drivetrain technology advancements from TCI®, can be directly attributed to the TCI® commitment of being the absolute leader of drivetrain technology. By staffing the brightest drivetrain engineers in the world and matching them with the most advanced testing and measuring equipment, TCI® is committed to redefining the technological barriers that limit drivetrain performance.

The chart demonstrates the benefits of the HDT Coating™ in dissipating heat from a torque converter under normal operating conditions. The Delta T (change of temperature) color bar shows heat dissipation, with a high Delta T number representing the most efficient heat transfer. The new HDT Coating™, as you can see, is significantly better than any other coating tested.



Heat Dissipation Efficiency





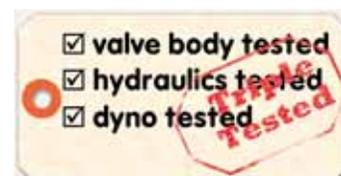
Dyno Tested, Performance Guaranteed ... Every Time!

Few things are guaranteed to perform every time, just ask any drag racer or performance car builder. To ensure that you get what you pay for, TCI® has taken an extra step, one that ensures their high performance transmissions deliver precisely what they advertise. As the third and critical final step before shipment (following valve body and hydraulics checks), every TCI® transmission, regardless of series, is run through its paces on the technologically advanced Axiline transmission dyno. If it doesn't meet the strict TCI® standards, it has zero chance of ever making it to the customer.

As opposed to a traditional transmission dyno, the state-of-the-art Axiline transmission dyno manufactured by SuperFlow is driven by a powerful electric motor. Because it's electrically powered, TCI® technicians can actually listen to the transmission as it is tested and hear and diagnose problems if they appear. This electronic and human "transmission intelligence" check is a potent combination that results in the most thoroughly tested and certified transmissions on the market today. From a technology standpoint, the Axiline transmission dyno is the most advanced transmission test unit available in the world. Determined to always stay ahead of the competition, the TCI® Axiline transmission dyno also serves as a great tool for future R&D work to further improve on the TCI® line of rugged, high-quality transmissions.

With this new addition to the already industry leading TCI® engineering department, engineers now have the ability to monitor and test every critical aspect of transmission performance, under simulated road load conditions, before the transmission is actually installed in the vehicle. These checks include main pressure, up to 11 additional pressures, input and output speeds, output torque, range selector switches, fluid flow, pressure switches and the parking pawl. In addition, by measuring output torque vs. motor load, parasitic loss through the transmission can be measured delivering a critical picture of transmission efficiency. Best of all, TCI® backs up its Axiline dyno test with a complete certification report, delivered with every transmission shipped, that validates the testing and shows each customer how their specific transmission performed. It's written proof that each transmission has been triple-tested by TCI®.

This gives TCI® customers the confidence of knowing that everything possible has been done to provide the best designed and the most thoroughly certified aftermarket transmissions available. That's the TCI® guarantee.



TCI® is a proud member of the COMP Performance Group™

www.tciauto.com



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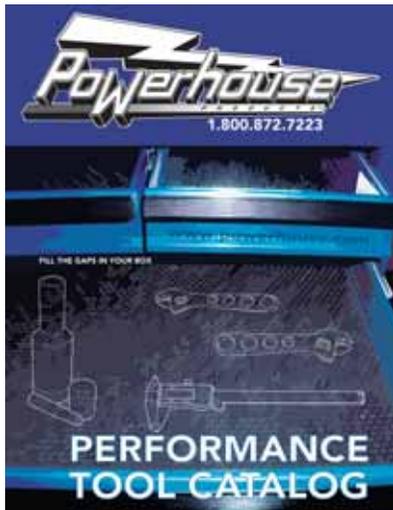
Catalog Resources

TCI® is a proud member of the COMP Performance Group™, which includes other industry leading manufacturers.



ZEX™ Performance Catalog
The new catalog from ZEX™, the manufacturer of safer, smarter and faster nitrous oxide systems includes not only specifics about the most advanced nitrous systems available, but also a "Quick Reference" guide, which outlines everything you need to shop for ZEX™ products by application. This new catalog includes information about the latest ZEX™ products, including their 2005-2006 Mustang, EFI Truck and Diesel nitrous systems, as well as new accessory items such as bottle heaters and performance spark plugs.

ZEX™ Nitrous
3418 Democrat Rd.
Memphis, TN 38118
1-888-817-1008
www.zex.com
Part No. ZEX101-05



Powerhouse® Performance Tool Catalog
Packed with the latest "can't-live-without-em" tools for professional engine builders, the all-new Powerhouse® Products Performance Tool Catalog is now available. The new catalog features a special section highlighting the latest new products from Powerhouse®, as well as a complete listing of tools ranging from adjustable valve spring removers to ProRacing Sim™ advanced engine simulation software. Best of all, the complete Powerhouse® Performance Tool Catalog is available online or in print for reader convenience.

Powerhouse® Products
3402 Democrat Rd.
Memphis, TN 38118
1-800-872-7223
www.powerhouseproducts.com
Part No. POW991000-06



COMP Cams® Master Reference Catalog
As the leader in innovative and cutting edge valve train performance products, COMP Cams® now has its all new Master Reference Catalog.

Three years in the making, this new COMP Cams® catalog showcases the newest and best in high-performance valve train products available in the marketplace. The catalog is packed with a full range of valve train and related components for RVs, trucks, performance street cars and hardcore racers.

Along with its industry leading camshafts and valve train components, the catalog also contains ZEX™ nitrous products, FAST™ fuel injection & tuning products, ProRacing Sim™ software and much, much more - the new COMP Cams® Master Reference Catalog has it all.

COMP Cams®
3406 Democrat Rd.
Memphis, TN 38118
1-800-999-0853
www.compcams.com
Part No. 106-07



PERFORMANCE CYLINDER HEADS & COMPONENTS

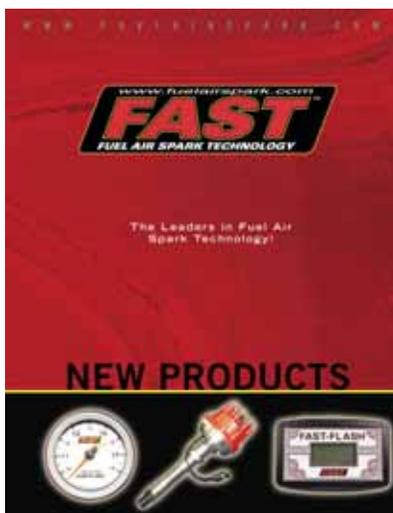


1.877.776.4323
RACINGHEADSERVICE.COM

RHS™ Performance Cylinder Heads & Components Catalog

RHS™ a dominant force in the history of cylinder head technology - is back with the latest in head design. Utilizing the acquired resources of Pro TopLine cylinder heads and the industry's largest engineering team RHS™ now has the most advanced cylinder heads on the market; providing more horsepower - right out of the box. For full information on the performance cylinder heads and components get your copy of the new RHS™ catalog.

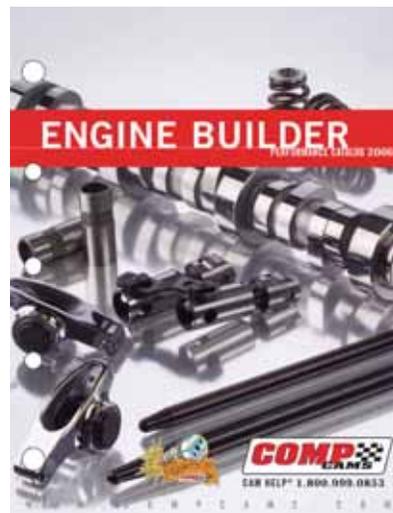
RHS™
3416 Democrat Rd.
Memphis, TN 38118
1-877-776-4323
www.racingheadservice.com
Part No. RHS101-06



FAST™ Fuel Air Spark Technology Catalog

Electronic engine and powertrain management products are what Fuel Air Spark Technology, is all about. FAST™ makes fuel injection technology simple so performance upgrades to your electronically controlled vehicle can be done quickly and easily. With a full range of products, including the fully programmable XFI™ systems, FAST-FLASH™ ECU programmers, Perfect Circuit™ wiring harnesses and LSX™ intake manifold, FAST™ is your one stop company for fuel injection. For full information on all FAST™ products and services get a copy of the FAST™ catalog today.

FAST™
3400 Democrat Road
Memphis, TN 38118
901-260-3278
www.fuelairspark.com
Part No. 170432



COMP Cams® Engine Builder Performance Catalog

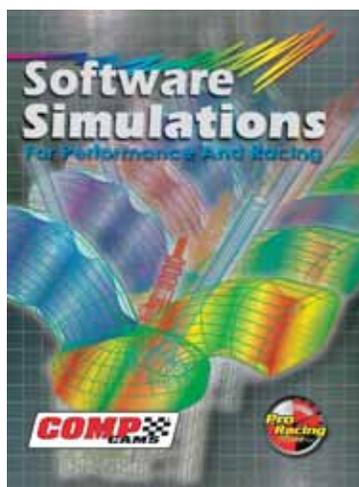
This specialty catalog from COMP Cams® is dedicated to the high performance engine builder and on its pages you will find a wide representation of the most advanced high-tech, high performance products available anywhere in the world. This one stop catalog has a full line of valve train components for the professional engine builder including valve springs, lifters, valves, retainers, pushrods, rocker arms and much more for the professional engine builder. Get your copy of the new Engine Builder Performance Catalog today.

COMP Cams®
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www.compcams.com
Part No. CC2005-6

Software Simulations For Performance and Racing Catalog

This catalog features the very latest in high performance simulation software from ProRacing Sim™. The catalog is complete with simulation software solutions for every form and level of racing simulation. You can now simulate anything from building an engine to tuning a drag race car.

COMP Cams®
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Memphis, TN 38118
1-901-795-2400
www.compcams.com
Part No. CC2006-1





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Rebuild Services

TCI® Automotive
 151 Industrial Drive
 Ashland, MS 38603
 www.tciauto.com

Tech Line: 1-888-776-9824 (M-F 8-5 CST)
 Tech Email: tech@tciauto.com
 Fax Line: 662-224-9308 (24 Hrs.)

TCI® Transmission & Torque Converter Rebuild & Repair Service

Did you know that TCI® Automotive offers repair services on transmissions & torque converters, regardless of who built them? That's right! If your transmission and/or torque converter have seen better days and you're not sure where to turn, call TCI®.

In most instances, we'll get you back up and running for less than you'd spend on new replacement equipment, making TCI® repair services the smart choice. We have the knowledge and equipment to completely remanufacture your transmission and torque converter, restoring lost performance and durability. Each and every repair is subject to the same rigorous build procedures and triple-check quality tests as the new equipment we produce every day.

What's more, if you are in need of upgrades, such as better transmission hard parts, increased stall speed, stronger converter components, etc., TCI® can easily accommodate you during the repair procedure. Add to that our quick turnaround time and you can't go wrong with TCI® repair services. Contact us to make arrangements today!

TCI® offers automatic transmission & torque converter repair services on the following type units:

| GM | Ford | Chrysler | AMC |
|------------------------------|----------------------------|------------------------|--------------------|
| Powerglide | C4 | A904 | Torque Command 904 |
| TH350/350 | CC6 | A727 | Torque Command 727 |
| TH400/3L80 | FMX (converters) | A518/46RH | |
| TH200/200C (converters) | AOD | A618/47RH | |
| 2004R | AODE/4R70W | 46RE/47RE | |
| 700R4/4L60 | E40D/4R100 (converters) | 545RFE (converters) | |
| 4L60E/4L65E | 5R55S (converters) | | |
| 4L80E/4L85E | | | |
| Allison 1000 (converters) | | | |

*Don't see your application above? Call and speak with a TCI® representative.

*This includes rebuilding any stock or aftermarket brand into a TCI® Maximizer™, Street Rodder, Streetfighter® or Full Competition Transmission. We do not rebuild transmissions or torque converters back to OEM, stock specifications.

*Entering a repair work order is contingent on a TCI® representative speaking directly with the customer after the product/products have been inspected to determine exact condition. No work is performed unless authorized by the customer.

Hot New Products

Backed up by 38 years of design, development and manufacturing experience every product offered by TCI® is the best in the market. Here is a small sampling of the wide variety of cutting edge products offered by TCI®.



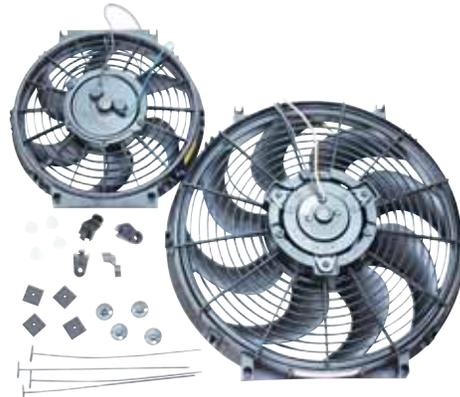
Part No. 950620 - 950655 Max Shift™ Transmission Fluid
Page #107-108



Part No. 492202 Maximizer™ Diesel Torque Converter
Page #74



Part No. 823200-82380 Transmission Coolers
Page #132



Part No. 827000-827450 Cooler Fans
Page #132



Part No. 872001 Elastomer Balancers
Page #135



Part No. 311038P1 Street Rodder Transmission Packages™
Page #81

Hot New Products

Backed up by 38 years of design, development and manufacturing experience every product offered by TCI® is the best in the market. Here is a small sampling of the wide variety of cutting edge products offered by TCI®.



Part No. 351100 Chevrolet Starter
Page # 128



Part No. 492202 Maximizer™ Diesel Torque Converter
Page # 74



Part No. 823200-82380 Transmission Coolers
Page # 132



Part No. 827000-827450 Cooler Fans
Page # 132



Part No. 872001 Elastomer Balancers
Page # 135



Part No. 311038P1 Street Rodder Transmission Packages
Page # 81



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