



PRODUCT CATALOG

HIGH QUALITY PRODUCTS FOR DODGE, FORD AND GM





ABOUT ATS DIESEL PERFORMANCE

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Located at the foot of the Rocky Mountains in Arvada, Colorado, ATS Diesel Performance is a premier manufacturer and installer of high-quality diesel performance parts for Dodge®, Ford® and GM® diesel trucks. Whether you're crossing the Rockies, pulling a horse trailer, getting to the job site or racing down the strip, our parts deliver incredible power without sacrificing efficiency.

LAYING THE FOUNDATION

In 1993, Clint Cannon founded Automotive Transmission Specialists. By 1997, the company specialized in transmission repair for all types of vehicles. Clint then founded Performance Torque Converters and began building torque converters in-house, giving him more flexibility to service racing customers. As the popularity of diesel trucks grew more people took advantage of the available power upgrades. These upgrades in power carried with them another issue, transmission failures.

ATS DIESEL IS BORN

Clint decided to tackle this, and focused his research and development on a more robust torque converter to address the transmission issues. He realized a clutch pack design was the answer to building a healthier torque converter. With his development of the TripleLok™ Torque Converter, which has now evolved into the Five Star Torque Converter, ATS Diesel Performance was born.

GETTING IT RIGHT THE FIRST TIME

Clint decided if he were going to build high-performance parts, he was going to do it right. And he's backed it with the world's best diesel parts warranty. All ATS transmissions and torque converters come with a 5-year/500,000 warranty and turbo systems come with a 5-year, 500,000 mile warranty!

ATS TODAY

ATS Diesel Performance continues to expand rapidly, offering high-performance transmissions, valve bodies, torque converters and engine upgrades for Cummins®, Powerstroke® and Duramax® diesel trucks. With such rapid expansion, ATS grew into a massive facility that now contains over 10 departments including a full machine shop, pattern shop, fabrication shop, electronics department, transmission manufacturing, engineering, powder coating, and several other manufacturing and assembly departments to better serve our customers. ATS upgrades can be found in trucks worldwide, including some of the fastest diesel drag racers and the strongest diesel sled pullers. Whether your truck is a high-powered competition machine, a high-mileage truck that needs improved fuel economy, a work vehicle that has to be durable, a truck you need to rely on for towing or simply a daily driver, ATS has the technology and products to fit your needs.

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HIGH QUALITY, DEPENDABLE PRODUCTS FOR YOUR VEHICLE.



ATS TRANSMISSIONS - BUILT. BETTER

All ATS transmissions are designed to handle extreme power and heavy loads, and then dyno tested to ensure reliable functionality and high performance. ATS has a long history of working directly with our consumers to develop transmissions and components that work equally well for daily use and extreme applications. Our engineers also analyzed original equipment manufacturer (OEM) transmission problems caused by high mileage and component failure, looking for ways to ensure longevity.

This approach helped us develop the strongest, most reliable transmissions available for your domestic diesel truck. ATS transmissions eliminate the factory weaknesses and design flaws, replacing them with engineering that works. We're so confident of that, all ATS transmissions are backed by the only 5-year, 500,000 mile warranty in the industry.

OUR TRANSMISSION SHOP

From drag racing, sled pulling, and towing your camper to your favorite out of the way spot, the ATS built transmission for Ford, Dodge, and GM will help you reach your destination.

When you are looking for a transmission to replace your worn out one, there are plenty of options out there for you to choose from. But when you are looking for a transmission that is not going to leave you and your family stranded on the side of the road and want to have a trouble-free experience, then there is only one choice. With industry leading innovation, invention, and manufacturing techniques, ATS transmissions are built to outlast, out-perform, and overcome the competition.

FEATURES OF THE ATS BUILT TRANSMISSION:

ATS formulated clutch material, bonded in-house to our CNC laser cut clutch steels

Triplelok or five star torque converter, the only converters to hold three patents

ATS Deep Transmission Pan, with an extra 5 quarts of capacity or more!

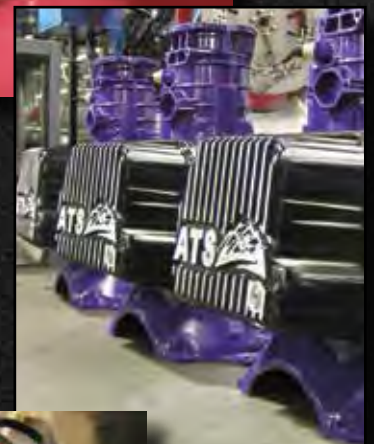
Torrington bearing construction

Optional Co-Pilot transmission controller

Optional billet transmission shafts

Optional billet flex plate

Industry best 5 Year 500,000 mile warranty



68RFE TRANSMISSION

THE ATS 68RFE

ATS started R&D in 2007.5 and spent countless man hours and resources re-designing and strengthening the 68RFE platform. This began with building our Five Star converter for the transmission. It features a billet cover, five square tab lock-up clutches, billet stator, furnace brazed impeller, billet piston and HD bearings – all stalled to the Cummins torque curve. Capable of handling 2500 ft./lbs of torque, this torque converter will handle whatever is thrown at it.

ATS offers various stages to the 68RFE platform to meet certain power levels and uses. Contact ATS to discuss which stage transmission would be best for you. All ATS 68RFE Packages come backed with a 5 year / 500,000 mile warranty.

THE ATS 68RFE PACKAGE COMES WITH:

- ATS Five Star Torque Converter
- ATS built 68RFE transmission
- Deep Transmission Pan
- Modified pump
- Modified valve body
- Reinforced forward hub and shaft
- Reinforced intermediate shaft and hub

ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet forward hub and input shaft

THE ATS 68RFE INCLUDES MODIFICATIONS SUCH AS:

- Torque converter regulator valve upgrade
- Pump upgrade
- Low sprag upgrade
- Reinforce the forward and intermediate shaft hubs
- Reinforce the rear plant pinions
- Clutch pack upgrade
- Valve body upgrade
- Line pressure and transmission control upgrade
- Deep pan helps to eliminate transmission case flex



48RE/47RE/RH, 618, 518 TRANSMISSIONS

ATS 48RE, 47RE/RH 618, 518 TRANSMISSIONS

The 48RE transmission is the weakest point on a Dodge Cummins truck. Not only do they fail on trucks with minor upgrades, but even trucks in stock form have been known to be too powerful. A heavy duty truck needs parts which can stand up to heavy trailers, stop-and-go commutes to work, or high-horsepower applications. That's why ATS modifies the transmission to make it the strongest and most reliable part of your drivetrain.

THE 48RE, 47RE/RH, 618, 518 PACKAGE COMES WITH:

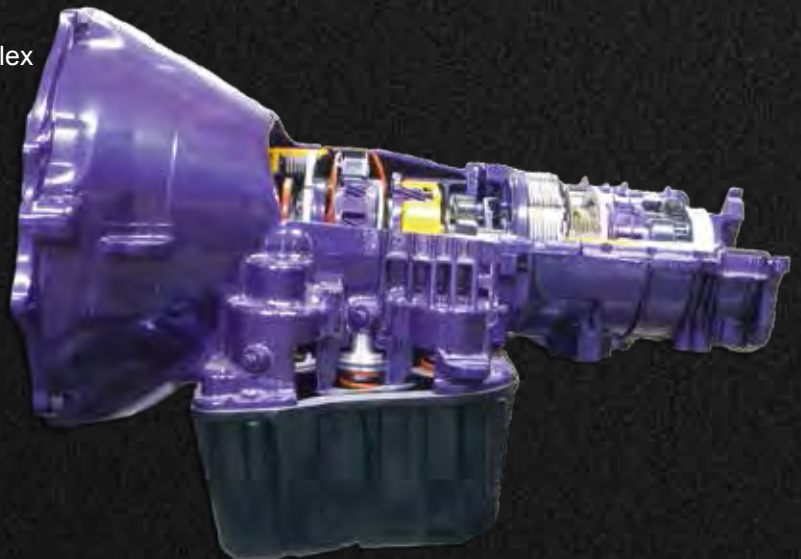
- ATS Five Star Torque Converter
- ATS built transmission
- Deep Transmission Pan
- Modified pump
- Modified valve body

ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft

THE ATS 48 RE, 47RE/RH, 618, 518 INCLUDES THESE MODIFICATIONS:

- Torque Converter Regulator Valve Upgrade
- Pump Upgrade
- Upgraded low/reverse, intermediate/second gear with Red Lining performance bands
- 1:5.0(48RE) or a 1:3.8(47RE/RH, 618, 518) band apply lever
- Billet Band strut and accumulator piston
- Precision machined forward pressure plate, lower forward pressure plate, and overdrive brake pressure plate.
- Machined TV valve sleeve
- Ability to achieve 1st and 2nd gear lockup
- Ability to circulate fluid to the torque converter in park/reverse/neutral
- Clutch Pack Upgrade
- Valve Body Upgrade
- Line Pressure and Transmission Control Upgrade
- Deep Pan helps to Eliminate Transmission Case Flex



5R110 TRANSMISSIONS

ATS 5R110 TRANSMISSIONS

The factory Ford 5R110 suffers from weak points in the converter, clutch pack assemblies, valve body and line pressure limitations. These weaknesses arise when the motor's power is increased or in towing applications. ATS addressed these concerns by re-designing the torque converter, transmission pump, valve body and clutch packs. The result is a solid transmission setup to meet the demands of your Ford Super Duty.

THE 5R110 PACKAGE COMES WITH:

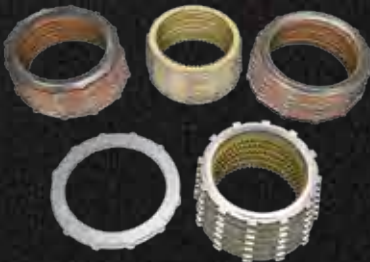
- ATS Five Star Torque Converter
- ATS built transmission
- Deep Transmission Pan
- Modified pump
- Modified valve body

ADDITIONAL OPTIONS INCLUDE:

- Billet flexplate
- Billet input shaft
- Billet Intermediate and planetary housing

THE ATS 5R110 INCLUDES THESE MODIFICATIONS:

- Pump Upgrade
- Clutch Pack Upgrade
- Valve Body Upgrade
- Deep Pan helps to Eliminate Transmission Case Flex



ATS 4R100/E40D TRANSMISSIONS

The factory Ford 4R100/E40D suffers from weak points in the converter, clutch pack assemblies, valve body and line pressure limitations. These weaknesses arise when the motor's power is increased or in towing applications. ATS addressed these concerns by re-designing the torque converter, transmission pump, valve body and clutch packs. The result is a solid transmission setup to meet the demands of your Ford Super Duty.

THE 4R100/E40D PACKAGE COMES WITH:

- ATS Five Star Torque Converter
- ATS built transmission
- Deep Transmission Pan
- Modified pump
- Modified valve body

ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft
- Billet overdrive planetary gear housing
- Billet forward drum

THE ATS 4R100/E40D INCLUDES THESE MODIFICATIONS:

- Pump Upgrade
- Clutch Pack Upgrade
- Valve Body Upgrade
- Deep Pan helps to Eliminate Transmission Case Flex
- Re-designed accumulator pistons for a precise shift feel



ALLISON TRANSMISSIONS

ATS ALLISON LCT1000 TRANSMISSIONS

The Allison 1000 has proven itself to be a stout unit behind the formidable Duramax power plant. However, as power is increased over stock, weak points quickly rise to the surface. ATS addresses the inherent short-comings to offer a robust setup for your modified LML. By increasing the capability of the torque converter, clutch surface area and line pressure, the transmission can hold 200% more torque than stock. The result is a setup strong enough to handle aftermarket fueling, turbo(s), tuning and the intensity of drag racing, sled-pulling or dyno competitions. Yet, it is still smooth enough to tow and daily drive.

As with all ATS Transmission Packages, the transmission is covered by a 5 year / 500,000 mile warranty.

THE ALLISON LCT1000 PACKAGE COMES WITH:

- ATS Five Star Torque Converter
- ATS built transmission
- Deep Transmission Pan
- Modified pump
- Modified valve body

ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft

THE ATS ALLISON LCT1000 INCLUDES THESE MODIFICATIONS:

- Pump Upgrade
- Clutch Pack Upgrade
- Valve Body Upgrade
- Upgraded Rotating Assembly
- Converter Prime and Lock Up Valve
- Deep Pan helps to Eliminate Transmission Case Flex



DODGE / FORD TRANSMISSION REBUILD KITS

DODGE TRANSMISSION REBUILD KITS

The 48RE, 47RE/RH transmission is the weakest point on a Dodge Cummins truck. Not only do they fail on trucks with minor upgrades, but even trucks in stock form have been known to be too powerful. A heavy duty truck needs parts which can stand up to heavy trailers, stop-and-go commutes to work, or high-horsepower applications. That's why ATS modifies the transmission to make it the strongest and most reliable part of your drivetrain.

THE 48RE, 47RE/RH PACKAGE COMES WITH:

- ATS Triple Disc Torque Converter (Upgrade to 5 Star Available)
- Upgraded Clutches
- Billet Band
- Modified Valve Body Allowing Lock Up In 1st and 2nd Gear
- Billet Band strut and accumulator piston
- Band apply lever 1:5.0(48RE) or a 1:3.8(47RE/RH)
- Precision machined forward pressure plate, lower forward Pressure plate, overdrive brake pressure plate.
- Master Gasket Rebuilt Kit
- Billet anchor



ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft
- Deep Transmission Pan



FORD TRANSMISSION REBUILD KITS

The factory Ford 5R110, 4R100, and E4OD suffer from weak points in the converter, clutch pack assemblies, valve body and line pressure limitations. These weaknesses arise when the motor's power is increased or in towing applications. ATS addressed these concerns by re-designing the torque converter, transmission pump, valve body and clutch packs. The result is a solid transmission setup to meet the demands of your Ford Super Duty.

THE 5R110, 4R100, AND E4OD PACKAGES COME WITH:

- ATS TripleLok Disc Torque Converter (Upgrade to 5 Star Available)
- Upgraded Clutches
- Pump Upgrade
- Master Gasket Rebuild Kit



ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft
- Deep Transmission Pan



GM TRANSMISSION REBUILD KITS

GM TRANSMISSION REBUILD KITS

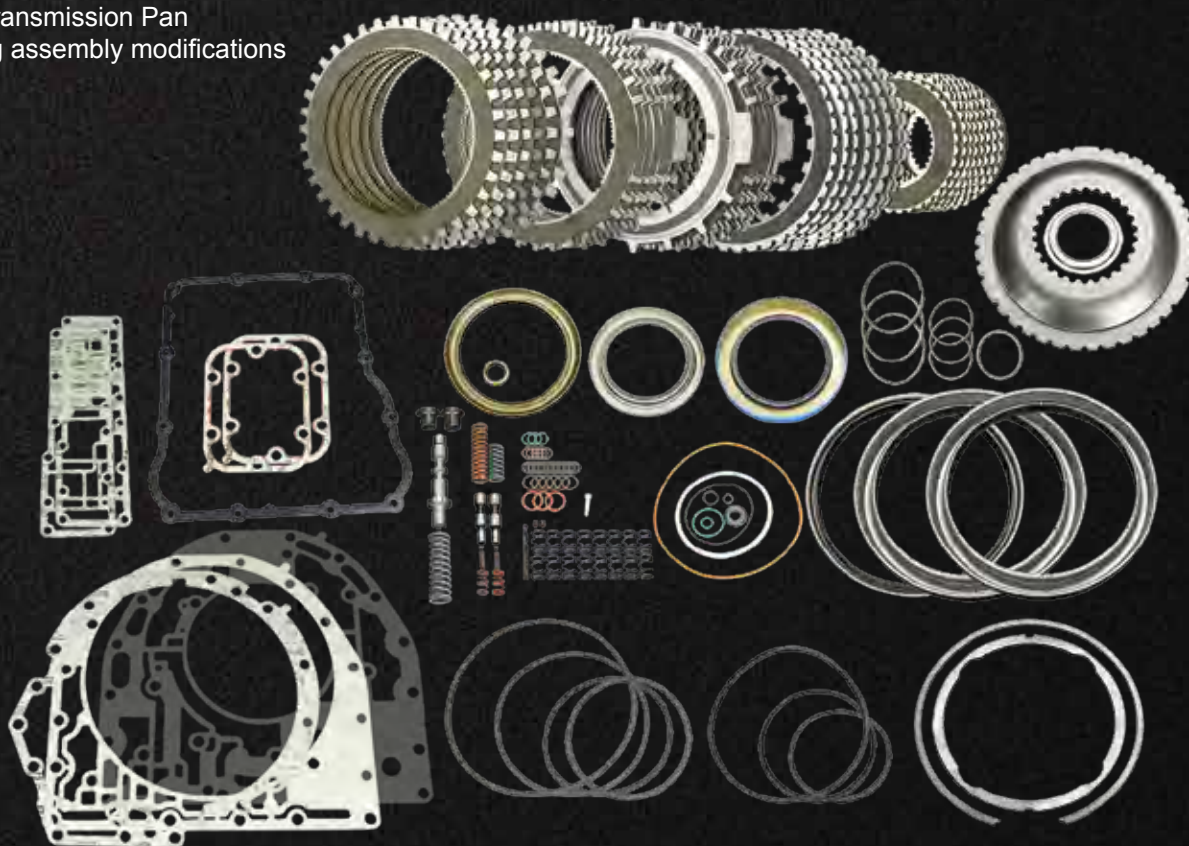
Saying a lot of R&D has gone into our built Allison 1000 transmissions would be the understatement of the century. Between the engineering team designing parts that our transmission specialists have developed and the thousands of testing hours on thousands of trucks around the world, no other transmission has been put through the paces like the ATS transmission has. We have transmissions in anything from stock truck with worn out factory transmissions, to professional hot shot drivers, to weekend drag racers and sled pullers, to competition drag racers and sled pullers, and even all the way as wild as a snow cat! The ATS built transmission was designed and produced for what you want out of it and how you are going to drive.

THE ALLISON LCT1000 PACKAGE COMES WITH:

- ATS TripleLok Torque Converter (Upgrade to 5 Star Available)
- All ATS Upgraded Frictions and Steels
- Pump Modifications
- Converter Prime Kit
- A and B Trim Valve Upgrades
- Rotating assembly Modifications
- Master Gasket Rebuild Kit

ADDITIONAL OPTIONS INCLUDE:

- CoPilot controller
- Billet flexplate
- Billet input shaft
- Billet intermediate shaft
- Billet output shaft
- Deep Transmission Pan
- Rotating assembly modifications



ATS BILLET SHAFTS

Heavy towing and greater than stock power demand strong, flexible transmission shafts. ATS billet shafts are designed from billet 300M and manufactured in the U.S.A. for the utmost in quality and reliability.

Billet shafts are designed to handle increased payload and power by absorbing increased horsepower and torque. To the contrary, stock shafts are known to break or twist – which can cause catastrophic transmission failure.

ATS billet shafts are available individually or in any transmission package. Contact ATS to learn more about billet input, intermediate and output shafts – and how they can make your transmission more reliable.



DEEP TRANSMISSION PANS / DIFFERENTIAL COVERS

ATS DEEP TRANSMISSION PANS

ATS Deep Pans add more fluid capacity to your transmission and differential to help keep it cool! Heat is the number one enemy of a transmission and the cooler it runs, the longer it lasts! ATS Deep pans feature a finned design, magnetic drain plug and are tapped for a temperature probe. The added inherent strength of the ATS Deep Pans (once bolted to the transmission) also transfer that strength to the overall structure of the transmission, reducing transmission case flex. All pans are powder-coated black with machined ATS logo and fins.

ATS pans come with a gasket, and for some models, a billet block to lower the stock filter to the bottom of the pan. Contact ATS for specific questions on your application.



ATS PROTECTOR DIFFERENTIAL COVERS

Protector Differential Covers have up to 2.5 quarts more fluid capacity than your stock differential covers. This extra fluid provides optimal gear lubrication which increases performance and provides cooler operating temperatures.

PROTECTOR DIFFERENTIAL COVERS FEATURE:

- Easy fluid service without removing cover
- Aluminum pan with powder-coated finish
- Built-in heat sink for cooler oil
- Everything you need for easy installation



4R100 CONVERSION KIT

4R100 PERFORMANCE TRANSMISSION PACKAGE

Why upgrade to an ATS 4R100 Performance Transmission Package from a 68-RFE Transmission? The advantage of the 4R-Performance transmission over any Stock or performance built 68-RFE is ultimate reliability and price. The 68-RFE transmission has some great qualities but unfortunately it suffers in several areas that can not be easily overcome.

THE 4R100 ADVANTAGE

The 4R100 transmission is a synchronous transmission that has no "clutch to clutch" timing issues that need to be dealt with by the computer! This in itself sets the foundation for a brutally reliable transmission package! Shift quality is controlled by the 4R transmission; all shifts are actuated by an on/off shift solenoid, clutch fill valve and accumulator allowing for precise clutch application. This provides a near perfect shift at all power levels. The gear ratios of the 4R100 Transmission are evenly spaced providing a consistent RPM drop between all shifts, reduces air disturbance through the turbocharger, maintains even boost levels and will apply the TCC between shifts providing smooth power transfer at speeds up to 100 MPH!



The 4R100 has electronic line pressure control, electronic accumulator control and PWM TCC control allowing for precision turning capabilities so the user can not only control when each shift occurs and the converter clutch occurs, but shift quality can be altered by changing line pressure along with tailoring the accumulator rate to optimize shift quality throughout the entire power curve. You can also link the clutch application, TCC apply and accumulator rate directly to engine load instead of basing it on throttle percentage! This equated to the best shifting transmission you have ever driven!

ATS TORQUE CONVERTER

The specialty built torque converter is custom manufactured to perfectly match the exact stall speed of the Cummins torque curve allowing the turbocharger to start making boost pressure while at the lowest RPM range possible. Properly designed Turbine, Impeller and stator means that torque multiplication is maximized providing a very smooth power transfer and maximum torque transfer from the engine to the transmission at an RPM that is well within the beginning of the torque curve of the engine. The lock up section of the converter is our patented Viskus Clutch pack design that allows for a smooth transition from fluid coupling to a 100% mechanical engagement providing over 3000 foot pounds of torque transfer without slip! The PWM application of the 4R-Performance trans can be utilized in the programing to slowly apply the TCC providing a soft application while not damaging the TCC. All this translates to an even RPM drop any time the TCC clutch is applied.

In general the ATS 4R100 Performance transmission package is the perfect transmission choice for just about any application. We offer a variety of mounting options so the transmission can be placed behind just about any 5.9 or 6.7L Cummins Engine.

THE 4R100 PERFORMANCE TRANSMISSION PACKAGE INCLUDES:

- Conversion adapter plate
- 5 Star Viskus Clutch or TripleLok Torque Converter
- ATS Billet Flex Plate
- Transfer case input shaft
- Transmission mount adapter
- Starter, filler tube, hoses, gaskets & everything else needed for an easy install!



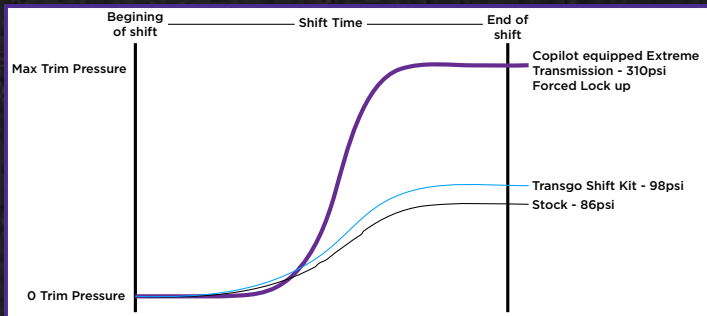
CO-PILOT TRANSMISSION CONTROLLER / VALVE BODIES

CO-PILOT TRANSMISSION MANAGEMENT COMPUTER

The Co-Pilot is a revolutionary product produced by ATS which controls line pressure and torque converter clutch timing. The Co-Pilot piggy-backs off the factory TCM and modifies calibrations sent to the valve body in order to achieve the performance gains necessary to hold high horsepower, tow big trailers, and have a smooth shifting transmission. The biggest advantage to the Co-Pilot, aside from the performance gains, is the in-cab adjust ability features. The Co-Pilot can give you everything from an extremely smooth, crisp, quick shift all the way up to hold-onto-your-hat "race mode".

GET ULTIMATE CONTROL OF YOUR TRANSMISSION:

- Enjoy better torque converter lockup control
- Manage clutch timing
- Plug-and-play for many applications
- Increase strength, reliability, and longevity
- Easily select between multiple settings for different driving situations



ATS VALVE BODIES

The control center of a transmission is the valve body. It controls transmission operation, torque converter control, shift feel and ultimately, transmission reliability. ATS used a pro-active approach to re-engineer each valve body from the ground up.

ATS Towing and Racing Valve Bodies feature a multitude of upgrades which can feature:

- Sleeved throttle valves
- Upgraded trim valves
- Upgraded Electronics
- Lock-up features and more.

ATS valve bodies come with a 5 year / 500,000 mile warranty – standard.



SLEEVED THROTTLE VALVE



ATS VALVE BODIES HAVE A 5 YEAR / 500,000 MILE WARRANTY

TRANSMISSION COOLERS

Keeping your transmission cool will help protect seals and ensure years of trouble-free operation. Transmissions, by their nature, create immense amounts of friction, the best way to combat this friction is to use the oil to help with lubricity and keep heat down.

While it does a good job, it can still overheat as the transmission works harder. This increased heat, in turn, decreases the oil's lubricity, causing it to lose some of its lubrication properties which causes increased wear on the transmission clutches.



SUB-ZERO INTERCOOLER

Get a cooler denser charge of air by simply installing an SubZero intercooler. The ATS SubZero Intercooler is placed in the airflow path between the turbocharger and the engine intake in order to cool the air after it has been compressed by the turbo.

When the turbo compresses the air it's ambient temperature rises by up to 350*. The ATS SubZero Intercooler utilizes heat exchange technology to cool this compressed air creating a more dense air flow into the intake of your engine. This means more air molecules go into the cylinder and, when mixed with the proper amount of fuel, increase engine power giving your more performance as well as enhanced fuel economy.

ATS currently manufactures intercoolers for Dodge and Ford light-duty trucks. All needed hardware is included for a seamless, trouble-free install.



FIVE STAR /TRIPLELOK TORQUE CONVERTERS

ATS FIVE STAR TORQUE CONVERTERS

The revolutionary ATS Five Star Torque Converter uses innovative fluid assist technology to provide exceptional power and reliability. This fluid coupling transfers more engine power to the transmission through the torque converter. Simply put, the Five Star Torque Converter's efficient design equates to higher fuel economy, better performance and unsurpassed reliability for your Ford, GM or Dodge diesel truck.

The Five Star Torque Converter features optimal stall speed. At low speeds, the Five Star Torque Converter has less effect on power transfer allowing for optimal stall speed. Our unique five disc design provides a 100% mechanical bond during lock-up, ensuring no plate slippage even at power levels of 2000 + foot pounds of torque.

Couple its stall speed deftness with its maximum torque multiplication and this revolutionary torque converter technology results in increased efficiency with less mechanical energy turned into heat. What this means for you is better economy, more efficiency and more power to the wheels.

FIVE STAR TORQUE CONVERTERS FEATURE:

- Hardened Pump Drive Hub
- Furnace Braised Impeller Veins
- Proprietary, Mixed-Flow Stator
- Internally Balanced Turbine
- Billet Pistons
- Patented Viskus Clutch Drive With Square Tab Lugs
- Patented Two Piece Construction
- Exclusive 12-Bolt Cover Design
- Patented Square Lug Design
- Billet Cover



ATS TRIPLELOK TORQUE CONVERTER

The TripleLok is a great alternative to other competitor's triple disk converters. The TripleLok was the breakthrough converter that started the triple disk revolution. With its patented square tab clutch design and high torque lockup capabilities, the TripleLok set the standard by which all other torque converters are measured.

COMPETITORS LUG DESIGN



ATS SQUARE TAB DESIGN



ATS BILLET FLEX PLATE:

ATS Billet Flexplates are an excellent alternative to stock and other manufacturers flexplates, solving the breakage issues so commonly found. They meet the SFI 29.1 standard... a testament to their strength, durability and reliability.

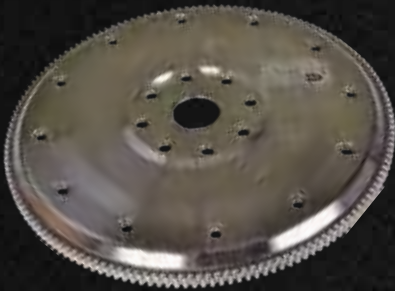
FEATURES OF THE ATS BILLET FLEX PLATE INCLUDE:

Machined out of a solid piece of billet steel, we utilize a factory ring-gear to ensure trouble-free starts.

Exclusive 12-bolt design allows for use with stock or aftermarket torque converter.

Compatible with both stock and aftermarket torque converters.

Perfect Dodge Cummins™ upgrade for towing, street performance, sled pulling and racing applications.

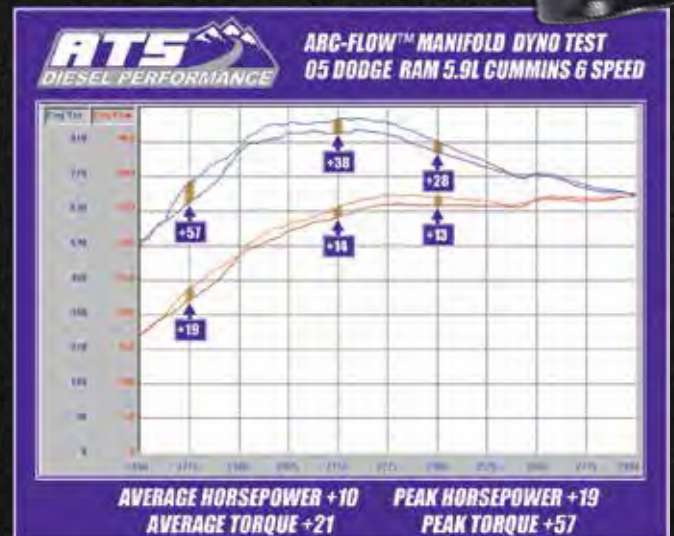


ARCFLOW INTAKE

The ATS ArcFlow's smooth, non restrictive airflow design increases intake efficiency, air velocity and eliminates air turbulence. This results in increased throttle response, horsepower, torque, and fuel economy. The ArcFlow has been dyno tested verses the stock air intake and has proven to provide gains of up to 15 horsepower and 30 ft. lbs/tq.

The shrouded backside of the ArcFlow and top intake section have been pre-tapped for and easy and clean ability to install such upgrades as: gauges, water/meth injection, and nitrous.

The ArcFlow is the easiest, most economical way to bolt-on horsepower and performance and is ideal when upgrading your truck because it will not void your factory warranty.



PULSEFLOW EXHAUST MANIFOLDS

ATS PULSE FLOW EXHAUST MANIFOLDS

ATS Pulse Flow Exhaust Manifolds offer far less restriction than stock manifolds and up-pipes. Channel areas were increased dramatically resulting in a 26% increase in airflow. Not only will the Pulse Flow manifolds improve performance, they are a leap forward on reliability. Cast out of High Silicon Moly, these manifolds have the ability to run through heat cycles without fatigue, cracking, or warping, so well in fact, we offer a lifetime warranty!

BENEFITS OF UPGRADING TO A PULSEFLOW MANIFOLD ARE:

- Lower EGTS
- Faster response time and spool up
- Lower drive pressure
- Increase reliability



Waste Gate adapter

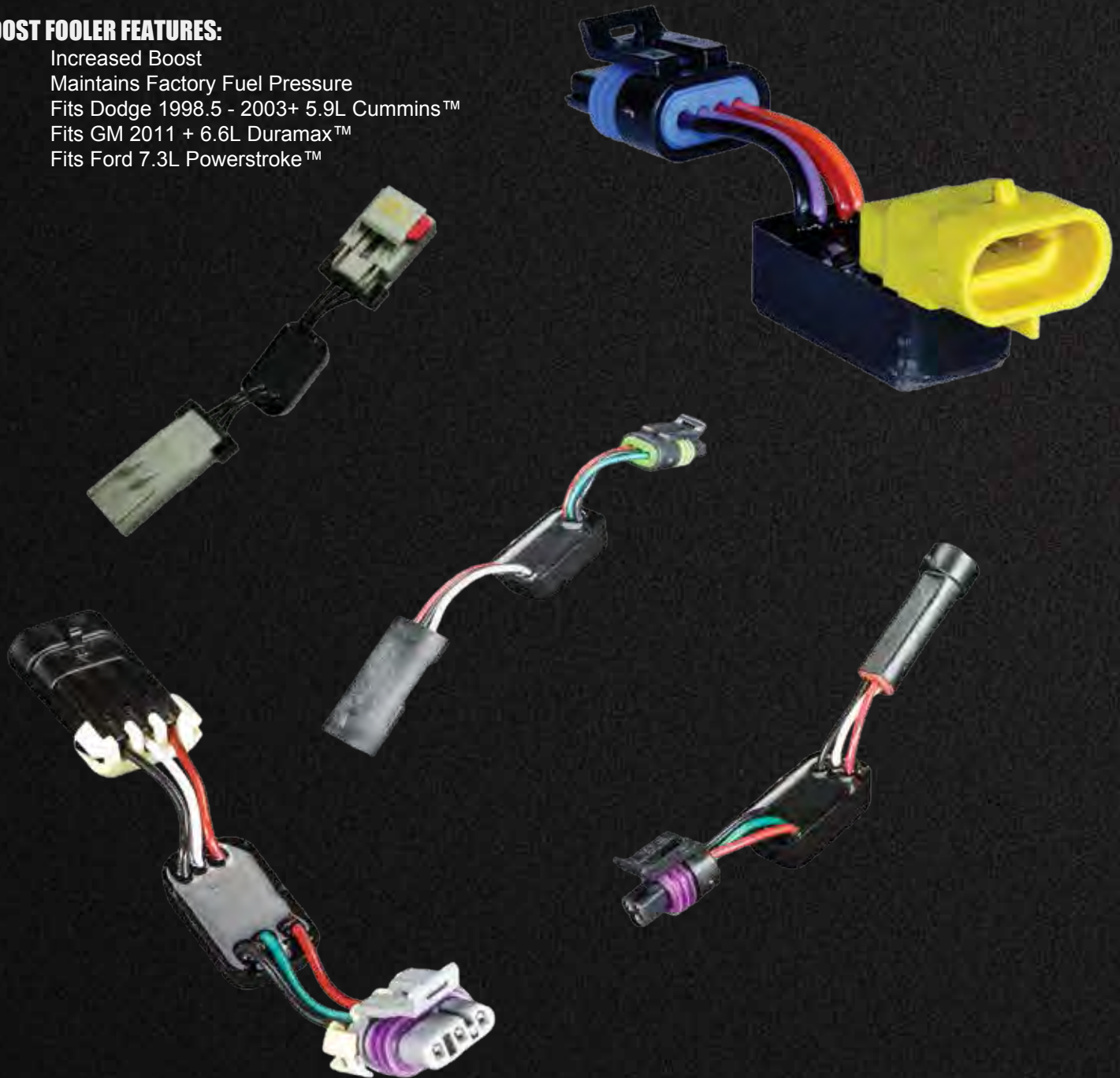
ATS BOOST FOOLER

The Boost Fooler will allow you to utilize your turbochargers full potential without the truck reducing fuel when it gets that extra boost you've been looking for.

The Boost Fooler allows higher boost pressures while maintaining the factory fuel pressures. This is essential when doing any turbo modifications. When the turbo produces boost pressure over stock, the engine will then reduce fuel. The Boost Fooler will allow you to get the extra boost out of your turbo with avoiding the factory de-fuel settings.

BOOST FOOLER FEATURES:

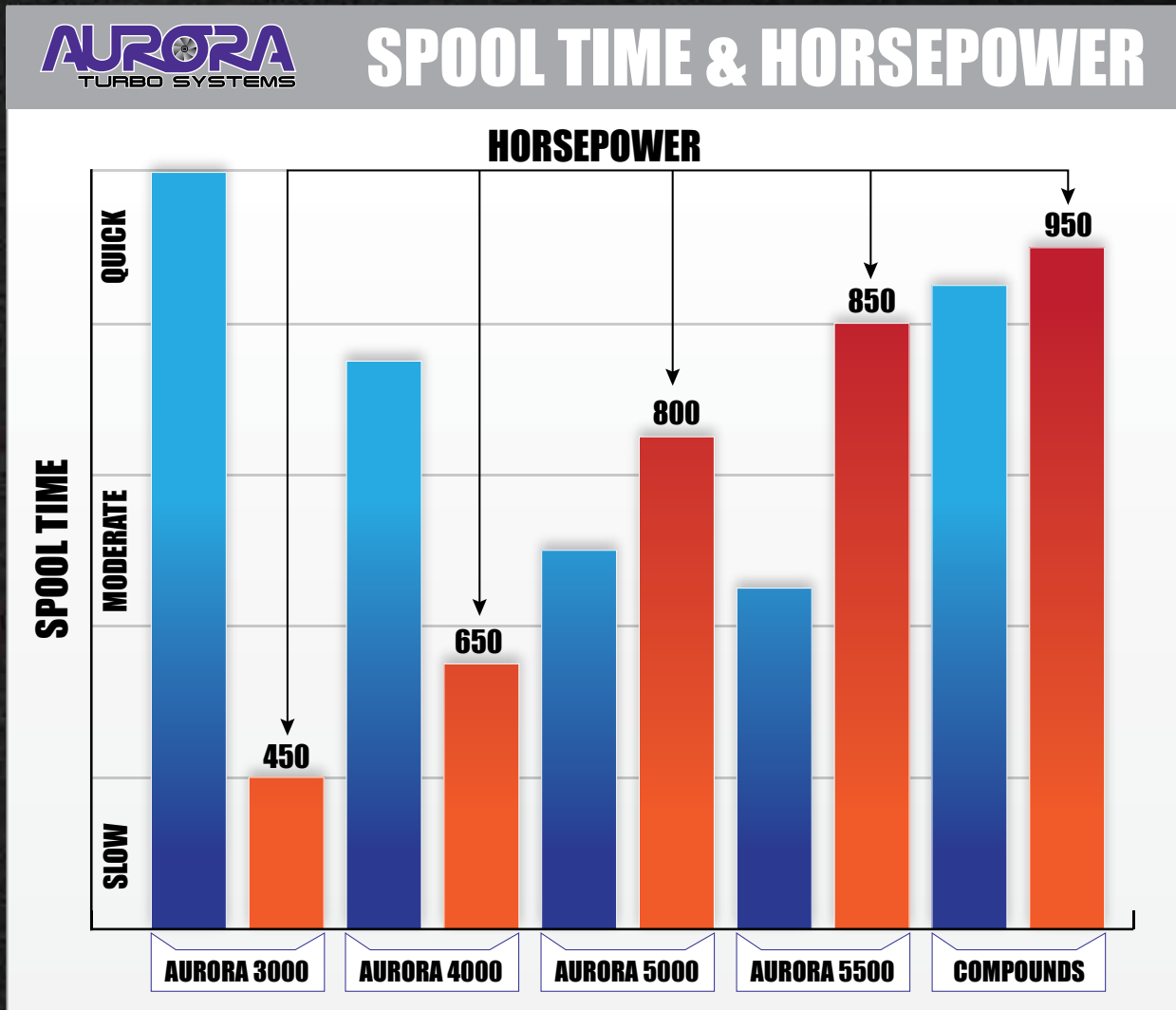
- Increased Boost
- Maintains Factory Fuel Pressure
- Fits Dodge 1998.5 - 2003+ 5.9L Cummins™
- Fits GM 2011 + 6.6L Duramax™
- Fits Ford 7.3L Powerstroke™



AURORA TURBOCHARGERS APPLICATION GUIDE

AURORA TURBO INFORMATION

USE THE INFORMATION BELOW TO HELP YOU CHOOSE THE PERFECT AURORA TURBO FOR YOUR APPLICATION.



AURORA TURBO USAGE GUIDE

	AURORA 3000	AURORA 4000	AURORA 5000	AURORA 5500	AURORA COMPOUND
Towing	YES	YES	NO	NO	YES
Quick Response	YES	YES	NO	NO	YES
Sled Pulling	NO	NO	YES	YES	YES
Drag Racing	NO	NO	YES	YES	YES
Lower EGT's	YES	YES	YES	YES	YES

ATS AURORA TURBOS HAVE A 5 YEAR / 500,000 MILE WARRANTY

AURORA TURBOS

ATS Aurora turbo systems are your first choice for reliable, EGT-lowering performance. Whether you're looking to upgrade your Dodge Cummins® performance, increase towing ability, or burn up the street, there is an ATS Aurora turbo that fits your needs. Our comprehensive line of turbo systems range from our popular Aurora 3000 (which offers a strong increase over your stock turbo) all the way up to our competition-tested Aurora 5000 (for massive horsepower applications). We also offer matched compounds and complete out-of-the-box kits. Aurora turbo systems deliver amazing efficiency with all that power!

TOWING AND STREET PERFORMANCE

The Aurora 3000 is a quick-response, high-pressure ratio turbo system, intended for everyday driving and heavy towing. When towing extreme loads with a stock turbocharger, the turbo often can't keep up, causing extreme exhaust temperatures. Choose the Aurora 3000 for your 12-valve, 24-valve, or Common Rail Dodge Cummins® engine. They'll provide the necessary airflow to ensure reliability, while maintaining low EGTs.

All Aurora 3000 compressor and T-3 turbine housings are designed to fit perfectly when replacing your stock turbo. ATS housings are designed and manufactured at ATS for the best performance and reliability.

STREET PERFORMANCE

One of our most popular turbochargers, the Aurora 4000 turbo system, is the perfect solution when looking for a turbo for your diesel truck that provides solid power, and can still easily be driven every day. Featuring a Titanium compressor wheel, you have the quick response time and low end of a moderately sized turbo, with the top-end and pulling power of a much larger unit. You get a noticeable power increase and boost pressures up to 48 PSI. Head studs are recommended but not required with moderate tuning. Equipped with a T-3 turbine housing.

COMPETITION

For the diesel hot rod of today, there is no substitute for the Aurora 5000. With a five-inch intake shroud, and perfectly matched turbine section, this is the turbo for extreme performance. Just try to find another turbo that produces 60+ PSI and can be driven every day! You'll need head studs to handle this power and once it starts to spool, hold on! Equipped with a T-3 or T-4 turbine housing.



AURORA TURBOCHARGERS

SLED PULLING TURBOS

When it comes to sled pulling, an "off-the-shelf" turbo is not going to win any trophies. ATS Developed the Aurora 5500 2.6 turbo and the Aurora 6000 turbo to give racers the edge they need to win pulls. The Aurora 5500 is our top-of-the-line turbo that combines quick response and a massive torque curve.

Clipped 2.6" wheel meets all sled pulling organization rules
Aurora 5500 2.6 combines the massive power producing custom compressor section with the quick responding turbine section and lightweight shaft of the Aurora 5000. This allows the engine to get on top of the turbo easier and produce more power.
Offered in two different versions. A 'clipped' 2.6" wheel or 3.0" wheel.



AURORA 3000 TURBO KIT

The ATS Aurora 3000 compound turbo system is designed for daily driving and towing applications. This system provides quick spool-up, low-end pulling power and lower EGT's on stock or tuned trucks. A wide power band, responsive at sea level or higher elevations and aftermarket fueling upgrades are not required for this system.

Designed, engineered and tested as a bolt-on application so there is no cutting, welding or modifications required for a flawless installation. 4" down pipe, pedestal, turbo, air intake system and all necessary hardware, electronics and oil supply/return fittings, tubes and heavy duty silicone boots.

THIS KIT FEATURES:

- Increased towing and daily driving performance
- Great, usable torque curve
- Safe for stock motor and components
- Everything is included for a smooth installation
- Backed by a 5 Year / 500,000 mile warranty



ATS AURORA TURBOS HAVE A 5 YEAR / 500,000 MILE WARRANTY

GM 6.6 AURORA 3000 / 4000 KIT

The Aurora 3000 is the perfect stock replacement charger for the Duramax. With its quick spool up time and strong frame you will have the reliability you need and the power you want.

THE AURORA 3000 KIT FEATURES:

- Quicker spool-up with reduced lag
- More efficient and usable torque curve
- Designed for towing and daily driving
- Safe for stock motor and components
- Decrease in stress on the motor due to better combustion
- Reduces turbo "bark" due to ported compressor housing design
- Great all-around performance gains

THE AURORA 4000 KIT FEATURES:

- Ability to support 600hp
- More efficient and useful torque curve
- Great all around performance
- Designed for street/drag strip/sled pulling performance
- Safe for stock motor and components with proper tuning
- Lower EGTs under most applications
- Reduces turbo "bark" due to ported compressor housing design
- Great performance gains
- Great spool time and low-end torque
- 50-200 degree drop in EGTs



FORD 6.0 AURORA 3000 / 4000 KIT

The Aurora 3000 is a quick spooling turbo charger that is great for all around performance on your Ford 6.0L Powerstroke. Safe for stock engines and stock components, towing and daily driving become much easier due to the turbo doing more work, instead of relying on the engine with a restrictive factory turbo. The increase air volume will utilize all fuel injected into the cylinder creating a more complete and efficient combustion event. This will result in lower EGTs, better throttle response, and a more efficient/usable torque curve.

THIS KIT FEATURES:

- Quicker spool-up with reduced lag
- More efficient and usable torque curve
- Designed for towing and daily driving
- Safe for stock motor and components
- Decrease in stress on the motor due to better combustion
- Reduces turbo "bark" due to ported compressor housing design
- Great all-around performance gains



AURORA TURBOCHARGER SYSTEMS



FORD 7.3 AURORA 3000 / 4000 KIT

The Aurora 4000 for the Powerstroke is the ideal stock upgrade charger for the guy that is looking to have the ultimate tow rig while still gaining some power to impress your buddies.

THIS KIT FEATURES:

- More efficient and useful torque curve
- Great all around performance
- Designed for street/drag strip/sled pulling performance
- Safe for stock motor and components with proper tuning
- Lower EGTs under most applications
- Reduces turbo "bark" due to ported compressor housing design
- Great performance gains
- Great spool time and low-end torque
- 150-200 degree drop in EGTs

DODGE 5.9 AURORA 3000 / 4000 KIT

The Aurora 4000 for the 5.9 is the ideal stock upgrade charger for the guy that is looking to have the added performance for the track while not suffering from a large loss of lag.

THE AURORA 3000 KIT FEATURES:

- Quicker spool-up with reduced lag
- More efficient and usable torque curve
- Designed for towing and daily driving
- Safe for stock motor and components
- Decrease in stress on the motor due to better combustion
- Reduces turbo "bark" due to ported compressor housing design
- Great all-around performance gains

THE AURORA 4000 KIT FEATURES:

- Ability to support 600hp
- More efficient and useful torque curve
- Great all around performance
- Designed for street/drag strip/sled pulling performance
- Safe for stock motor and components with proper tuning
- Lower EGTs under most applications
- Reduces turbo "bark" due to ported compressor housing design
- Great performance gains
- Great spool time and low-end torque
- 150-200 degree drop in EGTs



AURORA SCORPION TURBO SYSTEM

The new Aurora Scorpion Turbo System utilizes the tried and true Aurora turbocharger in a uniquely engineered turbo system that creates solid horsepower and torque while also lowering your EGT's and increasing performance.

The ATS Scorpion Turbo System is the only true, complete replacement turbo system! This system comes complete, with everything you need for a flawless installation. Put more "sting" into your vehicle with the ATS Scorpion Turbo System.

FEATURES OF THIS SYSTEM INCLUDE:

- Available with the Aurora 3000 Turbo
- Quicker spool-up with reduced lag
- More efficient and usable torque curve
- Great for towing and daily driving
- Safe for stock motor and components



COMPOUND TURBOCHARGER SYSTEMS

AURORA PLUS TURBO SYSTEMS FOR 5.9L AND 6.7L CUMMINS

The Aurora Plus Turbo Systems are engineered and tested to be the finest compound turbo systems on the market. With an Aurora Plus Turbo System, you will experience the low end response and torque of a smaller turbo charger, with the high powered top end of a large turbo. You get only the positive effects of both turbos without any of the negatives.

You will get lower EGTs as well as increased throttle response and better drive ability due to optimally balanced turbocharger setup.

ATS has invested thousands of hours in engineering and testing to perfect the balance of the turbos in our Aurora Plus compound systems until they were able to do it all. Every Aurora Plus system has pair-matched, synchronized turbochargers that will allow you to tow heavy loads, daily drive, drag race and sled pull at peak performance. There is literally no drawback when running Aurora Plus turbocharger systems!



AURORA PLUS COMPOUND TURBOCHARGER SYSTEMS FEATURE:

- A Combination of your stock turbo with Aurora 5000 - 7500 Turbocharger
- Designed for a twin compound configuration
- Power increases while maintaining stock-like drive ability and spool characteristics
- Applications for towing or competition
- Uses existing factory components for installation without any interference
- All cast components. No welded flanges or pipes
- Turbocharger securely mounted and center lined with the factory exhaust
- No need to buy additional equipment or modify components



ATS AURORA TURBOS HAVE A 5 YEAR / 500,000 MILE WARRANTY

AURORA 3000 TURBOCHARGER

The Aurora 3000 turbocharger is a perfect choice for power levels anywhere from stock to 525 rear-wheel horsepower. If you are thinking about adding, or have already added a power module to your truck this is the perfect turbo to control the extreme exhaust temperatures the additional fuel causes.

The Aurora 3000 turbocharger provides quick response with fantastic midrange torque and a nice top end power level. Matching a turbocharger to your desired use can be difficult; the Aurora 3000 makes the choice very easy due to its wide compressor map. If you are looking for a turbocharger that will keep up with increased amounts of fuel, you don't have to look any further; the Aurora 3000 turbine section reduces back pressure and has a huge compressor housing, providing massive air volume.

The Aurora 3000 kit for 12 Valve & 24 Valve engines hooks right up to the stock down pipe, as well as most aftermarket exhaust systems that are designed for use with the stock turbo. ATS does offer the option to upgrade to a full 4" outlet & down pipe for a small additional charge.

Compressor Wheel	Inches	Millimeters
Inducer	2.283	58
Exducer	3.301	83.86
Exhaust Wheel	Inches	Millimeters
Inducer	2.89	73.44
Exducer	2.21	63.75



AURORA TURBOCHARGERS

AURORA 4000 TURBOCHARGER

The Aurora 4000 Turbocharger fills the gap between the racing and towing crowd. Featuring a titanium compressor wheel, it is at the forefront of turbo charger technology.

Those of you out there that are looking for a turbocharger that provide lots of air for power levels up to 630 rear-wheel horsepower will love the Aurora 4000. This turbo is not ideal for towing or moderate driving.

The response time is fair and will likely surge slightly at very light throttle levels. However, this turbo is explosive in the midrange and dynamite on the top end; a good choice for the average hot-rodder who occasional tows a small boat to the lake and does not want to make the ultimate leap into compound (or "twin") turbochargers.

The Aurora 4000 turbocharger is an outstanding single turbo choice when looking for awesome performance and good drive ability.

Compressor Wheel		Inches	Millimeters
Inducer		2.48	63.00
Exducer		3.63	92.28
Exhaust Wheel		Inches	Millimeter
Inducer		3.00	76.43
Exducer		2.76	70.14



AURORA 5000

The Aurora 5000 is a massive single turbocharger. The 5000 provides the airflow to support over 800 rear-wheel horsepower. This turbo is not recommended for any towing application or light throttle driving due to its larger size and slower response. Power levels and boost are incredible in applications where the engine has the fuel to support it. This turbo is the perfect choice when you are looking for a single turbocharger that will produce huge power levels for drag racing or sled pulling competition. The Aurora 5000 turbo will mount to the standard ATS brand specific exhaust manifolds, and is allowed in all competition classes that require a compressor wheel no larger than a 2.8-inch inducer size. The Aurora 5000 also utilizes an exclusive billet compressor wheel for superior strength and



Compressor Wheel		Inches	Millimeters
Inducer		2.8	71.4
Exducer		3.96	100.8
Exhaust Wheel		Inches	Millimeters
Inducer		T3 3.0 or T4 3.28	T3 76.31 or T4 83.5
Exducer		T3 2.76 or T4 2.91	T3 70.15 or T4 74

The Aurora 5000 charger was designed to be the high performance, drag racing, daily driving turbo! The Aurora 5000 is an extreme high performance turbo charger that is great for added horsepower and torque on your Duramax or Cummins. The 72mm inducer on the turbo is a significant jump in performance over the stock charger. This turbo has the capability to reach over 800hp with supporting fuel modifications and aggressive tuning. The increased air volume will utilize all fuel injected into the cylinder creating a more complete and efficient combustion event. This will result in lower EGTs, high horsepower capabilities, and a more efficient/powerful torque curve.

THE ADVANTAGE OF THE AURORA 5000:

- Ability To Support 800Hp
- More Efficient And Powerful Torque Curve
- Designed For Street/Drag Strip/Sled Pulling Performance
- Lower EGTs Under Higher Horsepower Applications
- Reduces Turbo "Bark" Due To Ported Compressor Housing Design
- Great Performance Gains
- Perfect For High Hp Applications
- Great For Racing And Competition



AURORA TURBOCHARGERS



AURORA 5500

The Aurora 5500 is the benchmark of massive power capabilities with the response of a completely street able charger. The Aurora 5500 is the best of both worlds when it comes to large single chargers. We have created a completely custom turbo by combining the quick spooling turbine section of the Aurora 5000 and a pavement pounding compressor section developed specifically for the Aurora 5500. By combining these two, you get a turbo capable of 10 second 1/4 mile times, full pulls, and enough air flow that makes a F-18 fighter jet feel inadequate. Did we mention your grandmother could still drive the truck?

The Aurora 5500 is available in the standard 3.0" compressor wheel, or also in a clipped 2.6" compressor wheel which meets sled pulling rules for the 2.6 class.

Compressor Wheel	Inches	Millimeters
Inducer	2.6 or 3.0	66 or 75
Exducer	4.15	105.41
Exhaust Wheel	Inches	Millimeter
Inducer	T3 3.0 or T4 3.28	T3 76.31 or T4 83.5
Exducer	T3 2.76 or T4 2.91	T3 70.15 or T4 74

The Aurora 5500 charger was designed to be the high performance, drag racing, sled pulling charger while having the ability to be daily driven! The Aurora 5500 is an extreme high performance turbo charger that is great for added horsepower and torque on your Duramax or Cummins. The 2.6 or 3.0 inducer on the turbo is a significant jump in performance over the stock charger. This turbo has the capability to reach over 950hp with supporting fuel modifications and aggressive tuning. The increased air volume will utilize all fuel injected into the cylinder creating a more complete and efficient combustion event. This will result in lower EGTs, high horsepower capabilities, and a more efficient/powerful torque curve.

THE ADVANTAGE OF THE AURORA 5500:

- Ability To Support 850Hp
- More Efficient And Powerful Torque Curve
- Designed For Street/Drag Strip/Sled Pulling Performance
- Lower Egts Under Higher Horsepower Applications
- Reduces Turbo "Bark" Due To Ported Compressor Housing Design
- Great Performance Gains
- Perfect For High Hp Applications
- Great For Racing And Sled Pulling



T-3 SHORT
PEDESTAL



AURORA TURBOCHARGER / COMPOUND TURBO SYSTEMS

AURORA 7500

The Aurora 7500 is the ideal turbo for using in a daily driven compound setup. Coupled with the stock turbo or Aurora 3000, this will be a very responsive set up on Duramax and Common Rail Cummins 5.9L and 6.7L engines. Adding this will give you cooler EGT's and an enormous power potential of over 800rwhp, all while keeping your truck 100% street friendly and give it the ability to tow any load better than stock. Tuning and fueling is very important with this setup, so it is important to ensure your truck is properly equipped with the necessary complimentary upgrades to the fuel system.

Compressor Wheel	Inches	Millimeters
Inducer	3.14	80
Exducer	4.33	110
Exhaust Wheel	Inches	Millimeter
Inducer	T6 3.75	T6 95.5
Exducer	T6 3.46	T6 87.9


T-4 TALL PEDESTAL


DURAMAX TURBO PEDESTALS

DURAMAX TURBO MOUNTING PEDESTAL

The ATS pedestal fits the 01 and up Duramax a quick and easy installation of an Aurora turbo. The Duramax pedestals are cast out of steel and machined to have great fit and finish with unmatched durability.

With parts that are vulnerable to extreme temperatures, it is important to get something that will not warp, crack, or fail under extreme conditions like heavy towing or racing applications. Only cast steel has this ability due to its strength and resistance to heat stress.

We offer the Duramax mounting pedestals in two flange sizes and heights. The T-3 divided flange allows you to use the Aurora 3000, 4000, 5000 turbochargers, while the T-4 divided flange allows you to use our Aurora 6000 turbocharger, or other manufacturer's turbochargers.

DURAMAX PEDESTALS FEATURE:

- Optimized airflow pathways
- Cast from US Steel
- Machined in-house to exacting standards
- Heat resistant
- Ceramic Coated
- Great for all applications from towing to competition



T-4 TALL PEDESTAL



T-3 SHORT PEDESTAL



PRODUCT OVERVIEW

We've been down the modified single pump road and it lead to over pressurized systems, failures and problems galore. With our Twin CP3 System you'll never run low on fuel volume, you'll maintain optimal factory fuel pressure, and gain unparalleled reliability!

Today's performance electronics can give you great power through increased amounts of fuel delivered into the engine at an optimized time. However, many aftermarket power-makers have the ability to command more fuel volume than the single CP3 fuel pump can physically provide. When that happens, you're not getting the full power that your other upgrades can give you. Pump dependability becomes an issue as well when one pump is trying to do the work of two. In fact, your fuel pumps will work less and be more dependable when used in the Twin CP3 kit.

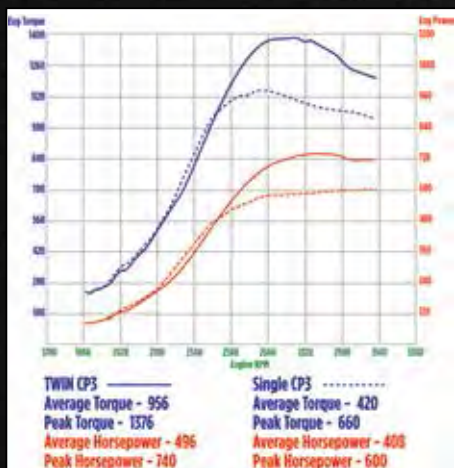
As with all ATS kits, we include everything you need for easy installation including the CP3 Fuel System pump, brackets, connectors, hoses, pulley, belt and hardware.



MORE ON THE CP3

When using aftermarket, high pressure injector nozzles fuel pressure can drop below what the ECM is commanding. The larger nozzles simply drain the fuel rail faster than the stock pump can fill it back up. When this happens, power and efficiency of the engine drops dramatically. At this point, fuel map changes will have little to no effect on max power because extending the pulse duration of the injector is only going to draw more fuel at inadequate pressure levels. To prove this scenario, a 750hp truck was put on the dyno and base lined. Then the twin CP3 system was disabled. The truck immediately lost 150hp and turbo spool up time increased. We also tested a 06 Dodge with 90 hp nozzles and no Twin CP3 kit. Once we base lined the truck, we installed a 50, 80 and 100 hp programs. None of the programs produced any more power, but EGTs climbed significantly.

The ATS Twin CP3 Kits are true dual feed to the rail
 Extended pump life for both pumps because the duty cycles are split
 Includes everything required to connect performance lift pumps
 Complete and detailed instructions
 Uses factory pressure relief valve

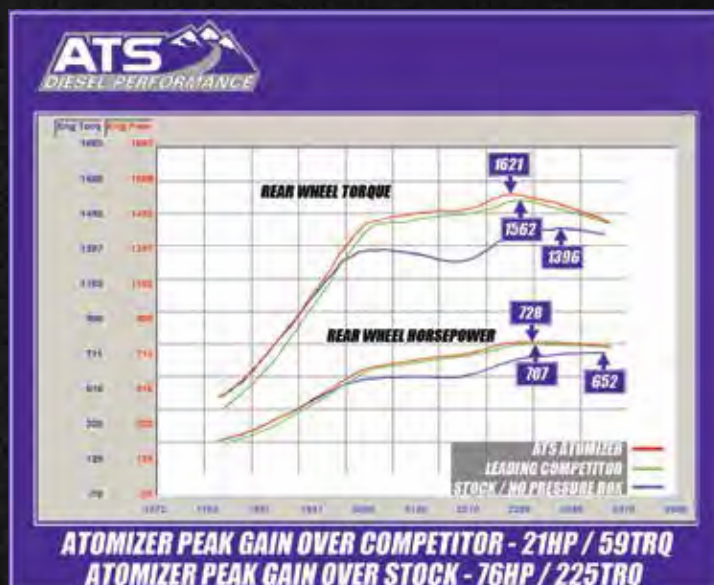


ATOMIZER CONTROLLER / FUEL RAIL BLOCKOFFS

ATOMIZER RAIL PRESSURE CONTROLLER

Rail pressure is perhaps one of the most key aspects to any diesel application. With higher pressure, comes drastically better fuel atomization, which in turn gives you a much cleaner and more efficient combustion event. What this translates into is more power, lower EGT's, and better fuel economy. With in-cab adjust ability, it is the ultimate in easy bolt on power.

What is different about this pressure module? We ramp rail pressure based on boost pressure unlike other modules. This provides more torque, higher horsepower, and smooth operation with less smoke which maximizes power and maintains EGTs. This is a must have item for your common rail diesel.



FUEL RAIL BLOCK OFF PLUGS

When upgrading a truck with items such as and ATS Twin Fueller or an ATS Atomizer, the fuel rail pressure will be increasing. When this happens, the fuel rail relief valve will open up and return fuel back to the tank as well as throw a low rail pressure code. With the increased performance parts, you can keep the higher rail pressures without losing fuel, and without throwing codes. There are two models of the ATS Fuel Rail Block Off Plug that work for Dodge and GM common rail engines. Each piece is CNC machined out of billet steel and laser engraved.

