

FTI



***"IT'S NOT CHEATING,
IT'S THE COMPETITIVE EDGE"***

FTI Performance

WHY CHOOSE FTI ~ WHY PURCHASE FTI

First and foremost, our customer service and technical support is second to none. All of the sales people at FTI are REAL racers, we understand the need to speak with someone who knows REAL racers needs. FTI manufactures only the highest quality components and assembles each product to exact tolerances for consistent and dependable race winning results.



UNBEATABLE PERFORMANCE

Our converters and transmissions have state of the art designed components to keep you ahead of the competition. Our research and development department is constantly striving to provide you with cutting edge technology.

FREE STALL ADJUSTMENTS WITHIN THE FIRST YEAR

We at FTI want the highest MPH and lowest E.T. from your racing converter so we offer a 1 year "free stall adjustment on certain performance converters" provided the combination has remained the same. No other company in the industry offers this service for this period of time, as we strive for 100% customer satisfaction.

EXTENSIVE INVENTORY

We stock a huge inventory of drag race, street race, mud race converters, transmissions and parts. 90% of custom converter orders ship within 24 hrs. Most parts ordered ship the same day!

WARRANTY

Our warranty is setting the standard in the industry with an unprecedented 3 year warranty on all billet lock up torque converters, 1 year on all race converters and transmissions, and our lifetime warranty available for purchase on all FTI torque converters.

SUPPORT

With the staff at FTI being racers you will see the FTI support trailer at many of the nations largest events including , NHRA, IHRA, Big Money Brackets, Radial Tire, and Mud events. With on site transmission repair and a full line of converters and parts to service you in the field. Available only with FTI!

VALUE

Dollar for dollar FTI products converter will give you more performance than virtually any other modification. While other modifications will give you performance it is hard to beat the ET reduction verses dollar spent with an FTI converter.

SS8 "SNOWMAN" SERIES 8" RACING CONVERTERS

Designed with the sportsman drag racer in mind, the SS8 series torque converters are custom built per each application. Built from entirely new parts including a forged billet steel front cover, you can expect complete and total reliability.

We offer these converters in both spragless and mechanical diode designs with custom CNC machined stators available in both steel and aluminum configurations.



Our Most Popular Racing Converter

Custom Built To Order

Features:

- 4140 hardened impellor hub
- 4140 hardened turbine hub
- Forged billet front cover
- New furnace brazed impellor
- New furnace brazed turbine
- Steel anti-ballooning plate
- Triple Torrington bearings
- Computer balanced
- CNC machined stator
- Tig welded fins for strength
- Billet stator caps



SSW "WINNER" SERIES 9" RACING CONVERTERS

Engineered in house at FTI, our 9" SSW Series torque converters are designed to be the most consistent torque converter in sportsman racing to date. We have designed these to be perfect for use in Top Dragster, Super classes, and fast bracket racing along with nitrous and blower applications. Each custom built converter is assembled with a custom CNC machine steel or aluminum stator to make sure we can match your combination perfectly. With stall ranges available from 4000rpm all the way up to 7000 rpm this converter is the choice for many of today's known racing champions. To best fit your application these are available in both spragless and mechanical diode configurations.



Custom Built To Order

Features:

- 4140 hardened impellor hub
- 4140 hardened turbine hub
- Forged billet front cover
- New furnace brazed impellor
- New furnace brazed turbine
- Steel anti-ballooning plate
- Triple Torrington bearings
- Computer balanced
- CNC machined stator
- Tig welded fins for strength
- Billet stator caps
- Available as a bolt together

Tech Talk

When designing a custom built race torque converter, there are several factors that go into the design and manufacturing of your converter. Tire size, gear ratio, transmission type, horsepower, motor make, weight, and aspiration type are just a few of the things that can drastically effect the way your converter is designed. This is why we require that we speak to you on all custom built torque converter orders to ensure you are getting the perfect converter not just for your car, but for you as well.

SST SERIES 9" RACING CONVERTER

Designed for the budget minded racer, the FTI 9" SST series racing converter offers the perfect balance of performance and affordability. Available in both spragless and mechanical diode configurations. The SST Series race converter is a popular choice among street/strip enthusiast who are looking for well-mannered street characteristics coupled with serious performance on the track. With several configurations available, each SST series 9" converter is custom built to your application using CNC ported steel or aluminum stator. Available in GM, Ford and Chrysler applications, the SST Series converters also come standard with a steel anti-ballooning plate, forged billet front cover, billet stator caps, hardened turbine and impellor hub, and triple Torrington bearings.

Features:

- 4140 Hardened impellor hub
- 4140 Hardened turbine hub
- Forged billet front cover
- Furnace brazed impellor
- Furnace brazed turbine
- Steel anti-ballooning plate
- Triple torrington bearings
- Computer balanced
- CNC machined stator
- Tig welded fins for strength
- Billet stator caps



PM 10 SERIES 10" RACING CONVERTERS



Engineered in house at FTI, our 10" PM10 Series torque converters have been setting the standard in several classes including 275 radial classes, top dragster, top sportsman, and several mud applications including monster trucks, and pro stock mud racing. Using either an aluminum or handmade steel stator and either a spragless 1 piece billet sprague center or a mechanical diode each PM10 series 10" converter is designed to work efficiently with any 1200+HP applications, especially those using nitrous and blower configurations. For durability, each PM10 series 10" converter comes standard with a forged billet 6 pad mounting front cover, chromoly impellor hub, and chromoly turbine hub with hardened splines. With many stator combinations and 3 different impellor configurations available, the PM10 Series can be configured to work with multiple nitrous, blower, pro-charger and turbo applications.

Features:

- Chromoly impellor hub
- Chromoly turbine hub with hardened splines
- Forged billet 6 pad front cover
- Furnace brazed impellor
- Furnace brazed turbine
- 3/8 Steel anti-ballooning plate
- Oversized triple torrington bearings
- Computer balanced
- Tig welded fins for strength
- 1 Piece billet steel stator slug
- Available in turbo, lenco, bruno, and c-6 spline
- Available as a bolt together
- Most efficient 10" available today

Lifetime Warranty

Leading the industry in customer service and quality products, FTI Performance is the first and ONLY torque converter manufacturer to offer an optional lifetime warranty for your performance racing or street torque converter. This warranty is also available on all of our torque converters, from 300HP street car converters all the way up to a blown pro-mod converter, it's covered under our optional lifetime warranty.

SPM SERIES 10.5" RACING CONVERTERS

The SPM Series 10.5" converter is built to please those who make serious power in the 1600+HP range. In order to make sure we have the right converter for you we offer several different spline options including TURBO, LENCO, Bruno, 1-1/8", and 1-1/4". To further provide the best fit possible for your application we have introduced our CNC machined handmade steel stator as well as multiple impellor configurations for the proper stall speed. The SPM series has also been designed to fit our 6 pad integrated forged billet front cover and 3/16" steel anti-ballooning plate to durability and strength. To guarantee quality and craftsman, each converter goes through several quality control test including a high pressure leak test and a computerized balancing job.



Features:

- Chromoly impellor hub
- Chromoly turbine hub with hardened splines
- Forged billet 6 pad front cover
- Furnace brazed impellor
- Furnace brazed turbine
- 3/8 Steel anti-ballooning plate
- Oversized triple torrington bearings
- Computer balanced
- Tig welded fins for strength
- 1 Piece billet steel stator slug
- Available in turbo, lenco, bruno, 1-1/8", 1-1/4" splines

UPM SERIES 11" RACING CONVERTERS



FTI's Ultimate Pro Mod converter is the only converter for high horse power applications. Engineered to work specifically with blown, big cubic inch, and nitrous applications this converter is perfect for the 3,000+HP setup. Using state of the art CNC machined and hand built stators along with several impellor designs allows us to tune each converter to best fit your combination. With furnace brazed and heli stich welded fins, CNC spragless billet

slug, and external and internal 3/16" balloon plates we can ensure longevity and reliability under the harsh conditions this converter is sure to see. For a perfect fit and added durability we have added our 6 pad integrated forged billet steel front cover to transfer the 3,000HP minimum to your wheels. Available in Lenco, Bruno, Turbo, C-6 and other popular splines.

Features:

- Chromoly impellor hub
- Chromoly hardened turbine hub
- Forged billet 6 pad front cover
- Furnace brazed impellor
- Furnace brazed turbine
- Handmade custom stator
- 3/8 Steel internal and external anti-ballooning plate
- Oversized triple torrington bearings
- Computer balanced and pressure tested
- Heli stich welded fins for strength
- 1 Piece billet steel stator slug
- Available in turbo, lenco, bruno, and other popular splines
- Alcohol dragster, monster truck, pro mod

Tech Talk

One of the number one causes of pre-mature transmission or converter failure is an incorrectly installed torque converter. In order for the transmission to function, the torque converter must align correctly with the transmission to drive the transmission pump. If the converter is not spaced out enough or if it is over spaced, the converter can push on the internal pump gears, causing serious wear and eventually transmission failure. The optimal converter spacing is between 1/8" and 3/16". If your converter does not fall inside these specs we recommend removing or adding spacers or shims in between your converter and flex plate to correct the spacing.





XPM SERIES 10" RACING CONVERTERS



Engineered in house at FTI, our new 10" XPM Series torque converters have already made several record setting performances.

Designed for high horse power classes including 275 radial classes, top dragster, top sportsman, and several mud applications including monster trucks, and pro stock mud racing. Using our state of the art design and 1 piece billet steel stators each XPM series 10" converter is designed for maximum performance in 1500+HP applications, especially those using nitrous and blower configurations. For durability, each XPM series 10" converter comes standard with a forged billet 6 pad mounting front cover, chromoly impellor hub, and chromoly turbine hub with hardened splines. With many stator combinations and impellor configurations available, the XPM Series can be configured to work with multiple nitrous, blower, pro-charger and turbo applications.



Features:

- Forged billet steel cover
- Computer designed billet steel stator
- Triple Torrington bearings
- 4140 hardened impellor hub
- Chromoly turbine hub with hardened input splines
- New furnace brazed pump
- New furnace brazed turbine
- Fully tig welded
- Billet stator caps
- 3/8 steel anti-balloon plate
- New proprietary stator design
- Oversized input shaft configurations available

XPM SERIES 10" BOLT TOGETHER RACING CONVERTERS

Designed and engineered in house here at FTI using our new state of the art designs, our XPM 10" converters have already created multiple record setting passes. Built for the high horse power classes including 275 radial, top dragster, top sportsman, monster truck and pro-stock mud racing, the XPM series is built for 1500+HP. Available in a variety of configurations including several proprietary designed billet steel stators, precision fine tuning your converter is now



directly accessible to the user, taking out the need for sending your converter back to the manufacturer for adjustments. Coupling this versatility that a bolt together can offer with the strength and reliability FTI is known for, these converters are capable of 1500+HP applications with big cubic inches, super chargers, pro-chargers, nitrous and turbo applications.



Features:

- Billet aluminum 6 pad cover
- Computer designed billet steel stator
- Triple Torrington bearings
- 4140 hardened impellor hub
- Chromoly turbine hub with hardened input splines
- New furnace brazed pump
- New furnace brazed turbine
- Fully tig welded
- Billet stator caps
- 3/8 steel anti-balloon plate
- New proprietary stator design
- Oversized input shaft configurations available

Tech Talk

Competing in the Top Sportsman class for years, Lester Johnson and LJ Motorsports are no strangers to the challenging class and the fast door slammers that can be found in it. Before LJ Motorsports teamed up with FTI, the fastest Top Sportsman pass was 6.02 ET, after making some adjustments and adding the FTI XPM-BT series bolt together converter, Lester sent a ripple across the nation laying down a blistering 5.94 ET on what he expected to be a 6.00 pass.

Bolt Together Race Converters



SS8-BT SERIES 8" BOLT TOGETHER RACING CONVERTERS

Taking our most popular racing converter to the next level, FTI has engineered our SS8 series 8" racing converters into a bolt together platform to give you total control and tune-ability over your converter.



Each SS8-BT series converter is built using a light weight billet aluminum 6 pad cover allowing this series to weigh in 3-6 pounds lighter than your normal weld-together converters.

FTI also offers several billet aluminum and steel stators with spragless centers or mechanical diodes to grant full tune-ability to the user. Each converter is fully tig-welded with triple Torrington bearings and is hand manufactured using hardened alloy turbine and impeller hubs for complete reliability.

Features:

- Billet Aluminum 6 pad cover
- Billet stators
- Triple Torrington bearings
- 4140 hardened impeller hub
- 4140 hardened turbine hub
- Furnace brazed
- Tig welded
- Steel anti-balloon plate
- Billet stator caps

Custom Built To Order

Features:

- Billet aluminum 6 pad cover
- Billet stator
- Triple Torrington bearings
- 4140 hardened impeller hub
- 4140 hardened turbine hub
- Fully tig welded
- Steel anti-balloon plate
- Billet stator caps
- New furnace brazed pump
- New furnace brazed turbine

SSW-BT SERIES 9" BOLT TOGETHER RACING CONVERTERS



Engineered for the Sportsman racer, the SSW-BT series is the bolt together version of our popular SSW "Winner" series converters that continue to dominate the field in top and super classes as well as fast brackets across the nation. Each custom built converter is available with CNC machined billet steel or aluminum stators with your choice of a mechanical diode or spragless center for several tuning combinations.

Manufactured using hardened internals, furnace brazed and tig welded fins, and an ultra-light billet aluminum front cover you can rest assured knowing you can trust your SSW-BT series converter behind the harshest racing conditions.

Custom Built To Order

PM10-BT SERIES 10" BOLT TOGETHER RACING CONVERTERS

Designed and engineered in house here at FTI, our PM10 10" converters have been setting the standard in several classes including 275 radial, top dragster, top sportsman, monster truck and pro-stock mud racing. Available in a variety of configurations including billet steel or aluminum stators with one piece billet spragless or mechanical diode centers fine tuning your converter is now directly accessible to the user, taking out the need for sending your converter back to the manufacturer for adjustments. Coupling the versatility of a bolt together with the strength and reliability of FTI's custom built parts these converters are capable of 1200+HP applications with big cubic inches, super chargers, pro-chargers, nitrous and turbos.



Features:

- Billet aluminum 6 pad cover
- Computer designed billet stators
- Triple Torrington bearings
- 4140 hardened impeller hub
- Chromoly turbine hub with hardened splines
- Furnace brazed pump
- Furnace brazed turbine
- Fully tig welded
- Billet stator caps
- 3/8 steel anti-balloon plate
- Most efficient 10" available today

Custom Built To Order

Tech Talk

Incorporating modern physics into the sport we all love, FTI has the answer when it comes to rotating weight. With the use of our billet aluminum covers on our bolt together converters, we have removed 3 to 6 pounds of rotating weight compared to your conventional welded converter. Because of inertia force this rotating weight improvement can equate to as much as 4 times the actual weight loss in sprung weight.

Non Lock-Up Street Converters



ESR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS

The FTI Economy Street Racer series 9.5" converters are engineered to work well with mildly modified vehicles with non-lock up transmissions. Modifications such as small camshafts, headers, intake manifolds, and other bolt on type mods are exactly what we designed this converter to work perfectly with. Not recommended with nitrous use. We have designed these converters to provide an economical performance option with no compromise left to chance. These converters are built using Torrington bearings, hardened impellor hub, race prepped sprag, hardened turbine hub and splines, hardened new steel pilot, and a dual GM bolt pattern laser cut mounting ring.



SR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS

Engineered entirely in house at FTI, the 9.5" SR series converter is an excellent balance of performance and economy. Equipped with heli welded fins and a forged billet front cover this converter is the next step in economy performance. Using a forged billet front cover, tig welded furnace brazed fins, triple Torrington bearings, hardened steel impellor and turbine hub, along with a heavy duty race sprag, this converter is perfect for the weekend racer making above average power but is still looking for the weekly drivability. Available in GM, Ford, and Chrysler applications. Pressure checked and computer balance internally and externally to ensure quality.



PART#	APPLICATION	STALL SPEED
GM NON LOCK UP 9.5" TH350, TH400 NON LOCK UP		
ESR3380	TH400, TH350 NON LOCK-UP	2400-2600
ESR3082	TH400, TH350 NON LOCK-UP	2600-2800
ESR0082	TH400, TH350 NON LOCK-UP	3000-3200
ESR6082	TH400, TH350 NON LOCK-UP	3400-3600
ESR8082	TH400, TH350 NON LOCK-UP	3800-4000

PART#	APPLICATION	STALL SPEED
GM STREET/STRIP 9.5" PERFORMANCE CONVERTERS		
SR3082	GM non lock-up TH350, TH400	2800-3000
SR0082	GM non lock-up TH350, TH400	3000-3200
SR6082	GM non lock-up TH350, TH400	3400-3600
SR7082	GM non lock-up TH350, TH400	3600-3800
SR8082	GM non lock-up TH350, TH400	3800-4000

TORQUEFLIGHT STREET /STRIP 9.5"		
SRC30826	TF6, 904, NON LOCK-UP	2800-3000
SRC00826	TF6, 904, NON LOCK-UP	3000-3200
SRC60826	TF6, 904, NON LOCK-UP	3400-3600
SRC70826	TF6, 904, NON LOCK-UP	3600-3800
SRC80826	TF6, 904, NON LOCK-UP	3800-4000
SRC30828	TF8, 727, NON LOCK-UP	2800-3000
SRC00828	TF8, 727, NON LOCK-UP	3000-3200
SRC60828	TF8, 727, NON LOCK-UP	3400-3600
SRC70828	TF8, 727, NON LOCK-UP	3600-3800
SRC80828	TF8, 727, NON LOCK-UP	3800-4000

FORD STREET/STRIP SR SERIES 9.5"		
SRF3082C	FORD C-4 1970-up 10.5"BC	2800-3000
SRF0082C	FORD C-4 1970-UP 10.5"BC	3000-3200
SRF6082C	FORD C-4 1970-UP 10.5"BC	3400-3600
SRF7082C	FORD C-4 1970-UP 10.5"BC	3600-3800
SRF8082C	FORD C-4 1970-UP 10.5"BC	3800-4000
SRF3082C4	FORD C-4 1970-UP 11 7/16 BC	2800-3000
SRF0082C4	FORD C-4 1970-UP 11 7/16 BC	3000-3200
SRF6082C4	FORD C-4 1970-UP 11 7/16 BC	3400-3600
SRF7082C4	FORD C-4 1970-UP 11 7/16 BC	3600-3800
SRF8082C4	FORD C-4 1970-UP 11 7/16 BC	3800-4000
SRF3082C6	FORD C-6 1.375 PILOT	2800-3000
SRF0082C6	FORD C-6 1.375 PILOT	3000-3200
SRF6082C6	FORD C-6 1.375 PILOT	3400-3600
SRF7082C6	FORD C-6 1.375 PILOT	3600-3800
SRF8082C6	FORD C-6 1.375 PILOT	3800-4000
SRF3082CF	FORD C-6 1.848 PILOT	2800-3000
SRF0082CF	FORD C-6 1.848 PILOT	3000-3200
SRF6082CF	FORD C-6 1.848 PILOT	3400-3600
SRF7082CF	FORD C-6 1.848 PILOT	3600-3800
SRF8082CF	FORD C-6 1.848 PILOT	3800-4000

PART#	APPLICATION	STALL SPEED
FORD STREET/STRIP SR SERIES 9.5"		
SRF3082AOD	FORD AOD DUAL SHAFT	2800-3000
SRF0082AOD	FORD AOD DUAL SHAFT	3000-3200
SRF6082AOD	FORD AOD DUAL SHAFT	3400-3600
SRF7082AOD	FORD AOD DUAL SHAFT	3600-3800
SRF8082AOD	FORD AOD DUAL SHAFT	3800-4000
SRF3082AODS	FORD AOD SINGLE SHAFT	2800-3000
SRF0082AODS	FORD AOD SINGLE SHAFT	3000-3200
SRF6082AODS	FORD AOD SINGLE SHAFT	3400-3600
SRF7082AODS	FORD AOD SINGLE SHAFT	3600-3800
SRF8082AODS	FORD AOD SINGLE SHAFT	3800-4000

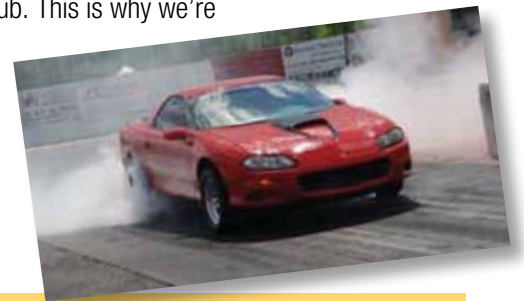
Lock Up Street Converters



SRL SERIES 9.5" BILLET LOCK UP CONVERTERS

Available for 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L85E, 700R4, 200R4, 4R70W, 4R75W, AODE, NAG1, A340, 8L90E, AND 6R80E transmissions.

The Street Racer Lock-up series converter is our flagship lock-up converter for late model lock-up transmissions. With our FTI computer designed CNC machined billet forged front cover and billet lock-up piston, premature clutch wear is a thing of the past. Using our custom stator designs and multiple impellor blade angles, these converters can range in stall from 2800HP-4400HP with many Stall Torque Ratio's available. Each SRL Series converter is custom built to your exact needs and driving style. FTI takes it one step further to ensure not only that your converter works perfect for your combination but will stand to tell the tale as well. We accomplish this using our furnace brazed heli-welded fins, heavy duty sprag race, ant-ballooning flanged and hardened impellor hub, and a hardened steel turbine hub. This is why we're proud to say that we make a virtually indestructible converter and we're not afraid to back it up with our unprecedented 3 year warranty. Get record setting performance and improved drivability with large camshafts, nitrous, and supercharged applications that make this converter a must for your late model lock-up transmission.



PART#	APPLICATION	STALL SPEED
LS SERIES ENGINES, F BODY, GTO, 4L60E, 4L65E		
SRLS3082	LS SERIES ENGINES, 4L65E	2800-3000
SRLS0082	LS SERIES ENGINES, 4L65E	3200
SRLS0086	LS SERIES ENGINES, 4L65E	3600
SRLS6391	LS SERIES ENGINES, 4L65E	3800
SRLS7082	LS SERIES ENGINES, 4L65E	3800 HARD HIT
SRLS8082	LS SERIES ENGINES, 4L65E	4000 HARD HIT
LT SERIES ENGINES 700R4, 200R4, 1984-2004 CORVETTE		
SRLT3082	LT ENGINE, 30 SPLINE, 700R4	2800-3000
SRLT0082	LT ENGINE, 30 SPLINE, 700R4	3200
SRLT0086	LT ENGINE, 30 SPLINE, 700R4	3600
SRLT6391	LT ENGINE, 30 SPLINE, 700R4	3800
SRLT7082	LT ENGINE, 30 SPLINE, 700R4	3800 HARD HIT
SRLT8082	LT ENGINE, 30 SPLINE, 700R4	4000 HARD HIT
SRLT308227	LT ENGINE, 27 SPLINE, 700R4, 200R4	2800-3000
SRLT008227	LT ENGINE, 27 SPLINE, 700R4, 200R4	3200
SRLT008627	LT ENGINE, 27 SPLINE, 700R4, 200R4	3600
SRLT639127	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800
SRLT708227	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800 HARD HIT
SRLT808227	LT ENGINE, 27 SPLINE, 700R4, 200R4	4000 HARD HIT
FORD 6R80E TRANSMISSION, 5.0L COYOTE ENGINE		
SRL6R3082-E	2010-13 FORD MUSTANG, 6R80E	2800-3000
SRL6R0082-E	2010-13 FORD MUSTANG, 6R80E	3200
SRL6R0086-E	2010-13 FORD MUSTANG, 6R80E	3600
SRL6R6391-E	2010-13 FORD MUSTANG, 6R80E	3800
SRL6R7082-E	2010-13 FORD MUSTANG, 6R80E	3800 HARD HIT
SRL6R8082-E	2010-13 FORD MUSTANG, 6R80E	4000 HARD HIT
SRL6R3082-L	2014-UP FORD MUSTANG, 6R80E	2800-3000
SRL6R0082-L	2014-UP FORD MUSTANG, 6R80E	3200
SRL6R0086-L	2014-UP FORD MUSTANG, 6R80E	3600
SRL6R6391-L	2014-UP FORD MUSTANG, 6R80E	3800
SRL6R7082-L	2014-UP FORD MUSTANG, 6R80E	3800 HARD HIT
SRL6R8082-L	2014-UP FORD MUSTANG, 6R80E	4000 HARD HIT

PART#	APPLICATION	STALL SPEED
GM LS SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLS43082	LS SERIES ENGINES, 4L80E	2800-3000
SRLS40082	LS SERIES ENGINES, 4L80E	3200
SRLS40086	LS SERIES ENGINES, 4L80E	3600
SRLS46391	LS SERIES ENGINES, 4L80E	3800
SRLS47082	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLS48082	LS SERIES ENGINES, 4L80E	4000 HARD HIT
GM LT SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLT43082	LS SERIES ENGINES, 4L80E	2800-3000
SRLT40082	LS SERIES ENGINES, 4L80E	3200
SRLT40086	LS SERIES ENGINES, 4L80E	3600
SRLT46391	LS SERIES ENGINES, 4L80E	3800
SRLT47082	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLT48082	LS SERIES ENGINES, 4L80E	4000 HARD HIT
FORD 4R70W, 4R75W TRANSMISSIONS, 5.0LTR, 4.6LTR, 5.4LTR		
SRL73082	FORD 4R70W, 4R75W	2800-3000
SRL70082	FORD 4R70W, 4R75W	3200
SRL76082	FORD 4R70W, 4R75W	3500
SRL76391	FORD 4R70W, 4R75W	3800
SRL77082	FORD 4R70W, 4R75W	3800 HARD HIT
SRL78082	FORD 4R70W, 4R75W	4000 HARD HIT
CHRYSLER NAG 1, 722.6 MAGNUM, CHARGER, CHALLENGER 5.7 LTR, 6.0 LTR Multi clutch 9.5" performance converter		
SRT83082	MAGNUM, CHALLENGER, CHARGER NAG1	2800-3000
SRT80082	MAGNUM, CHALLENGER, CHARGER NAG1	3200
SRT80086	MAGNUM, CHALLENGER, CHARGER NAG1	3600
SRT86391	MAGNUM, CHALLENGER, CHARGER NAG1	3800
SRT87082	MAGNUM, CHALLENGER, CHARGER NAG1	3800 HARD HIT
SRT88082	MAGNUM, CHALLENGER, CHARGER NAG1	4000 HARD HIT



SRL-3 SERIES 9.5" BILLET TRIPLE CLUTCH CONVERTERS

Available for 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L85E, 700R4, 200R4, 4R70W, 4R75W, AODE, A340, 8L90E, and 6R80E transmissions.

The FTI Street Racer triple clutch Lock-up converter is the only converter to use when you're making real **POWER**. Engineered and designed in house for late model lock-up applications that will be locking up their converter under wide open throttle. Built to withstand the high horse power abuse, we use our own designed in house FTI forged billet front cover, billet lock up piston, hardened flanged anti-ballooning impellor hub, furnace brazed, heli-welded fins, hardened turbine hub, and triple torrington bearings. To guarantee the perfect fit for your application, each converter is custom built to order using our multiple blade angle impellers and computer designed stators. All backed by FTI's unprecedented 3 year warranty.



PART#	APPLICATION	STALL SPEED
TOYOTA A340 TRANSMISSION, 2JZ ENGINE		
SRLT03082-3	TOYOTA A340	2800-3000
SRLT00082-3	TOYOTA A340	3200
SRLT00086-3	TOYOTA A340	3600
SRLT06391-3	TOYOTA A340	3800
SRLT07082-3	TOYOTA A340	3800 HARD HIT
SRLT08082-3	TOYOTA A340	4000 HARD HIT
FORD 6R80E TRANSMISSION, 5.0L COYOTE ENGINE		
SRL6R3082-3E	2010-13 FORD MUSTANG, 6R80E	2800-3000
SRL6R0082-3E	2010-13 FORD MUSTANG, 6R80E	3200
SRL6R0086-3E	2010-13 FORD MUSTANG, 6R80E	3600
SRL6R6391-3E	2010-13 FORD MUSTANG, 6R80E	3800
SRL6R7082-3E	2010-13 FORD MUSTANG, 6R80E	3800 HARD HIT
SRL6R8082-3E	2010-13 FORD MUSTANG, 6R80E	4000 HARD HIT
SRL6R3082-3L	2014-UP FORD MUSTANG, 6R80E	2800-3000
SRL6R0082-3L	2014-UP FORD MUSTANG, 6R80E	3200
SRL6R0086-3L	2014-UP FORD MUSTANG, 6R80E	3600
SRL6R6391-3L	2014-UP FORD MUSTANG, 6R80E	3800
SRL6R7082-3L	2014-UP FORD MUSTANG, 6R80E	3800 HARD HIT
SRL6R8082-3L	2014-UP FORD MUSTANG, 6R80E	4000 HARD HIT

PART#	APPLICATION	STALL SPEED
LS SERIES ENGINES, F BODY, GTO, 4L60E, 4L65E		
SRLS3082-3	LS SERIES ENGINES, 4L60E, 4L65E	2800-3000
SRLS0082-3	LS SERIES ENGINES, 4L60E, 4L65E	3200
SRLS0086-3	LS SERIES ENGINES, 4L60E, 4L65E	3600
SRLS6391-3	LS SERIES ENGINES, 4L60E, 4L65E	3800
SRLS7082-3	LS SERIES ENGINES, 4L60E, 4L65E	800 HARD HIT
SRLS8082-3	LS SERIES ENGINES, 4L60E, 4L65E	4000 HARD HIT
LT SERIES ENGINES 700R4, 200R4, 1984-2004 CORVETTE		
SRLT3082-3	LT ENGINE, 30 SPLINE, 700R4	2800-3000
SRLT0082-3	LT ENGINE, 30 SPLINE, 700R4	3200
SRLT0086-3	LT ENGINE, 30 SPLINE, 700R4	3600
SRLT6391-3	LT ENGINE, 30 SPLINE, 700R4	3800
SRLT7082-3	LT ENGINE, 30 SPLINE, 700R4	3800 HARD HIT
SRLT8082-3	LT ENGINE, 30 SPLINE, 700R4	4000 HARD HIT
SRLT308227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	2800-3000
SRLT008227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3200
SRLT008627-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3600
SRLT639127-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800
SRLT708227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800 HARD HIT
SRLT808227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	4000 HARD HIT
PONTIAC G8, 2010-2011 CAMARO, 6L80E, 6L85E		
SRL83082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	2800-3000
SRL80082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3200
SRL80086-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3600
SRL86391-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3800
SRL87082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3800 HARD HIT
SRL88082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	4000 HARD HIT
GM LS SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLS43082-3	LS SERIES ENGINES, 4L80E	2800-3000
SRLS40082-3	LS SERIES ENGINES, 4L80E	3200
SRLS40086-3	LS SERIES ENGINES, 4L80E	3600
SRLS46391-3	LS SERIES ENGINES, 4L80E	3800
SRLS47082-3	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLS48082-3	LS SERIES ENGINES, 4L80E	4000 HARD HIT
GM LT SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLT43082-3	LS SERIES ENGINES, 4L80E	2800-3000
SRLT40082-3	LS SERIES ENGINES, 4L80E	3200
SRLT40086-3	LS SERIES ENGINES, 4L80E	3600
SRLT46391-3	LS SERIES ENGINES, 4L80E	3800
SRLT47082-3	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLT48082-3	LS SERIES ENGINES, 4L80E	4000 HARD HIT
FORD 4R70W, 4R75W TRANSMISSIONS, 5.0LTR, 4.6LTR, 5.4LTR		
SRL73082-3	FORD 4R70W, 4R75W, AODE	2800-3000
SRL70082-3	FORD 4R70W, 4R75W, AODE	3200
SRL76082-3	FORD 4R70W, 4R75W, AODE	3500
SRL76391-3	FORD 4R70W, 4R75W, AODE	3800
SRL77082-3	FORD 4R70W, 4R75W, AODE	3800 HARD HIT
SRL78082-3	FORD 4R70W, 4R75W, AODE	4000 HARD HIT

Tech Talk

A common question when purchasing your performance lock-up converter is "do I need a triple clutch or single clutch lock-up torque converter?" Well the answer may not be as complicated as you think. With a billet back single clutch converter you gain a larger clutch surface and a much more rigid billet cover allowing for higher apply pressures and better lock-up performance. This design is great in all applications until you decide you want to lock your converter up under wide open throttle. That is where the triple clutch converter comes in. With 210% more surface area than a stock converter, the triple clutch converter is designed to hold lock-up under the worst of conditions where a strong lock-up is needed most.



Lock Up Race Converters



SRL SERIES '05 & UP CORVETTE LOCK UP CONVERTERS

The Street Racer Corvette lock-up series converter is perfect for Corvette applications. FTI designed just for Corvette applications, we offer both

single and triple clutch converters to suit your everyday driving and racing needs. The 2005 Corvette with a 4L65E is available in single or triple clutch applications while the 2006-2014 6L80E and 2015 6L90E Corvette converters are only available as triple clutch converters. These converters are available in a wide range of stall torque ratios and many different stall speed ratings. All backed by FTI's 3 year warranty with an optional lifetime warranty.



PART#	DESCRIPTION	APPLICATION
LS ENGINES 2005 CORVETTES ONLY		
SRLS3082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	2800-3000
SRLS0082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3200
SRLS0086-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3600
SRLS6391-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3800
SRLS7082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3800 HARD HIT
SRLS8082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	4000 HARD HIT
SLRS3082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	2800-3000
SLRS0082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3200
SLRS0086-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	600
SLRS6391-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3800
SLRS7082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3800 HARD HIT
SLRS8082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	4000 HARD HIT
LS ENGINES 2006-2014 CORVETTE 6L80E		
SRL83082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	2800-3000
SRL80082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3200
SRL80086-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3600
SRL86391-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3800
SRL87082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3800 HARD HIT
SRL88082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	4000 HARD HIT
LS ENGINES 2015 CORVETTE 6L90E		
SRL83082-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	2800-3000
SRL80082-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	3200
SLR80086-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	3600
SRL86391-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	3800
SRL87082-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	3800 HARD HIT
SRL88082-3CZ	TRIPLE CLUTCH, LS ENGINE, 8L90E	4000 HARD HIT

Tech Talk

Due to the nature and design of Corvettes and how they are built, 2005 and newer Corvettes require an equally special designed torque converter built specifically for Corvette cars and there specific model years. Due to the differences in bolt patterns, over-all height and other aspects the 2005 Corvette torque converter is not compatible with any other Corvette model year. The 2006 to 2014 Corvettes equipped with the 6L80E are all interchangeable in regards to converter fitment but the newer 2015 Corvette equipped with the new 8 speed 8L90E requires a totally different design.

PML SERIES 10" LOCK-UP RACING CONVERTERS



The Pro Mod Lock-up Series converter is the converter for high horse power street cars and trucks with lock up transmissions. Designed to work great with boosted, nitrous and other power adder applications in heavier vehicles. Using computer designed and handmade stators with our 10.5 lock-up clutch this converter is hand-

assembled to fit your application. Available in both single and triple disk applications.



Features:

- Forger billet front cover
- 11" billet lock-up piston
- 11" high carbon clutch
- Furnace brazed and tig welded fins
- Triple Torrington bearings
- Hardened flanged impellor hub
- Hardened turbine hub
- Oversized heavy duty sprag

Custom Built To Order

Lock Up Street Converters



ESRL SERIES 9.5" LOCK-UP STREET RACE CONVERTERS



Similar to our ESR Non lock-up series, the Economy Street Race Lock-up Series converters are designed for late model lock-up applications with mild performance modifications. Street/strip applications that are built on mild camshafts, bolt on exhaust, intakes and other moderate performance

upgrades all work perfectly with the ESRL Series converters. Assembled using Torrington bearings and hardened steel impellor and turbine hubs make this converter a great economical and dependable choice for the weekend street racer that still wants to take then weekend cruise when given the chance.

PART#	APPLICATION	STALL SPEED
LT SERIES ENGINES, 700R4, 200R4		
ESRL3082	LT ENGINE, 30 SPLINE, 700R4	2800-3000
ESRL0082	LT ENGINE, 30 SPLINE, 700R4	3200
ESRL0086	LT ENGINE, 30 SPLINE, 700R4	3600
ESRL6391	LT ENGINE, 30 SPLINE, 700R4	3800
ESRL7082	LT ENGINE, 30 SPLINE, 700R4	3800 HARD HIT
ESRL8082	LT ENGINE, 30 SPLINE, 700R4	4000 HARD HIT
ESRL308227	LT ENGINE, 27 SPLINE, 700R4	2800-3000
ESRL008227	LT ENGINE, 27 SPLINE, 700R4	3200
ESRL008627	LT ENGINE, 27 SPLINE, 700R4	3600
ESRL639127	LT ENGINE, 27 SPLINE, 700R4	3800
ESRL708227	LT ENGINE, 27 SPLINE, 700R4	3800 HARD HIT
ESRL808227	LT ENGINE, 27 SPLINE, 700R4	4000 HARD HIT
CHRYSLER NAG 1, 722.6 MAGNUM, CHARGER, CHALLENGER		
ESRT82600	CHRYSLER, NAG 1	2600-2800
ESRT82800	CHRYSLER, NAG 1	2800-3000
ESRT83200	CHRYSLER, NAG 1	3000-3200

Tech Talk

When installing your new aftermarket torque converter be conscious of your converter bolts and how you install them. First check your converter and bolts to make sure that your bolts do not bottom out into the back of your converter, this can cause a number of issues including damage to your flex plate and the interior and exterior of your converter. We also highly recommend using a quality thread-locker and making sure to adequately tighten your converter bolts to ensure that your converter bolts do not loosen. Lastly make sure the pads of your converter and your flex plate are clean and clear of any debris. Over time this debris can loosen and fall, causing your converter bolts to become loose.



SB SERIES STREET BRAWLER PERFORMANCE CONVERTERS

The FTI built Street Brawler series lock-up converters make an excellent choice for bolt on, mildly modified street car applications. Engines that are less than 400HP and have mild cam shafts, intakes, headers, etc. all work well with this converter in your air conditioned street rod. Great for weekend bracket racers and show goers who want to light up the tires on occasion. Available for several popular engine combinations and setups make this converter a popular choice. Using Torrington bearings, hardened impellor hub, and heli-welded fins we ensure that you're getting a reliable and affordable product. Furthering advancements we increased the strength of



these converters even more using furnace brazed internals, strengthened sprag, and a new high carbon lock-up clutch.

PART#	APPLICATION	STALL SPEED
GM		
SB2600LS	GM LS ENGINE 4L60E, 4L65E	2600
SB2800LS	GM LS ENGINE 4L60E, 4L65E	2800
SB3000LS	GM LS ENGINE 4L60E, 4L65E	3000
SB3200LS	GM LS ENGINE 4L60E, 4L65E	3200
SB2400LT27	GM LT ENGINE 700R4, 200R4, 27 SPLINE 12"	2400
SB2400LT30	GM LT ENGINE 700R4, 200R4, 30 SPLINE 12"	2400
FORD		
SB2400AOD	FORD AOD TRANS WITH DAMPNER 12"	2400
SB2400AODS	FORD AOD TRANS W/O DAMPNER 12"	2400
SB2400DE	FORD AODE 4R70W, 4R75W 12" 11 3/8BC	2400
SB2600DE	FORD AODE 4R70W, 4R75W 11" 11 3/8 BC	2600
SB2800DE	FORD AODE 4R70W, 4R75W 11" 11 3/8 BC	2800
SB2600DES	FORD AODE 4R70W, 4R75W 11" 10 5/8 BC	2600
SB2800DES	FORD AODE 4R70W, 4R75W 11" 10 5/8 BC	2800

Converter Accessories

TORQUE CONVERTER ACCESSORIES



Ensuring that the best possible components are available to our FTI family, we strive to offer the best torque converters possible, and we make sure to offer the best parts and accessories for our FTI torque converters as well. From complete transmission and starter combo kits, simple converter bolt kits, crank adaptors, flexplate bolts, starters, and billet flexplates, FTI Performance has all the torque converter parts and accessories and you need to ensure your torque converter installation smoothly and swiftly.



PART# DESCRIPTION

CBK1	-0- MID PLATE CONVERTER BOLT KIT
CBK2	1/8" MID PLATE CONVERTER BOLT KIT
CBK3	1/4" MID PLATE CONVERTER BOLT KIT
CBK6	PM10 6 PAD CONVERTER BOLT KIT
FBK1	ARP FLEXPLATE BOLTS, LS ENGINE
FBK2	ARP FLEXPLATE BOLTS, LT ENGINE
CBK48	BILLET DODGE DIESEL CONVERTER BOLT KIT
CBK340	BILLET A340 CONVERTER BOLT KIT
FCALS	GM LT TO LS PILOT EXTENSION
FCAF1	GM TO FORD PILOT ADAPTOR, 1.375 PILOT
FCAF2	GM TO FORD PILOT ADAPTOR, 1.848 PILOT
FP300	BILLET FLAT, LT ENGINE FLEXPLATE
FP319	BILLET DISHED LS FLEXPLATE, 6 BOLT CRANK
FP320	BILLET DISHED LS FLEXPLATE, 8 BOLT CRANK
TFS112	BILLET STARTER, FLEXPLATE COMBO KIT
TS400	BILLET TS400 STARTER
FPGD47	BILLET 47-48RE, 5.9L CUMMINS FLEXPLATE



Tech Talk

Competing in the Top Sportsman class for years, Lester Johnson and LJ Motorsports are no strangers to the challenging class and the fast door slammers that can be found in it. Before LJ Motorsports teamed up with

FTI, the fastest Top Sportsman pass was 6.02 ET, after making some adjustments and adding the FTI XPM-BT series bolt together converter, Lester sent a ripple across the nation laying down a blistering 5.94 ET on what he expected to be a 6.00 pass.



Powerglide Transmissions

Don't Forget the Fluid



PRO SERIES POWERGLIDES

The FTI engineered Pro Series Powerglides hold some of the greatest advancements in modern performance drivetrain technology. Utilizing our state of the art CNC manufacturing process we are able to control all aspects of our transmissions by making our internal parts in house. With our new FTI billet aluminum trans-brake valve body re-engineered springs, our Powerglide transmissions will not creep on the trans-brake. Precision assembled to exact tolerances the Pro Series Powerglides are built to withstand the rigors of extreme power of today's performance engines. Available in configurations capable of lasting behind 3,000+HP.

Our Most Popular Racing Transmission

LEVEL 3 PRO POWERGLIDE • 1,000HP

This unit is designed for the budget minded racer who needs a dependable racing unit. Equipped with FTI's billet aluminum valve body, 1.80 straight cut planetary and 300M hardened input shaft the power rating is an impressive 1,000HP.

Features:

- 1.80 straight cut planetary (2 year warranty)
- 300M hardened input shaft (1 year warranty)
- Lightened steel clutch hub
- 6 clutch drum
- New high flow 7 bolt pump
- Race prepped stock case
- Billet aluminum pro-brake transbrake
- 4340 output shaft
- Hardened adjustable band pin
- 2 piece shifter level

LEVEL 4 PRO POWERGLIDE • 1,100HP

FTI designed for the serious budget minded racer who needs a reliable aftermarket Powerglide transmission. Built entirely from new parts including a SFI certified aftermarket case and FTI's new billet aluminum valve body, this transmission can hold up to 1,100HP. The level 4 unit is an excellent choice for the weekend racer that's makes respectable power, and needs a transmission to match.

Features:

- SFI cert. aftermarket case
- 1.80 straight cut planetary (2 year warranty)
- 300M hardened input shaft (1 year warranty)
- 6 clutch drum
- New high flow 7 bolt pump
- Red race clutches
- Deep aluminum pan
- Hardened adjustable band pin
- 2 piece shift lever
- Billet aluminum pro-brake transbrake
- 4340 output shaft
- Billet dual ring servo
- Lightened steel clutch hub
- Billet servo cover

LEVEL 5 PRO POWERGLIDE • 1,500HP

Designed by FTI for the serious racer that needs a reliable aftermarket transmission with great value and performance. Hand assembled within a SFI certified aftermarket case using all new internal parts including a FTI billet aluminum valve body and 1.80 or 1.69 straight cut gear planetary. This unit is capable of standing behind 1,500HP and comes with the option of Pro or bracket brake format.

Features:

- 1.80 straight cut planetary (2 year warranty)
- ATI cert. aftermarket case
- ER310 material input shaft (1 year warranty)
- New steel 8 clutch drum
- Lightened steel clutch hub
- New High flow 7 bolt pump with oversized gears
- Hardened band adjustment pin
- 2 piece shifter lever
- 4340 stator tube
- 4340 output shaft
- Dual ring billet servo
- Billet servo cover
- Billet aluminum pro-brake transbrake
- Red race clutches
- Billet pistons



1.58 gear ratios in stock!

Powerglide Transmissions



Tech Talk

One of the most common causes of transmission failure is improper shifter adjustment, it is the key to keeping your transmission "alive". To adjust your shifter first place the shifter and the transmission in high gear and adjust the shifter to where the shifter cable goes into the shifter arm with ease and no load on the shifter cable or the arm. To check your adjustment repeat these steps in low gear. **DO NOT ADJUST YOUR SHIFTER IN PARK OR NEUTRAL! ALWAYS ADJUST YOUR SHIFTER IN HIGH GEAR.**

LEVEL 5.5 PRO POWERGLIDE • 2,200HP

Purpose designed and built for the racer who needs an indestructible transmission behind big power. Professionally assembled using your choice of .180 or 1.69 straight cut planetary, ermet 310 hardened ring-less input. Designed to live behind power rated up to 2,200HP this transmission works great with blower and nitrous applications that are commonly seen in todays, radial tire, top dragster, fast bracket, and top sportsman racing.

Features:

- 1.80 OR 1.69 straight cut planetary (2 year warranty)
- ER310 material ring-less input shaft (1 year warranty)
- SFI cert. aftermarket case
- Billet steel clutch hub
- 10 clutch pro-mod drum
- Pro-mod wide band
- Hardened adjustable band pin
- New 7 bolt high flow ringless pump with oversized gears
- TH400 stator support for ringless shaft
- 300M material output shaft
- Billet dial ring servo
- Billet servo cover
- Billet pistons
- Billet aluminum pro-brake transbrake
- Deep aluminum pan
- 2 piece shifter lever
- Red race clutches

LEVEL 6 PRO POWERGLIDE • 3,000HP

Designed exclusively for the elite racers that demand nothing but the best out of their transmission. Using the best materials and design processes to date, we have eliminated any chance of transmission failure. Utilizing a 1.250" input shaft coupled with our precision CNC machined billet parts and cryogenics treated gears, this transmission boast a 3,000HP power rating. Built to last behind pro-mod type applications, this unit is the go to choice for racers making extreme horsepower.

Features:

- 1.82 or 1.64 cryo-ed straight cut planetary
- 1.250in "Big Shaft" input shaft
- Billet pro-mod pump w/oversized gears
- Bolt in hardened stator tube
- 10 clutch pro-mod drum
- Pro-mod wide band
- 32 spline oversized output shaft
- Billet aluminum pro-brake transbrake
- SFI cert. aftermarket case
- Deep aluminum pan
- Billet reverse piston
- Billet drum piston
- Red race clutches
- 2 piece shifter lever
- Hardened adjustable band pin
- Billet dual ring servo
- Billet servo cover

PART#	DESCRIPTION
PRO PRO-BRAKE STYLE POWERGLIDE	
PPG3	LEVEL 3, STOCK CASE, LONG, 1,000HP
PPG3S	LEVEL 3, STOCK CASE, SHORT, 1,000HP
PPG4	LEVEL 4, AFTERMARKET CASE, LONG, 1,100HP
PPG4S	LEVEL 4, AFTERMARKET CASE, SHORT, 1,100HP
PPG5	LEVEL 5, AFTERMARKET CASE, LONG, 1,500HP
PPG5S	LEVEL 5, AFTERMARKET CASE, SHORT, 1,500HP
PPG5.5	LEVEL 5.5, AFTERMARKET CASE, LONG, 2,200HP
PPG5.5S	LEVEL 5.5, AFTERMARKET CASE, SHORT, 2,200HP
PPG6	LEVEL 6, AFTERMARKET CASE, LONG, 3,000HP
PPG6S	LEVEL 6, AFTERMARKET CASE, SHORT, 3,000HP
BRACKET BRACKET-BRAKE STYLE POWERGLIDE	
BPG3	LEVEL 3, STOCK CASE, LONG, 1,000HP
BPG3S	LEVEL 3, STOCK CASE, SHORT, 1,000HP
BPG4	LEVEL 4, AFTERMARKET CASE, LONG, 1,100HP
BPG4S	LEVEL 4, AFTERMARKET CASE, SHORT, 1,100HP
BPG5	LEVEL 5, AFTERMARKET CASE, LONG, 1,500HP
BPG5S	LEVEL 5, AFTERMARKET CASE, SHORT, 1,500HP
BPG5.5	LEVEL 5.5, AFTERMARKET CASE, LONG, 2,200HP
BPG5.5S	LEVEL 5.5, AFTERMARKET CASE, SHORT, 2,200HP
BELL KITS 2 PIECE CASE POWERGLIDE BELL KITS	
FSBF157	SMALL BLOCK FORD BELL KIT WITH 157 TOOTH FLEXPLATE
FSBF164	SMALL BLOCK FORD BELL KIT WITH 164 TOOTH FLEXPLATE
FBBF	BIG BLOCK FORD BELL KIT WITH FLEXPLATE
FBMM6	6 BOLT CRANK MOD MOTOR FORD BELL KIT WITH FLEXPLATE
FBMM8	8 BOLT CRANK MOD MOTOR FORD BELL KIT WITH FLEXPLATE
FSBC	SMALL BLOCK CHRYSLER BELL KIT WITH FLEXPLATE
FBBC6	6 BOLT BIG BLOCK CHRYSLER BELL KIT WITH FLEXPALTE
FBBC8	8 BOLT BIG BLOCK CHRYSLER BELL KIT WITH FLEXPALTE
FB2J	2JZ TOYOTA BELL KIT WITH FLEXPLATE

PowerGlide Transmission • Options

POWDERCOAT

SILVER



BLACK



BLACK CHROME



CARBON FIBER



CHROME PACKAGE

Do you already have a Powerglide transmission but want to make it stand out from the rest? Then you need FTI's Chrome accessories kit. Kit comes complete with the following in polished chrome: shorty tail housing, shift lever, tag, over-flow tank, servo cover, removal handle, and shorty dipstick and tube.



Part # FPGCCP1

DRAGSTER PACKAGE

Take your FTI Powerglide transmission to the top with FTI's Powerglide dragster package. Designed specifically for dragster applications the dragster package comes as a complete upgrade with a powder coated case (your choice of color), black shorty tail housing, shorty locking filler tube and stick, cooler fittings, black removal handle, and a black over-flow tank kit.



Part # FDPKG

CHROME DRAGSTER PACKAGE

Designed exclusively for the racers with a dragster that race in style, FTI's chrome dragster kit is a must have for any racer putting there FTI Powerglide in a rear engine dragster. The chrome dragster package upgrade comes complete with a chrome shorty tail housing, tag, shift lever, servo cover, handle, over-flow tank, shorty filler tube and stick, powder coat color of your choice, and nickel cooler fittings.



Part # FCPKG

SAFETY SHIELDS



PART#	DESCRIPTION
F2551B	PG STOCK CASE SHIELD, SFI CERT.
F2552	PG FLEX PLATE SHIELD, SFI CERT.
F2552K	PG SHIELD KIT, CASE+FLEX PLATE SHIELD

FILLER TUBES



PART#	DESCRIPTION
F2554	PG LONG LOCKING DIPSTICK AND TUBE
F2554S	PG SHORT LOCKING DIPSTICK AND TUBE
F2554SC	PG SHORT CHROME LOCKING DIPSTICK AND TUBE

REMOVAL HANDLES



PART#	DESCRIPTION
FHNDLN	RAW ALUMINUM FINISH REMOVAL HANDLE
FHNDLB	BLACK ANODIZED FINISH REMOVAL HANDLE
FHNDLC	POLISHED CHROME FINISH REMOVAL HANDLE

PUKE TANKS



PART#	DESCRIPTION
F2546B	BLACK ANODIZED PG OVER-FLOW TANK
F2546C	POLISHED CHROME PG OVER-FLOW TANK

2JZ ADAPTOR



PART#	DESCRIPTION
F2JZP	PG CASE TO A340 BELL ADAPTOR

700R4 Transmissions

FTI 700R4 PERFORMANCE OVERDRIVE TRANSMISSIONS

Applying the same technology we use behind our high horse power racing units, we have developed a rock solid overdrive transmission that is perfect for the street enthusiast that have mildly modified engines. Each 700R4 kit comes complete with a new TV cable, long dipstick and tube, and TV corrector kit for either an Edelbrock or Holley carburetor. To complete our 700R4 kits, we offer our FTI 700R4 torque converters to create drop-in

complete kit. These converters are the perfect choice for the street enthusiast who needs a torque converter they can depend on. Each converter is built using new Torrington bearings, hardened impellor hub, furnace brazed, tig welded fins, billet stator caps, and a high performance lined lock up clutch.



LEVEL 2 700R4 KIT-400HP

Designed for the street rod enthusiast, FTI's level 2 700R4 transmission kits offer the perfect balance of performance and affordability in a lock-up application. Each kit is hand built with a new 30 spline input shaft and heavy duty internals which rate this unit at an impressive 400HP. FTI built Street Brawler torque converters are also available to complete your kit.

Features:

- 30 Spline input shaft
- Heavy duty clutch packs
- Performance calibrated valvebody
- Firm shifts
- Corvette servo
- Dual cage BorgWarner Sprague
- Heavy duty band
- Pre-wired 4th gear lock-up

LEVEL 3 700R4 KIT-550HP

FTI built for the hot rod enthusiast with serious horse-power, FTI's level 3 700R4 transmission kits are an excellent choice for the hot rod enthusiast with serious power. These units are assembled in house with a 30 spline input shaft and race prepped billet and heavy duty internals that grant this unit with a staggering 550HP rating. FTI Street Racer lock-up torque converters are also available to complete your kit.

Features:

- 30 spline input shaft
- Billet 2nd gear servo
- Drum reinforcement sleeve
- Hardened sunshell
- Performance calibrated valvebody
- Very firm shifts
- High capacity clutches
- Performance wide band
- BorgWarner HD Sprague
- Wide HD low roller clutch

PART#	DESCRIPTION
LEVEL 2	
700R4-2E	LEVEL 2 700R4 KIT FOR EDELBROCK INTAKE
700R4-2H	LEVEL 2 700R4 KIT FOR HOLLEY INTAKE
700R4-2KH	LEVEL 2 700R4 KIT W/ SB2400LT30, HOLLEY
700R4-2KE	LEVEL 2 700R4 KIT W/ SB2400LT30, EDELBROCK
LEVEL 3	
700R4-3E	LEVEL 3 700R4 KIT FOR EDELBROCK INTAKE
700R4-3H	LEVEL 3 700R4 KIT FOR HOLLEY INTAKE
700R4-3KE2800	LEVEL 3 700R4 KIT W/ SRLT3082, EDELBROCK
700R4-3KH2800	LEVEL 3 700R4 KIT W/ SRLT3082, HOLLEY
700R4-3KE3200	LEVEL 3 700R4 KIT W/ SRLT0082, EDELBROCK
700R4-3KH3200	LEVEL 3 700R4 KIT W/ SRLT0082, HOLLEY

Don't Forget the Fluid



TH400 Transmissions

FTI TH400 PERFORMANCE TRANSMISSIONS

FTI designed and built for the rigors and extreme environments found behind today's performance racing engines the FTI TH400 units are one of the most popular 3 speed performance transmissions available today.

Each TH400 is available with several options including hardened alloy shafts, billet internals, and SFI certified bell housings that allows FTI the ability to build a 3 speed capable of living behind 2,000+HP.

Combining these quality parts with FTI's in house CNC shop and our certified transmission builder, FTI has the capability of building you a custom TH400 unit that is purpose built just for your application.



Tech Talk

Quickly becoming one of the fastest and most popular options for forced induction turbochargers have definitely made their place in the performance industry. There is just one down fall in drag racing, and that is spooling the turbo at the start. Realizing this prominent issue we have the answer with FTI's new TH400 Converter Blow Off Valve Kit. By redirecting fluid in your TH400 we can adjust your converter instantaneously allowing for much quicker spooling times and a tighter converter. All this means getting more out of your turbocharged setup resulting in faster ETs and higher MPH.



TH400 LEVEL 2 - 700HP

This unit is designed for the street/strip racer that wants to take his weekend hot rod to the local race track. Built using a FTI race prepped stock case and a street automatic valve body with very positive shifts, and deep steel pan, the Th400 level 2 is the perfect choice for your occasionally raced street cruiser that makes less than 700HP.

Features:

- Street/strip valve body
- Very positive shifts
- Deep steel pan
- High flow filter
- Performance clutches and steels
- Auto-shift capable



TH400 LEVEL 3 - 800HP

Engineered for the racer that needs a full manual race transmission but does not need a Trans brake. FTI's level 3 TH400's are certified built using 34 element Sprague, reverse OR forward manual valve body, and a deep aluminum pan to be able to hold up to 800HP. Using these parts along with FTI's years of experience this transmission is the perfect combination of value and affordability for any racer.

Features:

- Full manual valve body
- Reverse or forward pattern
- Performance red race clutches and steels
- High flow front pump
- Race prepped stock case
- Deep aluminum pan
- 34 element Sprague
- Rollerized output



TH400 LEVEL 4 - 900HP

Purpose built and designed in house at FTI for the serious racer who demands a dependable 3 speed transmission with a transbrake. Built using CNC machined internals that include a billet forward clutch hub and FTI billet transbrake valvebody the level 4 TH400 is capable of power levels reaching 900HP. The dependable design and affordability make this unit a must for any racer that needs an affordable full manual transbrake valve body.

Features:

- Full manual trans brake valve body
- Reverse pattern
- High flow front pump
- Race prepped stock case
- Deep aluminum pan
- Billet forward clutch hub
- Heavy duty intermediate retainer
- 4 clutch intermediate pack
- 34 element Sprague
- Rollerized output

TH400 Transmissions

TH400 ACCESSORIES

Get full protection and fit with FTI's TH400 transmission shields and adaptors. Each 2JZ adaptor and SFI certified shield kit comes with all necessary hardware and brackets.



PART#	DESCRIPTION
F4007	SFI CERT. BLACK TH400 CASE SHIELD
F4007F	TH400 FLEXPLATE SHIELD, SFI CERTIFIED
F4007K	TH400 SHIELD KIT, CASE+ FLEXPLATE KIT
FF2JZ4	TH400-A340 BELLHOUSING ADAPTOR

LEVEL 4.5 TH400 – 1,100hp

Building off our TH400 level 4 platform, we have introduced the TH400 level 4.5 to bring the same great benefits as the level 4 unit with even more durability. Using most of the same components found in our level 4 TH400 the level 4.5 unit features an upgraded 300M input shaft and a billet aluminum drum. Coupling these 2 upgrades with the rest of the unit the level 4.5 transmission boast a 1,100HP rating.

Features:

- Billet aluminum transbrake valvebody
- 300M input shaft and drum
- Deep aluminum pan
- Billet aluminum drum
- Billet forward clutch hub
- 34 element Sprague
- 300m intermediate shaft
- Full manual reverse pattern
- Chevy ultrabell optional
- Red race frictions

CUSTOM BUILT TH400s

Not only does FTI offer a full line of pre-designed performance TH400 transmissions, but we also offer custom designed and assembled TH400s that can be modified to work best with your race car, mud truck, or performance vehicle. With options such as our 2 and 3 speed valve bodies, low gear and all gear trans-brake valve bodies and even clean neutral forward or reverse pattern configurations. We also offer specialty designed parts including ultra-light internals, and high strength alloys for vast customization. We highly recommend you give us a call or fill out our online build sheet, to speak with one of our transmission specialist about the best design and fit for your application.



LEVEL 5 TH400 – 2,000HP

Designed in house here at FTI this unit is built for BIG horsepower applications that need a 3 speed or 2 speed unit with a high low gear. Built using only the best parts including a billet aluminum drum, 300M input, pro-mod Sprague, and 6 clutch intermediate clutch pack, this unit is virtually indestructible.

Features:

- Billet aluminum transbrake valvebody
- Full manual reverse pattern
- 36 element pro-mod sprague
- Fully rollerized assembly
- Billet forward clutch hub
- 5 clutch intermediate
- 6 clutch forward and direct clutch pack
- Bushed center support
- ER100 intermediate shaft
- ER100 input shaft
- Pro-mod billet drum
- Deep aluminum pan
- Red race frictions
- 2.48 ratio
- Chevy ultrabell optional

PART#	DESCRIPTION
TH400-2	LEVEL 2 AUTO-SHIFT UNIT, HP
TH400-3	LEVEL 3 MANUAL FORWARD PATTERN, HP
TH400-3UB	LEVEL 3 MANUAL FORWARD PATTERN, W/ULTRABELL,HP
TH400-3R	LEVEL 3 MANUAL REVERSE PATTERN, HP
TH400-3RUB	LEVEL 3 MANUAL REVERSE PATTERN, W/ULTRABELL,HP
TH400-4	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, 900HP
TH400-4UB	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, W/ULTRABELL, 900HP
TH400-4.5	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, 1,100HP
TH400-4.5UB	LEVEL 4.5 TRANSBRAKE, REVERSE MANUAL, W/ULTRABELL, 1,100HP
TH400-5	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, 2,000HP
TH400-5UB	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, W/ULTRABELL 2,000HP
CFUB	CUT CASE FOR ULTRABELL (ULTRABELL NOT INCLUDED)

Powerglide Components

POWERGLIDE VALVE BODIES

Revolutionizing the performance transmission industry, FTI's new billet aluminum powerglide valve body is one of the most advanced powerglide valve bodies available today. Through state of the art advancements and over 30 years of experience we have developed one of the fastest releasing Powerglide valve bodies available on the market today.

ONLY 8.2 lbs



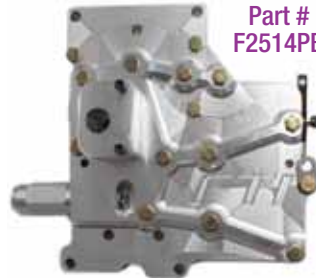
Part # F2556F



Part # F2515



Part # F2575



Part # F2514PB

PART# DESCRIPTION

POWERGLIDE VALVEBODIES

F2513	BILLET MANUAL VALVE BODY
F2514PB	BILLET PRO-BRAKE VALVE BODY
F2514B2	BILLET BRACKET-BRAKE VALVE BODY
F2514PBM	BILLET MUD-BRAKE VALVE BODY
F2514PBHL	BILLET HI/LO-BRAKE VALVE BODY

POWERGLIDE VALVEBODY PARTS

F2515	REPLACEMENT SOLENOID
F2515M	ENCLOSED PG MUD-BRAKE SOLENOID
F2515LT	ENCLOSED LONG THROW PG TRANS-BRAKE SOLENOID
F2553SP	FILTER SPACER KIT
F2556	FILTER SERVICE KIT
F2556F	HIGH FLOW FILTER, LARGE SQUARE
F2556T	DACRON FILTER (FOR FTI BILLET V.B.)
F2567	HIGH PRESSURE REGULATOR SPRING
F2574	MODULATOR BLOCK OFF PLUG
F2575	REVERSE INSTANT ACTION SPRINGS
F2577	SERVO SUPPLY TUBE
F2583	DETENT SPRING RETAINER
F2584	MANUAL VALVE GUIDE PLATE
F2588	MANUAL VALVE ROOSTER

POWERGLIDE FTI PLANETARIES

PART# DESCRIPTION

POWERGLIDE COMPLETE PLANETARIES

F2537L9	1.69 BILLET, CRYO, REM-POLISH, 300M LONG PLANET
F2537S9	1.69 BILLET, CRYO, REM-POLISH, 300M SHORT PLANET
F2537	1.80 RATIO, 300M MID-LENGTH, 27 SPLINE OUTPUT PLANET
F2538	1.69 RATIO, 300M MID-LENGTH, 27 SPLINE OUTPUT PLANET
F2538BL	1.82 BILLET, 27 SPLINE INPUT, 32 SPLINE OUTPUT, LONG
F2538BS	1.82 BILLET, 27 SPLINE INPUT, 32 SPLINE OUTPUT, SHORT
F2538SL	1.82 BILLET, 27 SPLINE INPUT, 27 SPLINE OUTPUT, LONG
F2538SS	1.82 BILLET, 27 SPLINE INPUT, 27 SPLINE OUTPUT, SHORT
F2539BL	1.64 BILLET, 27 SPLINE INPUT, 32 SPLINE OUTPUT, LONG
F2539BS	1.64 BILLET, 27 SPLINE INPUT, 32 SPLINE OUTPUT, SHORT
F2539	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, LONG
F2539S	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, SHORT
F2540L	1.80 STRAIGHT CUT, 4340 SHAFT, LONG
F2540S	1.80 STRAIGHT CUT, 4340 SHAFT, SHORT
F2540LM	1.80 STRAIGHT CUT, 300M SHAFT, LONG
F2540SL	1.80 STRAIGHT CUT, 300M SHAFT, SHORT
F2540SSL	1.69 STRAIGHT CUT, 4340 SHAFT, LONG
F2540SSS	1.69 STRAIGHT CUT, 4340 SHAFT, SHORT
F2540SSLM	1.69 STRAIGHT CUT, 300M SHAFT, LONG
F2540SSSM	1.69 STRAIGHT CUT, 300M SHAFT, SHORT
F2540T	1.80 LONG, 300M, TH400 OUTPUT, 17 SPLINE INPUT
F2540TS	1.80 SHORT, 300M, TH400 OUTPUT, 17 SPLINE INPUT
F2540TSS	1.69 LONG, 300M, TH400 OUTPUT, 17 SPLINE INPUT
F2540TSSS	1.69 SHORT, 300M, TH400 OUTPUT, 17 SPLINE INPUT

POWERGLIDE PLANETARY PARTS

F2534	4340 ALLOY SHORT SHAFT W/CARRIER, NO GEARS
F2534L	4340 ALLOY LONG SHAFT W/CARRIER, NO GEARS
F2534M	300M ALLOY LONG SHAFT W/CARRIER, NO GEARS
F2534MS	300M ALLOY SHORT SHAFT W/CARRIER, NO GEARS
F2534T	TH400 OUTPUT W/CARRIER, NO GEARS
F2535A	PG PLANETARY PIN KIT W/NUTS
F2535S	1.80 STRAIGHT CUT GEAR SET W/RING GEAR
F2535SS	1.69 STRAIGHT CUT GEAR SET W/RING GEAR, CRYO
F2536	PLANETARY THRUST WASHER KIT, 1.76/1.80
F2536N	PLANETARY NEEDLE BEARING KIT



Part # F2535



Part # F2538BS

Taking the brunt of all abuse that gets dealt to a Powerglide transmission, the planetary is a key component to the survival of your high performance transmission. At the forefront of designing some of the most reliable planetaries on the market today, FTI has introduced cryogenics into our design process

for an even stronger material. Coupling our cryo-hardened components with several gear ratio and output combinations it can be assured that FTI has the gear set for you.

1.58 Ratios Available



Part # F2540L

Tech Talk

In order to choose your planetary ratio you'll need to know your rear gear ratio. Depending on the size of your tire you will need to obtain a low gear ratio between 6.2 and 8.2. For example:

PLANETARY	REAR GEAR	TOTAL
1.58	4.56	7.20
1.69	4.56	7.71
1.80	4.56	8.21
1.58	4.30	6.79
1.69	4.30	7.27

PLANETARY	REAR GEAR	TOTAL
1.80	4.30	7.74
1.58	4.10	6.48
1.69	4.10	6.93
1.80	4.10	7.38

Powerglide Components

POWERGLIDE CASES & HOUSINGS

Providing some of the most reliable Powerglide transmission cases on the market today, FTI goes above and beyond to make sure we have the exterior housings and cases you need. FTI carries several SFI Certified cases including, one piece, two piece, and oversized output. Adding to our exterior parts arsenal FTI offers our own deep aluminum pan as well as long and short tail housings with either a roller bearing or bushing to fit your preference.



Part # F2504



Part # F2553



Part # F2527C



Part # F2505A



Part # F2527B

POWERGLIDE INPUTS

Bringing modern materials technology to the forefront of design, FTI offers input shafts in several materials including, Vasco, Ermet, 300M, and 4340 for a perfect choice of affordability and durability.



Part # F2519



Part # F2517M



Part # F2517R



Part # F2518

PART# DESCRIPTION

POWERGLIDE PUMP PARTS

F2508B	PG PUMP BODY WITH OVERSIZED GEARS ONLY
F2511	PG FRONT PUMP GEARS, STANDARD SIZE
F25110S	PG FRONT PUMP GEARS, OVERSIZED
F2524	HARDENED PG STATOR TUBE, PRESS IN
F2572P	STATOR SUPPORT TEFLON SEALING RINGS (QUANTITY: 2)
F2573	POWERGLIDE PUMP GASKET
F2573R	POWERGLIDE PUMP TO CASE O-RING
F2573W	PG PUMP BOLT SEALING WASHERS (QUANTITY: 7)
F2587	PG PUMP STUD KIT W/NUTS AND SEALING WASHERS
F2587A	FACTORY LENGTH G8 PUMP BOLT KIT
F2578	FRONT PUMP SEAL

PART# DESCRIPTION

POWERGLIDE INPUTS

F2516	300M HIGH FLOW INPUT SHAFT, TURBO SPLINE
F2517M	300M INPUT SHAFT W/BUSHING, TURBO SPLINE
F2517ER	ER100 RINGED INPUT SHAFT, TURBO SPLINE
F2517R	ER100 RINGLESS INPUT SHAFT, TURBO SPLINE
F2517V	VASCO RINGED INPUT SHAFT, TURBO SPLINE
F2517VR	VASCO RINGLESS INPUT SHAFT, TURBO SPLINE
F2518	4340 ALLOY INPUT SHAFT, POWERGLIDE SPLINE
F2519	VASCO 1.250 OVERSIZED INPUT SHAFT, 27 SPLINE
F2520	4340 HIGH FLOW INPUT SHAFT, TURBO SPLINE
F2572	TEFLON INPUT SHAFT SEALING RINGS (QUANTITY: 2)

PART# DESCRIPTION

POWERGLIDE PUMPS

F25087	NEW 7 BOLT PUMP FOR RINGED INPUT
F2508RP	NEW 7 BOLT PUMP FOR RING-LESS INPUT
F2508RB1	BILLET ALUMINUM PUMP FOR RING-LESS INPUT
F2508RB2	BILLET ALUMINUM PUMP FOR 27 SPLINE INPUT



Part # F2508RB



Part # F25087

PART# DESCRIPTION

POWERGLIDE CASES

F2504	2 PIECE AFTERMARKET CASE, SFI CERT.
F2504T	1 PIECE AFTERMARKET CASE, SFI CERT.
F25040S	2 PIECE AFTERMARKET CASE FOR OVERSIZED OUTPUT

POWERGLIDE TAILS

F2505A	LONG ROLLER TAIL HOUSING
F2505B	LONG ROLLER TAIL HOUSING FOR OVERSIZED OUTPUT
F2526B	SHORTY BUSHING TAIL HOUSING, BLACK
F2526C	SHORTY BUSHING TAIL HOUSING, CHROME
F2527B	SHORTY BEARING TAIL HOUSING, BLACK
F2527C	SHORTY BEARING TAIL HOUSING, CHROME
F2502	BILLET ALUM. GOVERNOR SUPPORT
F2502B	BILLET ALUM. GOVERNOR SUPPORT, TH400 OUPUT
F2525	RAW FINISH MID-LENGTH TAIL
F2525C	CHROME FINISH MID-LENGTH TAIL

POWERGLIDE PANS

F2553	DEEP ALUMINUM PAN W/SPACER AND HARDWARE
F2553PO	DEEP ALUMINUM PAN ONLY, NO HARDWARE
WTP310	BILLET DEEP ALUMINUM PAN W/INTEGRATED COOLER

Tech Talk

When choosing your Powerglide input shaft and pump you must make sure that the 2 are compatible. To

check fitment measure the journal on your ringless input shaft and compare it to the rear bushing in the rear of your pump, you should have no more than .003 of an inch. When is it needed to run a ringless input shaft? We recommend running a ringless shaft in any application making 1500HP or more. The reason the ringed shaft cannot handle the horsepower is due to the small grooves cut in the shaft for the sealing rings. These grooves create stress points in the shaft and that is where they break.

POWERGLIDE PUMPS

Eliminating the need for a 30 year old core, FTI's new Powerglide pumps are made entirely from new materials including oversized gears and a bolt-in stator tube. Further improving our pumps we offer several configurations including ringed and ringless input as well as new cast machined and billet aluminum housings.

Powerglide Components

PART#	DESCRIPTION
F2506D	RED THIN DIRECT CLUTCH
F2506T	RED THICK DIRECT CLUTCH
F2507T	THICK DIRECT STEEL
F2507D	THIN DIRECT STEEL
F2508R	THICK REVERSE CLUTCH
F2509R	THICK REVERSE STEEL
F2509ET	EXTRA THICK REVERSE STEEL
F2523S	10 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2529C	6 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2530	8 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2544R	LOW GEAR BAND, RED MATERIAL
F2544K	LOW GEAR BAND, KEVLAR MATERIAL
F2544P	LOW GEAR BAND, EXTREME MATERIAL
F2544W	WIDE LOW GEAR BAND, RED MATERIAL
F2544WK	WIDE LOW GEAR BAND, KEVLAR MATERIAL
F2544WC	WIDE LOW GEAR BAND, HIGH CARBON MATERIAL
F2547-6	6 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-8	8 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-10	10 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-10WK	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE KEVLAR BAND
F2547-10WR	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE RED BAND
F2547-10WC	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE CARBON BAND



Part # F2547



Part # F2523S

NEW FTI FLUID

Designed and engineered by NASA Hall of Famer for fluid engineering. FTI's new performance automatic transmission fluid is at the cutting edge of fluids technology. Designed with built in compression and heat and additives to ensure the life and longevity of your performance automatic transmission.



POWERGLIDE FRICTIONS

We all know our transmission is no place to take short cuts when it comes to the parts we use, and deciding what should and shouldn't be replaced can be difficult to the non-professional. Well FTI has taken care of all of this for you. We have accomplished this by taking the same great parts we use in our units and assemble complete re-build kits designed specifically for the Do-it-yourself rebuild.

Part # F2506



Part # F2507



Part # F2544

POWERGLIDE BILLET SERVO

Another key component to the Powerglide, the servo is what applies force to the low gear band to move you forward. FTI's new billet aluminum servo components are designed to make sure you get the most out of your Powerglides low gear while increasing band life as well.



Part # F2542



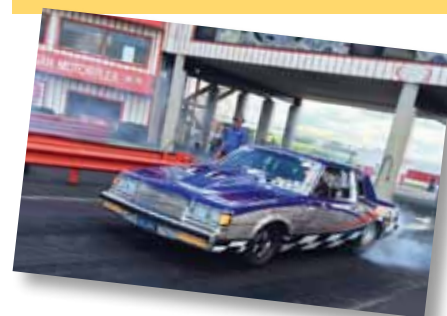
Part # F2541

PART#	DESCRIPTION
F2541	DUEL RING BILLET SERVO WITH RINGS
F2541SB	BILLET SERVO COVER, BLACK, W/GASKETS+SEALS
FF2541SC	BILLET SERVO COVER, CHROME, W/GASKETS+SEALS
F2542	TEFLON SERVO RINGS (QUANTITY 2)
F2542K	BILLET SERVO KIT, PISTON, COVER, SPRING, RINGS, SEALS
F2542KC	CHROME BILLET SERVO KIT, PISTON, COVER, SPRING, RINGS SEALS
F2570	HIGH PERFORMANCE SERVO SPRING
F2586	SERVO GASKET
F2586B	SERVO O-RING
F2592	NEW SERVO APPLY ROD
F2586A	SERVO ROD RETAINING CLIP

Tech Talk

When building your own Powerglide transmission, picking the right parts are essential to the function and life of your transmission. Here at FTI we have designed our components to work not just in our transmission units but other manufactures as well. By doing so we make sure you get the same FTI quality while still being compatible with that old spare you have under the bench.

Another key component to prolonging the life and performance your transmission is making sure all tolerances are set to spec. In a performance Powerglide with a bearing style you should see .005-.008 of an inch end play and .012-.018 of an inch end play with a washer style Powerglide. In your high clutch drum we recommend a clutch clearance of .050 for all 6, 7 and 8 clutch high drums and .070 of an inch on 10 clutch high drums. Lastly one of the most crucial parts to proper transmission operation and longevity is low gear band adjustment. To properly adjust your low gear band loosen your band pin jam nut and tighten your FTI hardened band pin down to 74 IN-LBs. Following that loosen your band pin 3 complete turns and then re-tighten your jam nut.



Powerglide Components

PART#	DESCRIPTION
F2502	BILLET ALUMINUM ROLLER GOVERNOR SUPPORT
F2502B	BILLET ALUMINUM SUPPORT, TH400 OUTPUT
F2503	REPLACEMENT BEARING FOR SUPPORT
F2504T	REID POWERGLIDE 1 PIECE SFI CERT.
F2504	ATI AFTERMARKET 2 PIECE CASE WITH LINER
F25040S	AFTERMARKET 2PC CASE, OVERSIZED LINER
F2504CS	PG CASE SAVERS SET OF 6
F2505A	PG TAIL HOUSING ROLLER BEARING
F2505B	PG TAIL HOUSING FOR TH400 SHAFT
F2506D	RED RACE CLUTCHES THIN DIRECT
F2506T	RED RACE CLUTCH THICK
F2507T	THICK DIRECT STEELS
F2507D	.060 THIN STEELS DIRECT
F25087	NEW POWERGLIDE 7 BOLT PUMP RINGED INPUT
F2508B	POWERGLIDE PUMP BODY W/OVERSIZED GEARS
F2508RB1	PG BILLET ALUM. RINGLESS PUMP FOR F2517R
F2508RB2	PG BILLET ALUM. RINGLESS PUMP FOR F2519
F2508RP	POWERGLIDE 7 BOLT PUMP, RINGLESS INPUT
F2508R	THICK REVERSE CLUTCH
F2509R	THICK STEELS REVERSE
F2509ET	EXTRA THICK REVERSE STEEL .085 THICK
F2511	PG FRONT PUMP GEARS
F2512	SUN GEAR THRUST BEARING
F2513	POWERGLIDE MANUAL VALVE BODY
F2514PB	FTI PRO BILLET ALUMINUM VB TRANS BRAKE
F2514B2	FTI PRO BRACKET ALUMINUM VB TRANS BRAKE
F2514PBM	FTI ULTRA LOCK MUD BRAKE
F2514PBHL	POWERGLIDE HIGH LOW TRANSBRAKE
F2515	PG REPLACEMENT SOLENOID
F2515M	PG MUD TRANSBRAKE SOLENOID
F2515LT	ENCLOSED SOLENOID LONG THROW SOLENOID
F2516	TURBO SPLINE 300M HIGH FLOW INPUT SHAFT
F2517M	PG 300M TURBO SPLINE W/BUSHING
F2517ER	TURBO SPLINE ER100 MATERIAL W/RINGS
F2517R	TURBO SPLINE ER100 MATERIAL RINGLESS
F2517V	TURBO SPLINE VASCO INPUT SHAFT W/RINGS
F2517VR	TURBO SPLINE VASCO INPUT SHAFT RINGLESS
F2518	PG SLINE 4340 ALLOY INPUT SHAFT
F2519	27 SPLINE INPUT, 27 REAR, 300 VASCO, 1.250
F2520	TURBO SPLINE HIGH FLOW 4340 MATERIAL
F2521	BILLET POWERGLIDE BEARING YOKE
F2522	10 CLUTCH DRUM FOR 1.250 INPUT UNIT ONLY
F2523S	10 CLUTCH DRUM KIT COMPLETE W/CLUTCHES
F2523D	10 CLUTCH DRUM ONLY
F2523P	BILLET PISTON FOR 10 CLUTCH DRUM
F2523P8	BILLET PISTON FOR 8 CLUTCH DRUM
F2524	HARDENED STATOR TUBE PG
F2525	MID LENGTH TAIL HOUSING, BUSHING, NATURAL
F2525C	MID LENGTH TAIL HOUSING, BUSHING, CHROME
F2526B	BLACK SHORTY TAIL HOUSING W/BUSHING
F2526C	CHROME SHORTY TAIL HOUSING W/BUSHING
F2527B	BLACK SHORTY TAIL HOUSING W/BEARING
F2527C	CHROME SHORTY TAIL HOUSING W/BEARING
F2528	REPLACEMENT BEARING FOR TAIL HOUSING
F2529	NEW CAST REPLACEMENT PG DRUM
F2529C	6 CLUTCH DRUM COMPLETE W/CLUTCHES, HUB
F2530	8 CLUTCH PG DRUM NEW, COMPLETE W/HUB
F2534L	4340 LONG SHAFT W/CARRIER NO GEARS
F2534	4340 SHORT SHAFT W/CARRIER NO GEARS
F2534M	300M LONG OUTPUT W/CARRIER NO GEARS
F2534MS	300M SHORT OUTPUT W/ CARRIER NO GEARS

PART#	DESCRIPTION
F2534T	TH400 OUTPUT W/ CARRIER NOGEARS
F2535A	PG PLANETARY PIN KIT W NUTS
F2535S	1.80 STRAIGHT CUT GEAR SET W/RING GEAR
F2535SS	1.69 STRAIGHT CUT GEAR SET, RING GEAR CRYO
F2536	PLANETARY THRUST WASHER KIT 1.76/1.80
F2536N	PLANETARY NEEDLE BEARING KIT
F2537L9	1.69 BILLET, CRYO, REM POLISH, EXTREME, LONG, 300M OUT PLANET
F2537S9	1.69 BILLET, CRYO, REM POLISH, EXTREME, SHORT, 300M OUT PLANET
F2537	1.80 PLANETARY MID LENGTH 300M, 27 SPLINE
F2538	1.69 PLANETARY MID LENGTH 300M, 27 SPLINE
F2538BL	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG
F2538BS	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG
F2538SL	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 27 OUTPUT, LONG
F2538SS	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 27 OUTPUT, SHORT
F2539BL	1.64 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG
F2539BS	1.64 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG
F2539	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, LONG
F2539S	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, SHORT
F2540L	1.80 PLANETARY LONG 4340 SHAFT
F2540S	1.80 PLANETARY SHORT 4340 SHAFT
F2540LM	1.80 PLANETARY LONG 300M SHAFT
F2540SL	1.80 PLANETARY SHORT 300M SHAFT
F2540SSL	1.69 PLANETARY LONG 4340 SHAFT
F2540SSS	1.69 PLANETARY SHORT 4340 SHAFT
F2540SSLM	1.69 PLANETARY LONG 300M SHAFT
F2540SSSM	1.69 PLANETARY SHORT 300M SHAFT
F2540T	1.80 PLANET LONG 400 OUT, 300M, 17 SPL INPUT
F2540TS	1.80 PLANET SHORT 400OUT, 300M, 17 SPL INPUT
F2540TSS	1.69 PLANET LONG 400 OUT, 300M, 17 SPL INPUT
F2540TSSS	1.69 PLANET SHORT 400OUT, 300M, 17 SPL IN
F2541	DUAL RING SERVO BILLET
F2541SB	BILLET SERVO COVER BLACK
F2541SC	BILLET SERVO COVER CHROME
F2542	SERVO RING KIT
F2542K	BILLET SERVO KIT, SEALS, SPRING, COVER, PISTON
F2542KC	CHROME SERVO KIT, COVER, PISTO, SPRING, SEALS
F2543	PG STEEL CLUTCH HUB LIGHTENED
F2543PM	PG 10 CLUTCH PRO MOD CLUTCH HUB
F2543PM27	10 CLUTCH, 27SPLINE INPUT, CLUTCH HUB
F2544R	NEW POWERGLIDE BAND RED MATERIAL
F2544K	POWERGLIDE BAND KEVLAR RELIGN
F2544P	NEW POWERGLIDE BAND EXTREME MATERIAL
F2544W	PRO MOD WIDE BAND RED LINING
F2544WK	PRO MOD WIDE BAND KEVLAR
F2544WC	PROMOD WIDE BAND HIGH CARBON
F2545	4340 BAND ADJUSTMENT PIN
F2546B	OVERFLOW TANK BLACK
F2546C	OVERFLOW TANK CHROME
F2547-6	PG U BUILD IT KIT FOR 6 CLUTCH DRUM, W BAND
F2547-8	PG U BUILD IT KIT FOR 8 CLUTCH DRUM, W BAND
F2547-10	PG U BUILD IT KIT FOR 10 CLUTCH DRUM, W BAND
F2547-10WK	10 CLUTCH UBUILD IT, WIDE KEVLAR BAND
F2547-10WR	10 CLUTCH UBUILD IT, WIDE RED BAND
F2547-10WC	10 CLUTCH UBUILD IT, WIDE CARBON BAND

PART#	DESCRIPTION
F2548	PG WEDDING BAND
F2549	PG GASKET AND SEAL KIT WITH TEFLON RINGS
F2551B	PG SHIELD BLACK SFI
F2552	PG FLEXPLATE SHEILD
F2552K	PG SAFETY SHIELD KIT, F2552+F2551B
F2553	PG DEEP ALUMINUM PAN W/HARDWARE
F2553PO	PG DEEP ALUMINUM PAN, NO HARDWARE
F2553SP	PG FILTER SPACER W/GASKET, HARDWARE
F2554	PG LOCKING DIPSTICK AND TUBE LONG
F2554S	PG LOCKING DIPSTICK AND TUBE SHORT
F2554SC	PG LOCKING FILLER TUBE+STICK SHORT CHROME
F2554LFM	LOKAR FIREWALL MOUNT LOCKING DIPSTICK
F2554LSH	LOKAR LOCKING DRASTER SHORT DIPSTICK
F2555A	PG SHIFT LEVER 2 PIECE
F255AC	PG SHIFT LEVER 2 PIECE CHROME
F2556	PG FILTER SERVICE KIT, FILTER, GASKETS
F2556F	PG HIGH FLOW FILTER LARGE SQUARE
F2556T	PG DACRON FILTER (FOR BILLET VB)
F2557	PG PAN GASKET
F2559	PG PUMP-DRUM BEARING, MACHINE PUMP .070
F2563	PG BUSHING KIT
F2565	PG TEFLON DRUM BUSHING
F2567	PG HIGH PRESSURE REGULATOR SPRING
F2570	POWERGLIDE PERFORMANCE SERVO SPRING
F2571	POWERGLIDE CASE TO OUTPUT BEARING
F2572	PG TEFLON INPUT SHAFT SEALING RING KIT (2)
F2572P	POWERGLIDE STATOR SEALING RINGS TEFLON (2)
F2573	POWERGLIDE PUMP GASKET
F2573R	POWERGLIDE PUMP TO CASE ORING
F2573W	PG PUMP BOLT SEALING WASHER KIT (7)
F2574	MODULATOR BLOCK OFF PLUG
F2575	REVERSE INSTANT REACTION SPRING KIT (17)
F2575P	REVERSE PISTON, BILLET, .875 TALL
F2575S	REVERSE SPRING RETAINER SNAP RING ON CASE
F2575C	REVERSE CLUTCH PRESSURE PLATE SNAP RING
F2576	DIRECT DRUM SPRING KIT 24 SPRINGS
F2576S	DIRECT DRUM SPRING RETAINER SNAP RING
F2576C	DIRECT DRUM CLUTCH RETAINING SNAP RING
F2577	POWERGLIDE SERVO SUPPLY TUBE
F2578	POWERGLIDE FRONT PUMP SEAL
F2579	POWERGLIDE EXTENSION HOUSING SEAL
F2580	POWERGLIDE ROCKER ARM DETENT SPRING
F2581	POWERGLIDE REVERSE PRESSURE PLATE
F2582	POWERGLIDE DIRET DRUM SPRING RETAINER
F2583	POWERGLIDE DETENT SPRING RETAINER
F2585	CONVERTER CHARGE PRESSURE BLOW OFF KIT
F2586	POWERGLIDE SERVO GASKET
F2586B	POWERGLIDE SERVO ORING
F2587	POWERGLIDE PUMP STUD KIT W/SEALS
F2587A	PG FACTORY LENGTH G8 PUMP BOLTS
F2588	PG MANUAL VALVE ROOSTER
F2589	PG PARK ACTUATOR
F2590	PARK PAWL PIN
F2590A	PARK PAWL
F2590B	PARK PAWL RELEASE SPRING
F2590C	PARK PAWL BRIDGE FOR CASE
F2591	BAND APPLY STRUT
F2591B	BAND ANCHOR POWERGLIDE
F2592	NEW SERVO SUPPLY ROD
F2592A	SERVO APPLY ROD RETAINING CLIP
F2593	COMPLETE PG BOLT KIT
F2599	COMPLETE PG SMALL PARTS KIT

TH400 Components

TH400 BILLET VALVEBODIES



With such a wide selection of billet and cast iron TH400 valve bodies available from FTI picking the right valve body for your car is a breeze. FTI offers full manual valve bodies available in both forward and reverse pattern along with several transbrake options. Using our state of

the art in house CNC machining process we manufacture our own billet valve bodies in both sportsman and pro tree configurations. Further improving our options FTI also offers an All-Gear transbrake as well as a 2 speed transbrake valve body, all designed specifically for performance applications.



Part # F4009

PART# DESCRIPTION

FULL MANUAL VALVEBODIES

- F4008 REVERSE FULL MANUAL VALVEBODY
- F4008A FORWARD FULL MANUAL VALVEBODY

TRANSBRAKE VALVEBODIES

- F4009B BILLET SPORTSMAN BRAKE VALVEBODY
- F4009P BILLET PROTREE BRAKE VALVEBODY
- F40092SP 2 SPEED TRANSBRAKE VALVEBODY
- F4009AG ALL GEAR TRANSBRAKE VALVEBODY

VALVEBODY PARTS

- F4010 TRANSBRAKE SOLENOID
- F4046 ADJUSTABLE VACUUM MODULATOR
- F4066 TH400 SUPERIOR SHIFT KIT

PART# DESCRIPTION

FRICTIONS

- F4047 FORWARD/DIRECT RED RACE CLUTCH
- F4047B FORWARD/DIRECT THIN STEEL
- F4048 FORWARD/DIRECT THICK STEEL
- F4049C INTERMEDIATE HIGH ENERGY CLUTCH
- F4049S INTERMEDIATE THICK STEEL

REBUILD KITS

- F4019 3 CLUTCH INTERMEDIATE, U-BUILD-IT KIT
- F4019-4 4 CLUTCH INTERMEDIATE, U-BUILD-IT KIT
- F4020 HIGH FLOW FILTER SERVICE KIT
- F4032 COMPLETE BUSHING KIT
- F4049 4 CLUTCH INTERMEDIATE PACK, COMPLETE
- F4053 GASKET AND SEAL KIT W/TEFLON RINGS



Part # F4019



Part # F4053

TH400 FRICTIONS & KITS

Looking to rebuild your TH400 but don't know where to start? FTI has taken care of the guess work with our wide selection of comprehensive rebuild kits. Each kit is assembled using the same quality performance parts we use in the units we build every day. Using these top of the line parts, we complete U-build-it kits, drum assembly kits, and full gasket and seal kits all in stock ready to ship at your convenience.

Part # F4047



Part # F4048



Part # F4022

Part # F4049

TH400 PUMP & INPUTS



Here at FTI, we understand the need for performance parts you can rely on, especially when it comes to the heart of your TH400

transmission, the pump and input. FTI's high flow pumps are available in both 6 or 8 bolt configuration and are built to withstand the extreme rigors of today's high horse power cars while keeping your transmission alive. Couple these pumps with our high performance hardened 300M and Ermet input shafts and drums and experience peace of mind with FTI's trusted components.



Part # F4039

PART# DESCRIPTION

HIGH FLOW PUMPS

- F4045 6 BOLT HIGH VOLUME PUMP
- F40458 8 BOLT HIGH VOLUME PUMP

INPUT SHAFTS AND DRUMS

- F4039 300M INPUT SHAFT+DRUM 1200HP
- F4039B ERMET INPUT SHAFT+DRUM 2000HP

INTERMEDIATE SHAFTS

- F4041 ALLOY INTERMEDIATE SHAFT
- F4041A ER310 INTERMEDIATE SHAFT

Tech Talk

Looking to build your TH400? Did you know there are 3 internal clearances that have to be set in a

TH400 and each must be checked during a rebuild? In the rear of your TH400 case you must set your clearances at .008-.010 of an inch while your center and front clearance should be .012-.018 of an inch. The best way to check these clearances is using a tool such as H-gauge, feeler gauge, or a caliper.

TH400 Parts



PART#	DESCRIPTION
F4006	TH400 ATI AFTERMARKET CASE SFI CERTIFIED W/
F4007F	TH400 FLEXPLATE SHIELD
F4007	TH400 SFI APPROVED SHIELD
F4007K	TH400 SFI SHIELD KIT, FLEXPLATE AND TRANSMISSION
F4008A	TH400 FORWARD MANUAL VALVE BODY
F4008	TH400 REVERSE MANUAL VALVE BODY
F4009B	TH400 BILLET SPORTSMAN BRAKE
F4009P	PROTREE BILLET ALUM. TRANS-BRAKE VALVE BODY
F40092SP	TH400 2 SPEED TRANSBRAKE VALVE BODY
F4009AG	TH400 TRANSBRAKE VB BRAKE WORKS IN ALL GEARS
F4010	TH400 TRANSBRAKE SOLENOID
F4013	TH400 DEEP ALUMINUM PAN W BOLTS
F4013PO	TH400 DEEP ALUMINUM PAN ONLY, NO HARDWARE
F4015	TH400 34 ELEMENT INTERMEDIATE SPRAG
F4016	PROMOD INTERMEDIATE SPRAGUE 36 ELEMENT
F4017	TH400 LOCKING DIPSTICK AND TUBE
F4018	TH350-400 FIREWALL MOUNT FLEXIBLE DIPSTICK
F4019	TH400 U BUILD IT RACE KIT 3 CLUTCH INTERMEDIATE
F4019-4	TH400 U BUILD IT KIT WITH 4 CLUTCH INTERMEDIATE

PART#	DESCRIPTION
F4020	TH400 FILTER SERVICE KEY HIGH FLOW
F4022	TH400 KEVLAR REVERSE BAND
F4022B	TH400 KEVLAR INTERMEDIATE BRAKE BAND
F4022R	TH400 RED MATERIAL INTERMEDIATE BAND
F4032	TH400 BUSHING KIT
F4036	REAR CASE BEARING
F4038	TH400 NEW DIRECT DRUM W/34 ELEMENT SPRAG
F4039	TH400 300M INPUT SHAFT AND DRUM 1200HP
F4039B	TH400 ERMET INPUT SHAFT W/ DRUM 2000 HP
F4040	TH400 ALUM. DIRECT DRUM W 34 ELEMENT SPRAG
F4041	TH400 ALLOY INTERMEDIATE SHAFT
F4041A	TH400 ER310 INTERMEDIATE SHAFT
F4042	ALUM. PROMOD DIRECT DRUM W/ INTCLUTCH PACK
F4044	TH400 BILLET FORWARD CLUTCH HUB
F4045	TH400 HIGH VOLUME PUMP 6 BOLT COMPLETE
F40458	TH400 HIGH VOLUME PUMP 8 BOLT COMPLETE
F4046	TH400 ADJUSTABLE VACUUM MODULATOR
F4047	TH400 RED RACE CLUTCH RAYBESTOS
F4047B	TH400 FORWARD AND DIRECT STEELS THIN

PART#	DESCRIPTION
F4048	TH400 FORWARD AND DIRECT STEELS THICK
F4049C	TH400 INTERMEDIATE HIGH ENERGY CLUTCH .070
F4049S	TH400 INTERMEDIATE STEEL .070 THICK
F4049T	TH400 RED INTERMEDIATE CLUTCH THICK .090
F4049	TH400 4 CLUTCH INTERMEDIATE PACK COMPLETE
F4050	TH400 ALUMINUM CASE SAVER
F4051	TH400 MODULATOR PLUG BILLET
F4052	TH400 INTERMEDIATE CLUTCH BLOCKER
F4053	TH400 GASKET AND SEAL KIT W TEFLON RINGS
F4054	TH400 BILLET MOSER YOKE
F4059	TH400 AFTERMARKET TAIL HOUSING W BUSHING
F4060	TH400 AFTERMARKET TAIL HOUSING W BEARING
F4061	TH400 TAIL HOUSING REAR SEAL
F4062	TH400 PUMP GASKET
F4063	TH400 PUMP TO CASE ORING
F4064	TH400 HIGH PRESSURE SPRING
F4065	TH400 CONVERER CHARGE PRESSURE BLOWOFF KIT
F4066	TH400 SUPERIOR SHIFT KIT
F4077	TH400 CENTER SUPPORT WITH BRONZE RINGS

Performance Diesel Converters



BA SERIES PERFORMANCE DIESEL CONVERTERS

FTI engineered for Cummins, Duramax, and Powerstroke engines, our performance diesel converter's have raised the bar in performance and reliability. Designed to stand strong behind today's most powerful diesel engines. Pair our BA series single or triple disk converters with the modern performance modifications and tuning technology and you'll think you have a totally different truck. Built using billet steel covers, billet lock up pistons, and our single or triple disk lock-up designs, these converters make heavy towing and performance racing a breeze. In Fact FTI is so confident in the reliability and performance of our BA series converters that we provide a free lifetime warranty on all of our triple disk lock-up diesel converters. Available in single or triple disk lock-up with low stall and extra low stall configurations.

Features:

- Billet front cover
- Triple clutch and single clutch versions
- CNC ported stators
- Heavy duty sprag modifications
- 4340 turbine spline
- Furnace brazed and tig welded fins for strength
- Billet lock-up piston available
- Billet stators are available
- More torque multiplication
- Better fuel mileage
- Lower transmission temperatures
- Improved acceleration

Tech Talk

Unlike performance racing converters in gas powered race cars, diesel engines and towing vehicles require a different setup for optimal performance. This is due to the nature of a diesel engine and its low RPM power curves along with the high stress environments that come with towing and high torque diesel racing engines. In order to keep the motor performing in its lower power curve along, reduce harmful transmission temps, and improve gas mileage, FTI designs our diesel performance converters with more torque multiplication and lower stall speeds to optimize performance for both heavy towing and performance diesel racing applications.



PART#	DESCRIPTION	APPLICATION
DODGE CUMMINS		
592BA	1 CLUTCH, BILLET COVER, LOW STALL 47RH, 47RE	1990-2003
592BA3B	3 CLUTCH, BILLET COVER+PISTON, LOW STALL 47RH, 47RE	1990-2003
592BA-48	1 CLUTCH, BILLET COVER, LOW STALL 48RE	2004-2006
592BA3B-48	3 CLUTCH, BILLET COVER+PISTON, LOW STALL 48RE	2004-2006
592BA3B-68	3 CLUTCH, BILLET COVER+PISTON, LOW STALL 68RFE	2007-2016
FORD POWERSTROKE		
F594MBB	3 CLUTCH, BILLET COVER, 4 STUD, LOW STALL E40D	1989-1995
F594MBBXLS	3 CLUTCH, BILLET COVER, 4 STUD, EXTRA LOW STALL E40D	1989-1995
F596MBB	3 CLUTCH, BILLET COVER, 6 STUD, LOW STALL E40D, 4R100	1996-2003
F596MBBXLS	3 CLUTCH, BILLET COVER, 6 STUD, EXTRA LOW STALL E40D, 4R100	1996-2003
F5R6MBB	3 CLUTCH, BILLET COVER, 6 STUD, LOW STALL 5R110W	2004-2007
F5R6MBBXLS	3 CLUTCH, BILLET COVER, 6 STUD, EXTRA LOW STALL 5R110W	2004-2007
F5R8MBB	3 CLUTCH, BILLET COVER, 8 STUD, LOW STALL 5R110W	2008-2010
F5R8MBBXLS	3 CLUTCH, BILLET COVER, 8 STUD, EXTRA LOW STALL 5R110W	2008-2010
F596XS	6 PAD/6 STUD, BILLET COVER+PISTON, EXTREME SERIES E40D, 4R100	1996-2003
F5R6XS	6 PAD/6 STUD, BILLET COVER+PISTON, EXTREME SERIES 5R110W	2004-2007
CHEVY/GMC DURAMAX		
DC1000BA	1 CLUTCH, BILLET COVER, LOW STALL ALLISON	2001-2010
DC1000BA3	3 CLUTCH, BILLET COVER, LOW STALL ALLISON	2001-2010
DC1000BA3XLS	3 CLUTCH, BILLET COVER, EXTRA LOW STALL ALLISON	2001-2010



Diesel Performance Transmission Parts

PART# DESCRIPTION APPLICATION

MASTER REBUILD KITS

FSK48	48RE MASTER REBUILD KIT	
FSK47	47RH/RE MASTER REBUILD KIT	
FSKE4	E40D MASTER REBUILD KIT, EARLY	1993-1996
FSKE4L	E40D MASTER REBUILD KIT, LATE	1996-1999
FSK4R1A	4R100 MASTER REBUILD KIT	1999- 2004
FSK5R1A	5R110W MASTER REBUILD KIT, EARLY	2003-2004
FSK5R2	5R110W MASTER REBUILD KIT, LATE	2005-UP
FSKDC1	ALLISON MASTER REBUILD KIT, EARLY	1999-2005
FSKDC2	ALLISON MASTER REBUILD KIT, LATE	2006-UP

MASTER REBUILD KITS

Performance designed for serious power and towing, FTI's diesel master rebuild kits are the perfect choice for diesel enthusiast who need master control over the performance of their transmission. Assembled in house, each kit comes complete with an all new comprehensive gasket and seal kit, all new Kolene coated steels, all new performance lined clutches, all new bushings, new filter, and new Teflon sealing rings. Not sure if our kits will fit your truck? Don't worry we carry all of the most popular early and late model kits including the E40D, 4R100, 5R110W, 47RH/RE, 48RE, and the ALLISON platform.



Part # FSK4R100



Part # FSK48



Part # FSK5R1A

DODGE DIESEL TRANSMISSION PARTS

The 47RH, 47RE, and the 48RE are probably some of the most well-known transmissions in the diesel industry. As technology advances more and more people are finding different ways to squeeze every ounce of power of their engines. There's just one issue with that, everyone forgets about the transmission. Well here at FTI we haven't forgotten about these transmissions, in fact we've paid special



Part # F9001

Part # F9051



attention to these units making sure we provide the performance parts you need to live behind all that power. With products such as our billet hardened input shafts, high capacity drums, and heavy duty output shafts, you can finally feel relief knowing your transmission will stand to tell the tail time and time again.

PART# DESCRIPTION

DODGE DIESEL TRANSMISSION PARTS

F9001	47, 48 BILLET 300M INPUT SHAFT AND DRUM
F9002	47, 48 BILLET HIGH CAPACITY INPUT SHAFT AND DRUM
F9003	HIGH CAPACITY DIRECT DRUM
F9020	EXTREME DUTY 47, 48 INTERMEDIATE SHAFT
F9021	EXTREME DUTY 4X4 OUTPUT SHAFT KIT W/T-CASE INPUT
F9051	BILLET INTERMEDIATE SUPER SERVO, 46, 47, 48
F9052	BILLET SERVO KIT W/STRUT, ACC, LEVER, PISTON, SEAL, ANCHOR
F9053	BILLET ACCUMULATOR QUAD SEAL KIT, 46, 47, 48
F9054	INTERMEDIATE BILLET BAND STRUT, 46, 47, 48
FPGD47	BILLET 47/48RE FLEXPLATE FOR 5.9 CUMMINS DIESEL



Part # F9003



Part # F9052

Part # F9021

Part # FPGD47

Mud Powerglide Transmissions



MUD SERIES POWERGLIDES

Engineered for the serious Mud racer, the FTI designed Mud Series Powerglides are designed 100% in house and hold some of the greatest advancements in modern drivetrain technology available to date. By designing and manufacturing nearly every component out of new materials we have full control over the quality and performance of our Mud Series units. With our new FTI billet aluminum trans-brake valve body, re-engineered springs, our Powerglide transmissions will not creep on the trans-brake. The Mud Series Powerglides are built with several options available to ensure we have to perfect Mud

Powerglide for each application including play truck, bog truck, fast track truck, mega truck, mud drag, and even a full size monster truck. Available in configurations lasting behind 3,000+HP.

LEVEL 3 MUD POWERGLIDE • 1,000HP

This unit is designed for the budget minded mud racer who needs a dependable unit for his mud truck. Equipped with FTI's billet aluminum valve body, 1.80 straight cut planetary, and 300M hardened input shaft, the power rating is an impressive 1,000HP.

Features:

- 1.80 straight cut planetary (2 year warranty)
- 300M hardened input shaft (1 year warranty)
- Lightened steel clutch hub
- 6 clutch drum
- New high flow 7 bolt pump
- Race prepped stock case
- Billet aluminum mud-brake transbrake
- 4340 output shaft
- Hardened adjustable band pin
- 2 piece shifter level

LEVEL 4 MUD POWERGLIDE • 1,100HP

FTI designed for the serious budget minded racer who needs a reliable aftermarket Powerglide transmission. The level 4 Mud Series is built entirely from new materials and parts including a SFI certified aftermarket case, FTI's new billet valve body, 300M input shaft and 1.80 straight cut planetary. The level 4 Mud Series unit is an excellent choice for the weekend bogger or play truck that makes respectable power and needs a transmission to match.

Features:

- SFI cert. aftermarket case
- 1.80 straight cut planetary (2 year warranty)
- 300M hardened input shaft (1 year warranty)
- 6 clutch drum
- New high flow 7 bolt pump
- Red race clutches
- Deep aluminum pan
- Hardened adjustable band pin
- 2 piece shift lever
- Billet aluminum mud-brake transbrake
- 4340 output shaft
- Billet dual ring servo
- Lightened steel clutch hub
- Billet servo cover

LEVEL 5 MUD POWERGLIDE • 1,500HP

Engineered by FTI for the serious Off-Road racer that needs a reliable aftermarket transmission with great value and performance. Each unit is hand assembled to exact tolerances using all new internal components and FTI's new billet aluminum Powerglide valve body. Using our Vasco material input shaft coupled with our 1.80 or 1.69 straight cut gears planetary, this unit is capable of standing behind 1,500HP.

Features:

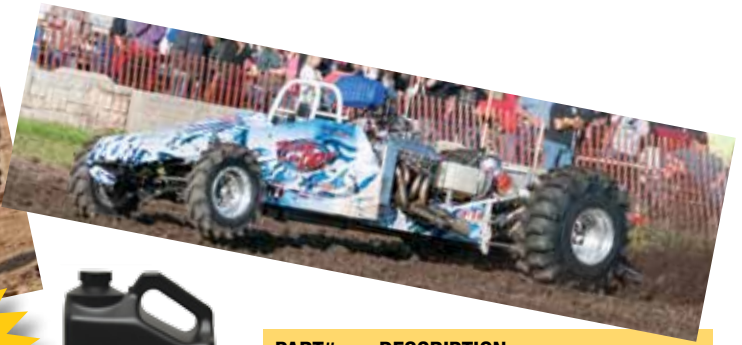
- 1.80 straight cut planetary (2 year warranty)
- ATI cert. aftermarket case
- ER310 material input shaft (1 year warranty)
- New steel 8 clutch drum
- Lightened steel clutch hub
- New High flow 7 bolt pump with oversized gears
- Hardened band adjustment pin
- 2 piece shifter lever
- 4340 stator tube
- 4340 output shaft
- Dual ring billet servo
- Billet servo cover
- Billet aluminum mud-brake transbrake
- Red race clutches
- Billet pistons



Mud Powerglide Transmissions

208 ADAPTORS

Mount your 208 transfer case directly to a Powerglide with FTI's billet 208 adaptor.



PART#	DESCRIPTION
MUD POWERGLIDE OPTIONS	
MF208PG	208 TRANSFER CASE TO POWERGLIDE ADAPTOR
F208S	208 TRANSFER CASE ADAPTOR SPACER

LEVEL 5.5 MUD POWERGLIDE • 2,200HP

Purpose designed and built for the mud racer that demands exceptional performance and reliability in there transmission behind big power. Professionally assembled using your choice of a 1.80 or 1.69 straight cut gear planetary, Ermet hardened ring-less input shaft, this unit is perfect for high horse power mud drags and mega truck racing. Designed to live behind big power up to 2,200HP the level 5.5 Mud Series is among the best in performance Powerglide transmissions.

Features:

- 1.80 OR 1.69 straight cut planetary (2 year warranty)
- ER310 material ring-less input shaft (1 year warranty)
- SFI cert. aftermarket case
- Billet steel clutch hub
- 10 clutch pro-mod drum
- Pro-mod wide band
- Hardened adjustable band pin
- New 7 bolt high flow ringless pump with oversized gears
- TH400 stator support for ringless shaft
- 300M material output shaft
- Billet dial ring servo
- Billet servo cover
- Billet pistons
- Billet aluminum mud-brake transbrake
- Deep aluminum pan
- 2 piece shifter lever
- Red race clutches

LEVEL 6 MUD POWERGLIDE • 3,000HP

Designed exclusively for the elite mud racers and high performance monster trucks that demand nothing but the best out of their transmission. Using the best materials and design processes to date, we have eliminated any chance of transmission failure. Utilizing a 1.250" oversized input shaft coupled with our precision CNC machined billet parts and cryogenics treated gears, this transmission boast a 3,000HP power rating. Designed and built for extreme mega truck builds and full size monster trucks.

Features:

- 1.82 or 1.64 cryo-ed straight cut planetary
- 1.250in "Big Shaft" input shaft
- Billet pro-mod pump w/oversized gears
- Bolt in hardened stator tube
- 10 clutch pro-mod drum
- Pro-mod wide band
- 32 spline oversized output shaft
- Billet aluminum mud-brake transbrake
- SFI cert. aftermarket case
- Deep aluminum pan
- Billet reverse piston
- Billet drum piston
- Red race clutches
- 2 piece shifter lever
- Hardened adjustable band pin
- Billet dual ring servo
- Billet servo cover

MUD-BRAKE STYLE POWERGLIDE, 2 SPEED

PART#	DESCRIPTION
MPG3	LEVEL 3, LONG, 1,000HP, STOCK CASE, 2 SPEED
MPG3S	LEVEL 3, SHORT, 1,000HP, STOCK CASE, 2 SPEED
MPG4	LEVEL 4, LONG, 1,100HP, AFTERMARKET CASE, 2 SPEED
MPG4S	LEVEL 4, SHORT, 1,100HP, AFTERMARKET CASE, 2 SPEED
MPG5	LEVEL 5, LONG, 1,500HP, AFTERMARKET CASE, 2 SPEED
MPG5S	LEVEL 5, SHORT, 1,500HP, AFTERMARKET CASE, 2 SPEED
MPG5.5	LEVEL 5.5, LONG 2,200HP, AFTERMARKET CASE, 2 SPEED
MPG5.5S	LEVEL 5.5, SHORT 2,200HP, AFTERMARKET CASE, 2 SPEED
MPG6	LEVEL 6, LONG, 3,000HP, AFTERMARKET CASE, 2 SPEED
MPG6S	LEVEL 6, SHORT, 3,000HP, AFTERMARKET CASE, 2 SPEED

MUD-BRAKE STYLE POWERGLIDE, 1 SPEED

MPG3	LEVEL 3, LONG, 1,000HP, STOCK CASE, 1 SPEED
MPG3S	LEVEL 3, SHORT, 1,000HP, STOCK CASE, 1 SPEED
MPG4	LEVEL 4, LONG, 1,100HP, AFTERMARKET CASE, 1 SPEED
MPG4S	LEVEL 4, SHORT, 1,100HP, AFTERMARKET CASE, 1 SPEED
MPG5	LEVEL 5, LONG, 1,500HP, AFTERMARKET CASE, 1 SPEED
MPG5S	LEVEL 5, SHORT, 1,500HP, AFTERMARKET CASE, 1 SPEED
MPG5.5	LEVEL 5.5, LONG 2,200HP, AFTERMARKET CASE, 1 SPEED
MPG5.5S	LEVEL 5.5, SHORT 2,200HP, AFTERMARKET CASE, 1 SPEED
MPG6	LEVEL 6, LONG, 3,000HP, AFTERMARKET CASE, 1 SPEED
MPG6S	LEVEL 6, SHORT, 3,000HP, AFTERMARKET CASE, 1 SPEED

Non Lock-Up Mud Converters



MR SERIES 9.5" MUD RACING CONVERTERS

FTI is the first to engineer a converter designed specifically for the mud race applications of today where an expensive racing converter is out of the budget and not needed. Designed to work perfectly for the weekend mud bogger making 400 to 1200HP that needs an affordable and indestructible converter that will still perform well during the occasional race. With our computer designed stator we have provided better torque multiplication with better oil flow to dissipate excess heat. The MR Series converter is only available in spragless configurations including a forged billet steel front cover, billet spragless center, hardened flanged impellor hub and steel anti ballooning plate. Triple Torrington bearings, computer balanced, furnace brazed and heli-welded fins added to the already impressive list of bullet proof parts makes this converter virtually indestructible.



MR SERIES 9.5" MUD RACE SPRAGLESS GM

MR3380	GM TH350, TH400 NON LOCK UP	2600-2800
MR3082	GM TH350, TH400 NON LOCK UP	2800-3000
MR0082	GM TH350, TH400 NON LOCK UP	3000-3200
MR6082	GM TH350, TH400 NON LOCK UP	3500
MR7082	GM TH350, TH400 NON LOCK UP	3800 HARD HIT
MR8082	GM TH350, TH400 NON LOCK UP	4000 HARD HIT

MR SERIES 9.5" MUD RACE SPRAGLESS FORD

MRF3380C	C4 1970-UP 10.5" BC	2600-2800
MRF3082C	C4 1970-UP 10.5" BC	2800-3000
MRF0082C	C4 1970-UP 10.5" BC	3000-3200
MRF6082C	C4 1970-UP 10.5" BC	3500
MRF7082C	C4 1970-UP 10.5" BC	3800 HARD HIT
MRF8082C	C4 1970-UP 10.5" BC	4000 HARD HIT
MRF3380C4	C4 1970-UP 11 7/16" BC	2600-2800
MRF3082C4	C4 1970-UP 11 7/16" BC	2800-3000
MRF0082C4	C4 1970-UP 11 7/16" BC	3000-3200
MRF6082C4	C4 1970-UP 11 7/16" BC	3500
MRF7082C4	C4 1970-UP 11 7/16" BC	3800 HARD HIT
MRF8082C4	C4 1970-UP 11 7/16" BC	4000 HARD HIT
MRF3380C6	FORD C-6 1.375 PILOT	2600-2800
MRF3082C6	FORD C-6 1.375 PILOT	2800-3000
MRF0082C6	FORD C-6 1.375 PILOT	3000-3200
MRF6082C6	FORD C-6 1.375 PILOT	3500
MRF7082C6	FORD C-6 1.375 PILOT	3800 HARD HIT
MRF8082C6	FORD C-6 1.375 PILOT	4000 HARD HIT
MRF3380CF	FORD C-6 1.848 PILOT	2600-2800
MRF3082CF	FORD C-6 1.848 PILOT	2800-3000
MRF0082CF	FORD C-6 1.848 PILOT	3000-3200
MRF6082CF	FORD C-6 1.848 PILOT	3500
MRF7082CF	FORD C-6 1.848 PILOT	3800 HARD HIT
MRF8082CF	FORD C-6 1.848 PILOT	4000 HARD HIT

MR SERIES 9.5" MUD RACE SPRAGLESS FORD

MRC33808	TF 8, 727 NONLOCK UP	2600-2800
MRC30828	TF 8, 727 NONLOCK UP	2800-3000
MRC00828	TF 8, 727 NONLOCK UP	3000-3200
MRC60828	TF 8, 727 NONLOCK UP	3500
MRC70828	TF 8, 727 NONLOCK UP	3800 HARD HIT
MRC80828	TF 8, 727 NONLOCK UP	4000 HARD HIT



Transmission Components

4L60E PERFORMANCE TRANSMISSION PARTS

The 4L60 is quickly becoming one of the most widely used street/strip transmissions in the industry, offering up its own performance challenges. Staying at the forefront of drivetrain technology FTI already has the answer to many of the 4L60E transmission's challenges. Using our state of the art CNC shop, we offer several billet servos, complete hardened alloy input shafts and drum, deep aluminum pan, heavy duty output shafts, and comprehensive rebuild kits.



PART#	DESCRIPTION
F7106	INPUT DRUM HOUSING W/PISTON AND SLEEVE
F7108	INPUT DRUM W/298MM CONV. HD INPUT SHAFT
F7110	INPUT DRUM W/300MM CONV. HD INPUT SHAFT, NO RELUCTOR
F7112	INPUT DRUM W/300MM CONV. HD INPUT SHAFT, W/RELUCTOR
F7113	DRUM REINFORCEMENT SLEEVE AND PISTON
F7120	HD 2WD OUTPUT SHAFT
F7121	HD 4WD OUTPUT SHAFT
F7126	2.48 RATIO LOW GEAR PLANETARY
F7129	COMPLETE SUPER REBUILD KIT WITH POWERPACKS
F7130	4L60, 65, 70 SMARTSHELL
F7140	2-3 HEAVY DUTY SHIFT VALVE
F7150	2ND GEAR SUPER HOLD SERVO
F7151	4TH GEAR SUPER HOLD SERVO
F7153	DEEP ALUMINUM PAN W/HARDWARE
F7160	HD-2 4L60 TRANSMISSION SHIFT KIT

700R4 TRANSMISSION PARTS

Using the same great products we offer with our 700R4 transmission kits, FTI's 700R4 parts line has everything you need for your performance transmission. Our inventory consist of a wide array of options including Lokar products, long dipstick and tubes, and TV table adaptor kits to adapt your Holley or Edelbrock carburetor to the 700R4 TV cable.

PART#	DESCRIPTION
F7012	700R4 FLEXIBLE TV CABLE
F7013L	LOKAR 700R4 FLEXIBLE TV CABLE
F7054	700R4 LOCKING FILLER TUBE AND STICK
F7055L	LOKAR 700R4 FLEXIBLE FIREWALL MOUNT DIPSTICK
F7059	TV CABLE CORRECTOR FOR EDELBROCK CARB.
F7060	TV CABLE CORRECTOR FOR HOLLEY CARB.

TRANSMISSION ACCESSORIES

Using the same products and technology we employ in our own racing vehicles, FTI's transmission accessories are available to make sure you have everything needed to get your transmission and converter running and operating perfectly. These accessories include complete cooler and cooler line kits, pump around systems, complete flex plate and starter packages, as well as a complete inventory of fittings, hose ends, and line to accommodate all your plumbing needs.



PART#	DESCRIPTION
TFS112	BILLET STARTER, FLEXPLATE COMBO KIT
FP319	BILLET DISHED LS ENGINE FLEXPLATE
FP300	BILLET FLAT LT ENGINE FLEXPLATE
TS400	BILLET TS400 STARTER
FPGD47	BILLET 5.9 CUMMINS DIESEL FLEXPLATE
FCLK	COMPLETE COOLER LINE KIT
FTCM7B	STACKED PLATE COOLER
U3650N	3 PIECE PG SLIP COUPLER
FCLF1	1/8 PIPE TO -6 BLACK COOLER FITTING
FCLF2	1/4 PIPE TO -6 BLACK COOLER FITTING
FCLF3	1/4 PIPE TO -6 NICKEL COOLER FITTING
FBK1	ARP FLEXPLATE BOLT KIT FOR LS ENGINE
FBK2	ARP FLEXPLATE BOLT KIT FOR LT ENGINE

Tech Talk

Heat is the number 1 killer of automatic transmissions. In today's performance racing automatic transmissions are being used more and more while factory coolers are getting smaller.

This has created the need for quality external cooler capable of meeting the demands in today's performance vehicles. Any performance street/race car or truck with a stall converter that stalls 3000RPM or above MUST have an external cooler to prevent premature failure while at anything not meeting this requirement we still recommend an external cooler to improve the life of your transmission.

