



PERFORMANCE CATALOG

Spring 2010

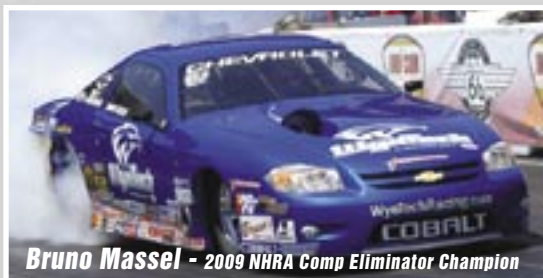


FAMILY OWNED
AMERICAN MADE

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Mike Edwards - 2009 NHRA Pro Stock Champion



Bruno Massel - 2009 NHRA Comp Eliminator Champion



Jimmy DeFrank - 2009 NHRA Super Stock Champion



Bill Reichert - 2009 NHRA Top Alcohol Dragster Champion



Ed Richardson - 2009 NHRA Stock Champion

Superior Products Winning Results!

If you are driven to find the best high performance parts and win races, then join the thousands of satisfied racers who depend on ATI Performance Products. Here you'll find superior products, expert technical advice and the support needed to get you to the Winner's Circle.

For nearly half a century, ATI has produced state-of-the-art transmissions, torque converters and components at our Baltimore, Maryland location. Just recently, however, ATI expanded our current facility to include a second building to facilitate the continued growth we are experiencing to the sport.

"We were extremely fortunate to find such a great space which is literally across the street from our current facility. We have purchased additional machinery and are committed to continuing our history of making ATI product in-house with state-of-the-art equipment and the good old American know how, oversight and excellence," said JC Beattie Jr., Vice President of Operations."

So whether you need a new transmission and parts or just want to freshen up your converter, call ATI. You can count on us to take care of your needs and keep you running out front.



ATI services you can rely on Trackside Support

ATI has been a major sponsor for the NHRA and IHRA for more than 40 years. One of ATI's most notable trademarks is its mobile transmission shop which can be seen at selected events across the country. Racers appreciate the convenience of obtaining the parts they may need directly at the track.

Contingency Programs

As a major sponsor of the NHRA and IHRA, ATI posts cash contingency awards covering ATI's Transmissions, Treemaster® Converters and SuperCase® plus the Super Damper® (NHRA only). To qualify for these awards, competitors must be using one or more of these product and display the appropriate decal for those products throughout the entire event. For more information, contact our Contingency Department.

Dealer Programs

If you operate a performance business, we invite you to become a member of the ATI dealer network. We offer affordable programs for small shops, special programs for transmission rebuilders and extra incentives for WD bulk sales. You can review our programs at www.atiracing.com/orderinfo or call for a brochure.



What's this?

When you see a code like this, take a photo with your Smart Phone and, using software available at www.neoreader.com, you'll be one click away from more in-depth information from ATI Performance Products!

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The damper preferred worldwide by quality drag race, endurance and NASCAR engine builders!

The bottom line - torsional crank twist can be tolerated in great amounts for a few cycles without crank breakage.

Twist on the crank, however, will be very detrimental to camshaft timing and, consequently, be detrimental to the amount of horsepower the engine produces and will eventually break the crankshaft. Unchecked torsional vibrations will also cause bolts to loosen or break, cause main caps to move around on the block, blacken the backside of the main and rod bearings as well as fail the main bearings and eventually break the crankshaft.

When NASCAR lines up a 40+ car field to start a 500 mile race, at Atlanta for instance, each car will record about 3.3 million cycles on each engine. That's a total of 132 million engine cycles for the hours of practice and competition for 40 cars. For comparison, if you have ever watched the in-car monitors on TV, each car comes off the corners at about 5000 to 5500 RPM. They then accelerate down the straight away to 9500 - 9800 RPM and lift for Turn One, exit at Turn Two and then do the same thing down the back stretch. That's the equivalent of 2 extremely hard 1/4 mile runs per lap. Multiply that by 500 laps or 1000 1/4 mile passes x 40 cars = 40,000 1/4 mile passes in 3 hours. Breakage is usually confined to a valve spring, valve or rocker arm. Crankshaft breakage is extremely rare. **Every engine is equipped with an ATI Super Damper:** That's correct, the only damper that you will find in this or any other NASCAR race.

If you enjoy buying crankshafts, use the off brands. If you would like to will your crank to your grandson, use an ATI Super Damper! They may cost a little bit more initially but for the engine protection you are buying and the cost of the repairs you are preventing, the cost is negligible. If you fail one damper, or worse yet, one crankshaft or other engine part, the difference in price won't be worth talking about unless it will be a lengthy conversation about how many dollars you lost by saving a nickel on your damper.

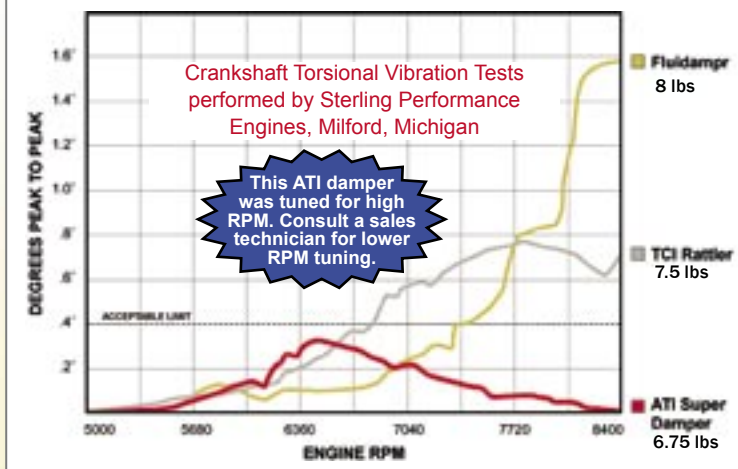
Many Super Dampers have now been in use for over 15 years. They are rebuildable. The crank hubs are replaceable. They are standard equipment on engines from companies like Hendrick Motorsports, Earnhardt-Ganassi, Roush-Fenway Racing, Yates, Richard Childress, Penske, Katech, Richard Petty Motorsports, Ernie Elliott and every NASCAR team that uses or leases engines, Mopar 392 and GM's 572 crate motors, as well as motors from Bill Jenkins, Reher-Morrison, Bill Mitchell, Awesome Engines, Sonny Leonard, Katech, Steve Schmidt, Larry Morgan, Scott Shaffiroff and every quality engine builder in the world!



CONTINGENCY ITEM

- The only damper to provide maximum engine protection and performance.
- All but eliminates worn bearings, timing chain and belt problems.
- The “2 dampers in 1 diameter” design is fail-safe.

Crankshaft torsional vibration measurements



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

There's a Super Damper for you!

ATI MANUFACTURES TWO MAIN TYPES OF SUPER DAMPERS

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

This type of damper is made for our "higher volume" part numbers in 3-ring, 1.5" width mainly in 6", 7" and 8" diameter assemblies. Most of the new 5" dampers utilize this design due to space constraints in the design and fitment of vehicles. Available as internally and externally balanced units for small block and big block engines, these Super Dampers are the least expensive and most popular units that ATI builds.

Dampers are packaged partially assembled with the 6 flat head bolts torqued for out-of-the-box installation, and the installation of your pulley or just the pulley bolts with Loctite and proper 16 or 28 ft lb torque.

Assembly	Hub / Inner Shell #	Diameter	Balance
917778	916951	8"	SB Internal
917779	916952	8"	SB Internal
917780	916951	7"	SB Internal
917781	916951	6 3/8"	SB Internal
917788	916952	7"	SB Internal
917080	916070-2	7"	SB External
917060	916890	7"	BB Internal
917064	916891	7"	BB Internal, 6 bolt Chevy
917062	916890	8"	BB Internal
917740	916120-2	7"	BB External

ATI's 8" Super Dampers are excellent for 565 CID and above engines. General Motors uses them as OEM equipment on their 572 crate engines and the Big Inch builders use them exclusively on their monsters. The 7" dampers have been used on big engines successfully for 15 years. The 6" units are on many NASCAR engines (355 CID, 800 HP, 9700 RPM) for many cycles without crank failure, however most of these engines are less than 3.4" stroke. Additionally, most of these dampers have been professionally tuned to the builder's combination through torsional instrumentation.

Assembly	Hub #	Diameter	Application
917288	916753	5.5"	2.2 L Ecotech
918661	916954	5.5"	LS1/LS2 26% Underdrive
918476	916342	5.5"	Honda "B"
918477	916029	5.5"	Honda K20
918599	916063	5.5"	Nissan RB26 R32
918598	916063	5.5"	Nissan RB26 R33-34
918582	916066	5.5"	Nissan SR20
918525	916068	5.5"	Toyota Supra 3.0

Type 2: Dampers with a separate inner shell (shown)

This second type of damper has a separate inner shell to locate the crank hub and contain the inertia weight. They are made of steel and aluminum in 2 widths (1.160" and 1.500") in many diameters including 6", 7" and 8" for smooth shells or 6.78, 7.53 and larger for serpentine shells).

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

Super Dampers to fit your application!

ATI produces numerous damper assemblies with steel and aluminum outer shells in a variety of configurations. If you can think of it, we've already done it!

- Smooth outer diameter shells in steel or aluminum with laser engraved timing marks
- Serpentine belt drives in 4, 5, 6, 7, 8, 10, 11, 12, 14 & 16 groove configurations
- 8 and 14mm supercharger drives with the damper inside the shell
- Aluminum shells with magnets or steel segments inserted in them for ignition triggers, data acquisition or RPM sensing.
- Steel shells with 60-2 or any number of teeth for engine management.
- Aluminum shells with magnets.

Most dampers will accept separate crank hubs that can be designed for any engine. They are also available with HTD, Serpentine or Gilmer style drives on the hubs between the engine and the damper to drive oil or fuel pumps. Some import dampers even have the lower timing gear as an integral unit to the hub.



Types of Super Dampers®

These part numbers do not include hubs.

Refer to "How To Read The Charts" on page 8 to find your correct damper assembly part number.



8" STEEL DAMPER

8" Steel Dampers

1.500" wide, 8.074 OD, 12 lbs. total weight, 7 lb inertia weight.

Recommended for 565 CID and up, 1500 HP+ engines Good for 8500 RPM out of the box for Drag Race Motors only

917007 For standard Chevrolet Big Block pulleys.

7" Steel Dampers

1.500" wide, 7.074 OD, 8.75 lbs. total weight, 4.5 lb inertia weight.

Recommended for 460 - 565 CID to 8000 RPM, high HP Comp or Blown SB engines for Circle Track & Drag Race Motors

917010 For standard Chevrolet pulleys

917009 For standard Chevrolet Pulleys, has 3.5 lb inertia weight

Recommended for 3.75+ stroke SB and 3.75 stroke BB Circle Track and Drag Race engines

917026 Same as 917010 but has 6 - 3/8 pulley bolts on 3.2 Chevy circle for a supercharger pulley

918441E Same as 917010 but has 6 - 5/16-18 OEM pulley bolts on Chrysler 2.810 bolt circle

918442E Same as 917010 but has 6 - 3/8-24 pulley bolts on 2.810 bolt circle for bolting the Chrysler bolt circle blower pulleys directly to the damper. Hubs that fit this damper are: 916133, 916134, 916143 and 916144.

917002 Steel version of the 917000 and 917020 7" aluminum dampers built specifically for NASCAR customers since aluminum is not legal for NASCAR competition. (1.160" wide)

917051 Steel version of the #917050 aluminum damper built specifically for NASCAR restrictor plate engines since aluminum is not legal for NASCAR competition. Not recommended on engines over 8000 rpm. (1.402" wide)



7" STEEL DAMPER

6" Steel Dampers

1.500" wide, 6.325 OD, 6 lbs. total weight, 2.4 lb inertia weight

Recommended for SB motors 300 - 360 CID, 6000 to 9500 RPM for Circle Track and Drag Race Motors

(Must tell ATI Sales Tech maximum rpm for proper o-ring tuning.)

918940 For standard Chevrolet pulleys

918446E For Chrysler pulley holes 6 x 5/16 on 2.810 bolt circle

918941 For 3 pulley holes on Ford 3.3 bolt circle*

918930 For 4 pulley holes on Ford 3.3 bolt circle*

* High HP, turbo charged and super charged SB Ford engines should use 7" dampers with an aftermarket water pump for clearance to the damper.



6" STEEL DAMPER

Aluminum Dampers

1.500" wide, 7.074 OD, 6.25 lbs. total weight, 4.5 lb inertia weight

Applications are the same as steel Super Dampers, but saves on average of 2.5 lbs of rotating weight with aluminum outer and inner shells instead of steel. Matching aluminum crank hubs, as well as steel crank hubs, are available for most engines. Alum shells are subject to shell failure after numerous cycles if used on endurance engines and are recommend to be cycled out after 50-75 million engine cycles

917030 Same as 917010 but 2.5 lbs lighter overall with an aluminum inner and outer shell instead of steel

918850 Same as 917030 with 3.7 lb inertia weight, 5.45 lb total weight. Used on nearly every 500 CID Pro Stock engine in the USA. Effective and recommended on most short stroke BB and long stroke SB engines for maximum performance when acceleration is optimum.

917020 This is an all aluminum 7" OD, 5.00 lb. total weight with 3.4 lbs of steel inertia. (1.160" wide). Used on many applications of SB 355-406 Circle Track engines built by Draime, Malcuit and others. It is also THE CHOICE of Katech and used for many years on their C6, R Corvette race engines.

917000 Identical to 917020, except it is 1.25 lbs. lighter due to a lighter 2.5 lb inertia weight for a total weight of 3.75 lbs. Used on numerous 3.0 - 3.6 stroke Drag Race engines and some 3.0 - 3.3 stroke Endurance to all RPMs. (1.160" wide)

917070 Small diameter 6 3/8" aluminum with the same 2.4 lb inertia weight as the steel unit (#918940). Saves more than 2 lbs of rotating weight. Same uses, except non legal for NASCAR competition.

917050 Our lightest damper. All aluminum with a 1.97 lb steel inertia weight. Used on many applications making less than 500 HP. Not recommended on engines over 8000 rpm. (1.402" wide)



7" ALUMINUM DAMPER

PLEASE NOTE: Choose your damper carefully. Dampers that have been installed are NOT returnable. Dampers that are returned MUST be packaged properly. No scratches or blemishes will be accepted for return. For pricing and assistance in choosing the correct damper for your application, please consult an ATI sales technician or Authorized Dealer.

Damper Info You Need to Know

Current production units are 8.074", 7.074" and 6.325" diameter for standard dampers and 7.530", 6.750" and 5.5" on serpentine dampers. Widths are constant on 2 ring, 3 ring and serpentine dampers. Typical 2 ring dampers are 1.2" wide, 3 ring dampers are 1.5" wide. External balance units are typically 1.8" wide.

DEGREE MARKS

Approximately 99% of all units are fully degreed in 1° increments, 360° on microprocessor-controlled laser equipment. Custom timing is available for multiple damper orders. \$40.00 for the first part, \$10 each additional - **5 part minimum order.**

PULLEY MOUNTING

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

The protruding diameters are:

Buick, all.....2.119"
Chrysler2.250"
Ford FE & 385.....2.179"
Pontiac V82.455"

Pulley mounts are:

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

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

BALANCING

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

TRIGGER SHELLS

If you already own a Super Damper, ATI also offers a custom crank trigger shell option that eliminates an additional pulley being bolted to your damper. See page 20 for info.

HUBS

Many hubs are available that are not listed in this catalog. In most cases, custom hubs can be designed and manufactured promptly to suit your needs. Some hubs may require honing before installation. Call ATI for more information.

MICRO SLEEVES FOR ALUMINUM HUBS

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



Damper with
Chrome Option & Trigger Shell



CNC machining of hubs and
inner shells at the ATI facility



ATI Super Dampers are in
stock and ready to ship

OPTIONS

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

DAMPER OVERHAUL

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

Recommended maintenance schedules for your damper

Street/800 HP Max Drag Use: 10 years

Pro/Fuel Drag Use -varies: Annually

Circle Track / Endurance: Each engine rebuild

5.5" dampers - varies by HP/usage: 400 HP (5 years), 400-600 HP (2-3 yrs), 600 HP (yearly)

How To Read The Charts


The charts are simple:








1. The damper only description less crank hub, size and part numbers are located across the top of the page.
2. The crank hub part numbers are in the far right columns marked "steel" and "aluminum".
3. The engine description is located in the left-hand column.
4. The part number for the damper and crank hub assembly is located down the chart from the chosen damper to the chosen engine and across to the crank hub.

[illegible]

COLOR CODING THE CHARTS

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

 = Designates a **light** steel damper - 4.5 lb inertia
(Chevy chart only)

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

Chevrolet Super Dampers®

OUTER DIAMETER		STEEL SHELLS					ALUMINUM SHELLS						CRANKSHAFT HUB PART NUMBER			
		8.074"	7.074"	6.325"	7.074"	6.325"	7.074"			6.325"			STEEL	ALUM	1 PC HUB & INNER SHELL	
		3 RING			2 RING		3 RING		2 RING		3 RG	2 RG				
TOTAL WEIGHT INERTIA WEIGHT		11.00 LBS 7.70 LBS	8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	7.00 LBS 3.5 LBS	6.20 LBS 2.2 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.75 LBS 2.50 LBS	3.90 LBS 2.40 LBS	2.20 LBS 1.97 LBS				
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS																
CHEVROLET FRONT [1]		917007	917010	918940			917030	918850	917020	917000	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	---	
CHEVROLET FRONT FOR HUB WITH INNER SHELL [2]			917009													
			917011	918942												
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS																
SB V8 1.245" CRANK SHAFT	STANDARD FRONT NO COUNTERBORE		917785	917782			917220	917221	917200	917240	917410	917260	916040			
							917230	917231	917210	917250	917480	917320		916090		
				917781											916951[11]	
	USE WITH DRY SUMP [4] COUNTERBORE ACCEPTS DRIVE MANDREL		917780												916951[11]	
			917786	917787				917202	917204	917206	917208	917412	917262	916044		
				917788				917203	917205	917207	917209	917481	917482		916091	
	USE w/JESEL BELT DRIVE [5] [14]			917788											916952	
				917789												916952
	USE W/ HILBOURNE FUEL INJ. [3]							917232	917233	917234	917235	917236	917237		916092	
			917251	917252				917253	917254	917255	917256	917257	917258	916540		
SB V8 LS1 1.483" CRANK	USE WITH DRY SUMP [4] COUNTERBORE TO ACCEPT DRIVE MANDREL		917777	917776			917211	917212	917213	917214	917215	917216	916045 [13]			
SB V8 1.600" CRANK	STANDARD FRONT USE WITH DRY SUMP [4] COUNTERBORE TO ACCEPT DRIVE MANDREL						917321	917322	917323	917324	917325	917326		916099 [13]		
			917783	917784	917081	917082	917222	917223	917201	917241	917411	917261	916043			
							917224	917225	917226	917227	917228	917229		916093		
V8 BIG BLOCK	STANDARD OEM FRONT	917062													916890[9]	
			917060 [6]												916890[9]	
			917065	917061			917300	917301	917280		918700		916010			
V6 60°	STD OEM FRONT						917310	917311	917290		918720			916080		
			917130	917131			917140	917141	917090	917240	917190	917180	916170	916180		
CHEVROLET INLINE 6 1953-1955 SINGLE V-BELT, STOCK DIAMETER										918425 [15]				916009		
CHEVROLET 409 [8]				917781											916951	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS														HUB	HUB & INNER SHELL with WEIGHT	HUB & INNER SHELL
V8 SB 400			917080											916071-2	916070-2	
V8 BB 454-502 MARK IV & GEN 5 STD OEM FRONT			917740											916122-2 [12]	916120-2 [12]	

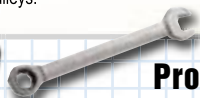
- These dampers are assembled units w/inner shell.
- These dampers are outer shell, inertia weight & o-rings. The inner shell is integral w/ the crank hub.
- Hub is 1" longer than standard.
- Hubs for these assemblies have a 2.280 counterbore. A standard length crank bolt is used & the mandrel bolts to the 3 pulley mounting holes. This eliminates the 4" - 6" long bolt that is ineffective in retaining torque. These damper assemblies are used 90% by NASCAR Sprint Cup, Nationwide and most endurance engine builders. Adapter pt #916321 for existing mandrels w/ 1.245" pilot.
- Aluminum hubs for these assemblies have a 2.250 seal diam. w/a .500 wall thickness and fits inside the Jesel lower pulley. This eliminates hub failure at the keyway on engines driving dry sump pumps and pulleys.

- For dampers w/1 pc hub & inner shell & 2nd keyway, order damper #917060K.
- Use hub # 916172 for 1.245" crank w/BB seal & Chevy bolting.
- Timing pointer must be corrected. Original pointer shows approximately 10° @TDC (advanced) when the piston is @ TDC.
- Use hub pt # 916890K for 1/4" keyway, 180° from std.
- Use hub pt # 916122-2K for add'l 1/4" key @180° from std.
- Use hub pt # 916951K for 3/16" keyway at 180° from std.
- Use hub pt # 916120-2K for dual keyway 3/16" & 180° out, 1/4".
- Use part #916087 for Jesel Belt Drive and aluminum hub and part #916088 for Jesel Belt Drive and steel hub.

- For Comp Cams style belt drive, use a 7" 2 ring damper due to fitment issues w/ the cam timing adjustment. Hub must be machined to fit inside lower cam gear.
- Non-stock damper - 4 week lead time required.

NOTE: Part# 916098 adapts ATI damper to rear of crankshaft for boat applications

Tech Tip



Proper use of damper retaining bolts

Never use your damper retaining bolts to hold any pulleys or accessory drive equipment. This retaining bolt should be used only for bolting the damper to the crankshaft. The damper must be banked on the crank gear and must remain tightly secured in order to function properly. When you use a long bolt or stud in an attempt to hold accessory drive components and your damper, heat will cause the bolt to "grow" in length, losing its torque causing the damper to come loose and "walk around" on the front of the crank. This will quickly result in damage to the keyway in the crank hub, the key in the crankshaft and possibly in the crank itself. Accessory drive components should be registered on the damper and the pulley mounting bolts should be used.



Ricky Hufts
Sales Extension 3041

GM Serpentine Super Dampers®

The ATI Serpentine Super Damper contains grooves for serpentine belts machined into the outer damper shell. The dampers come standard with 6 outer grooves for standard OEM drive systems. 8 & 10 grooves are available for supercharger or turbo applications. Serpentine dampers are available in a variety of diameters. Crank hubs may be fitted with a 6 groove serpentine pulley to drive external oil pumps or vehicle accessories.

The Serpentine Series dampers fit all ATI GM-front crank hubs and can be adapted to many engine combinations providing maximum flexibility. These dampers are available in steel or lightweight hard-coated aluminum and come with laser engraved 360° timing marks. Exceeds SFI 18.1 specs.



LS1 - LS2 - LS3 - LS6

APPLICATION		DAMPER ASSEMBLY WITH HUB					SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP		HUBS [2]		
		STEEL	ALUMINUM							STEEL	ALUM	
		7.530" OD	7.530" OD	7.480" OD	7.074" OD	6.780" OD				5.5" OD		
		9.75 LBS	6.75 LBS	---	---	4.5 LBS				---		
F BODY CAMARO FIRE BIRD GTO LS1/LS2	OEM DIAMETERS WITH A/C PULLEY	917242					917015	916734		916031		
		917264					917073					
	10% UD W/O A/C PULLEY					917277 [5,7]				916031		
						917243 [5,7]	917071-44				916035	
	SERPENTINE DRY SUMP 60% UNDER DRIVE PULLEY NO A/C PULLEY [3]	917259						917015			916037	
			917238								916037	
			917265					917073				916034
						917239					916037	
25% UD - ACCESSORIES 10% UD A/C PULLEY						917245	917071-44				916034	
25% UD - ACCESSORIES NO A/C PULLEY												
HTD 8MM 25 TOOTH PULLEY		918852 [8]					917073			916037A [3]		
Y BODY CORVETTE LS1 '97 - '04 C5 LS2 '05 - '07 C6 LS3 '08 - '09 C6 LS6 '01 - '04 C5 Z06	OEM DIAM. W A/C PULLEY	917246 [6]					917016CSX	916734		916032		
		917266 [6]					917074CS					
	10% UD WITH A/C PULLEY					917278 [1,5,6]	917071CS-44X		916732	916032		
	10% UD W/O A/C PULLEY					917279 [1,5,6]	917072CS-44			916032		
						917247 [1,5,6]					916036	
	WITH SERPENTINE DRY SUMP 60% UD PULLEY NO A/C PULLEY	917248 [6]						917015CS			916033 [4]	
			917267 [6]								916033 [4]	
			917218 [6]					917073CS-44				916038
							917249 [1,6]				916033 [4]	
						917219 [1,6]					916038	
25% UD - ACCESSORIES 10% UD A/C PULLEY						918848 [11]			916184	916954		
25% UD - ACCESSORIES NO A/C PULLEY						918847				916954		
8MM HTD - 28 TOOTH PULLEY						917289	917071CS			916033A		
8MM HTD - 28 or 74 TEETH NO A/C PULLEY	917342C									916033C		
V BODY	PONTIAC GTO '04-'06 10% UD W/ A/C PULLEY [7]					917276 [5,7]	917071-44		916732	916031		
Z BODY LS3 2010+ CAMARO	OEM DIAMETERS WITH A/C PULLEY			918628			917073			916430		
	10% UD WITH A/C PULLEY [12]					918629	917071			916430		
Z BODY V6 2010+ CAMARO[13]	OEM DIAMETER				918636		917099			916114		
	OEM DIAMETER, 10% UD				918637		917099			916114		
	OEM DIAMETER, 25% UD				918638		917099			916114		
LS1/ LS2 F & Y BODY NON SERPENTINE		USE ANY NON-SERPENTINE SHELL ASSEMBLY (2-RING)									916045 [9]	916099[9]

- [1] Requires shorter serpentine belt. Goodyear pt #4060785 for accessories & 4040405 for AC.
- [2] All hubs have 3/16 key @ std SB 10° location. Please note: 8 groove & 10 groove shell assemblies are available for supercharger applications. Consult your ATI salesman. #917017 (7 1/2" diameter, 8 groove, steel) #917018 (7 1/2" diameter, 10 groove, steel) #917075 (6 3/4" diameter, 8 groove, aluminum)
- [3] Steel hub #916037A has 8mm, 25 tooth HTD belt drive instead of serpentine.
- [4] Use hub part # 916033A for integral 8mm 28 tooth HTD pulley.
- [5] Contains 40 durometer rubber. Not for full race engines. Specify 66 rubber or call.
- [6] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for \$40 if you send your hub in.
- [7] Belt #s: A/C 4040390, and Accessories 4060775
- [8] Requires 1.25" longer crank bolt.
- [9] Use part #916087 for Jesel Belt Drive and aluminum hub and part #916088 for Jesel Belt Drive and steel hub. For .005 undersized steel hub, order part #916045U.
- [10] Requires shorter belts: Gates #K060760 - 6 rib, #K040378 - 8 rib
- [11] Requires shorter belts: Gates #K060775 - 6 rib, #K040410 - 8 rib
- [12] Only OEM A/C pulley size available LS3 Camaro.
- [13] Includes timing cover seal (#973136) and seal installer (#916113).

GM Serpentine Super Dampers®

LS7 - LS9

APPLICATION		DAMPER ASSEMBLY WITH HUB		SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP	HUBS [1]
		ALUMINUM				STEEL
		7.530" OD 6.75 LBS	6.780" OD 4.5 LBS			2.9 LBS
LS7 F BODY OEM SIZE	8 RIB WITH 4 RIB A/C PULLEY	918621		917048	916194	916057M
	8 RIB NO A/C PULLEY	918621N		917048		916057M
LS7 F BODY 10% U/D	8 RIB WITH 4 RIB A/C PULLEY 10% UD		918621U	917048U	916194	916057M
	8 RIB NO A/C PULLEY 10% UD		918621UN	917048UN		916057M
LS7 Y BODY OEM SIZE	8 RIB WITH 4 RIB A/C PULLEY	918620 [2]		917049		916058
	8 RIB NO A/C PULLEY	918620N		917049N		916058
LS7 Y BODY 10% U/D	8 RIB WITH 4 RIB A/C PULLEY 10% UD		918620U [2]	917049U		916058U
	8 RIB NO A/C PULLEY 10% UD		918620UN	917049UN		916058U
LS9 Y BODY	ZR1 CORVETTE, OEM DIAMETER	918634 [2]		917097		916107
	ZR1 CORVETTE, 14% OD, OEM LOCATION [3]	918624 [2]		917093		916107

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

[2] Non-removable A/C pulley - OEM diameter.
[3] Contact Lingenfelter for belt and more information.

LT1 - LT4 - LT5

APPLICATION		DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB 6 GROOVE SERP	HUBS [3]	
		STEEL	ALUMINUM				STEEL	ALUM
		7.530" OD 9.75 LBS	7.530" OD 6.75 LBS	7.074" OD	6.780" OD 4.5 LBS			
B BODY	LT1 IMPALA CAPRICE [8,9]				917327	917071-44	916049A [2,4]	
F BODY	LT1 LT4 [1] [5] CAMARO FIREBIRD	917270				917015	916047A [2,4,6]	
			917268			917073	916047A [2,4,6]	
					917271 [7]	917071-44	916047A [2,4,6]	
					917272 [7]	917071-44		916095
Y BODY	LT1 - LT4 [1] [5] CORVETTE	917274				917015	916096A [2,4]	
			917269			917073	916096A [2,4]	
					917275	917071-44	916096A [2,4]	
					917273	917071-44		916094
LT5 ZR1 CORVETTE WITH 6 RIB PULLEY				917298			916101	

[1] Dampers furnished with #916320 hub spacer. For '97 & up Camaro/Firebird or '96 & up Corvette engine with a reluctor wheel; discard spacer provided.

[2] For hubs with a 6 hole bolt pattern and 2.25 seal, use hub #916049B for B body, 916048B for F body and 916096B for Y body.

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

[4] Hubs are made of heat-treated alloy steel.

[5] Washer #953070 is required with LT1 hubs and is shipped with dampers.

[6] This hub has a 3-bolt pulley pattern. For a 6-bolt pattern, use hub # 916048A.

[7] 10% UD - Requires Belt - Dayco #5060625, Goodyear #4060625, Delco #SK625

[8] Due to variations in GM's production, the spacer provided may or may not be needed on your application.

[9] Damper is 10% UD from OEM. Use belt #4060635.

GM ECOTEC

APPLICATION	DAMPER ASSEMBLY WITH HUB		HUBS	
	ALUMINUM		STEEL	STEEL W/INNER SHELL
	6.780" OD 4.5 LBS	5.5" OD ---		
4 CYLINDER 2.2L ECOTEC [1]	917287		916752	
		917288 [2]		916753

[1] All hubs have 3/16 key @ std SB 10° location. 8 groove shell for supercharged upgrades, OEM 6 groove location.

[2] Damper is 12% UD from stock; not for over 600 HP on the street, 6 groove only

CADILLAC CTS-V LS2 / LS6 & NEW LSA See page 17 for optional pulleys.

APPLICATION	DAMPER ASSEMBLY WITH HUB		HUBS
	LIGHTWEIGHT ALUMINUM		STEEL
	7.5" OD	6.780"	
2004-'07 CTS-V LS2/LS6 OEM DIAMETER	917266 [2]		916032
2004-'07 CTS-V LS2/LS6 10% UD		917278	916032
2009 AND UP CADILLAC CTS-V LSA	918854 [1]		916032m3

[1] No supercharger pulley supplied. Must add 916105, 916106 pulley of your choice.

[2] Damper assemblies have all countersunk bolts so nothing protrudes past front of damper. If you have an older damper and are ordering a new shell assembly only, you must cut a .090" x 45° chamfer on the front of your hub. ATI can also perform this operation for \$40 if you send your hub in.



GM Ecotec
Super Damper

C & K BODY TRUCK - SSR & TRAILBLAZER LS1 / LS2

APPLICATION	DAMPER ASSEMBLY WITH HUB		SHELL ASSEMBLY LESS HUB	REAR A/C PULLEY 4 GROOVE SERP	HUBS [1]
	STEEL				STEEL
	7.530" OD 9.75 LBS				2.9 LBS
C&K BODY TRUCK INCLUDES 4.6 / 5.3 / 6.0 L TRUCK SSR ('03 & UP) LS1 & LS2 / TRAILBLAZER SS ('06 & UP) LS2 6 RIB WITH 4 RIB A/C PULLEY	917286		917015	916734	916430 [2]

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

[2] Hubs are made of heat-treated alloy steel. Order p/n# 916430M for a modified hub to be used with optional friction washer from OE unit.

Ford Super Dampers®

		STEEL SHELLS		ALUMINUM SHELLS						CRANKSHAFT HUB PART NUMBER	
		7.074"OD	6.325"OD	7.074" OD			6.325" OD			STEEL	ALUM
		3 RING		3 RING		2 RING		3 RING	2 RING		
TOTAL WEIGHT	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	3.90 LBS	3.30 LBS			
INERTIA WEIGHT	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS	2.40 LBS	1.97 LBS			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS											
CHEVROLET FRONT	917010	918940	917030	918850	917020	917000	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	
FORD OEM FRONT 3 BOLT PULLEY	917012	918941	917031	918851	917022	917003	917076	917052			
FORD OEM FRONT 4 BOLT PULLEY		918930	918007	918017			918935	918936			
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
V8 SB (ALL) 6 CYL See timing tab chart on page 13 for proper timing [2] [8]	CHEVY FRONT 3" C TIMING TAB [6]	917514	917515	917522	917523	917491	917561	917661	917641	916560 [12]	
				918032	918033	918011	918001	917681	917651		916570 [1]
	3" C TIMING TAB [1] [6]	917510	917511	917520	917521	917490	917560	917660	917640	916560 [1]	
				918020	918021	918010	918000	917680	917650		916570 [1]
	3.35" C TIMING TAB	918022	918023	918024	918025	918026	918027	918028	918029	916563 [1]	
	3.35" C TIMING TAB		918920	918002	918012			918923	918925	916561 [10]	
	4" C TIMING TAB		918929	918003	918013			918927	918928	916564	
4" B TIMING TAB		918921	918004	918014			918924	918926	916562		
4" B TIMING TAB [4]		918917	918005	918015			918918	918919	916562G [8]		
V8 "FE" 332 - 428 ('57 - '61 EARLY "FE" ONLY) [3]	918310	918311	918320	918321	918290		918760		916580		
V8 "385" 429 - 460	917620	917621	917630	917631	917600		918780		916610		
V8 "385" 429 - 460 WITH SHORT SNOOT FOR BRYANT CRANKSHAFT [4]	917562	917563	917564	917565	917566	917567	917568	917569	916560G [12,8]		
Call for other damper assembly part numbers [5]											
PINTO 4 CYLINDER Crankhub has 2 V-belt pulleys					918230	918270				916920	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
V8 SB ALL FORD 28.2 OZ. IN. EXCEPT 1982 AND UP 302 HO (See below)	3" A OR C TIMING TAB [1] [15] [6]		918895 [7]							916560 [1]	
	3.35" C TIMING TAB		918900	CLEVELAND AND WINDSOR						916561	
	4" B TIMING TAB		918911	USE WHEN STROKING THE 302 HO WITH THE EXTERNAL BALANCE CRANK RETAINS STOCK 302 HO PULLEY LOCATION. 28.2 OZ IN IMBALANCE						916562	
1982-1993 302 HO ONLY 34 OZ.IN. OEM [9]	B TIMING TAB		918910	1982 AND UP 302 HO ONLY						916562	

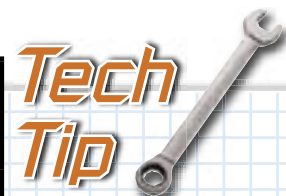
SERPENTINE APPLICATIONS

APPLICATION	DAMPER ASSEMBLY WITH HUB				SHELL ASSEMBLY LESS HUB			HUBS [14]	
	STEEL	ALUMINUM			6 GRV SERP	8 GRV SERP	10 GRV SERP	STEEL	STEEL W/ INNER SHELL
	7.530" OD 9.75 LBS	8.33" OD ---	6.780" OD 4.5 LBS	5.5" OD ---				2.9 LBS 916571	
MUSTANG GT & COBRA 4.6L '96 - '04 [11]	OEM 6 GRV 15% UD		918036		917078				916575M
	8 GRV		918037	918041		917079		916572	
	OEM 6 GRV 15% UD		918039		917021			916565 [13]	
MUSTANG GT '05 & UP	6 GRV 15% UD			918042					916575
GT SUPERCAR, 5.4 L - SUPERCHARGED	918043						917085	916576	
GT-500 MID-2007 AND UP	918045						917085	916576	
GT-500 MID-2007 AND UP - 15% OD		918046 [16]					917102	916576	

- These dampers have a 2.280 female pulley locating diameter &, upon request are supplied with an adapter to locate existing OEM pulleys with a 2.380 thorough bore. (Part #916559)
- Minor modifications to water pump may be needed to clear 7" dampers. Most effective water pumps have clearance.
- Requires adapter #916581, & shortening the spacer sleeve .375", to install stock pulleys in the OEM location.
- Aftermarket crank with key at front, hub must be honed to fit. Hub has .150 counterbore for full length press fit.
- Ford 3 bolt dampers will accept pulleys with standard Ford 3 bolt 3.3" diameter circle.
- For early "A" timing tab, be sure to tell your salesman that the A timing tab is needed with driver's side timing marks.
- Timing marks 0-60° in 1° increments.
- This hub is bored straight through with no counterbore for OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.

- 1994 & 1995 have clearance issues with the rack. Part #918910 is 50 oz. in.
- Add "G" to part # for aftermarket crank. This hub is bored straight through with no counterbore for OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- Will not work with '03 - '04 Cobra factory style supercharger drive pulley. Call for the appropriate damper part number.
- Add "U" to part # for undersized specifications.
- Washer #954078 is required.
- All serp. application hubs have 3/16 key @ std SB 10° location.
- Contact ATI technician for the correct part number when used with Ford 3-bolt pulleys!
- NHRA approved for new Super Cobra Jet in Stock Eliminator.

For passenger side timing, add "P" to the shell assembly part number.



How do I know if I have the correct Ford Super Damper?

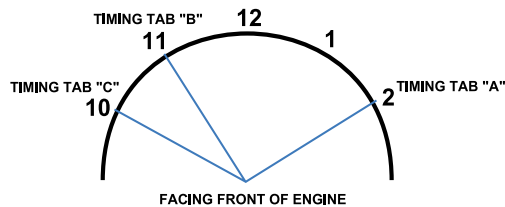
- If you require an external balance damper, choose from 28.2 or 34 oz. in. Note! 302HO is 50 oz. (See lower section of chart.)
- Measure the overall length of your damper from the front pulley face to the rear of the hub where it touches the lower timing gear.
- Select the bolt pattern: 3-bolt, 4-bolt or Chevy front.
- Know your application: Drag, Oval, Road, etc.

Ford Timing Tabs

FORD SMALL BLOCK TIMING TABS*

EXT BAL DAMPER ALL 28.2 OZ	TAB	PULLEY	LENGTH
918895	A & C	3 BOLT	3"
918911	B	4 BOLT	4"
918900	C	4 BOLT	3 3/8"

TIMING TAB LOCATIONS



INTERNAL BALANCE - EXTERNAL BALANCE

Do you have the correct damper part number?

Part #918910: For 34 oz. in. - 1982 and later 302 HO only

All other Ford Small Blocks use:

1. 3 timing covers with 3 tab locations (see chart).
2. 2 pulley styles: 3 bolt or 4 bolt.
3. 3 different damper lengths: 3", 3 3/8" with 3 bolt pulleys, and 3 3/8" or 4" with 4 bolt pulleys.
4. External balance units are 28.2 oz.in. 302-351, except 302 HO part #918910 and 918913 which are 50.oz.

Part #918911 (28 in oz): If you install a 351 external balance crank in a 302 HO and use the stock 302 HO timing cover.

The 28.2 oz. in. units will work on all external balance engines EXCEPT the 1982 and later HO provided:

1. The timing tab is in the proper place or you can fabricate a pointer.
2. The length is OK if you're using pulleys.

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

Buick-Pontiac-Olds & AMC Dampers

		STEEL SHELLS		ALUMINUM SHELLS						CRANKSHAFT HUB		
		7.074"OD	6.325"OD	7.074" OD			6.325" OD					
		3 RING		3 RING		2 RING		3 RING	2 RING	STEEL	ALUM	STEEL WITH INNER SHELL
TOTAL WEIGHT	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	3.90 LBS	3.30 LBS				
INERTIA WEIGHT	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS	2.40 LBS	1.97 LBS				
DAMPER ONLY LESS HUB PART NUMBERS												
CHEVROLET FRONT		917010	918940	917030	918850	917020	917000	917070	917050	AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	---
CHEVROLET FRONT FOR HUB WITH INNER SHELL		917011	918942									
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
AMC V8 304-401 Use only 6.325" OD for '70 & '71 360		917940	917941	917950	917951	917920	917990	918640	918630	916270		
BUICK V6 & V8 (ALL) EXCEPT 430 & 455	DRY SUMP	918570	918571	918580	918581	917450	917360	918390	917460	916290		
	OEM OIL PUMP	918050	918051	918060	918061	918030	918100	918090	918080	916210		
BUICK V8 430 - 455 [1]		918160	918161	918170	918171	918140		918660		916230		
OLDSMOBILE V8 267-455		917830	917831	917840	917841	917810	917880	918800	918790	916760		
				917850	917851	917820	917890	918820	918810		916770	
PONTIAC 4 CYLINDER 151		917780	917781									916951
		917785	917782	917220	917221	917200	917240	917410	917260	916040		
PONTIAC V8		917160	917161	917730	917731	917710	917770	918840	918830	916500		
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS												
AMC 360 401	180° OEM WEIGHT		917942							916270		
	240° OEM WEIGHT		917943							916270		
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER PULLEY				918421						916211		
BUICK 3800 SERIES - OEM BOLT-ON 8 RIB SUPER CHARGER, 10% OD				918422						916211		
BUICK V6 (231 - 252) [1]		918420								916210		
BUICK V8 (265 - 350) [1]		918410								916210		
BUICK V8 (430 - 455) [1]		918400								916230		
OLDSMOBILE V8 (267 - 455)		918480								916760		

[1] Buick engines require mounting damper face forward of the OEM location to clear the timing cover for external balance dampers. Hubs may be machined on the crank gear end when using the shorter internal balance units to move the damper closer to the engine. 430-455 is .725" forward of the OEM location; 265-350 V8 and 252 V6 are 1.250" forward of the OEM location.

Chrysler Super Dampers®

SERPENTINE APPLICATIONS

SERPENTINE APPLICATIONS

		ALUMINUM SHELLS					SHELL ASSEMBLY LESS HUB	CRANKSHAFT HUB	
		7.530"	7.074"	6.780"	6.325"	5.5"		STEEL AVG. WT. 2.4 LBS	INTEGRAL HUB & INNER SHELL
		3 RING							
TOTAL WEIGHT INERTIA WEIGHT		-- LBS -- LBS	6.25 LBS 4.50 LBS	4.50 LBS 2.40 LBS	3.90 LBS 2.40 LBS	3.60 LBS 2.20 LBS	---		
DODGE 6.1 L / 392 HEMI STOCK 6 RIB	5% OD			918432			917071	916652	
	17% OD	918437					917045	916652	
	13% UD					918438 [3]	---		916241
DODGE 5.7L HEMI 2009+ CHARGER, CHALLENGER, 300C, GRAND CHEROKEE, AND COMMANDER	OEM			918445				916246	
	18% OD	918446						916246	
	15% UD					918447 [3]			916245
DODGE 5.7L HEMI - CAR LENGTH - 6 RIB	10% OD	918436					917073	916247	
	2% UD			918435			917071	916247	
DODGE 5.7L HEMI DODGER 5.7I HEMI TRUCK LENGTH - 8 RIB	4% OD	918434 [5]					917044	916248	
	5% UD			918433 [5]			917075	916248	
	15% UD					918439 [1,3]	---		916242
DODGE 4.7 AND SOME 3.7 RAM, DAKOTA, GRAND CHEROKEE WITH BOLT-ON PULLEY, OEM & 25% UD			918429		918428		918850	916311	
NEON SRT-4 / PT CRUISER 4 GROOVE SERP 7%OD				917469 [2]				916422	

[1] Requires shorter belt (Goodyear #4070975) 7 groove.

[2] Use Duralast belt #560K4

[3] Must turn down OD of stock washer to 1.850"

[4] Requires a 97.75" long belt - Gates part # K060975

[5] These are 8 groove dampers. Your OEM belt is 7 rib. Use the first groove closest to the engine. Aftermarket belts are 6 rib.

OUTER DIAMETER		STEEL SHELLS		ALUMINUM SHELLS				CRANKSHAFT HUB	
		7.074"	6.325"	7.074"		6.325"		STEEL	ALUM
		3 RING	2 RING	3 RING	2 RING	3 RING	2 RING		
TOTAL WEIGHT INERTIA WEIGHT		8.75 LBS 4.50 LBS	7.0 LBS 3.5 LBS	6.00 LBS 2.40 LBS	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.75 LBS 2.20 LBS	3.90 LBS 2.40 LBS
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS									
CHEVROLET FRONT		917010		918940	917030	918850	917020	917000	917070
CHRYSLER OEM FRONT 5/16" or 3/8" BOLTS		918441E	918605S	918446E [7]	918440E	918455E	917040E	917041E	
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
V8 A 318 340 360 [2] [5]	CHEVY FRONT [1]	918280		918281	917390	917391		917580	916190
	OEM FRONT	918282E		918283E	917392E	917393E	917370 [10]	917430 [10]	916191
VIPER V10 GEN. I, II '92 - '02	OEM FRONT		918605 [3]				917400E	917401E	916253
	OEM FRONT						917932E		916254 [8]
VIPER V-10 GEN III '03-'06 [9] [11]	OEM FRONT						917934E		916262
VIPER V-10 GEN IV '08 - CURRENT [9]	OEM FRONT						917936E		916265
HEMI PRO STOCK [1]	CHEVY FRONT					917981			916650L
	PASS. SIDE TIMING					917982			916651
V8 B 361 383 400 413 426 440	CHEVROLET FRONT [1]	917120		917121	918430	918431	917380	917440	917590
					917980	917981	917970	917960	917540
							917470E	917477E	
	OEM TIMING COVER	917122E [12]			917467E [12,13]	917468E [12,13]			916661
					917473E [12,13]	917474E [12,13]			916661L
	A FUEL 2-1/4" KEYWAYS 1 AT TDC DSTM	917123E					917471E	917472 E	
	OEM BB 2-1/4" KEYWAY	917110E							916421
	OEM TIMING TAB								916421L
	DONOVAN & KB GEAR DRIVE OR INDY TIMING COVER	917127E [12]			917475E [12]	917476E [12]	917478E	917479 E	916256 [16]
							917930E	917937 E	916258
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS									
V8 360 '71 - '92 [2]	CHEVY FRONT [1]	918600							916440
	OEM FRONT	918603 E							916442
V8 360 MAGNUM '93 - UP [2]	OEM FRONT		918605E						916249
V8 B 400-440 CAST CRANK	OEM FRONT	918604 E							916442
V8 B 440 HPerf 440 6-PACK	OEM TIMING COVER ONLY	918601E [6]							916663
	OEM FRONT	918602E [6]							

[1] These assemblies fit Chrysler cranks and will accept pulleys, crank triggers, and oil pump drives designed for Chevy BB.

[2] Hubs are dimensioned to clear the stock cast-in timing tab. The damper face for pulley mounting will be forward of the OEM location by .150" for 2-ring int. balance, .450" for 3-ring int. balance, .750" for 3-ring ext. balance. Hubs may be shortened by the listed amount for int. balance & by .600" (.150" fwd of OEM) on

ext. balance if tab is cleared, or order ATI cover w/adjustable tab, #916259. 2-ring int. balance can be installed in OEM location with minor clearancing of timing tab & retain OE timing mark.

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

[4] Part # 916256 has .600 counterbore, # 916257 has .830 counterbore.

[5] Aluminum hub OEM front (part #916255) is OK for 2 ring dampers.

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

[7] For 2 ring shell assembly, use part #918447E.

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

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

[10] Damper #917550 is 2-ring. Specify shell assy no Use #916192 for alum hub.

[11] For Paxton Supercharger, add part #916266 for new .aluminum pulley with 7 rib & 8 rib,

7% OD. Retains OEM belt location.

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

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

[14] Passenger timing.

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

[16] Part #916256 has a .600 counterbore, part #916257 has .830 counterbore.

Supercharged Super Dampers®

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

the incomparable protection of a Super Damper inside the crank blower pulley!			STEEL SHELLS			ALUMINUM SHELLS							CRANK HUB		
			7.530" OD	7.074" OD	6.325" OD	8.250" OD	7.480" OD	7.074" OD				6.780" OD		6.325" OD	
			3 RING			2 RING		3 RING		2 RING		3 RING		STEEL	
TOTAL WEIGHT	INERTIA WEIGHT	---	8.75 LBS 4.50 LBS	6.00 LBS 2.40 LBS	---	---	6.25 LBS 4.50 LBS	5.45 LBS 3.70 LBS	5.00 LBS 3.40 LBS	3.75 LBS 2.20 LBS	---	3.90 LBS 2.40 LBS			
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS															
CHEVY See pgs 16-17 for more options	SB BLOWER WITH 1.245" CRANKSHAFT 2 - 3/16" KEYWAYS [8]			918872E				918610E	918611E	918613E	918612E		918609E	916133 [1]	
	SB BLOWER WITH 1.600" CRANKSHAFT 3/16" & 1/4" KEYWAYS			918873E				918614E	918615E	918617E	918616E		918618E	916134 [6] [10]	
	SB, 6 BOLT 3/8-16 CHEVY FRONT DUAL 3/16" KEYWAYS BB Chevy seal diam., Must use #925500 cover			918869										916172	
	BB BLOWER DRIVE 3/16" & 1/4" KEYWAYS			918871E				918870E	918880E	918882E	918881E			916145 [6]	
	BB, 6 BOLT 3/8-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS			917064										916891 [2]	
	BB BLOWER DRIVE WITH JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS HUB HAS 24 TOOTH 8MM HTD ACCESS. DRIVE			918874E				918875E	918876E					916144 [6]	
	LS1/LS2 F BODY CAMARO / FIREBIRD 6 BOLT PATTERN FOR BLOWERS		918853											916031S	
	LS3 F-BODY 6 BOLT PATTERN FOR BLOWERS						918635							916430M [9]	
	6 BOLT 3/8-24 CHEVY FRONT DUAL 3/16" KEYWAYS		SB 10 GROOVE	917263											916953 [2]
	6 BOLT 3/8-24 CHEVY FRONT 3/16" & 1/4" KEYWAYS		BB 10 GROOVE	917066											916891 [2]
			BB 12 GROOVE	917066-12											916891 [2]
LS7 Y BODY, 10 GRV 10% OD W/OEM A/C PULLEY					918622									916058	
FORD	V8 SB 6 CYLINDER 4" LONG				918916			918006	918016				918922	916566A	
	SB BLOWER DRIVE 74 TEETH ON SHELL 50 MM WITH 25 TOOTH HTD HUB 2-3/16" KEYWAYS							918462						916574	
	SB BLOWER DRIVE 66 TEETH ON SHELL 50MM W/ 25 TOOTH HTD HUB-2-1/4" KEYWAYS							918463						916574	
	V8 MUSTANG COBRA 4.6 CYL. 8 GRV - 12%OD		918038 [5]											916572	
	V8 MUSTANG '96 - '04) 4.6 CYL. 8 GROOVE											918037		916572	
EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS															
CHEVY	BB BLOWER DRIVE 3/16" & 1/4" KEYWAYS			917741E										916143	
	BB BLOWER DRIVE WITH JESEL BELT DRIVE 3/16" & 1/4" KEYWAYS HUB HAS 24 TOOTH 8MM HTD ACCESS. DRIVE			917742E										916144	
BUICK	3800 V6 6 & 8 GROOVE							918421						916211	
FORD	V8 SB EXCEPT '82 & UP 302 HO 28.2 OZ IN				918912									916566A [3]	
	V8 SB '82 & UP 302 HO ONLY 34 OZ IN [4]				918913									916566A [3]	

- [1] Use hub part #916136 for 1.245" SB crankshaft with BB seal and Chrysler bolting
- [2] One-piece hub and inner shell
- [3] Hub #916566A has increased wall thickness & two 3/16" keyways for 4-bolt supercharged applications. Requires seal #973131. This hub is bored straight through with no counterbore for OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft. For undersized hub, order part #916566AU.
- [4] 1994 and 1995 have clearance issues with the rack.
- [5] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.
- [6] The BB Chevy and SB Chevy with BB 1.600" nose both use a unique 2-piece hub that allows the stock length bolt to hold the damper to the crank and a separate extension to locate the blower pulley and crank trigger. (See Diagram)
- [7] Hub has 2 3/16" wide keys at 180° and requires a #916261M spacer, supplied with the damper.
- [8] Hub # 916131A & #916131B have 8mm, 24 tooth HTD belt drives
- [9] Hubs are made of heat-treated alloy steel.
- [10] For equally spaced OEM holes and ignition trigger, use part #916134A

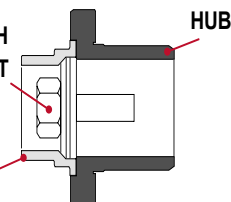
BLOWER DRIVE HUBS

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

ELIMINATES THE 6" LONG RETAINING BOLT

**STANDARD LENGTH
CRANKSHAFT BOLT**
New high strength
bolt included!

HUB EXTENSION



Viper Gen III Super Damper with included billet aluminum pulley

Supercharged Components



BLOWER PULLEYS

Many blower drive kits supply a V-belt pulley that bolts to the stock damper with 3 bolts and serves as an adapter to bolt on the 6 bolt blower pulley. While this system has 6 bolts driving the blower pulley, the 6 bolt pulley is driven to the damper by just 3 bolts. Like most blower pulleys, the ATI true blower dampers have 6 bolt holes on the Chrysler bolt circle. It is recommended that the adapter pulley be drilled through 29/64 so that it is sandwiched between the blower pulley and the ATI damper with all 6 bolts.



SMALL BLOCK CHEVY DAMPER HUBS FOR SUPERCHARGED APPLICATIONS

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

Big Block 2.331" Seal Diameter

For the serious racer with high boost requirements, ATI offers a small block Chevy crank hub with the **big block 2.331 seal diameter** increasing the wall to .562"; a whopping 220% increase that totally eliminates failure at this point. A new timing cover and seal are required. For small blocks up to 1992.

HUB FOR SBC, 6 BOLT, CHRYSLER FRONT WITH (1) 3/16 KEYWAY AND (1) 1/4 KEYWAY*	916135.....	\$141.03
*The damper shell assembly for 6 bolt Chrysler is #918442E		
HUB FOR SBC, 6 BOLT 3/8-24, CHRYSLER FRONT, (2) 3/16 KEYWAYS*	916136.....	\$141.03
*Room in front of damper for ignition trigger wheel located on hub		
HUB FOR SBC, 6 BOLT 3/8-16, CHEVY OEM FRONT, (2) 3/16 KEYWAYS*	916172.....	\$130.48
*The complete damper assembly with the 916172 hub is damper #918869		
HUB FOR SBC WITH BIG BLOCK SNOUT, BB SEAL DIAMETER		
6 BOLT 3/8-24, CHRYSLER FRONT, DUAL KEYWAYS 3/16" & 1/4"	916134.....	\$141.03
*Includes 951502 crank bolt.		
TIMING COVER FOR SB CHEVY, WITH BB SEAL, CAST ALUMINUM	925500.....	\$150.14

1.940" Seal Diameter

For the economy minded racer who is limiting boost to 20 psi using the **standard small block crank**, ATI offers a 1.245 bore hub with a 1.940 seal diameter and a new seal that fits the stock small block timing cover. This increases the wall thickness to .347" - a 35% increase!

HUB FOR SBC, 6 BOLT, CHEVY OEM FRONT, (2) 3/16 KEYWAYS*	916169.....	\$141.03
*The damper shell assembly for 6 bolt Chevy is #917026		
HUB FOR SBC, 6 BOLT, CHRYSLER FRONT, (2) 3/16 KEYWAYS*	916168.....	\$141.03
*The damper shell assembly for 6 bolt Chrysler is #918442E		
TIMING COVER, CHROME FOR SB CHEVY V8 AND V6/90°, UP TO 1992	925501.....	\$47.30
SEAL FOR V8 & V6 90°	973134.....	\$15.43
BOLT KIT - INCLUDES 6 FLAT HEAD, 6 COUNTERBORE SCREWS	950201.....	\$10.43

LT1 Engines with 2.25" seal diameter

For the **LT1**, blower damper hubs have a **2.25 seal diameter** and ATI machines the timing cover to accommodate a new seal. This is a must on the LT1 due to the long hub length. **See page 11 for more about LT1 hubs to fit your application.** Timing covers are also available.

HUB FOR LT1, F BODY, 6 BOLT, 3.2 BOLT CIRCLE, 4140 HEAT-TREATED	916048B.....	\$138.47
HUB FOR LT1, B BODY, 6 BOLT, 3.2 BOLT CIRCLE, 4140 HEAT-TREATED	916049B.....	\$152.32
HUB FOR LT1, Y BODY, 6 BOLT, 3.2 BOLT CIRCLE, 4140 HEAT-TREATED	916096B.....	\$143.34
TIMING COVER, LT1 ('92-'94) WITH 2.25" SEAL	925510.....	\$248.24
TIMING COVER, LT1 ('94-'95) WITH 2.25" SEAL	925512.....	\$298.60

NOTE: Corresponding 6 bolt shell assemblies: 917026 - fits all 6 bolt Chevy fronts 918442E (steel) & 918440E and 918445E (aluminum) fits 6 bolt Chrysler fronts.

STEP KEY

3/16" TO 1/4" STEP KEY FOR REDUCING CRANKS WITH 1/4" KEYWAY TO 3/16"

STEP KEY	918992.....	\$21.35
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KEY STOCK

Make your own machine keys with this super strong heat-treated 8630 alloy steel! Tensile strength is 112,000 PSI. 2 sizes available.

3/16 x 3/16 x 2 7/8"	916325.....	\$13.64
1/4 x 1/4 x 2 7/8"	916326.....	\$22.37

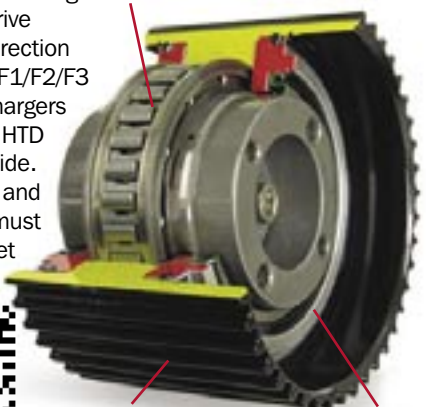
Supercharged Components

ATI SUPER PULLEY® U.S. PATENT # 7,644,814

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

Sprag allows blower to freewheel when throttle is closed.

See the Super Pulley in action!



Accommodates belts up to 70mm wide!

ATI's superior technology reduces the risk of belt failure!

FOR 45T, F1, F2, P1, D1	916195-45	\$571.73
FOR 45T - F1 REVERSE ROTATION	916195-45R	\$571.73
FOR F2 & F3 REVERSE ROTATION	916196-45R	\$571.73

A high horsepower, large sprag, bolt-on pulley that is recommended for high boost F2 and all F3 blowers, standard or reverse is also available. \$799. Accepts modified bolt-on pulleys. 50 tooth HTD 8mm - smallest size. Call for details.

HOLDING TOOL TO TIGHTEN FRONT BOLT	918989	\$48.95
MILITEC GREASE, 14 OZ. FOR USE IN S. PULLEY	975003	\$10.00

Serpentine Conversion Kit



10 Groove Conversion Kit #917351 for LS3 2010+ Camaro

PULLEY ASSEMBLIES

OPTIONAL WIDE WATER PUMP PULLEY FOR 10 - 12 RIB BELTS
ALUM PULLEYS THAT PRESS ONTO WATER PUMP SHAFT

LS1 - 4.00 OAL	916187WPP	\$164.95
LS TRUCK - 2.80 OAL	916187WPP-A	\$164.95
LSX / VORTEC - 3.05 OAL	916187WPP-B	\$164.95

OPTIONAL LS IDLER PULLEY BY OD
DOUBLE BEARING, BLACK HARD COAT, SUPPLIED WITH CAP,
REQUIRES 10MM X 1.5 BOLT

76MM	916208-76	\$95.95
90MM	916208	\$95.95
100MM	916208-100	\$103.05

See page 11 for damper information

OPTIONAL SUPERCHARGER PULLEYS

'09 & UP CADILLAC CTS-V, 8 RIB, 5% OD	916105	\$120.30
'09 & UP CADILLAC CTS-V, 8 RIB, 10% OD	916106	\$120.30

LSX CONVERSION KITS

Everything you need to convert your stock 6 rib serpentine belt to an 8 or 10 rib! If you are requesting more boost, causing your 6 rib belt to slip, these kits are for you. The wider 8 rib belt gives you more belt surface which can create more boost without the slippage. ATI also offers a 10 rib kit for those who need extra boost!

Y BODY (LS1 / LS2 / LS6) - 7.53 OD

Kits include damper assembly, power steering pulley, alt pulley, tensioner pulley. Must add water pump pulley for 10 rib and larger applications

8 RIB SERPENTINE	917346	\$1,114.22
8 RIB SERPENTINE 3.00" DIA. SERP ACCESSORY DRIVE ON HUB IN PLACE OF A/C	917346U	\$1,085.44
10 RIB SERPENTINE	917348	\$1,228.85
10 RIB SERPENTINE, 3.00" DIA. SERP ACCESSORY DRIVE ON HUB IN PLACE OF A/C	917348U	\$1,201.72
74 TOOTH, 8MM X 30 WIDE HTD DRIVE DAMPER WITH 4 GROOVE SERP FOR A/C	917341	\$1,235.59
24 TOOTH HTD DRIVE ON HUB IN PLACE OF A/C	917341C	\$1,208.68
3.00" DIA. SERP ACC. DRIVE ON HUB IN PLACE OF A/C	917341U	\$1,235.00

Y BODY (LS7) - 7.53 OD

Kit includes damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley, and idler pulleys.

10 RIB SERPENTINE, 10% OVERDRIVE	917343	\$1,276.91
8 RIB SERPENTINE	917352	\$1,114.22

F BODY (LS1) - 7.53 OD

Kit includes damper assy, power steering pulley, alt pulley, tensioner pulley.

8 RIB SERPENTINE	917346A	\$1,114.22
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NEW 2010+ CAMARO (LS3)

Kit includes damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley, idler pulleys.

10 RIB SERPENTINE, (SPECIFY - OEM, 4% OD, 6% OD)	917351	\$1,499.68
OEM - 7.53" DRIVE OD, USES SHELL ASSY, 917034X.		
4% OD - 7.95" DRIVE OD, USES SHELL ASSY, 917091.		
6% OD - 8.19" DRIVE OD, USES SHELL ASSY, 917094.		

GTO ('04 LS1 AND '05-'06 LS2)

Kits include damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley, idler pulleys.

10 RIB SERPENTINE, 6% OD	917344	\$1,346.91
6% OD - 7.76" DRIVE OD, STANDARD WITH THIS KIT.		
OEM - AVAILABLE BY SPECIAL REQUEST.		
7.36" DRIVE OD. USES SHELL ASSY, 917034X.		

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

Kit includes damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley, idler pulleys.

10 RIB SERPENTINE, (SPECIFY - OEM, 4% OD, 7% OD)	917337	\$1,120.52
OEM - 7.53" DRIVE OD, USES SHELL ASSY, 917034X.		
4% OD - 7.95" DRIVE OD, USES SHELL ASSY, 917091		
7% OD - 8.19" DRIVE OD, USES SHELL ASSY, 917094.		

CADILLAC CTS-V ('04-'07)

Kit includes damper assembly, power steering pulley, alt pulley, tensioner pulley.

8 RIB SERPENTINE	917350	\$1,114.22
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CHEVY TRUCK (LSX 4.8 / 5.3 / 6.0)

Kits include damper assembly, power steering pulley, alt pulley, water pump pulley, tensioner pulley.

8 RIB SERPENTINE	917339	\$1,114.22
10 RIB SERPENTINE	917338	\$1,148.46

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

Sport Compact Super Dampers®

ATI's Sport Compact Series Super Dampers are designed with the same technology that has made our domestic dampers the best engine protection on the market! Working with some of the top Sport Compact racing teams, ATI has developed a variety of dampers for import racing engines. All NHRA sanctioned import cars running under 10.99 are required to have an SFI manufacturer certified damper. ATI's Sport Compact Super Damper is not an OEM type replacement. Drives for power steering and other accessory operations are available for some models. Consult an ATI technician for details and pricing.



NISSAN

Coming soon - Nissan GTR!



SUBARU



HONDA



TOYOTA



MIATA

NISSAN

OUTER DIAMETER	STEEL SHELLS		ALUMINUM SHELLS										CRANKSHAFT HUB	
	7.074"	6.325"	7.53" OD	7.074"				6.78" OD		6.325" OD		5.5 OD	STEEL	STEEL WITH INNER SHELL
	3 RING		2 RING	3 RING		2 RING		3 RING	2 RING	3 RING	2 RING	3 RING		
TOTAL WEIGHT	8.75 LBS	6.00 LBS	5.25 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	4.50 LBS	4.30LBS	3.90 LBS	3.30 LBS	3.60 LBS		
INERTIA WEIGHT	4.50 LBS	2.40 LBS	3.50 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS	2.40 LBS	2.20LBS	2.40 LBS	1.97 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS														
CHEVROLET FRONT	917010	918940	---	917030	918850	---	917000	---	---	---	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS														
NISSAN 4 CYLINDER L16, 18, 20	917100	917101		917690	917691	917610	917500			917720	917700		916020	
NISSAN 6 CYLINDER L24,26,28 SINGLE V BELT BEHIND DAMPER	917750	917751		917800	917801	917790				918040			916780	
NISSAN RB-26 - RACE ONLY NO ACCESSORY DRIVES	918591	918592		918593	918594	918590				918596			916060	
NISSAN RB-26 DIRECT BOLT-ON U/D - R32 ONLY												918599 [2]		916063
NISSAN RB-26 DIRECT BOLT-ON U/D - R32 FOR CARS MAKING 600-1000 HP			917752 [4]										916065	
NISSAN RB-26 DIRECT BOLT-ON U/D-R33-34 ONLY												918598 [2]		916063
NISSAN RB-26 DIRECT BOLT-ON U/D - R33/34 FOR CARS MAKING 600-1000 HP			917753 [4]										916065	
NISSAN 300ZX '90 - '98 35MM CRANK	600 HP MAX											917754		916781
	1000 HP MAX							917755					916784	
NISSAN 350Z VQ35 2002 - END OF '06	RACING APP.					918586	918587				918589		916069	
	STREET APP.								918588				916069	
NISSAN SR-20 RWD 4 & 5 GROOVE WITH PS PULLEY STREET APPLICATION												918582		916066
NISSAN SR20 FWD [5]	RACING APP.					918608							916082	
	STREET APP.								918607					
NISSAN KA24 OEM SIZE N BELTS												917756		916792

[1] Add "CCWP" to part number for counter clockwise timing marks.

[2] All pulleys are in OEM locations. PS pulley is 15% UD, alternator and water pump are 5% UD. A 10mm shorter belt is required for PS pulley. Damper shell and pulley are aluminum with steel hub. Be sure to check your crankshaft snout for roundness. If it is equal to or more than .001" out of round, you will need to adjust for proper damper press fit.

[3] Part number designates shell only consisting of outer shell and installed inertia weight less PS pulley. For PS pulleys, order #916738 for R32 or #916737 for R34.

[4] Damper includes new alum. water pump pulley for clearance. A/C drive is a 25% OD. Do not use belt if racing! 15% UD on power steering, OEM % on water pump.

[5] If installing on a standard "DE" engine, you must use ATI crank spacer #916298 behind the damper.

Sport Compact Super Dampers®

HONDA - Other applications are available upon request.

OUTER DIAMETER	ALUMINUM SHELLS					CRANKSHAFT HUB		
	7.53" OD	7.074 OD	6.325 OD	5.5 OD		STEEL	ALUM	STEEL WITH INNER SHELL
	2 RING	2 RING	2 RING	3 RING				
TOTAL WEIGHT	5.25 LBS	5.00 LBS	3.75 LBS	3.30 LBS	3.60 LBS			
INERTIA WEIGHT	3.50 LBS	3.40 LBS	2.20 LBS	1.97 LBS	2.20 LBS			
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS								
CHEVROLET FRONT FOR CCW ENGINE ROTATION		917020 CCWP	917000 CCWP	917050		AVG. WGHT. 2.4 LBS	AVG. WGHT. .85 LBS	AVG. WGHT. 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS								
HONDA "B" SERIES CCW MOTOR ROTATION RACE ONLY, ALT DRIVE ONLY		918471 [2]	918470 [2]	918474 [1] [2]		916026		
OEM HONDA "B" SERIES BOLT-ON SERP PS PULLEY 500 HP OR LESS		918472 [2]	918473 [2]	918475 [1] [2]			916028	
HONDA H22 (Call for H23)	RACING APPLICATIONS	918469	918467			916054M		
	STREET APPLICATIONS	918468 [3]				916054		
HONDA K-20	RACING APPLICATIONS		918478			916017		
	STREET APPLICATIONS					918477		916029

[1] Not for over 300 horsepower - damper has lightweight inertia for clearance!

[3] PS - 4% OD, 6 rib serp accessory drive is 20% OD for 7" and 9% for 6".

[2] For no alternator / serpentine on hub, use hub #916027 and appropriate shell assy #.

TOYOTA - SCION

OUTER DIAMETER	STEEL SHELLS		ALUMINUM SHELLS							CRANKSHAFT HUB	
	7.074"	6.325"	7.074"		6.325" OD		5.5 OD			STEEL	STEEL WITH INNER SHELL
	3 RING	3 RING	3 RING	2 RING	3 RING	2 RING	3 RING				
TOTAL WEIGHT	8.75 LBS	6.00 LBS	6.25 LBS	5.45 LBS	5.00 LBS	3.75 LBS	3.90 LBS	3.30 LBS	3.60 LBS		
INERTIA WEIGHT	4.50 LBS	2.40 LBS	4.50 LBS	3.70 LBS	3.40 LBS	2.20 LBS	2.40 LBS	1.97 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS											
CHEVROLET FRONT	917010	918940	917030	918850	917020 [3]	917000	---	917050	917027 [4]	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS											
TOYOTA 6 CYLINDER 5 MG	918450	918451	918540	918541	918530	918490	918560	918550		916030	
SCION 2AZFE									918523		916016
SUPRA '87-'92 7MG, 3.0 INLINE 6 CYL									918525		916068
SUPRA '94 - '98 JZ80 6 CYL	OEM 6 RIB						918562 [1] [3]			916023	
	OEM 6 RIB DRY SUMP						918561 [1] [3]			916022	
TOYOTA 4YE	4 CYL 2.2L						918563			916024	
1GR-FE [2] '03 - '08	RACING APP.					918466					916086
	STREET APP.								918479		916029

[1] On damper assembly #918562, the serpentine grooves on the damper are in the OEM location. On damper assembly #918561, the serpentine grooves on the damper are forward of the OEM location by .290. Shell assembly is 917071.

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

[2] Fits Toyota 4.0L 236-239: 4Runner ('03-up), Tacoma ('05-up), Tundra ('05-up), & FJ Cruiser ('07-up)

[4] Part number designates shell only consisting of outer shell and installed inertia weight less PS pulley. For PS pulleys, 916738 for R32 or 916737 for R34.

BMW - MITSUBISHI - MAZDA - SUBARU - TRIUMPH

Coming soon NSX and EVO 10!

OUTER DIAMETER	ALUMINUM SHELLS			CRANKSHAFT HUB	
	7.074"	6.325" OD	5.5 OD	STEEL	STEEL WITH INNER SHELL
	2 RING	3 RING	3 RING		
TOTAL WEIGHT	3.75 LBS	3.90 LBS	3.60 LBS		
INERTIA WEIGHT	2.20 LBS	2.40 LBS	2.20 LBS		
DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS					
CHEVROLET FRONT	917000	---	---	AVG. WGHT. 2.4 LBS	AVG. WGHT. 2.6 LBS
INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS					
BMW - MINI COOPER '01 - '06 [1]			917992		916102
MITSUBISHI EVO 8 & 9 4 CYL [3]		918250 [2]		916025	
MITSUBISHI ECLIPSE / TALON [3]		918251 [2]		916025	
MAZDA MIATA '94 - '05 [4]			918522	916885	
SUBARU WRX EJ20, 22, 25 OEM SIZE			917991		916884
TRIUMPH TR 2, 3, 4 & 4A	918569			916789	

[1] The Mini Cooper Belt Tensioner Tool (Part #90880118410) is required to remove or replace the factory belt

[3] Damper is 12% overdrive from OEM. Requires trimming of the lower timing cover for clearance.

[2] Damper hub and lower timing gear is made into 1 piece for strength. For correct belt length, use Goodyear Gatorback #4060745.

[4] Customer must supply trigger wheel if needed. Bolt-on 5.5" billet aluminum super charger pulley available, order part #916376..



Super Damper® for Mini Cooper

Specialized Dampers

New Product!

CUSTOM DAMPERS FOR DIESELS



Duramax Diesel Damper

APPLICATION	ENGINE	STEEL - 3 RING					SHELL ASSY WEIGHT	HUB STEEL
		8.322" OD	8.074" OD	7.800" OD	7.530" OD	7.074" OD		
CATERPILLAR	3208		917367				11 lbs.	916007
CUMMINS IN-LINE 1989 - 1991 & 1998½ - 2002 [1]	4BT / 6BT		917365				11 lbs.	916014 [2]
CUMMINS ISC [3]	8.3L				917372		13 lbs.	916083
CUMMINS 1992-1998 2 TIMING SLOTS FOR TACH	5.9L 6BT		917373				11 lbs.	916014 [2]
CUMMINS 2003 - 2007	5.9L			917374			7.825 lbs.	916119
DURAMAX DIESEL, 6 RIB 2001 - 2005	6.6L				917371		15 lbs.	916081
DURAMAX DIESEL, 6 RIB 2006 AND UP	6.6L				917369		15 lbs.	916081
FORD 6.0 POWERSTROKE 2003½ - 2009	6.0L			918888 [4]			9 lbs	916761
FORD 2007+	6.4L	918887					8.322 lbs.	916764
FORD F-250/350 POWERSTROKE '99 - '03	7.3L				918889		11 lbs.	916754
INTERNATIONAL	640 / 466		917361				11 lbs.	916013
JOHN DEERE	466 / 619					917362	8.75 lbs.	916015
PERKINS V-8	640		917366				11 lbs.	916006
OLIVER TRACTOR, 6 CYL. CHEVY FRONT	6 CYL.					917368	8.75 lbs.	916008

- [1] For a race version with no pulley and shortened hub, order part #917365C
 [2] Requires a modified hub for competition, #916014M

- [3] OEM service calls for 2 year replacement!
 [4] Requires front pulley #916118 for dual alternator.

SUPER Street DAMPER®

Built especially for Street Rod and Street Performance use! The **Super Street Damper®** is an economic damper alternative for engines that will spend their life on the street and not sustain more than 6200 RPM continually. It is a perfect replacement to your old, worn out stock damper. These dampers are 100% sealed units that are not rebuildable and require zero maintenance. However, should you ever decide to build your motor for more HP and RPM, you already have the Crankshaft Hub on which the ATI Super Damper fits...you are half way there! ATI's Super Street Dampers are non-SFI approved and are currently available for Chevrolet applications in two different diameters.

- Sealed, non-rebuildable unit
- 360° laser engraved timing marks – they will never move!
- Internally balanced
- Zinc chromate plating to prevent rust for years - no painting necessary
- Non-SFI approved – 7000 RPM Max
- 6" and 7" diameters
- Built in the USA

7" BIG BLOCK CHEVY	917063.....	\$246.09
7" SMALL BLOCK CHEVY	917068.....	\$246.09
6" BIG BLOCK CHEVY	917069.....	\$213.99
6" SMALL BLOCK CHEVY	917067.....	\$213.99



Available for SB & BB Chevys!

CRANK TRIGGER SHELLS

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

Crank Trigger Option if **added** to a new Super Damper..... \$144.38

If ordered as an "outer shell only" or as an **option added** to an existing damper \$250.00

*If ordering:

5-8 magnets **add** \$50.00

8-16 magnets **add** \$100.00

16+ magnets **add** \$150.00

Maximum # of magnets in a 6" shell - 16

Maximum # of magnets in a 7" shell - 24

7"	3 RING, CHEVY FRONT	#916680TR
7"	2 RING, CHEVY FRONT	#916960TR
6"	3 RING, CHEVY FRONT	#916730TR
6"	2 RING, CHEVY FRONT	#916880TR
7"	3 RING, FORD 4 BOLT FRONT ..	#916909TR
6"	3 RING, FORD 4 BOLT FRONT ..	#916915TR
7"	3 RING, CHRYSLER FRONT	#916612TR
7"	2 RING, CHRYSLER FRONT	#916611TR
6"	3 RING, CHRYSLER FRONT	#916694TR
6"	2 RING, CHRYSLER FRONT	#916697TR



Damper Hubs

Dampers are available for:

- AUSTIN HEALY, 4 CYLINDER
- AUSTIN HEALY 3000, 6 CYLINDER
- BMW BIG 6 (INLINE SIX)
- BMW V12, 60°
- BMW 2.0 L, 4 CYLINDER
- BUICK V-6 ODD FIRE
- CADILLAC 500 CID
- CHEVY V-8 HYDROPLANE INSTALLATION
DAMPER FOR FLYWHEEL END OF CRANK
- CHRYSLER 2.0L TWIN CAM, 4 CYLINDER
- CHRYSLER 400 DRAG BOAT
- CORVETTE ZR1, V-8 LT5, 32 VALVE
- DATSUN 510
- DODGE V-10 TRUCK
- FERRARI V-12
- FERRARI, LANCIA LC2, V8
- FORD 2.9 L 60 DEGREE, V-6
- FORD 429 BOSS HEMI BLOWER
- FORD 4.2L, V6 E250 VAN
- FORD/MERCURY FLAT HEAD V-8
- JAGUAR I-6
- JEEP 4L I-6
- LEXUS V-8
- LINCOLN V-8, '53 318 CID FORD TRUCK
- MGA 1622CC
- MGB / MGC
- NEON 2.0
- STUDEBAKER
- TOYOTA TUNDRA V8
- TRIUMPH SPITFIRE
- TRIUMPH TR2, 3, 4, 4A AND TR6
- VOLVO B-20
- WILLYS JEEP, 4 CYL., FLAT HEAD

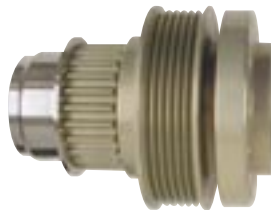


LS1-ASA F Body aluminum, 60% UD
Part #916097.....\$222.88



SB Ford Blower - Danny Bee
Part #916582C.....\$223.30
*Available for Standard Ford 1.375" snout
& Big Block Chevy with 1.600" snout*

Eliminates the Danny Bee lower pulley and replaces it with a pulley machined into the damper crank hub to eliminate the 1/2 inch that must be removed from the hub for spacing.



LS1 F Body aluminum
Part #916039.....\$234.31



Honda B Series with
4 groove serpentine pulley
Part #916026.....\$179.93



Mitsubishi EVO
Integral Cam Drive
Part #916025.....\$296.63

Damper Tools



Chevy



Ford

TIMING POINTERS

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

CHEVY

6.325" SMALL BLOCK CHEVY	918950.....\$45.68
7" SMALL BLOCK CHEVY	918954.....\$45.68
7" BIG BLOCK CHEVY	918958.....\$45.68
8" BIG BLOCK CHEVY	918951.....\$45.68

FORD

BB FORD - "385" 429-460	918945 ... \$67.77
SB - B KEY, SVO BLK 3/8 BOLT HOLES*	918946 ... \$64.05
SB - C KEY, SVO BLK 3/8 BOLT HOLES*	918947 ... \$64.05
SB - B KEY, STK BLK 5/16 BOLT HOLES*	918948 ... \$64.05
SB - C KEY, STK BLK 5/16 BOLT HOLES*	918949 ... \$64.05

* Will not work with Cleveland engines

DAMPER PULLER/INSTALLERS

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

PULLER / INSTALLER KIT	918999.....\$144.93
INSTALLATION STUD FOR LS1, 2, 6 & 7, OPTIONAL*	918999SC.....\$22.47
INSTALLATION STUD & WASHER FOR DURAMAX DIESEL*	918999D.....\$25.00

* For use with Puller/Installer Kit



Damper Tools

CRANK PIN DRILL FIXTURE KITS

U.S. Patent #6,851,899



A must for all race and hot street car applications!

The ATI Crank Pin Drill Fixture Kits for the LS1 and Hemi Super Dampers allow you to install 1 or 2 dowel pins to the LS1 or Hemi crank, eliminating the damper twist on the shaft. In most applications, the crank may be drilled and the pin installed with the engine in the vehicle. This is a must for engines used in circle track racing or supercharging!

LS1 CRANK PIN DRILL FIXTURE KIT	918993	\$137.46
LS1 CRANK PIN DRILL FIXTURE KIT FOR LOCATING TIMING MARKS TO USE A DISTRIBUTOR* INSTEAD OF THE ELECTRONIC TIMING	918993-1	\$143.17
* Locates on timing gear key for reference.		
EXTRA PIN, 3/16	958025	\$2.36
CRANK PIN DRILL FIXTURE KIT FOR HEMI 6.1 / 392/ 5.7 CAR & TRUCK	918008	\$128.47

DAMPER REBUILDING TOOL SET

ATI Super Dampers are rebuildable and can be "tuned" to do the best job of dampening torsional vibrations in your engine. This custom-machined tool set lets you assemble and disassemble the Super Damper with ease.

REBUILDING TOOL SET FOR 6" & 7" DAMPERS ONLY	918998	\$505.58
REBUILDING TOOL SET FOR SERPENTINE & STD OD	918998S	\$505.25
REBUILDING TOOL SET FOR 5" DAMPER	918998-5	\$101.72
OPTIONAL 5" INERTIA RING GUIDE FIXTURE	916986	\$43.30
OPTIONAL 5" INERTIA RING PUSHER	916985	\$73.71
OPTIONAL 5" INERTIA RING SHAFT	916984	\$57.68
OPTIONAL 8" INERTIA RING GUIDE FIXTURE	916987	\$55.90
OPTIONAL 7" INERTIA RING GUIDE FIXTURE	916989	\$48.05
OPTIONAL 6" INERTIA RING GUIDE FIXTURE	916988	\$40.19



T-40 PLUS TORX BIT

ATI dampers are assembled with T-40 Plus counter sunk bolts for the strongest possible mechanical connection of the shell assembly to the crankshaft hub. The T-40 Plus Torx Bit must be used in lieu of a regular Torx bit for these bolts as the Torx head is designed for maximum strength when removing the bolt.

T-40 PLUS TORX BIT	918997	\$3.81
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DRY SUMP DRIVE MANDRELS

WEAVER, - BUICK V-6 & V-8 EXCEPT 400 & 455

916630	\$136.75
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CHEVY FRONT

916631	\$136.75
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STEP KEY

3/16" TO 1/4" STEP KEY FOR REDUCING CRANKS WITH 1/4" KEYWAY TO 3/16"

STEP KEY	918992	\$21.35
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KEY STOCK

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

2 sizes available.

3/16 x 3/16 x 2 7/8"	916325	\$13.64
1/4 x 1/4 x 2 7/8"	916326	\$22.37

Damper Components

DAMPER HARDWARE

BOLT PACKS BY DAMPER APPLICATION

CHEVY, 3 BOLT 3/8-16NC THREADS	950200 \$10.43
CHEVY, 6 BOLT 3/8-16NC THREADS	950201 \$10.43
CHEVY, 3 BOLT 3/8-24NF THREADS	950218 \$10.43
CHEVY, 6 BOLT 3/8-24NF THREADS	950219 \$10.43

LT1, B & F BODY DAMPER, 3-BOLT	950200 \$10.43
LT1, Y BODY DAMPER, 3 BUTTON HEAD BOLTS	950205 \$12.90

LS1, F & Y BODY 5.5" DAMPER	950220 \$10.43
LS1, F & Y BODY 5.5" DAMPER W/60% UD	950210 \$10.43
LS1, F BODY 5.5" DAMPER WITH REAR PULLEY	950243 \$12.90
LS1, Y BODY 5.5" DAMPER WITH REAR PULLEY	950244 \$12.90
LS1, Y BODY 5.5" DAMPER (#918661) WITH REAR PULLEY (1/4" BOLTS)	950225 \$10.43
LS1, F BODY DAMPER	950200 \$10.43
LS1, F BODY DAMPER, REAR PULLEY, 3/8" BOLTS	950202 \$12.90
LS1, F BODY DAMPER, REAR PULLEY, 5/16" BOLTS	950213 \$12.90
LS1, F BODY DAMPER, VORTECH PULLEY (#918853)	950214 \$12.90

LS1, K BODY TAHOE DAMPER (#917286)	950203 \$12.90
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LS1, Y BODY FLAT HEAD SCREWS (3) 3/8" & (3) 5/16"	950211 \$12.90
LS1, Y BODY FLAT HEAD SCREWS (9) 5/16"	950217 \$10.43
LS1, Y BODY WITH REAR PULLEY	950209 \$12.90
LS1, F & Y BODY DAMPER W/O REAR PULLEY	950220 \$10.43
LS1, F BODY DAMPER WITH REAR PULLEY	950213 \$12.90
LS1, Y BODY DAMPER W/REAR PULLEY	950241 \$10.43

GM ECOTEC, 600 HP	950226 \$10.43
CHEVY WITH BLOWER	950252 \$10.43
CHRYSLER, 2 RING DAMPERS, OEM FRONT	950210 \$10.43
CHRYSLER, 3 RING DAMPERS, OEM FRONT	950220 \$10.43

FORD, "P" SB FOR JESEL BELT DRIVE	950228 \$10.43
FORD, "R" SB FOR JESEL BELT DRIVE	950229 \$10.43
FORD, FOR 4 BOLT PULLEYS	950230 \$10.43
FORD, ALUMINUM 6.75" E250 V6	950255 \$12.90

CADILLAC NORTH STAR	950239 \$10.43
ALL 3 BOLT EXC. CHRYSLER & FORD 4 BOLT	950200 \$10.43
3 BOLT, EXC. CHRYSLER OEM & FORD OEM 4 BOLT	950218 \$10.43
ALL 6 BOLT EXC. CHRYSLER OEM 4 BOLT	950201 \$10.43
ALL 6 BOLT, EXC. CHRYSLER OEM & FORD OEM 4 BOLT	950219 \$10.43

HONDA "B" SERIES, 5.5" W/FRT PULLEY, 5/16" SCREWS	950253 \$10.43
HONDA "B" SERIES, 6" WITH REAR SERP. PULLEY	950204 \$12.90
FORD SB, PINTO W/REAR V-BELT PULLEYS	950204 \$12.90
FORD SB, 74 TOOTH BLOWER DR. & JESEL PULLEY	950219 \$10.43

GM ECOTEC, TRIUMPH TR2, 3, 4 & 4A	950224 \$10.43
TOYOTA SUPRA, 5.5" & MAZDA MIATA, 5.5"	950241 \$10.43
SUZUKI 1600CC, 5.5"	950242 \$10.43
CUMMINS DIESEL	950251 \$49.89

RETAINING BOLTS WITH INTEGRAL WASHERS

SB CHEVY	951501 \$40.23
BB CHEVY	951502 \$40.23
SB & BB FORD	950234 \$32.01

CRANK BOLTS

SMALL BLOCK CHEVY, OEM	950231 \$10.05
BIG BLOCK CHEVY, OEM	950232 \$10.05
LS1, 2 & 6 (INC. SEALANT), ARP	951503 \$61.72
360 MOPAR (3/4 X 16 X 3 HHCS)	950233 \$10.05
CUMMINS 8.3 ISC, MODIFIED	951388 \$10.00



Elastomer Kits are available in a variety of sizes and durometers

ELASTOMER KITS

Elastomer kits can be ordered for dampers in 3 ring and 2 ring configurations. Kits are available in 40, 50, 60, 70, 80 and 90 durometer. Unless marked, most dampers are shipped with 70 durometer elastomers for 7" diameter dampers and 60 durometer for 6.325" dampers.

3 RING, 9" OD	918961-70.....	\$50.55
3 RING, 9" OD	918961-80.....	\$50.55
3 RING, 8" OD	918959.....	\$50.55
3 RING, 7" OD 86 DUROMETER	918960-86.....	\$44.94
3 RING, 7" OD, VITON O-RINGS 70 DUR.	918960-70V.....	\$44.94
3 RING, 7" OD 87 DUROMETER	918960-87.....	\$44.94
3 RING, 7" OD, ALUMINUM	918960-70AL.....	\$45.25
2 RING, 7" OD 76 DUROMETER, ALUMINUM	918970-76AL.....	\$39.32
4 RING, 6" OD, 70 DUROMETER	918975-70.....	\$50.55
3 RING, 6.325" OD, 70 DUROMETER	918980-70.....	\$44.94
3 RING, 6.325" OD, 76 DUROMETER	918980-76.....	\$44.94
3 RING, 6.325" OD, VITON O-RINGS 70 DUR.	918980-70V.....	\$44.94
3 RING, 6.325" OD, VITON O-RINGS 76 DUR.	918980-76V.....	\$44.94
2 RING, 6.325" OD, 70 OD-60 ID DUROMETER	918990-76.....	\$39.32
3 RING, 5.5" OD, 70 DUROMETER	918985-70.....	\$44.94
3 RING, 5.5" OD, 70 OD-60 ID DUROMETER	918985-76.....	\$44.94
3 RING, 5.5" OD, 80 DUROMETER	918985-80.....	\$44.94

ADD "-40", "-50", "-60", "-70", "-80" or "-90" to the part number for desired durometer or "-76" for a 70 outer / 60 inner durometer configuration.

CRANK HUB SPACERS

CHEVY LT1	.047	916299.....	\$8.25
CHEVY BIG BLOCK	.093	916310.....	\$13.37
CHEVY SMALL BLOCK,	.093	916320.....	\$11.34
CHEVY LS1 FOR JESEL DRIVE	.965	916322.....	\$31.76
CHEVY LS1 FOR JESEL DRIVE WITH BELT GUIDE	.965	916323.....	\$34.07
CHRYSLER	.093	916370.....	\$14.44
CHRYSLER, 360 TO OEM POSITION	.285	916470.....	\$17.83
BUICK 403 / 455	.093	916300.....	\$13.37
FORD SB, PONTIAC V-8	.093	916400.....	\$14.44
FORD BB	.093	916450.....	\$14.44
NISSAN SR20			
Use with base DE engine	.200	916298.....	\$16.75



Retaining bolt with integral washer

Treemaster Converters®



PETER BIONDO - 5 time NHRA Champion
13 time NHRA Lucas Oil Divisional Champion

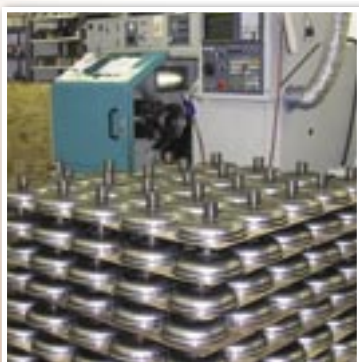
The most respected torque converter in the world!



Twenty-four hour shipping available on most custom built sprag-equipped torque converters!

There are absolutely no compromises with ATI sprag-equipped Treemaster Converters! Unlike other converter manufacturers that use refurbished OEM parts, ATI uses all new components that are produced in-house using only original Opel tooling. Beware of import copies used by many others. In fact, ATI is the only independent company in the world that has this capability. Because of its ability to control all aspects of the manufacturing process, ATI has the advantage of designing each component for optimum efficiency and total durability. Treemasters are the perfect compliment to an ATI transmission.

Each Treemaster Converter is custom configured to your exact application to put the power to the ground. After numerous CNC-machining operations, they are placed in stock to be custom assembled to your exact combination, then welded, balanced and shipped the same day you order.



PUMP WITH CENTERLESS GROUND 4340 CHROMOLY HUB

FURNACE BRAZED BLADES

4140 CHROMOLY TURBINE HUB

INVESTMENT CAST COVER FOR MRT TREEMASTERS

BEARINGS

TURBINE

Converter shown:
8" Treemaster with MRT Option

STATOR



CONTINGENCY ITEM

ALUMINUM STATORS VS. STEEL STATORS

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

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





Treemaster Converter
shown with MRT option

Treemaster Converters®

Information concerning your race operation is an absolute necessity for choosing a converter design that will provide maximum performance. Refer to page 78 or on-line at www.atiracing.com for a list of specifications your sales technician will need in order to assist you.

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

Treemaster

	8"		9"		10"	
	Part #	Price	Part #	Price	Part #	Price
Powerglide	208500	\$783.95	208910	\$846.95	208360	\$672.77
TH350 and TH400	408500	\$739.00	408910	\$796.95	408360	\$669.99
C-6 1.848" Crank Pilot*	608500	\$810.43	608910	\$880.90	608360	\$645.50
C-6 1.375" Crank Pilot*	609500	\$810.43	609910	\$880.90	609360	\$645.50
C-4 Specify spline & bolt circle	649500	\$849.02	649910	\$922.85	649360	\$692.79
AOD	---	---	---	---	618360	\$714.95
700-R4	708500	\$879.79	708910	\$951.95	708360	\$699.95
TF-727 - Chrysler	729500	\$891.52	729910	\$969.05	729360	\$724.28
TF-727 - AMC	729501	\$1065.95	729911	\$1065.95	729361	\$796.71
TF-904 - Chrysler	909500	\$891.52	909910	\$969.05	909360	\$724.28
TF-904 - AMC	909501	\$969.05	909911	\$969.05	909361	\$724.27

*4 speed crank (1.83") is also available - call for details.

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

Quick, consistent reaction times are essential to winning and there's nothing better suited to the task than the highly efficient ATI MRT (Minimum Reaction Time) converters. Each one is computer-mated to your combination to take full advantage of your engine's torque curve. Specific stator designs are used to achieve free speed when up against the converter and instant lock-up when using a brake. The unique investment cast cover is twice as thick as the OEM stamped cover.

	8" 3.5 - Stroke		8" 3.5 + Stroke		9"		10"	
	Part #	Price	Part #	Price	Part #	Price	Part #	Price
Powerglide	208700	\$910.48	208800	\$968.23	208920	\$968.23	208390	\$910.48
TH350 and TH400	408700	\$860.00	408800	\$899.99	408920	\$899.99	408390	\$889.48
C-6 1.848" Crank Pilot	608700	\$947.05	608800	\$1,003.28	608920	\$1,003.28	608390	\$986.74
C-6 1.375" Crank Pilot	609700	\$947.05	609800	\$1,003.28	609920	\$1,003.28	609390	\$986.74
C-4 Specify spline & bolt circle	649700	\$992.15	649800	\$1,051.05	649920	\$1,051.05	649390	\$992.15
TF-727 - Chrysler	729700	\$1,033.73	729800	\$1,085.70	729920	\$1,085.70	729390	\$1,012.59
TF-727 - AMC	729701	\$1,137.10	729801	\$1,194.27	729921	\$1,194.27	729391	\$1,113.85
TF-904 - Chrysler*	909700	\$1,033.73	909800	\$1,085.70	909920	\$1,085.70	909390	\$1,012.59
TF-904 - AMC*	909701	\$1,033.73	909801	\$1,085.70	909921	\$1,085.70	909391	\$1,012.59

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

PATENTED* SPRAGLESS FOR LESS! \$299

ATI can convert your torque converter to "spragless" plus adjust your stall and freshen up your unit for \$299. Keep in mind that ATI is not aware of any Stock, Super Stock or Comp Eliminator race car (those that have to go fast) in NHRA or IHRA that uses a spragless converter. If you have the type of car that can use a spragless converter; one that multiplies torque and never locks up - we can help!

* Spragless converters were patented by Bob Maze in 1986. He then allowed the patent to expire in 1995 - 15 years ago. It is no longer valid. Suddenly in 2006 it's reborn and is back in print! Contact an ATI technician for more information.

Fuel and Blown Converters



DAVE HANCE - Drag Radial
3410 lbs 6.93 & 223 MPH
1st 6 second pass on DOT Radials
New world records in
1/8th, 1/4 mile, ET & MPH!



10" & 10.5" OUTLAW CONVERTERS®

For Turbo, Powerglide, Lenco, Bruno And Donovan Drives

ATI's ultimate high efficiency, high durability converter! Big inches & big nitrous or blower required! Requires a 6-pad flexplate. (Order ATI part #915542.) Five year warranty offered. Please call for details.



CHRIS RINI - Top Sportsman
2600 lbs, 60": 1.01
6.35 @ 219.18 MPH, 4.12 1/8th
mile at Piedmont 2008



	10"		10.5"	
	Part #	Price	Part #	Price
Fuel & Blown Outlaw Converter®	408421	\$1573.95	408424	\$2094.75
Fuel & Blown Outlaw Converter® for SG 4	408423	\$2094.75	408422	\$2094.75

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

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



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



Greg Seth-Hunter
PSCA Record Holder
6.97 @ 209
Picked up 9 mph and 40% less
slippage since switching to ATI!

	8"		9"		10"	
	Part #	Price	Part #	Price	Part #	Price
Powerglide	208900	\$1,064.09	208930	\$1,063.25	208420	\$1,199.75
TH350 and TH400	408900	\$999.99	408930	\$999.99	408420	\$1,188.75
C-6 1.848" Crank Pilot	608900	\$1,096.99	608930	\$1,096.99	608420	\$1,085.96
C-6 1.375" Crank Pilot	609900	\$1,096.99	609930	\$1,096.99	609420	\$1,085.96
C-4 Specify spline and bolt circle	649900	\$1,117.88	649930	\$1,117.88	649420	\$1,117.88
TF-727 - Chrysler	729900	\$1,193.58	729930	\$1,193.58	729420	\$1,193.58
TF-727 - AMC	729901	\$1,312.93	729931	\$1,312.93	729421	\$1,312.93
TF-904 - Chrysler	909900	\$1,193.58	909930	\$1,193.58	909420	\$1,193.58
TF-904 - AMC	909901	\$1,193.58	909931	\$1,193.58	909421	\$1,193.58

Diesel Converters

Tough converters for your high performance truck needs!

ATI now offers a superior quality, high performance diesel converter designed to withstand the stresses of high performance diesel engines. Available for Chevrolet, Dodge and Ford diesel trucks.



- Extra low stall available
- New single or triple disc clutches
- Furnace-brazed pump
- Torrington bearings
- Billet stator cap
- Custom-machined stator with new springs and rollers
- Tig-welded turbine fins
- New turbine hub
- Billet clutch piston center
- Billet covers available
- 1 year warranty

13.5" wide, 7" tall
Average weight: 65 lbs



Tig welded turbine hub and furnace brazed fins

DESCRIPTION		SINGLE / TRIPLE DISC	PART #	PRICE EXCHANGE*
DODGE 800 HP	A518/618 (1990-2006) [1]	SINGLE DISC	551100	\$708.75
	A518/618 (1990-2006), Extra Low Stall [1]	TRIPLE DISC	551101	\$1,241.45
GM 900 HP	Allison 1000 (2001-2003)	SINGLE DISC	551102	\$834.75
	Allison 1000 (2001-2003)	TRIPLE DISC	551103	\$1,206.45
	Allison 1000/2000 (2004 & up)	SINGLE DISC	551104	\$813.75
	Allison 1000/2000 (2004 & up)	TRIPLE DISC	551105	\$1,206.45
FORD 700 HP	E40D 4 stud (1989-1995)	TRIPLE DISC	551106	\$813.75
	E40D 4 stud (1989-1995) Extra Low Stall	TRIPLE DISC	551107	\$887.25
	E40D/4R100, 6 stud (1996-2003)	TRIPLE DISC	551108	\$918.75
	E40D/4R100, 6 stud (1996-2003) Extra Low Stall	TRIPLE DISC	551109	\$887.25
	5R110W, 6 stud (2003-2006)	TRIPLE DISC	551110	\$939.75
	5R110W, 6 stud (2003-2006) Extra Low Stall	TRIPLE DISC	551111	\$992.25

* All diesel converters carry a \$100.00 core charge.

[1] Exact year & transmission type is needed - more options available

Prices subject to change

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Streetmaster Converters®

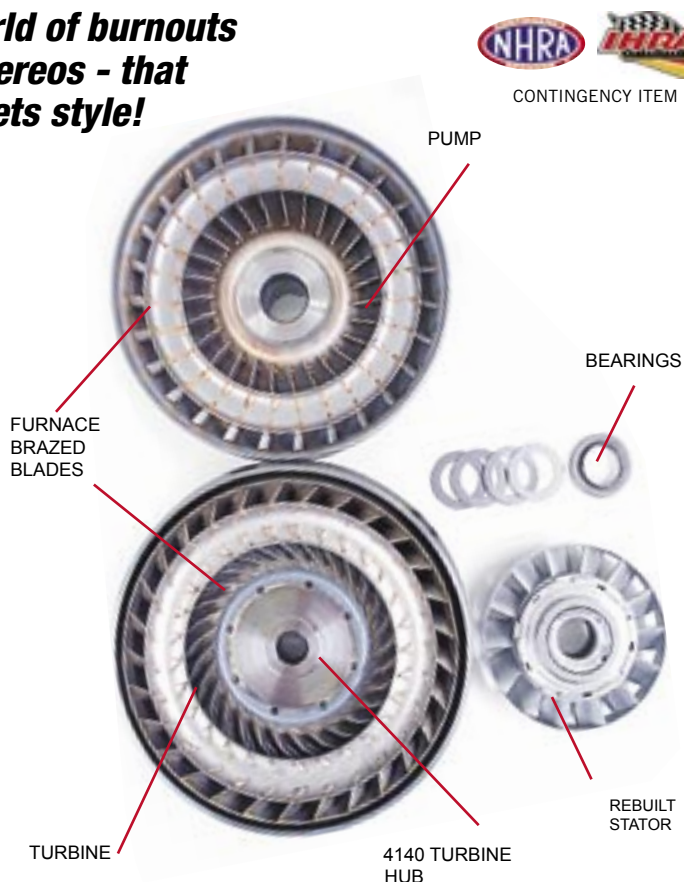
It's not just for any car. It's for the world of burnouts and boulevards, of stall speeds and stereos - that custom world where performance meets style!



ATI TEST VEHICLE

1969 Camaro - Street Driven and Track Tested

The Streetmaster is commonly used to enhance bottom end torque characteristics without sacrificing cruise efficiency. This unit generally provides an 800 to 1000 RPM increase in stall speed when used with stock-type rear end ratios and mildly modified engines. Using the same methods applied to the incomparable Treemaster Converter, the Streetmaster minimizes low RPM slippage and heat build-up.



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

- **The same methods, quality materials and workmanship as our Treemaster Converters**
- **Minimizes low RPM slippage**
- **Reduces heat build-up**
- **Fully furnace brazed blades**
- **New 4140 turbine hub**
- **3 Torrington Roller Thrust Bearings**
- **New ATI-manufactured converter pilot and 4140 steel pump hub**
- **New springs and rollers in the stator**
- **New adapter ring for secure mounting to the flywheel with threaded holes**

Lock up converters now available for 700R4, 4L60 and 4L65E!

Tech Tip



What happens to the converter if I change anything in my combination?

It is best to check with an ATI technician before making the change. Something as simple as tire size can affect torque converter performance. Gear ratio, stroke and cam timing are the three major changes that will alter flash characteristics. If you purchase another car, engine or transmission, your converter can be sent back to ATI to update it to new specifications. If you switch from a Powerglide to a Turbo or Turbo to a Powerglide, the splines can be changed inside the converter. You will need all the specifications on the new combination before ATI works on your converter. See page 78 for more information.



Bob Sartori
Sales Extension 3030

Streetmaster Converters®

Make the most of your everyday driving needs. Choose an ATI Streetmaster for slick, street operation!

We put the same technology into these Super Streetmaster converters as we do to all of our championship winning parts. We furnace braze the pump and turbine, install a new billet stator cap, springs and rollers in the sprag. A new hub, pilot and mounting ring have been installed and CNC-machined for perfect accuracy. Factory reinforced with your weekend cruiser's performance in mind.



10" SUPER STREETMASTERS

	Phase 2 Streetmaster		Phase 3 Streetmaster		Phase 4 Streetmaster		Phase 5 Streetmaster	
	3.0 & Greater Rear Gear		3.30 To 3.70 Rear Gear		3.70 To 4.30 Rear Gear		4.30+ Rear Gear	
	Part #	Price	Part #	Price	Part #	Price	Part #	Price
Powerglide	208320	\$515.81	208330	\$515.81	208340	\$515.81	208350	\$515.81
TH350 and TH400	408320	\$515.81	408330	\$515.81	408340	\$515.81	408350	\$515.81
C-6 1.848" Crank Pilot	608320	\$534.59	608330	\$534.59	608340	\$534.59	608350	\$534.59
C-6 1.375" Crank Pilot	609320	\$534.59	609330	\$534.59	609340	\$534.59	609350	\$534.59
AOD	---	---	618330	\$653.67	---	---	---	---
C-4 Specify spline & bolt circle	649320	\$512.38	649330	\$511.76	649340	\$511.76	649350	\$511.76
TF-727 - Chrysler	---	---	729330	\$622.64	729340	\$622.64	729350	\$622.64
TF-727 - AMC	---	---	729331	\$674.91	729341	\$674.91	729351	\$674.91
TF-904 - Chrysler	909320	\$622.64	909330	\$622.64	909340	\$622.64	909350	\$622.64
TF-904 - AMC	909321	\$649.91	909331	\$649.91	909341	\$649.91	909351	\$649.91



700R4 - 4L60E - 4L65E

	Lock Up		Non Lock-Up	
	Part #	Price	Part #	Price
700R4 / 4L60E ('85-'97) - Standard SBC	708330	\$623.96	708331	\$606.32
4L60E / 4L65E - Standard SBC ('98 & up)	708332	\$661.44	708333	\$606.32
4L60E / 4L65E - LS1 ('98 & up)	708334	\$661.44	708335	\$606.32

12" Super Streetmaster Converter with Lock-up for 4L60E / 4L65E ('98 & up) Great for low HP highway cruises! #708336.....\$581.05

11" PRO STREETMASTERS - Good for crate motor applications up to 400 HP!

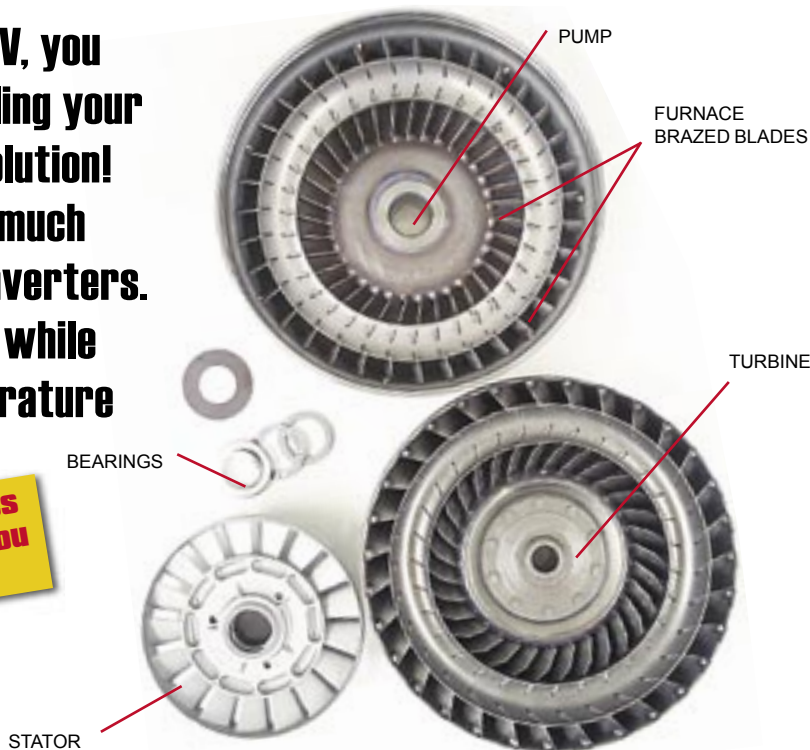
	Streetmaster		Pro Streetmaster			
	3.50 to 4.10 Rear Gear		3.50 + Rear Gear		4.10 + Rear Gear	
	Part #	Price	Part #	Price	Part #	Price
Powerglide	208250	\$351.31	208260	\$351.31	---	---
TH350 and TH400	408250	\$351.31	---	---	---	---
C-4 10 1/2" bolt circle	649250	\$379.65	649260	\$379.65	649280	\$379.65
TF-727 - Chrysler	729250	\$365.98	729260	\$351.31	729280	\$351.31
TF-727 - AMC	729251	\$397.57	729261	\$381.44	729281	\$381.44
TF-904 - Chrysler	909250	\$429.65	909260	\$429.65	909280	\$429.65
TF-904 - AMC	909251	\$462.61	909261	\$462.61	909281	\$462.61

Fuelmaster & High Stall Converters

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



Gas prices slowing you down?



	FUELMASTER						FACTORY HIGH STALL			
	11"		12"		13"		12"		13"	
TH350 - Chevrolet	---	---	358200	\$266.91			358220	\$351.31	---	---
TH350 - B-P-O	---	---	358210	\$266.91	---	---	358230	\$351.31	---	---
TH400	---	---	---	---	408200*	\$266.91			408240	\$351.31
C-6 1.848" Crank Pilot	---	---	608200	\$266.91	---	---	608220	\$299.83	---	---
C-6 1.375" Crank Pilot	---	---	609200	\$266.91	---	---	609220	\$299.83	---	---
C-4	649290	\$254.66	649200	\$284.66	---	---	---	---	---	---
700-R4 with Lock Up	---	---	708200	\$470.80	---	---	708220	\$581.05	---	---
TF-727 - Chrysler	---	---	729200	\$266.91	---	---	---	---	---	---
TF-727 - AMC	---	---	729201	\$288.61	---	---	---	---	---	---

* For 13" 6-pad Fuelmaster, order part # 408220...\$249.45

Tech Tip



How often should I overhaul my converter and will my stall speed change afterward?

Converter maintenance requirements often vary. Large displacement, heavy NOS, burnout procedure and engine or transmission failure can all affect the length of time your converter operates at optimal level. Although it is best to consult your ATI sales rep, a general rule of thumb is to freshen up your converter after about 300 runs.

Will the stall speed change? No! Utilizing a sophisticated database of converter combinations and specifications, ATI keeps detailed records of your converter's internal dimensions, build heights and other statistics. The converter is then rebuilt to the exact specifications as before unless you request a dimension or other change.



John Lane
Sales Extension 3070

Powerglide Transmissions

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



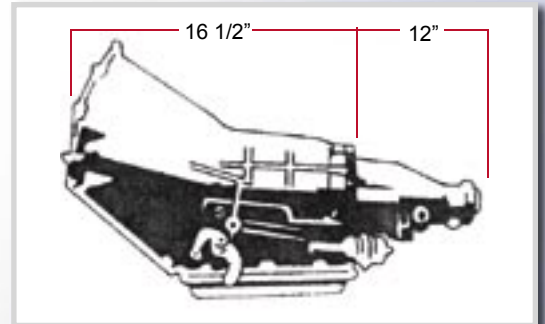
No core charge on Powerglide Transmissions! Call for details.



CONTINGENCY ITEM



LARRY STEWART - Super Stock
2009 US Nationals Winner
2004 NHRA S/S World Champion
ATI Trans, Converter & Damper-equipped



ULTRA GLIDE® - The choice of champion 2-speed racers!

Ideal for Stock, Super Stock and Comp Eliminator racers, the Ultra Glide utilizes the lightest components available. Standard features include an aluminum hub, one-piece aluminum drum and lightweight ring gear to reduce rotating mass and improve ET. It is equipped with a minimum pressure, computer-machined Compu-Flow Valve Body and includes a front pump that requires less horsepower to drive than standard pumps. It also enhances lubrication and adds to the reliability and longevity of the unit.

			1.76	1.82	1.90	1.94	1.98	2.08	2.18	Price
ULTRA GLIDE®	Non Transbrake	OEM	200950	---	---	---	---	---	---	\$2,139.24
			---	200990	---	---	---	---	---	\$2,139.24
		Super Set	200970	201000	201030	201060	201090	201120	201150	\$2,139.24
		Straight Cut	200980	201010	201040	201070	201100	201130	201160	\$2,139.24
	Transbrake	OEM	201200	---	---	---	---	---	---	\$2,309.02
			---	201240	---	---	---	---	---	\$2,309.02
		Super Set	201220	201250	201280	201310	201340	201370	201400	\$2,309.02
		Straight Cut	---	201260	201290	201320	201350	201380	201410	\$2,309.02

Prices subject to change

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Pro Glide® Transmissions

PRO GLIDE®



ATI's most popular Bracket / Super Gas Powerglide!

Blueprinted and assembled to the specific torque demands of each engine application. Standard features include: Steel Drum, Torsional Input Shaft, Hard Chrome Rings, Forged Steel Clutch Hub, Aluminum Deep Pan, High Capacity Band and Clutches. Non-Footbrake Pro Glides feature an exceptional "Instant-Releasing" External Solenoid Brake that moves the release valve with a whopping 44 lbs. of spring load.



1.82 FOOTBRAKE PRO GLIDE®

Rated up to 550 HP

Includes:

- 1.82 OEM Gear Set
- Precision Balanced OEM Carrier
- 4340 Hardened Input Shaft
PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump
- Deep Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever



200150 \$1,095.00

1.76 FOOTBRAKE PRO GLIDE®

Rated up to 750 HP

Includes:

- 1.76 OEM Gear Set
- Precision Balanced OEM Carrier
- 4340 Hardened Input Shaft
PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump
- Deep Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever



200110 \$1,195.00

1.76 PRO GLIDE®

Rated up to 750 HP

Includes:

- 1.76 OEM Gear Set
- Precision Balanced OEM Carrier
- Compu-Flow Transbrake
- 4340 Hardened Input Shaft - PG or Turbo Spline
- 6 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump
- Deep Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

200600 \$1,295.00
With SuperCase, 200600SC \$2,125.95

1.76 SUPER SET PRO GLIDE®

Rated up to 1000 HP

Includes:

- 1.76 9310 Helical Super Set
- Precision Balanced OEM Carrier
- Compu-Flow Transbrake
- 300M Hardened Input Shaft - PG or Turbo Spline
- 7 Clutch High Gear Pack
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump
- Deep Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

200610 \$2,074.00
With SuperCase, 200610SC \$2,895.95

Note! Listed horsepower ratings are achieved with required options listed on page 33.

STRAIGHT CUT PRO GLIDE®

Rated up to 1500 HP

Includes:

ATI SuperCase with Chevy Bell†
Optional Ford or Mopar bells also available.
See pg 33.

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

200620 1.74 / 1500 HP \$2,410.00
With SuperCase®, 200620SC \$3,240.95

200640 1.80 / 1500 HP \$2,410.00
With SuperCase®, 200640SC \$3,240.95

200660 1.87 / 1300 HP \$2,410.00
With SuperCase®, 200660SC \$3,240.95

†Note! The Pro Glide with SuperCase option includes a Billet Servo Cover, Twin Seal Servo and new Park Pawl.



Jason Weaver - Modified
5 Time Iron Man Classic Champion & Driver of the Year
2-time IHRA Race of Champions Winner
Multiple track championships,
ATI Pro Glide®-equipped

Pro Glide® Transmissions

Options available for your Pro Glide:

200011	SuperCase®/Chevy ..	\$784.49
200031	SuperCase® Extension Housing	\$120.45
207850	Spherical Tailhousing...	\$342.72
207146	Vasco Input	\$228.00
207148	Ringless Vasco Input (includes pump)	\$306.00
205291	Super Band™	\$205.33
205327	Super Servo®	\$401.90
205032	Super Pump	\$258.78
205322	Twin Seal Servo	\$35.32
205325	Billet Servo Cover	\$43.21
925000	SCS-30 Transmission Cooling System.....	\$695.00
203564	High Flow Filter Kit.....	\$61.61
206611	Trans Catch Can	\$109.73
206621	Polyurethane Mount ...	\$38.77
925170	Quick Connect Cooler Lines	\$120.17
206610	Transmission Shield..	\$140.53

**Add micro-polished gears to any
'glide for \$495!**

Optional SuperCase® Bells:

Ford BB Ford "FE"	add \$575
Ford 460 Bell	add \$525
Ford SB 157-164 teeth...	add \$425
SB/BB Mopar.....	add \$475
New Gen HEMI®	add \$475
(Includes flywheel and crank adapter.)	

**For assistance in choosing the proper
options for your application, consult an
ATI Sales Technician.**

Prices subject to change

HIGH IMPACT

PRO GLIDE®

**For high horsepower
applications!**

Rated to 1800 HP



ATI High Impact Powerglide Transmissions are recommended for vehicles that produce more than 1500 HP and need the added reliability offered by these heavy-duty gear combinations. Different types of gears and configurations are offered to match the needs of very high output engine combinations. High Impact Transmissions are built with many other components as "standard equipment" that would usually be needed with high horsepower combinations.

Includes:

- 1.80 9310 Straight Cut Gear Set
- Precision Balanced New Carrier w/ 4340 Output
- ATI SuperCase and Tailhousing
- Compu-Flow Transbrake
- Vasco Ringless Input Shaft
- 10 Clutch High Gear Drum
- Kevlar Band
- Billet Clutch Hub
- High Flow Front Pump with Heat-Treated and Pinned Stator Tube
- Billet Twin Seal Servo
- Deep Aluminum Pan
- High Performance Gaskets & Seals
- Competition Sealing Rings
- Multi Lever

201435\$4,289.95

Tech Tip



NEW!
Add the SCS Cooling System
and let your transmission cool
itself! Page 46 for details.

What would keep my transmission from moving?

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

1. Pressure regulator valve in the valve body is stuck open
2. Broken front pump gear
3. Broken input shaft
4. Sheered splines in the torque converter turbine
5. The pin on the linkage that moves the manual valve in the valve body is out of the slot on the valve, and not moving the valve to direct pressure to the band or clutches. To verify pressure, remove a cooler line, start the motor and see if the pump is pumping fluid. If it is, pull the pan and check that the manual valve is moving with the shift linkage.

Superglide® Transmissions

SUPERGLIDE®



Made in USA

100% New Transmissions!

Superglide® 1 Transmission*

Rated to 2000 HP

Includes:

- 1.80 Vasco Gear Set
- Precision Balanced New 4340 Carrier & Output
- Exclusive 30 Spline Turbo Clutch Hub Input Sun Gear and Kryptonite Ringless Input Shaft (Full 1" Diameter)
- ATI SuperCase and Tailhousing
- Compu-Flow Transbrake
- 10 Clutch High Gear Drum
- Kevlar Band
- High Volume Front Pump with Heat-Treated and Pinned Stator Tube designed for Ringless Shaft
- Billet Twin Seal Servo
- Deep Aluminum Pan
- Transmission Catch Can
- High Performance Gaskets and Seals
- Multi Lever

201450\$4,995.95

201451 (18" shorty).....\$5,025.95

Optional Bells

For Ford BB Ford "FE" add \$575
 For Ford 460 add \$525
 For Ford SB, 157/164 tooth add \$425
 For SB/BB Mopar add \$475
 For New Gen HEMI® add \$475



10 1/2" Outlaw Converter®

**Limited 5 year warranty available for all Superglide Transmissions and Outlaw Converters. Please call for details.*

The strongest Powerglide in the industry, exclusively from ATI!

Made with only the highest quality components, ATI's new Superglide is the strongest Powerglide on the market today! For use in high horsepower race cars, pullers and monster trucks, the Superglide is available for popular Chevy, Ford and Mopar applications. With many custom components made exclusively by ATI, the Superglide is the ultimate in reliability!

STEVEN BIGGS - Outlaw 10.5
 Won the Drag radial class at gateway's Outlaw All Stars event with a 7.993 - 177.09 following a string of record breaking runs of 8.099, 8.099, 8.06, 8.02 and 7.99 to take the win!



JOE DUNN - Pro Street
 At June's NMCA event at Maple Grove, three Superglides® outran the Lenco's and clutches! ATI's Joe Dunn qualified #5 with a 4.276 @ 168 mph and went on to beat Troy Coughlin in the final with a run of 6.412 @ 217 mph!



Both equipped with ATI Superglides & Outlaw Converters!

Superglide® 2 Transmission*

Rated to 2500 HP

Includes:

- 1.80 Vasco Gear Set
- Precision Balanced New 4340 Carrier & Output
- Exclusive 30 Spline Turbo Clutch Hub, Input Sun Gear and Kryptonite Ringless Input Shaft with Increased Diameter
- ATI SuperCase and Tailhousing
- Compu-Flow Transbrake
- 10 Clutch High Gear Drum
- Kevlar Band
- Super Pump with matching Stator for Ringless Shaft with Increased Diameter
- Billet Twin Seal Servo
- Billet Servo Cover
- Deep Aluminum Pan
- Transmission Catch Can
- High Performance Gaskets and Seals
- High Flow Filter System
- Multi Lever

201452 \$5,395.00

New! Superglides 1, 2 & 4 include all new micro-polished pump gears for maximum oil flow and pump life!

Superglide® 4 Transmission*

Rated to 3000 HP - Patent Pending

Includes:

- Custom 1.80 Vasco Gear Set with Custom Sun Gear for 1.1875 Input Shaft
- Custom Output Sun Gear Bushing
- Precision-balanced new 4340 Carrier with 4340 Output (T-400 diameter)
- Custom Clutch Hub
- ATI SuperCase and Tailhousing
- Exclusive Ringless Input Shaft with full 1.1875" Diameter
- Custom Super Pump for 1.1875 Input
- Compu-Flow Transbrake
- Custom 10 Clutch Drum
- Kevlar Band
- Billet Twin Seal Servo
- Billet Servo Cover
- Deep Aluminum Pan
- Transmission Catch Can
- High Performance Gaskets and Seals
- High Flow Filter System
- Multi Lever
- Roller Governor Support

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

201454.....\$7,995 \$8,995 with 2 converters.

1.66 Vasco gears available for the Superglide 4. Consult your ATI Sales technician.



Zero broken in 3 seasons!

NEW!
 Add the SCS Cooling System and let your transmission cool itself! Page 46 for details.

36% Larger!

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

Superglide 4 contains internal parts that are produced exclusively by ATI under U.S. Patent #6,892,533 and parts Patent Pending. These parts are unavailable for purchase by others.

**3-piece
design!**



ATI SuperCase®

SFI-certified ATI SuperCase® Transmission Cases and Bellhousings

- Bellhousing
- Case
- Tailhousing



CONTINGENCY ITEM

Made from 356-T6 sand cast aluminum, this new unit incorporates an internal steel safety liner and requires no external shields. It is available for Chevrolet, Ford and Mopar pattern bellhousing applications and accepts all Powerglide components. With the 3-piece design, the bellhousing bolts directly to the case instead of the pump location. The tailhousing comes complete with seal and bearing; both held with snap rings. Meets SFI-certified specs 4.1 and 30.1 for competition as purchased. 356-T6 tensile strength is 6,000 psi more than a permanent mold casting that other companies use!

SUPERCASE® WITH CHEVROLET BELL	200011	\$934.95
SUPERCASE® WITH BB MOPAR BELL, 6 BOLT **	200017-6	\$1,390.95
SUPERCASE® WITH BB MOPAR BELL, 8 BOLT**	200017-8	\$1,390.95
SUPERCASE® WITH SB MOPAR BELL	200024	\$1,390.95
SUPERCASE® WITH SB MOPAR BELL, 5.7 / 6.1L HEMI	200027	\$1,390.95
SUPERCASE® WITH SB FORD/157 FLEXPLATE BELL**	200019	\$1,390.95
SUPERCASE® WITH SB FORD/164 FLEXPLATE BELL**	200022	\$1,390.95
SUPERCASE® W/ BB FORD/164 FLEXPLATE BELL EXTERNALLY BALANCED	200026EX	\$1,415.95
SUPERCASE® W/BB FORD/164 FLEXPLATE BELL INTERNALLY BALANCED	200026IN	\$1,415.95

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

OPTIONAL SCS-30 INSTALLED ON SUPERCASE®	925000	\$745.00
SUPERCASE®, RACE-READY WITH CHEVY BELL AND SCS 30 SYSTEM*	200009	\$1899.95

*Requires aluminum deep pan ADD \$90 for Pro Brake

SUPERCASE® (WITH LINER BUT NO BELL)	200013	\$778.95
CHEVROLET BELL ONLY	200014	\$251.37
BB MOPAR BELL ONLY	200016M	\$382.95
SB MOPAR BELL ONLY *	200023M	\$382.95

* Includes 915118X adapter (required)

SB FORD/157 FLEXPLATE BELL ONLY	200018	\$338.95
SB FORD/164 FLEXPLATE BELL ONLY	200021	\$338.95
BB FORD/164 FLEXPLATE BELL ONLY	200025	\$338.95
TAILHOUSING ONLY WITH BEARING	200031	\$159.95

Snap ring, bearing and seal

EXTENSION HOUSING WITH T-400 OUTPUT	200032	\$195.00
PA BELL - SB FORD FOR SUPERCASE♦	915112	\$457.71
PA BELL - FORD "MOD MOTOR" FOR SUPERCASE♦	915113M	\$514.30
PA BELL - BB FORD FOR SUPERCASE♦	915108	\$534.27
PA BELL - FORD "FE" FOR SUPERCASE♦	915109	\$560.99

♦Requires #915118 adapter plate.

♦See page 59 for more information on PA Bellhousings

STUD KIT = SUPERCASE TO BELL	950263	\$29.95
ADAPTER PLATE FOR SUPERCASE TO PA BELL	915118	\$133.84
ADAPTER PLATE FOR SUPERCASE TO JW BELL†	915119	\$133.84

†The JW Bell must be shortened 7/8" or the converter lengthened 7/8". ATI normally machines 3/8" off each side of the bell and use a 1/4" thick motorplate converter.

CRANK ADAPTER FLEXPLATE	915611X	\$123.87
SFI BB FORD BELL TO SUPERCASE	915612	\$123.87
CRANK ADAPTER, FORD FE	915630X	\$123.87
CRANK ADAPTER, GM TO CHRYSLER, 6 BOLT	915640X	\$123.87
CRANK ADAPTER, GM TO CHRYSLER, 8 BOLT	915640XF	160.77
CRANK ADAPTER, GM TO CHRYSLER, 8 BOLT FLAT CRANK	951471-6	\$9.63
CHRYSLER 6 BOLT KIT	951471-8	\$12.84
CHRYSLER 8 BOLT KIT	960002	\$7.50
COOLER LINE FITTING FOR SUPERCASE 1/4" NPT MALE TO -6 AN MALE	915650X	\$234.76

SFI FLEXPLATE, CHRYSLER TO GM, 6 BOLT, INTERNAL BALANCE, 130 TEETH	915660X	\$234.76
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SFI FLEXPLATE, CHRYSLER TO GM, 8 BOLT, INTERNAL BALANCE, 130 TEETH	915660X	\$234.76
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SUPERCASE WEIGHTS

Case with Liner and Hardware ...24
Chevy Bell.....8
Ford SB Bell 157.....10
Ford SB Bell 164.....11
Ford BB Bell.....13
Mopar SB Bell.....11
Mopar BB Bell.....11
PA Adapter Plate .....4
JW Adapter Plate .....4
PA Mod Motor Bell.....18
PA FE Bell.....23
PA BBF .....23
PA SBF .....18



#915118 Adapter Plate for
SuperCase® to PA Bells

Tech Tip

**How important
is it to center my
transmission and
converter behind
my engine?**

Charlie Plott
Sales Extension 3028



It is critical to maintain a straight centerline from your engine crankshaft through to your converter and transmission. If your transmission and converter are NOT centered, internal parts may experience costly premature wear. Factors that cause misalignment include engines that have been line-bored with the crankshaft sunk in the block, flexplates and converters that are out of round or unbalanced or even a flexplate that does not "flex". Internal converter and transmission components must be machined to center themselves in line with the engine crankshaft.

Powerglide Components

CIRCLEGLIDE® TRANSMISSION

ATI Circleglide Transmissions are made for the oval track racer who insists on reliable high performance drivetrain components. The ATI Circleglide comes with a hydraulic clutch valve body so that no external fluid lines are necessary. This transmission is also built with a steel clutch hub and ATI oil circuitry blueprinting as standard equipment.

200050 \$1,719.13

DRIVE ASSEMBLY FOR CIRCLEGLIDE®

Replace the excess weight of a converter with the Circleglide Drive Assembly from ATI! Eliminates converter slip. Choose from a standard or late crankshaft.



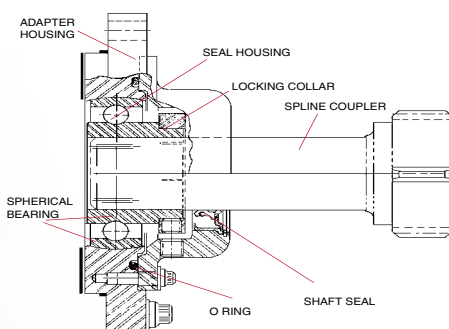
STANDARD DRIVE ASSEMBLY	206630	\$248.93
LATE CRANKSHAFT DRIVE ASSEMBLY	206635	\$237.57

(2 piece ring and seal)

SPHERICAL TAILHOUSING

- Provides unrestricted, unlimited movement of the chassis and transmission case around the output shaft center line.
- Increase gear set life by removing angular loads that try to move the output shaft off center.
- Eliminates friction power loss. The bushing is replaced with a heavy duty, free-turning roller bearing.
- Eliminates bushing wear and seal failure.
- Infinite and accurate coupler length adjustments.
- Special locking collar allows coupler adjustment and locking without marring coupler machined surface.
- Instant .03 - .05 ET gain: could be much more on cars with poor alignment or flex prone chassis.
- Direct bolt-on replacement.
- Seal snap-ring retained.
- Fully O-ring sealed.
- CNC-machined 6061 T-6 housing.
- Spherical bearing surface hard-coated for long life.
- Grade 8 hardware supplied.

U.S. Patent #5,460,456



For Solid Mount Rear Engine Dragsters

207850 POWERGLIDE SHORTY EXTENSION HOUSING WITH SPHERICAL BEARING \$483.89

Individual Components	951330	Counterbore screw (3/8-16 x 1 1/4")
207860 Adapter - spherical bearing to case	953040	Flat washer (1/4") AN
207870 Seal housing	953050	Flat washer (3/8") AN
207880 Spherical bearing	207890	Gasket
970090 Case seal ring	956240	Retaining ring
973010 Extension housing seal	960120	Pipe plug, 1/8" NTP
970290 O-ring		
951440 Counterbore screw (1/4-20 x 3/4")		

*The Spherical Tailhousing requires a special drive shaft when used in 4 link rear engine dragsters. Please consult an ATI technician for more details.

EXTENSION HOUSINGS

PG 28" ASSEMBLY, OEM
PG 18" SHORTY INC. HARDWARE
PG 18" SHORTY W/ T-400 OUTPUT SHAFT INCLUDES HARDWARE
PG SUPERCASE, FOR 1.500 YOKE WITH SEAL BEARING & RETAINING RING

200030	\$46.31
200040L	\$141.17
200040T	\$193.67
200031	\$159.95

18" EXTENSION HOUSING WITH BEARING

Reduce friction and extend the life of your transmission with the shorty extension housing from ATI! This replacement housing for the aluminum Powerglide OEM, ATI SuperCase or Dedenbear transmission case will retro fit to any Powerglide with a standard shorty extension without having to perform any machining or modification to the drive shaft yoke. To enhance the performance of the Shorty Extension Housing, it can be used in conjunction with the installed optional case bearing (part #983040).

PG 18" WITH BEARING	200039	\$168.57
PG 18" - 3.110 LONG WITH BEARING	200039L	\$174.25

1" longer to provide 1" travel between the yoke and case



18" Extension Housing - 3.110 Long with Bearing

Powerglide Components

SUPER PUMP

The revolutionary Super Pump is here! As standard equipment on the Superglide II and III, the Super Pump's lightweight pump halves are CNC-machined from billet aluminum for precision and hard-coated to eliminate wear. The Super Pump's steel stator support tube is a one-piece, bolt-in design which prevents stator tube spin-out. Re-engineered lubrication circuits allow for increased flow volume in all critical areas. In fact, the pump gear thickness has been increased to improve oil pressure and volume at low RPM resulting in a cool running transmission and converter. All new Mikronited Pump Gears are standard for maximum oil flow and increased pump life. Also available with rings installed for use with the Super Shaft (Page 38).

SUPER PUMP	205032	\$583.22
SUPER PUMP W/ RINGS INSTALLED FOR "RINGLESS" SUPER SHAFT (#207148, 207149 & 207159)	205038	\$605.27

Superior pressure and improved brake hold at low RPM!



*Super Pump
Shown with ATI ringless
Super Shaft®*

BLUEPRINTED FRONT PUMPS

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

WITH COOLER

FRONT PUMP	205030	\$349.99
HEAT-TREATED STATOR SUPPORT	205031	\$379.99
BUSHED .984", HEAT-TREATED STATOR SUPPORT	205041	\$389.99
BUSHED .998", HEAT-TREATED STATOR SUPPORT	205051	\$389.99
HEAT-TREATED STATOR TUBE WITH RINGS INSTALLED FOR 207148 & 207149 SUPER SHAFTS	205052	\$399.99

WITHOUT COOLER

FRONT PUMP	205060	\$349.99
HEAT-TREATED STATOR SUPPORT	205061	\$379.99
BUSHED .984", HEAT-TREATED STATOR SUPPORT	205071	\$389.99
BUSHED .998", HEAT-TREATED STATOR SUPPORT	205081	\$389.99
ALUMINUM FRONT PUMP BODY WITH GEARS	205160	\$341.45



Front Pump

STATOR SUPPORT TUBES

ATI's Stator Support Tube supports and centers the stator inside the converter and locks the stator from turning when the converter is multiplying torque while the sprag is locked. The inside of the tube provides a surface for the oil rings on the input shaft to seal against preventing the hot oil from coming out of the converter and going directly into the transmission. The front ring on the input shaft seals and sends the hot oil through the pump to the cooler. The oil returns from the cooler to the hole between the rings into the input shaft and is then directed to cool and lube the clutches, bearings and gear set. The tube is heat-treated in the critical areas to eliminate ring and spline wear. Check your pump tube ID for ring wear. If worn, ATI's input shafts have the rings moved 1/16" to a new surface, so if you are buying a heavy duty ATI input shaft you don't have to replace the tube.

STATOR SUPPORT TUBE, HEAT TREATED, 4140	205210	\$80.55
STATOR SUPPORT TUBE, HEAT-TREATED, 4140 WITH RINGS, NO BUSHING FOR SUPER SHAFT (#207148 & #207149)	205232	\$103.60

SUPER PUMP STATOR SUPPORTS

SUPPORT TUBES WITH RINGS INSTALLED FOR USE WITH SUPER SHAFTS (#207148 & #207149)	207133	\$282.88
STANDARD SUPER PUMP SUPPORT TUBE, NO RINGS	205035	\$250.63

CHROME OIL RINGS

Furnished in sets for all high pressure points in the transmission, these rings will virtually eliminate ring wear that can cause clutch failure.

POWERGLIDE RINGS (SET OF 4)	205020	\$23.36
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Stator tube machined for rings



100% Billet Super Pump Stator Support Tube

Chrome Oil Rings



Powerglide Components

INPUT SHAFTS

POWERGLIDE SPLINE

12 5/8" POWERGLIDE SPLINE, 300M	207190	\$170.87
12 7/8" POWERGLIDE SPLINE, TORSIONAL, VASCO	207140	\$416.40
12 7/8" POWERGLIDE SPLINE, TORSIONAL, 300M	207160	\$170.87

TURBO SPLINE

12 5/8" TURBO SPLINE, 300M	207200	\$170.87
12 7/8" 1.76 TURBO SPL, TORSIONAL, VASCO W/ JOURNAL	207145	\$398.87
12 7/8" 1.76 TURBO SPL, TORSIONAL, VASCO NO JOURNAL	207146	\$398.87
12 7/8" TURBO SPLINE WITH JOURNAL, TORSIONAL, 300M *	207170	\$170.87
12 7/8" TURBO SPLINE, NO JOURNAL, TORSIONAL, 300M	207171	\$170.87

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

INPUT SHAFT RINGS

CHROME, SET OF 2	205010	\$14.03
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INPUT SHAFT BUSHINGS (WEDDING BAND)

.984, ATI SHAFTS	207350	\$11.52
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Input Shafts

- For 8 or 6 cylinder carriers
- Eliminates breakage while reducing shock loads to the gear train
- Precision-machined
- VASCO steel available for extreme duty models



**TWO YEAR
WARRANTY ON ALL
KRYPTONITE - LIKE
RINGLESS SUPER
SHAFTS!**

Ringless Super Shaft



CNC-machining
of ATI Shafts
Made completely
in-house at ATI

RINGLESS SUPER SHAFTS®

U.S. Patent #6,892,533

As indestructible as Kryptonite*, ATI's Super Shaft is the only ringless PG input shaft that provides the OEM lube circuit to maintain proper converter pressure, cooler pressure and flow to properly cool your transmission for peak performance! Machined from space-age strength alloy steel in a 1" diameter with 30 spline both ends for Superglide or 30-17 spline for standard PG. 2500 HP max. Requires a special Stator Support Tube (#205232) or Super Pump (#205038 or #205052) or Support (#207133) if you have an existing Super Pump. Consult an ATI technician for more information.

12 7/8" 1.76 RINGLESS, SUPER SPL, STD GEARS	207148	\$398.87
<i>Requires 205232 stator tube or 205038/205052 pump</i>		
12 7/8" 1.76 RINGLESS, FOR SUPERGLIDE 1	207149	\$398.87
<i>Replacement shaft for Superglide</i>		
12 7/8" 1.76 RINGLESS SUPER SHAFT 2	207159AV	\$398.87
<i>1.0012" DIAMETER, VASCO Replacement shaft for Superglide 2</i>		

*Kryptonite is a registered trademark of Schlage.

Tech Tip



What is the purpose of the input shaft?

Powerglide input shafts are not just about design and material. They are just as much about proper machining procedures and techniques. ATI's new material is superior to Vasco in every way and makes a superior input shaft.

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

Input Shaft duties include:

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

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

Powerglide Components

BANDS

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

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

PG LOW BAND, KEVLAR	205290	\$60.10
PG LOW BAND, RED LINING	205310	\$63.11
ATI SUPER BAND	205291	\$199.95
HD 4140 BAND ADJUSTING SCREW	205313	\$33.44

Powerglide Low Band,
Red Lined



Super Band™

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

OUTPUT SHAFTS

Fits ATI bolt-on carrier

28" OUTPUT SHAFT, 4340 - 1 3/16 DIAMETER 27 SPLINE, PG	204148	\$345.23
18" OUTPUT SHAFT, 4340 - 1 3/16 DIAMETER 27 SPLINE, PG	204149	\$345.23
28" OUTPUT SHAFT, 4340 - 1 3/8 DIAMETER 32 SPLINE, T400	207842	\$412.66
18" OUTPUT SHAFT, 4340 - 1 3/8 DIAMETER 32 SPLINE, T400	207843	\$412.66



Aluminum
Clutch Hub

CLUTCH HUBS

Fully machined in-house, ATI clutch hubs replace stock cast iron units which often break, causing total transmission failure. Available in zinc-chromated stress proof steel or hard-coated T-6 aluminum, these hubs are guaranteed against failure whether you have a race car or high performance street car.

ALUMINUM CLUTCH HUB (.34 LB)	207210	\$72.52
STEEL CLUTCH HUB (.92 LB)	207220	\$72.52
STEEL FOR 10 CLUTCH DRUM, STD. 19 SPLINE	207222	\$112.79
STEEL FOR 10 CLUTCH DRUM WITH 30 TOOTH SPLINE FOR SUPERGLIDE 1 & 2	207783	\$107.42

CLUTCH PACKS

DIRECT

10 FRICTIONS	10 STEELS	205624	\$112.49
8 FRICTIONS	8 STEELS	205623	\$108.75
7 FRICTIONS	8 STEELS	205622	\$97.41
6 FRICTIONS	6 STEELS	205621	\$41.49
5 FRICTIONS	6 STEELS	205620	\$37.28

REVERSE

6 FRICTIONS	6 STEELS	205821	\$44.87
5 FRICTIONS	5 STEELS	205820	\$37.60

For individual components, please consult ATI's Sales Staff.



GASKET SET FOR PG PUMP TO CASE

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

205380	\$23.10
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Gasket Set For Powerglide
Pump To Case

**New
Product!**



Shim Kit
for Powerglides



POWERGLIDE SHIM KIT

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

POWERGLIDE SHIM KITS

205379	\$9.10
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Prices subject to change

www.atiracing.com • 1.866.379.4632

Powerglide Components

COMPU-FLOW® VALVE BODIES

ATI Compu-Flow Valve Bodies provide the most accurate and efficient hydraulic controls possible for automatic transmissions. Years of research and testing have enabled ATI to design optimum oil circuitry for all popular transmission applications. From Street/Strip Valve Bodies to Transbrakes, ATI has a quality unit to fit your needs.

COMPU-FLOW MANUAL VALVE BODIES

Full manual gear selection

FORWARD PATTERN WITH ADJUSTABLE REGULATOR	203200.....	\$193.55
REVERSE PATTERN, WITH ADJUSTABLE REGULATOR	203220.....	\$193.55
CIRCLE TRACK, FORWARD PATTERN*	203240.....	\$264.03

* The Circle Track Valve Body does not use a torque converter and requires a clutch pedal set-up. Ask an ATI Sales technician for details.

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. Internal brakes have the solenoids mounted inside the transmission, protected from the elements. The external Minimum Reaction Time brake is recommended for Pro Tree racers. Both style brakes are available in a "safety" version that requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

FWD PATTERN, INTERNAL, FIXED PRESSURE REV SAFETY	203070.....	\$547.44
FORWARD PATTERN, INTERNAL, FIXED PRESSURE	203300.....	\$379.09
REVERSE PATTERN, INTERNAL, FIXED PRESSURE	203350.....	\$419.48

FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR, REV SAFETY <i>Great for Pro Tree!</i>	203050.....	\$449.30
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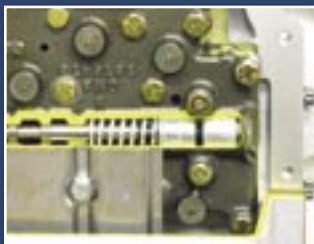
FORWARD PATTERN EXTERNAL MRT, ADJUSTABLE REGULATOR	203250.....	\$357.68
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Repair services and wet testing are also available for ATI Valve Bodies.

FIXED PRESSURE REGULATORS VS. ADJUSTABLE REGULATORS

FP (Fixed Pressure) Regulators eliminate the sometimes troublesome OEM boost valve and sleeve. Pressure is regulated by a precision-machined spring seat and a custom valve spring.

AR (Adjustable Regulator) Regulators have the same features as the FP, plus they feature a 2-piece adjustable spring seat that allows pressure to be increased up to 250 psi.



All ATI Powerglide Valve Bodies feature exclusive patent pending Pressure Regulator designs.

VALVE BODY PRESSURE TEST KIT



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

151001	\$83.68
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Valve Body Components



FOR EXTERNAL TRANSBRAKES 203250 AND 203050

SOLENOID WITH ADAPTER	203480	\$116.78
SOLENOID ONLY	941030.....	\$79.43
TRANSBRAKE VALVE	203440	\$31.22
BRAKE VALVE RETURN SPRING	203460	\$7.38
SEPARATOR PLATE FOR 203250	203260	\$37.11
SEPARATOR PLATE FOR 203050	203040	\$37.11

FOR INTERNAL TRANSBRAKES 203300, 203350, 203070

SOLENOID ONLY	941010.....	\$78.68
TRANSBRAKE VALVE	203420	\$31.22
BRAKE VALVE RETURN SPRING	203450	\$7.15
SEPARATOR PLATE FOR 203300	203310.....	\$37.11
SEPARATOR PLATE FOR 203350	203360	\$37.11
SEPARATOR PLATE FOR 203070	203060	\$37.11
WIRE CONNECTOR, STANDARD	940330	\$9.39
WIRE CONNECTOR, SHORTY	940340	\$14.16

FOR COMPU-FLOW VALVE BODIES

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

FOR ALL POWERGLIDE VALVE BODIES

PRESSURE REGULATOR SPRING WITH BOOST VALVE	203380.....	\$12.61
GASKETS (3 SETS)	203410	\$24.64

Powerglide Components

The Transbrake

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

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

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

Many of our 350 cubic inch Super Stockers run the quickest from 1800 RPM. The converter will flash to its stall speed no matter at what RPM you stage it provided the engine will respond properly to that RPM. Engines with two carbs and big plenums on the intake system will require higher RPMs to respond consistently. Again, going higher on the converter only serves to reduce the reaction time of the race car.

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

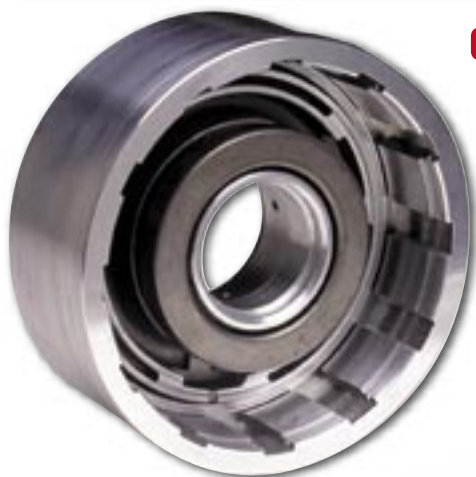
1 - The maximum amount of torque (power) is input to the converter.

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

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

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

Wide open throttle on the brake is extremely detrimental to the health of your converter.



CLUTCH DRUMS

ALUMINUM

ASSEMBLY, 5 CLUTCHES INSTALLED (5.22 LBS)	205650	\$437.21
ASSEMBLY W/ STEEL INSERT, 5 CLUTCHES INSTALLED (6.22 LB)	205650SI	\$529.61
ASSEMBLY, 6 CLUTCHES INSTALLED (5.24 LB)	205651	\$440.85
ASSEMBLY, 6 CLUTCHES INSTALLED (6.24 LB)	205651SI	\$510.15
ASSEMBLY, 10 CLUTCHES & HUB INSTALLED 19 SPL, PG (6.94 LB)	205655	\$578.81
ASSEMBLY, STEEL INSERT WITH 10 CLUTCHES (7.94 LB)	205655SI	\$705.99
DRUM WITH BEARINGS AND RINGS ONLY	205660	\$357.76
DRUM WITH STEEL INSERT WITH BEARING & RINGS ONLY	205660SI	\$416.67
DRUM ONLY, MACHINED FOR 10 CLUTCHES	207023	\$428.10

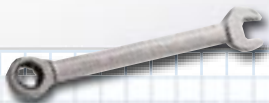
STEEL

ASSEMBLY, 5 CLUTCHES INSTALLED (8.46 LB)	205640	\$121.15
ASSEMBLY, 6 CLUTCHES INSTALLED (8.5 LB)	205641	\$145.40
ASSEMBLY, 7 CLUTCHES INSTALLED (8.86 LB)	205642	\$169.66
ASSEMBLY, 10 CLUTCHES & HUB INSTALLED 19 SPL, PG (9.8 LB)	205645	\$600.31
ASSEMBLY, 10 CLUTCHES (10.08 LB)		
(INC. 30 SPLINE CLUTCH HUB FOR THE SUPER SHAFT I & II)	205646	\$600.31
ASSEMBLY, WITH PISTON (NO CLUTCHES)	205670	\$84.77
HIGH GEAR DRUM ONLY, 10 CLUTCH CAP.	207022	\$309.25
HIGH GEAR PISTON FOR 5 CLUTCH DRUM	205700	\$36.30
HIGH GEAR PISTON FOR 6-7 CLUTCH DRUM	205701	\$36.30
HIGH GEAR PISTON FOR 10 CLUTCH DRUM	205703	\$51.82

CLUTCH DRUMS

- Available in steel, lightweight aluminum & aluminum with steel insert
- Enhances performance
- Aluminum drum triples clutch life

Tech Tip



Aluminum Drums

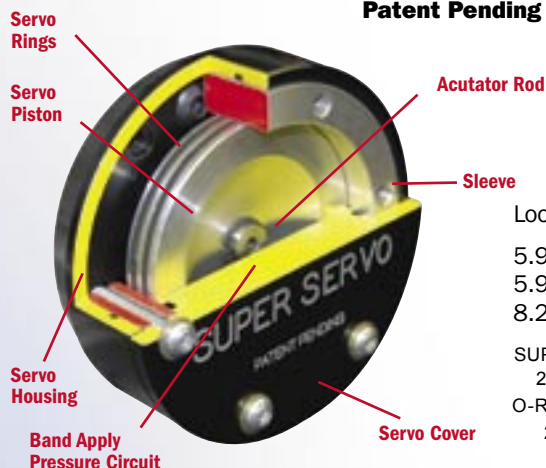
ATI has developed a new Aluminum Clutch Drum with a steel insert for use in Powerglide transmissions. This new steel insert accepts the OEM bushing and will eliminate wear on the inside of the drum on its bushing surface and oil ring diameter to the stator support. These areas could be damaged by racers selecting neutral and shutting the engine down in excess of 8000 rpm at the end of the track. When the engine stops turning, so does the trans pump which cuts off oil flow to the transmission.

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

Powerglide Components

SUPER SERVO®

Patent Pending



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

Look at these numbers!

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

SUPER SERVO
205327 \$480.43
O-RING KIT FOR SUPER SERVO
205335 \$5.99



TWIN SEAL SERVO FOR POWERGLIDE

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

TWIN SEAL SERVO	205322	.....	\$35.32
INCLUDES GASKET, O-RING AND STEEL SERVO RINGS			
GASKET, SERVO COVER TO CASE	205330	.....	\$3.56
O-RING, SERVO COVER TO CASE	205340	.....	\$3.46
STEEL SERVO RING	205320	.....	\$3.88
SERVO W/ GAPLESS TWIN RINGS INSTALLED (below)	205318	.....	\$45.00

Twin Seal Servo



Billet Servo Cover

New Product!

GAPLESS SERVO RINGS

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

SERVO RINGS	205319	\$9.90 EA.
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Servo Rings

BILLET SERVO COVERS

These CNC-machined billet aluminum plates cover the servo with style, and its precision construction assures an excellent seal. Servo covers feature an anodized finish.

SERVO COVER	205325	\$43.21
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Bushings

REVERSE PISTON SPRINGS

HEAVY DUTY SPRINGS, SET OF 17	205750	\$44.34
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BUSHING KITS

POWERGLIDE KIT	206400	\$21.83
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Universal Lever For Powerglide

UNIVERSAL LEVER

The ATI Universal Lever is designed for use on aluminum Powerglide transmissions without the throttle lever and shaft. It is a two-piece lever rather than the usual one-piece unit. Containing four holes for the cable swivel, this item can be used "lever down" or "lever up" with a variety of shifters.



Heavy Duty Reverse Piston Springs

202100	\$12.10
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Prices subject to change

Powerglide Components

POWERGLIDE LOW GEAR SETS

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

ATI stocks the widest selection of Powerglide Low Gears in the industry. These gears are based on the lightweight OEM 6 cylinder planetaries. Gear ratios include 1.76, 1.82, 1.90, 1.94, 1.98, 2.08, 2.18 9310 gear sets. All of ATI's gears are produced in-house, from the computer-machined blank to the finished, shaped or hobbled gear using microprocessor-controlled equipment. The tools that we use to cut our gears are coated by a Titanium Nitride process that improves tool hardness and allows the tool to remain in "like new" condition. This results in a premium finish on all gears and allows us to hold extremely close tolerances on pitch diameters and helix angles, assuring you the highest quality possible.

HELICAL CUT SUPER SET GEARS®

- All 8 gears are new: long and short pinions, sun gear and flange gear.
- No factory gears are used.
- Each gear made of high quality steel with a tensile strength of 295,000 lbs. per sq. in.
- Recommended for engines with a stroke of 3.5" or less.

STRAIGHT CUT SUPER SET GEARS®

- All 8 gears are new.
- Super strong lightweight ring gear in steel (for brake use) and aluminum (for non-brake use).
- All thrust loading in the Powerglide from the reverse ring gear to the reverse pressure plate is totally eliminated.
- Eliminates power loss from friction.
- Thoroughly tested to reduce ET.
- Available in all popular ratios.



Precision Balancing Heavy Duty Carriers

	1.90	1.94	1.98	2.08	2.18*	Price
28" SUPER SET - Helical*	203923	203924	203925	203926	---	\$813.98
28" SUPER SET - Straight Cut*	203933	203934	203935	203936	203937	\$1,049.91
28" SUPER SET* - Straight Cut With Aluminum Reverse Ring Gear	203933A	203934A	203935A	203936A	203937A	\$1,059.46

For lightened carrier option....ADD \$60.00

** ADD \$60.00 for the 2.18 ratio*

OEM GEARS

1.76 RATIO

GEAR WITH DRUM FLANGE	204030	\$38.08
SAFETY CLUTCH GEAR SET	204080	\$437.25
28" GEAR SET W/ 4340 OUTPUT	204081	\$718.39
HEL. SUPER SET IN SAFETY CLUTCH CARRIER	204082	\$926.04

1.82 RATIO

GEAR WITH DRUM FLANGE	204020	\$26.07
REVERSE RING GEAR	204010	\$34.64
28" GEAR SET	204090	\$222.96
25" GEAR SET	204100	\$222.96
SAFETY CLUTCH GEAR SET	204120	\$222.96



SHORTY GEAR SETS AND KITS

Rear-engine dragsters and boat racers will appreciate the ATI Shorty Kit. It reduces the overall length of the Powerglide by 10 inches (18" overall) and provides you with that extra room when you need it. Each kit includes the shortened planetary set in your choice of ratios, an aluminum housing, bolt kit, and instructions.

1.76 SHORTY GEAR SET - 18" 4340 WELDED OUTPUT*	204071	\$718.39**
1.76 SHORTY KIT - 18" OEM GEARS, OEM OUTPUT	204221	\$517.74**
1.82 SHORTY GEAR SET - 18" OEM OUTPUT	204110	\$222.96
1.82 SHORTY KIT - 18" OEM GEARS	204222	\$332.67
1.82 OEM SUN GEAR WITH DRUM FLANGE	204020	\$26.07
1.82 OEM REVERSE RING GEAR	204010	\$34.64

* Recommended for Super Comp and / or 8.30 and quicker dragster applications.

** With core exchange

Powerglide Components

HIGH IMPACT GEARS FOR HIGH HORSEPOWER POWERGLIDES

Factory OEM Powerglides were originally manufactured using two distinctly different gear sets. The lower horsepower vehicles were equipped with a 1.82 low gear. Higher horsepower vehicles were equipped with a 1.76 low gear. The OEM 1.82 low gear set is made with a stamped steel planetary cage that is considerably lighter than the cast iron planetary cage used for the 1.76 low gear. **ATI High Impact Gear Sets are based on the heavier 1.76 type OEM planetary.** Many gear sets manufactured by ATI are based on the lightweight 1.82 type OEM planetary. (See page 43) We usually recommend using these gears for vehicles making no more than 500 HP unless they are Stock, Super Stock or Competition Eliminator Class cars that require lightweight components. Race car combinations that rely on reducing the rotating weight to meet performance standards are best served with the lightweight gear set which is an average of 8 lbs. lighter than the heavier unit. The lightweight gear set is extremely popular in many of the Stock, Super Stock and Comp Eliminator classes for that reason, and has proven to be very durable.



Optional micro-polished process for increased strength & durability available. Contact your ATI sales tech for further information.

Heavy Duty Gear Sets

- 9310 Gears
- Heavy Duty Output
- Precision Balanced Carrier

HEAVY DUTY GEAR SETS

204954	1.76	16 DP	18"	HELICAL SUPER SET	\$937.84
204988	1.76	16 DP	28"	HELICAL SUPER SET	\$937.84
204983	1.74	14 DP	18"	STRAIGHT CUT.....	\$1,119.00
204989	1.74	14 DP	28"	STRAIGHT CUT.....	\$1,149.00
204985	1.87	14 DP	18"	STRAIGHT CUT.....	\$1,119.00
204991	1.87	14 DP	28"	STRAIGHT CUT.....	\$1,149.00
204994	1.80	12 DP	18"	STRAIGHT CUT.....	\$1,119.00
204996	1.80	12 DP	28"	STRAIGHT CUT.....	\$1,149.00

Vasco Gear Sets

- Vasco Gears
- Heavy Duty Output
- Precision Balanced Carrier

VASCO GEAR SETS

204983V	1.74	14 DP	18"	STRAIGHT CUT.....	\$1,763.61
204989V	1.74	14 DP	28"	STRAIGHT CUT.....	\$1,763.61
204984V	1.80	12 DP	18"	STRAIGHT CUT.....	\$1,763.61
204990V	1.80	12 DP	28"	STRAIGHT CUT.....	\$1,763.61

Vasco Superglide Gear Sets

- Vasco Gears for Superglides with 30 Spline Sun Gear
- Heavy Duty Output
- Precision Balanced Carrier

VASCO SUPERGLIDE GEAR SETS

204907VS	1.82	12 DP	28"	ST. CUT, VASCO, HD T-400 OUTPUT.....	\$2,447.49
204908VS	1.82	12 DP	18"	ST. CUT, VASCO, HD T-400 OUTPUT.....	\$2,447.49
204998VS*	1.80	12 DP	18"	STRAIGHT CUT, VASCO.....	\$2,110.44
204999VS*	1.80	12 DP	28"	STRAIGHT CUT, VASCO.....	\$2,110.44
204986VS*	1.66	12 DP	18"	STRAIGHT CUT, MAX DUTY VASCO.....	\$2,110.44
204992VS*	1.66	12 DP	28"	STRAIGHT CUT, MAX DUTY VASCO.....	\$2,110.44

*ADD \$50 for T-400 Shafts

Note!

Unless otherwise noted, loose gear sets & associated gear carriers are sold only as completed units & must be assembled by ATI.

REVERSE RING GEARS

In addition to our standard steel ring gears, ATI offers the lightweight Aluminum Reverse Ring Gear. These ring gears are available for OEM Helix Gear Sets and Straight Cut Spur Gears. Each ring gear is fully computer-machined from space-age aluminum and are hard-coated to 60 RC for long life. Weighing a mere 15 ounces, they are over 60% lighter than the lightest steel unit. Aluminum Reverse Ring Gears are not recommended for use with a transbrake except at 4000 RPM or under.



1.76 RING GEAR

STEEL OEM	204000.....	\$116.79
4340 PREMIUM, HEAT-TREATED	204001.....	\$220.84
14 DP STEEL, STRAIGHT CUT	207408.....	\$215.87
12 DP STEEL, STRAIGHT CUT	207726.....	\$215.87

1.82 RING GEAR

STEEL, OEM	204010.....	\$34.64
LIGHTWEIGHT STEEL, HELICAL	207000.....	\$74.71
LIGHTWEIGHT STEEL, STRAIGHT CUT	207270.....	\$243.04
HEAVY DUTY STEEL, STRAIGHT CUT	207180.....	\$243.04
ALUMINUM - HELICAL CUT	207760.....	\$243.04
L/W ALUMINUM - HELICAL, 6 CLUTCHES	207761.....	\$243.04
ALUMINUM - STRAIGHT CUT	207770.....	\$243.04
L/W ALUMINUM - STRAIGHT CUT, 6 CLUTCHES	207771.....	\$243.04

Powerglide Components

OVERHAUL KITS

ATI's stock overhaul kits are quality rebuild kits consisting of gaskets, seals, rings, and other transmission components that will make your vehicle run like a champ. Kit contents vary depending on the type of transmission you have: street/strip or RV.

GASKETS AND SEALS

POWERGLIDE 206300 \$89.99

STREET / STRIP AND RV

POWERGLIDE 206310 \$207.38

RACE TRANSMISSION OVERHAUL KITS

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

PG (WITH STEEL DRUM) - 5 CLUTCH 206330 \$229.29

PG (WITH STEEL DRUM) - 6 CLUTCH 206331 \$241.34

PG (WITH STEEL DRUM) - 7 CLUTCH 206332 \$265.59

PG (WITH STEEL DRUM) - 10 CLUTCH 206333 \$288.69

PG (WITH ALUMINUM DRUM) 206340 \$241.34

COMPU-PRO® RACE KITS

Compu-Pro Race Kits are complete overhaul kits which include one of ATI's incomparable manual valve bodies!

PG (INC. STEEL CLUTCH HUB) 5 CLUTCH 206350 \$476.22

PG (INC. STEEL CLUTCH HUB) 6 CLUTCH 206351 \$480.30

PG (INC. STEEL CLUTCH HUB) 7 CLUTCH 206352 \$567.59

SERVICE KITS

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

203600 \$17.15

HIGH FLOW FILTER SYSTEM

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

203564 \$61.61

TRANSMISSION PANS

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

CAST ALUMINUM DEEP PAN, INCLUDES FILTER EXTENSION 203500 \$116.70

MOROSO LIGHTWEIGHT ALUMINUM DEEP PAN 203610 \$159.39

MOROSO ALUMINUM STOCK DEPTH PAN 203611 \$155.93

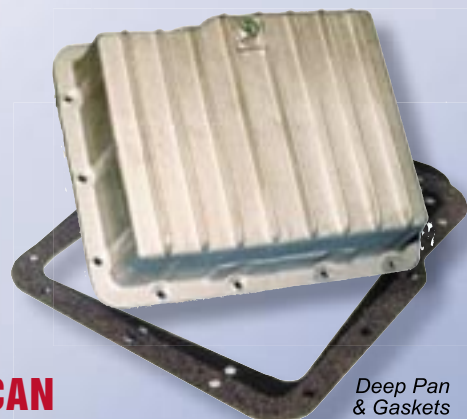
PAN GASKET 203550 \$6.41



Trans Catch Can

TRANSMISSION CATCH CAN

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



Deep Pan & Gaskets

206611 \$109.73



Rebuild Kit



High Flow Filter System

Powerglide Components

New Product!



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



ATI SCS-30 COOLING SYSTEM

Let your ATI transmission cool itself!

**PATENT
PENDING**

1. Fill your transmission, converter, cooler and lines without starting the engine.
2. Click neutral in the traps and kill the motor without losing critical lube pressure to the transmission!
3. Begin moving the super hot oil sitting in your converter through your cooler immediately after shut down.
4. Completely cool your transmission and converter between rounds to ambient or your predetermined temperature in 30 minutes or less. Allows you to go to the starting line with the same transmission and converter temperature every round!
5. Completely change the oil in your transmission and flush your converter in minutes without removing the transmission pan. Just remove the return line from the transmission, put it in a bucket and turn the SCS on. Once flow stops, add new oil through the dipstick (pumping new oil through the converter) and pump until the oil comes out clean. Reattach the cooler line, turn the pump back on and fill the transmission to "full".

The system is completely contained inside the transmission. There is nothing to leak. It functions exactly like your engine is running, completing the cooler circuit normally supplied by the transmission's pump, into the converter, out to the cooler and back to the transmission.

Features include:

- HD 12v motor mounted on the trans.
- Heavy duty, extreme temperature, all metal gear pump.
- Rugged 10mm timing belt driving HTD toothed pulleys.
- Teflon-lined, stainless braided lines with AN fittings.
- The lower case fitting carries oil coming out of the converter going to the cooler. The upper case fitting carries the oil from the cooler returning to the transmission.
- All pumped oil is internal-nothing outside the transmission to leak. Suction is through the normal filter.
- 12 volt fan cooled oil cooler or use your existing fan-mounted cooler.
- Custom valve body kit or drill and tap your existing valve body.
- Can be installed on any ATI® Powerglide transmission or SuperCase®. Kits include all hardware: brackets, motor, pump, fittings and hoses.
- Available factory mounted on any new ATI Powerglide transmission or ATI SuperCase. Can also be installed on any SuperCase-equipped Powerglide transmission when returned to ATI for overhaul.
- Remote system coming soon!

SCS COOLING SYSTEM

925000\$895.00

*\$695 if installed on specific ATI Transmissions
Requires deep pan and valve body
modifications*

SCS COMPONENTS

PUMP	925009.....	\$268.28
SEAL	925011.....	\$9.75
BELT	925008.....	\$16.86
17 TOOTH GEAR	925006.....	\$29.04
44 TOOTH GEAR	925007.....	\$38.85
MOTOR, 12 VOLT BRUSH SERVO	940001.....	\$139.50
CIRCULATOR PUMP GASKET	925018.....	\$4.95



Dragster
Cooler Mount

The SCS System can be supplied with the following optional additions:

1. Transbrake valve body with SCS-30 modifications. (203250)...\$357.68
2. Footbrake valve body with SCS-30 modifications. (203200)...\$193.55
3. Aluminum deep pan (203500) with required filter kit and pump suction fitting installed (203564)...\$61.61
4. Hose kit, cooler to case for mount with #925140 cooler (925159)...\$150.00
5. (2) AN-6 case fittings for OEM case or SuperCase.® (OEM 960001)...\$7.00 (SuperCase® 960002)...\$7.50
6. (2) AN-6 Quick-Disconnect Teflon lined cooler hoses with straight-6 fittings for 45°, 90°, or 180° fittings. (925170)...\$120.17
7. 12v fan cooled oil cooler with -6 male fittings (925140)...\$210.00
8. Temperature controlled auto shut-off with in line fittings. Will turn on at 180° and back off at 180°. (925134)...\$30.47
9. Dragster cooler mount with integral bracket and handle kit. Fits ATI SuperCase. Mount kit (925151)...\$74.99 Handles only (925152)...\$59.99

Powerglide Components



Quick
Disconnect
Cooler Lines

QUICK DISCONNECT COOLER LINES KIT

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

925170 \$120.17

AN -6 CASE COOLER LINE FITTINGS

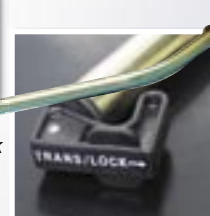
OEM PG CASE , 1/8" NPT MALE TO -6 MALE AN
SUPERCASE®, 1/4 NPT MALE TO -6 MALE AN

960001 \$7.00
960002 \$7.50

TRICK STICKS® Locking dipsticks and tubes

TRICK STICK® - STANDARD LENGTH	206490.....	\$48.44
TRICK STICK® - SHORTY (FOR DRAGSTER USE)	206491.....	\$53.06
DIRECT MOUNT DIP STICK, POSITIVE LOCKING	206492.....	\$85.00

**Required by
NHRA for cars
running 10.99
or quicker!**



Trick Stick

TUBE LOCKS

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

973081 \$11.73



Transmission
Shield



Direct Mount
Dip Stick



Tube Lock

TRANSMISSION SHIELDS

POWERGLIDE SHIELD

206610..... \$140.53

GM DOWEL PINS

These extra long (2") bell housing-to-block dowel pins make transmission swaps easy! Black oxide-coated and precision-ground, they are also a necessary item when using a mid-plate. Sold in pairs.

958001 \$20.40

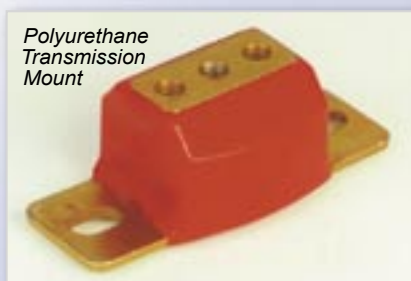
GM Dowel Pins



POLYURETHANE TRANS MOUNT

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

206621 \$38.77



Polyurethane
Transmission
Mount



Dress-up Kit

DRESS UP KIT

Make your trans look as nice as the rest of your car with external hardware coated with ATI's distinctive gold-tone finish. Includes servo cover, (1) 3/8-16x7/8" screws, (2) 3/8-16x3/4" screws, (7) 5/16-18x1 3/8" screws, (5) 3/8-16x1 3/8" screws and (14) 5/16-18x5/8" screws.

206551 \$20.62

REUSABLE SEAL KITS AND DUST COVERS

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

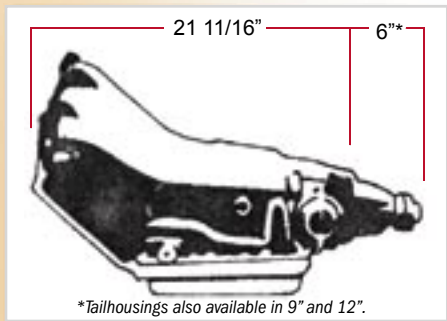
SEAL KIT	973080	\$38.24
CONVERTER DUST COVER, UNIVERSAL GM	110120.....	\$17.36



Universal
Dust Cover

Seal
Kit

T-350 Transmissions



Commonly found in vehicles between 1969 and 1981, the GM Turbo Hydramatic 350 has become a favorite 3-speed high performance transmission. It's a durable unit for race applications with options up to 1400 HP.



CONTINGENCY ITEM

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



DAN FLETCHER - 65 NHRA National Event Wins Ultra 350-equipped!

STREET / STRIP TRANSMISSION

Up to 400 HP*

Includes: Race Clutches and Steels, High Flow Front Pump, ATI Street/Strip Valve Body, Speedometer on and set to your tire and gear combination, OEM Transmission Pan.

351000 Chevy Case	\$1,069.10
351040 B-P-O Case	\$1,069.10

COMPETITION TRANSMISSION

Forward Manual with Band, Up to 400 HP*

Includes: Race Clutches and Steels, High Flow Front Pump, ATI Forward Manual Valve Body, OEM Transmission Pan, Speedometer Gear optional.

351200 Chevy Case	\$1,069.10
951240 B-P-O Case	\$1,069.10

COMPETITION TRANSMISSION

Reverse Manual with Band, Up to 400 HP*

Includes: Race Clutches and Steels, High Flow Front Pump, ATI Reverse Manual Valve Body with Band Apply for engine braking while throttle is lifted, OEM Transmission Pan, HD Drum for high HP street driven cars recommended, Speedometer Gear optional.

351300 Chevy Case	\$1,069.10
351340 B-P-O Case	\$1,069.10

COMPETITION TRANSMISSION

Reverse Manual no Band Apply, Up to 400 HP*

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Reverse Manual Valve Body, no Band Apply.

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

351400 Chevy Case	\$1,069.10
351440 B-P-O Case	\$1,069.10

TRANSBRAKE 350

Reverse Manual no Band Apply, Up to 850 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, Heavy Duty Drum with Sprag Assembly, ATI Reverse Manual Transbrake Valve Body

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

351470 Chevy Case	\$1,698.24
351480 B-P-O Case	\$1,698.24

ULTRA 350 TRANSMISSION

Up to 700 HP Used by Stock Eliminators in NHRA & IHRA

Includes: Race Clutches and Steels, Blueprinted High Flow Low Pressure Pump, Aluminum Forward Drum, Aluminum Direct Drum with HD Sprag Assembly, Clutch Packs set up for HP/Weight, SLD Option with HD Input Shaft, Deep Aluminum Pan, Installed ATI Reverse Manual Valve Body without Band Apply with pressure set for HP/Weight.

351600 Chevy Case	\$3,354.35
351640 B-P-O Case	\$3,354.35

Options available for your T-350:

*355682 HD sprag and drum assembly eliminates 2nd gear failure and increases for over 400 & up to 750 HP

\$352.00

355252 Aluminum Forward Drum \$782.62

353500 Deep Aluminum Pan..... \$151.33

SLD "Super Low Drag" Option with a lightweight sun shell and bearings installed \$236.25

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

Refundable core charge for acceptable transmission cores:
Chevy.....\$165.38 B-P-O.....\$200.00 (Pg 79.)

Heavy duty Input Shafts, for HP up to 1400:

357050 PG \$209.88

357052 Turbo..... \$209.88

960002 1/4" NPT male to -6 AN male trans cooler line fittings* \$7.50

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

For units producing over 1400 HP, see page 52 or consult your ATI Sales Technician for more information.

Note! All transmissions are blueprinted and assembled to the specific torque demands of each engine application. Prices listed are for base model units with the valve body listed. The most needed and popular option is a heavy duty drum with 36 element sprag to avoid gear change failures. Know your combination so you do not end up with a transmission that was not built to handle your HP and torque. Please call an ATI Sales Technician with your car and engine specs to discuss any needed upgrades or options. See Racer Information sheet, page 78.

T-350 Components

HEAVY DUTY INPUT SHAFTS

INPUT SHAFT, TORSIONAL 4340 WITH PG SPLINE	357050	\$209.88
INPUT SHAFT, TORSIONAL 4340 WITH TURBO SPLINE	357052	\$209.88

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN	353100	\$191.86
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MANUAL VALVE BODIES Full manual gear selection.

FORWARD PATTERN	353300	\$191.86
REVERSE PATTERN - NO ENGINE BRAKING		
No low or 2nd gear engine braking	353200	\$191.86
REVERSE PATTERN WITH BAND APPLY		
Has engine braking in 2nd gear - No low engine braking	353400	\$191.86

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 350 Brake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

REVERSE PATTERN	353080	\$605.16
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SEPARATOR PLATES

FOR VALVE BODY #353100	353110	\$39.85
FOR VALVE BODY #353300	353310	\$37.47

VALVE BODY GASKETS

REVERSE WITHOUT BAND APPLY (3 SETS)	353220	\$24.13
STREET/STRIP (3 SETS)	353230	\$24.13
FORWARD PATTERN (3 SETS)	353320	\$24.13
REVERSE PATTERN WITH BAND APPLY (3 SETS)	353420	\$24.13

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



Heavy Duty
Input Shaft
installed in
Aluminum
Forward Drum



Th350 Valve Body

2.75 LOW GEAR SETS

These low gear sets increase the gear ratio to leave the starting line and go back to the original rear gear in high gear. The Increase is usually equal to 1 numerically higher gear ratio. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or SLR (2.48 x 4.1). Utilizing the 2.75 gear set equals a 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for towing, motor homes, street cars and big CID high torque motors that are RPM limited and are using a 4.10 rear gear.

2.75 RATIO	354040	\$588.18
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2.75 Low Gear
Set for T-350

Tech Tip



Low gear sets for three-speed automatics

One of the most effective improvements that a performance street vehicle can utilize is a lower first gear set for the transmission. When such a 2.75 gear set is installed in a T-350, T-400, C-4, C-6 or TF-727/904, it allows a conservatively geared 3.50 ratio car to launch with the potential of a 3.90 rear gear. Likewise, when a 4.10 gear ratio is present, the 2.75 low gear allows the car to accelerate with a much more aggressive potential of a 4.56. Highway RPM in third gear is unchanged from stock. These gear sets have shown as much as a 3 tenths improvement in overall ET - often half of which occurring in the first 60 feet and have been 1200 HP.



Chris Esterly
Sales Extension 3029

T-350 Components



Heavy Duty Outer Race



Aluminum Forward Drum



Direct Drum Assembly
with 36 Element Sprag
Part #355682 - Steel
Part #355702 - Aluminum



Bushing Kit

RACES AND SPRAGS

OUTER RACE - ATI 36 ELEMENT HD SPRAG	357110	\$202.34
INTERMEDIATE HD OUTER RACE/ROLLER CLUTCH	355450	\$50.33
INTERMEDIATE SPRAG, OEM	355490	\$28.98
REVERSE SPRAG, OEM	355850	\$30.01

BANDS

INTERMEDIATE BAND, HD KEVLAR	355530	\$23.16
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Tech Tip



The Band

When downshifting from 3rd to 2nd gear you are engaging the band onto the - direct - high gear drum. That load, during upshift, is normally shared by the sprag and intermediate clutches which have far more holding capacity than the band. The band was designed to hold the drum **after** it is stopped. Downshifting to 2nd must be done with the throttle on, then lift to use engine braking or the band will be destroyed and engine braking in 2nd won't work.

FRONT PUMPS

BLUEPRINTED, WITH COOLER EXC. LOCK-UP	355010	\$320.44
BLUEPRINTED, WITHOUT COOLER EXC. LOCK-UP	355020	\$336.97

ALUMINUM FORWARD DRUM

Recommended for Stock and Super Stock racers, this new drum enhances engine acceleration, improves clutch life and lowers ET. Weighing a mere 2.38 lbs, the drum can be used with both OEM and Heavy Duty input shafts with either a Turbo or PG spline. Input shafts sold separately.

TH350 ALUMINUM FORWARD DRUM	355252	\$782.62
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Remember! The aluminum forward drum turns engine RPM at all times and the direct drum goes from stopped to engine RPM on the gear change. Clutch life is extended with the aluminum drum being 1/3 the weight of the steel drum and having less mass to accelerate.

CLUTCH DRUMS

FORWARD, STEEL WITH 4340 TURBO SPLINE SHAFT	355259	\$230.30
FORWARD, STEEL WITH 4340 PG SPLINE SHAFT	355260	\$230.30
FORWARD, STEEL - LIGHTENED	357169	\$155.31
DIRECT OEM, FOR 5 CLUTCH CAPACITY	355680	\$69.43
DIRECT, ALUMINUM	357160	\$735.70
DIRECT, STEEL HD 36 ELEMENT SPRAG, FOR HIGH HP*	355682	\$352.00
DIRECT, ALUM. HD 36 ELEMENT SPRAG, FOR HIGH HP*	355702	\$1014.52

**The most common OEM part to break!*

CLUTCH PACKS

<u>DIRECT</u>	5 FRICTIONS	5 STEELS	355630	\$49.14
<u>FORWARD</u>	5 FRICTIONS	5 STEELS	355220	\$35.68
<u>INTERMEDIATE</u>	3 FRICTIONS	3 STEELS	355420	\$30.19
<u>REVERSE</u>	5 FRICTIONS	5 STEELS	355820	\$36.38

BUSHINGS

356400	\$32.24
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CHROME OIL RINGS

355000	\$21.23
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T-350 Components

OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS	356300.....	\$59.99
REBUILD KIT - FOR STREET / STRIP AND RV	356310.....	\$147.47
RACE TRANSMISSION OVERHAUL KIT, NO BAND APPLY	356340.....	\$177.79
RACE TRANSMISSION OVERHAUL KIT, WITH BAND APPLY	356350.....	\$197.19
COMPU-PRO RACE KIT W/ BAND APPLY, INC. VALVE BODY	356360.....	\$392.93
COMPU-PRO RACE KIT NO BAND APPLY, INC. VALVE BODY	356370.....	\$392.93
SERVICE KITS - GASKET AND FILTER	353600.....	\$17.15

ADJUSTABLE MODULATORS AND PLUGS

ADJUSTABLE MODULATOR	403390.....	\$26.50
ALUMINUM PLUG WITH O-RING	407010.....	\$11.40

DEEP PANS

ALUMINUM PAN, INCLUDES FILTER EXTENSION	353500.....	\$151.33
STEEL PAN	353502.....	\$95.84
PAN GASKET	353550.....	\$6.08

TRICK STICK®

Locking dipsticks and tubes

**Required by NHRA for
cars running 10.99
or quicker!**

TH350	356490.....	\$53.06
TH350 (BUICK-PONTIAC-OLDS)	356491.....	\$53.06
<i>Add C to part # for chromed model - \$74.35</i>		

TRANSMISSION SHIELDS

356610.....	\$159.00
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POLYURETHANE TRANS MOUNT

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

206621.....	\$35.77
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DRESS UP KIT

Make your trans look as nice as the rest of your car with external hardware coated with ATI's distinctive gold-tone finish. Includes (8) 5/16-18x1 3/8" screws, (4) 3/8-16x1 3/8" screws and (13) 5/16-18x5/8" screws

355551.....	\$18.19
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REUSABLE SEAL KITS AND DUST COVERS

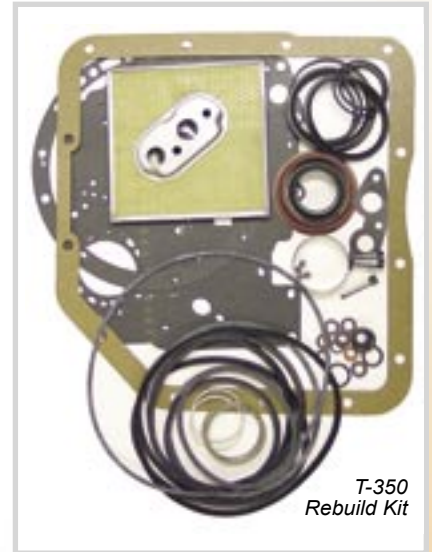
This kit includes plastic plugs and caps to seal your spare transmission against dirt and the elements. Available for PG, TH350 and TH400.

SEAL KIT	973080.....	\$38.24
CONVERTER DUST COVER, UNIVERSAL GM	110120.....	\$17.36

GM DOWEL PINS

These extra long (2") bell housing-to-block dowel pins make transmission swaps easy! Black oxide-coated and precision-ground, they are also a necessary item when using a mid-plate. Sold in pairs.

958001.....	\$20.40
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T-350
Rebuild Kit



Aluminum Deep Pan



Universal Dust Cover

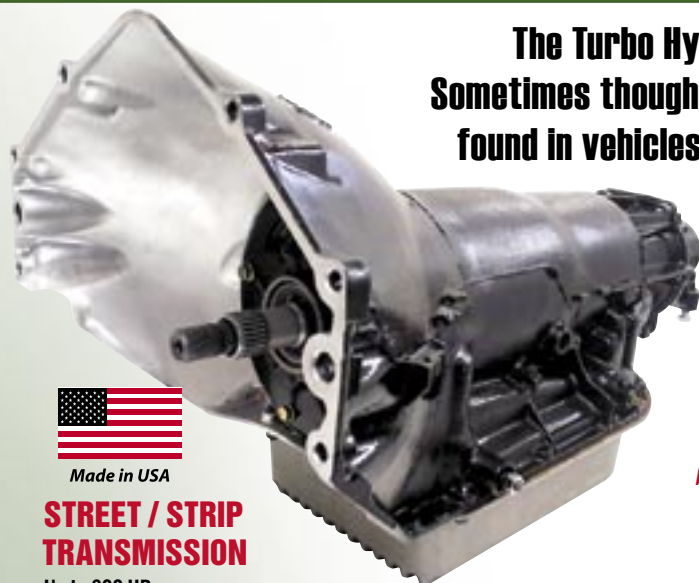


Seal Kit



GM Dowel Pins

T-400 Transmissions



STREET / STRIP TRANSMISSION

Up to 600 HP

Includes: Race Clutches & Steels, Blueprinted High Flow Front Pump, ATI HD Sprag, ATI Street/Strip Valve Body, Speedometer gear installed, OEM Transmission Pan. Ears left on for retaining inspection pan.

401000 Chevy Case..... \$1,119.10

COMPETITION TRANSMISSION

Forward Manual, Up to 700 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Forward Manual Valve Body, ATI HD Sprag Assembly, OEM Transmission Pan, Speedometer Gear optional. Ears cut off - no inspection pan mounts for ease of installation.

401200 Chevy Case..... \$1,119.10

401230 B-P-O Case..... \$1,119.10

COMPETITION TRANSMISSION

Reverse Manual, Up to 700 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Reverse Manual Valve Body, ATI HD Sprag Assembly, OEM Transmission Pan, Speedometer Gear optional. Ears cut off - no inspection pan mounts for ease of installation.

401300 Chevy Case..... \$1,119.10

401330 B-P-O Case..... \$1,119.10

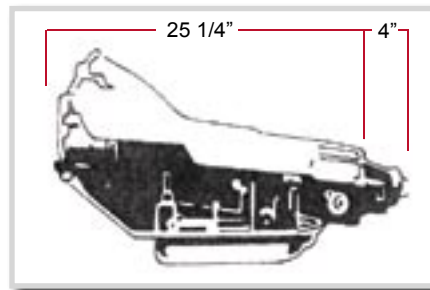
Options available for your T-400:

405471	HD Center Support with Bronze Bushing.....	\$141.28
407056	Severe Duty Alum. Direct Drum	\$1,280.44
406000	HD Input w/Forward Drum	\$345.63
406001	Vasco Input Shaft w/Fwd Drum ...	\$466.91
405970V	HD Vasco Intermediate Shaft for HP up to 1400	\$398.51

The Turbo Hydramatic 400 is the largest of the GM 3-speeds. Sometimes thought of as the heavy duty version of the T-350, it is found in vehicles that use 400 cu. in. or larger big block engines.



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



FUEL COMP TRANSMISSION

Reverse Manual, Up to 2000 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Reverse Manual Valve Body, ATI Aluminum Direct Drum with new ATI Super Sprag, HD Center Support, Increased Clutch Capacity, Clutch Pack, Deep Aluminum Transmission Pan, 2.48 Low Gear

401600..... \$2,324.49

- Full one-year warranty on Drum Assembly.
- Good for high HP, heavy cars running without a transbrake

TRANSBRAKE 400

Reverse Manual, Up to 800 HP

Includes: Race Clutches and Steels, Blueprinted High Volume Front Pump, ATI Compu-Flow Transbrake Valve Body, ATI HD Sprag, ATI HD Center Support, OEM Transmission Pan, Speedometer Gear optional. Ears cut off - no inspection pan mounts for ease of installation.

401360 Chevy Case..... \$1,454.97

401370 B-P-O Case..... \$1,454.97

GRINER TRANSBRAKE 400

Reverse Manual - For cars going 1.20 or faster in 60'

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, Griner Pro Start Transbrake Valve Body, ATI HD Sprag, ATI HD Center Support, OEM Transmission Pan, Speedometer Gear optional. Ears cut off - no inspection pan mounts for ease of installation.

401361 Chevy Case..... \$2,034.56

401371 B-P-O Case..... \$2,034.56

405370	HD Steel Fwd Clutch Hub	\$162.98
404081	2.10 Low Gear Set.....	\$1,501.50
403500	Deep Aluminum Pan.....	\$133.49
925137	-6 AN trans cooler line fittings	\$31.93
925138	-8 AN trans cooler line fittings	\$31.93

All transmissions are blueprinted & assembled to the specific torque demands of each engine application. Please call an ATI Technician with your specs to discuss any needed upgrades or options. See Racer Info sheet, page 78.

FUEL COMP - MAXIMUM DUTY

Griner Transbrake, 2000+ HP

Includes: Race Clutches and Steels, Blueprinted High Volume Front Pump, Vasco Intermediate Shaft, ATI Custom Aluminum Direct Drum with Super Sprag, ATI HD Center Support, Vasco Input Shaft, Deep Aluminum Transmission Pan, Billet Aluminum Griner Safety Reverse Valve Body, Increased Clutch Capacity, 2.10 First Gear to make the transmission a close ratio unit.

401606..... \$5,087.27



Superlite TH400 from Kilgore Transmissions!

This lightweight transmission is based on the T-400 but has been redesigned with super lightweight components to reduce drag and speed up shifts. Has 15 lbs LESS rotating weight than a stock 400. Approved for 3-speed GM cars, it's a must for Super Stock and Stock drag race cars to help them accelerate quicker than ever! Includes 8 clutch direct clutch pack, transbrake, e-shift for computer controlled cars, 350-PG output splines, ratios of 2.10, 2.40, 2.57, 2.66, 2.75 or 2.82. available. Ford Bells are available at an additional cost. Call for more info!

\$4,995.00

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. Refundable core charge for acceptable transmission core.....\$200.00 (See pg 79.)

When downshifting from 3rd to 2nd gear you are engaging the band onto the direct high gear drum. That load is normally shared by the sprag and intermediate clutches which have far more holding capacity than the band. The band was designed to hold the drum when stopped. It is necessary to always have throttle pressure on when you downshift until the band has engaged and then lift. This will increase the life of your 3-speed.

T-400 Components

FRONT PUMPS

BLUEPRINTED WITH COOLER	405020	\$320.44
BLUEPRINTED (NO COOLER)	405030	\$336.97

TRANSMISSION SHAFTS

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

HEAVY DUTY INPUT, INCLUDES FORWARD DRUM	406000	\$345.63
VASCO INPUT, INCLUDES FORWARD DRUM	406001	\$466.91
VASCO, INTERMEDIATE	405970V	\$398.51

CENTER SUPPORT FOR TH400

The upgraded center support for the Turbo-400 features a bronze bushing that helps eliminate sprag failure by supporting the direct drum on a bushing. It is highly recommended for all T-400 applications. It's also available with Teflon coating for aluminum drums.

CENTER SUPPORT WITH BRONZE BUSHING	405471	\$141.28
CENTER SUPPORT WITH TEFLON COATED BUSHING	405472	\$152.19
CENTER SUPPORT, MODIFIED FOR 36 ELEMENT SPRAG	407256	\$165.53

HEAVY DUTY BANDS

INTERMEDIATE, HEAVY DUTY KEVLAR	405450	\$22.92
REVERSE, HEAVY DUTY KEVLAR	405800	\$38.81
REVERSE, HEAVY DUTY RED LINING*	405810	\$38.81

*For use with #407070 aluminum carrier

BUSHING KITS

406400	\$32.13
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CHROME OIL RINGS

CHROME RINGS, SET OF 5	405000	\$22.41
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CLUTCH HUBS

STEEL FORWARD CLUTCH HUB, HEAVY DUTY	405370	\$162.98
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CLUTCH PACKS

DIRECT

6 FRICTIONS	6 STEELS	405635	\$61.85
5 FRICTIONS	5 STEELS	405640	\$50.81
4 FRICTIONS	4 STEELS	405650	\$37.71

FORWARD

5 FRICTIONS	5 STEELS	405320	\$41.48
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INTERMEDIATE

4 FRICTIONS	4 STEELS	405430	\$73.01
3 FRICTIONS	3 STEELS	405420	\$35.77

LOW GEAR SETS

These low gear sets increase the gear ratio to leave the starting line and go back to the original rear gear in high gear. The Increase is usually equal to 1 numerically higher gear ratio. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or SLR (2.48 x 4.1). Utilizing the 2.75 gear set equals a 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for towing, motor homes, street cars and big CID high torque motors that are RPM limited and are using a 3.73, 3.90 or 4.10 rear gear.

2.48 RATIO, INSTALLED IN 407070 ALUM. REACTION CARRIER	404020	\$600.31
2.48 RATIO STRAIGHT CUT	404030	\$994.46
2.48 RATIO STRAIGHT CUT, INSTALLED IN #407070 ALUMINUM REACTION CARRIER	404040	\$1,388.60
2.10 RATIO	404081	\$1,501.50
2.75 RATIO	404088	\$684.33

ALUMINUM REACTION CARRIER

ALUMINUM REACTION CARRIER ONLY, LESS GEARS	407070	\$426.09
ALUMINUM REACTION CARRIER WITH OEM GEARS	404020	\$600.31



Center Support

Vasco Input Shaft
with Forward Drum



Bands



Forward
Clutch Hub

Aluminum
Carrier



T-400 Components

Aluminum
Direct
Clutch Drum



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

T-400 "SEVERE DUTY" ALUMINUM DIRECT DRUM

This new lightweight aluminum drum holds up to 6 clutches and features an intermediate sprag that is capable of holding a whopping 1500 ft lbs of torque. It comes as a complete kit ready for installation and includes ATI's Heavy Duty Center Support with bushing (#407256), ATI 4 Clutch Intermediate Pack (#405430), custom pressure plate and all necessary retainers and snap rings. All parts are new and CNC-machined in-house from premium materials. Full one year warranty.

TH400 ALUMINUM DIRECT DRUM ASSEMBLY ONLY 407056 \$1,280.44

CLUTCH DRUMS

ALUMINUM DIRECT DRUMS WITH PISTON AND SPRAG RETAINER

4 CLUTCH	405710.....	\$693.32
5 CLUTCH	405711.....	\$693.32
6 CLUTCH	405712.....	\$693.32

ALUMINUM DIRECT DRUMS WITH PISTON AND HD SPRAG ASSEMBLY

4 CLUTCH	405720.....	\$787.07
5 CLUTCH	405721.....	\$787.07
6 CLUTCH	405722.....	\$787.07

STEEL DIRECT DRUMS

DIR, HI-LUBE PISTON, HD SNAP RING, SPRAG & IN. RACE	405680.....	\$394.14
DIRECT, W/HD SPRAG, HD SNAP RING, HD INNER RACE	405681.....	\$362.61
DIRECT, WITH HD SNAP RING AND HD INNER RACE	405682.....	\$303.19

RACES AND SPRAGS

SPRAG, FORWARD - ROLLER TYPE ('66 & UP)	405350.....	\$23.74
SPRAG, INTERMEDIATE HEAVY DUTY (1965 - 1971)	405500.....	\$97.41
SPRAG, INTERMEDIATE, OEM	405501.....	\$35.23
INNER RACE (MUST BE USED WITH PART #405500)*	405520.....	\$128.67
OUTER RACE, ALL ROLLER AND ELEMENT	405530.....	\$29.46

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

TRANSMISSION COOLER LINE FITTINGS

-6 AN FITTING TO 1/4-18 NPSM PIPE THREADS	925137.....	\$31.93
-8 AN FITTING TO 1/4-18 NPSM PIPE THREADS	925138.....	\$31.93

Available in sets of 2, includes nylon sealing washers.

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

TRANSMISSION CATCH CAN

For transmission fluid overflow.

Bolts to front of transmission pan.

406611..... \$109.73

ADJUSTABLE MODULATORS & PLUGS

ADJUSTABLE MODULATOR	403390.....	\$26.50
ALUMINUM PLUG WITH O-RING	407010.....	\$11.40

POLYURETHANE TRANS MOUNT

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

206621..... \$38.77

GM DOWEL PINS

These extra long (2") bell housing-to-block dowel pins make transmission swaps easy! Black oxide-coated and precision-ground, they are also a necessary item when using a mid-plate. Sold in pairs.

958001..... \$20.40

Heavy Duty
Race



Transmission
Catch Can



Transmission Cooler Fittings

Aluminum
Modulator Plug



T-400 Components

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN 403100.....\$191.86

MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN - No low or 2nd gear engine Braking 403200.....\$191.86

Not recommended for street use.

FORWARD PATTERN - Engine braking in low and 2nd gear 403300.....\$191.86

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Turbo 400 brakes have the solenoids mounted inside the transmission, protected from the elements. The Minimum Reaction Time brake is recommended for Pro Tree racers. The MRT is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

REV. PATTERN 403080.....\$483.89

REV. PATTERN, SAFETY MRT PRO START GRINER BRAKE 403081.....\$802.70

** Necessary for cars that run 1.20 and quicker 60' times*

SOLENOID FOR COMPU-FLOW TRANSBRAKE 941011.....\$78.68

SEPARATOR PLATES

FOR VALVE BODY #403080 403090.....\$37.47

FOR VALVE BODY #403200 403210.....\$37.47

FOR VALVE BODY #403300 403310.....\$37.47

VALVE BODY GASKETS

REVERSE PATTERN (3 SETS) 403220.....\$24.13

MANUAL / AUTO & FORWARD PATTERN (3 SETS) 403230.....\$24.13

TRANSBRAKE (3 SETS) 403250.....\$32.74

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

OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS 406300.....\$69.99

REBUILD KIT - FOR STREET / STRIP AND RV 406310.....\$162.99

RACE TRANSMISSION OVERHAUL KIT 406330.....\$144.19

COMPU-PRO RACE KIT, INCLUDES VALVE BODY 406340.....\$385.17

SERVICE KITS - GASKET AND FILTER 403600.....\$17.15

DRESS UP KIT

Make your trans look as nice as the rest of your car with external hardware coated with ATI's distinctive gold-tone finish. Includes governor cover, (4) 5/16-18x5/8" screws, (8) 5/16-18x1 3/8" screws, (6) 3/8-16x1" screws, & (13) 5/16-18x5/8" screws.

T-400 KIT 406551.....\$20.62

DEEP PANS

ALUMINUM 403500.....\$133.49

PAN GASKET 403550.....\$6.18

SLEEVE FOR ALUMINUM DEEP PAN 403512.....\$10.00

TRANSMISSION SHIELDS

406610.....\$160.20

**Required by NHRA for
cars running 10.99
or quicker!**

TRICK STICK®

Locking dipsticks and tubes

CHEVROLET 406490.....\$48.44

BUICK-PONTIAC-OLDS 406491.....\$53.06

Add C to part # for chromed model - \$74.35

TUBE LOCKS

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

973081.....\$11.73



T-400 Valve Body



T-400
Rebuild Kit



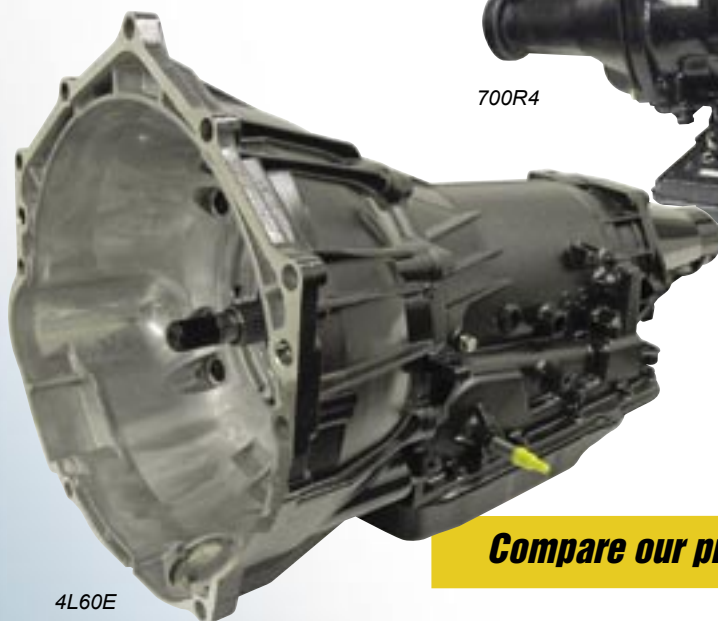
Deep Pan

700R4 / 4L60E / 4L65E Transmissions

The popular 700R4 was first produced in 1982 and was GM's first automatic overdrive transmission. Its successor, the 4L60E was introduced in 1993. These high performance units are tough enough to handle the harshness of competition race after race and are excellent for many street applications.



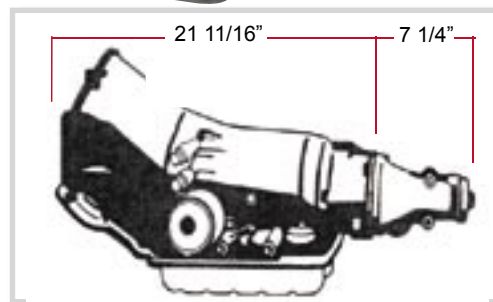
CONTINGENCY ITEM



700R4



Made in USA



Compare our prices!

		Part #	Price
700R4	STREET/STRIP (500 HP Max!)	701000	\$1,815.16
	COMP - Full Manual, Reverse Pattern w/ Lock Up	701200	\$2,189.75
	TOW with Lock Up Converter	701700	\$2,456.45
4L60E	STREET/STRIP	701300	\$2,294.75
4L65E	STREET/STRIP	701301	\$2,613.95

Gearing

1st 3:08 2nd 1:65
3rd 1:1 4th69:1

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

Save money with a Street Rod Transmission and Converter Package, available for the 700R4, 4L60E and 4L65E. See page 72 for a full list of package components and pricing.

BANDS

INTERMEDIATE BAND, 700R4

705100.....\$47.13

BUSHINGS

BUSHING KIT, 700R4

706400 \$46.11

SERVO PISTON FOR 700R4 & 4L60E

ATI's Servo Piston for the 700R4 and 4L60E firms up the 1-2 and 3-4 shifts. These pistons are both CNC-machined from 6061 T6 aluminum.

SERVO PISTON FOR 700R4 - 4L60E 705035 \$81.21
SERVO - BILLET ALUMINUM, CORVETTE STYLE 705030 \$30.83

Servo Piston



700R4 / 4L60E / 4L65E Components

4L60E/4L65E ELECTRONIC DEVICES

The Powertrain Control Solutions, LLC. Universal Automatic Transmission Controller is a fully programmable transmission control system. Through a friendly PC Windows interface, users are able to program transmission settings based on speed, engine load, engine speed and other parameters. This powerful unit allows users to control every type of electronic automatic transmission and is available for ATI's 4L60E and 4L65E transmission.

PCS TRANSMISSION CONTROL UNIT	705500	\$758.36
PCS TPS SENSOR UNIT	705501	\$112.35
PCS TRANSMISSION WIRING HARNESS	705502	\$168.53

Transmission Control Unit



700R4 UNIVERSAL TV CABLE

UNIVERSAL TV CABLE	702050	\$34.00
TV CABLE CORRECTOR FOR EDELBROCK CARBURETOR	702030	\$36.42
TV CABLE CORRECTOR FOR HOLLY CARBURETOR	702040	\$29.56

GM Dowel Pins



COMPU FLOW VALVE BODIES

REVERSE PATTERN, MANUAL	703200	\$395.00
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OVERHAUL KITS

REBUILD KIT, 700R4 - FOR STREET / STRIP (1987 & UP)	706330.....	\$156.99
REBUILD KIT, 700R4 - DELUXE (1987 & UP)	706332.....	\$450.00
<i>Includes standard overhaul contents plus a pump vane kit, revised reverse boost valve and filter kit .</i>		
SERVICE KITS, 700R4 - GASKET AND FILTER	703600.....	\$30.67



Transmission Cooler Fittings

GM DOWEL PINS

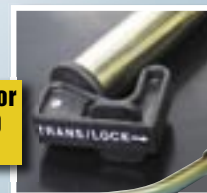
These extra long (2") bell housing-to-block dowel pins make transmission swaps easy! Black oxide-coated and precision-ground, they are also a necessary item when using a mid-plate. Sold in pairs.

958001.....	\$20.40
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TRICK STICK® Locking dipsticks and tubes

TRICK STICK, 700R4	705490.....	\$51.61
NOW AVAILABLE FOR T200!	247000.....	\$53.06

Required by NHRA for cars running 10.99 or quicker!



Trick Stick®

TRANSMISSION COOLER LINE FITTINGS

-6 AN FITTING TO 1/4-18 NPSM PIPE THREADS	925137.....	\$31.93
-8 AN FITTING TO 1/4-18 NPSM PIPE THREADS	925138.....	\$31.93

Available in sets of 2, includes nylon sealing washers. Works with 700R4 and most 4L60E transmissions,

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



Deep Pan

DEEP PANS

DEEP PAN	703500.....	\$183.87
PAN GASKET	703510.....	\$3.93

POLYURETHANE TRANS MOUNT

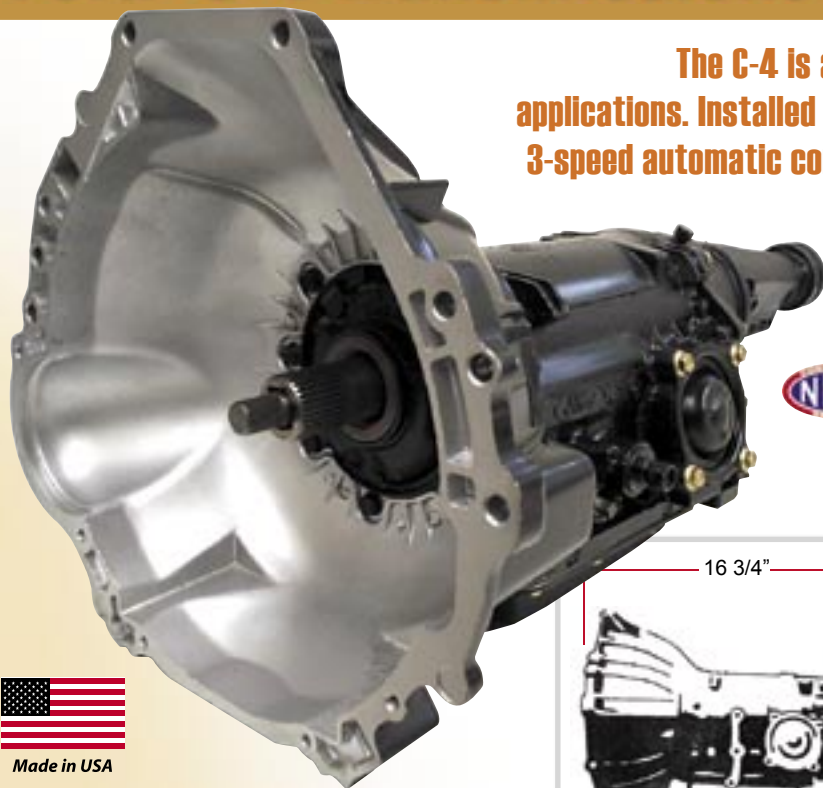
This multi-application transmission mount fits all GM applications. The heavy duty piece is designed for use as a 2-bolt or single center stud application

206621.....	\$38.77
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Polyurethane Transmission Mount

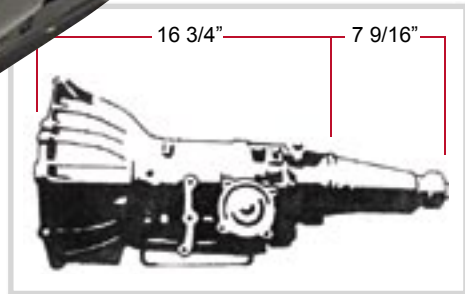
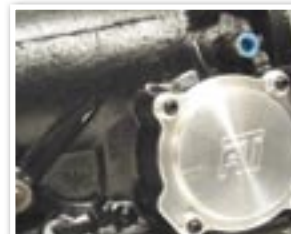
Ford C-4 Transmissions



The C-4 is a tough transmission used with SB Ford applications. Installed in Ford vehicles from 1964 to 1982, this 3-speed automatic continues to power race winning vehicles in a variety of racing classes.



CONTINGENCY ITEM



Dimensions are for pan fill transmissions.
For case fill:
Bell & case - 18 1/8", tailhousing - 12 3/32"

The C-4 uses 2 different cases, 2 depth bell housings, and 2 diameter flywheels (157 tooth and 164 tooth) as well as 2 torque converter heights (5.6" and 5.9"). The "small" one came in the Mustang with the dipstick tube in the case (the bell uses the same bolts as the pump). The "big one" (C-5) came in vans and full size cars. The bell bolts to the case itself (separate bolts for the pump) and has the dipstick tube in the oil pan. Both depth bells were available from Ford for the small case and the deep one only for the big case. ATI/PA SFI Bells are available for both cases.

	Small Bell	Large Bell
Converter Bolt Circle	10.5"	11.7"
Converter Height	5.6"	5.9"

COMPETITION TRANSMISSION

Reverse Manual, Up to 650 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Reverse Manual Valve Body, HD Torsional Input Shaft, HD Forward Drum, Billet Aluminum Servo, OEM Transmission Pan.

641430\$1,759.75

NOTE! ATI doesn't recommend the use of a C-4 Transmission in vehicles making more than 1000 horsepower. For units making over 1000 HP, see ATI's SuperCase with Ford Bells (pages 35 and 59).

Options available for your Ford C-4:

644001 6-Pinion Planetary for up to 1000 HP.....\$363.73

643500 Deep Aluminum Pan\$128.87

SFI Bellhousing for BB, SB, "FE" & Mod 4.6 & 5.4 motors See page 59.

COMPETITION TRANS WITH TRANSBRAKE

Reverse Manual Transbrake, Up to 850 HP

Includes: Race Clutches and Steels, Blueprinted High Flow Front Pump, ATI Reverse Manual Transbrake Valve Body, HD Torsional Input Shaft, HD Forward Drum, Billet Aluminum Servo, OEM Transmission Pan.

641460\$2,284.75

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 79.)

Refundable core charge for acceptable transmission core.....\$220.

All transmissions are blueprinted & assembled to the specific torque demands of each engine application. Please call an ATI Technician with your specs to discuss any needed upgrades or options. See Racer Info sheet, page 78.

DEEP TRANSMISSION PANS

ALUMINUM (NOT FOR USE WITH INTERNAL BRAKES)
STEEL
PAN GASKET

643500\$128.87

643505\$41.29

643550\$6.86

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

643501\$17.41

Deep Pan



Ford C-4 Components

FORD BELLHOUSINGS

These SFI-approved bellhousings eliminate the need for a flexplate shield and bolt directly to the C-4 transmission which uses the small 156 tooth flywheel and the short 5.6" 10-1/2 bolt circle converter. A spacer ring is available for use with the 164 tooth flywheel and taller 5.9" 11-7/16 bolt circle C-4 converter. Adapter rings are also available to bolt the bells to the pump of a T-400, T-350, or Powerglide transmission with a unique method that assures perfect concentricity of the bell to the pump unlike some that expect the pump bolts to center the bell. Another adapter plate is available that bolts the bell to ATI's Powerglide SuperCase if the owner decides to upgrade to the ATI SuperCase in the future. It does not use the pump bolts.

Ford Bells are available for the Small Block, 429-460 Big Block, 427 FE, and 4.6, 5.4 or V-10 modular engines.

PA BELL HOUSING - BIG BLOCK 429-460 ENGINES	915108	\$534.27
PA BELLHOUSING - "FE" 427 ENGINES	915109	\$560.99
PA BELLHOUSING - SMALL BLOCK 289-351 ENGINES	915112	\$457.71
PA BELLHOUSING - MOD 4.6-5.4 AND V10 ENGINES	915113	\$514.30

ADAPTER RING		
REQUIRED FOR #915112, 164 TOOTH FLEXPLATE	915117	\$133.84
ADAPTER RING, ADAPTS BELL TO GM PG	915114	\$234.19
ADAPTER RING, ADAPTS BELL TO GM T-400 & T350	915115	\$234.19
ADAPTER PLATE-BOLTS ALL FORD BELLS DIRECTLY TO ATI'S SUPERCASE	915118	\$133.84

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



SFI-certified Ford Bellhousing And Adapter Ring Eliminates The Need For A Separate Flexplate Shield!

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

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

STARTER BLOCK PLATE FOR ALL 289-351 FORDS	915116	\$70.89
STARTER BLOCK PLATE FOR SB FORD, 157 TOOTH	915122	\$55.74
STARTER BLOCK PLATE FOR SB FORDS, 164 TOOTH	915123	\$55.74



Adapter Plate For PA Bells To ATI's Supercase

TRANSMISSION & FLEXPLATE SHIELDS

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

TRANSMISSION SHIELD	646610	\$153.36
FLEXPLATE SHIELD FITS LARGE AND SMALL BELL	915584	\$113.98

MODULATORS

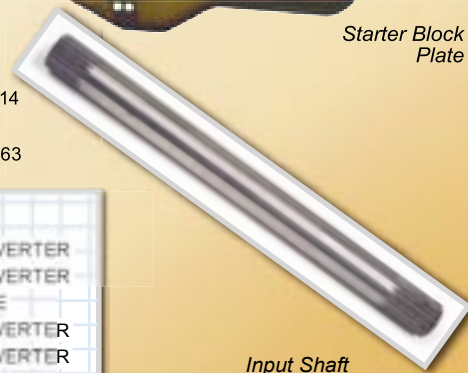
FORD C-4 (SCREW-IN)	643380	\$23.62
FORD C-4 (PUSH-IN)	643390	\$23.72

INPUT SHAFTS

TORSIONAL INPUT SHAFT, 4340 STEEL		
24 SPLINE TRANSMISSION, 26 SPLINE CONVERTER ('71-'86)	646030	\$185.14
TORSIONAL INPUT SHAFT, 4340 STEEL		
26 SPLINE TRANSMISSION, 26 SPLINE CONVERTER (1970 ONLY)	646020	\$168.63



Starter Block Plate



Input Shaft

Tech Tip

Identifying the correct input shaft for your C-4:

1964-1969 26 SPLINE TRANS	24 SPLINE CONVERTER
1964-1969 24 SPLINE TRANS	24 SPLINE CONVERTER
EARLY - 788 FOR RESTORATION ONLY - MILD PERFORMANCE	
1970 ONLY 26 SPLINE TRANS	26 SPLINE CONVERTER
1971-UP 24 SPLINE TRANS	26 SPLINE CONVERTER

Ford C-4 Components



Low Drag
Gear Set For C-4

LOW DRAG GEAR SET FOR C-4

Developed by ATI Performance Products, this gear set was designed to reduce friction and wear on C-4 equipped race or street cars. Each kit consists of a five-piece gear set that is machined for the roller bearings to replace the factory thrust washers. Results are lower ETs and extended transmission life. The Low Drag Gear Set for the C-4 is easy to install!

644250\$308.01

6-PINION PLANETARY FOR C-4

ATI offers a 6 pinion planetary for the high performance C-4 transmission. Track experience has proven the 3 pinion style forward planetary to be a weak component in high performance applications. Precision CNC-machined for exacting gear alignment, this heavy duty steel planetary ensures a sizeable increase in load handling characteristics while providing consistent performance. This carrier is also machined to accept a roller bearing assembly or use the original equipment washer.

644001\$363.73



6 Pinion Planetary For C-4

LOW GEAR SETS

These low gear sets increase the gear ratio to leave the starting line and go back to the original rear gear in high gear. The increase is usually equal to 1 numerically higher gear ratio. A car with a 4.10 rear gear and a standard low gear of 2.48 equals a 10.16 starting line ratio or SLR (2.48 x 4.1). Utilizing the 2.75 gear set equals a 11.30 SLR (4.1 x 2.75). The new SLR 11.30 divided by the old low gear of 2.48 equals 4.54 - the new rear gear required to obtain the 11.30 SLR with the 2.48 low gear. Great for towing, motor homes, street cars and big CID high torque motors that are RPM limited and are using a 4.10 rear gear.

2.75 RATIO

644020\$839.75

2.92 RATIO

644025\$836.45

RACES

OVERRUN CLUTCH (1964-1973)

644070\$27.07

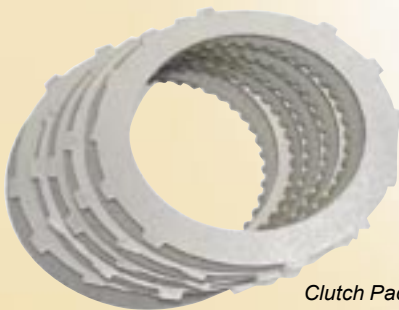
OVERRUN CLUTCH (1974 & UP)

644080\$27.07

BUSHINGS

BUSHING KIT FOR 1970 AND LATER

646430\$50.03



Clutch Packs

STEEL CLUTCH DRUMS

FORWARD (1970 - 1977)

645300\$69.60

FORWARD (1970 - 1977) - HEAVY DUTY

645301\$163.97

FORWARD (1978 - 1981)

645310\$69.60

FORWARD (1970 - 1981) - HEAVY DUTY

24 SPLINE LESS PISTON & INPUT

645311\$163.97

DIRECT, WITH PISTON (1965 - 1969)

645640\$46.12

DIRECT, WITH PISTON (1970 - 1981)

645650\$58.51

CLUTCH PACKS

DIRECT

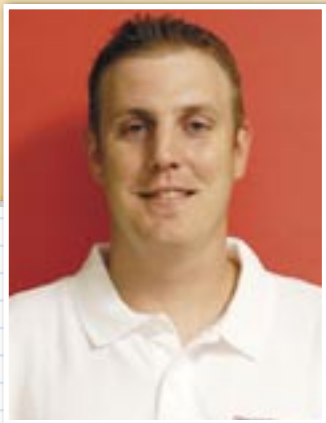
4 FRICTIONS 4 STEELS

645620\$34.14

FORWARD

5 FRICTIONS 5 STEELS

645220\$36.86



Tech Tip



Rob Sappe - Sales
Extension 3040

Should I soak my friction materials before I install them?

Never install dry friction materials! Always soak them for at least 30 minutes prior to installation. Soaking allows the friction materials to be fully impregnated with oil preventing glazing while adding to the life of the friction material.

Ford C-4 Components

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN, 1964-1969 (DETENT ON VALVE BODY)	643100.....	\$529.67
FORWARD PATTERN, 1970-1981 (DETENT ON CASE)	643110.....	\$265.43

MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN, 1964-1969 (DETENT ON VALVE BODY)	643200.....	\$529.67
REVERSE PATTERN, 1970-1981 (DETENT ON CASE)	643200L.....	\$265.43

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The C-4 Transbrake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

REVERSE PATTERN, SAFETY	643080.....	\$701.91
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This valve body can only be used with a Late Model transmission that has a push-in modulator.

Replacement components, such as plates and solenoids are available. Consult your sales technician. Repair services and wet testing are also available for ATI Valve Bodies.



C-4 Valve Body

OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS (1965 - 1969)	646300.....	\$49.99
REBUILD KIT - GASKETS AND SEALS (1970 - 1977)	646310.....	\$43.00
REBUILD KIT - GASKETS AND SEALS (1978 - 1981)	646320.....	\$43.00
REBUILD KIT - FOR STREET / STRIP & RV (1965 - 1969)	646330.....	\$143.68
REBUILD KIT - FOR STREET / STRIP & RV (1970 - 1977)	646340.....	\$143.68
REBUILD KIT - FOR STREET / STRIP & RV (1978 & UP)	646350.....	\$143.68

RACE TRANSMISSION OVERHAUL KIT (1964 - 1969)	646440.....	\$170.82
RACE TRANSMISSION OVERHAUL KIT (1970 - 1977)	646450.....	\$170.82
RACE TRANSMISSION OVERHAUL KIT (1978 & UP)	646460.....	\$170.82

COMPU-PRO RACE KIT (1965 -1969), INC. VALVE BODY	646390.....	\$707.81
COMPU-PRO RACE KIT (1970 -1977), INC. VALVE BODY	646400.....	\$411.71
COMPU-PRO RACE KIT (1978 & UP), INC. VALVE BODY	646410.....	\$411.71

SERVICE KITS - GASKET & FILTER ('65-'69 & 1970 FALCON)	643580.....	\$28.42
SERVICE KITS - GASKET & FILTER ('70 -'81, EXC. '70 FALCON)	643590.....	\$27.19
SERVICE KITS - GASKET & FILTER (1982 & UP)	643610.....	\$29.96

TRICK STICK® Locking dipsticks and tubes

CASE FILL	646490.....	\$51.61
PAN FILL	646491.....	\$61.46

TUBE LOCKS

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

973081.....	\$11.73
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CHROME OIL RINGS

CHROME RINGS (1964-1969)	645000.....	\$21.35
CHROME RINGS (1970-1977)	645010.....	\$21.35
CHROME RINGS (1978 & UP)	645020.....	\$21.35

SERVO WITH COVER

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

BILLET SERVO WITH COVER	645411.....	\$147.46
SEAL KIT	645412.....	\$10.74

BANDS

INTERMEDIATE, RED FLEX	645400.....	\$46.06
INTERMEDIATE (COMP.) KEVLAR	645401.....	\$105.43
INTERMEDIATE, KEVLAR FLEX	645402.....	\$22.83
REVERSE, KEVLAR	645800.....	\$36.15



C-4 Rebuild Kit

Required by NHRA for cars running 10.99 or quicker!

Trick Stick®



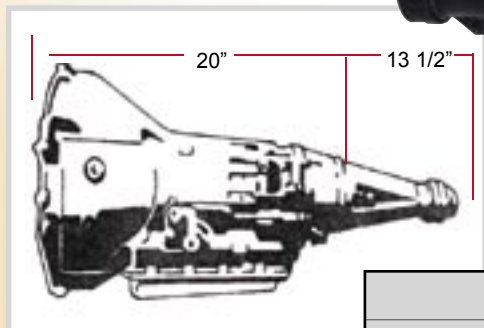
Chrome Rings



Billet Servo And Cover

Ford C-6 Transmissions

The C-6 Transmission is a heavy duty 3-speed automatic. With an overall length of 33 1/2" (including the bell), this one-piece bellhousing and case is a popular transmission on the track.



		A CASE		B CASE		C CASE	
		332, 352, 360, 390, 406, 427, 428		429, 460, 351M, 400M		351 Cleveland & Windsor	
COMPETITION*	Reverse Manual	601200	\$1771.71	601210	\$1771.71	601220	\$1771.71
STREET/STRIP		601000	\$1771.71	601010	\$1771.71	601020	\$1771.71

*Competition Transmissions include a heavy duty servo

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See pg 79.)

Refundable core charge for acceptable transmission core.....\$200.00

All transmissions are blueprinted & assembled to the specific torque demands of each engine application. Please call an ATI Technician with your specs to discuss any needed upgrades or options. See Racer Info sheet, page 78.

PUMP

1966 AND UP

INPUT SHAFTS

300 M MATERIAL

BANDS

INTERMEDIATE, OEM RED FLEX

LEVER FOR C-6 BAND

BILLET LEVER WITH SPACERS

BUSHINGS

CHROME OIL RINGS

CLUTCH DRUMS

ALUMINUM DRUM (SPECIAL ORDER)

DIRECT, 4 CLUTCH CAPACITY

STEEL

DIRECT FOR 4 CLUTCHES

ASSEMBLY, FOR 5 CLUTCHES

ASSEMBLY, 5 CLUTCHES INSTALLED

CLUTCH PACKS

DIRECT

4 FRICTIONS, 4 STEELS

FORWARD

5 FRICTIONS, 4 STEELS

4 FRICTIONS, 3 STEELS

REVERSE

5 FRICTIONS, 5 STEELS

605010 \$319.40

606010 \$218.30

605410..... \$38.17

603054 \$43.28

606400 \$31.44

605000 \$22.54

605650 \$1,051.04

605640 \$61.06

605641 \$97.46

605642 \$127.90

605620 \$59.82

605250 \$67.56

605260 \$49.75

605820 \$43.10



Input Shaft



Billet Band Lever and Spacers



Frictions And Steels

Ford C-6 Components

LOW GEAR SETS

2.75 RATIO 604020\$1,203.51

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN, 1967-1972 (DETENT ON VALVE BODY) 603100\$289.85
FORWARD PATTERN, 1973 - 1996 (DETENT ON CASE) 603110\$289.85

MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN 603200\$289.85
REVERSE PATTERN WITH SERVO AND LEVER 603210\$544.40

COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The C-6 Transbrake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

REV. PATTERN, SAFETY, INC. BILLET SERVO & LEVER 603080\$731.29
This valve body can only be used with a Late Model transmission that has a push-in modulator.

SEPARATOR PLATES

FOR VALVE BODY #603200 603240\$37.47

Repair services and wet testing are also available for ATI Valve Bodies.
Consult your sales technician.

OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS (1968 - 1996) 606300\$69.24
REBUILD KIT - FOR STREET / STRIP AND RV (1968-1996) 606320\$176.45

COMPU-PRO RACE KIT, INC. VALVE BODY (1968-1996) 606370\$567.59

SERVICE KITS - GASKET & FILTER (1966 - 1975) 606358\$23.83
SERVICE KITS - GASKET & FILTER (1976 -1996)* 606359\$23.83

**Except truck and 4 wheel drive*

ADJUSTABLE MODULATORS

ADJUSTABLE MODULATOR 603390\$27.72

SERVOS

ALUMINUM SERVOS 605411\$197.74

DEEP PANS

ALUMINUM, INCLUDES FILTER EXTENSION
PAN GASKET



603500\$157.43
603550\$7.09

TRICK STICK® Locking dipsticks and tubes

FORD C-6 (SMALL BLOCK) 606490\$53.06
FORD C-6 (SM BLOCK, SHORT) 606491\$53.06
FORD C-6 (429-460) 606492\$53.06

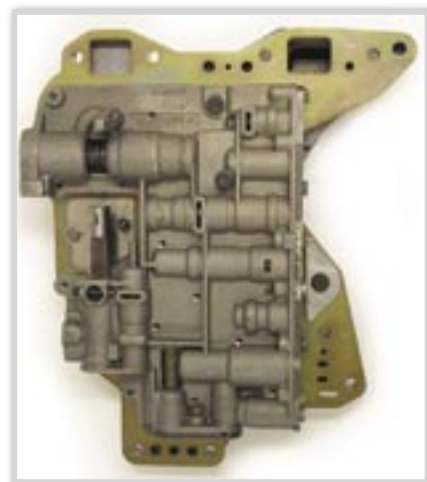
TUBE LOCKS

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

973081\$11.73

TRANSMISSION SHIELD

C-6 TRANS SHIELD 606610\$207.50



C-6 Valve Body



C-6 Rebuild Kit



Trick Stick®

**Required by NHRA for
cars running 10.99
or quicker!**



Tube Lock

Torqueflite Transmissions



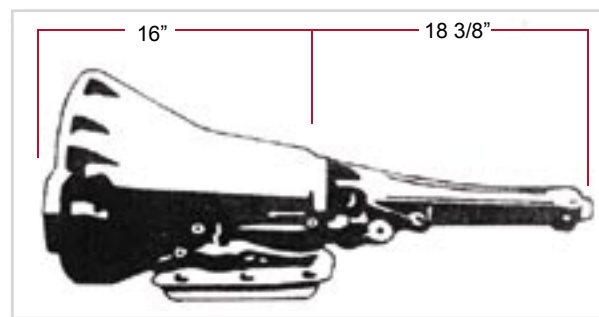
CONTINGENCY ITEM



Made in USA



John Shaul - NHRA Stock Eliminator Winner - World Finals 2009
Ran the quickest side by side Stock run in the sport's history
9.77 to 9.73 over Jimmy DeFrank



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

Tech Tip



After having your car in reverse or neutral, be sure to “roll” your car forward at least 12” to 18” before leaving the starting line. This will ensure that the sprag is fully engaged and minimizes failures.

TF-727

		273 - 360 Engine		361 - 440 Engine	
		PART #	PRICE	PART #	PRICE
COMP	Reverse Manual Valve Body	721300	\$1,469.10	721320	\$1,469.10
	Reverse Manual Valve Body With Griner Pro Brake	721340	\$2,119.57	721340	\$2,119.57
STREET/STRIP		721000	\$1,469.10	721010	\$1,469.10

TF-904

		PART #	PRICE
COMP	Reverse Manual Valve Body	901300	\$1,469.10
	Reverse Manual Valve Body With Griner Brake	901310	\$2,119.57
STREET/STRIP		901000	\$1,469.10

NOTE! All 3-speed (non-Powerglide) transmissions require either a like-kind core be supplied or a unit specific core fee be paid. All 4WD transmissions require the actual core be supplied for preparation. (See page 79.) Refundable core charge for acceptable transmission core.....\$200.00



Torqueflite Warning:

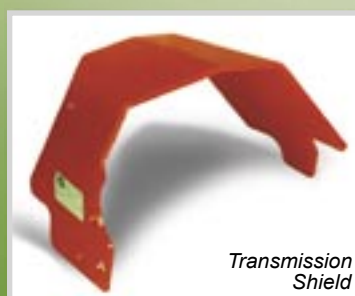
All ATI torqueflite transmissions must have an SFI-approved transmission shield mounted prior to installation or operation! Order ATI Shield part #726610.

TRANSMISSION SHIELDS

ATI's quality aluminum shields are designed for maximum protection. All of our shields are SFI-approved and meet or exceed the requirements of all major sanctioning bodies. All of our shields are made from 6061-T6 aluminum. Includes all mounting hardware.

TF-727

726610.....\$239.00



Transmission Shield

Torqueflite Components

REAR BEARING KIT FOR TORQUEFLITES

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

REAR BEARING KIT	725821	\$442.65
GOVERNOR SUPPORT HOUSING	725831	\$146.36



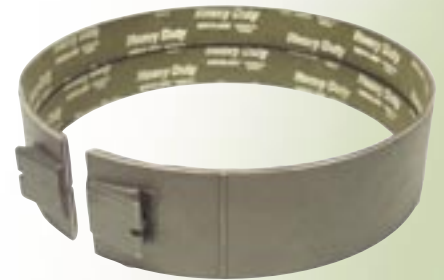
Rear Bearing Kit

PUMPS

TF-727 (1967 - 1970)	725030	\$319.40
TF-727 (1971 - 1977)	725040	\$319.40
SEAL KIT FOR FRONT PUMP, TF-727	725100	\$17.46
SEAL KIT FOR FRONT PUMP, TF-904	905100	\$17.46

BANDS

TF-727 INTERMEDIATE HD ('62 & UP) KEVLAR	725400	\$52.02
TF-727 FRONT, RED LINING	725410	\$38.81
TF-727 REVERSE, HD KEVLAR	725800	\$42.45
TF-904 INTERMEDIATE, HD KEVLAR	905400	\$40.02
TF-904 FRONT, RED LINING	905401	\$23.28
TF-904 REVERSE, HD KEVLAR	905800	\$27.89



Transmission Band

BUSHINGS

TF-727 (1962-1970)	726400	\$38.89
TF-727 (1971 - UP)	726410	\$22.43
TF-904 (1966 - UP)	906400	\$22.50

DIRECT CLUTCH DRUMS

TF-727 ALUM., DIRECT W/PISTON (62 - 70) - Special order only!	725670	\$772.52
TF-727 STEEL, DIRECT, WITH PISTON ONLY (1971 & UP)	725660	\$54.09
TF-727 STEEL, DIRECT, WITH CLUTCHES (1971 & UP)	725661	\$97.19



Frictions and Steels

CLUTCH PACKS

DIRECT

TF-727 4 FRICTIONS 4 STEELS	725620	\$43.17
TF-904 4 FRICTIONS 4 STEELS	905620	\$33.34

FORWARD

TF-727 4 FRICTIONS 3 STEELS	725220	\$28.79
TF-904 4 FRICTIONS 3 STEELS	905220	\$31.22

OVERRUN CLUTCH KITS

TF-727, BOLT-IN CAM, SPRINGS & ROLLERS	725310	\$107.80
TF-904, BOLT-IN CAM, SPRINGS & ROLLERS	905310	\$76.40

LOW GEAR SETS

TF-727 2.77 RATIO	724310	\$1,135.39
TF-904 2.77 RATIO	904100	\$398.99



Low Gear Set for Torqueflite

Torqueflite Components



Torqueflite
Valve Body

COMPU-FLOW® VALVE BODIES

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

FORWARD PATTERN, TF-727 (1966-1970) 4 BOLT TOP PLATE	723100	\$236.97
FORWARD PATTERN, TF-727/904 (1971-1980) 6 BOLT TOP PLATE	723110	\$236.97
FORWARD PATTERN, TF-904 (1964-1970) 4 BOLT TOP PLATE	903100	\$236.97
FORWARD PATTERN, TF-904 (1971-1980) NON LOCK UP	903110	\$163.72

MANUAL VALVE BODIES Full manual gear selection.

REVERSE PATTERN, TF-727 & 904 (1966 - 1980)	723200	\$236.97
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COMPU-FLOW TRANSBRAKES

Transbrakes lock your race car on the starting line for hard, consistent launches. The Torqueflite Transbrake is a Safety Brake which requires the transbrake button to be pushed to engage reverse. For transbrake buttons, see page 67.

REVERSE PATTERN, SAFETY MRT PRO START GRINER BRAKE	723080	\$934.40
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SEPARATOR PLATES

FOR VALVE BODY #723200	723210	\$60.88
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Repair services and wet testing are also available for ATI Valve Bodies. Consult your sales technician.



Rebuild Kit

OVERHAUL KITS

REBUILD KIT - GASKETS AND SEALS, TF-727 (1962-1966)	726300	\$58.94
REBUILD KIT - GASKETS AND SEALS, TF-727 (1967-1970)	726310	\$58.94
REBUILD KIT - GASKETS AND SEALS, TF-727 (1971-1977)	726320	\$58.94
REBUILD KIT - GASKETS AND SEALS, TF-904 (1971-1977)	906300	\$87.99
REBUILD KIT - FOR STREET / STRIP AND RV, TF-727 (1971-1977)	726330	\$152.32
REBUILD KIT - FOR STREET / STRIP AND RV, TF-727 (1967-1970)	726335	\$152.32
REBUILD KIT - FOR STREET / STRIP AND RV, TF-904	906310	\$152.32
RACE TRANSMISSION OVERHAUL KIT, TF-727 (1962-1966)	726360	\$175.61
RACE TRANSMISSION OVERHAUL KIT, TF-727 (1967-1970)	726370	\$175.61
RACE TRANSMISSION OVERHAUL KIT, TF-727 (1971-1977)	726380	\$175.61
RACE TRANSMISSION OVERHAUL KIT, TF-904	906360	\$175.61
COMPU-PRO RACE KIT, TF (1967-1970), INC. VALVE BODY	726350	\$435.38
COMPU-PRO RACE KIT, TF-904, INC. VALVE BODY	906340	\$435.38
SERVICE KITS - GASKET & FILTER, TF-727	723600	\$17.15
SERVICE KITS - GASKET & FILTER, TF-904	903600	\$17.15

CHROME OIL RINGS

TF-727 (1962-1966)	725000	\$20.62
TF-727 (1967-1970)	725010	\$20.62
TF-727 (1971-1977)	725020	\$20.62
TF-904 (1968-1979)	905000	\$20.62



Chrome
Oil Rings

DEEP ALUMINUM TRANSMISSION PANS

TF-727, ALUMINUM PAN, INC. FILTER EXTENTION, BOLTS & GASKET	723500	\$191.72
TF-904, ALUMINUM PAN, INC. FILTER EXTENTION, BOLTS & GASKET	903500	\$157.66
TF-727, PAN GASKET	723550	\$6.05
TF-904, PAN GASKET	903550	\$10.22

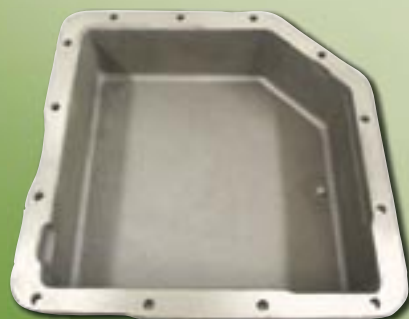
TRICK STICK® Locking dipsticks and tubes

TF-727 (SMALL BLOCK)	726490	\$53.06
TF-727 (BIG BLOCK)	726491	\$53.06

TUBE LOCKS

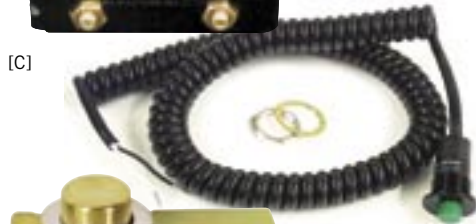
This unique locking handle can be installed after removing the dipstick or can be riveted to your existing stick to measure fluid level. IHRA approved.

973081	\$11.73
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Aluminum Deep Pan

Transmission Accessories



Quick Disconnect Cooler Lines

Prices subject to change

TRANSBRAKE BUTTONS

Looking for quick and consistent reaction times? Try one of ATI's transbrake buttons. They're available in 3 styles to fit the driver's needs. Hundreds of uses!

[A] BUTTON WITH COIL CORD	940020	\$65.69
[B] STANDARD SWITCH	940025	\$48.96
[C] SWITCH WITH OVERSIZED BUTTON	940028	\$81.58

Buttons B & C are adjustable

IN-LINE FILTERS

Pair this new filter with any ATI transmission and improve the longevity and durability of the transmission! Our new in-line filter arrests all debris, clutch material, metal shavings and contaminants exiting the transmission before it goes through the cooler, then prevents it from re-entering and contaminating the transmission. It will protect your cooler in case of gear set failure and keeps abrasives from wearing parts by removing contaminants from the oil. Our filter installs in as little as 10 minutes and is easy to remove and clean. It installs perfectly with AN fittings in your "out" cooler lines; no mounts or brackets required. Replaceable filter elements available.

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

NEUTRAL SAFETY ASSEMBLY

The use of a Neutral Safety Assembly allows your vehicle to start only in NEUTRAL or PARK. By disabling the starting circuit, this safety feature prevents accidentally starting the car in gear which could result in damage or personal injury.

SHIFTER MOUNT FOR ATI/WINTERS SHIFTERS	940110	\$56.56
3 PRONG (TF-727 & 904)	940121	\$21.72

QUICK DISCONNECT COOLER LINES KIT

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

925170	\$120.17
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**Transmission Coolers and Installation Kit are also available. See page 70.*

Flexplates

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



Flexplate notes

- [1] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [2] For 6 pad converters 10 3/4 BC or 11 1/2 BC bolting, order flexplate 915542. \$246.55
- [3] Cast crank only - 41.95 oz. in.
- [4] Forged crank only - 42.54 oz. in.
- [5] 25.0 oz in
- [6] No weight. Imbalance is accomplished by lightening one side of the flexplate.
- [7] ATI Chrysler adapter flexplates require the use of 10 3/4" bolt circle only with GM converters.
- [8] LS1 flexplate sold only as a kit. Includes flexplate, crank adapter and bolts. Requires a custom aftermarket converter.
- [9] Does not fit 5.7L Jeep Grand Cherokee. OEM converter bolt holes require longer bolts - included.
- [10] Replacement parts: Be sure to specify the date of original order. Parts shipped prior to January 2007 have different dimensions and part numbers (non-X numbers).
- [11] Special starter required. Order pt.# 915546. (See below.)

APPLICATION	ENGINE GROUP	TEETH	INTERNAL BALANCE	PRICE	EXTERNAL BALANCE [1]	PRICE
GENERAL MOTORS						
CHEVROLET LATE MODEL BOLT-ON CRANKSHAFT FLANGE '86 AND UP ONE-PIECE SEAL	305 / 350	153	915533	\$199.37	915532	\$234.76
		168	915534	\$199.37	915535	\$234.76
CHEVROLET V-8 SMALL BLOCK	283 / 302 / 327 / 350	153	915539	\$234.76	---	---
	EARLY 2-PIECE SEAL	168	915541 915542 [2]	\$199.37 \$246.55	---	---
	FOR HIGH HP / PRO MOD SFI SPEC 29.2	168	915544	\$226.32	---	---
	10 DP	139	915545 [11]	\$275.00	---	---
	400	168	---	---	915561	\$234.76
	LS1 - F BODY (RACE ONLY)	168	915733 [8]	\$346.82	---	---
CHEVROLET V-8 BIG BLOCK	'70 - '90 454 454 / 502 MARK IV	168	396 / 427 USE #915541 OR 915542 FOR INTERNAL BALANCE	\$199.37 or \$246.55	915551	\$234.76
	'91 & UP GEN V 454 [3]	168			915553	\$234.76
	'91 & UP [4] 572, GEN V- 454 HO / 502 HO	168			915552	\$234.76
	V-8 330 / 400 / 425 '64 - '67	166	915562	\$234.76	915563	\$234.76
OLDSMOBILE	ALL V-8 INC. DIESEL	166	915564	\$211.16	915565 [5]	\$234.76
PONTIAC V-8	400 / 455	166	915567	\$211.16	915568 [6]	\$234.76
CHRYSLER V-8 WITH ATI ADAPTERS TO GM PG, TH350, TH400 TRANSMISSIONS [7]						
6 BOLT CRANK	ALL WEDGES	130	915650X [10]	\$234.76	---	---
	'71 - '92 360		---	---	915662	\$234.76
8 BOLT CRANK	HEMI	130	915660X [10]	\$234.76	---	---
CHRYSLER V-8 SFI STANDARD REPLACEMENT						
8 BOLT CRANK NEW STYLE HEMI	'05-'08 5.7 L & 6.1 L 300C, CHARGER, MAGNUM, CHALLENGER 3.7 / 6.1 L JEEP GRAND CHEROKEE [9]	131	915663	\$211.16	---	---

FORD FLEXPLATE - AFTERMARKET CONVERTERS ONLY*

APPLICATION DESCRIPTION			FLEXPLATE KIT INCLUDES FLEXPLATE, CNC-MACHINED CRANK PILOTTED SPACER AND CRANK BOLTS				FLEXPLATE ONLY LESS SPACER AND BOLTS				CRANK SPACER		CRANK BOLT SET	
ENGINE	TRANS	TEETH	INTERNAL BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		EXTERNAL BALANCE		Part #	Price	Part #	Price
			Part #	Price	Part #	Price	Part #	Price	Part #	Price				
429/460	C-6 E40D	164	915720	\$293.74	915721 [1]	\$320.20	915700	\$233.58	915701 [1]	\$250.33	915611	\$123.87	950143	\$16.00
FE 332/428	C-6 E40D	184	915722	\$352.72	915723 [2]	\$379.47	915702	\$233.58	915703 [2]	\$334.48	915611	\$123.87	950143	\$16.00
289/302 351/400	C-6 E40D	164	915724	\$293.74	915725 [3] 915726 [4]	\$320.20	915704	\$234.76	915705 [3] 915706 [4]	\$250.33	915601	\$123.87	950142	\$16.00
289/302 351/400	C-4 A0D	164	915727	\$293.74	915728 [3] 915729 [4]	\$320.20	915707	\$223.58	915708 [3] 915709 [4]	\$250.33	915602	\$123.87	951471-6	\$16.00
289/302	C-4	157	915730	\$293.74	915731 [3] 915732 [4]	\$320.20	915710	\$223.58	915711 [3] 915712 [4]	\$250.33	915602	\$123.87	951471-6	\$16.00
FORD MOD WITH GM TRANSMISSION														
4.6-5.4 LMod Motor	164	915735	\$293.74	---	---	---	915719	223.58	---	---	915607	\$123.87	950144	\$13.44

TILTON STARTER FOR ATI 10 DP FLEXPLATE

with required ATI Spacer

This high torque mini-starter from Tilton features a modified spacer for use with ATI's 10 DP Flexplate.

- Gear reduction for high cranking torque
- Lightweight construction
- Compact size

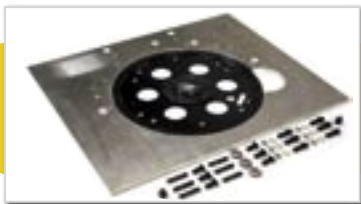
915546\$485.00



- [1] 24 oz. in. - 460 truck only with D9TP-6375-AA or E7TP-6375-AA OEM flexplates.
- [2] 28.8 oz. in. OEM flexplate. Weight is 5 1/8" x 5/8" x 5/16" thick.
- [3] 28.2 oz. in. All 289-351C-351W- 400 and 302 through 1980. OEM flexplate weight is 4 1/4" x 3/4" x 3/8" thick.
- [4] 50.0 oz. in. '81 & up 5.0 L only. OEM flexplate weight is 4 1/4"x 7/8" x 7/16" thick.

A NOTE ABOUT FORD FLEXPLATES:

ATI Ford Flexplates with 164 teeth have an 11-7/16" bolt circle, and flexplates with 157 teeth have a 10-1/2" bolt circle for Ford converters. Both have factory installed 10-3/4" & 11-1/2" bolt circles for GM converters but only the 10-3/4" bolt circle is usable for the 157 tooth flexplates due to ring gear interference. ATI Ford Flexplates are flat. They will accommodate only those converters where the drive pad is ABOVE the converter body.



Adapter Kits

GM POWERGLIDE-T350-T400 TRANSMISSIONS

	KIT		ADAPTER PLATE		CRANK ADAPTER		SFI FLEXPLATE		HARDWARE KIT	
FORD SMALL BLOCK 289 - 302 - 351C - 351W SFI flexplates for aftermarket converters only										
All - OEM Flexplate, 164 Teeth	915230 [1]	\$424.68	915110	\$302.00	915600	\$123.87	USE OEM		950141	\$84.93
All - Internal Balance SFI Flexplate, 164 Teeth	915231 [2]	\$647.64	915110	\$302.00	915603	\$123.87	915704 [2]	\$234.76	950141	\$84.93
All - Except '81 & Up 5.0l (302) 28.2 Oz In. SFI Flexplate, 164 Teeth	915232 [6]	\$671.24	915110	\$302.00	915603	\$123.87	915705 [3]	\$250.33	950141	\$84.93
5.0l (302) 50.0 Oz In, '81 & Up, SFI Flexplate, 164 Teeth	915233 [6]	\$671.24	915110	\$302.00	915603	\$123.87	915706 [4]	\$250.33	950141	\$84.93
All - Internal Balance, SFI Flexplate, 157 Teeth	915237 [2]	\$647.64	915111	\$302.00	915603	\$123.87	915713 [2]	\$234.76	950141	\$84.93
All - Except '81 & Up 5.0l (302), 28.2 Oz In, SFI Flexplate, 157 Teeth	915238 [6]	\$671.24	915111	\$302.00	915603	\$123.87	915714 [3]	\$234.76	950141	\$84.93
5.0l (302) 50.0 Oz In, '81 & Up, SFI Flexplate, 157 Teeth	915239 [6]	\$671.24	915111	\$302.00	915603	\$123.87	915715 [4]	\$234.76	950141	\$84.93
FORD 351M - 400 ENGINES SFI flexplates for aftermarket converters only										
All - Internal Balance, SFI Flexplate	915235 [2]	\$647.64	915120	\$302.00	915603	\$123.87	915704 [2]	\$234.76	950162	\$85.90
All - External 28.2 Oz In, SFI Flexplate	915236 [6]	\$671.24	915120	\$302.00	915603	\$123.87	915705 [3]	\$250.33	950162	\$85.90
FORD 429-460 ENGINES SFI flexplates for aftermarket converters only										
All - Internal Balance, SFI Flexplate	915242 [2]	\$647.64	915120	\$302.00	915612	\$123.87	915700 [2]	\$223.58	950160	\$85.90
All - External Balance, 24.0 Oz In, SFI Flexplate	915243[5,6]	\$671.24	915120	\$302.00	915612	\$123.87	915701 [6]	\$250.33	950160	\$85.90
CHRYSLER A ENGINES 318 - 340 - 360 (See footnotes 6 & 7)										
All - Internal Balance	915250 [2] [7]	\$647.64	915130	\$302.00	915630X [10][11]	\$123.87	915650X [2] [7] [10] [11]	\$234.76	950170	\$85.25
'71 - '92 360 External Balance	915251 [6]	\$647.64	915130	\$302.00	915630X [10][11]	\$123.87	915662 [6] [11]	\$234.76	950170	\$85.25
CHRYSLER B & RB ENGINES 383 - 400 - 426 - 440 (See footnotes 6 & 7)										
6 Bolt Crank Driver Side Starter	915260 [7]	\$647.64	915150	\$302.00	915630X [10] [11]	\$123.87	915650X [2] [7] [10][11]	\$234.76	950180	\$85.25
6 Bolt Crank Passenger Side Starter	915261 [7]	\$647.64	915140	\$302.00	915630X [10] [11]	\$123.87	915650X [2] [7] [10][11]	\$234.76	950180	\$85.25
8 Bolt Crank Driver Side Starter	915290 [2]	\$647.64	915150	\$302.00	915640X [10] [12]	\$123.87	915660X [2] [7] [10] [12]	\$234.76	950190	\$85.25
8 Bolt Crank Passenger Side Starter	915291 [2]	\$647.64	915140	\$302.00	915640X [10] [12]	\$123.87	915660X [2] [7] [10] [12]	\$234.76	950190	\$85.25
HEMI TO Chevy Pro Mods using Fuel Cranks Drivers Side Starter	915290X	\$762.64	915150X	\$402.00	NEW! 915640XF [13]	\$160.77	915660X [13]	\$234.76	950190X	\$100.00
HEMI TO Chevy Pro Mods using Fuel Cranks Passenger Side Starter	915291X	\$762.64	915140X	\$402.00	NEW! 915640XF [13]	\$160.77	915660X [13]	\$234.76	950190X	\$100.00
DODGE R5 BLOCK										
NASCAR SB to Buick-Pontiac-Olds	915252	\$647.64	915135	\$302.00	915630	\$123.87	915650	\$211.16	950175	\$85.25
CHRYSLER LATE MODEL HEMI										
5.7 - 6.1 HEMI	915245	\$647.67	915145	\$302.00	915606	\$123.87	915664	\$211.16	950145	\$85.25
MISCELLANEOUS ENGINES										
Nissan RB-26 6 Cylinder [8]	915222	\$786.44	915200	\$537.93	915100	\$206.44	915480	\$259.53	950250	\$62.30
Toyota 5mg and 7mg - 6 Cylinder [9]	915220	\$786.44	915180	\$537.93	915081	\$206.44	915470	\$259.53	950121	\$125.93
Toyota Supra 2JZ - 6 Cylinder [9]	915219	\$786.44	915181	\$537.93	915080	\$206.44	915471	\$259.53	950122	\$53.48

- [1] Flexplate NOT included
- [2] Engine must be internally balanced
- [3] 28.2 oz in weight is 4 1/4" x 3/4" x 3/8" thick
- [4] 50.0 oz in weight is 4 1/4" x 7/8" x 7/16" thick
- [5] 460 truck crank w/D9TP-6375AA or E7TP-6375AA OEM weighted flexplate
- [6] All external balance flexplates must be on the crank for balancing or match-balanced to the unit that was originally balanced with the crank.
- [7] Some 340-383-400-440 are externally balanced. Engine must be internally balanced. Flexplate #915650 is zero-balanced. Weights may be added by your engine balancer for external balance.

- [8] Requires a custom 8" torque converter.
- [9] Requires a custom 9" torque converter.
- [10] When ordering replacement parts, be sure to specify date of original order. Parts shipped prior to 1/2007 have different dimensions and pt # (non-X numbers).
- [11] Requires six (6) crank bolts - ATI #951471-6 (grade 8) or OPTIONAL ATI #951034-6 (Extreme Duty).
- [12] Requires eight (8) crank bolts - ATI #951435-8 (grade 8) or OPTIONAL ATI #951035-8 (Extreme Duty).
- [13] Requires eight (8) crank bolts - ATI #951035-8 (Extreme Duty). DO NOT use grade 8 bolts in this application!

CRANK ADAPTERS FOR EXTRA THICK MID-PLATES

These reinforcing crankshaft adapters bolt on behind a 1/2" flexplate to extend the pilot locating diameter toward the transmission, eliminating extra long pilots on the converter.

CHEVY W/ 7/16" CRANK BOLTS
915000 \$123.87
CHEVY W/ 1/2" CRANK BOLTS
915001 \$123.87

EXTREME DUTY CRANK BOLTS FOR HIGH HP APPLICATIONS USING ATI'S FLEXPLATE WITH CRANK ADAPTER. [10]

MOPAR (except HEMI) & FORD SB

7/16 - 20 x 1 1/4", .700 GRIP, 12 PT

951034-6 (Pack of 6) \$46.00

MOPAR HEMI

1/2 - 20 x 1 1/4", .700 GRIP, 12 PT

951035-8 (Pack of 8) \$64.00

FORD 429-460

7/16 - 20 x 1", .200 GRIP, 12 PT

951036-6 (Pack of 6) \$20.00

FORD MOD MOTORS & NEW GEN HEMI

M10 X 1.0 X 30mm, .300 GRIP, 12 PT

951037-8 (Pack of 8) \$36.00

EXTREME DUTY BOLT KITS (for use without crank adapter)

1/2 - 20 x 7/8"

951057-6 (Pack of 6) \$40.00

1/2 - 20 x 7/8"

951057-8 (pack of 8) \$45.00



Transmission Coolers

Extend the life of your transmission and improve performance!

TRANSMISSION COOLERS

Standard Transmission Cooler

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

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

925130.....\$95.00



Twice the thickness of a standard economy cooler!

DERALE® TRANSMISSION COOLERS WITH INTEGRAL FAN

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



Dimensions: 10" x 12.5 x 4"

"ELECTRA COOL"

TRANSMISSION COOLER WITH FAN

925139 \$153.00

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



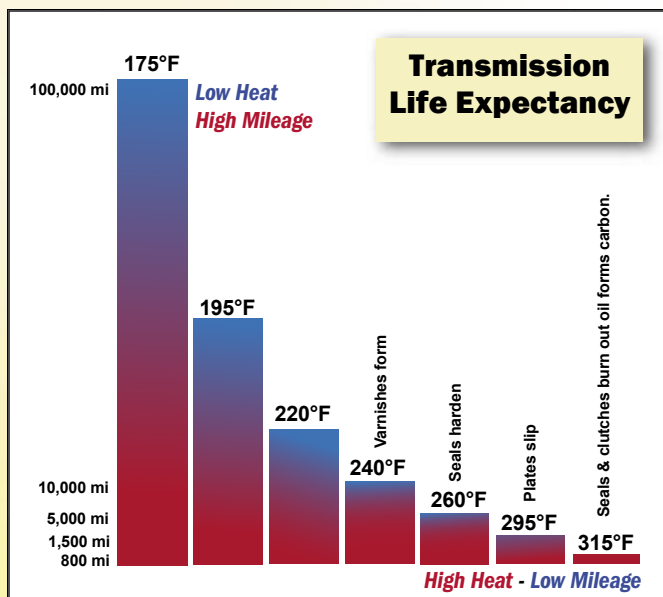
Most cooling for the money!

Dimensions: 10" x 12.5 x 4"

"ATOMIC COOL"

TRANSMISSION COOLER WITH FAN

925140 \$210.00



AUTOMATIC 180° ELECTRIC COOLER FAN THERMAL SWITCH*



925134 \$30.47

*Integral AN -6 fittings / hose barb adapters included

TRANSMISSION COOLER INSTALLATION KIT

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



925132 \$46.01

ATI / Winters Shifters

ATI/WINTERS SHIFTERS

With approved lockout & safety switch

The ATI / Winters Shifter is a "gate type" shifter with extremely smooth action. High quality components are used throughout the shifter, including the "Morse" cable and a built-in neutral safety switch. It can be used with any transmission (two-speed or three-speed) with just a gate plate and hardware kit change.

ATI / Winters Shifter

	PG	T-350	T-400	C-6	C-4	700R4	TF-727	TF-904
ATI Shifter Forward Pattern	202010	352010	402010	602010	642010	702010*	722010	902010
	\$319.00	\$319.00	\$319.00	\$319.00	\$319.00	\$319.00	\$319.00	\$319.00
ATI Shifter Reverse Pattern	202020	352020	402020	602020	642020	---	722020	902020
	\$319.00	\$319.00	\$319.00	\$319.00	\$319.00		\$319.00	\$319.00

*ATI shifter for 700 R4, forward pattern includes switch and lock out

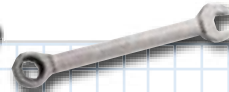
SHIFTER CABLES FOR ATI / WINTERS SHIFTERS

	5'	6'	8'	12'
Part #	800000	800010	800020	800040
Price	\$57.86	\$57.86	\$57.86	\$89.71



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

Tech Tip



Sometimes it's the little things that cause big problems.

A maladjusted cable shifter, a throttle which doesn't fully open, a bad ignition wire, a foam hood seal pulled into a carb, a crimped or clogged fuel line... we all have personal lists of "glitches" that have hurt or stopped vehicle performance over the years. Be sure to first check the same sorts of things you would in a street vehicle when vehicle operation is impaired. The "trickest" engine-transmission-converter combination can be slowed or stopped by a broken wire or even less.

COMPONENTS FOR ATI/WINTERS SHIFTERS

SHIFTER LEVERS

PG	202060	\$35.75
TH350	352060	\$24.20
TH400	402060	\$24.20
C-6	602060	\$24.20
C-4	642060	\$23.54
TF - 727	722060	\$24.20

PAN BRACKETS

PG	202070	\$18.42
TH350	352070	\$24.20
TH400	402070	\$24.20
C-6	602070	\$24.20
C-4	642070	\$23.54
TF-727	722070	\$24.20
TF-904	902070	\$24.20

HARDWARE KITS

POWERGLIDE	202030	\$61.62
T-350	352030	\$53.86
T-400	402030	\$53.49
C-6	602030	\$45.83
C-4	642030	\$44.58
TF-727	722030	\$67.46
TF-904	902030	\$53.46

GATE PLATES FOR ATI/WINTERS SHIFTERS

Choosing the correct gate plate for your shifter? Know the difference between type "A" and "B" shifters.

Type A - Standard Shifter **Type B** - Shifter with safety switch and reverse lock-out

PG

TYPE "A" - FWD PATTERN	202040	\$29.64
TYPE "B" - FWD PATTERN	202041	\$29.64
TYPE "A" - REV PATTERN	202050	\$29.64
TYPE "B" - REV PATTERN	202051	\$29.64

TH350

TYPE "A" - FWD PATTERN	352040	\$29.64
TYPE "B" - FWD PATTERN	352041	\$29.64
TYPE "A" - REV PATTERN	352050	\$29.64
TYPE "B" - REV PATTERN	352051	\$29.64

TH400

TYPE "A" - FWD PATTERN	402040	\$29.64*
TYPE "B" - FWD PATTERN	402041	\$29.64
TYPE "A" - REV PATTERN	402050	\$29.64
TYPE "B" - REV PATTERN	402051	\$29.64

C-6

TYPE "A" - FWD PATTERN	602040	\$29.64
TYPE "B" - FWD PATTERN	602041	\$29.64
TYPE "A" - REV PATTERN	602050	\$29.64
TYPE "B" - REV PATTERN	602051	\$29.64

C-4

TYPE "A" - FWD PATTERN	642040	\$29.64
TYPE "B" - FWD PATTERN	642041	\$29.64
TYPE "A" - REV PATTERN	642050	\$29.64
TYPE "B" - REV PATTERN	642051	\$29.64

700R4

LOCK-OUT PATTERN	702020	\$29.64
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TF-727

TYPE "A" - FWD PATTERN	722040	\$29.64
TYPE "B" - FWD PATTERN	722041	\$29.64
TYPE "A" - REV PATTERN	722050	\$29.64
TYPE "B" - REV PATTERN	722051	\$29.64

TF-904

TYPE "A" - FWD PATTERN	902040	\$29.64
TYPE "B" - FWD PATTERN	902041	\$29.64
TYPE "A" - REV PATTERN	902050	\$29.64
TYPE "B" - REV PATTERN	902051	\$29.64

*When ordering, use part #352040

Street Rod Packages

**Save with
package pricing!**



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

All transmissions and converters have a 1 year warranty when purchased as a Street Rod Package. A Core exchange may apply.

TH350

Forward pattern automatic function only

TRANSMISSION	351000	\$1,069.10
HIGH PERF. CONVERTER	408330/40	\$515.81
COOLER WITH INTEGRAL FAN	925139	\$153.00
POLYURETHANE TRANS MOUNT	206621	\$38.77
TRICK STICK DIPSTICK & TUBE	356490	\$53.06
COOLER INSTALLATION KIT	925132	\$46.01

TOTAL IF PURCHASED SEPARATELY\$1,875.75
PACKAGE PRICE #351800 \$1,446.95

YOU SAVE \$428.80

OPTION #1 - HD 36 ELEMENT SPRAG	355682	\$352.00
OPTION #2 - HD TORSIONAL INPUT SHAFT	357052	\$209.88
OPTION #3 - DEEP CAST ALUMINUM PAN	353500	\$151.33

TH400

Forward pattern automatic function only

TRANSMISSION	401000	\$1,119.10
HIGH PERF. CONVERTER	408330/40	\$515.81
COOLER WITH INTEGRAL FAN	925139	\$153.00
POLYURETHANE TRANS MOUNT	206621	\$38.77
TRICK STICK DIPSTICK & TUBE	406490	\$48.44
COOLER INSTALLATION KIT	925132	\$46.01

TOTAL IF PURCHASED SEPARATELY\$1,921.13
PACKAGE PRICE #401800 \$1,588.95

YOU SAVE \$332.18

OPTION #1 - HD CENTER SUPPORT	405471	\$141.28
OPTION #2 - HD TORSIONAL INPUT SHAFT	406000	\$345.63
OPTION #3 - HD 34 ELEMENT SPRAG	405681	\$362.61
OPTION #4 - DEEP CAST ALUMINUM PAN	403500	\$133.49

Option prices are valid only for factory installed parts by ATI technicians on-site. Price does not include installed option prices if ordered, reusable wooden crate or shipping charges.

Core exchange required. Refundable core charge for acceptable transmission core. See page 79 for full details.

4L60E

Forward pattern automatic function only

TRANSMISSION*	701300	\$2,294.75
HIGH PERF. 10" CONVERTER WITH LOCK-UP	708330	\$623.96
COOLER WITH INTEGRAL FAN	925139	\$153.00
POLYURETHANE TRANS MOUNT	206621	\$38.77
TRICK STICK DIPSTICK & TUBE	705490	\$51.61
COOLER INSTALLATION KIT	925132	\$46.01

TOTAL PACKAGE IF PURCHASED SEPARATELY\$3,208.10
PACKAGE PRICE #701801.... \$2,982.48

YOU SAVE \$225.62

OPTION #1 - DEEP CAST ALUMINUM PAN	703500	\$183.87
OPTION #2 - PCS TRANS. CONTROL UNIT	705500	\$758.36
OPTION #3 - PCS TPS SENSOR UNIT	705501	\$112.35
OPTION #4 - PCS TRANS WIRE HARNESS	705502	\$168.53

4L65E

Forward pattern automatic function only

TRANSMISSION*	701301	\$2,613.95
HIGH PERF. 10" CONVERTER WITH LOCK-UP	708332	\$661.44
COOLER WITH INTEGRAL FAN	925139	\$153.00
POLYURETHANE TRANS MOUNT	206621	\$38.77
TRICK STICK DIPSTICK & TUBE	705490	\$51.61
COOLER INSTALLATION KIT	925132	\$46.01

TOTAL PACKAGE IF PURCHASED SEPARATELY\$3,564.78
PACKAGE PRICE #701803 \$3,348.95

YOU SAVE \$215.83

OPTION #1 - DEEP CAST ALUMINUM PAN	703500	\$183.87
OPTION #2 - PCS TRANS. CONTROL UNIT	705500	\$758.36
OPTION #3 - PCS TPS SENSOR UNIT	705501	\$112.35
OPTION #4 - PCS TRANS WIRE HARNESS	705502	\$168.53

C-6

Forward pattern automatic function only

TRANSMISSION	601000	\$1,771.71
HIGH PERFORMANCE CONVERTER	608330/40	\$534.59
COOLER WITH INTEGRAL FAN	925139	\$153.00
TRICK STICK DIPSTICK AND TUBE	606490/1/2	\$53.06
COOLER INSTALLATION KIT	925132	\$46.01

TOTAL IF PURCHASED SEPARATELY\$2,558.37
PACKAGE PRICE #601800 \$1,973.95

YOU SAVE \$584.42

OPTION #1 - HD TORSIONAL INPUT SHAFT	606010	\$218.30
OPTION #2 - DEEP CAST ALUMINUM PAN	603500	\$157.43

700R4

Forward pattern automatic function only

TRANSMISSION*	701000	\$1,815.16
HIGH PERF. CONVERTER (Custom Built)	708330	\$623.96
COOLER WITH INTEGRAL FAN	925139	\$153.00
POLYURETHANE TRANS MOUNT	206621	\$38.77
TRICK STICK DIPSTICK & TUBE	705490	\$51.61
COOLER INSTALLATION KIT	925132	\$46.01
UNIVERSAL TV CABLE†	702050	\$34.00

TOTAL IF PURCHASED SEPARATELY\$2,762.51
PACKAGE PRICE #701800 \$2,508.95

†TV CABLE CORRECTORS-Included in pkg. price

YOU SAVE \$253.56

OPTION #1 - DEEP CAST ALUMINUM PAN	703500	\$183.87
FOR EDLEBROCK CARBURETOR	702030	\$36.42
FOR HOLLEY CARBURETOR	702040	\$29.56

*For 700R4, 4I60E and 4I65E, a transmission pressure and temperature gauge must be installed or warranty is void.



Crate Engines

FULLY BLUEPRINTED AND DYNO-TESTED WITH SHEET AND SPECS!

New from ATI! These turn key engines are available in **Race Style** and **High Performance Street Engines** for **Chevrolet, Chrysler and Ford** applications. **Each engine is blueprinted and dyno'ed with all new parts.**

All new parts include: Stainless steel valves, high pressure springs, heavy duty retainers and locks, long slot rocker arms, hardened push rods, high dome racing cast pistons, moly rings, brass expansion plugs, Clevite or Federal Mogul bearings, true roller timing set, solid lifters, flat tappet racing camshaft, oil pump, screen, shaft and new oil pan. One person assembles all engines. Fully dyno'ed, and the cam is broken in and ready to start. Other options available.

Note! A 50% deposit is required on all engines.
All crate engines carry a \$150 shipping charge.

High Performance Street Engines All engines have a 12 month part failure warranty	HP	Comp. Ratio	Idle	Price	Complete
Chevy 350 - 2 Bolt, Hypereutectic Pistons, OEM Rods, Crank and Heads, Hydraulic Cam	350	9.5:1	Lopey	\$3,296	\$4,996
Chevy 350 - 4 Bolt, Hypereutectic Pistons, OEM Rods and Crank, Hi-Perf. Iron Heads, Hydraulic Cam	400	10:1	Choppy	\$3,896	\$5,596
Chevy 383 - 4 Bolt, Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Hydraulic Cam	425	10:1	Choppy	\$4,296	\$5,996
Chevy 434 SB - All new engine! Forged Pistons, Forged Steel Rods and Crank, Hi-Perf Iron Heads, Hydraulic Cam	500	10:1	Choppy	\$7,596	\$9,296
Chevy 454 BB - 2 Bolt, Hypereutectic Pistons, OEM Rods, Crank, and Heads, Hydraulic Cam	450	10:1	Choppy	\$4,896	\$6,596
Chevy 496 - Hypereutectic Pistons, OEM Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Hydraulic Cam	550	10:1	Choppy	\$6,096	\$7,796
Chevy 540 BB - All new engine! 4 Bolt, Forged Pistons, Forged Steel Rods, Cast Steel Crank, Hi-Perf Iron Heads, Hydraulic Cam	600	10:1	Choppy	\$7,596	\$9,296
Ford 302 - Hypereutectic Pistons, OEM Rods, Crank and Heads, Hydraulic Cam	300	9.5:1	Lopey	\$3,596	---
Ford 347 - Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Hydraulic Cam	400	10:1	Choppy	\$4,896	---
Ford 351 - Windsor, Hypereutectic Pistons, OEM Rods, Crank and Heads, Hydraulic Cam	335	9.5:1	Lopey	\$3,896	---
Ford 408 - Windsor, Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Hydraulic Cam	450	10:1	Choppy	\$5,096	---
Ford 460 BB - Hypereutectic Pistons, OEM Rods, Crank, Heads, Hydraulic Cam	450	10:1	Choppy	\$4,296	---
Ford 514 - Forged Pistons, OEM Rods, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Aluminum Heads, Hydraulic Cam	550	10:1	Choppy	\$6,096	---
Chrysler 360 - Hypereutectic Pistons, OEM Rods, Crank and Heads, Hydraulic Cam	350	9.5:1	Lopey	\$4,096	---
Chrysler 408 SB - Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Heads, Hydraulic Cam	450	10:1	Choppy	\$6,096	---
Race Style Engines for the Street 60 Day warranty with customer-purchased parts for replacement		Comp. Ratio	Idle	Price	Complete
Chevy 350 - 2 Bolt, Hypereutectic Pistons, OEM Rods, Crank and Heads, Solid Cam	425	11:1	Rough	\$3,596	\$5,596
Chevy 350 - 4 Bolt, Hypereutectic Pistons, OEM Rods, Crank, Hi Perf Heads, Solid Cam	465	11:1	Rough	\$4,596	\$6,296
Chevy 383 - 4 Bolt, Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Solid Cam	500	11:1	Rough	\$5,296	\$6,796
Chevy 434 SB - All new engine! Forged Pistons, Forged Steel Rods and Crank, Hi-Perf Iron Heads, Solid Cam	550	11:1	Rough	\$8,596	\$10,296
Chevy 454 BB - 4 Bolt, Hypereutectic Pistons, OEM Rods, Crank and Heads, Solid Cam	550	11:1	Rough	\$5,596	\$7,296
Chevy 496 - 4 Bolt, Hypereutectic Pistons, OEM Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Solid Cam	625	11:1	Rough	\$7,096	\$8,796
Chevy 540 - All new engine! Forged Pistons, Forged Steel Rods and Crank, Hi-Perf Iron Heads, Solid Cam	700	11:1	Rough	\$9,596	\$11,296
Chevy 572 - All new engine! Forged Pistons, Forged Steel Rods and Crank, Hi-Perf Alum Heads, Solid Cam	740	11:1	Rough	\$10,596	\$12,286
Ford 302 - Hypereutectic Pistons, OEM Rods, Crank, and Heads, Solid Cam	400	11:1	Rough	\$4,596	---
Ford 347 - Hypereutectic Pistons, Forged Steel Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Solid Cam	450	11:1	Rough	\$5,596	---
Ford 351 - Windsor, Hypereutectic Pistons, OEM Rods, Crank and Heads, Solid Cam	475	11:1	Rough	\$4,596	---
Ford 408 - Windsor, Hypereutectic Pistons, OEM Rods, Cast Steel Stroker Crank, Hi-Perf Iron Heads, Solid Cam	500	11:1	Rough	\$5,596	---
Ford 460 - Forged Pistons, OEM Rods, Crank and Heads, Solid Cam	475	11:1	Rough	\$5,596	---
Ford 514 - Forged Pistons, Forged Steel Rods, Forged Steel Stroker Crank, Hi-Perf Alum Heads, Solid Cam	550	11:1	Rough	\$7,596	---
Chrysler 360 - Hypereutectic Pistons, OEM Rods, Crank and Heads, Solid Cam	400	11:1	Rough	\$4,596	---
Chrysler 408 SB - Forged Pistons, Forged Steel Rods and Stroker Crank, Alum Edelbrock Heads, Solid Cam	525	11:1	Rough	\$7,196	---

ACCESSORIES

Water Pump.....ProForm
Hose Adapter.....Summit
Distributor.....Crane
Plug Wires.....Moroso
Starter.....Power Master

Alternator.....Power Master
P/S Pump, Pulley, Mount.....Summit
Water Neck.....Summit
Fuel Pump.....Holley
Fuel Pump Rod.....Moroso

Alternator Mount.....Summit
Fuel Pump Plate.....Moroso
Damper & Crank Pulley.....ATI
Flywheel.....ATI
Timing Pointer.....ATI

Options: Aluminum heads, forged pistons (a must for Nitrous), Nitrous Rings, 4340 Forged Steel Crank, 4340 Steel Rods, Different Cam or Roller Size. All options can be installed at an additional cost for special order engines.

Caliper Mounts - Seals - Bearings

BRAKE CALIPER MOUNTS

Eliminate hours of wasted time caused by adjusting your brake calipers with ATI's new Caliper Mounts. Made from billet aluminum, these brake caliper mounts bolt the caliper at the correct angle to the axle snout reducing the need for shims. Turn a 4 hour job into 30 minutes! Available for any rear end with bolt-on cambered or straight snout 8-bolt hub. Snout must be shortened by .100" or track will be wider. Brake caliper mounts are made to fit .810 thick, 11" rotors and are available in the following degree choices: 0°, .5°, 1°, 1.5°, 2° and 2.5°.

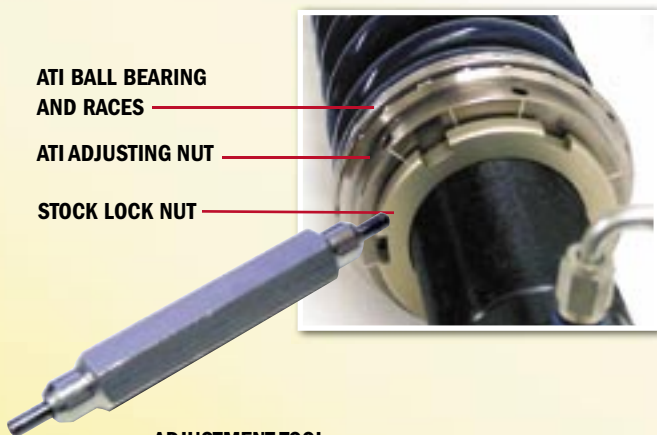
0° CALIPER MOUNT	
150020-0	\$74.99
0.5° CALIPER MOUNT	
150020-0.5	\$74.99
1.0° CALIPER MOUNT	
150020-1.0	\$74.99
1.5° CALIPER MOUNT	
150020-1.5	\$74.99
2.0° CALIPER MOUNT	
150020-2.0	\$74.99
2.5° CALIPER MOUNT	
150020-2.5	\$74.99



U.S. Patent #7,021,431

COIL OVER SHOCK ADJUSTER THRUST BEARING

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



BEARING & NUT SET, 16 THREADS PER INCH	150000	\$385.32
BEARING & NUT SET, 8 THREADS PER INCH	1500003	\$464.60
ADJUSTMENT TOOL	150005	\$19.35

***Will not fit Pro Shocks!**

WHEEL BEARING SEALS

U.S. Patent #7,080,841

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



The new ATI adapter houses an inexpensive and easy to replace o-ring, Smalley brand snap ring and top-of-the-line CR Viton seal. The CR Viton seal is pressed into the adapter housing and secured in place with a snap ring. The outside diameter of the adapter is the same size as your current seal. The o-ring acts as the seal for the inside diameter of your hub. The CR Viton seal is superior to standard rubber seals and will far outlast your current seals. ATI's testing was performed on an ASA car running 200-300 lap races for 10 races and the seals were still in mint condition and working perfectly! Your hub must have a snap ring groove that holds your current seal in place. Adapters are available for 2" spindles.

COMPLETE ADAPTER & SEAL FOR 2" SPINDLE	150006	\$48.29
HOUSING	150007	\$19.39
O-RING	150011	\$0.34
SEAL	150009	\$37.07
SNAP RING	150010	\$0.96
O-RING 4 PACK	150012	\$1.64



In order to choose the correct camshaft for your application, it must be coordinated with the rest of your combination so that all the components compliment each other. ATI features a variety of **proven** camshafts and related components designed for automatic-equipped vehicles. Ground to exacting specifications to ensure proper performance and spring life, every cam is computer-matched to your converter / engine combination in a wide variety of lift combinations.

For further information, more part numbers and current pricing, contact an ATI sales technician.

CAMSHAFT APPLICATIONS AND RECOMMENDATIONS

CHEVROLET APPLICATIONS

FLAT TAPPET - SMALL BLOCK (581-586-274-278-106)	191051
ROLLER - SMALL BLOCK (570-585-273-275-106)	191052
Recommendations: Extremely responsive. Both run well to 7600 RPM. Helping engines with lower compression by helping build cylinder pressure. Likes intake and head mods. Power range: 4500-7600 RPM.	
ROLLER - SMALL BLOCK (636-636-276-280-106)	191056
Excellent SB Chevy roller. Used by hundreds of ATI Super Gas racers. Power range: 4600-7600 RPM.	
FLAT TAPPET - BIG BLOCK (658-665-274-278-106)	191053
Recommendations: Best flat tappet big block cam on the market. Works in all "rats". Likes intake and head mods. Explosive mid-range. Power range: 4500-7600 RPM.	
ROLLER - BIG BLOCK (646-663-273-275-106)	191054
Recommendations: Perfect roller for 396-427 bracket car. Mild roller. Same characteristics as #191053 but quicker valve action. Easy on valve train. Power range: 4400-7600 RPM.	
ROLLER - BIG BLOCK (677-663-276-282-106)	191055
Recommendations: Similar to #191054, but a bit more lift and more exhaust duration. More suited to 4" stroke "rats" or high compression 3.76" stroke "rats". Easy on valve train. Power range: 4600-7600 RPM.	
ROLLER - BIG BLOCK (676-680-276-280-108)	191057
Recommendations: Similar to #191055, but with a bit later valve timing. Power range: 4600-7600 RPM.	
ROLLER - BIG BLOCK (710-715-276-282-106)	191058
Recommendations: Perfect for Super Comp. 454 to 482 C.I. Power range: 4600-8000 RPM.	

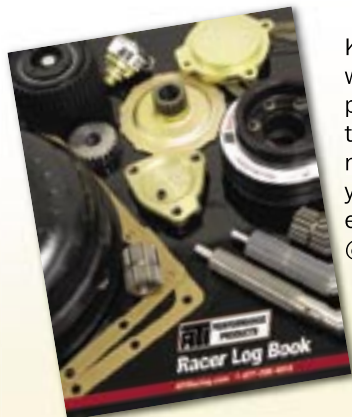
FORD (298-302-351) APPLICATIONS

FLAT TAPPET (554-566-258-267-106)	191061
Recommendations: Excellent choice for small block Ford bracket cars. Power range: 3800 - 7200 RPM.	
ROLLER (640-662-269-272-106)	191062
Recommendations: Best roller for a small block Ford. Has gone 10.60 - 125 in a 3000 lb. Falcon with a 302 wedge. Power range: 4600-8000 RPM.	

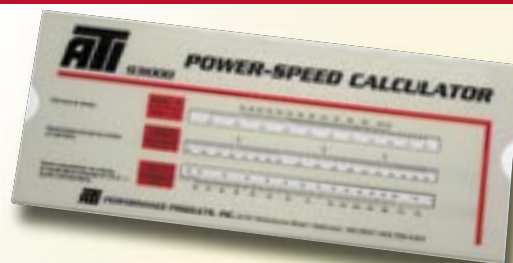
ATI Racing Gear

ATI features a variety of ATI - related promotional items from magnets and key chains to Racer Log Books and Power-Speed Calculators!

RACER LOG BOOKS



Keep track of important race information with ATI's Racer Log Book! Our log book provides an inexpensive, excellent system to record on-track information as well as maintenance records and expenses, keeping your race operation performing at peak efficiency. You can also download it for free @www.atiracing.com/products/logbook



POWER-SPEED CALCULATORS

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

POWER-SPEED CALCULATOR	
Z31000	\$13.09

Z31010	\$6.55
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ATI Apparel and Gear

SWEATSHIRTS

New to ATI's line of race gear are our heavyweight blended sweatshirts. Available in black only with the "Race to Win®" logo, these sweatshirts feature set-in sleeves, pill resistant fabric and 50% cotton / 50% polyester construction. Sizes S to 2X.

SHIRT TYPE & SIZE	BLACK	RN \$
ATI SWEATSHIRT, SMALL	Z21100BLK	\$19.50
ATI SWEATSHIRT, MEDIUM	Z21101BLK	\$19.50
ATI SWEATSHIRT, LARGE	Z21102BLK	\$19.50
ATI SWEATSHIRT, X-LARGE	Z21103BLK	\$19.50
ATI SWEATSHIRT XX-LARGE.....	Z21104BLK	\$22.50



Shown: Back view of sweatshirts

ATI RACE CAPS

From a classic twill cap to a moisture wicking mesh, there's a style for everyone's needs. One size fits all, logo designs vary.

[A] ATI RACING - BRUSHED COTTON TWILL	Z20070.....	\$8.82
[B] ATI RACING - GREY MESH TRUCKER STYLE	Z20069.....	\$8.82
[C] ATI RACING - GREY MESH, DISTRESSED LOOK	Z20068.....	\$8.82
[D] ATI STANDARD LOGO, WASHED COTTON DISTRESSED LOOK	Z20074.....	\$8.82
[E] ATI RACING, WASHED COTTON DISTRESSED LOOK	Z20073.....	\$8.82
[F] ATI RACING ABSORBENT MESH	Z20071	\$8.82



RACER KITS

ATI Racer Kits include a variety of items including t-shirts, hats, decals, patches and more!

BASIC RACER KIT - includes t-shirt, cap, decals and literature.

Z20300..... \$25.00

PROFESSIONAL RACER KIT - Includes T-shirt, cap, patch, bottle opener key chain, Power-Speed Calculator, Racer Log Book, and the latest literature.

Z20320..... \$35.00



Shown: Basic Racer Kit

Gift Cards

Need a gift for your favorite racer but don't know what to choose? No problem! Give an ATI Gift Card and let them pick what they need, when they need it. Our gift cards are available for any amount, have no hidden fees and never expire! They can even be reloaded when funds get low! It's a winning solution for your gift giving needs! Call today.



Freshen Up Services

Transmission and Converter Freshen-Up

Don't let an untimely part failure keep you from reaching the Winner's Circle!

CONVERTERS: To retain the superior quality and performance of your ATI Converter, return it directly to ATI for rebuild or repair. Approximately 95% of all units are typically rebuilt and shipped within 24 hours after being received. In many cases overhauls on ATI converters can be accomplished and shipped back to you the same day. Remember! If another company rebuilds your unit, ATI will not rework the converter. Inferior parts may be installed; your performance could suffer and all warranties and considerations are void. See below or go online for a spec sheet.

Freshen up prices start at \$195.00 This does not include replacement of hard parts, stall changes or converter upgrades. Freshen-ups for non-ATI Converters start at \$250. No warranties or guarantees are offered on non-ATI units.

TRANSMISSIONS: Keep your ATI transmission in race-winning shape! When you return your transmission for a basic freshen-up, ATI will replace the gaskets, seals, filter, clutches and steels. We test the valve body and recondition the case.

Basic transmission freshen-ups start at:

ATI POWERGLIDE \$395.00 ATI 3-SPEEDS \$449.00 ATI 4-SPEEDS \$595.00
Call for pricing on non-ATI units.

NOTE! When returning your transmission for a freshen-up or overhaul, please remove all transmission accessories. Failure to do so will result in a \$15.00 handling fee. Always drain fluid from your transmission and converter prior to shipping to ATI!



Please call an ATI technician with information about your converter prior to shipping it back to ATI!

Racer Information Sheet

ATI's race technicians will need to know the following information in order to develop the correct transmission/converter combination for your car. You must have this information ready when you place an order with ATI.

BODY _____ CLASS _____ BRACKET _____ ☐ 1/8 ☐ 1/4 ☐ BOTH
TOTAL WEIGHT W/DRIVER _____ AVERAGE ET _____ AVG MPH _____ 60' _____
TIRE WIDTH _____ DIAMETER _____ ESTIMATED ET _____ EST MPH _____
REAR GEAR RATIO _____ TACH _____ MAX TRAP RPM _____ TRAP RPM NOW _____
CID _____ ENGINE STROKE _____ COMP _____ PRESENT CONVERTER _____
CARBURETOR _____ MANIFOLD _____ TYPE OF TRANSMISSION _____
GAS _____ ALCOHOL _____ NITROUS _____ SPLINE _____
PILOT DIAMETER _____ BOLT CIRCLE _____
TRANSBRAKE _____
MIDPLATE _____ THICKNESS _____
CONVERTER SERIAL NUMBER _____
TRANSMISSION SERIAL NUMBER _____
HP _____ STALL SPEED _____
HP PER GEAR RATIO _____

		DURATION	LIFT
CAM AT .050" LIFT	INTAKE		
	EXHAUST		

CAMSHAFT _____ LOBE CENTER _____

TYPE OF CYLINDER HEAD _____

HEADER SIZE _____ COL. OUTLET _____

OTHER INFORMATION YOU WANT US TO KNOW ABOUT YOUR RACE SET-UP _____

Ordering Information

PLACING AN ORDER

Parts can be ordered via telephone by calling toll-free (866) 379-4632 or (410) 298-4343 Monday through Thursday from 8:00 a.m. to 5:15 p.m. & Friday from 8:00 a.m. to 4:45 p.m. EST. Many parts can be shipped UPS within 24 hours. "Next Day" & "Second Day Air" orders MUST BE PLACED BY 3:00 p.m. EST. There is a minimum order of \$15 for *all phone orders*. Please fax or e-mail any orders under \$15. Dial (410) 298-3579 for FAX transmittal. E-mail should be sent to sales@atiracing.com.

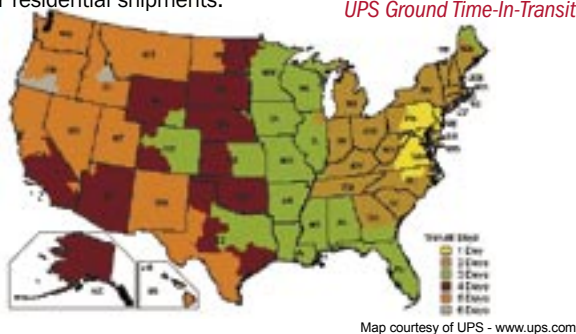
TRANSMISSION AND TORQUE CONVERTER ORDERS

Due to the specialized nature of these items, it is extremely important that you speak with an ATI technician regarding your vehicle's combination. ATI will recommend a specific transmission/converter combination based on your application. The Racer Information Sheet on page 78 will help us determine the proper combination for your specific combination.

ATI can not accept same day transmission overhaul walk-ins. You must make an appointment with a sales representative. There will be a \$225 Transmission Expedite Fee if you require same day repair/overhaul service.

UPS DELIVERIES

A package weighing up to 150 pounds can be sent via UPS. ORDERS CAN NOT BE DELIVERED TO P.O. BOXES! Other charges may apply for residential shipments.



CRATING CHARGES

All ATI transmissions are shipped in crates, which you can also use to ship your core back to ATI. The non-refundable crating charge is \$71.66.

CORE ALLOWANCES

A core allowance will be refunded to customers who return their used transmissions when required. (Excludes Powerglides which do not have core charges.) Once these transmissions have been inspected & determined to be rebuildable, payment will be made to you in the appropriate amount. Cores must be returned within 30 days.

WARRANTY

ATI PERFORMANCE PRODUCTS, INC. (ATI) warrants to the Original Retail Purchaser that all products manufactured by ATI and that are purchased in the United States or its territories from ATI or Authorized ATI Dealers, will be free from defects in material and workmanship. This warranty will extend for a period of 90 days from the date of the original invoice, unless otherwise noted. ATI will repair or replace, at their option, any part, assembly or portion thereof which ATI's examination discloses to be defective. Transportation costs are not included. Disassembly by anyone other than an authorized ATI Representative voids all warranties.

THERE IS NO OTHER EXPRESS WARRANTY EXCEPT AS STATED HEREIN. ANY AND ALL IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY ARE LIMITED IN DURATION TO THE DURATION OF THIS WARRANTY. THE LIABILITIES OF ATI ARE LIMITED SOLELY AND EXCLUSIVELY TO REPLACEMENT OR REPAIR AS STATED HEREIN AND DO NOT INCLUDE ANY LIABILITY FOR ANY INCIDENTAL, CONSEQUENTIAL, OR OTHER DAMAGES OF ANY KIND WHATSOEVER. WHETHER ANY CLAIM IS BASED UPON THEORIES OF CONTRACT, NEGLIGENCE OR TORT. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

Purchaser understands and agrees that no officer, director, employee, or salesman of ATI Performance Products, Inc. or any vendor, dealer, or distributor has any authority to make any statements contrary to the terms of this Limited Warranty. ATI Performance Products, Inc. disavows any statements contrary to what is above written.



International Only

PAYMENT OPTIONS

Orders may be placed using a major credit card (U.S. ONLY). We accept Visa, MasterCard or Discover as well as PayPal and money orders. Checks are accepted upon pre-approval. If using a credit card, include the name of the card holder, the credit card number, C V V (security code) and expiration date of the card. Specify quantity, part number, part description, price and any other necessary information. Some orders will require detailed specifications of your car. Also include your name, full street address (no P.O. Box numbers), city, state, zip code and phone numbers where we can contact you during the day and in the evening and/or by e-mail.

C.O.D.

UPS currently charges an additional \$9.00 per package charge on all C.O.D. orders. C.O.D. shipments will be sent "Certified Check or Money Order" unless other arrangements are made in advance. For open account status or company check, request an ATI credit application.

RETURNS AND EXCHANGES

If you are not completely satisfied with your purchase, you may return it for a full refund or exchange within 90 days provided:

1. You are the original purchaser and you purchased your item directly from ATI.
2. You have a copy of the original receipt in the box with your current contact information and the reason for the return.
3. The item is new, in its original packaging and has not been used, installed or tampered with in any way.

Return your package (**pre-paid and insured**) to:

ATI Performance Products, Inc., Attention: Returns Department,
6747 Whitestone Road, Gwynn Oak, MD 21207.

Your package must be postmarked on or before 90 days from the date of purchase.

Credit will be issued for merchandise only. Freight, handling and associated fees are not refundable. Credit will be issued in the same form of payment as originally received. For international shipments, please call or e-mail info@atiracing.com. **Please note! Custom manufactured or specially built items are not returnable.** There is a 15% restocking fee. If your item has a dated SFI decal, and the month returned is different from the month on the decal there will be a \$25.00 re-certification fee. WD Vendors: please review your WD package for stock adjustment and return policy.



ATI Performance Products, Inc.
6747 Whitestone Road
Gwynn Oak, Maryland 21207

Order Toll Free **1-866-379-4632**
Visit us online at **www.atiracing.com**

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PERMIT # 43

From Stock to Pro Mod, ATI has you covered!

SPORTSMAN CLASS

Treemaster Converters®

Designed for footbrake and non-nitrous use.

Treemaster "MRT" Converters
Ideal for transbrake racers and mild nitrous use.

- Pump & turbine incorporate CNC machined thrust plates & are fully furnace brazed for extra reinforcement
- External & internal anti-ballooning plates provide maximum strength with minimal weight
- New precision ground heat treated steel turbine & pump hubs
- Heavy-Duty Torrington bearings between thrust loaded surfaces



Starting at
\$739

ATI Sportsman Transmissions

1.76 & 1.82

ProGlides®

Starting at \$1,095 - ATI's most popular Footbrake transmissions! 4340 hardened input shaft (PG or Turbo spline), 6-clutch high gear drum, and kevlar band.



Starting at
\$1095

UltraGlide®

Starting at \$2,139 - Built with the lightest internals available to improve your ET! Aluminum hub, aluminum drum & lightweight ring gear. Choose your ratio from 1.76, 1.82, 1.90, 1.94, 1.98, 2.08, 2.18! Transbrake optional.

Ultra TH350 \$3,354 - The choice of Stock Eliminator champ Dan Fletcher. Features blueprinted high-flow pump, aluminum forward & direct drum with heavy duty sprag assembly and more!

PRO CLASS

Outlaw Converters®

- CNC-machined investment cast steel cover, twice as thick as a stamped cover!
- Heavy-duty Torrington needle bearings
- Forged steel turbine hub, CNC-machined
- Steel or permanent mold aluminum stator
- Pump features double support plates, furnace brazed fins & centerless ground 4140 alloy steel pump hubs with .0002" tolerances



Starting at
\$1573



Superglide 4®

Rated to 3,000HP

Includes Trans & ATI Outlaw Converter®

Made with the same high quality components in all our Superglides® the Superglide 4 is the product of three years of track testing and research. BB Ford, SB Ford & Mopar bellhousings available.

- Totally designed and CNC-machined in-house at ATI using the finest grade alloys in existence
- 100 runs without maintenance behind 2500+ HP. Double the 50 run life of the Superglide 3!
- 1-3/16" input, 1-3/8" alloy output shaft (T-400)
- Billet aluminum ATI Super Pump w/4340 stator support
- Additional thrust bearings at critical points
- 12 DP Vasco gear set 1.80 ratio
- New band & clutch materials



Starting at
\$7995

No lease! It's yours & comes with a 5 year warranty!

