

STREET ■ CIRCLE TRACK ■ DRAG RACE ■ HEAVY-DUTY



THE LEADER IN DRIVETRAIN TECHNOLOGY

MASTER CATALOG



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HOT PRODUCTS



STREET PERFORMANCE CONVERTERS

P. 14



6X SIX-SPEED™ TRANSMISSIONS

P. 32



EZ-TCU™ TRANSMISSION CONTROLLER

P. 65



MUSTANG SHIFTERS

P. 69

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SCAN QR CODE
for all of the TCI®
online tech resources




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MASTER FOOTNOTE LISTING

TORQUE CONVERTERS, TRANSMISSIONS & PACKAGES

- ¹ See chart on page 11 for external balanced part numbers
- ² For Buick, Pontiac, Oldsmobile w/ small bolt circle and mounting lugs
- ³ LS1/LS2 applications, 1998-06 except Corvette
- ⁴ 300mm Diameter converters
- ⁵ Built with 7/16" x 20 mounting lugs (Hemi style)
- ⁶ 18-Spline with 1.806" pilot
- ⁷ 4000 Stall
- ⁸ 5.9L External balanced
- ⁹ Flats on hub
- ¹⁰ With heavy-duty front anti-ballooning plate for nitrous applications
- ¹¹ Build with 1.250" crank pilot
- ¹² 10.625" Bolt pattern
- ¹³ 11.4" Bolt pattern
- ¹⁴ Billet/forged steel front
- ¹⁵ Multi-clutch lock-up
- ¹⁶ With 9 3/8" bolt pattern for Mustang II applications
- ¹⁷ With 11 7/16" bolt pattern but retains case fill overall length
- ¹⁸ Ballooning plate on trans-side
- ¹⁹ Ford AOD applications MUST use TCI® Part #439600 input shaft
- ²⁰ Special high stall unit, great for light vehicles
- ²¹ 12" Diameter converter
- ²² 10" Diameter converter
- ²³ Low stall configuration
- ²⁴ 10" Converter with 12" lock-up assembly
- ²⁵ Symmetrical bolt pattern for late model Hemi
- ²⁶ Special 2.75 low gear set installed
- ²⁷ Must be used with a TCI® non lock-up AOD converter
- ²⁸ Factory ECU required to operate transmission
- ²⁹ Built with Constant Pressure Valve Body™
- ³⁰ With Part #327900 (stock drum, HD sprag assembly)
- ³¹ With special low gear planetary installed (TH350 – 2.75 Low/TH400 – 2.75 Low, 1.57 2nd)
- ³² Extra heavy-duty version with high performance clutches & treated steels & deep pan
- ³³ Will plug directly in OEM ECU
- ³⁴ Requires TCI® EZ-TCU™ or factory ECU to operate the transmission and torque converter functions when used with pre-1993 applications
- ³⁵ Corvette 700R4 comes with a unique tailhousing assembly and is 1.125" shorter than a standard 700R4. For C4 Corvettes only. Must use existing tailhousing.
- ³⁶ Will also retro-fit in 1982-84 applications with use of a 30-spline torque converter
- ³⁷ 4.3, 5.0, 5.7 Liter engines
- ³⁸ 4.8, 5.3, 6.0 Liter engines
- ³⁹ F-body Camaro & Firebird
- ⁴⁰ B-body designates Caprice, Impala, Fleetwood, Roadmaster
- ⁴¹ Equipped with an electronic speed sensor rotor on output shaft
- ⁴² Approximately 4500 RPM stall speed
- ⁴³ Cannot be used with conventional transmission
- ⁴⁴ With anti-ballooning plate
- ⁴⁵ Does not include bellhousing, use TCI® Part #513300
- ⁴⁶ Must be raced in high gear
- ⁴⁷ Low gear only
- ⁴⁸ Match flexplate to engine balance
- ⁴⁹ Special order for early model 19-spline
- ⁵⁰ Reverse shift pattern
- ⁵¹ Special lightweight low drag transmission
- ⁵² Stock shift pattern
- ⁵³ High performance clutches
- ⁵⁴ Built w/ Part #327900 36-element sprag assembly
- ⁵⁵ TH350 w/ forward shift pattern
- ⁵⁶ Special lightweight low drag transmission with aluminum drums
- ⁵⁷ Governor auto 1-2 shift
- ⁵⁸ Powerglide splined input shaft
- ⁵⁹ Engine braking in all gears
- ⁶⁰ Modified front drum and 300M input shaft
- ⁶¹ Billet hub installed
- ⁶² Billet main shaft
- ⁶³ Cast aluminum pan (+2 quarts)
- ⁶⁴ VM300 input shaft
- ⁶⁵ 4-Speed non lock-up application
- ⁶⁶ Part #376600 lock-up kit installed
- ⁶⁷ Aluminum high gear drum
- ⁶⁸ Special 2.10 low gear set
- ⁶⁹ Die cast pan
- ⁷⁰ Converter built with Ford C6 pump hub, turbine spline & stator spline & GM small bolt circle. Requires 1/4" mid-plate
- ⁷¹ "A" weight
- ⁷² "B" weight
- ⁷³ "C" weight
- ⁷⁴ Billet aluminum low stall stator
- ⁷⁵ "S" weight
- ⁷⁶ Higher stall
- ⁷⁷ Built with impeller (pump) side anti-ballooning plate
- ⁷⁸ Billet aluminum low stall stator
- ⁷⁹ 13" Diameter converter
- ⁸⁰ 11" Diameter converter
- ⁸¹ 6 Mounting lugs
- ⁸² 1976-79, for pre-1976 applications contact TCI® at 1-888-776-9824
- ⁸³ With bolt-on yoke
- ⁸⁴ 1980 & Later, non lock-up
- ⁸⁵ Remote transfer case
- ⁸⁶ 5" Spacer between transmission & transfer case
- ⁸⁷ 8" Spacer between transmission & transfer case
- ⁸⁸ Diesel applications only
- ⁸⁹ 4-Bolt dust cover
- ⁹⁰ Four wheel drive heavy-duty RV version
- ⁹¹ 6-Bolt dust cover
- ⁹² Replaces 700R4 applications
- ⁹³ With Part #329900 adapter installed
- ⁹⁴ With Part #229900 adapter installed, replaces pre-1980 TH350 4x4
- ⁹⁵ With Part #229902 adapter installed, replaces TH350, 1980 & later
- ⁹⁶ With Part #229901 adapter installed, replaces 700R4 4x4 & 1980-83 TH350 4x4
- ⁹⁷ Non lock-up, still retains automatic shift features
- ⁹⁸ Built to Super StreetFighter™ specs
- ⁹⁹ With Part #321500 transbrake installed
- ¹⁰⁰ With Part #223600 HD drum assembly installed
- ¹⁰¹ With Part #221500 transbrake installed
- ¹⁰² Full engine braking & TCC operation in all forward gears
- ¹⁰³ Core must be provided by customer. Call for details.
- ¹⁰⁴ Due to spline configurations and dimensions, a TCI® custom built torque converter must be used. Call for details.

IMPORTANT NOTICE

The TCI® Automotive catalog & website have been completed using our best efforts. We assume no liability for errors contained herein. Prices on all products are subject to change without notice. We reserve the right to make changes in products at any time. Except as noted, products in this catalog may not be legal for sale or use in pollution-controlled motor vehicles (pre-1966 domestic vehicles certified to California standards, pre-1968 domestic motor vehicles certified to federal standards.)

AUTOMATIC SUCCESS THE TCI® STORY

**THE ORIGINAL
TORQUE CONVERTERS, INC.
TURNS CUTTING EDGE TECHNOLOGY
INTO A RACE WINNING TRADITION**



When TCI® first opened its doors in 1968, it was a modest operation dedicated to delivering high performance transmission-related parts to a small group of devout drag racing enthusiasts. From those humble beginnings in Memphis, TN, TCI® has grown to be one of the largest and most technologically advanced manufacturers of high performance aftermarket drivetrain products in the world. Currently located in two large facilities in Ashland, MS, some 45 miles from parent company the COMP Performance Group™, TCI® continues to set trends and expand its line of quality transmissions, torque converters and accessory parts.

The original directive, to deliver high performance racing torque converters, is still a core business for TCI®. However, the need for high performance street products, including high-quality automatic transmissions, has increased dramatically, led by an eager contingent of enthusiasts who enjoy improving the performance of their street driven vehicles. Because of these changing trends, TCI® business has changed considerably with 80 percent of its products targeted to street enthusiasts and 20 percent to hard-core drag and circle track racers.

Well known for high-quality parts constructed from the best materials, TCI® implements strict quality control procedures.

The legendary TCI® Triple Test procedures are conducted on each transmission and torque converter that is shipped from its facility. Step one of the transmission checks is a thorough computerized testing of the valve body to ensure proper shifting and correct alignment and positioning of internal components. Next is a full assessment of the internal hydraulics to ensure the highly complex systems inherent to the transmission are operating correctly. The final test is the elaborate Axiline dyno test, which individually tests every completed transmission by running it through each automatic gear selection and testing for proper shifting sequences and features. The Axiline dyno also prints out a full assessment of the transmission's operation; a document which accompanies the new transmission when shipped to the customer. All TCI® torque converters are also triple tested and run through a similar set of procedures specifically designed by the TCI® engineers to ensure top quality.

A long way from their start back in 1968, TCI® and its employees have formed a bond with their customers through the creation and delivery of highly reliable and top-performing transmission and accessory parts. With a team of well-seasoned management, excellent market knowledge and dedicated employees, TCI® is the engineer of superior drivetrain solutions.



**TAKE A VIDEO TOUR
OF OUR STATE-OF-THE-ART
FACILITIES**

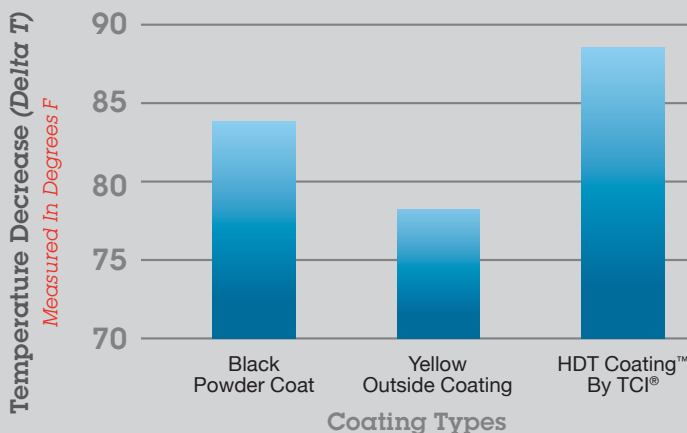


QUALITY

HDT Coating™

Developments in thermal coating technology combined with an exhaustive R&D effort by the TCI® engineering team have delivered a revolutionary breakthrough in torque converter and transmission performance and durability. Beyond just providing these TCI® parts with the metallic gray color for which they have become so well known, HDT Coating™ – Heat Dissipating Technology™ – represents the latest in thermal coating technology and enables TCI® torque converters and transmissions to operate at lower temperatures and cool down faster. That means TCI® drivetrain parts, already industry performance leaders, now provide even greater efficiency and longevity.

The chart below demonstrates the benefits of the HDT Coating™ in dissipating heat from a torque converter under normal operating conditions. The Delta T (temperature decrease) color bar shows heat dissipation, with a high Delta T number representing the most efficient heat transfer. The TCI® HDT Coating™, as you can see, is significantly better than any other coating tested.



Quality

For over 40 years, TCI® torque converters and transmissions have been famous for their high-quality engineering and the Triple Testing procedures that each unit undergoes before leaving the TCI® facility. These strict quality control procedures are known as TCI® Triple Testing and are conducted on each transmission and torque converter that TCI® ships. Step one of the transmission check is a thorough computerized testing of the valve body to ensure proper shifting and correct alignment and positioning of internal components. Next is a full assessment of the internal hydraulics to ensure the transmission's systems are operating correctly. The final test is the Axiline dyno test, which individually tests every completed transmission by running it through each automatic gear selection and testing for proper shifting sequences and features. The Axiline dyno also prints out a full assessment of the transmission's operation; a document which accompanies the new transmission when shipped to the customer.

All TCI® torque converters are run through a similar set of procedures. First, the impeller is welded to the front cover and then a pair of dial indicators is employed on a rotating table to verify that the impeller body and pump drive hub remain true. Each unit is then pressurized and subjected to a leak test to confirm the integrity of all weld seams. Finally, each unit is computer balanced to reduce potentially damaging drivetrain vibrations that can occur from an unbalanced converter.

TCI® goes the distance when it comes to providing customers with quality drivetrain components that they can depend on – both on the track and off. So when the time comes to purchase your next transmission, torque converter or anything in between, give us a call.

REPAIR SERVICES

QUICK TURNAROUND

*TCI® Repair Services Will Have You
Up & Running In A Matter Of Days.*

Transmission & Torque Converter Repair Services

Did you know that TCI® offers repair services on transmissions and torque converters regardless of who built them? That's right! If your transmission and/or torque converter have seen better days and you're not sure where to turn, call TCI®.

In most instances, TCI® can get you back up and running for less than you would spend on new equipment, making TCI® repair services the smart choice. We have the knowledge and equipment to completely remanufacture your transmission and torque converter, thus restoring lost performance and durability. Each and every repair is subject to the same rigorous build procedures and triple test quality checks as the new equipment we produce every day.

What's more, if you are in need of upgrades such as better transmission hard parts, increased stall speed, stronger converter components, etc., TCI® can easily accommodate you during the repair procedure. Add to that our quick turnaround time and you can't go wrong with TCI® repair services.

TCI® offers automatic transmission & torque converter repair services on the following type units:

| AMC | Chrysler | Ford | GM |
|--------------------|------------------------|-------------------------|---------------------------|
| Torque Command 727 | A727 | C4 | Powerglide |
| Torque Command 904 | A904 | C6 | TH350/350C |
| — | A518/46RH (Converters) | AOD | TH400/3L80 |
| — | A618/47RH (Converters) | AODE/4R70W | TH200/200C (Converters) |
| — | 46RE/47RE (Converters) | E4OD/4R100 (Converters) | 2004R |
| — | 545RFE (Converters) | 5R55S | 700R4/4L60 |
| — | — | — | 4L60E/4L65E |
| — | — | — | 4L80E/4L85E |
| — | — | — | Allison 1000 (Converters) |

This includes rebuilding any stock or aftermarket brand into a TCI® Street Rodder™, Streetfighter®, Maximizer™ or Full Competition Transmission. We do NOT rebuild transmissions or torque converters back to OEM, stock specifications.

Entering a repair work order is contingent on a TCI® representative speaking directly with the customer after the product(s) have been inspected in-house to determine exact condition. No work is performed unless authorized by the customer.

Statement of Remanufacture

The process of producing high performance and specialty automatic transmissions and torque converters begins with an OEM core unit previously utilized in a passenger car or light truck application. TCI® takes these cores and disassembles these units. After inspection, TCI® either replaces or refurbishes the component parts for use in later assembly operations. All gaskets, seals, clutches and critical components are replaced with new pieces. All of the complete transmissions and torque converters fit the category of a remanufactured product.

NOTES

According to a study by the National Center for Remanufacturing and Resource Recovery at the Rochester (NY) Institute of Technology, it is estimated that the energy conserved by worldwide automotive remanufacturing in one year equals the electricity generated by three nuclear plants or 7.1 million barrels of crude oil.



TORQUE CONVERTERS

EXPLAINED

Torque Converter

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

Components

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

2) Stator – The stator can be described as the “brain” of the torque converter, although it is not the sole determiner of converter function and characteristics. The stator, which changes fluid flow between the turbine and pump, is what makes a torque converter a torque converter (multiplier) and not strictly a fluid coupler. With the stator removed a converter will retain none of its torque multiplying effect.

FOR THE STATOR TO FUNCTION PROPERLY, THE SPRAG MUST WORK AS DESIGNED:

- It must hold the stator perfectly still (locked in place) while the converter is in stall mode (slow relative turbine speed to the impeller pump speed).
- It must allow the stator to spin with the rest of the converter after the turbine speed approaches the pump speed. This allows for more efficient and less restrictive fluid flow. The sprag is a one-way mechanical clutch set between two races that fits inside the stator while the inner race splines onto the stator support of the transmission.

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

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



TORQUE CONVERTERS

FREQUENTLY ASKED QUESTIONS

With an automatic transmission, a torque converter is chosen by its stall speed. Select a torque converter with a stall speed 300 to 400 RPM higher than the peak torque output of your engine if you are using a transbrake. Below are some other frequently asked questions about torque converter stall.

What is stall speed?

Stall speed is the RPM that a given torque converter (impeller) must spin in order for it to overcome a given amount of load and begin moving the turbine. The question, "How much stall will I get from this torque converter?" means how fast (RPM) the torque converter must spin to generate enough fluid force on the turbine to overcome the resting inertia of the vehicle at wide open throttle. Load originates from two places:

- From the torque imparted on the torque converter by the engine, via the crankshaft. This load varies over RPM (i.e., torque curve) and is directly affected by atmosphere, fuel and engine conditions.
- From inertia (the resistance of the vehicle to acceleration), which places a load on the torque converter through the drivetrain. This can be thought of as how difficult the drivetrain is to rotate with the vehicle at rest, and it is affected by car weight, amount of gear reduction, tire size & ability of tire to stay adhered to ground and stiffness of chassis. Does the car move as one entity, or does it flex so much that not all of the weight is transferred during initial motion?

What are the differences between flash stall and brake stall?

Flash stall is the true stall of a torque converter. Brake stall, or "foot brake stall," is the RPM that occurs when the engine overrides the brake system and the car begins to "push" forward. You simply hold the brake and slowly accelerate until the car bogs the engine down and then begins to move forward.

Which one is the more effective measurement of the two?

Brake stall is NOT an accurate way to properly check the stall because there are too many variables that affect it. Some of these variables include the type of brake system (drum or disc) and brake adjustment. Therefore, when measuring the stall of your torque converter, the flash stall will always be the more effective option of the two. **Note: Using flash stall to launch from idle is also the more efficient way to "leave the line," as it doesn't have any effect on the engine during take-off.**

How do you check the stall in your torque converter? What variables factor in, etc.?

For the typical street/strip application, the easiest way to check torque converter stall as TCI® rates it is by "flash stall." This can be measured by watching the tachometer while pressing the accelerator all the way to the floor (full throttle) when the vehicle is in high gear at the lowest speed before it downshifts. The RPM to which it instantly "jumps" is a pretty accurate measurement of the stall RPM of the torque converter. This method works even better if you have a full manual shift transmission.

The second way to measure flash stall in a street/strip vehicle is to floor the throttle from a dead stop off of idle. Look at the tachometer and whatever the RPM jumps to when the car starts to move is the stall RPM. If the cam is too big for the converter or if the rear end gear is too low, it will dramatically affect the stall RPM by decreasing it. In other words, a car with a 3.73 gear will flash stall a converter at a higher RPM than an identical car with a 4.10 gear.

The torque multiplier effect means that a vehicle equipped with an automatic transmission and torque converter will output more torque to the drive wheels than the engine is actually producing. This occurs while the converter is in its "stall mode" (when the turbine is spinning considerably slower than the pump) and during vehicle acceleration. Torque multiplication rapidly decreases until it reaches a ratio of 1:1 (no torque increase over crankshaft torque.) A typical torque converter will have a torque multiplication ratio in the area of 2.0:1. All properly functioning torque converters multiply torque during initial acceleration. The more drastic the change in fluid path caused by the stator from its "natural" return path, the higher the torque multiplication ratio a given converter will have. Torque multiplication does not occur with a manual transmission clutch and pressure plate; hence the need for heavy flexplates, very high numerical gear ratios and high launch RPM. High multiplication ratios are often considered the best choice, when in fact more variables must be included in the decision.

The ratio is still a factor of the engine torque in the relevant range of the torque converter stall speed. A multiplication ratio of 2.5:1 that stalls 3,000 RPM will produce 500 ft./lbs. of torque at the instance of full throttle acceleration, if it's coupled to an engine producing 200 ft./lbs. of torque at 3,000 RPM. However, if this same engine produces 300 ft./lbs. of torque at 4,000 RPM, it would be better to use a converter that stalls 4,000 RPM with only a 2.0:1 torque multiplication ratio (i.e.: $300 \times 2.0 = 600$ ft./lbs. at initial acceleration). Of course, it would be better yet to have a 2.5:1 ratio with the 4,000 RPM in this example, provided this combination still allows the suspension to work and doesn't cause the tires to spin.

TORQUE CONVERTERS

LOCK-UP/NON LOCK-UP

Lock-Up vs. Non Lock-Up Torque Converters

A lock-up torque converter contains an internal lock-up piston or device, either friction or mechanical. Transmissions such as the TH350C, 2004R, 700R4, 4L60E, 4L80E, AOD, AODE/4R70W and others use these methods of eliminating slippage for an increase in fuel economy. Older transmission such as the TH400, TH350, C4 and C6, as well as others, did NOT incorporate these methods of lock-up. The only ways to increase fuel efficiency in these types of converters are to change clearances, redirect fin angles and usually lower the actual stall speed. Many racers prefer non lock-up style converters because they are more economically priced, lighter in weight and fuel economy isn't a main concern.

In general, it is difficult to look at the outside of a torque converter to determine if it is a lock-up or non lock-up. In some cases, you can look through the hub into the transmission and determine if it's a lock-up, but even that isn't a certainty. In many cases, you'll have to actually cut open the converter to know for sure. The piston concealed in the bottom of the converter is the part that makes it a lock-up converter.

Most of the time it's easier to identify the transmission and determine whether it requires a lock-up or non lock-up converter. To the right is a list of the most common types of domestic transmissions for which TCI® offers torque converters.

In some instances, it is possible to match up non lock-up style torque converters to lock-up style transmissions. TCI® does offer this on a few applications. Call our toll free TRANS HELP™ line at 1.888.776.9824, or email us at tech@tciauto.com for technical assistance.

| | Non Lock-Up | Lock-Up |
|----------|-------------|---------|
| Chrysler | 904 | 999 |
| | 727 | A518 |
| | - | A618 |
| | - | 545RFE |
| Ford | C4 | C5 |
| | C6 | AOD |
| | - | AODE |
| | - | 4R70W |
| | - | E4OD |
| GM | - | 4R100 |
| | TH350 | 700R4 |
| | TH400 | 2004R |
| | Powerglide | TH350C |
| | - | 4L60E |
| | - | 4L65E |
| | - | 4L70E |
| | - | 4L80E |
| | - | 4L85E |
| | - | 6L80E |
| | - | 4T60E |
| | - | 4T65E |
| | - | 4T80E |



TORQUE CONVERTERS

BALANCE WEIGHTS

Special Chrysler Torque Converter Balance Weight Information

It is very important when replacing Chrysler torque converters that the correct balance weight be used. Chrysler engines with cast crankshafts require balance weights on the torque converter to bring the engine assembly into proper balance. Please refer to the identification charts below for weight type.

Until 1977, the factory converter came with two rectangle weights located on each side of the drainplug. There are three types of rectangular weights: A, B and C.

| | A | B | C | S |
|---|-------------|-------------|-------------|---|
| Rectangular  | .158" Thick | .250" Thick | .380" Thick | – |

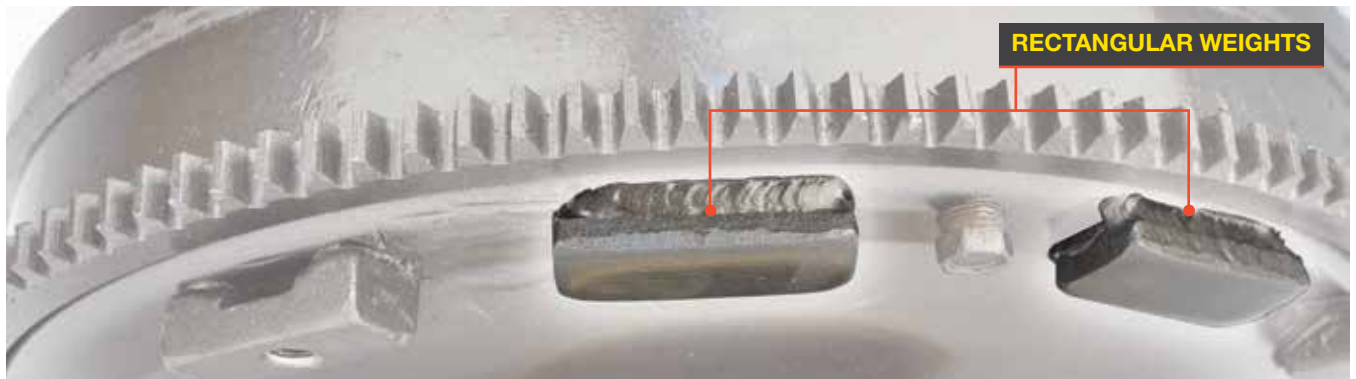
In 1977, Chrysler changed to a single butterfly weight. These weights correspond to the B and C weights in the chart below.

| | A | B | C | S |
|---|---|--------------|--------------|---|
| Butterfly  | – | 1.157" Thick | 2.545" Thick | – |

1992-97 5.9L engines (360) use a square, unbalanced weight referred to as an S weight as seen in the chart below.

| | A | B | C | S |
|--|---|---|---|-------------------------|
| Square  | – | – | – | .300" T/.219" L/.200" W |

1996 and later converters have a 90° style bolt pattern with the counter balance in the flexplate, while 1993 and later A500 converters have flats on the hub.



TCI® maintains an inventory of popular street performance converters with the various balance weights already attached. If you prefer to order with balance weight, please see the chart below for counterbalanced Chrysler converters. If you do not see your application listed in the chart below, please call TCI® at 1.888.776.9824 and a technician can help you place a custom order for the torque converter you require with the proper balance weights installed.

| Series | Transmission | Part # | | | | |
|----------------|-----------------|-----------------|----------------------|----------------------|----------------------|----------------------|
| | | Neutral Balance | "A" Weight Installed | "B" Weight Installed | "C" Weight Installed | "S" Weight Installed |
| Street Rodder™ | TorqueFlite 727 | 141538 | – | – | 141541 | – |
| StreetFighter® | TorqueFlite 727 | 142200 | – | – | 142203 | – |
| Breakaway® | TorqueFlite 904 | 141300 | – | – | – | – |

TORQUE CONVERTERS

OVERVIEW/SERIES



Performance enthusiasts often underestimate the critical role torque converters play in putting their expensive horsepower to the pavement. TCI® street/street rodder and street/strip converters are designed by experienced drivetrain engineers to provide a significant increase in performance on the street or at the strip. With a more efficient stall speed, faster acceleration and better mid-range power, your machine will get the rear wheel power it deserves.

Some special features of TCI® torque converters include furnace-brazed fins for reinforcement and durability as well as heat-treated sprag races for increased strength and life span. They also utilize bearings that increase thrust capacity and reduce drag, as well as turbine spline reinforcement welds for increased durability and a heat-treated steel hub that increases converter strength.

TCI® employs a highly specialized production process that involves ensuring that each unit is built to spec. Regardless of category or price level in which a TCI® torque converter falls, rest assured that it has been Triple Tested during assembly.

Once all prep work on the component parts has been completed, the impeller is welded to the front cover. Immediately following this process, a pair of dial indicators is employed on a rotating table to verify that the impeller body and pump drive hub remain true. Each unit is then pressurized and subjected to a leak test to confirm the integrity of all weld seams. Last, each unit is computer balanced to reduce annoying and potentially damaging drivetrain vibrations that can occur from an unbalanced torque converter. That's Triple Tested so that you can be confident you're receiving a torque converter that's perfect for your specific application.

TORQUE CONVERTER SERIES

Street Rodder™

This exciting torque converter series is designed with both the street rodder and performance enthusiast in mind. Economically priced and intended for use in stock or mildly modified engines, the Street Rodder™ Torque Converter improves drivability and offers smooth in-gear idle without adversely affecting gas mileage. Fully streetable with no modifications required, the Street Rodder™ can provide a 300-400 RPM increase in stall over stock.

- **300-400 RPM increase in stall over stock**
- **Quicker acceleration**
- **Improved low end power and smoother running in stock or mildly modified engines**

Saturday Night Special®

The popular Saturday Night Special® Torque Converter delivers premium performance at a reasonable cost. A great choice for show cars and street rods, this converter incorporates many of the manufacturing processes and performance features found in TCI® full competition models, including furnace-brazed fins and a hardened, pre-ground pump hub.

- **400-500 RPM increase in stall over stock**
- **Quicker acceleration and improved low end power to run more smoothly**
- **Fully streetable with no modifications required**

SCAN QR CODE TO SEE HOW TCI®
TORQUE CONVERTERS ARE MADE



Breakaway®

The first step into serious high performance, the Breakaway® is a great torque converter for moderately modified street machines and weekend racers that are also used as daily drivers. It provides approximately 2400 to 2600 RPM flash stall without negatively affecting part throttle driving. Designed for both efficiency at highway cruising speeds and to launch hard at wide open throttle, the Breakaway® is a fantastic all-around torque converter featuring furnace-brazed fins, needle bearings, a hardened, pre-ground pump hub and computer balancing.

- 1,000+ RPM increase in stall over stock
- Harder launches and quicker acceleration
- Improved low end power
- Bolt-in with no modifications required

StreetFighter®

Designed with the street/strip racer in mind, this torque converter benefits more radically prepared street machines (those with performance cams, aftermarket carburetors and higher compression ratios) to bring the launch RPM in line with the performance enhancements. The StreetFighter® allows you to take advantage of horsepower gains found in higher RPM ranges and provides up to 1500 RPM increase in stall over stock.

- Up to 1500 RPM increase in stall over stock¹
- Higher RPM launches and quicker reaction times
- Better low- and mid-range power

Super StreetFighter™

This line of performance converters was developed to work with many GM, Ford and Chrysler transmissions. They offer many advantages to extreme high performance enthusiasts, such as furnace-brazed fins, needle bearings, hardened pre-ground pump hubs and computer balancing. The increased torque multiplication and higher stall speeds give you that full race feel.

- 2,000+ RPM stall speed over stock¹
- Higher RPM launches and lower ETs
- Better low- and mid-range power

Ultimate StreetFighter™

The latest in the line of TCI® torque converters, the Ultimate StreetFighter™, is designed specifically for extreme street machines and to bridge the gap between the TCI® competition series and Super StreetFighter™ Converters. This torque converter is as close to a fully race-prepped torque converter as you can get and features furnace-brazed, hand-welded fins and a cast steel stator, as well as anti-balloon plates.

- Suited for street/strip cars up to 750 HP¹
- 2000+ RPM stall speed over stock
- Hardened, pre-ground pump hub and heavy-duty needle bearings
- Higher RPM launches and increased torque multiplication for lower ETs

Footnotes:

¹ Flexplate needs 7/16" mounting holes

STEEL INSERTS
(Not Pictured)
Increased Thrust Capacity

HEAT-TREATED SPRAG RACES
Increased Strength & Durability In Higher HP Street Cars; Increased Life Span Of Converter

HEAT-TREATED STEEL PUMP HUB
(Not Pictured) Increased Overall Converter Strength

FURNACE & HAND-BRAZED FINS
Increased Strength & Durability



#242938
GM 4L60E
Breakaway®
Torque Converter

DOUBLE CAPTURED ROLLER THRUST BEARINGS
Increased Thrust Capacity & Reduced Drag

BILLET TURBINE SPLINE W/ REINFORCEMENT WELDS
Increased Strength & Durability

TORQUE CONVERTERS

STREET/STREET RODDER

Stall Speeds

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

| Torque Converter Series | Advertised Cam Duration | Rear Gear Ratio | Engine Characteristics | Expected RPM Stall Speeds | |
|-------------------------|-------------------------|-----------------|--|---------------------------|--------------|
| | | | | Small Block | Big Block |
| Street Rodder™ | Stock to 260° | Stock to 3.23 | Smooth Idle, Stock Compression Ratio | 1500 to 1700 | 1700 to 1900 |
| Saturday Night Special® | Stock to 265° | Stock to 3.23 | Smooth Idle, Stock Compression Ratio | 1600 to 1800 | 1800 to 2000 |
| Breakaway® | 265° to 280° | 3.00 to 3.73 | Fair Idle, Mild Modifications | 2200 to 2400 | 2400 to 2600 |
| StreetFighter® | 280° to 300° | 3.55 to 4.56 | Rough Idle, Large Fuel System, Raised Compression Ratio | 3000 to 3400 | 3400 to 3600 |
| Super StreetFighter™ | 280° to 310° | 3.73 to 4.88 | Rough Idle, Large Fuel System, Raised Compression Ratio, Top End Power | 3500 to 3800 | 3800 to 4000 |
| Ultimate StreetFighter™ | 290° + | 3.73+ | Up to 750 HP w/ Power Adders | 3500+ | 3800+ |

| Application | Part # | |
|--|----------------|---------------------------------|
| | Street Rodder™ | Saturday Night Special® |
| AMC | | |
| 1972-80 Torque Command 727 | – | 751500 |
| Chrysler¹ | | |
| 1967-81 Torqueflite 727, 24-Spline | 141538 | 141500 |
| 1972-80 Torqueflite 904-988 | 141338 | – |
| Ford | | |
| 1966-69 C4, 10.5" Bolt Circle, 24-Spline, Dipstick Goes into Transmission Case | – | 450600 |
| 1970-79 C4, 10.5" Bolt Circle, 26-Spline, Dipstick Goes into Transmission Case | 450738 | 450700 |
| 1970-79 C4, 11.4" Bolt Circle, 26-Spline, Dipstick Goes into Transmission Pan | 450938 | 450900 |
| 1971-91 C6 w/ 1.375" Crank Pilot (289, 302, 351, 400, 429, 460) | 441638 | 441600 |
| 1971-91 C6 w/ 1.250" Crank Pilot | – | 441612 |
| 1966-84 C6 w/ 1.850" Crank Pilot (332, 360, 390, 406, 427, 428) | 441738 | 441700 |
| 1980-93 AOD, 5.0L, 11.4" Bolt Circle | – | 432700 |
| 1994-96 AODE | – | 433500 |
| 1989-03 E40D/4R100 | – | 492210 |
| GM | | |
| 1980-84 TH250C & 350C | – | 242400 |
| 1965-81 TH350, 375 w/ Small Bolt Pattern (Except Lock-Up) | 241538-A | 241500-A 241502 ² |
| 1981-84 700R4, All 200C, 2004R, 27-Spline, 1.703" Crank Pilot | – | 242600 |
| 1984-97 700R4, 30-Spline, 1.703" Pilot (Will Not Fit LS1/LS2) | 242738 | 242700 |
| 1993-97 4L60E & 1997-05 4L60E C5 Corvette | 242738 | 242700 |
| 1998-02 4L60E F-Body LS1/LS2 Applications; 1999-06 4L60E/4L65E Trucks w/ 4.8, 5.3, 6.0 Engines | – | 242935 ^{3,4} |
| 1991-06 4L80E | – | 242900 |

Footnotes: See Master Footnote Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

STREET/STRIP TORQUE CONVERTERS

| Application | Part # | | | |
|--|---|---|---|---|
| | Breakaway® | StreetFighter® | Super StreetFighter™ | Ultimate StreetFighter™ |
| | 11" | 10" | 10" | 10" |
| AMC | | | | |
| 1972-80 Torque Command 727 | 751000 | 751400 ⁵ | – | – |
| Chrysler | | | | |
| 1967-81 Torqueflite 727, 24-Spline | 141200, 141276 ⁵ | 142200 ⁵ | 142222 ⁵ | 142206 ¹⁰ |
| 1972-80 Torqueflite 904-988 | 141300 | 142300 ⁵ | 142322 ⁵ | – |
| 1982-90 Torqueflite 904 & 1991-92 A500 w/ Slotted Hub | 141350 | – | – | – |
| 1993-95 A518LU 5.9L | 141250, 141253 ⁸ | – | – | – |
| Hemi 545RFE All | 141600 | – | – | – |
| 2008-09 A580 Hemi Challenger | – | 141701 ¹⁵ | – | – |
| Ford | | | | |
| 1966-69 C4, 10.5" Bolt Circle, 24-Spline, Dipstick Goes into Transmission Case | 451000 | 451400 | – | – |
| 1970-79 C4, 10.5" Bolt Circle, 26-Spline, Dipstick Goes into Transmission Case | 451100 451101 ¹⁰ | 451500, 451501 ¹⁶ 451502 ¹⁰ , 451505 ¹⁷ | 451503 ¹⁰ 451522 | 451506 ¹⁰ |
| 1970-79 C4, 11.4" Bolt Circle, 26-Spline, Dipstick Goes into Transmission Pan | 451300 | 451900 451901 ¹⁰ | 451922 451902 ¹⁰ | 451903 ¹⁰ |
| 1966-84 C6, 1.850" Crank Pilot (332, 360, 390, 406, 427, 428) | 441100 441101 ¹⁰ | 442100 442101 ¹⁰ | 442102 ¹⁰ | – |
| 1971-91 C6, 1.250" Crank Pilot | – | 441312 | – | – |
| 1971-91 C6, 1.375" Crank Pilot (289, 302, 351, 400, 429, 460) | 441000 441001 ¹⁰ | 441300 441301 ¹⁰ | 441302 ¹⁰ 441322 | 441303 ¹⁰ |
| 1980-93 AOD, 5.0L, 11.4" Bolt Circle | – | 432800, 432801 ¹⁰ 433200 ¹⁹ | 433300 ¹⁹ | – |
| 1994-04 AODE/4R70W | 433700 ¹² | 433800 ¹² | 434100 ^{12,13,14} | – |
| 1989-03 E40D | 492205 ¹⁴ | – | – | – |
| 2005-10 Mustang 5R55S (V8 Applications Only) | 456007 ^{14,22} | 456000 | 456002 | – |
| 2011-12 Mustang 6R80 | – | 456010 | 456012 | – |
| GM | | | | |
| 1962-73 Aluminum Case Powerglide | 741100 741300 ²⁰ | 741000, 741001 ¹⁰ 741020 ²³ | 741002 ¹⁰ | – |
| 1980-84 TH250C & 350C | – | – | 242422 | – |
| 1965-81 TH350, 375 w/ Small Bolt Pattern (Except Lock-Up) | 241100, 241101 ¹⁰ 241300 ²⁰ | 242100, 242101 ¹⁰ 242120 ²³ | 242102 ¹⁰ 242122 | – |
| 1965-91 TH350, 400, 425, 375 w/ Wide Bolt Pattern | 241200 241400 ^{10,20} | 242000 242001 ¹⁰ | 242022 | – |
| 1965-91 TH350/400 w/ Dual Bolt Pattern | 240900 240901 ¹⁰ | 241000, 241001 ¹⁰ 241021 ²³ | 241002 ¹⁰ 241022 | 241003 ¹⁰ 241004 ^{10,23} |
| 1981-84 700R4, All 200C, 2004R, 27-Spline, 1.703" Crank Pilot | 242500 ²¹ 242960 | 243015 243016 ²⁴ | 243020 243021 ²⁴ | – |
| 1984-97 700R4, 30-Spline, 1.703" Crank Pilot (Will Not Fit LS1/LS2) 1993-97 4L60E & 1997-05 4L60E C5 Corvette | 242800 ²¹ , 242962 ¹⁰ 243107 ²² | 243105, 243106 ²⁴ 242963 ¹⁰ 243108 ¹⁴ , 243109 ¹⁵ | 243110 243111 ²⁴ | – |
| 2005 & Later C6 Corvette | – | 242975 | – | – |
| 1998-02 4L60E F-Body LS1/LS2 Applications; 1999-06 4L60E/4L65E Trucks w/ 4.8, 5.3, 6.0 Engines | 242938 | 242931 ¹⁰ 242937 ¹⁴ | 242932 ¹⁸ 242939 ⁷ | – |
| 1991-06 4L80E | 242948 ¹⁴ | 242940 ¹⁴ 242942 ^{14,15} | 242941 ¹⁴ | – |
| 2006-12 6L80E | 242980 ^{14,22} | 242970 ¹⁴ | – | – |

Footnotes: See Master Footnote Listing On Page 4.

TRANSMISSIONS

OVERVIEW

AUTOMATIC TRANSMISSIONS

If you have ever driven a car with an automatic transmission, then you know that there are two big differences between an automatic transmission and a manual transmission:

- **There is no clutch pedal in an automatic transmission car.**
- **There is no gear shift in an automatic transmission car. Once you put the transmission into drive, everything else is automatic.**

Both the automatic transmission (plus its torque converter) and manual transmission (with its clutch) accomplish exactly the same thing, but they do it in totally different ways.



PURPOSE OF AN AUTOMATIC TRANSMISSION

An automatic transmission's primary job is to allow the engine to operate in its narrow range of speeds while providing a wide range of output speeds. For a high performance application, the objective is to keep the engine in a narrow RPM range close to its peak horsepower.

Without a transmission, cars would be limited to one gear ratio, and that ratio would have to be selected to allow the car to travel at the desired top speed. For example, if you wanted a top speed of 80 MPH, then the gear ratio would be similar to third gear in most manual transmission cars. You've probably never tried driving a manual transmission car using only one gear. If you did, you would discover that you had almost no acceleration when starting out, and at high speeds the engine would be screaming along near the red-line. A car like this would wear out very quickly and would be nearly undriveable. So the transmission uses gears to make more effective use of the engine's torque, and to keep the engine operating at an appropriate speed.

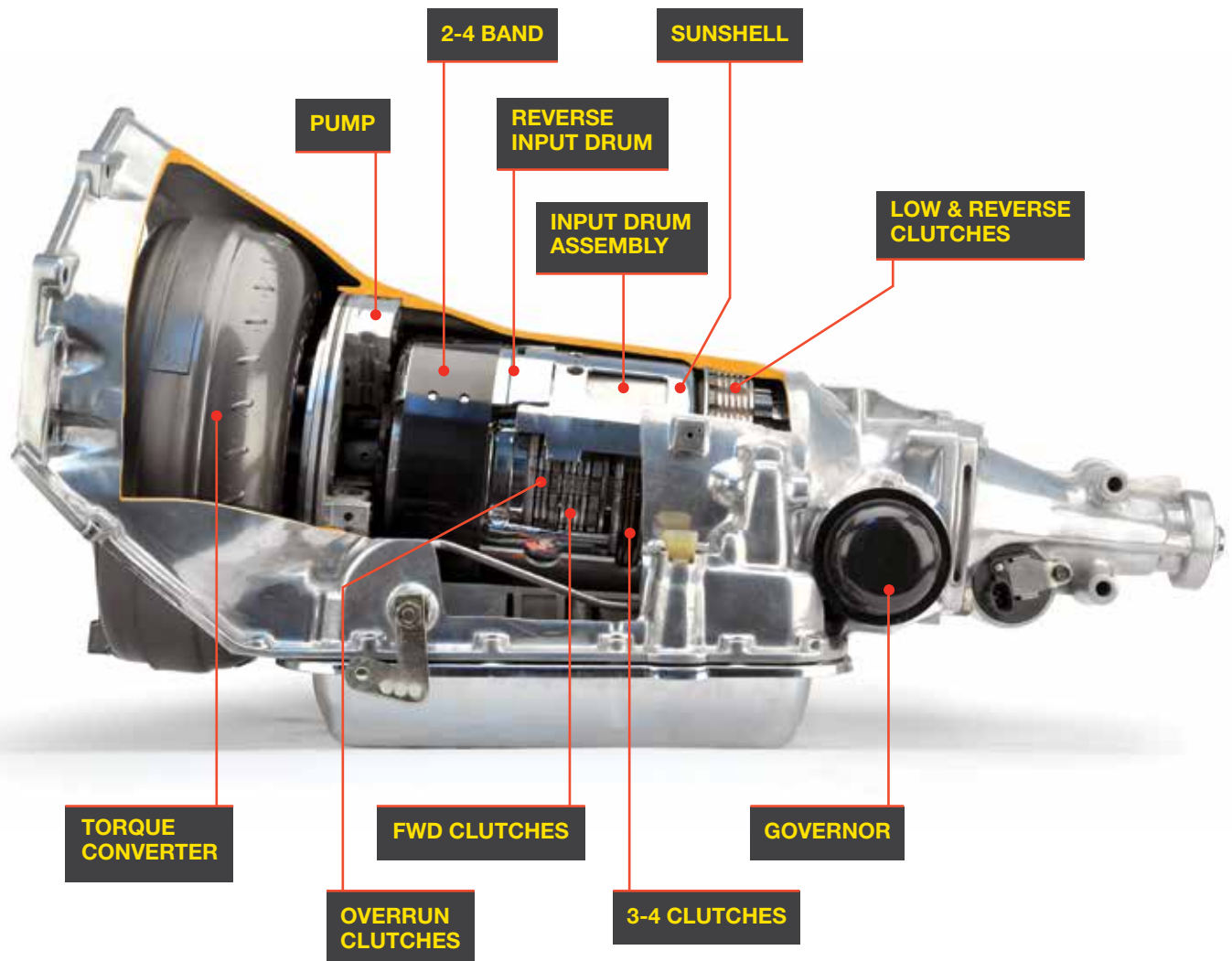
Late model transmissions feature at least one overdrive gear ratio. This allows for low engine RPM at cruising speeds. Most late model automatic transmissions feature 4, 5 or even 6 different gear ratios. More gear ratios and proper torque converter selection are the keys to keeping the engine in the proper RPM range for optimum performance.

There are two key differences between a manual and an automatic transmission. The first is that the manual transmission locks and unlocks different sets of gears to the output shaft to achieve the various gear ratios, while in an automatic transmission, the same set of gears produces all of the different gear ratios. The planetary gearset is the device that makes this possible in an automatic transmission. The second key difference is that most automatic transmissions feature a torque converter, whereas manual transmissions typically have a mechanical clutch assembly.

* **TCI® sells ONLY AUTOMATIC transmissions**

TRANSMISSIONS

EXPLAINED



| Range | Gear | 2-4 Band | 3-4 Clutches | FWD Clutches | Low & Reverse Clutches | Overrun Clutches |
|---------|---------|----------|--------------|--------------|------------------------|------------------|
| P-N | - | - | - | - | - | - |
| D | 1st | - | - | Applied | - | - |
| | 2nd | Applied | - | Applied | - | - |
| | 3rd | - | Applied | Applied | - | - |
| | 4th | Applied | Applied | Applied | - | - |
| D | 1st | - | - | Applied | - | Applied |
| | 2nd | Applied | - | Applied | - | Applied |
| | 3rd | - | Applied | Applied | - | Applied |
| 2 | 1st | - | - | Applied | - | Applied |
| | 2nd | Applied | - | Applied | - | Applied |
| 1 | 1st | - | - | Applied | Applied | Applied |
| Reverse | Reverse | - | - | Applied | - | - |

TRANSMISSIONS

GEAR RATIOS

TRANSMISSION GEAR RATIOS

RED PRINT DENOTES OEM RATIOS. OTHER RATIOS LISTED ARE AVAILABLE FROM TCI®.

| Gear | TF727 | TF904 | A500/42RH | A518/618/47RH |
|-----------------------------|-------|-------|-----------|---------------|
| Chrysler Gear Ratios | | | | |
| Lo | 2.45 | 2.45 | 2.74 | 2.45 |
| 2 | 1.45 | 1.45 | 1.54 | 1.45 |
| 3 | 1 | 1 | 1 | 1 |
| 4 | — | — | .69 | .69 |

| Gear | C4 | C6 | AOD | AODE-W/4R70W | 5R55S |
|-------------------------|------|------|------|--------------|-------|
| Ford Gear Ratios | | | | | |
| Lo | 2.46 | 2.75 | 2.46 | 2.84 | 3.22 |
| 2 | 1.46 | 1.57 | 1.47 | 1.55 | 2.29 |
| 3 | 1 | 1 | 1 | 1 | 1.55 |
| 4 | — | — | .67 | .70 | 1 |
| 5 | — | — | — | — | .71 |

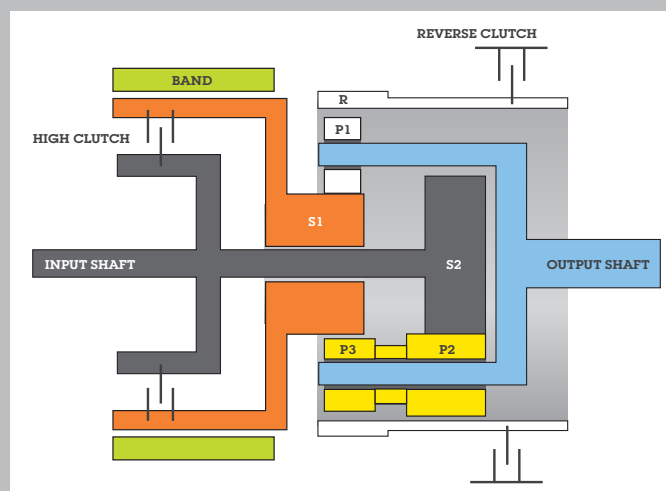
| Gear | | Powerglide | | | | |
|----------------|------|------------|------|-----|------|------|
| GM Gear Ratios | | | | | | |
| Low | 1.65 | 1.69 | 1.76 | 1.8 | 1.82 | 1.98 |
| High | 1 | 1 | 1 | 1 | 1 | 1 |

| Gear | TH350 | TH400 | 2004R | 700R4/4L60E | 4L80E/4L85E |
|------|-------|-------|-------|-------------|-------------|
| Lo | 2.52 | 2.75 | 2.78 | 3.06 | 2.48 |
| 2 | 1.52 | 1.52 | 1.57 | 1.63 | 1.48 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | — | — | .67 | .70 | .75 |

Figure 1

When the transmission is in low gear, the band is holding the high gear drum stationary, which also means that the sun gear S1 (flange gear) is stationary. Input is provided through sun gear S2 (center gear). This input is transmitted to pinion gear P2/P3, then to pinion gear P1 (auxiliary gear). Since S1 is being held, P1 is driven around S1 along with the carrier and output shaft. The ratio at which the input shaft turns compared to the output shaft can be determined as follows:

$$\text{Ratio} = 1 + [(P2/P3)(S1/S2)]$$



TRANSMISSIONS

OVERDRIVE TRANSMISSION DIMENSIONS

CHRYSLER TRANSMISSIONS

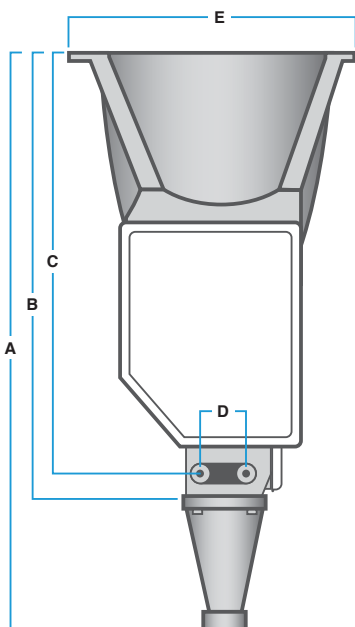
| Application | A | B | C | D | E |
|-----------------------------|---------|---------|---------|---------|-----------|
| Torqueflite 727/37RH | | | | | |
| Small Block | 34 3/8" | 23 3/4" | 16" | 2 3/4" | – |
| Big Block | 34 1/2" | 22 3/4" | 16" | 2 3/4" | 18 13/16" |
| Torqueflite 904/32RH | | | | | |
| Small Block | 30 3/4" | 23" | 14" | 2 3/16" | 17 7/8" |
| A500/42RH/42RE | | | | | |
| Small Block | 37" | 24 1/2" | 15 7/8" | 3 5/8" | 18 1/8" |
| A518/46RH/47RH/47RE | | | | | |
| Small Block | – | – | 16" | – | 16 5/16" |

FORD TRANSMISSIONS

| | | | | | |
|---|----------|----------|----------|---------|----------|
| C4 (Bellhousing Pattern – 4 Cyl., Small & Big Block Removable) | | | | | |
| Pan Fill | 30 3/4" | 20 1/2" | 18 1/8" | 5 9/16" | – |
| Case Fill | 30 3/8" | 19 1/2" | 16 3/4" | 5 9/16" | – |
| Case Fill w/ Pan Fill Conv. | – | – | – | 5 9/16" | – |
| C6 (Bellhousing Pattern – FE Big Block, Small & Big Block) | | | | | |
| FE Big Block, Big Block, Small Block | 33 1/2" | 22 3/8" | 20" | 5 1/2" | – |
| AOD (Bellhousing Pattern – Small Block) | | | | | |
| Small Block | 30 3/8" | 22 5/16" | 20 3/16" | 5 5/16" | 19 9/16" |
| AODE/4R70W (Bellhousing Pattern – Small Block, Modular) | | | | | |
| Small Block, Modular | 31 3/16" | 23 5/16" | 21" | 5 5/16" | 19 3/8" |

GM TRANSMISSIONS

| | | | | | |
|---|-----------|----------------------|----------|--------|---------|
| Powerglide (Bellhousing Pattern Chevrolet, Fit All) | | | | | |
| Short Shaft | 25 23/64" | 20 9/16" | 16 5/16" | 3 3/4" | 19" |
| TCI® Shorty | 17 15/16" | 20 9/16" | 16 5/16" | – | 19" |
| Long Shaft | 27 9/16" | 20 9/16" | 16 5/16" | 3 3/4" | 19" |
| TH350 (Bellhousing Pattern – Chevrolet, BOP, Fit All) | | | | | |
| 6" Tailshaft | 27 11/16" | 21 5/8" | 20 3/8" | 3 3/4" | 19 1/8" |
| 9" Tailshaft | 30 11/16" | 21 5/8" | 20 3/8" | 3 3/4" | 19 1/8" |
| 12" Tailshaft | 33 27/32" | 21 5/8" | 20 3/8" | 3 3/4" | 19 1/8" |
| TH400 (Bellhousing Pattern – Chevrolet, BOP) | | | | | |
| C Tailshaft | 28 3/8" | 26 15/16" | 24 5/16" | 4 1/4" | 20" |
| D Tailshaft | 33 27/32" | 27 15/16" | 24 5/16" | 4 1/4" | 20" |
| 13" Tailshaft | 37 7/8" | 27 21/32" | 24 5/16" | 1 3/4" | 20" |
| 200R4 (Bellhousing Pattern – BOP, Fit All) | | | | | |
| All | 27 11/16" | Integral Tailhousing | 27" | 3 3/4" | 19 1/8" |
| 700R4/4L60 (1993-95 4L60E) (Bellhousing Pattern – Chevrolet) | | | | | |
| All Except Corvette | 30 3/4" | 23 3/8" | 22 1/2" | 3 3/4" | 20" |
| 1982-96 Corvette | 29 7/8" | 23 3/8" | 22 1/2" | 3 3/4" | 20" |
| 1996 & Later 4L60E/4L65E (Bellhousing Pattern – Chevrolet/Removable) | | | | | |
| All Except Corvette & LS1 | 30 3/4" | 23 3/16" | 21 3/4" | 3 3/4" | 18 1/4" |
| 1996-06 LS1-Style | 31 5/32" | 23 19/32" | 21 3/4" | 3 3/4" | 18 1/4" |
| 4L80E/4L85E (Bellhousing Pattern – Chevrolet) | | | | | |
| Std. 2WD | 32 11/16" | 30 3/8" | 26" | 4 1/4" | 20" |
| HD 2WD | 31 15/16" | 30 3/8" | 26" | 4 1/4" | 20" |
| HD Long | 33" | 30 3/8" | 26" | 4 1/4" | 20" |
| 4x4 | 29" | 30 3/8" | 26" | – | 20" |



- A. OVERALL TRANSMISSION LENGTH
- B. BELLHOUSING TO REAR OF CASE
- C. BELLHOUSING TO CROSS-MEMBER
- D. CROSSMEMBER MOUNT BOLT WIDTH
- E. BELLHOUSING WIDTH

THINGS YOU SHOULD KNOW BEFORE ORDERING A TCI® TRANSMISSION

TCI® transmission installs are bolt-in operations in most cases. Be sure to closely review the application charts to help ensure proper fit. In case of custom and unusual applications, contact our toll free tech line at 1.888.776.9824 or email us at tech@tciauto.com for a part number recommendation. Please pay special attention to the notes below.

- Due to the many differences among car models, some TCI® transmissions do not ship with a shift lever or linkage, therefore it is advisable to retain and use the original shift lever.
- Exchanging transmissions may cause the speedometer to read differently so it may be necessary for you to change speedometer gears for your application.
- Transmissions do not come with dipstick, crossmember mount or speedometer housings.

TRANSMISSION DOs

1. Backflush cooler to prevent contamination of new transmission and converter.
2. If installing a used converter, have it professionally flushed and inspected before use. Proper inspection includes measuring pilot, hub, endplay and overall length and comparing those to the manufacturers' specs.
3. Verify that converter is properly installed in transmission before bolting unit into vehicle. Refer to enclosed instructions. Always add at least one quart of transmission fluid to your converter before installation in the transmission to prevent a dry start condition.
4. Thoroughly inspect the flexplate and driveshaft before installing transmission. Look for bad teeth, cracks, loose or missing balance weights, worn yoke or universal joints. These problems will cause vibration and other damage.
5. ALWAYS install and adjust any required throttle valve or kickdown cables **EXACTLY** according to the instructions. **INADEQUATE PRESSURE WILL QUICKLY DESTROY YOUR TRANSMISSION.** Refer to enclosed instructions and/or vehicle service manual.
6. Verify shifter adjustment before starting engine. Vehicle should start in **PARK** and **NEUTRAL** only. Also, severe transmission damage will occur if unit is operated between gears. Refer to shifter instructions or vehicle service manual for proper procedures.
7. Check that transmission cooler lines are not kinked or touching the exhaust system.
8. If your transmission is equipped with a vacuum modulator, it is **VERY IMPORTANT** to verify amount of vacuum at the modulator with a gauge. Automatic transmissions typically need a minimum of 12 inches of vacuum at idle. Throttle position increases should produce a quick decrease in the vacuum reading at the modulator. Too little vacuum will cause late, harsh shifts. Slow response to throttle position changes due to a kinked or plugged line will not properly boost line pressure and will **BURN UP YOUR TRANSMISSION.**
9. Add at least four quarts of transmission fluid to transmission before starting engine to prevent damage. With engine running continue filling to proper level.
10. Re-torque the oil pan bolts after installation to 13 ft./lbs. to prevent leakage.
11. Run your transmission with the vehicle on jack stands so that any misadjustments are corrected before they can cause damage.
12. Replace the TCI® installed filter after initial use. (race – 20 passes; street – 500 miles) Bushings and clutches in an automatic transmission have a break-in that generates fiber and metallic particles.

TRANSMISSION DON'Ts

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

TRANSMISSIONS

SERIES

Street Rodder™

The economical TCI® Street Rodder™ is ideal for vehicles that are powered by engines producing 350 to 525 horsepower, depending on the application. This makes it perfect for a mild daily driver or street rod. Every Street Rodder™ Transmission is equipped with a TCI® automatic valve body and a Valve Body Performance Improvement Kit to allow a firmer, yet not too harsh shift in the vehicle while remaining fully automatic. Street Rodders™ retain the stock shift pattern and feature increased thrust capacity and more torque capacity with less slippage than OE transmissions.

- **Special clutches and bands boost durability**
- **Increased thrust & torque capacity with less slippage**
- **Improved lubrication system increases amount of fluid to planetaries and internal components**



#311005
GM TH350
Super StreetFighter®
Transmission

3x
TESTED

*See Transmission Application Chart
For Specific HP Figures*

StreetFighter®

TCI® StreetFighter® Transmissions are designed to withstand the rigors of street machines ranging anywhere from 400 to 775 horsepower with a non-supercharged system using pump gasoline, depending on application. Equipped with a TCI® manual/automatic valve body, most units allow you to manually shift the vehicle into each gear change or, by placing it in the drive position, remain fully automatic. This gives you racetrack shifts and shaves time off your ETs. TCI® 700R4, 2004R and AOD StreetFighter® Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are applied firmly to eliminate slippage.

- **Special clutches and bands increase durability; new sprags/roller clutches increase holding capacity**
- **Improved lubrication system increases fluid sent to planetaries and internals**
- **Higher line pressure for extra firm shifts and greater torque capacity with less slippage**

Super StreetFighter™

TCI® Super StreetFighter™ Transmissions bridge the gap between the StreetFighter® series and full competition transmissions. They are intended for normally aspirated vehicles powered by engines producing up to 1025 horsepower, depending upon application. Featuring some of the same benefits as our StreetFighter® Transmissions but with certain upgrades, the Super StreetFighter™ offers both manual and automatic shift options to give you the power and shifts you want for the strip or easy driving for the street. TCI® 700R4, 2004R and AOD Super StreetFighter™ Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are firmly applied to help eliminate slippage.

- **Extreme performance clutches and nitrided steel plates for enhanced performance**
- **Extra-wide powerbands, where available, provide greater torque capacity, and more positive shifts & band apply**
- **Larger diameter servos increase band apply pressure which means more apply force on flex bands**
- **New sprags/roller clutches (upgraded in particular models – call for applications), enhanced hard parts and improved lubrication system**

TRANSMISSIONS

CHRYSLER TRANSMISSIONS

| | | Part # | | |
|---|--------------------|-----------------|-----------------|---------------------|
| Application | Engine | Street Rodder™ | StreetFighter® | Super StreetFighter |
| Torqueflite 727 | | | | |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft | 318, 340, 360 | 111138 (400 HP) | 111100 (625 HP) | 111105 (750 HP) |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft | 383, 400, 426, 440 | – | 111000 (625 HP) | 111005 (750 HP) |
| Torqueflite 904 | | | | |
| 1967-80 Torqueflite 904, Small Block V8 | 318, 340, 360 | 111338 (350 HP) | 111300 (400 HP) | – |

CHRYSLER TORQUEFLITE

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

NOTES

FORD TRANSMISSIONS

| | | Part # | | |
|--|------------------------------|--------------------------------|--|--------------------------------|
| Application | Engine | Street Rodder™ | StreetFighter® | Super StreetFighter™ |
| C4 | | | | |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, (Dipstick Goes in Transmission Case) | 289-351 | 511238 (475 HP) | 511200 (525 HP) | 511205 (825 HP) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, (Dipstick Goes in Transmission Pan) | 289-351 | 511638 (475 HP) | 511600 (525 HP) | 511605 (825 HP) |
| C6 | | | | |
| 1966-96 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411438 (525 HP) | 411400 (725 HP) | 411405 (875 HP) |
| 1966-96 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411238 (525 HP) | 411200 (725 HP) | 411205 (875 HP) |
| 1966-96 FE C6, 13 ½" Tailshaft | 332, 352, 390, 406, 427, 428 | 411038 ¹⁰³ (525 HP) | 411000 ¹⁰³ (725 HP), 411010 ^{26, 103} (725 HP) | 411005 ¹⁰³ (875 HP) |
| AOD | | | | |
| 1980-93 AOD 4-Speed Overdrive | 5.0L, 5.8L | – | 431200 ²⁷ (575 HP), 431000 (575 HP) | 431500 ²⁷ (725 HP) |
| AODE | | | | |
| 1993-95 | 3.8L, 5.0L, 5.8L | – | 434020 ²⁸ (725 HP) | – |
| 4R70W | | | | |
| 1998-04 | 4.6L | – | 434022 ²⁸ (725 HP) | 434322 ²⁸ (1025 HP) |
| 5R55S | | | | |
| 2005-10 Mustang | 4.0L, 4.6L | – | 571100 (725 HP) | 571000 (1025 HP) |

Footnotes: See Master Footnotes Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

FORD AOD

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

FORD C4

1965-69 applications can use the TCI® StreetFighter® Transmission by using a 1970-82 26-spline torque converter with the transmission.

NOTES

All C4 transmissions are shipped without the bellhousing due to their use in many different applications. Contact TCI® for assistance prior to ordering if you require a bellhousing.

Utilizes a universal shift lever. Call 1.888.776.9824 if you need a specific one.

FORD C6

Utilizes a universal shift lever. Call 1.888.776.9824 if you need a specific one.

Double check spacer length on 4x4 applications.

TRANSMISSIONS

GM TRANSMISSIONS

| | | Part # | | |
|---|------------------------------|-----------------|--|---|
| Application | Engine | Street Rodder™ | StreetFighter® | Super StreetFighter® |
| TH350 | | | | |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311038 (475 HP) | 311000 (575 HP), 311010 ²⁶ (575 HP) | 311005 (775 HP) |
| 1969-79 TH350, 9" Tailshaft | Chevrolet V8, 4.3L V6 | 311098 (475 HP) | 311090 (575 HP) | – |
| 1969-79 TH350, 6" Tailshaft | All BOP | 311138 (475 HP) | 311100 (575 HP) | 311105 (775 HP) |
| TH400 | | | | |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | – | 211000 (725 HP), 211010 ²⁶ (725 HP) | 211005 (875 HP) |
| 1964-91 TH400 Non Variable Pitch, 9" Tailshaft, Large Yoke | All Chevrolet | – | 211090 (725 HP) | 211095 (875 HP) |
| 1964-79 Buick, Olds, Pontiac TH400 Non Variable Pitch, 4" Tailshaft, Large Yoke | All BOP | – | 211300 (725 HP) | 211305 (875 HP) |
| 1964-79 Buick, Olds, Pontiac TH400 Non Variable Pitch, 9" Tailshaft, Large Yoke | All BOP | – | 211390 (725 HP) | – |
| 2004R/200C | | | | |
| 1981-90 2004R, 27-Spline | Chevy, Olds, Pontiac V8 | – | 381500 ²⁹ (525 HP) | – |
| 4L60E/4L65E/700R4 | | | | |
| 1984-92 700R4 Corvette, 30-Spline, 29 7/8" Overall Length ³⁵ | Chevrolet V8 | – | 373000 ³⁵ (725 HP) | 373100 ^{29,35} (825 HP) |
| 1984-93 700R4, 30-Spline, 30 ½" Overall Length ³⁶ | Chevrolet V8 | 371038 (525 HP) | 371060 ²⁹ (725 HP), 371000 ²⁹ (725 HP), 371004 ^{29,41} (725 HP) | 371100 ²⁹ (825 HP), 371200 ²⁹ (1000 HP) |
| 2000-06 4L60E | LS-Style Truck ³⁸ | – | 371016 ^{33,34} (725 HP) | 371116 ^{33,34} (825 HP) |
| 1998-02 4L60E | LS1/LS2 F-Body ³⁹ | – | 371050 ^{33,34} (725 HP) | 371150 ^{33,34} (825 HP) |
| 1996-97 4L60E | Truck, B-Body ⁴⁰ | – | – | 371110 ^{33,34} (825 HP) |
| 1994 4L60E | LT1 F-Body ³⁹ | – | – | 371140 ^{33,34} (825 HP) |
| 1995 4L60E | LT1 F-Body ³⁹ | – | – | 371145 ^{33,34} (825 HP) |
| 4L80E/4L85E | | | | |
| 1997-06 4L80E | Chevrolet V8 | – | 271100 ^{28,34} (775 HP) | – |

Footnotes: See Master Footnotes Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

NOTES

GM 700R4 (4L60E)

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

All lock-up TCI® 700R4 transmissions have the TCI® Universal Wiring Kit (Part #376600) installed & may be wired independent of the vehicle computer. This also allows for easy retro-fit into earlier non-700R4 equipped applications.

Not a replacement for the 4L60E application which started production in 1993.

GM 4L60E

Due to the wide variation in configurations from year to year and model to model, it is recommended that you contact TCI® directly for assistance before placing an order.

Among the items TCI® will need to verify are year model, case style (1-piece or 2-piece), tailhousing style, etc.

TRANSMISSION PACKAGES

STREET RODDER™

TCI® offers the perfect solution for street cruisers who want excellent street performance and long lasting durability. Using the highest quality TCI® manufactured components, each Street Rodder™ package is equipped with an automatic valve body and Valve Body Performance Improvement Kit that allow you to achieve firmer, yet not too harsh shifts while remaining fully automatic and retaining the stock shift pattern. Horsepower figures range from 350-525 HP, dependent on the application.

Each Street Rodder™ Transmission and Torque Converter undergo the industry-recognized Triple Testing to verify that internal fluid pressures and shift characteristics match the strict TCI® quality control standards. Torque converters are tested to maintain that the impeller body and pump drive hub remain true and are then pressurized and lead tested to confirm the integrity of the weld seams. Finally, each unit is computer balanced to reduce drivetrain vibrations that can cause serious damage to your converter.

Transmissions and their internal components are inspected and stock parts are replaced with high performance TCI®-manufactured parts where applicable. Valve bodies are remanufactured and 100% tested prior to installation. Last, each transmission is subjected to both a static hydraulic pressure test during assembly and a final dyno test prior to shipping. That's Triple Tested for your specific application.

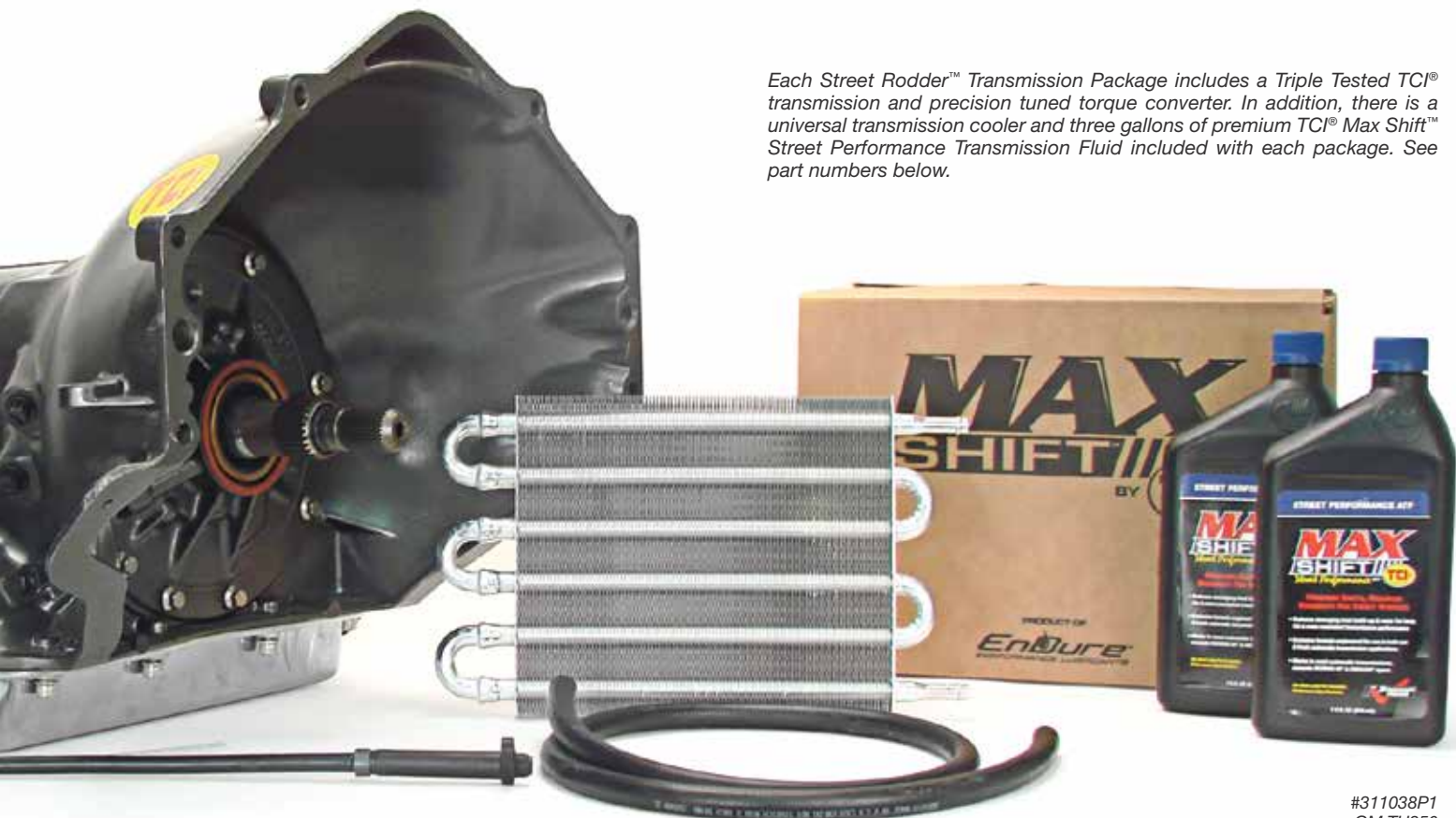


| Description | Part # | Description | Part # |
|--|---------------|---------------------------------|------------------|
| Accessories Included In Street Rodder™ Packages | | | |
| Universal Transmission Cooler | 820500 | Dipstick ¹ | See Chart |
| Max Shift™ Street Performance Transmission Fluid | 950640 | Universal TV Cable ¹ | See Chart |

Footnote:

¹ When applicable

| | | Part # | | | |
|--|------------------------------|-------------------------|-----------------------|-----------|-------------------|
| Application | Engine | Package | Transmission | Converter | Misc. |
| Chrysler | | | | | |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft | 318, 340, 360 | 111138P1 | 111138 | 141538 | 743807 (Dipstick) |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft | 383, 400, 426, 440 | Use Street-Fighter Pkg. | – | – | – |
| 1967-79 Torqueflite 904, Small Block V8 | 318, 340, 360 | 111338P1 | 111338 | 141338 | 743806 (Dipstick) |
| Ford | | | | | |
| 1970-82 C4, Small Bellhousing, 26-Spline, Dipstick Goes into Transmission Case | 289-351 | 511238P1 | 511238 | 450738 | 743811 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline, Dipstick Goes into Transmission Pan | 289-351 | 511638P1 | 511638 | 450938 | 743812 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411438P1 | 411438 | 441638 | 743813 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411238P1 | 411238 | 441638 | 743815 (Dipstick) |
| 1966-96 C6, FE, 13 ½" Tailshaft | 332, 352, 390, 406, 427, 428 | 411038P1 ¹⁰³ | 411038 ¹⁰³ | 441738 | 743814 (Dipstick) |



Each Street Rodder™ Transmission Package includes a Triple Tested TCI® transmission and precision tuned torque converter. In addition, there is a universal transmission cooler and three gallons of premium TCI® Max Shift™ Street Performance Transmission Fluid included with each package. See part numbers below.

#311038P1
GM TH350
Street Rodder™ Package

| | | Part # | | | |
|--|-----------------------|----------|--------------|-----------|--|
| Application | Engine | Package | Transmission | Converter | Misc. |
| GM | | | | | |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311038P1 | 311038 | 241538-A | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 9" Tailshaft | Chevrolet V8, 4.3L V6 | 311098P1 | 311098 | 241538-A | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350 6" Tailshaft | All BOP | 311138P1 | 311138 | 241538-A | 743860 (Dipstick) 376900 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 ½" Overall Length | Chevrolet V8 | 371038P1 | 371038 | 242738 | 743865 (Dipstick), 376800 (Universal TV Cable) |

Footnotes: See Master Footnotes Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

TRANSMISSION PACKAGES

STREETFIGHTER®

TCI® StreetFighter® Transmissions are designed to withstand the rigors of street machines ranging anywhere from 400 to 775 horsepower with a non-supercharged system using pump gasoline, depending on application. Equipped with a TCI® manual/automatic valve body, most units allow you to manually shift the vehicle into each gear change or, by placing it in the drive position, remain fully automatic. This gives you racetrack shifts and shaves time off your ETs. TCI® 700R4, 2004R and AOD StreetFighter® Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are applied firmly to eliminate slippage.

| Description | Part # |
|--|-----------|
| Accessories Included In StreetFighter® Packages | |
| Universal Transmission Cooler | 820500 |
| Max Shift™ Transmission Fluid | 950640 |
| Dipstick ¹ | See Chart |
| Universal TV Cable ¹ | See Chart |

Footnotes:

¹ When applicable

- **Special clutches and bands increase durability; new sprags/roller clutches increase holding capacity**
- **Improved lubrication system increases fluid amount sent to planetaries and internals**
- **Higher line pressure for extra firm shifts and greater torque capacity with less slippage**



Each TCI® StreetFighter® Transmission Package consists of a transmission, torque converter, transmission cooler and three gallons of TCI® Max Shift™ Street Performance Transmission Fluid and necessary hardware.

| | | Part # | | | |
|--|--------------------|----------|--------------|---------------------|-------------------|
| Application | Engine | Package | Transmission | Converter | Misc. |
| Chrysler | | | | | |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft | 318, 340, 360 | 111100P1 | 111100 | 142200 ⁵ | 743807 (Dipstick) |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft | 383, 400, 426, 440 | 111000P1 | 111000 | 142200 ⁵ | 743808 (Dipstick) |
| 1967-79 Torqueflite 904, Small Block V8 | 318, 340, 360 | 111300P1 | 111300 | 141300 | 743806 (Dipstick) |
| Ford | | | | | |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case | 289-351 | 511200P1 | 511200 | 450700 | 743811 (Dipstick) |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case | 289-351 | 511200P2 | 511200 | 451500 | 743811 (Dipstick) |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case | 289-351 | 511200P3 | 511200 | 451522 | 743811 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan | 289-351 | 511600P1 | 511600 | 450900 | 743812 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan | 289-351 | 511600P2 | 511600 | 451900 | 743812 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan | 289-351 | 511600P3 | 511600 | 451922 | 743812 (Dipstick) |

Footnotes: See Master Footnote Listing On Page 4.

| | | | | Part # | |
|--|------------------------------|-------------------------|-----------------------|----------------------|--|
| Application | Engine | Package | Transmission | Converter | Misc. |
| Ford (cont.) | | | | | |
| 1966-96 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411400P1 | 411400 | 441600 | 743813 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411400P2 | 411400 | 441300 | 743813 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411400P3 | 411400 | 441322 | 743813 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411200P1 | 411200 | 441600 | 743815 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411200P2 | 411200 | 441300 | 743815 (Dipstick) |
| 1966-96 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411200P3 | 411200 | 441322 | 743815 (Dipstick) |
| 1966-96 C6, FE, 13 ½" Tailshaft | 332, 352, 390, 406, 427, 428 | 411000P1 ¹⁰³ | 411000 ¹⁰³ | 442100 | 743814 (Dipstick) |
| 1980-93 AOD | 289, 302, 351C, 351W | 431000P1 | 431000 | 432800 | 430800 (Dipstick), 430806 (Universal TV Cable) |
| 1980-93 AOD | 289, 302, 351C, 351W | 431000P2 | 431000 | 433100 | 430800 (Dipstick), 430806 (Universal TV Cable) |
| 1980-93 AOD | 289, 302, 351C, 351W | 431000P3 | 431000 | 432700 | - |
| 1993-96 AODE | 3.8L, 5.0L, 5.8L | 434020P3 | 434020 ²⁸ | 434100 ²⁸ | 430800 (Dipstick) |
| GM | | | | | |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311000P1 | 311000 | 240900 | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311000P2 | 311000 | 241500-A | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311000P3 | 311000 | 241000 | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 9" Tailshaft | Chevrolet V8, 4.3L V6 | 311090P1 | 311090 | 241500-A | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 6" Tailshaft | All BOP | 311100P1 | 311100 | 241502 ² | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211000P1 | 211000 | 241602 ¹⁰ | 743860 (Dipstick) |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211000P2 | 211000 | 241000 | 743860 (Dipstick) |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211000P3 | 211000 | 240900 | 743860 (Dipstick) |

Footnotes: See Master Footnote Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, LOCK-UP UNITS LISTED IN RED

TRANSMISSION PACKAGES

STREETFIGHTER® cont.

| | | | | | Part # |
|---|-----------------------|----------|-------------------------|-----------------------|--|
| Application | Engine | Package | Transmission | Converter | Misc. |
| GM (cont.) | | | | | |
| 1982-90 2004R | Chevrolet V8, 4.3L V6 | 381500P2 | 381500 ²⁹ | 242500 ²¹ | 743860 (Dipstick), 376800 (Universal TV Cable) |
| 1982-90 2004R | Chevrolet V8, 4.3L V6 | 381500P3 | 381500 ²⁹ | 242600 | 743860 (Dipstick), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length | Chevrolet V8 | 371000P1 | 371000 ²⁹ | 242800 ²¹ | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length | Chevrolet V8 | 371000P2 | 371000 ²⁹ | 243105 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length | Chevrolet V8 | 371000P3 | 371000 ²⁹ | 243110 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-92 700R4 Corvette, 30-Spline, 29 7/8" Overall Length | Chevrolet V8 | 373000P1 | 373000 ³⁵ | 242800 ²¹ | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-92 700R4 Corvette, 30-Spline, 29 7/8" Overall Length | Chevrolet V8 | 373000P2 | 373000 ³⁵ | 243105 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-92 700R4 Corvette, 30-Spline, 29 7/8" Overall Length | Chevrolet V8 | 373000P3 | 373000 ³⁵ | 243110 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 2000-06 4L60E | LS-Style Truck | 371016P1 | 371016 ^{33,34} | 242935 ^{3,4} | 743865 (Dipstick) |
| 2000-06 4L60E | LS-Style Truck | 371016P2 | 371016 ^{33,34} | 242938 | 743865 (Dipstick) |
| 2000-06 4L60E | LS-Style Truck | 371016P3 | 371016 ^{33,34} | 242931 ¹⁰ | 743865 (Dipstick) |
| 2000-06 4L60E | LS-Style Truck | 371016P4 | 371016 ^{33,34} | 242932 ¹⁰ | 743865 (Dipstick) |
| 2000-06 4L60E | LS-Style Truck | 371016P5 | 371016 ^{33,34} | 242933 ⁴² | 743865 (Dipstick) |
| 1997-06 4L80E | Chevrolet V8 | 271100P1 | 271100 ³⁴ | 242910 | 743865 (Dipstick) |

Footnotes: See Master Footnote Listing On Page 4.

² For Buick, Pontiac, Oldsmobile w/ small bolt circle and mounting lugs

³ LS1/LS2 applications, 1998-06 except Corvette

⁴ 300mm Diameter converters

¹⁰ With heavy-duty front anti-ballooning plate for nitrous applications

²¹ 12" Diameter converter

²⁸ Factory ECU required to operate transmission

²⁹ Built with Constant Pressure Valve Body™

³³ Will plug directly in OEM ECU

³⁴ Requires TC® EZ-TCU™ or factory ECU to operate the transmission and torque converter functions when used with pre-1993 applications

³⁵ Corvette 700R4 comes with a unique tailhousing assembly and is 1.125" shorter than a standard 700R4. For C4 Corvettes only. Must use existing tailhousing.

⁴² Approximately 4500 RPM stall speed

¹⁰³ Core must be provided by customer. Call for details.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**



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YOUTUBE

bit.ly/TCIVideos

TRANSMISSION PACKAGES

SUPER STREETFIGHTER™



#371150P2
GM 4L60E
Super StreetFighter™
Transmission Package

Each TCI® Super StreetFighter™ Transmission Package consists of a transmission, torque converter, transmission cooler and three gallons of TCI® Max Shift™ Street Performance Transmission Fluid.

The TCI® Super StreetFighter™ Transmission Packages fill the gap between the StreetFighter® series and the full competition transmission packages. Intended for normally aspirated vehicles powered by engines producing between 725 and 1025+ HP, depending on the application, TCI® Super StreetFighter™ Packages feature many of the same benefits as StreetFighter® Transmission Packages with certain internal upgrades, including higher performance friction clutches and bands, as well as heavy-duty hard parts. The Super StreetFighter™ Transmission offers both manual and automatic shift options to give you the power and shifts you want for the strip or easy driving for the street. 700R4, 2004R and AOD Super StreetFighter™ Transmissions feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are applied firmly to eliminate slippage.

Super StreetFighter™ Torque Converters feature furnace-brazed fins, needle bearings, hardened pre-ground pump hubs and like all TCI® converters, undergo the renowned Triple Testing procedures.

- **Designed for normally aspirated vehicles that produce between 725-1025+ horsepower**
- **Offers both manual and automatic shifting options**
- **Higher performance friction clutches and bands to provide smoother shifts & longer life in high HP applications**
- **Heavy-duty hard parts offer increased durability and longer transmission and converter life**
- **Transmission and torque converters undergo Triple Testing procedures**

| Description | Part # |
|--|-----------|
| Accessories Included In Super StreetFighter™ Packages | |
| Universal Transmission Cooler | 820500 |
| Max Shift™ Transmission Fluid | 950640 |
| Dipstick ¹ | See Chart |
| Universal TV Cable ¹ | See Chart |

Footnotes:

¹ When applicable



Max Shift™ (ATF) Transmission Fluid

Add performance and durability to your vehicle's drivetrain by simply pouring in TCI® Max Shift™ (ATF) Transmission Fluid. Requires no additional additives or treatments and is compatible with other brands of mineral and synthetic fluids.

- **Premium fluids developed with ultra-pure base oils resist viscosity breakdown and extend fluid change intervals**
- **Application specific formulas – Street Performance, Race, Circle Track and Full Synthetic**

SEE PAGE 76 OF THIS CATALOG FOR MORE INFORMATION.

TRANSMISSION PACKAGES

SUPER STREETFIGHTER™ cont.

| | | | | Part # | |
|--|------------------------------|-------------------------|-------------------------|----------------------|--|
| Application | Engine | Package | Transmission | Converter | Misc. |
| Chrysler | | | | | |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft | 318, 340, 360 | 111105P1 | 111105 | 142200 ⁵ | 743807 (Dipstick) |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft | 318, 340, 360 | 111105P2 | 111105 | 142222 ⁵ | 743807 (Dipstick) |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft | 383, 400, 426, 440 | 111005P1 | 111005 | 142200 ⁵ | 743808 (Dipstick) |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft | 383, 400, 426, 440 | 111005P2 | 111005 | 142222 ⁵ | 743808 (Dipstick) |
| Ford | | | | | |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case | 289-351 | 511205P2 | 511205 | 451502 ¹⁰ | 743811 (Dipstick) |
| 1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case | 289-351 | 511205P3 | 511205 | 451503 ¹⁰ | 743811 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan | 289-351 | 511605P2 | 511605 | 451901 ¹⁰ | 743812 (Dipstick) |
| 1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan | 289-351 | 511605P3 | 511605 | 451902 ¹⁰ | 743812 (Dipstick) |
| 1966-96 C6, 13 1/2" Tailshaft | 289, 302, 351C, 351W | 411405P2 | 411405 | 441301 ¹⁰ | 743813 (Dipstick) |
| 1966-96 C6, 13 1/2" Tailshaft | 289, 302, 351C, 351W | 411405P3 | 411405 | 441302 ¹⁰ | 743813 (Dipstick) |
| 1966-96 C6, 13 1/2" Tailshaft | 351M, 400, 429, 460 | 411205P2 | 411205 | 441301 ¹⁰ | 743815 (Dipstick) |
| 1966-96 C6, 13 1/2" Tailshaft | 351M, 400, 429, 460 | 411205P3 | 411205 | 441302 ¹⁰ | 743815 (Dipstick) |
| 1966-96 C6, FE, 13 1/2" Tailshaft | 332, 352, 390, 406, 427, 428 | 411005P2 ¹⁰³ | 411005 ¹⁰³ | 442101 ¹⁰ | 743814 (Dipstick) |
| 1966-96 C6, FE, 13 1/2" Tailshaft | 332, 352, 390, 406, 427, 428 | 411005P3 ¹⁰³ | 411005 ¹⁰³ | 442102 ¹⁰ | 743814 (Dipstick) |
| GM | | | | | |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311005P2 | 311005 | 241001 ¹⁰ | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1969-79 TH350, 6" Tailshaft | Chevrolet V8, 4.3L V6 | 311005P3 | 311005 | 241002 ¹⁰ | 743860 (Dipstick), 376900 (Universal TV Cable) |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211005P2 | 211005 | 241001 ¹⁰ | 743860 (Dipstick) |
| 1964-91 TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211005P3 | 211005 | 241002 ¹⁰ | 743860 (Dipstick) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length ¹ | Chevrolet V8 | 371100P1 | 371100 | 243105 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length ¹ | Chevrolet V8 | 371100P2 | 371100 | 242800 ²¹ | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline, 30 1/2" Overall Length ³⁶ | Chevrolet V8 | 371100P3 | 371100 ²⁹ | 242700 | 743865 (Dipstick), 376800 (Universal TV Cable) |
| 1996-97 4L60E, 30-Spline, 30 1/2" Overall Length | Truck & B-Body | 371110P1 | 371110 ^{33,34} | 243106 ²⁴ | 743865 (Dipstick) |
| 1998-02 4L60E, 30-Spline, 30 1/2" Overall Length | F-Body | 371150P1 | 371150 ^{33,34} | 242931 ¹⁰ | 743865 (Dipstick) |

Footnotes: See Master Footnote Listing On Page 4.

Can't Find What You Need?

GO CUSTOM



Look no further than TCI® for the perfect torque converter or transmission for your application. We offer a wide selection of ready-to ship street, street/strip, circle track, drag race and towing drivetrain components that are sure to meet your needs.

But what if you don't see exactly what you're looking for in our part numbered catalog selection? No problem. TCI® can custom build a torque converter or transmission that is optimized to your exact engine, vehicle and class combination and have you up and running in just a few days. All custom built torque converters and transmissions are engineered using the highest quality components, and each unit undergoes the legendary TCI® Triple Test procedures. Each torque converter and transmission that we build undergoes strict measures that ensure the best performance and quality available on the market today.

With over forty years of drivetrain engineering expertise and track proven results, TCI® can give you exactly what you want when you want it. We're just waiting for you to call.

Placing A Custom Order

To order a custom transmission or torque converter, first fill out the recommendation form on page 148 of this catalog. Once complete, the form can be mailed, faxed or emailed to us. If you need further assistance with your selection, please contact us by one of the means below, and one of our knowledgeable drivetrain specialists will help you with selecting the appropriate parts.

Mailing Address:

TCI® Automotive
151 Industrial Drive
Ashland, Mississippi 38603

Toll Free Phone: 1.888.776.9824

Phone: 662.224.8972

Fax: 662.224.8255

Email: tech@tciauto.com

Twitter: @CPGTECH

TRANSMISSION PACKAGES

6X SIX-SPEED™



#271601P19
6x Six-Speed™ Automatic Transmission Package
w/ Small Block Ford Bellhousing

Using the latest developments in drivetrain technology, TCI® has developed an innovative automatic transmission for Pro Touring, street and all-out race vehicles. Designed for SBC, BBC, LS, Pontiac, Ford and Chrysler applications, the 4L80E-based TCI® 6x Six-Speed™ Automatic Transmission is a fully programmable transmission that gives you six forward gears (2.97, 2.23, 1.57, 1.18, 1.00, 0.75) for quicker acceleration and increased fuel economy at cruising speeds and is capable of handling up to 850 horsepower.

These versatile transmissions from TCI® feature a compact design, allowing them to work in a variety of performance applications. Originally designed for GM applications, TCI® now offers complete kits for Ford, Chrysler and Pontiac engines.

When used with the required TCI® EZ-TCU™ Transmission Controller & Harness for shift point programming and the optional TCI® Paddle Shifter or Outlaw™ 2-Button Shifter set-up for manual mode gear selection, this automatic transmission gives vehicles the most functional and modern drivetrain combination on the market.

To ensure durability, TCI® engineers run each transmission across a hydraulic tester valve body dyno and computer-controlled transmission dyno to ensure proper line pressures and top notch transmission performance. Proof of this Triple Testing process is included with each transmission, shipped in the form of individual serialized spec sheets containing test scores. In addition, each TCI® transmission utilizes the patented HDT Coating™ for cooler operating temperatures and improved drivetrain efficiency.

- Six forward gears and fully programmable automatic or manual shifting for improved acceleration and fuel economy at cruising speeds
- Full manual shifting with the 6x Six-Speed™ requires optional TCI® Paddle Shifter or Outlaw™ 2-Button Shifter
- TCI® EZ-TCU™ Transmission Controller and 4-speed automatic shifter (ratchet, gate or stock) needed for standard automatic operation
- Self-contained design using 4L80E case eliminates clearance problems of external bolt-on overdrives

PACKAGES INCLUDE:

- TRANSMISSION
- EZ-TCU™ TRANSMISSION CONTROLLER
- WIRING HARNESS
- TRANSMISSION COOLER
- DIPSTICK
- TRANSMISSION FLUID
- SHIFTER (OPTIONAL)
- BELLHOUSING KIT (OPTIONAL)



SCAN QR CODE
TO WATCH A VIDEO ON
THE 6X SIX SPEED™



| Applications | |
|----------------------------|----------------------------|
| GM | |
| Small Block | Big Block |
| LS | Pontiac |
| Ford | |
| Small Block | Big Block |
| 6-Bolt Small Block Modular | 8-Bolt Small Block Modular |
| Chrysler | |
| Small Block | 8-Bolt Big Block |
| 6-Bolt Big Block | — |

Transmission Only (Packages Available On Pg. 34)

| Description | Part # |
|--|---------------------|
| 6x Six-Speed™ Transmission w/ GM Bellhousing | 271600 ¹ |
| 6x Six-Speed™ Transmission w/o Bellhousing | 271601 ¹ |

Footnotes:

¹ Must be used with TCI® EZ-TCU™

Accessories

Bellhousings and bellhousing kits are available to be purchased individually or as part of a transmission package, as are TCI® Paddle Shifters and Outlaw™ Shifters. Bellhousing kits include the matching individual bellhousing and its matched flexplate, crank adapter and all necessary hardware.

| Description | Part # | Kit Part # |
|---|--------|----------------------------------|
| Bellhousings | | |
| Chrysler Small Block | 720020 | 271620 |
| Chrysler Big Block Bellhousing | 720015 | 271615 (6-Bolt), 271617 (8-Bolt) |
| Ford Small Block Bellhousing | 720014 | 271614 |
| Ford Big Block Bellhousing | 720016 | 271616 |
| Ford Modular Bellhousing | 720018 | 271618 (6-Bolt), 271619 (8-Bolt) |
| Chevy Bellhousing | 720013 | — |
| Pontiac Bellhousing | 720021 | 271621 |
| Shifters | | |
| Paddle Shifter w/o Display | 301441 | — |
| Outlaw™ Shifter w/ 2-Button Bump Switches | 611641 | — |

TRANSMISSION PACKAGES

6X SIX-SPEED™ APPLICATION CHART

NOTES

6X SIX SPEED™

Torque Converters Must Be Ordered Separately Based On Your Application's Stall Speed Requirements

| | | Part # | |
|--|-----------|--------------|--|
| Description | Package | Transmission | |
| Non-Application Specific ¹ | | | |
| 6x Transmission Package for Optional Bellhousing | 271601P2 | 271601 | |
| 6x Transmission Package for Optional Bellhousing w/ Paddle Shifter | 271601PA | 271601 | |
| 6x Transmission Package for Optional Bellhousing w/ Outlaw™ Shifter | 271601P3 | 271601 | |
| Chrysler ¹ | | | |
| Chrysler Small Block 6x Transmission Package | 271601P10 | 271601 | |
| Chrysler Small Block 6x Transmission Package w/ Paddle Shifter | 271601P13 | 271601 | |
| Chrysler Small Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P14 | 271601 | |
| Chrysler 6-Bolt Big Block 6x Transmission Package | 271601P8 | 271601 | |
| Chrysler 6-Bolt Big Block 6x Transmission Package w/ Paddle Shifter | 271601P27 | 271601 | |
| Chrysler 6-Bolt Big Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P28 | 271601 | |
| Chrysler 8-Bolt Big Block 6x Transmission Package | 271601P9 | 271601 | |
| Chrysler 8-Bolt Big Block 6x Transmission Package w/ Paddle Shifter | 271601P29 | 271601 | |
| Chrysler 8-Bolt Big Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P30 | 271601 | |
| Ford ¹ | | | |
| Ford Small Block 6x Transmission Package | 271601P4 | 271601 | |
| Ford Small Block 6x Transmission Package w/ Paddle Shifter | 271601P19 | 271601 | |
| Ford Small Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P20 | 271601 | |
| Ford 4.6 6-Bolt Crank Small Block Transmission Package | 271601P6 | 271601 | |
| Ford 4.6 6-Bolt Crank Small Block Transmission Package w/ Paddle Shifter | 271601P23 | 271601 | |
| Ford 4.6 6-Bolt Crank Small Block Transmission Package w/ Outlaw™ Shifter | 271601P24 | 271601 | |
| Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package | 271601P7 | 271601 | |
| Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package w/ Paddle Shifter | 271601P25 | 271601 | |
| Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P26 | 271601 | |
| Ford Big Block 6x Transmission Package | 271601P5 | 271601 | |
| Ford Big Block 6x Transmission Package w/ Paddle Shifter | 271601P21 | 271601 | |
| Ford Big Block 6x Transmission Package w/ Outlaw™ Shifter | 271601P22 | 271601 | |
| GM | | | |
| GM 6x Transmission Package | 271600P2 | 271600 | |
| GM 6x Transmission Package w/ Paddle Shifter | 271600P | 271600 | |
| GM 6x Transmission Package w/ Outlaw™ Shifter | 271600P3 | 271600 | |
| Pontiac ¹ | | | |
| Pontiac 6x Transmission Package | 271601P12 | 271601 | |
| Pontiac 6x Transmission Package w/ Paddle Shifter | 271601P17 | 271601 | |
| Pontiac 6x Transmission Package w/ Outlaw™ Shifter | 271601P18 | 271601 | |

Footnotes:

¹ Case machined for Reid Racing Bellhousing



#271601P24
6x Six-Speed™ Automatic Transmission Package
w/ Ford 6-Bolt Crank Bellhousing & Outlaw™ Shifter

| Part # | | | | | | |
|-----------------|---------|---|----------|--------|---------------------------------|--|
| Bellhousing Kit | Shifter | EZ-TCU™ Transmission Controller & Harness | Dipstick | Cooler | MaxShift™ Transmission Fluid | |
| - | - | 302820 | 743805 | 824104 | 950640 | |
| - | 301441 | 382820 | 743805 | 824104 | 950640 | |
| - | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271620 | - | 302820 | 743805 | 824104 | 950640 | |
| 271620 | 301441 | 382820 | 743805 | 824104 | 950640 | |
| 271620 | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271615 | - | 382820 | 743805 | 824104 | 950640 | |
| 271615 | 301441 | 302820 | 743805 | 824104 | 950640 | |
| 271615 | 611641 | 382820 | 743805 | 824104 | 950640 | |
| 271617 | - | 302820 | 743805 | 824104 | 950640 | |
| 271617 | 301441 | 382820 | 743805 | 824104 | 950640 | |
| 271617 | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271614 | - | 302820 | 743805 | 824104 | 950640 | |
| 271614 | 301441 | 382820 | 743805 | 824104 | 950640 | |
| 271614 | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271618 | - | 382820 | 743805 | 824104 | 950640 | |
| 271618 | 301441 | 302820 | 743805 | 824104 | 950640 | |
| 271618 | 611641 | 382820 | 743805 | 824104 | 950640 | |
| 271619 | - | 302820 | 743805 | 824104 | 950640 | |
| 271619 | 301441 | 382820 | 743805 | 824104 | 950640 | |
| 271619 | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271616 | - | 382820 | 743805 | 824104 | 950640 | |
| 271616 | 301441 | 302820 | 743805 | 824104 | 950640 | |
| 271616 | 611641 | 382820 | 743805 | 824104 | 950640 | |
| - | - | 302820 | 743805 | 824104 | 950640 | |
| - | 301441 | 382820 | 743805 | 824104 | 950640 | |
| - | 611641 | 302820 | 743805 | 824104 | 950640 | |
| 271621 | - | 302820 | 743805 | 824104 | 950640 | |
| 271621 | 301441 | 382820 | 743805 | 824104 | 950640 | |
| 271621 | 611641 | 302820 | 743805 | 824104 | 950640 | |

FLEXPLATES

Machined Flexplates

TCI® offers a complete line of .140" thick Chrysler and Ford flexplates with GM and Ford bolt patterns for use with adapter plate kits. Constructed from A514 Blanchard ground steel, these flexplates work with all TCI® Chrysler to Chevy and Ford to Chevy adapter kits and are suitable for GM and Ford 7", 8", 9" and 10" competition converters. Due to the flat design of TCI® flexplates, as opposed to the dished construction of stock Chrysler and Ford flexplates, these will not work with stock replacement torque converters.

Aftermarket Chevrolet and Pontiac machined flywheels are .140" thick and built to handle even the toughest applications. Constructed from the same A514 Blanchard ground steel and neutral balanced with 168-tooth (Chevy) and 166-tooth (Pontiac) starter rings. **These machined flexplates are a "must have" for moderate to serious performance applications.**

Forged Flexplates

TCI® also offers stock replacement, stamped, heavy-duty flexplates for popular Chrysler, Ford and Chevy applications.

For Chryslers, there are also special counter balanced flexplates, which allow you to use a neutral balance torque converter in cast crank applications that came with a counter balanced torque converter.

For Ford applications, TCI® OEM-style small block flexplates are constructed to precise standards and are SFI 29.1 approved. Built extra-thick with welds on both sides of the ring gear, these flexplates are precision-balanced and checked for runout.

TCI® Chevy stamped flexplates are .035" thicker than stock, and the starter ring is welded to both sides of the flywheel for additional strength. Constructed from a high tensile strength material, these flywheels resist elongation and cracking. All 168-tooth flywheels have GM dual bolt patterns, are sized for stock 3/8" mounting bolts and can be easily drilled for 7/16" diameter high performance torque converter applications. **These machined flexplates are perfect for stock to mild performance applications.**

MACHINED FLEXPLATES (MODERATE TO SERIOUS PERFORMANCE)

| Transmission Type | Engine | SFI 29.1 Approved | Balance | Remarks | Part # |
|-------------------|------------------------------|-------------------|----------|--|---------------------|
| Chrysler | | | | | |
| GM | All | Y | Internal | Small GM Pattern, Conversion Use Only, 6-Hole Crank | 149162 ¹ |
| GM | All | Y | Internal | Small GM Pattern, Conversion Use Only, 8-Hole Crank | 149182 ¹ |
| Ford | | | | | |
| GM | 4.6L, 289-351C, 351M-400M | Y | Internal | Dual GM Pattern, Conversion Use Only | 529632 ¹ |
| GM | 360-428-460 | Y | Internal | Dual GM Pattern, Conversion Use Only | 529742 ¹ |
| Chevrolet | | | | | |
| GM | 4.8, 5.3, 5.7, 6.0 LS-Series | Y | Internal | Small Bolt Pattern, 168-Tooth | 399753 ² |
| GM | 4.8, 5.3, 5.7, 6.0 LS-Series | Y | Internal | Wide Bolt Pattern (11.5"), 168-Tooth | 399754 |
| GM | 6.2L LS9-Series | Y | Internal | LS Bolt Pattern (11.1") & GM Small Bolt Pattern 10 3/4", 168-Tooth | 399755 ³ |
| GM | 6.2L LSA-Series | Y | Internal | LS Bolt Pattern (11.1") & GM Small Bolt Pattern 10 3/4", 168-Tooth | 399756 ³ |
| Pontiac | | | | | |
| GM | 326-455 | Y | Internal | Large Bolt Pattern, 166-Tooth, 2.750" Crankshaft ID | 399673 |

Footnotes:

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

² Will not fit 4L80E transmissions

³ A TCI® Special Build Torque Converter must be used in order to fit 4L80E transmissions

FORGED FLEXPLATES (STOCK TO MILD PERFORMANCE)

| Transmission Type | Engine | SFI 29.1 Approved | Balance | Remarks | Part # |
|-------------------|-----------------------------------|-------------------|----------|---|--------|
| Chrysler | | | | | |
| Torqueflite 727 | 1971-76 340 | Y | External | Dual Bolt Circle, 5/16" Bolt, 6-Hole Cast Crank | 102350 |
| Torqueflite 727 | 1971-92 360 | Y | External | Dual Bolt Circle, 5/16" Bolt, 6-Hole Cast Crank | 102360 |
| Torqueflite 727 | 1971-79 383-440 | Y | External | Dual Bolt Circle, 5/16" Bolt, 6-Hole Cast Crank | 102370 |
| Torqueflite 904 | 1971-92 360 | Y | External | Dual Bolt Circle, 5/16" Bolt, 6-Hole Cast Crank | 102390 |
| All Torqueflite | 318-440 | Y | Internal | Small Bolt Circle, 7/16" Bolt, 6-Hole Forged Crank | 145200 |
| All Torqueflite | 318-440 | N | Internal | Small Bolt Circle, 5/16" Bolt, 6-Hole Forged Crank | 145600 |
| All Torqueflite | 318-440 | N | Internal | Large Bolt Circle, 5/16" Bolt, 6-Hole Forged Crank | 145700 |
| All Torqueflite | 426 Hemi | N | Internal | Small Bolt Circle, 7/16" Bolt, 8-Hole Forged Crank | 145300 |
| Ford | | | | | |
| Ford | 289-351C, 351M-400M | Y | 0 oz. | 10.5" Bolt Pattern, 157-Tooth | 529615 |
| Ford | 289-351C, 351M-400M | Y | 28 oz. | 10.5" Bolt Pattern, 157-Tooth | 529618 |
| Ford | 289-351C, 351M-400M | Y | 50 oz. | 10.5" Bolt Pattern, 157-Tooth | 529610 |
| Ford | 289-351C, 351M-400M | Y | 0 oz. | 11.5" Bolt Pattern, 164-Tooth | 529625 |
| Ford | 289-351C, 351M-400M | Y | 28 oz. | 11.5" Bolt Pattern, 164-Tooth | 529628 |
| Ford | 289-351C, 351M-400M | Y | 50 oz. | 11.5" Bolt Pattern, 164-Tooth | 529620 |
| GM | 4.6L, 8-Bolt Crank | Y | Internal | Dual GM Pattern, Conversion Use Only | 529640 |
| GM | FE | Y | Internal | Dual GM Pattern, Conversion Use Only | 529842 |
| Chevrolet | | | | | |
| GM | Pre-1986 SBC & Int. Balanced BBC | Y | Internal | Dual Bolt Pattern, 168-Tooth | 399273 |
| GM | 400 | Y | External | Dual Bolt Pattern, 168-Tooth | 399373 |
| GM | 454 | Y | External | Dual Bolt Pattern, 168-Tooth | 399473 |
| GM | 454 | Y | External | Small Bolt Pattern, 153-Tooth | 399554 |
| GM | LT1 | Y | External | Small Bolt Pattern, 153-Tooth | 399173 |
| GM | LT1 | Y | Internal | Small Bolt Pattern, 153-Tooth | 399174 |
| GM | Pre-1986 SBC & Int. Balanced BBC | Y | Internal | Small Bolt Pattern, 153-Tooth | 399573 |
| GM | 1991-95 (1 Pc. Rear Main Seal) | Y | External | Dual Bolt Pattern, 168-Tooth, Only for Gen V 454 w/ Cast Iron Crankshafts | 399973 |
| GM | 1991-98 (1 Pc. Rear Main Seal) | Y | External | Dual Bolt Pattern, 168-Tooth, Only for Gen V & Gen VI 454 HO & 502 HO w/ Steel Forged Crankshafts | 399873 |
| GM | 1986-99 (1 Pc. Rear Main Seal) | Y | External | Dual Bolt Pattern, 168-Tooth, Only for One Piece Rear Seal Engines | 399773 |
| GM | 1986-99 (1 Pc. Rear Main Seal) | Y | Internal | Dual Bolt Pattern, 168-Tooth, Only for One Piece Rear Seal Engines | 399774 |

Chevrolet Flexplate Shim

- Achieve optimum spacing w/ .030" steel shim when installing new flexplates on Chevy crankshafts
- Works on both automatic & standard shift flexplates with standard Chevy crankshaft bolt flange & flexplate

- Must have when additional clearance is required between the starter & flexplate ring gear

| Description | Part # |
|--------------------------|--------|
| Chevrolet Flexplate Shim | 399100 |

TRANSMISSION INTERNALS

FRICTIONS & CLUTCH PLATES

A clutch plate is part of a series of discs between the pressure plate and flywheel inside of a transmission. The round plate has a friction sensitive surface that allows it to grip and sits next to the flywheel that is connected to the driveshaft, so the flywheel starts to spin as soon as the engine is turned on and the motor turns the crankshaft. When you push in the clutch, the clutch plate moves away from the flywheel because a series of springs and bearings pulls the pressure plate back. When the clutch pedal is released, the pressure plate is reengaged by the springs and then pushes against the clutch plate. When engaged, the pressure plate forces the flywheel and clutch together.

A clutch plate is designed to handle different levels of force and apply different ranges of friction depending on its design and materials. But it's probably no surprise that excess heat can cause clutches to fail – that's a proven fact. But using TCI® Frictions or Clutch Plates can prevent that with their superior materials and engineering.

High Performance Frictions

- High coefficient of friction & high temperature resistance
- Power apply applications feature grooved surface area to improve clutch apply time
- Suitable for both street/strip and racing applications

Xtreme Performance HD Frictions

- Provide smoother shifts and longer life in high horsepower applications
- Designed with softer, more resilient base paper for less wear against opposing steel plates
- Saturated with phenolic resin and silicate for high heat resistance to friction paper

High-Static Reverse Steel Clutch Plates

- Stop forward "creep" due to clutch slippage while transbrake is applied
- Engineered from high-quality, specially treated steels for increased durability
- Available for TH350 and Powerglide transmissions
- Good choice for transbrake-equipped vehicles

Nitrided Steel Plates

- Nitrided surface treatment infuses nitrogen ions into steel to increase surface hardness for initial & long-term wear
- Wear and fatigue resistance more than doubles
- Higher heat resistance, increased lubricity and improved heat transfer across surface of steel
- Prevents hot spots and warp due to high oil and surface temperatures
- Recognized by metallurgists worldwide as best way to increase hardness and lubricity of steels



| | | Part # | | |
|-----------------|------------------|----------------------------------|--|-------------------------------------|
| Description | Drum | High Performance Friction Part # | Xtreme Performance HD Friction Part # | Steel Plate Part # |
| Chrysler | | | | |
| Torqueflite 727 | Direct & Rear | 124000 (5 Ea.) .095" | – | 124066 (5 Ea.) .068" |
| Torqueflite 727 | Forward | 124500 (5 Ea.) .061" | – | 124066 (5 Ea.) .068" |
| Torqueflite 904 | Forward & Direct | 124602 (1 Ea.) .086" | 124601 (1 Ea.) .063" | – |
| Torqueflite 518 | Forward | 124500 (5 Ea.) .061" | – | 124066 (5 Ea.) .068" |
| Ford | | | | |
| C4 | Direct & Reverse | 524000 (5 Ea.) .078" | 524005 (5 Ea.) .078" | – |
| C4 | Forward | 524500 (5 Ea.) .061" | – | – |
| C6 | Direct | 424000 (5 Ea.) .075" | 424005 (5 Ea.) .075" 424001 (1 Ea.) .075" | 424100 ² (5 Ea.) .078" N |
| C6 | Forward | 424500 (5 Ea.) .061" | – | 424100 ² (5 Ea.) .078" N |
| C6 | Reverse | 424700 (5 Ea.) .075" | – | 424300 (5 Ea.) .068" |
| 5R55S | Direct | – | 574005 (5 Ea.) .081" | 574006 (5 Ea.) .081" |
| 5R55S | Forward | – | 574000 (5 Ea.) .068" | 574010 (5 Ea.) .067" |
| 5R55S | OD | – | 574007 (5 Ea.) .069" | 574017 (2 Ea.) .065" |

TRANSMISSION INTERNALS

FRICTIONS & CLUTCH PLATES

| Description | Drum | High Performance Friction Part # | Xtreme Performance HD Friction Part # | Steel Plate Part # |
|---------------------|--------------|---|--|--|
| GM | | | | |
| Powerglide | High | 724000 (5 Ea.) .098" | 724005 (5 Ea.) .098" 724001 (1 Ea.) .098" | 724002 ² (6 Ea.) .070" N 724200 (6 Ea.) .070" 724206 (6 Ea.) .060" |
| Powerglide | Reverse | 724100 (5 Ea.) .098" | 724105 ¹ (5 Ea.) .098" 724101 ¹ (1 Ea.) .098" | 724102 ² (6 Ea.) .070" N 724300 (5 Ea.) .070" |
| TH350 | Direct | 324000 (5 Ea.) .098" | 324001 (1 Ea.) .098" 324005 (5 Ea.) .098" | 324002 ^{2,3} (11 Ea.) .068" N 324003 ² (1 Ea.) .068" N |
| TH350 | Intermediate | 324500 (3 Ea.) .098" | — | 324004 ² (5 Ea.) .068" N |
| TH350 | Forward | 324700 (5 Ea.) .098" | — | 324002 ^{2,3} (11 Ea.) .068" N 324003 ² (1 Ea.) .068" N |
| TH350 | Reverse | 324100 (5 Ea.) .097" | 724105 ¹ (5 Ea.) .098" | 724300 (5 Ea.) .070" 724102 (6 Ea.) .070" N |
| TH400 | Direct | 224000 (5 Ea.) .080" 224001 (1 Ea.) .080" 224010 (7 Ea.) .061" | 224005 (5 Ea.) .080" | 224002 ² (5 Ea.) .068" N 224003 ² (5 Ea.) .090" N 224012 ² (7 Ea.) .060" N |
| TH400 | Intermediate | 224500 (3 Ea.) .080" 224510 (5 Ea.) .060" | 224501 (1 Ea.) .080" 224503 (3 Ea.) .080" | 224502 ² (3 Ea.) .100" N 224512 ² (5 Ea.) .063" N |
| TH400 | Forward | 224700 (5 Ea.) .080" 224710 (6 Ea.) .061" | — | 224702 ² (5 Ea.) .077" N 224712 ² (7 Ea.) .063" N |
| 2004R | 4th Gear | 384010 (3 Ea.) .080" | — | — |
| 2004R | Direct | — | 384006 (6 Ea.) .078" | — |
| 2004R | Forward | 384000 (4 Ea.) .078" | — | — |
| 700R4 & 4L60E/4L65E | 3-4 Clutch | 374000 (6 Ea.) .080" 374002 (9 Ea.) .062" | 374003 (9 Ea.) .062" | — |
| 700R4 & 4L60E/4L65E | Over-Run | 374010 (2 Ea.) .078" | — | 374030 ² (3 Ea.) .092" N |

Footnotes:

¹ Special high static ² "N" represents Nitrided steels ³ Kit includes (10) .068" + (1) .090" steels

TH400/4L80E Forged Steel Clutch Hub

- CNC-machined from 4140 steel forging
- Construction is stronger than case OE unit and will resist fracturing, clutch tooth wear and spline failures
- Designed for 500+ HP TH400/4L80E applications

| Description | Part # |
|--------------------------------------|---------------|
| TH400 Forged Steel Clutch Hub | |
| TH400/4L80E Steel Forward Clutch Hub | 228300 |



#228300
Forged Steel Clutch Hub

TRANSMISSION INTERNALS

FLEX BANDS



High Performance Flex Bands

Transmission bands are thin steel bands that are anchored to a transmission's case and enable gear selection and action. Hydraulic transmission fluid provides the necessary force to activate these bands, which are also connected to servos. The servo mechanisms fill with the hydraulic transmission fluid in response to torque converter pressure, a process that results in the servos applying force against the bands, which then locks them into place around the transmission drums.

As all of this takes place, the flex bands allow gear action by forming a link between the transmission axle shaft and the transmission gears. Each individual transmission gear set has a corresponding set of transmission bands and drums that trigger transmission gear action. As the fluid flows out of the servos, the bands are disengaged and the entire process is reversed.

The TCI® High Performance Flex Bands feature band linings with a higher coefficient of friction for higher torque capacity and the ability to produce quicker, more positive band engagement. TCI® also carries a line of bands, referred to as "Powerbands™" that include the bullet-proof material, Kevlar. The powerbands are up to 18% wider than OE bands, providing greater torque capacity and more positive shifts and band apply. The anchor area on these bands is extra thick, heat-treated, high-carbon steel construction to eliminate the stretching and breakage often associated with stock bands. These bands are a must for any street, towing or competitive application.

**** Please see top of page 41 for automatic transmission band adjustments.**

| Description | Part # |
|---|---------------|
| Ford | |
| C4, Intermediate, Stock Width | 525500 |
| C4, Reverse Kevlar | 525505 |
| C4, Intermediate Kevlar | 525600 |
| C6, Intermediate, Stock Width | 425500 |
| C6, Intermediate, Powerband™ Lining | 425505 |
| AOD, Overdrive Kevlar | 435500 |
| AODE/4R70W, Overdrive Kevlar | 435501 |
| AOD/AODE/4R70W, Reverse Kevlar | 435505 |
| 1989 & Later E4OD, Intermediate | 495500 |
| 5R55S, Intermediate/OD, Lining w/ Special Heat-Treated Struts | 575500 |
| 5R55S, Reverse | 575600 |

| Description | Part # |
|--|---------------|
| GM | |
| Powerglide Special High Energy Racing Band | 625101 |
| Powerglide Kevlar Powerband, 15% Wider than OE | 625102 |
| TH350, Intermediate (All), Reinforced Anchors | 325100 |
| TH400/4L80E, Intermediate Kevlar (All), Reinforced Anchors | 225100 |
| TH400/4L80E, Reverse Kevlar (All) | 225105 |
| 2004R/200C (All), Intermediate Powerband™, 18% Wider than OE | 385100 |
| 700R4/4L60E 2-4, High Energy | 375100 |
| 700R4/4L60E 2-4, Powerband™, 18% Wider than OE | 375200 |
| 700R4/4L60E 2-4, Kevlar Powerband™, 18% Wider than OE | 375300 |

TRANSMISSION INTERNALS

FLEX BANDS/PLANETARIES

Automatic Transmission Band Adjustments

| Model | Intermediate Band Adjustment | Low-Reverse Band Adjustment |
|----------------------|--|---|
| Chrysler | | |
| 727 StreetFighter® | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise | Tighten 72 in./lbs., Back off 2 ½ Turns Counterclockwise |
| 727 Full Manual | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise |
| 727 Transbrake | Tighten 120 in./lbs., Back Off 1¾ Turns Counterclockwise | Tighten 120 in./lbs., Back Off 1 ½ Turns Counterclockwise |
| 904 StreetFighter® | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise | Single Wrap Band: Tighten 72 in./lbs., Back Off 3 ¼ Turns Counterclockwise Double Wrap Band: Tighten 72 in./lbs., Back Off 4 Turns Counterclockwise |
| 904 Full Manual | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise | Tighten 72 in./lbs., Back Off 2 Turns Counterclockwise |
| 904 Transbrake | Tighten 120 in./lbs., Back Off 1¾ Turns Counterclockwise | Tighten 120 in./lbs., Back Off 1 ½ Turns Counterclockwise |
| Ford | | |
| C4 Except Transbrake | Tighten 120 in./lbs., Back Off 1¾ 1 Turns Counterclockwise | Tighten 120 in./lbs., Back Off 3 Turns Counterclockwise |
| C4 Transbrake | Tighten 120 in./lbs., Back Off 1½ 1 Turns Counterclockwise | Tighten 120 in./lbs., Back Off 2 Turns Counterclockwise |
| C6 | Tighten 120 in./lbs., Back Off 1½ Turns Counterclockwise | – |
| GM | | |
| Powerglide | Tighten 72 in./lbs., Back Off 4 Turns Counterclockwise | – |

NOTES

No external band adjustments on Ford AOD, AODE/4R70W, 5R55S & E4OD transmissions and GM TH350, TH400, 4L80E, 2004R & 700R4 transmissions.

Low Gear Planetaries

The planetary creates all of the different gear ratios that a transmission is able to produce. An automatic transmission contains two complete planetary gearsets folded together into one component. A planetary gearset has three main components:

- Sun gear
- Planet gears & carrier
- Ring gear

Each of these three components can be the input, the output or can be held stationary. Choosing which piece plays which role determines the gear ratio for the gearset.

TCI® offers a variety of low gear replacement planetaries for several of the most popular Ford and GM transmissions. With additional gear reductions in both first and second gear, these gear sets work well in all applications requiring an additional gear for better take-off. From heavy drag cars to off-road 4x4s to tow trucks, a TCI® Low Gear Planetary can improve low end torque without adversely affecting the final drive ratio.



#221010
GM TH400 Planetary

| Description | Part # |
|---|--------|
| Ford | |
| C6 (2.72 1st, 1.54 2nd) w/ Low Drag Bearings Installed | 427500 |
| GM | |
| TH350 (2.75 1st, 1.52 2nd) | 327500 |
| TH400 (2.10 1st, 1.40 2nd) | 221010 |
| TH400 (2.75 1st, 1.57 2nd) | 227500 |
| TH400 (2.97 1st, 1.57 2nd) | 229700 |
| 1991-96 4L80E (2.75 1st, 1.57 2nd) | 277500 |
| 1991-96 4L80E (2.97 1st, 1.57 2nd) | 279700 |
| 1997 & Later 4L80E (2.75 1st, 1.57 2nd) | 277501 |
| 1997 & Later 4L80E (2.97 1st, 1.57 2nd) | 279700 |

See page 18 for more in-depth information

TRANSMISSION INTERNALS

FRONT PUMPS/DRUM INPUT ASSEMBLIES

Front Pumps

Regardless of whether you have a full race, street/strip or a hot street performance vehicle, you need parts that deliver ultimate performance and reliability. The TCI® GM Transmission Front Pump Assemblies with our new 10-Vane Billet Rotor Kit does exactly that by providing superior performance over not only the factory 10-vane systems but the 13-vane aftermarket kits, as well. Machined from 8620 billet steel rather than OE powdered metal material, a substantial amount of strength is added, so the rotor kit installed in this pump makes it the best transmission pump you can purchase for your late model GM transmission. Custom designed and tested at the TCI® R&D center, these pumps are simple to install because they are a direct bolt-in replacement for the stock piece and ensure proper fluid circulation and consistent line pressure in any level of performance application. TCI® offers Front Pump Assemblies for Powerglide, TH350/400 and 1988 & Later 700R4/4L60E/4L65E applications.

- Includes **NEW 10-Vane Billet Rotor Kit** to outperform factory 10- and 13-vane systems
- Additional strength from **8620 billet steel construction**
- Available for **Powerglide, TH350/400, and 1988 & Later 700R4/4L60E/4L65E**



#743400
GM Powerglide
Front Pump Assembly
w/ Turbo Bushing

| Description | Part # |
|--|---------------|
| Powerglide | |
| Powerglide Front Pump Assembly w/ Turbo Bushing | 743400 |
| TH350 | |
| TH350 Front Pump Assembly | 313400 |
| TH400 | |
| TH400 6-Bolt Front Pump Assembly | 213400 |
| 700R4/4L60/4L65E | |
| 1982-84 700R4 Front Pump Assembly w/ Billet Rotor Kit | 373300 |
| 1988-93 700R4 Front Pump Assembly w/ Billet Rotor Kit | 373301 |
| 1988 & Later 700R4 Front Pump Assembly | 373388 |
| 1993-94 4L60E Front Pump Assembly w/ Billet Rotor Kit | 373302 |
| 1995-97 4L60E Front Pump Assembly w/ Billet Rotor Kit | 373303 |
| 1998 & Later 4L60E/4L65E Front Pump Assembly w/ Billet Rotor Kit | 373305 |

HD Shaft and Drum Input Assemblies

Eliminate concerns of input shaft and drum breakage in high performance applications with these HD Shaft & Drum Assemblies. The input shafts are made from a heat-treated, billet 300M material with a high yield strength that resists breakage and results in less shaft twisting than OEM material. Rolled splines increase the strength and density of the material in the splined areas; rather than removing material, the splines are actually compacted, which causes the material to be more dense in this area. The sleeved drum is made from ultra-strong 4130 steel for superior strength and durability. In addition, a Beast sunshell (where applicable) stops any chance of sunshell breakage. This combination of highly durable components makes these assemblies the ultimate upgrade for virtually any high horsepower applications that use 700R4 or 4L60E transmissions.



#373934
700R4/4L60E
300M Input/HD Drum
w/ Sunshell

| Description | Part # |
|---|---------------|
| 1987-97 700R4/4L60E 300M Input/HD Drum w/ Sunshell | 373934 |
| 1987-97 700R4/4L60E 300M Input/HD Drum w/o Sunshell | 373936 |
| 4L60E LS 300M Input/HD Drum w/ Sunshell | 373935 |
| 4L60E LS 300M Input/HD Drum w/o Sunshell | 373937 |

Low Drag Transmission Components

TCI® Low Drag Transmission Components decrease drag, therefore increasing the amount of power transferred through the drivetrain.

| Description | Part # |
|---|---------------------------|
| Ford C4 | |
| 1965-82 Low Drag Planetary Set – Complete Set w/ Needle Bearings & Six-Pinion Forward Carrier | 525000 |
| Ford C6 | |
| 1967-76 Low Drag Planetary Set – Complete Set w/ Needle Bearings | 425000¹ |
| 1977-96 Low Drag Planetary Set – Complete Set w/ Needle Bearings | 425001¹ |
| Bearing Set – Replacement Needle Bearings for Complete Set | 424900 |

Footnotes:

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

TRANSMISSION INTERNALS

VALVE BODIES

The valve body of a transmission is often called the control valve and has been modified and updated through the years. TCI® selects and uses only the valve bodies that will provide the best performance and service. All TCI® valve bodies are 100% quality checked for proper function and, where applicable, proper operating pressures on a dedicated valve body hydraulic test machine.

StreetFighter® Valve Bodies

The TCI® manual/automatic StreetFighter® Valve Body is designed for the street/strip performance vehicle and is the same valve body used in the StreetFighter® Transmission series. It's designed to allow fully automatic or manual shifting and is a direct replacement with no modifications required. Ideal for street/strip performance upgrades.



#376020
GM 700R4
Constant Pressure
Valve Body™

Constant Pressure Valve Bodies™

Frequently street performance enthusiasts incorrectly install their transmission with the critical throttle valve (TV) cable either disconnected or improperly adjusted. The TV cable is a critical part used to set internal line pressure and part throttle shifting so that incorrect installation can result in total transmission meltdown.

TCI® recognized the need for a product that eliminates the chance of transmission failure and produced the Constant Pressure Valve Body™. While the TV cable still needs connection for proper transmission shifting speeds, the TCI® Constant Pressure Valve Body™ provides more freedom when setting part throttle shift points. Line pressure is fixed with no chance of encountering a low line pressure condition, and the shift characteristics are greatly improved. Kits can be installed by anyone with basic mechanical experience.

- Eliminates chance of transmission failure
- Fixed line pressure with no chance of encountering low line pressure condition
- Improved shift characteristics
- Compatible with stock & aftermarket transmissions

| Description | StreetFighter® | Constant Pressure Valve Body™ |
|---|----------------|-------------------------------|
| Chrysler | | |
| 1967-79 Torqueflite 727, Non Lock-Up | 122400 | – |
| 1967-79 Torqueflite 904, Non Lock-Up | 122400 | – |
| Ford | | |
| 1970-82 C4, Forward Shift Pattern (Except Falcon) | 522100 | – |
| 1966-96 C6, Forward Shift Pattern, Click Detent | 421100 | – |
| 1966-96 C6, Forward Shift Pattern, Slide Detent | 421101 | – |
| 1980-93 AOD | – | 436020 |
| GM | | |
| Powerglide, All Aluminum Case Applications | 744250 | – |
| TH350 | 322200 | – |
| 1964-91 TH400 | 222400 | – |
| 1981-90 2004R | – | 386020 |
| 1982-87 700R4 | – | 376021 ¹ |
| 1988-92 700R4 | – | 376020 |

Footnotes:

¹ 1987 Was a significant year change in valve bodies on 700R4 transmissions. If your 700R4 transmission has an auxiliary style valve body use Part #376020.

TRANSMISSION INTERNALS

SERVOS & ACCESSORIES

Servos provide a connection with a transmission's flex bands, which enable gear selection and action. Flex bands are anchored to a transmission's case and hydraulic transmission fluid provides the necessary force to activate these bands, which are also connected to servos. The servo mechanisms fill with hydraulic transmission fluid in response to torque converter pressure, a process that results in the servos applying force against the bands, which then locks them into place around the transmission drums. As all of this takes place, the flex bands allow gear action by forming a link between the transmission axle shaft and the transmission gears. As the fluid flows out of the servos, the bands are disengaged and the entire process is reversed.

Ford C4 Billet Servo Kit

This C4 kit features a billet aluminum servo cover, which eliminates pressure loss and hydraulic transmission fluid leakage under hard driving conditions, thus improving shift firmness and durability over factory servos. The inclusion of a high performance Ford "H" piston delivers more band force and ensures longer life. Also included is a premium race gasket, o-ring and mounting hardware.

| Description | Part # |
|-------------------------------|--------|
| Ford C4 Billet Servo Kit | 523005 |
| Ford C4 Billet Servo Seal Kit | 523007 |

Ford C6 R-Code Intermediate Servo

The TCI® Ford C6 R-Code Intermediate Servo is an improved version of the rare Ford R-code servo that was originally used only in Big Block Cobra Jet applications. The 2.465" diameter apply piston has 25%-35% more apply area than more common OEM servos, which means more apply force on the intermediate band.

- Billet design for superior sealing and performance
- Specially engineered servo pin includes o-ring and Teflon seal to help prevent leakage
- Kit ships complete with all seals, gasket and two different rate return springs to allow for shift quality tuning

| Description | Part # |
|--|--------|
| Ford C6 R-Code Intermediate Servo Kit | 423005 |
| Ford C6 R-Code Intermediate Servo Seal Kit | 423006 |

Ford AOD Overdrive Jumbo Servo Kit

- Used in heavy-duty & high performance applications
- Greater holding capacity than its hard-to-find Ford AOD counterpart
- 11% increased apply area over stock servo for greater apply force to flex bands
- CNC-machined from 6061-T6 billet aluminum
- Eliminates premature overdrive band failure
- Positive 4th gear shift

| Description | Part # |
|--|--------|
| 1980-93 Ford AOD Overdrive Jumbo Servo Kit | 436003 |

Ford 5R55S Intermediate & Overdrive Jumbo Servo Kits

The Ford 5R55S Intermediate and Overdrive Jumbo Servo Kits are a must for anyone beefing up a 5R55S transmission to handle more horsepower. The addition of either of these two servos increases band apply pressure and removes the original cast versions to increase durability and longevity. The kit ships complete with the servo pistons, cover, clip, pins, o-rings and gaskets.

| Description | Part # |
|---|--------|
| Ford 5R55S Intermediate Jumbo Servo Kit | 576005 |
| Ford 5R55S Overdrive Jumbo Servo Kit | 576006 |



#523005
Ford C4 Billet Servo Kit

TRANSMISSION INTERNALS

SERVOS & ACCESSORIES



#376005
GM 700R4/4L60E/4L65E 2nd Gear
Jumbo Servo Kit

GM 700R4/4L60E/4L65E Jumbo Servo Kits

These two servo kits will enhance the shift quality and extend durability of any 700R4/4L60E/4L65E transmission. Since the servo applies the 2-4 band in 2nd gear, releases it in 3rd and reapplies it in 4th, the servo plays a vital role in the operation of your transmission. Easy-to-install with the transmission in the vehicle. Kits may be used individually or combined to create the ultimate servo for your 700R4/4L60E/4L65E transmission.

- Provides 35% more 2nd gear apply area than the stock, Corvette-style servo
- Piston uses lip seal to improve fluid retention
- Increased surface area ensures band is held securely under severe conditions

| Description | Part # |
|---|---------------------------|
| GM 700R4/4L60E/4L65E 2nd Gear Jumbo Servo Kit | 376005¹ |
| GM 700R4/4L60E/4L65E 4th Gear Jumbo Servo Kit | 376006² |
| GM 700R4/4L60E/4L65E 2nd Gear Servo Kit | 376003³ |
| Replacement Seals for Jumbo Servo Seal Kit | 376007 |

Footnotes:

¹ Kit includes two CNC-machined, 6061-T6 billet aluminum pistons, seals and hardware

² Kit includes 6061-T6 billet aluminum 4th apply piston and matching cover

³ Corvette-style servo kit

GM 200R4 Billet Servo Kit

Performance transmission fans will feel the difference with the TCI® 2004R Billet Servo Kit, which improves the shift firmness and feel of the transmission shift points on Buick Regal Turbo, Monte Carlo SS and Turbo Trans Am vehicles. In addition to enhancing shift quality, the TCI® 2004R Billet Servo Assembly delivers better torque holding capacity for increased transmission durability.

- 17% increased application area over largest Buick Regal Turbo factory servo
- Increases holding capacity of intermediate band
- Teflon seals return hydraulic integrity to high mileage transmission cases by eliminating pressure loss due to worn case bores
- Prevents annoying downshift “clunk” commonly found in other aftermarket servo kits

| Description | Part # |
|---|---------------|
| GM 2004R Billet Servo Kit | 386005 |
| Replacement Seal Kit for 2004R Billet Servo Kit | 386006 |



#386004
GM 2004R
Adjustable Servo Pin

#386008
GM 2004R
Adjustable Servo Pin Tool Kit

GM 700R4/4L60E Adjustable Servo Pins

| Description | Part # |
|--|---------------|
| GM 700R4/4L60E Adjustable Servo Pin | 376004 |
| GM 700R4/4L60E Adjustable Servo Pin Tool Kit | 376008 |

GM 200R4 Adjustable Servo Pins

| Description | Part # |
|--|---------------|
| GM 2004R Adjustable Servo Pin Tool Kit | 386008 |

GM 700R4/4L60E New Band Anchor Pins

| Description | Part # |
|-------------------------------------|---------------|
| GM 700R4/4L60E New Band Anchor Pins | 375201 |

GM 200R4 New Band Anchor Pins

| Description | Part # |
|-------------------------------|---------------|
| GM 2004R New Band Anchor Pins | 385201 |

TRANSMISSION INTERNALS

REBUILD KITS

TCI® offers a series of transmission overhaul/rebuild service kits that make upgrading internals such as clutches, bands and frictions simple. All parts necessary for such upgrades are included with each kit so all you need is one part number. See kit components in the chart and descriptions on pages 46-49. **A master application chart with part numbers is available on pages 50-51.**

| Product Typically Includes: | Racing Overhaul | Master Racing Overhaul | Ultimate Master Racing Overhaul | Pro Super | Ultimate Pro Super | Valve Body Performance Improvement | Trans-Scat® Valve Body |
|--|--------------------|---------------------------------|---------------------------------|--|------------------------------|------------------------------------|------------------------|
| Improvement in Upshift Firmness | | | | * | * | * | * |
| Improved Downshift Control (Downshift on Demand) | | | | * | * | | * |
| Improved Kickdown Control | | | | * | * | | * |
| Performance Bands | | Included in 700R4, 4L60E, 2004R | Included in 700R4, 4L60E, 2004R | * | * | | |
| Performance Clutches/Frictions | | * | * | * | * | | |
| Seals | | * | * | * | * | | |
| Gaskets | * | * | * | * | * | * | |
| Bushings | * | * | * | * | * | | |
| Filter | * | * Filter & Drain Plug Kit | * | * Filter & Drain Plug Kit | * Filter & Drain Plug Kit | | * |
| Miscellaneous | * Sealing Rings | | | * Adjustable Modulator, Trans-Scat® Kit | * Adjustable Modulator | | |

Racing Overhaul Kits

TCI® Racing Overhaul Kits include all of the "soft" parts necessary for an automatic transmission rebuild, including oil seals, sealing rings, gaskets, front and rear seals, and a set of valve body gaskets. All components are top-of-the-line and engineered from the most durable and rugged materials available.



#228600
GM TH400
Racing Overhaul Kit

Master Racing Overhaul Kits¹

An excellent choice for racers who maintain their own transmissions. The TCI® Master Racing Overhaul Kits contain everything usually required when freshening up an existing competition transmission but do NOT include valve body modifications or little used items.

- Contains high performance filter, clutches and steels
- Also contains seals, gaskets and bushings normally replaced when rebuilding transmissions
- Performance band included in 700R4, 4L60E and 2004R kits as these normally require a band during regular transmission repair cycles



#329000
GM TH350
Master Racing Overhaul Kit

¹Band not included unless otherwise noted

TRANSMISSION INTERNALS

REBUILD KITS

Ultimate Master Racing Overhaul Kits¹

The Ultimate Master Racing Overhaul Kit from TCI® contains the performance clutches, frictions and steels made from the strongest, most durable materials available for your transmission upgrade. Best suited for applications exceeding 450 HP, TCI® Ultimate Master Racing Overhaul Kits also include extra-wide bands where applicable. These kits are perfect for extreme performance use as well as street and RV/heavy-duty towing vehicles that are under constant heavy stress.

¹Band not included unless otherwise noted



#749015
GM Powerglide
Ultimate Master Racing Overhaul Kit

Pro Super Kits

TCI® Pro Super Kits are transmission overhaul kits for your vehicle that contain the same parts and pieces used in building TCI® StreetFighter® Transmissions. They include gaskets, a seal kit, pan gasket (reusable type), new performance frictions, steel clutches, bands, adjustable modulator and a high-volume filter and drain plug kit. The Pro Super Kit also contains the Trans-Scat® Valve Body Kit, which enables you to change the valve body to a manual/automatic setup that delivers both a good solid shift suitable for towing applications or a competition quality shift for drag racing.

- Contains high performance filter, clutches and steels
- Also contains seals, gaskets and bushings normally replaced on a transmission rebuild
- Performance band included in 700R4, 4L60E and 2004R kits as these transmissions normally require a band during regular repair cycles



#228800
GM TH400
Pro Super Kit

Ultimate Pro Super Kits

The Ultimate Pro Super Kits contain the best nitrided steels and clutches, performance frictions and bands on the market today. Also included are gaskets, seal kit, pan gasket (reusable type), an adjustable modulator and a high volume filter and drain plug kit. Also, the TCI® Trans-Scat® Valve Body Kit (see page 48 for a description) gives you the option of a firm shift for a daily driver or tow vehicle or a street/strip shift that barks the tires. Designed for applications exceeding 450 HP, the Ultimate Pro Super Kit is perfect for extreme street machines, as well as RV/heavy-duty towing vehicles that are under constant heavy stress.

- Kit designed with all necessary parts for transmission rebuilds in 450+ HP applications
- Contains high performance filter, clutches and steels
- Also contains seals, gaskets and bushings normally replaced on a transmission rebuild
- Performance band included in 700R4, 4L60E and 2004R kits as these transmissions normally require a band during regular repair cycles



#378955
GM 4L60E
Ultimate Pro Super Kit

TRANSMISSION INTERNALS

REBUILD KITS

Valve Body Performance Improvement Kits

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



#226000
GM TH400
Valve Body Performance
Improvement Kit

Trans-Scat® Valve Body Kits

The Trans-Scat® Valve Body Kit was designed to deliver a good solid shift suitable for towing applications or a competition quality gear shift by eliminating transmission slippage and lag. This provides a harder, more positive shift and allows you to downshift the vehicle on demand. With most models, you are able to manually shift and hold the transmission in first gear until you shift to a higher gear, which is very advantageous when extra power is needed to top a hill. As long as the vehicle remains in drive, it will still be fully automatic.

- Designed to deliver solid shift for towing or competition quality gear shift by eliminating slippage and lag
- Improves second and third gear shift for better performance and fuel economy
- Extends clutch and band life



#360000
Ford C6
Trans Scat® Valve Body Kit

Racing Filter & Pan Gasket Kits

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



#378500
GM 700R4
27-Spline Racing Filter & Pan Gasket Kit

TRANSMISSION INTERNALS

REBUILD KITS

Thrust Washer Kits

Thrust Washer Kits from TCI® contain assorted thickness Babbitt and/or nylon thrust washers for correctly setting proper case clearance and controlling end play during transmission assembly.

- Designed for correctly setting proper case clearance & controlling end play during transmission assembly
- Kits contain hard-to-find Babbitt and/or nylon thrust washers of varying thicknesses



#513600
Ford C4
Thrust Washer Kit

Bushing Kits

TCI® Bushing Kits contain all of the bushings normally required during a transmission rebuild. The durable bronze or Babbitt-style bushings have a long service life to keep your transmission running smoothly for longer. All TCI® Bushing Kits contain quality parts from original equipment manufacturers such as Clevite and Federal-Mogul.

- Bushing Kits contain all bushings normally required during a transmission rebuild in one kit
- Durable bronze or Babbitt-style bushings have long service life to keep your transmission running smoother for a longer period of time



#513700
Ford C4
Bushing Kit

Sealing Ring Kits

These hard-to-find Sealing Ring Kits contain all rings normally required during a transmission rebuild in one complete kit. These durable metal and/or Teflon-style rings stop leaks from forming inside the transmission, thus preventing shifting problems.



#513800
Ford C4
Sealing Ring Kit

GM Governor Recalibration Kit

When you're changing rear gear ratios and tire sizes, the shift points on a TH350, TH400 or 700R4 transmission will need to be changed to keep the engine in its optimal operating range. The TCI® GM Governor Recalibration Kit provides an easy way to make modifications and adjustments to the transmission governor. Featuring a wide range of weights and springs, the kit allows users to make multiple changes as needed to fine tune shift points at both part throttle and wide open throttle. The universal design is compatible with a variety of GM transmission applications, and easy-to-follow instructions allow for quick installation in fewer than 60 minutes. The TCI® GM Governor Recalibration Kit will greatly improve both peak performance and drivability of your vehicle.



| Description | Part # |
|-------------------------------|--------|
| GM Governor Recalibration Kit | 326500 |

TRANSMISSION INTERNALS

REBUILD KITS MASTER APPLICATION CHART

| Description | Racing Overhaul Kit Part # | Master Racing Overhaul Kit Part # | Ultimate Master Racing Overhaul Kit Part # | Pro Super Kit Part # | |
|---|-------------------------------|---|--|-------------------------|--|
| AMC | | | | | |
| 1971-79 Torque Command 727 | 128700 | 759000 | – | 128900 | |
| 1971-79 Torque Command 904 | – | 148900 | – | 129000 | |
| Chrysler | | | | | |
| 1962-70 Torqueflite 727, 19-Spline Non Lock-Up | 128600 | 149000 | 149015 | 128800 | |
| 1971-79 Torqueflite 727, 24-Spline Non Lock-Up | 128700 | 149300 | 149315 | 128900 | |
| 1962-79 Torqueflite 904 Non Lock-Up | – | 148900 | – | 129000 | |
| 1990-03 A518-A618, 24-Spline Except 2003 48RE | 128710 | 149310 | – | 128910 | |
| Ford | | | | | |
| 1965-66 C4 | 528600 | – | – | – | |
| 1967-69 C4 | – | 529000 | – | 528800 | |
| 1964-86 C4 | – | – | – | – | |
| 1970-82 C4 | 528700 | 529500 | 529515 | 528900 | |
| 1966-76 C6 | 428600 | 449000 | 449015 | 448800 | |
| 1977-96 C6 | 428700 | 449100 | 449115 | 448900 | |
| 1980-89 AOD | 438700 | 439100 ² | – | 438900 | |
| 1990-93 AOD | 438700 | 439105 ² | 439106 | 438905 | |
| 1992-95 AODE | 438750 | 439150 ² | – | 438950 | |
| 1996-04 4R70W | 438760 | 439160 ² | – | 438960 | |
| 1989-95 E4OD 2WD | 498700 | 499100 ² | – | – | |
| 1989-95 E4OD 4x4 | 498700 | 499101 ² | – | – | |
| 1996-97 E4OD 2WD | – | – | – | – | |
| 1996-97 E4OD 4x4 | – | 499126 ² | – | – | |
| 1997-98 E4OD/4R100 2WD | – | 499127 ² | – | – | |
| 1997-98 E4OD/4R100 4WD | – | 499128 ² | – | – | |
| 1999-03 4R100 2WD | – | 499150 ² | – | – | |
| 1999-03 4R100 4WD | – | 499151 ² | – | – | |
| 2002-10 5R55S | 578600 | – | 579005 ² | – | |
| C4 Deep Aluminum Pan Filter Kit | – | – | – | – | |
| C6 Deep Aluminum Pan Filter Kit | – | – | – | – | |
| 1984-93 AOD 4x4 Deep Aluminum Pan | – | – | – | – | |
| GM | | | | | |
| 1962-66 Powerglide, Aluminum Case | 628800 | 749000 ² | 749015 ² | 428800 | |
| 1962-73 Powerglide | 628800 | 749000 ² | 749015 ² | 428800 | |
| 1968-79 TH350 Non Lock-Up | 328600 | 329000 | 329015 | 328800 | |
| 1980-84 TH350 Lock-Up | 328700 | 329100 | – | – | |
| 1966-91 TH400 | 228600 | 259000 | 259015 | 228800 | |
| 1981-90 2004R, 27-Spline | 388600 | 389000 ² | – | 386800 | |
| 1982-86 700R4, 27-Spline | 378600 | 379000 ² | 379005 ² | 378800 | |
| 1986-93 700R4/4L60E, 30-Spline | 378700 | 379100 ² | 379105 ² | 378900 | |
| 1993-06 4L60E, 30-Spline Non LT1/LS Series | 378710 | 379110 ² | 379115 ² | 378951 ¹ | |
| 1993-06 4L60E, 30-Spline LT1/LS Series | 378710 | 379110 ² | 379115 ² | 378950 | |
| 1993-06 4L60E, 30-Spline for Factory 4x4 Deep Pan | 378710 | 379110 ² | 379115 ² | 378951 ¹ | |
| 1991-96 4L80E | 278600 | 279000 | – | 278800 | |
| 1997-06 4L80E | 278605 | 279005 | 279006 | 278805 | |

Footnotes:

¹ Includes Corvette servo

² Band included

TRANSMISSION INTERNALS

REBUILD KITS MASTER APPLICATION CHART

| | Ultimate Pro Super Kit Part # | Valve Body Perfor- mance Improvement Kit Part # | Trans-Scat® Valve Body Kit Part # | Racing Filter & Pan Gasket Kit Part # | Thrust Washer Kit Part # | Bushing Kit Part # | Sealing Ring Kit Part # |
|--|-------------------------------------|---|---|---|-----------------------------|-----------------------|----------------------------|
| | – | 122500 | 220000 | 128500 | – | – | – |
| | – | 122600 | 220000 | 128500 | – | – | – |
| | – | 122500 | 220000 | 128500 | – | – | – |
| | – | 122500 | 220000 | 128500 | – | – | – |
| | – | 122600 | 220000 | 128500 | – | – | – |
| | – | – | 220500 | 128510 | – | – | – |
| | – | 526000 | – | 528400 | 513600 (5 Pieces) | 513700 (9 Pieces) | – |
| | – | 526100 | – | – | 513600 (5 Pieces) | 513700 (9 Pieces) | – |
| | – | – | – | – | – | – | 513800 |
| | – | 526200 | 260100 | 528500 | 513600 (5 Pieces) | 513700 (9 Pieces) | – |
| | – | 426200 | 360000 | 428500 | 413600 (14 Pieces) | 413700 (11 Pieces) | 413800 |
| | – | 426200 | 360000 | 428500 | 413600 (14 Pieces) | 413700 (11 Pieces) | 413800 |
| | – | – | 436000 | 438500 | – | 438600 (13 Pieces) | – |
| | – | – | 436000 | 438500 | – | 438600 (13 Pieces) | – |
| | – | – | 436001 | 438550 | – | 438601 (15 Pieces) | – |
| | – | – | 436001 | 438560 | – | 438602 (15 Pieces) | – |
| | – | 496500 | – | 498500 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498501 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498500 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498500 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498500 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498501 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | 498500 | – | 493700 (13 Pieces) | – |
| | – | 496500 | – | – | – | 493700 (13 Pieces) | – |
| | – | – | – | 578500 | – | 573600 (5 Pieces) | – |
| | – | – | – | 528550 | – | – | – |
| | – | – | – | 428501 | – | – | – |
| | – | – | – | 438501 | – | – | – |
| | – | – | 280000 | 628500 | 623600 (6 Pieces) | 623700 (7 Pieces) | 623800 |
| | – | 626300 | 280000 | 628500 | 623600 (6 Pieces) | 623700 (7 Pieces) | 623800 |
| | – | 326200 | 350000 | 328500 | 313600 (7 Pieces) | 313700 (12 Pieces) | 313800 |
| | – | 326300 | – | 328500 | 313600 (7 Pieces) | 313700 (12 Pieces) | 313800 |
| | – | 226000 | 400000 | 228500 | 243600 (12 Pieces) | 243700 (10 Pieces) | 243800 |
| | – | – | 386000 | 386500 | – | 383700 (12 Pieces) | 373800 |
| | 378815 | 376500 | – | 378500 | – | 373700 (12 Pieces) | 373800 |
| | 378915 | – | – | 378500 | – | 373700 (12 Pieces) | 373800 |
| | 378955 | – | 376002 | 378510 | – | 373700 (12 Pieces) | 378680 |
| | 378955 | – | 376001 | 378510 | – | 373700 (12 Pieces) | 378680 |
| | 378955 ² | – | 376002 | 378515 | – | 373700 (12 Pieces) | 378680 |
| | – | – | 276000 | 278500 | – | 278685 (14 Pieces) | 278680 |
| | – | – | 276005 | 278505 | – | 278685 (14 Pieces) | 278680 |

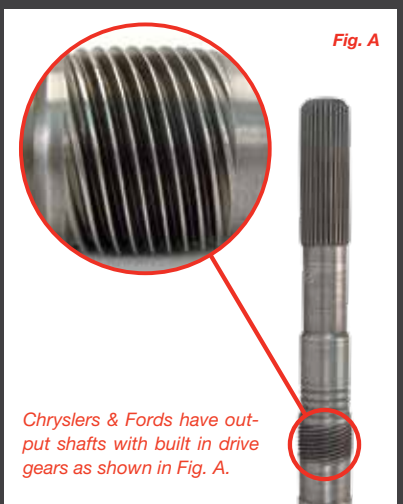
TRANSMISSION ACCESSORIES

SPEEDOMETER GEARS

Speedometer gears include both the drive gear and the driven gear. The drive gear refers to the gear that is on a transmission's output shaft. The driven gear is located in a removable housing, usually in the tailhousing, of transmissions. *Be aware that some transmissions will have different driven gear housings depending on the tooth count of the driven gear. TCI® stocks popular speedometer gears for GM, Ford and Chrysler transmissions. The following formula will work for any GM, Ford or Chrysler vehicle and is very useful when there is no established baseline from which to work, such as replacing a transmission in a vehicle that was purchased without a driveline. The accompanying charts show what gears were manufactured for each type of transmission. Application and part number charts are available on pages 53-54.

$$\# \text{ Driven Teeth} = \frac{\# \text{ Driven Teeth} \times \text{Axle Ratio} \times \text{Tire Rev. per Mile}}{1001}$$

$$\text{Tire Rev. per Mile} = 20168 / \text{Tire Diameter In Inches}$$



GM Driven Gear Housings

| Housing Part # | Tooth Count | Color | Ref.OEM # | Notes |
|-------------------------|-------------|----------|-----------|-----------------|
| Powerglide/TH350 | | | | |
| 880021 | 18-23 | Steel | 345215 | 7/8" Diameter |
| TH400 | | | | |
| 880042 | 34-39 | Aluminum | — | 1.935" Diameter |
| 880042A | 40-45 | Aluminum | — | 1.935" Diameter |

Gear Clips

| Description | Housing Part # | Ref. OEM # | Notes |
|----------------------------|----------------|--------------|-------------|
| Ford | | | |
| See Ford Driven Gear Chart | 881005 | C1DZ-17292-A | 5/8" C-Clip |
| GM | | | |
| See GM Drive Gear Chart | 880024 | 6261781 | 5/16" Wide |
| See GM Drive Gear Chart | 880026 | 8628557 | 7/16" Wide |



TRANSMISSION ACCESSORIES

SPEEDOMETER GEARS

Chrysler Drive Gears

Chrysler Drive Gears are machined into the output shaft and have 13 teeth. These drive gears fit all 3-speed and overdrive Torqueflites. All Torqueflite transmissions use a 1.75" diameter driven gear housing. The driven gear housings go in the tailhousing assembly on all 2-wheel drive applications. The housing must be placed in the correct orientation for the particular driven gear being used. The three positions broken down by tooth count are: 25-31, 32-38 and 39-45.



Chrysler Driven Gears¹

| Driven Gear Part# | Tooth Count | Color | Gear Diameter | Typical Axle Ratios | Housing Position Used |
|-------------------|-------------|------------|----------------|------------------------|-----------------------|
| 882000 | 26 | Red | 1.175" Style A | 3.07 | 25-31 |
| 882002 | 27 | Beige | 1.175" Style A | 3.07 | 25-31 |
| 882003 | 28 | Light Blue | 1.175" Style A | 3.07 | 25-31 |
| 882004 | 29 | Black | 1.175" Style A | 3.21, 3.23, 3.54, 3.55 | 25-31 |
| 882005 | 30 | Yellow | 1.175" Style A | 3.21, 3.23, 3.54, 3.55 | 25-31 |
| 882007 | 33 | Yellow | 1.175" Style A | 3.54, 3.55, 3.90 | 32-38 |
| 882008 | 34 | Green | 1.425" Style B | 3.54, 3.55, 3.90, 4.10 | 32-38 |

Footnotes:

¹Any part # gear can be used on any Chrysler application

Ford Drive Gears

Ford drive gears are machined into the output shaft. You may need to remove your tailhousing to determine how many drive teeth your transmission has. The chart to the right is for reference.

| C4/C5 | C6 | AOD |
|---------|---------|---------|
| 7 Teeth | 6 Teeth | 7 Teeth |
| 8 Teeth | 7 Teeth | 8 Teeth |
| 9 Teeth | 8 Teeth | 9 Teeth |
| – | 9 Teeth | – |

Ford Driven Gears¹

| Part# | Tooth Count | Color | Ref. OEM # | Clip Part # |
|---------------------|-------------|--------|--------------|-------------|
| 881000 | 16 | Brown | – | 881005 |
| 881001 | 19 | Tan | C7VY-17271-A | 881005 |
| 881002 | 20 | Orange | C8SZ-17271-B | 881005 |
| 881003 | 21 | Red | – | 881005 |
| 881004 ² | 23 | White | J316-7393 | 881005 |

Footnotes:

¹ Any part # gear can be used on any C4, C5, C6 or AOD transmission

² This is a retro-fit gear to allow the speedometer to function with 3.73 and 4.10 rear end gears. Since the gear tooth pitch is slightly different than OE, the service life of this gear is limited to less than 25,000 miles.



TRANSMISSION ACCESSORIES

SPEEDOMETER GEARS



#880014
Style A

#880016
Style C

#880015
Style B

#880019
Style D

GM Drive Gears

| Application | | | | | Drive Gear Part # | Tooth Count | Color | Ref. OEM # | Notes | Clip Used |
|-------------|-------------|------------------|---------------|---------|-------------------|-------------|--------|------------|---------------------|--------------------|
| 200C | 125C, 2004R | 250C, 350C, 375B | 375, 400, 475 | 700R4 | | | | | | |
| – | – | 1969-86 | – | – | 880014 | 8 | Black | 6261783 | 1.19" Shaft Style A | 5/16" Clip #880024 |
| 1977-90 | – | 1973-86 | – | – | 880015 | 10 | Purple | 6261785 | 1.19" Shaft Style B | 5/16" Clip #880024 |
| – | – | 1969-86 | – | – | 880016 | 18 | Green | 6260037 | 1.19" Shaft Style C | 7/16" Clip #880026 |
| – | – | – | – | 1982-93 | 880018 | 15 | Gray | 8642620 | 1.19" Shaft Style B | 5/16" Clip #880024 |
| – | – | – | 1965-89 | – | 880019A | 15 | Gray | 8629547 | Steel Style D | Press-On |
| – | 1981-90 | – | – | – | 880038 | 10 | Green | 8639906 | Style E | – |



#880012
Style H

#880030
Style H

#880000
Style F

#880036
Style G

GM Driven Gears

| Application | | | | | | | Drive Gear Part # | Tooth Count | Color | Ref. OEM # | Notes (L x Shaft x Gear) | Housing Part # |
|-------------|---------|---------|---------|---------|---------|---------|-------------------|-------------|---------|------------|----------------------------|-----------------------------|
| Power-glide | 200C | 325C | 375B | TH425 | 475 | 700R4 | | | | | | |
| '62-'73 | '76-'84 | – | '71-'84 | – | '76-'79 | – | 880000 | 18 | Brown | 3987918 | 2.25"x.305"x.785" Style F | 880021 |
| '62-'73 | '77-'84 | – | '71-'84 | – | '77-'79 | – | 880001 | 19 | Natural | 3987919 | 2.25"x.305"x.800" Style F | 880021 |
| '62-'73 | '76-'84 | – | '71-'84 | – | '77-'79 | – | 880002 | 20 | Blue | 3987920 | 2.25"x.305"x.800" Style F | 880021 |
| '62-'73 | '76-'84 | – | '71-'84 | – | '77-'79 | – | 880003 | 21 | Red | 3987921 | 2.25"x.305"x.800" Style F | 880021 |
| '62-'73 | '77-'84 | – | '71-'84 | – | '76-'79 | – | 880004 | 22 | Gray | 3987922 | 2.25"x.305"x.810" Style F | 880021 |
| – | – | '79-'93 | – | – | – | – | 880034 | 27 | Black | 410731 | 3.140"x.305"x.960" Style G | – |
| – | – | '79-'93 | – | – | – | – | 880035 | 28 | Yellow | 416765 | 3.140"x.305"x.960" Style G | – |
| – | – | '79-'93 | – | – | – | – | 880006 | 29 | Green | 403999 | 3.140"x.305"x.960" Style G | – |
| – | – | '79-'93 | – | – | – | – | 880036 | 30 | Blue | 561035 | 3.140"x.305"x.950" Style G | – |
| – | '76-'85 | – | '69-'84 | '76-'79 | '77-'84 | '82-'93 | 880007 | 34 | Green | 9774413 | 3.35"x.305"x1.500" Style H | 880042 ¹ |
| – | '76-'85 | – | '76-'83 | '76 | '74-'79 | '82-'93 | 880008 | 35 | Orange | 9780387 | 3.35"x.305"x1.500" Style H | 880042 ¹ |
| – | '76-'84 | – | '69-'83 | '71-'78 | '69-'79 | '82-'93 | 880009 | 36 | Natural | 1359270 | 3.35"x.305"x1.500" Style H | 880042 ¹ |
| – | '76-'84 | – | '69-'84 | '66-'77 | '65-'89 | '82-'93 | 880011 | 38 | Blue | 1359272 | 3.35"x.305"x1.500" Style H | 880042 ¹ |
| – | '76-'84 | – | '71-'83 | '76 | '69-'79 | '82-'93 | 880012 | 39 | Brown | 1359273 | 3.35"x.305"x1.500" Style H | 880042 ¹ |
| – | '76-'84 | – | '69-'83 | '76-'78 | '69-'79 | '82-'93 | 880013 | 44 | Gray | 9780470 | 3.35"x.325"x1.670" Style H | 880043A ¹ |

Footnote:

¹ Fits TH400 transmissions

TRANSMISSION ACCESSORIES

FLUID PANS & ACCESSORIES

Max-Cool™ Aluminum Deep Pans

These premium cast, high-quality TCI® Max-Cool™ Aluminum Deep Pans turn the ordinary into the extraordinary. A black powder-coated finish and the ability to hold a larger fluid supply increases the heat dissipation, therefore dropping internal transmission temperature by 20 to 30 degrees and prolonging transmission life. These pans are built from aircraft-quality aluminum and feature added fins for improved cooling, while a magnetic drain plug keeps loose metal from being circulated through the transmission. A unique o-ringed (where applicable) sealing surface protects against leaks. Pan includes magnetic drain plug, 1/8" NPT port machined directly into pan, new stainless steel hardware and Allen wrenches.



#508010
Ford 5R110 Max-Cool™
Aluminum Deep Pan

Polished, Die Cast Aluminum Pans

These TCI® Polished, Die Cast Aluminum Pans are thicker than stock and are finned and polished to a high luster, making a beautiful addition to any street rod or show car. Because ground clearance is a concern with these cars, these pans are made to the stock depth and include a drain plug to make fluid and filter changes much simpler. Pan ships with all necessary gaskets, filters and stainless steel installation hardware.



#228010
GM TH400 Polished
Die Cast Aluminum Pan

Cast Aluminum Deep Pans

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



#378000
GM 700R4/4L60E
Cast Pan

Chrome-Plated Pans

These stock-depth TCI® replacement pans can spice up the undercarriage of any vehicle. The included drain plug makes transmission service a snap. These pans are thicker than stock so you won't have to worry about warped, leaky pan rails and the chrome plating means no more rust, such as you might see with a lesser quality stock pan.



#328011
GM TH350 Chrome Plated Pan

| Part #/Capacity | Chrome-Plated¹ | Aluminum Part # | | |
|--|----------------|-----------------|--------------------|-----------|
| | | Cast | Polished, Die Cast | Max Cool™ |
| Chrysler Torqueflite 727/46RH-48RE | | | | |
| Part #128015 – 9 Extra Qts. on 727 | | | | * |
| Part #128005 – 7 Extra Qts. on 727 | | * | | |
| Part #128001 – 4 Extra Qts. on 727, Standard Depth for OD Units | | * | | |
| Part #128005 – 2 Extra Qts. on OD | | * | | |
| Part #128015 – 4 Extra Qts. on OD | | | | * |
| Chrysler Torqueflite 727 | | | | |
| Part #128000 – 2 Extra Qts. on 727 | | * | | |
| Part #128010 – 1.5 Extra Qts. on 727 | | | | * |
| Part #128011 – Stock Depth | * | | | |
| Chrysler Torqueflite 904 | | | | |
| Part #127900 – 2 Extra Qts. on 904 | | * | | |

Footnotes:

¹ All chrome-plated pans have drain plug

FLUID PANS CONTINUED ON NEXT PAGE.

TRANSMISSION ACCESSORIES

FLUID PANS & ACCESSORIES cont.

| Part #/Capacity | Chrome-Plated ¹ | Aluminum Part # | | |
|---|----------------------------|-----------------|--|-----------|
| | | Cast | Polished, Die Cast | Max Cool™ |
| Ford C4 ² | | | | |
| Part #518000 – 1 Extra Qt. | | * | | |
| Part #518011 – Stock Depth | * | | | |
| Ford C6 | | | | |
| Part #428000 – 2 Extra Qts. | | * | | |
| Part #428011 – Stock Depth | * | | | |
| Ford AOD/AODE/4R70W | | | | |
| Part #438000 – 2 Extra Qts. | | * | | |
| Part #438015 (AODE/4R70W) – 2.5 Extra Qts. | | | | * |
| Part #438010 (AODE/4R70W Only) – 1.5 Extra Qts. | | | | * |
| Part #438011 (AOD Only) | * | | | |
| Ford E4OD/4R100 | | | | |
| Part #498010 – 7.5 Extra Qts. | | | | * |
| Ford 5R110 | | | | |
| Part #508010 – 7.5 Extra Qts. | | | | * |
| GM Powerglide | | | | |
| Part #528220 – 2 Extra Qts. | | | * (Black Powder Coated Die Cast) | |
| Part #528300 – Stock Depth | | * | | |
| Part #528311 – Stock Depth | * | | | |
| GM TH350 | | | | |
| Part #328000 – 2 Extra Qts. | | * | | |
| Part #328010 – Stock Depth | | | * | |
| Part #328011 – Stock Depth | * | | | |
| GM TH400 | | | | |
| Part #228000 – 2 Extra Qts. | | * | | |
| Part #228010 – Stock Depth | | | * | |
| Part #228011 – Stock Depth | * | | | |
| GM 700R4/4L60E 1982-96 | | | | |
| Part #378014 ^{3,4} – 3.3 Extra Qts. | | | | * |
| Part #378000 ^{3,4} – 2 Extra Qts. | | * | | |
| GM 4L60E/4L65E 1997-06 ⁵ | | | | |
| Part #378015 ^{3,4} – 3.3 Extra Qts. | | | | * |
| Part #378000 ^{3,4} – 2 Extra Qts. | | * | | |
| GM 700R4/4L60E/4L65E 1982 & Later | | | | |
| Part #378010 ⁴ – Stock Depth | | | * | |
| Part #378011 ⁴ – Stock Depth | * | | | |
| GM 4L80E/4L85E | | | | |
| Part #278010 – 4.5 Extra Qts. | | | | * |
| Part #278000 – 2 Extra Qts. | | * | | |
| GM Allison 1000/2000/2400 | | | | |
| Part #538010 – 10 Qts. of Fluid | | | | * |

Footnotes:

¹ All chrome-plated pans have drain plug

² Pan-fill applications require the Part #518050 conversion kit

³ Certain applications may require grinding of pan &/or dust cover for clearance

⁴ Does not require filter extension

⁵ Not for C5/C6 Corvette with filler tube in pan

TRANSMISSION ACCESSORIES

FILTER KITS/ACCESSORIES

Pan-Fill Conversion Kit For Ford C4 Pan

TCI® now offers an easy-to-install conversion kit to allow you to use Part #518000 Ford C4 Cast Aluminum Pan or #518011 Chrome-Plated Steel Pan on your pan-fill transmission. The stock dipstick tube threads directly into the pan, identical to the factory unit. Stock full mark is accurate also.

| Description | Part # |
|--|--------|
| Pan-Fill Conversion Kit for Ford C4 Pans | 518050 |



#518050
Pan-Fill Conversion Kit
For Ford C4 Pans

High Flow Filter Kits For TH350 & Powerglide

- Replace factory filters to draw sufficient fluid under high RPM conditions
- Use in conjunction with cast aluminum deep pan
- Includes filter, filter gasket, oil pan gasket, filter adapter & mounting hardware

| Description | Part # |
|---------------------------------|--------|
| Powerglide High Flow Filter Kit | 528505 |
| TH350 High Flow Filter Kit | 328505 |



#528505
GM Powerglide
High Flow Filter Kit

O-Ring Style Filter Kits For Max-Cool™ Deep Pans

- TCI® Max-Cool™ Deep Pans feature unique o-ringed (where applicable) sealing surface to protect against leaks
- Filter kit contains proper replacement o-ring and quality filter (filter not included with original pan purchase) designed specifically for Max-Cool™ Pans

| Description | Part # |
|---------------------------------------|--------|
| 4R70W/AODE O-Ring/Filter Kit | 438505 |
| E4OD/4R100 O-Ring/Filter Kit | 498505 |
| 700R4 O-Ring/Filter Kit | 378505 |
| 4L60E 1993-96 O-Ring/Filter Kit | 378511 |
| 4L60E/4L65E 1997-06 O-Ring/Filter Kit | 378516 |
| 4L80E/4L85E O-Ring/Filter Kit | 278506 |
| Allison 1000 O-Ring/Filter Kit | 538505 |
| 5R110 O-Ring/Filter Kit | 508505 |



#508505
GM 5R110
O-Ring/Filter Kit

Universal Drain Plug Kit

Most stock pans do not have a drain plug so you may want to consider this addition the next time you plan a filter change. One drilled hole allows this universal drain plug kit to be installed.

| Description | Part # |
|--------------------------|--------|
| Universal Drain Plug Kit | 805800 |



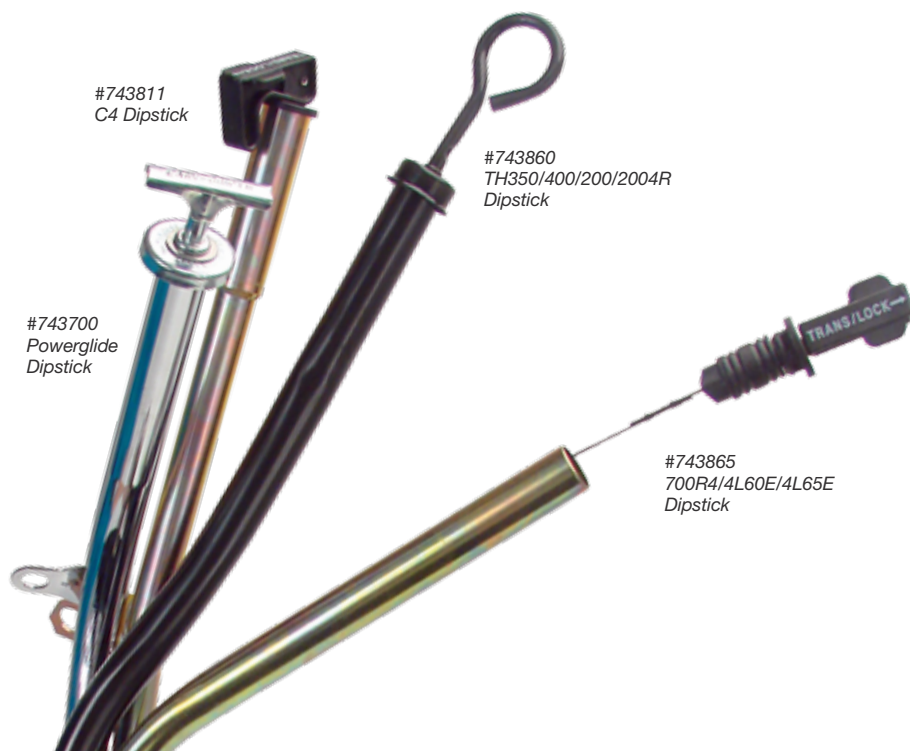
#805800
Universal Drain Plug Kit

TRANSMISSION ACCESSORIES

DIPSTICKS

Sourcing certain components for your project vehicle can be frustrating at times. You've got a new transmission, torque converter, cooler and shifter but now you discover that your dipstick is damaged, or even worse, missing altogether.

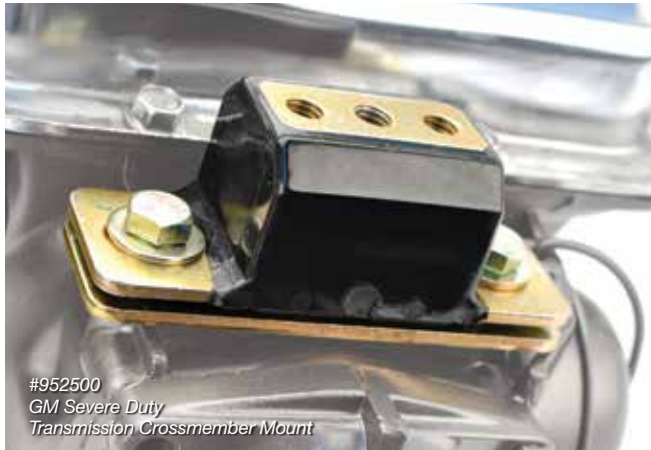
For your convenience, TCI® offers a wide variety of quality dipsticks. Applications for the most popular Chrysler, Ford and GM transmissions are available. Each dipstick features a locking stick which satisfies sanctioning bodies' racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM tube designs.



| Description | Description | Color/Finish | Part # |
|---|--|-----------------|---------------|
| Chrysler | | | |
| Torqueflite 727 Small Block Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Gold Dichromate | 743807 |
| Torqueflite 727 Big Block Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Gold Dichromate | 743808 |
| Torqueflite 904 Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Gold Dichromate | 743806 |
| Ford | | | |
| C4 Case-Fill Style Dipstick | Case-Fill Provisions; Locking-Style Stick | Gold Dichromate | 743811 |
| C4 Pan-Fill Style Dipstick | Pan-Fill Provisions; Locking-Style Stick | Gold Dichromate | 743812 |
| C4 Case-Fill Style to Modular Engine Dipstick | Case-Fill Provisions When Used Behind Modular Engine; Locking-Style Stick | Gold Dichromate | 743809 |
| C6 Small Block Dipstick | Fits C6 Transmissions w/ Small Block Engines; Locking-Style Stick | Gold Dichromate | 743813 |
| C6 390 Big Block Dipstick | Fits C6 Transmissions w/ 390 Engines; Locking-Style Stick | Gold Dichromate | 743814 |
| C6 460 Big Block Dipstick | Fits C6 Transmissions w/ 460 Engines; Locking-Style Stick | Gold Dichromate | 743815 |
| GM | | | |
| Powerglide Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Chrome Plate | 743700 |
| Powerglide Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Clear Zinc | 743800 |
| Universal Dipstick for TH350/400/200/2004R | Non Locking-Style Stick; Fits TH200, TH350/400 & 2004R; Includes All Necessary Installation Hardware | Black | 743860 |
| TH350 Chevy Dipstick | Full Length, Locking-Style TH350 Chevy Stick; Race or Street Use | Gold Dichromate | 743861 |
| TH400 Chevy Dipstick | Full Length, Locking-Style TH400 Chevy Stick; Race or Street Use | Gold Dichromate | 743802 |
| TH400 Buick, Olds, Pontiac, Cadillac Dipstick | Full Length, Locking-Style TH400 Stick; Race or Street Use | Gold Dichromate | 743803 |
| 700R4/4L60E/4L65E Dipstick | Locking-Style Stick | Gold Dichromate | 743865 |
| 4L80E/4L85E Dipstick | Locking-Style Stick | Gold Dichromate | 743805 |

TRANSMISSION ACCESSORIES

MOUNTS & MODULATORS



#952500
GM Severe Duty
Transmission Crossmember Mount

Severe Duty Transmission Crossmember Mounts

- Place between transmission and cross member for high horsepower applications that require maximum shock absorption
- Features safety interlock between mounting points
- Urethane design is impervious to grease, oil & grime
- Ships with mount & high strength installation hardware

| Description | Part # |
|---|--------|
| Ford Severe Duty Transmission Crossmember Mount | 952501 |
| GM Severe Duty Transmission Crossmember Mount | 952500 |



#350001
GM TH350/TH400
Adjustable Modulator

Adjustable Vacuum Modulators

The vacuum modulator is a vital component of automatic transmissions. It tells the transmission what kind of load is being put on it, allowing the transmission to react with the proper line pressures and shift points. Over time, modulators can develop leaks, suffer ruptured diaphragms, become bent, etc. Not only can this cause annoying drivability issues, it can lead to premature transmission failure.

TCI® comes to the rescue with this line of adjustable modulators. Renew performance, and gain the ability to slightly raise/lower part throttle shift points and line pressures. Simply adjust the screw inside the vacuum nipple for more or less diaphragm pre-load.

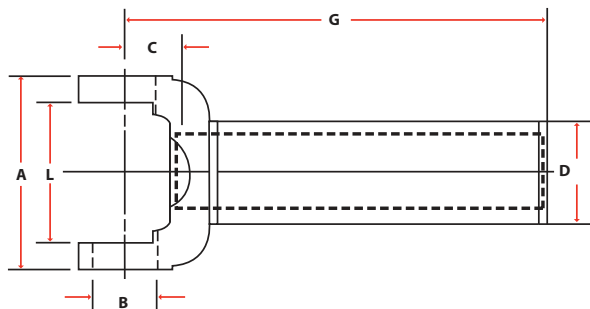
| Description | Part # |
|--|--------|
| Ford | |
| 1974-86 C4 Adjustable Modulator, Push-In, Green Stripe | 260101 |
| 1966-72 C4/C6 Adjustable Modulator, Screw-In, White Stripe | 360001 |
| 1972-91 C6 Adjustable Modulator, Push-In, Purple Stripe Late | 360002 |
| 1977-91 C6 Adjustable Modulator, Push-In, Green Stripe | 360003 |
| GM | |
| 1963-73 Powerglide Adjustable Modulator | 280001 |
| TH350/TH400 Adjustable Modulator | 350001 |

TRANSMISSION ACCESSORIES

SLIP YOKES/U-JOINTS

Slip Yokes

Don't waste time looking for that replacement transmission yoke for your performance application when TCI® has exactly what you need. TCI® yokes are forged and precision-machined to be stronger than OE. And since your application may not match with manufacturer specifications, TCI® can supply you a matching yoke to connect your driveshaft to your transmission.



#965350
TH400 32-Spline Slip Yoke

| Application | Part # | Spline | Spline Length ¹ | Seal Diameter D | G | C | GM # |
|------------------|--|------------------|----------------------------|-----------------|-------|-------|----------|
| A – 3.563 | N3R Series (Inside Snap Ring) | B – 1.125 | L – 2.563 | | | | |
| Powerglide/TH350 | 966300 | 27 | FS | 1.500 | 5.469 | 0.875 | 7812557 |
| TH400 | 965300 | 32 | FS | 1.886 | 5.340 | 0.875 | – |
| 700R4/4L60E | 967300 | 27 | CB | 1.500 | 6.750 | 0.875 | 7848635 |
| A – 3.469 | N1310 Series | B – 1.063 | L – N/A | | | | |
| Powerglide/TH350 | 966310 | 27 | FS | 1.500 | 5.470 | 0.910 | – |
| TH400 | 965310 | 32 | FS | 1.886 | 5.340 | 0.910 | – |
| A – 3.875 | N1350 Series | B – 1.188 | L – N/A | | | | |
| Powerglide/TH350 | 966350 | 27 | CB | 1.500 | 6.938 | 1.313 | – |
| TH400 | 965350 | 32 | FS | 1.886 | 5.340 | 1.313 | 26045229 |
| 700R4/4L60E | 967350 | 27 | CB | 1.500 | 6.938 | 1.313 | – |

Footnotes:

¹ CB denotes counter bore in end of barrel and FS denotes fully splined

Performance Universal Joints (U-Joint)

This isn't a standard over-the-counter U-joint but was specifically designed for today's demands in drag racing, off-road and performance applications. Currently, applications are available to fit the three most commonly used yokes that connect to your driveshaft.

- **Solid-body design:** heat-treated, forged material construction and eliminated grease fitting reduce structural breakage in body
- **Increased strength** because the body is not drilled
- **Pre-greased, sealed unit:** pre-packed with best available synthetic lithium grease, providing extra friction reduction and temperature resistance
- **Teflon-coated, nitrile rubber outer seals** help to reduce seal failure and leakage
- **Precision-ground and finished bearing surfaces** allow U-joint to run true while ensuring accurate fit to yoke

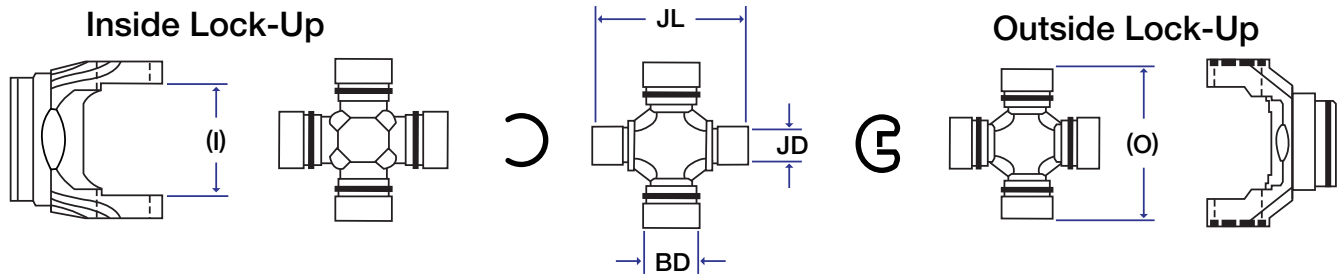


#961350
Outside Lock-Up U-Joint

See Next Page For Application Chart

TRANSMISSION ACCESSORIES

U-JOINTS



| Part # | 961300 | 961310 | 961350 |
|------------------------------|-----------|-----------|-----------|
| Bearing Designation | N3R | 1310 | 1350 |
| Bearing Diameter (BD) | 1.125 | 1.062 | 1.188 |
| Lock-Up Reference | 2.556 (I) | 3.219 (O) | 3.622 (O) |
| JL | 3.385 | 2.969 | 3.374 |
| JD | .663 | .657 | .774 |

| | | | |
|----------------------------|---|------------|---|
| AMC Cross Reference | - | 3156293 | - |
| | - | 3202655 | - |
| | - | 3202657 | - |
| | - | 3207885 | - |
| | - | 4485624 | - |
| | - | 4487436 | - |
| | - | 4488016 | - |
| | - | 8126613 | - |
| | - | 8126614 | - |
| | - | 8127332 | - |
| | - | 8130297 | - |
| | - | 8983503115 | - |
| | - | 936686 | - |
| | - | 944562 | - |
| | - | 994173 | - |
| | - | 994827 | - |

| | | | |
|---------------------------------|---|---------|---------|
| Chrysler Cross Reference | - | 1818920 | 1516854 |
| | - | 1818921 | 2298823 |

| | | | |
|-----------------------------|------------|--------------|------------|
| Ford Cross Reference | C8SZ-4635A | 01Y-7039 | 01T-7039 |
| | - | 211C11-18397 | 40T-7039A |
| | - | 21C-7039 | B5TZ-4635A |
| | - | A9LY-4635A | - |
| | - | B6D7039A | - |
| | - | B6S-7039A | - |
| | - | B6TZ-4635A | - |
| | - | B7A-7039A | - |

| | | | |
|-------------------------------------|---------|------------|----------|
| Ford Cross Reference (cont.) | - | C1VV-4497A | - |
| | - | C1VV-4997A | - |
| | - | C3AZ-4635A | - |
| | - | C4TA-4724A | - |
| | - | C5TZ-4635D | - |
| | - | C6TZ-4635C | - |
| | - | GP-18397 | - |
| | - | GPW-18397 | - |
| GM Cross Reference | - | LD-44610A | - |
| | - | MFK-7039A | - |
| | - | MFK-7039B | - |
| | 1456525 | 14067678 | 14067677 |
| | 1463548 | 2354320 | 15583283 |
| | 3382446 | 2362830 | 2057273 |
| | 522163 | 2448100 | 2186372 |
| | 535554 | 3236000 | 2186973 |
| | 565987 | 3713926 | 22330781 |
| | 5671712 | 3741653 | 2330781 |
| | 5677656 | 3750686 | 3707163 |
| | 7806140 | 3828469 | 3708931 |
| | - | 386451 | 3708961 |
| | - | 388451 | 374246 |

| | | | |
|--|--------|---------|---------|
| GM Cross Reference | - | 3953659 | 3823102 |
| | - | 518648 | 3851520 |
| | - | 570817 | 3877040 |
| | - | 7826078 | 3979617 |
| | - | 9610235 | 609515 |
| | - | - | 609948 |
| Federal-Mogul TRW Cross Reference | 20040 | 20026 | 20054 |
| | 20040P | 20049 | 20054P |
| | 20207 | 20049P | 20190 |
| | - | 20208 | 20194 |
| | - | 20335 | 20337 |

TRANSMISSION ACCESSORIES

SAFETY PRODUCTS



#970005
GM Powerglide Blue Shield

Aluminum Transmission Shields

TCI® Aluminum Transmission Shields are lightweight and fit over the body of the transmission to offer tough protection in the event of a drum explosion. All shields are SFI 4.1 certified and accepted by all major sanctioning bodies should you use them when racing. SFI certification expires five years from date of manufacture. Units can be returned to TCI® for re-certification.

Note: Trimming to transmission may be necessary. Any modifications made to the shield will void SFI certification.

- Manufactured from 6061-T6 aluminum alloy for strength
- Powder coated in red or blue for fluid & fade resistance
- Includes mounting hardware for quick installation

| Application | Red Shield Kit Part # | Blue Shield Kit Part # | Replacement Hardware Kit ¹ Part # |
|-----------------|-----------------------|------------------------|--|
| Chrysler | | | |
| Torqueflite 727 | 910000 | 910005 | 910100 |
| Torqueflite 904 | 915000 | 915005 | 915100 |
| Ford | | | |
| C4 | 977000 | 977005 | 977100 |
| C6 | 976000 | 976005 | 976100 |
| GM | | | |
| Powerglide | 970000 | 970005 | 970100 (Red) 970105 (Blue) |
| TH350 | 975000 | 975005 | 975100 |
| TH400 | 980000 | 980005 | 980100 |

Footnotes:

¹ All hardware contained in these kits is included in the shield kits



Flexplate Safety Shields

Flexplate Safety Shields are designed to protect both drivers and spectators from the effects of a flexplate or starter ring gear failure. A flexplate shield is mandatory in many classes and types of racing and fits over the front part of the transmission bellhousing. All TCI® Flexplate Shields are manufactured from high-strength steel and meet NHRA specifications. All TCI® flexplate shields are also SFI 30.1 certified.

Note: Trimming on transmission may be necessary. Any modifications made to the shield will void SFI certification.

- Manufactured from high-strength steel
- SFI 30.1 certified & meets many sanctioning bodies' specs
- Powder coated shields available in black, red and blue for Chevy applications, as well as chrome
- All other shields are silver vain powder coated and are scratch and oil resistant

| Applications | Color/Finish | Part # |
|---|---------------------------|--------|
| Chrysler | | |
| Small Block | Silver-Vain Powder Coated | 940150 |
| Big Block | Silver-Vain Powder Coated | 940100 |
| Ford | | |
| Small Block 302/351C/351W | Silver-Vain Powder Coated | 940200 |
| Big Block 460 | Silver-Vain Powder Coated | 940240 |
| GM | | |
| Chevrolet | Chrome | 940001 |
| Chevrolet | Silver-Vain Powder Coated | 940000 |
| Chevrolet | Black Powder Coated | 940002 |
| Chevrolet | Red Powder Coated | 940003 |
| Chevrolet | Blue Powder Coated | 940004 |
| GM Fit-All (Both BOP & Chevrolet Bolt Patterns) | Silver-Vain Powder Coated | 940075 |
| Buick, Oldsmobile, Pontiac | Silver-Vain Powder Coated | 940070 |

TRANSMISSION ACCESSORIES

SAFETY PRODUCTS

Ford SFI Bellhousings

These Ford bellhousings are cast from a high-strength aluminum and made to fit case-filled or pan-filled C4 transmissions. SFI 30.1 certified and legal at NHRA/IHRA sanctions and certified tracks, they eliminate the need for a separate flexplate shield and are CNC-machined to accept either the 157- or 164-tooth flywheels and starters, thus reducing confusion. All required hardware is included.

| Description | Part # |
|--|---------------------|
| Small Block Ford Pattern Bellhousing | 513000 |
| Modular 4.6/5.4L & V10 Pattern Bellhousing | 513100 |
| C4 Case Filled 5 7/8" Bellhousing | 513300 ¹ |

Footnotes:

¹ Non-SFI approved

#513000
Small Block Ford Pattern
Bellhousing



OEM Replacement Aluminum Bellhousings¹

| Description | Part # |
|-----------------------------------|--------|
| C4 Pan Filled 6 1/4" Bellhousing | 513200 |
| C4 Case Filled 6 1/4" Bellhousing | 513310 |
| C4 Case Filled 5 7/8" Bellhousing | 513320 |

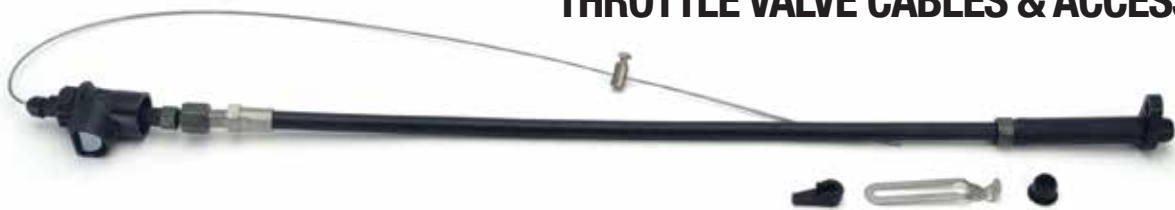
Footnotes:

¹ Non-SFI approved

#513200
C4 Pan Filled 6 1/4"
Bellhousing



THROTTLE VALVE CABLES & ACCESSORIES



#376900
GM TH350
Universal Detent Cable

Throttle Valve Cables

The throttle valve cable (TV cable) is present in all modern cars with automatic transmissions. Many people believe that the TV cable is a detent downshift cable and that this is its only function. In actuality, the TV cable controls line pressures, shift points, part throttle downshifts and detent downshifts. The cable functions similarly to the combination vacuum modulator/cable systems found on other automatic transmissions.

The TV cable is attached on one end to the throttle linkage and on the other end to the transmission. As the throttle is depressed, the cable is pulled, causing progressively later upshifts at higher throttle positions. Additionally, when the cable is pulled a certain amount (ideally, when the pedal is completely depressed), the transmission, if possible, is made to downshift.

- **Universal design is compatible with most applications**
- **Fully adjustable so they can be used with various intake/carburetor combinations**
- **Heavy-duty cable for increased durability and less chance of cable knotting up**

| Description | Part # |
|--------------------------------|--------|
| TH350 Universal TV Cable | 376900 |
| 2004R/700R4 Universal TV Cable | 376800 |

TRANSMISSION ACCESSORIES

THROTTLE VALVE CABLES & ACCESSORIES

Universal Lock-Up Wiring Kit for 700R4

This easy-to-install system from TCI® allows hands-free, automatic activation of the torque converter clutch in 4th gear under stable engine operation and disengages the clutch when accelerating or down shifting. The Universal Lock-Up Kit is needed when installing a 700R4 or 2004R transmission in a non-computer controlled application, such as a street rod or muscle car, or when removing the factory computer in pre-1993 applications that utilize a 700R4 or 2004R transmission.

- **Fully adjustable vacuum switch automatically locks and unlocks converter with engine vacuum**
- **Manual override allows complete control over lockup**
- **Constructed from OEM connectors and oil resistant wire; includes gasket, wiring harness, vacuum switch, 4th gear pressure switch, splice connectors and mounting screw**
- **Simple installation process only requires general mechanical knowledge**



#376600
Universal Lock-Up Wiring Kit for 700R4

| Description | Part # |
|--|--------|
| Universal Lock-Up Wiring Kit for 700R4 | 376600 |

SCAN QR CODE TO WATCH A VIDEO
ON THE 700R4 LOCK UP WIRING KIT



TV Cable Bracket

These brackets allow you to connect your TV cable to popular aftermarket carburetors.

| Description | Part # |
|---|--------|
| 700R4 & 2004R Carter AFBT, Quadrajet, Edelbrock | 376700 |
| 700R4 & 2004R Holley Carburetor | 376705 |



#370812
EZ-Shift TV Cable
Correction System for Demon Carbs

TV Cable Corrector Kits For 700R4/2004R Transmissions

TCI® TV Cable Corrector Kits make installing the TV cable for a 700R4 OR 2004R transmission simple and easy – whether the engine features a Demon, Edelbrock or Holley carburetor.

Making sure that your throttle valve cable is properly adjusted is essential for providing exact shift points and maintaining the life of your transmission. It is especially crucial to ensure that the TV cable is adjusted correctly when installing a GM 700R4 transmission in a non-stock application featuring either an Edelbrock or a Holley carburetor. If it is not, serious damage could occur. The TCI® TV Cable Corrector Kit makes it a snap to install and adjust the TV cable for the popular 700R4 or 2004R. The kit's simple and easy-to-use design features a durable steel construction and comes with all of the parts and pieces needed for a clean install.

To complete installation, simply attach the included brackets to the carburetor, one end of the TV cable to the brackets and the other end of the cable to the transmission. No modifications are needed, meaning that the self-adjusting TV cable can be hooked up and installed without removing the transmission itself.

- **Ensures exact shift points in 700R4 and 2004R transmissions to maintain their durability and lifespan**
- **Easy install with no modifications to the carburetor or transmission**

| Description | Part # |
|--|--------|
| TV Cable Corrector Kit for Demon Carbs | 370812 |
| TV Cable Corrector Kit for Edelbrock Carbs | 370813 |
| TV Cable Corrector Kit for Holley Carbs | 370814 |
| Premium TV Cable Corrector Kit for Edelbrock Carbs | 370815 |
| Premium TV Cable Corrector Kit for Holley Carbs | 370816 |



STREET PERFORMANCE

QUICK REFERENCE GUIDE

- MASTER APPLICATION CHART
- TRANSMISSION PACKAGES
- HORSEPOWER RATINGS
- RECOMMENDED COMPONENTS



QUICK REFERENCE GUIDE

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QUICK REFERENCE GUIDE

STREET PERFORMANCE TRANSMISSION PACKAGES

TCI® offers several different levels of street performance transmission packages, including the popular Street Rodder™, StreetFighter® and Super StreetFighter™ Packages. These packages all contain a Triple Tested TCI® transmission with a carefully matched torque converter, universal cooler and our own special blend of Max Shift™ Street Performance Transmission Fluid. Also included in certain packages are a dipstick and/or universal TV cable.

Photo Credit: © Jason Falconer

Special to each TCI® transmission and torque converter are the Triple Testing procedures that each unit undergoes before leaving the TCI® facility. Transmissions and their internal components are inspected and stock parts are replaced with high performance TCI®-manufactured parts where applicable. Valve bodies are remanufactured and 100% tested prior to installation. Last, each transmission is subjected to both a static hydraulic pressure test during assembly and a final dyno test prior to shipping. Torque converters are tested to maintain that the impeller body and pump drive hub remain true and are then pressurized and lead tested to confirm the integrity of the weld seams. Finally, each unit is computer balanced to reduce drivetrain vibrations that can cause serious damage to your converter. That's Triple Tested specifically for your street performance application.

Street Rodder™

Street rodders have their own set of performance standards when it comes to transmissions, and TCI® has the perfect solution for street cruisers who want excellent street performance and long lasting durability. Using the highest quality TCI®-manufactured components, each Street Rodder™ Package includes a transmission equipped with an automatic valve body and Valve Body Performance Improvement Kit that allow you to achieve firmer, yet not too harsh shifts in the vehicle while remaining fully automatic and retaining the stock shift pattern. Horsepower figures range anywhere from 350 to 525 horsepower, depending on the application.

StreetFighter®

The TCI® StreetFighter Transmission Packages are designed to withstand the rigors of street machines ranging anywhere from 400 to 775 horsepower with a non-supercharged system using pump gasoline, depending on application. Equipped with a TCI® manual/automatic valve body, most units allow you to manually shift the vehicle into each gear change or, by placing it in the drive position, remain fully automatic. This gives you racetrack shifts and shaves time off your ET's. TCI® 700R4, 2004R and AOD StreetFighter® Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are applied firmly to eliminate slippage.

- Special clutches & bands increase durability; new sprags/roller clutches increase holding capacity
- Improved lubrication system increases fluid amount sent to planetaries and internals
- Higher line pressure for extra firm shifts & greater torque capacity with less slippage

Super StreetFighter®

The TCI® Super StreetFighter™ Transmission Packages fill the gap between the StreetFighter® series and the full competition transmission packages. Intended for normally aspirated vehicles powered by engines producing between 725 to 1025 horsepower, depending on the application, TCI® Super StreetFighter™ Packages feature many of the same benefits as StreetFighter® Transmission Packages with certain internal upgrades, including higher performance friction clutches and bands, as well as heavy-duty hard parts. The Super StreetFighter™ Transmission offers both manual and automatic shift options to give you the power and shifts you want for the strip or easy driving for the street. 700R4, 2004R and AOD Super StreetFighter™ Transmissions feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are applied firmly to eliminate slippage.

Super StreetFighter™ Torque Converters feature furnace-brazed fins, needle bearings and hardened pre-ground pump hubs.

- Higher performance friction clutches & bands to provide smoother shifts & longer life in high horsepower applications
- Heavy-duty hard parts offer increased durability and longer transmission and converter life

See the chart to the right for ancillary parts that ship with your TCI® street performance transmission package.

| Description | Part # |
|--|------------------------|
| Accessories Included in Street Performance Transmission Packages | |
| Universal Transmission Cooler | 820500 |
| Max Shift™ Transmission Fluid | 950640 |
| Dipstick ¹ | See Application Charts |
| Universal Kickdown Cable ¹ | See Application Charts |

Footnotes:

¹ When Applicable

QUICK REFERENCE GUIDE

HOW TO USE THIS GUIDE

This quick reference guide lists all Street Performance transmissions that TCI® offers, along with any transmission packages that are available with the listed transmission. Instructions on how to use this chart are listed below.

The transmission packages are listed by corporate sections according to engine make and model. Listed behind each package part number is the horsepower rating and individual transmission that is included with the package, along with the **INCLUDED** torque converter, cooler, and a miscellaneous listing that will include items such as dipsticks or TV cables.

Also listed are a **RECOMMENDED** transmission pan and filter & pan gasket kit. These items are **NOT** included with transmission packages but are simply a match with the transmission listed.

For example, in the chart below, Street Rodder™ transmission package Part #311038P1 **INCLUDES** transmission Part #311038, torque converter #241538-A, cooler #820500, dipstick #743860 and tv cable #376900. **RECOMMENDED** to use with the transmission are pan #328000 and filter & pan gasket kit #328500.

| | | | | | | Recommended | |
|--|------------|--------------|------------------|--------|---|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| TH350 – CHEVROLET V8 , 4.3L V6; 6” TAILSHAFT | | | | | | | |
| Street Rodder™ | | | | | | | |
| 311038P1 | 475 | 311038 | 241538-A | 820500 | 430800 (Dipstick) 430806 (Universal TV Cable) | 328000 | 328500 |

In some cases, a transmission package will **NOT** be available for certain transmissions, in which case a "-" will appear in the "Transmission Package" column. However, a horsepower rating and individual transmission part number **WILL** be listed for the application.

In instances where a transmission package is **NOT** available, a torque converter part number will **NOT** be recommended but a reference to the torque converter application chart will be listed instead. All other part numbers listed will be **RECOMMENDED** parts only and will **NOT** be included with the purchase of the individual transmission.

For example, in the chart below there is no transmission package for the StreetFighter® TH350 Chevrolet V8, 4.3L V6 transmission with a 6" tailshaft. However, an individual transmission is available, Part #311010, whose horsepower rating is 575.

A torque converter part number is not recommended as so many options are available for each transmission TCI® carries. The pan, cooler, filter & pan gasket kit, dipstick, and tv cable are the **RECOMMENDED** parts for this transmission but are **NOT** sold in a package with it.

| | | | | | | Recommended | |
|--|------------|--------------|--------------------------|--------|--|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| TH350 – CHEVROLET V8, 4.3L V6; 12" TAILSHAFT | | | | | | | |
| StreetFighter® | | | | | | | |
| – | 575 | 311010 | See Converters Pg. 12-15 | 820500 | 430800 (Dipstick) 430806 (Universal TV Cable) | 328000 | 328500 |

If you have any questions or are unsure which part numbers are included with a transmission package, call TCI® toll free at 1-888-776-9824 or email us at tech@tciauto.com for a complete package component list.

QUICK REFERENCE GUIDE

CHRYSLER TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

TORQUEFLITE 727 – 1967-79 318, 340, 360 SMALL BLOCK, 18 3/8" TAILSHAFT

| | | | | | | | |
|----------------------|-----|--------|---------------------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 111138P1 | 400 | 111138 | 141538 | 820500 | 743807 (Dipstick) | 128000 | 128500 |
| StreetFighter® | | | | | | | |
| 111100P1 | 625 | 111100 | 142200 ⁵ | 820500 | 743807 (Dipstick) | 128000 | 128500 |
| Super StreetFighter™ | | | | | | | |
| 111105P1 | 750 | 111105 | 142200 ⁵ | 820500 | 743807 (Dipstick) | 128000 | 128500 |
| 111105P2 | 750 | 111105 | 142222 ⁵ | 820500 | 743807 (Dipstick) | 128000 | 128500 |

TORQUEFLITE 727 – 1967-79 383, 400, 426, 440 BIG BLOCK, 18 3/8" TAILSHAFT

| StreetFighter® | | | | | | | |
|----------------------|-----|--------|---------------------|--------|-------------------|--------|--------|
| 111000P1 | 625 | 111000 | 142200 ⁵ | 820500 | 743808 (Dipstick) | 128000 | 128500 |
| Super StreetFighter™ | | | | | | | |
| 111005P1 | 750 | 111005 | 142200 ⁵ | 820500 | 743808 (Dipstick) | 128000 | 128500 |
| 1110005P2 | 750 | 111005 | 142222 ⁵ | 820500 | 743808 (Dipstick) | 128000 | 128500 |

| | | | | | | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

TORQUEFLITE 904 – 1967 & LATER 318, 340, 360 SMALL BLOCK V8

| | | | | | | | |
|-----------------------|-----|---------------|---------------|---------------|--------------------------|---------------|---------------|
| Street Rodder™ | | | | | | | |
| 111338P1 | 350 | 111338 | 141338 | 820500 | 743806 (Dipstick) | 127900 | 128500 |
| StreetFighter® | | | | | | | |
| 111300P1 | 400 | 111300 | 141300 | 820500 | 743806 (Dipstick) | 127900 | 128500 |

NOTES:

[illegible]

QUICK REFERENCE GUIDE

FORD TRANSMISSIONS & TORQUE CONVERTERS

| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| | | | | | | Pan | Filter & Pan Gasket Kit |

C4 – 1970-82 289-351, SMALL BELLHOUSING, 26-SPLINE INPUT SHAFT, DIPSTICK GOES IN TRANSMISSION CASE

| | | | | | | | |
|-----------------------------|-----|--------|--------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 511238P1 | 475 | 511238 | 450738 | 820500 | 743811 (Dipstick) | 518000 | 528500 |
| StreetFighter® | | | | | | | |
| 511200P1 | 525 | 511200 | 450700 | 820500 | 743811 (Dipstick) | 518000 | 528500 |
| 511200P2 | 525 | 511200 | 451500 | 820500 | 743811 (Dipstick) | 518000 | 528500 |
| 511200P3 | 525 | 511200 | 451522 | 820500 | 743811 (Dipstick) | 518000 | 528500 |
| Super StreetFighter™ | | | | | | | |
| 511205P2 | 825 | 511205 | 451500 | 820500 | 743811 (Dipstick) | 518000 | 528500 |
| 511205P3 | 825 | 511205 | 451522 | 820500 | 743811 (Dipstick) | 518000 | 528500 |

C4 – 1970-82 289-351, LARGE BELLHOUSING, 26-SPLINE INPUT SHAFT, DIPSTICK GOES IN TRANSMISSION PAN

| | | | | | | | |
|-----------------------------|-----|--------|--------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 511638P1 | 475 | 511638 | 450938 | 820500 | 743812 (Dipstick) | 518000 | 528500 |
| StreetFighter® | | | | | | | |
| 511600P1 | 525 | 511600 | 450900 | 820500 | 743812 (Dipstick) | 518000 | 528500 |
| 511600P2 | 525 | 511600 | 451900 | 820500 | 743812 (Dipstick) | 518000 | 528500 |
| 511600P3 | 525 | 511600 | 451922 | 820500 | 743812 (Dipstick) | 518000 | 528500 |
| Super StreetFighter™ | | | | | | | |
| 511605P2 | 825 | 511605 | 451900 | 820500 | 743812 (Dipstick) | 518000 | 528500 |
| 511605P3 | 825 | 511605 | 451902 | 820500 | 743812 (Dipstick) | 518000 | 528500 |

| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| | | | | | | Pan | Filter & Pan Gasket Kit |

C6 – 1966 & LATER 351M, 400, 429, 460; 13 1/2" TAILSHAFT

| | | | | | | | |
|-----------------------------|-----|--------|--------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 411238P1 | 525 | 411238 | 441638 | 820500 | 743815 (Dipstick) | 428000 | 428500 |
| StreetFighter® | | | | | | | |
| 411200P1 | 725 | 411200 | 441600 | 820500 | 743815 (Dipstick) | 428000 | 428500 |
| 411200P2 | 725 | 411200 | 441300 | 820500 | 743815 (Dipstick) | 428000 | 428500 |
| 411200P3 | 725 | 411200 | 441322 | 820500 | 743815 (Dipstick) | 428000 | 428500 |
| Super StreetFighter™ | | | | | | | |
| 411205P2 | 875 | 411205 | 441301 | 820500 | 743815 (Dipstick) | 428000 | 428500 |
| 411205P3 | 875 | 411205 | 441302 | 820500 | 743815 (Dipstick) | 428000 | 428500 |

C6 – 1966 & LATER 289, 302, 351C, 351W; 13 1/2" TAILSHAFT

| | | | | | | | |
|-----------------------------|-----|--------|--------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 411438P1 | 525 | 411438 | 441638 | 820500 | 743813 (Dipstick) | 428000 | 428500 |
| StreetFighter® | | | | | | | |
| 411400P1 | 725 | 411400 | 441600 | 820500 | 743813 (Dipstick) | 428000 | 428500 |
| 411400P2 | 725 | 411400 | 441300 | 820500 | 743813 (Dipstick) | 428000 | 428500 |
| 411400P3 | 725 | 411400 | 441322 | 820500 | 743813 (Dipstick) | 428000 | 428500 |
| Super StreetFighter™ | | | | | | | |
| 411405P2 | 875 | 411405 | 441301 | 820500 | 743813 (Dipstick) | 428000 | 428500 |
| 411405P3 | 875 | 411405 | 441302 | 820500 | 743813 (Dipstick) | 428000 | 428500 |

C6 TRANSMISSIONS & TORQUE CONVERTERS CONTINUED ON NEXT PAGE.

QUICK REFERENCE GUIDE

FORD TRANSMISSIONS & TORQUE CONVERTERS

| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| | | | | | | Pan | Filter & Pan Gasket Kit |

C6 – 1966 & LATER FE 332, 352, 390, 406, 427, 428; 13 1/2" TAILSHAFT

| | | | | | | | |
|-----------------------------|-----|---------------------------|--------|--------|-------------------|--------|--------|
| Street Rodder™ | | | | | | | |
| 411038P1 ¹⁰³ | 525 | 411038 ¹⁰³ | 441738 | 820500 | 743814 (Dipstick) | 428000 | 428500 |
| StreetFighter® | | | | | | | |
| 411000P1 ¹⁰³ | 725 | 411000 ¹⁰³ | 442100 | 820500 | 743814 (Dipstick) | 428000 | 428500 |
| – | 725 | 411010 ^{26, 103} | – | 820500 | 743814 (Dipstick) | 428000 | 428500 |
| Super StreetFighter™ | | | | | | | |
| 411005P2 ¹⁰³ | 875 | 411005 ¹⁰³ | 442101 | 820500 | 743814 (Dipstick) | 428000 | 428500 |
| 411005P3 ¹⁰³ | 875 | 411005 ¹⁰³ | 442102 | 820500 | 743814 (Dipstick) | 428000 | 428500 |

| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| | | | | | | Pan | Filter & Pan Gasket Kit |

AOD – 1980 & LATER 5.0, 5.8L; 4-SPEED OVERDRIVE

| | | | | | | | |
|-----------------------------|-----|----------------------|--------------|--------|--|--------|--------|
| StreetFighter® | | | | | | | |
| 431000P1 | 575 | 431000 | 432800 | 820500 | 430800 (Dipstick), 430806 (Universal TV Cable) | 438000 | 438500 |
| 431000P2 | 575 | 431000 | 433100 | 820500 | 430800 (Dipstick), 430806 (Universal TV Cable) | 438000 | 438500 |
| 431000P3 | 575 | 431000 | 432700 | 820500 | 430800 (Dipstick), 430806 (Universal TV Cable) | 438000 | 438500 |
| – | 575 | 431200 ²⁷ | See p. 12-15 | 820500 | 430800 (Dipstick), 430806 (Universal TV Cable) | 438000 | 438500 |
| Super StreetFighter™ | | | | | | | |
| – | 725 | 431500 ²⁷ | See p. 12-15 | 820500 | 430800 (Dipstick), 430806 (Universal TV Cable) | 438000 | 438500 |

Footnotes: See Master Footnote Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**



QUICK REFERENCE GUIDE

FORD TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

AODE – 1993-95 3.8, 5.0, 5.8L

| StreetFighter® | | | | | | | |
|----------------|-----|----------------------|--------|--------|-------------------|--------|--------|
| 434020P3 | 725 | 434020 ²⁸ | 434100 | 820500 | 430800 (Dipstick) | 438000 | 438501 |

| | | | | | | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

4R70W – 1998-04 4.6L

| StreetFighter® | | | | | | | |
|----------------|------|----------------------|--------------|--------|---|--------|--------|
| – | 725 | 434022 ²⁸ | See p. 12-15 | 820500 | – | 438000 | 438560 |
| – | 1025 | 434322 ²⁸ | See p. 12-15 | 820500 | – | 438000 | 438560 |

| | | | | | | Recommended | |
|-----------------------|------------|--------------|------------------|--------|---------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

5R55S – 2005-08 4.0, 4.6L MUSTANG

| | | | | | | | |
|-----------------------------|------|---------------|---------------------|---------------|---|---|---------------|
| StreetFighter® | | | | | | | |
| – | 725 | 571100 | See p. 12-15 | 820500 | – | – | 578500 |
| Super StreetFighter™ | | | | | | | |
| – | 1025 | 571000 | See p. 12-15 | 820500 | – | – | 578500 |

Footnotes: See Master Footnote Listing On Page 4.

NON LOCK-UP UNITS LISTED IN BLACK, LOCK-UP UNITS LISTED IN RED

NOTES:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

QUICK REFERENCE GUIDE

GM TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | | Recommended |
|-----------------------|------------|--------------|------------------|--------|---------------|-----|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |

TH350 – CHEVROLET V8, 4.3L V6; 6" TAILSHAFT

| | | | | | | | |
|----------------------|-----|----------------------|--------------|--------|--|--------|--------|
| Street Rodder™ | | | | | | | |
| 311038P1 | 475 | 311038 | 241538-A | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| StreetFighter® | | | | | | | |
| 311000P1 | 575 | 311000 | 240900 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| 311000P2 | 575 | 311000 | 241500-A | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| 311000P3 | 575 | 311000 | 241000 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| – | 575 | 311010 ²⁹ | See p. 12-15 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| Super StreetFighter™ | | | | | | | |
| 311005P2 | 775 | 311005 | 241001 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| 311005P3 | 775 | 311005 | 24100210 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |

TH350 – CHEVROLET V8, 4.3L V6; 9" TAILSHAFT

| | | | | | | | |
|----------------|-----|--------|----------|--------|--|--------|--------|
| Street Rodder™ | | | | | | | |
| 311098P1 | 475 | 311098 | 241538-A | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| StreetFighter® | | | | | | | |
| 311090P1 | 575 | 311090 | 241500-A | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |

NOTES:

QUICK REFERENCE GUIDE

GM TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | | Recommended |
|---|------------|--------------|------------------|--------|--|--------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| ALL BOP TH350 – BUICK, OLDS, PONTIAC; 6" TAILSHAFT | | | | | | | |
| Street Rodder® | | | | | | | |
| 311138P1 | 475 | 311138 | 241502 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| StreetFighter® | | | | | | | |
| 311100P1 | 575 | 311100 | 241502 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |
| Super StreetFighter™ | | | | | | | |
| – | 775 | 311105 | See p. 12-15 | 820500 | 743860 (Dipstick), 376900 (Universal TV Cable) | 328000 | 328500 |

| | | | | | | | Recommended |
|--|------------|----------------------|----------------------|--------|-------------------|--------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| TH400 – ALL CHEVROLET, NON VARIABLE PITCH, 4" TAILSHAFT | | | | | | | |
| StreetFighter® | | | | | | | |
| 211000P1 | 725 | 211000 | 24160210 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| 211000P2 | 725 | 211000 | 241000 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| 211000P3 | 725 | 211000 | 240900 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| – | 725 | 211010 ²⁶ | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| Super StreetFighter™ | | | | | | | |
| 211005P2 | 875 | 211005 | 241001 ¹⁰ | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| 211005P3 | 875 | 211005 | 241002 ¹⁰ | 820500 | 743860 (Dipstick) | 228000 | 228500 |

TH400 – ALL CHEVROLET, NON VARIABLE PITCH, 9" TAILSHAFT, LARGE YOKE

| | | | | | | | |
|-----------------------------|-----|--------|--------------|--------|-------------------|--------|--------|
| StreetFighter® | | | | | | | |
| – | 725 | 211090 | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| Super StreetFighter™ | | | | | | | |
| – | 875 | 211095 | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |

ALL BOP TH400 – BUICK, OLDS, PONTIAC, NON VARIABLE PITCH, 4" TAILSHAFT, LARGE YOKE

| | | | | | | | |
|-----------------------------|-----|--------|--------------|--------|-------------------|--------|--------|
| StreetFighter® | | | | | | | |
| – | 725 | 211300 | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |
| Super StreetFighter™ | | | | | | | |
| – | 875 | 211305 | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |

ALL BOP TH400 – BUICK, OLDS, PONTIAC, NON VARIABLE PITCH, 9" TAILSHAFT, LARGE YOKE

| | | | | | | | |
|-----------------------|-----|--------|--------------|--------|-------------------|--------|--------|
| StreetFighter® | | | | | | | |
| – | 725 | 211390 | See p. 12-15 | 820500 | 743860 (Dipstick) | 228000 | 228500 |

QUICK REFERENCE GUIDE

GM TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | | Recommended |
|---|------------|----------------------|------------------|--------|-------------------|-----|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| 2004R/200C – CHEVY, OLDS, PONTIAC V8; 1981-90 2004R, 27-SPLINE | | | | | | | |
| StreetFighter® | | | | | | | |
| 381500P2 | 725 | 381500 ²⁹ | 242500 | 820500 | 743860 (Dipstick) | – | 386500 |
| 381500P3 | 725 | 381500 ²⁹ | 242600 | 820500 | 743860 (Dipstick) | – | 386500 |

| | | | | | | | Recommended |
|--|------------|----------------------|----------------------|--------|--|--------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| 4L60E/4L65E/700R4 – CHEVROLET V8; 1984-92 700R4 CORVETTE, 30-SPLINE, 29 7/8" OVERALL LENGTH | | | | | | | |
| StreetFighter® | | | | | | | |
| 373000P1 | 725 | 373000 ³⁵ | 242800 ²¹ | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 373000P2 | 725 | 373000 ³⁵ | 243105 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 373000P3 | 725 | 373000 ³⁵ | 243110 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |

4L60E/4L65E/700R4 – CHEVROLET V8; 1984-93 700R4, 30-SPLINE, 30 1/2" OVERALL LENGTH⁷

| | | | | | | | |
|-----------------------|-----|-------------------------|----------------------|--------|--|--------|--------|
| Street Rodder™ | | | | | | | |
| 371038P1 | 525 | 371038 | 242738 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| StreetFighter® | | | | | | | |
| 371000P1 | 725 | 371000 ²⁹ | 242800 ²¹ | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 371000P2 | 725 | 371000 ²⁹ | 243105 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 371000P3 | 725 | 371000 ²⁹ | 243110 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| – | 725 | 371004 ^{29,41} | See p. 12-15 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| – | 725 | 371060 ²⁹ | See p. 12-15 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |

QUICK REFERENCE GUIDE

GM TRANSMISSIONS & TORQUE CONVERTERS

| | | | | | | Recommended | |
|---|------------|-------------------------|-----------------------|--------|--|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| 4L60E/4L65E/700R4 – CHEVROLET V8; 1984-93 700R4, 30-SPLINE, 30 ½" OVERALL LENGTH ⁷ cont. | | | | | | | |
| Super StreetFighter™ | | | | | | | |
| 371100P1 | 825 | 371100 ²⁹ | 243105 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 371100P2 | 825 | 371100 ²⁹ | 242800 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 371100P3 | 825 | 371100 ²⁹ | 242700 | 820500 | 743865 (Dipstick), 376800 (Universal TV Cable) | 378000 | 378500 |
| 4L60E/4L65E/700R4 – 2000-06 LS-STYLE TRUCK | | | | | | | |
| StreetFighter® | | | | | | | |
| 371016P1 | 725 | 371016 ^{33,34} | 242935 ^{3,4} | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 371016P2 | 725 | 371016 ^{33,34} | 242938 | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 371016P3 | 725 | 371016 ^{33,34} | 242931 ¹⁰ | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 371016P4 | 725 | 371016 ^{33,34} | 242932 ¹⁰ | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 371016P5 | 725 | 371016 ^{33,34} | 242933 ⁴² | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 4L60E/4L65E/700R4 – 1998-02 LS1/LS2 F-BODY | | | | | | | |
| StreetFighter® | | | | | | | |
| 371050P1 | 725 | 371050 ^{33,34} | 242931 ¹⁰ | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| Super StreetFighter™ | | | | | | | |
| 371150P1 | 825 | 371150 ^{33,34} | 242931 ¹⁰ | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 4L60E/4L65E/700R4 – 1996-97 TRUCK, B-BODY | | | | | | | |
| Super StreetFighter™ | | | | | | | |
| 371110P1 | 825 | 371110 ^{33,34} | 243106 ²⁴ | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| 4L60E/4L65E/700R4 – 1994 LT1 F-BODY | | | | | | | |
| Super StreetFighter™ | | | | | | | |
| – | 825 | 371140 ^{33,34} | See p. 12-15 | 820500 | 743865 (Dipstick) | 378000 | 378500 |
| – | 825 | 371145 ^{33,34} | See p. 12-15 | 820500 | 743865 (Dipstick) | 378000 | 378500 |

| | | | | | | Recommended | |
|---|------------|-------------------------|------------------|--------|-------------------|-------------|-------------------------|
| Transmission Packages | Horsepower | Transmission | Torque Converter | Cooler | Miscellaneous | Pan | Filter & Pan Gasket Kit |
| 4L80E/4L85E – CHEVROLET V8; 1997 & UP 4L80E | | | | | | | |
| StreetFighter® | | | | | | | |
| 271100P1 | 775 | 271100 ^{28,34} | 242910 | 820500 | 743805 (Dipstick) | 278000 | 278501 |

Footnotes: See Master Footnote Listing On Page 4.

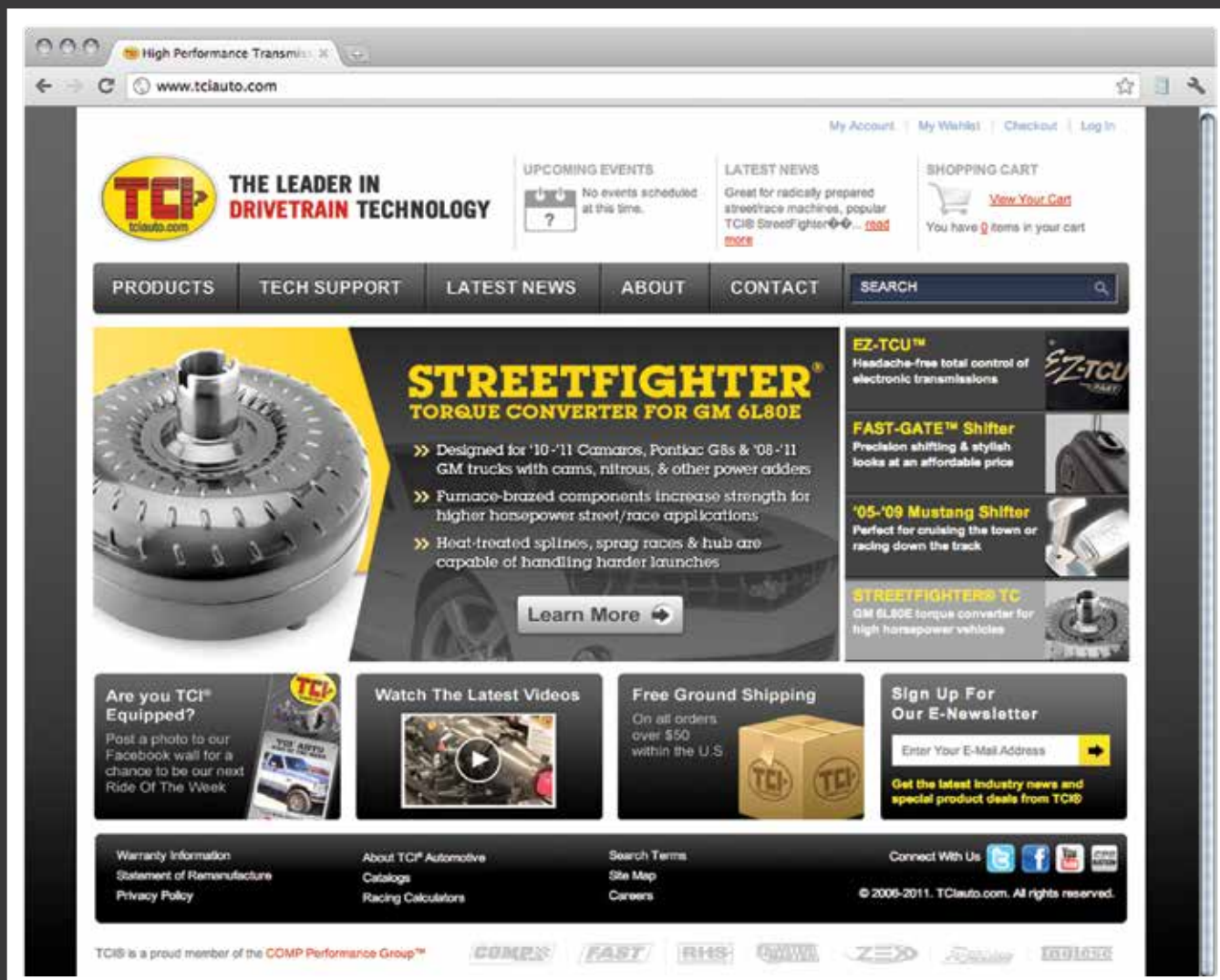
NON LOCK-UP UNITS LISTED IN BLACK, LOCK-UP UNITS LISTED IN RED

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ELECTRONICS

EZ-TCU™ TRANSMISSION CONTROLLER

For computer controlled transmissions, nothing beats the TCI® EZ-TCU™ Transmission Controller. The EZ-TCU™ Transmission Controller allows for maximum electronic control over shift points, shift firmness & shift speed. No software, laptop or tuning experience is required, and power data logging and self diagnostics allow users of every skill level to fully utilize the unit. Simply install it according to the enclosed instructions, and then start the system by answering the simple Setup Wizard questions on the included hand-held unit. It's that easy; the EZ-TCU™ does all the work for you!

The EZ-TCU™ is fully configured and ready to run right out of the box – no tuning necessary. But for those who demand customization, the unit is also optionally fully programmable based on load, speed and RPM. TCI®, with the help of engineers from FAST™, took a page from the very successful FAST™ EZ-EFI™ Self Tuning Fuel Injection System and designed the EZ-TCU™ programming interface to be completely intuitive. There is no real expertise needed if you want to custom program your calibration. The EZ-TCU™ is capable of real-time switchable calibrations, which allows for multiple setups. Run one calibration on the way to the track, and then, with the push of a button, have a more aggressive setup ready for the race. The multiple shift modes include full manual mode for using bump switch or paddle shifters.

- **Maximum electronic control over shift points, shift firmness & shift speed**
- **No software, laptop or experience needed**
- **Completely intuitive programming interface or optional fully programmable based on load, speed and RPM**
- **Multiple shift modes include full manual mode**
- **Compatible with popular GM transmissions, including 4L60E, 4L65E, 4L70E, 4L80E, and 4L85E, as well as the TCI® 6x Six-Speed™**
- **Included hand-held can operate as electronic dash**
- **Includes transmission control unit, hand-held & wiring harness**

SCAN QR CODE TO WATCH AN INSTALL OF
AN EZ-TCU™ TRANSMISSION CONTROLLER



#302820
EZ-TCU™ Transmission Controller

| Description | Part # |
|--|-----------|
| EZ-TCU™ Transmission Controller | 302820 |
| EZ-TCU™ Transmission Controller for 2009+ 4L65E/70E Transmissions | 30299-KIT |
| Outlaw™ Shifter for 4-Speed Forward Pattern w/ Cover & 2-Button Handle | 611641 |
| Paddle Shifter w Display | 301442 |
| Paddle Shifter w/o Display | 301441 |

ELECTRONICS

SHIFT BOSS TRANSMISSION PROGRAMMER

All too often, performance street enthusiasts place emphasis on potential engine problems while critical transmission functions go unnoticed. Available for performance GM 4L60E/4L65E/4L70E/4L80E/4L85E applications, the Shift Boss Transmission Programmer from TCI® is designed to ensure desired shift firmness while also monitoring the two most critical drivetrain functions – temperature and transmission line pressure (additional sensor required).

The Shift Boss features three unique shift mode choices – Stock for OEM shift characteristics, Stage 1 for firm solid shifts and Stage 2 for race shifts. You can monitor transmission temperature or pressure (additional sensor required) by simply depressing the display button. Simple-to-use and easy-to-install, this performance programmer can be considered an inexpensive, easy-to-install shift improver and temperature/pressure monitor for your transmission.

This hand-held unit includes a digital screen with selection options for transmission temperature, shift psi (additional sensor required) and all three shift modes. The Shift Boss is sold as an individual unit or as a package that includes the additional pressure switch.

#377560
Shift Boss Package
w/ Pressure Sensor



- Programmer monitors transmission line pressure and temperature while adjusting shift firmness
- Designed for GM performance 4L60E/4L65E/4L70E/4L80E and 4L85E applications
- Programmer includes three shift mode options – Stock for OEM shift characteristics, Stage 1 for firm, solid shifts and Stage 2 for race shifts
- Easy-to-use and read hand-held unit with digital screen and selection options
- Powerful data logging and self diagnostics
- Shift Boss sold individually or as package with optional pressure sensor

| Description | Part # |
|---|--------|
| Shift Boss Transmission Programmer Package | 377550 |
| Shift Boss Transmission Programmer Package w/ Pressure Sensor | 377560 |

| Description | Part # |
|--------------------------|--------|
| Optional Pressure Sensor | 377551 |

Remote Throttle Position Sensor

To utilize any computer-directed engine management system, you have to know the position of the throttle at all times. Vehicles equipped with electronic fuel injection (EFI) feature a throttle position sensor (TPS) on their throttle body. Carbureted applications don't feature a TPS but when running the TCI® EZ-TCU™ Transmission Controller and other aftermarket controllers, a TPS is a necessity. TCI® offers what is referred to as a "Remote TPS" that doesn't have to be placed directly on the carburetor but can be placed in a "remote" location. The TCI® Remote TPS provides a throttle position reference that allows any carbureted application to use the popular TCI® transmission management electronics.

| Description | Part # |
|--------------------|--------|
| Remote TPS & Mount | 377400 |



- Features simple three-wire design for easy install
- Adjustable cable allows for various remote mounting locations on the engine
- TV cable mounts on supplied bracket
- Fully adjustable

Transmission Controller Distributor Adapter Harness

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

| Description | Part # |
|-----------------------------|--------|
| Distributor Adapter Harness | 377100 |

Transmission Controller TPS Adapter Harness

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

| Description | Part # |
|---|--------|
| TPS Adapter Harness for 2nd Generation-Style TPS | 377200 |
| TPS Adapter Harness for 1st Generation-Style TPS Most Commonly Found on Early Computer-Controlled Carburetors | 377201 |



#377201
TPS Adapter Harness

#377300
Speedometer Control Unit



Speedometer Control Unit (SCU)

- Great solution when retro-fitting electronic transmission
- Adapter pigtails into electronic speedometer harness & has connection to drive cable driven speedometer
- Fully configurable for any tire size and rear gear ratio
- Cables sold separately due to OEM variations

| Description | Part # |
|---|--------|
| Speedometer Control Unit (SCU) | 377300 |
| Cable, 5/8" Threaded Ends, Fits Most Pre-1976 Domestic Vehicles | 377301 |
| Cable, GM Clip-On Style, Fits Most 1976-91 GM Vehicles | 377302 |
| Cable, Ford Snap-On Style, 1970-90 | 377303 |

SHIFTERS

OUTLAW™ & FAST-GATE™

Outlaw™ Shifters

The TCI® Outlaw™ Shifter not only ensures that you will find the right gear when you need it but delivers great looks as well. Constructed of billet aluminum with a pistol grip shifter and black-anodized cover with an optional quick release setup, the Outlaw™ Shifter is durable enough to handle both street and race-duty applications and is perfectly suited for competition use, including compliance with NHRA/IHRA legal reverse lockout regulations.

- Features a Park/Neutral safety switch along with provisions for a reverse light system
- Designed for GM Powerglide and most popular GM, Ford and Chrysler 3- and 4-speed transmissions¹
- Includes 5' of heavy-duty shift cable and all hardware
- 3-Speed reverse pattern and 4-speed forward pattern gate plates available

| Description | Part # |
|---|--------|
| Outlaw™ Shifter for Powerglide w/ Cover | 611323 |
| Outlaw™ Shifter for Powerglide w/ Cover & 2-Button Handle | 611623 |
| Outlaw™ Shifter for Powerglide w/o Cover | 611523 |
| Outlaw™ Shifter for 3-Speed Forward Pattern w/ Cover | 616331 |
| Outlaw™ Shifter for 3-Speed Forward Pattern w/o Cover | 616531 |



#611323
Outlaw™ Shifter
For Powerglide w/ Cover

| Description | Part # |
|--|--------|
| Outlaw™ Shifter for 3-Speed Reverse Pattern w/ Cover | 616332 |
| Outlaw™ Shifter for 3-Speed Reverse Pattern w/o Cover | 616532 |
| Outlaw™ Shifter for 3-Speed Reverse Pattern w/ Cover & 2-Button Handle | 611632 |
| Outlaw™ Shifter for 4-Speed Forward Pattern w/ Cover & 2-Button Handle | 611641 |

Footnote:

¹ Ford AOD requires a Part #618016 installation kit



#616541
FAST-GATE™ Shifter

FAST-GATE™ Shifter

The TCI® FAST-GATE™ Shifter is universal in design, allowing it to be used in virtually any 3- or 4-speed application, either street or race. Its sturdy construction is capable of withstanding the demands of racing, yet is well suited for most street applications. The precision, laser-cut components ensure smooth, accurate movements when shifting, and the reverse lockout mechanism eliminates the chance of transmission damage from accidentally shifting into reverse. High-quality components and cutting-edge engineering delivered at a competitive price make certain you receive a high performance experience without breaking the bank.

SHIFTERS

STREETFIGHTER®



#616443
TCI® StreetFighter® Shifter
for 3/4-Speed Forward/Reverse Pattern



Best
Seller

#619570
StreetFighter® 2005-09
Ford Mustang Ratchet Shifter

StreetFighter® Shifter

The TCI® StreetFighter® Shifter provides ultra-reliable, ratchet-action shifting that commands your transmission and is compatible with both forward and reverse pattern valve bodies. The StreetFighter® features an NHRA/IHRA-approved reverse lockout system; a lighted, original-equipment-style gearshift indicator and a shifter cover which can be custom-fitted to your transmission tunnel for a professional final appearance.

- Features Park/Neutral safety switch along with reverse light activation switch
- Universal shifter designed for all popular GM, Ford and Chrysler 3 and 4-speed transmissions¹
- Includes 5' of heavy-duty shift cable and all hardware required for easy installation

| Description | Part # |
|--|--------|
| TCI® StreetFighter® Shifter for 3/4-Speed Forward/Reverse Pattern | 616443 |
| TCI® StreetFighter® Shifter for 3/4-Speed Forward/Reverse Pattern for Right Hand | 616444 |

Footnote:

¹ Ford AOD requires a Part #618016 installation kit

StreetFighter® S197 Ford Mustang Ratchet Shifters

The Ford Mustang GT is one of the hottest late model performance vehicles on the market, however the stock shifter has some drawbacks when it comes to serious street/strip performance. The TCI® StreetFighter® 2005-09 and 2010-12 Ford Mustang Ratchet Shifters provide a positive stop shifting action that allows you to manually “speed shift” the transmission without fear of hanging between gears or missing a gear all together. Best of all, these shifters also have an equally impressive billet, race-inspired appearance that makes them at home on the track or cruising in town.

The TCI® StreetFighter® Ratchet Shifters are perfect fits in either the 2005-09 or 2010-12 Ford Mustang consoles and require no modifications to your interior or the factory Ford 5R55S transmission. These shifters also utilize the factory shift cables to further simplify the installation and come complete with lighted gear indicators for perfect gear selection.

| Description | Part # |
|---|--------|
| StreetFighter® 2005-09 Ford Mustang Ratchet Shifter | 619570 |
| StreetFighter® 2010-12 Ford Mustang Ratchet Shifter | 619575 |

- Includes shifter cable, precision-plated brackets, 1.900" diameter shifter ball and all other necessary components for a quick installation
- 3D/CAD designed, injection molded polymer cover that can be trimmed to fit a variety of floor contours
- Positive gear engagement and feel
- Compliant with NHRA and IHRA safety regulations

Fits most 3 and 4-speed applications including: GM TH200, TH250, TH350, TH400, 2004R, 700R4, 4L60E, 4L70E, 4L80E, Ford C4, C6, AOD¹, Chrysler TF 727, TF 904, TF 998, A500, A518, 46RE and 47RE

| Description | Part # |
|-------------------------------------|--------|
| FAST-GATE™ Shifter | 616541 |
| FAST-GATE™ T-Handle Shifter | 616540 |
| FAST-GATE™ Right Hand Drive Shifter | 616544 |

Footnote:

¹ Ford AOD requires a Part #618016 installation kit

SHIFTERS

PADDLE/ACCESSORIES



#301442
Paddle Shifter w/ Display

Paddle Shifters

How often have you wished that your car had options similar to the high dollar g-machines and touring cars that you read about in the magazines? Now it can with the TCI® Paddle Shifter. Designed to work with any automatic 4, 5 or 6-speed transmission, as well as the TCI® 6x Six-Speed™, which is controlled by a paddle shifter capable transmission control unit (TCU), this 6-speed shifter features distinctive show car styling and shifting performance that's perfect for track days or highway cruising.

The Paddle Shifter communicates to the TCU through a wireless CAN signal with no worries about signal interference, lag time or disruption. The steering wheel mounted unit is operated by slim, ½-inch thick paddle shifters which instantly instruct the transmission as to your gear of choice without delay. This shifter fits all 5 & 6-bolt aftermarket steering wheels and ships complete with several spacers of varying width, allowing you to set the steering wheel location for your personal preference.

| Description | Part # |
|----------------------------|--------|
| Paddle Shifter w/o Display | 301441 |
| Paddle Shifter w/ Display | 301442 |

| Description | Part # |
|-----------------------------|--------|
| Paddle Shifter Display Only | 301445 |

TCI® offers a variety of accessory pieces for its shifters, including cables, adapter kits, shifter handles and knobs, switches, etc. The high-quality, optional component parts for the TCI® FAST-GATE™, Outlaw™ & StreetFighter® Shifters are perfect for use with transbrakes or line locks.

Electric Shifter Kits

Consistency is the key to drag racing, so when your vehicle needs to be race consistent, a TCI® Electric Shifter Kit is the solution. TCI® Electric Shifter Kits are an affordable option that bolt up under the shifter between the shift mechanism and the console and allow for total hands-free shifting of your GM Powerglide transmission. It allows for consistent shifting action, all while you keep your hands on the steering wheel. Shift points can be set and activated by any RPM switch, timer or push-button. Once activated, the solenoid plunger travels forward and moves the shifter for you.

The TCI® Electric Shifter Kits include everything needed to get you going, including the solenoid, bracket, relay and wire connections, along with easy-to-follow instructions. The brackets are even pre-drilled for compatibility with TCI® shifters and no CO₂ bottles or regulators are necessary, as they are with other shifter systems. Power to activate the shifter must be supplied by a 12-volt source such as a timer or delay box, but the system only draws 21 amps for less than 2/10 of a second. It does not require the use of an air bottle or air line, making for an easy installation and tech inspection.

- Kits bolt under shifter between shift mechanism and console to allow hands-free shifting of Powerglides
- Shift points can be set and activated by RPM switch, timer or push-button
- Dependable and reliable shifting
- Kits include solenoid, pre-drilled brackets, relay and wire connections, everything necessary for an easy installation

| Description | Part # |
|------------------------------|--------|
| Outlaw™ Electric Shifter Kit | 863000 |



#863000
Outlaw™ Electric Shifter Kit

SHIFTERS

ACCESSORIES

Shifter Cables¹

These high-quality, race-duty TCI® Steel Shifter Cables feature a nylon liner and are pre-lubricated for smooth operation. The cover is heat resistant for longer life, and because they feature a Teflon coating they won't get kinks, making them more dependable than other cable covers on the market. The cables feature a bulkhead style fitting and is threaded on both ends. TCI® cables are also suitable for use as parachute and throttle cables.



| Description | Part # | |
|-------------|-----------|-----------|
| | 2" Stroke | 3" Stroke |
| 2' Cable | 840200 | 850200 |
| 4' Cable | 840400 | 850400 |
| 5' Cable | 840500 | 850500 |
| 6' Cable | 840600 | 850600 |
| 7' Cable | – | 850700 |
| 8' Cable | 840800 | 850800 |
| 10' Cable | 841000 | 851000 |
| 12' Cable | 841200 | 851200 |
| 14' Cable | 841400 | 851400 |

Footnote:

¹ All TCI StreetFighter® & Outlaw™ Shifters use 2" stroke cables.

Cable Adapter Kit

This TCI® Cable Adapter Kit will adapt a heavy-duty TCI® shifter cable to a B&M shifter.

| Description | 3" Stroke Part # |
|---|------------------|
| Cable Adapter Kit to Mate TCI® Shift Cables w/ B&M Shifters | 618005 |



#618009
StreetFighter® Shifter w/ T-Handle

#618008
Outlaw™ Shifter Grip w/ Switch

Shifter Handles & Knobs

| Description | Part # |
|--|--------|
| Outlaw™ Shifter Grip w/ Switch | 618008 |
| StreetFighter® Shifter T-Handle w/ Built-In 12V Switch, 7/16 x 20 Thread | 618009 |
| Replacement Switch for Part #618008 | 387400 |
| Replacement Switch for Part #618009 | 387500 |

Pan & Lever Kits

TCI® Pan & Lever Kits contain pan brackets, shift lever and swivel connector where specified; designed to work with "bulkhead" style cables.

#248500
TH350/400
Pan Bracket & Lever Kit

| Description | Part # |
|--|--------|
| Pan Bracket & Lever Kit for Torqueflite 727/904 | 148500 |
| Pan Bracket & Lever Kit for TH350/400 | 248500 |
| Pan Bracket & Lever Kit for Powerglide 2" Stroke (Not for Outlaw™) | 704625 |
| Powerglide Installation Kit for Outlaw™ Shifters | 618015 |
| Pan Bracket for Powerglide 2" Stroke for TCI® Shifters | 704600 |
| Pan Bracket & Lever Kit for Powerglide 3" Stroke | 748500 |

| Description | Part # |
|--|--------|
| Pan Bracket for Powerglide 3" Stroke for TCI® Shifters | 704500 |
| Shift Lever for Powerglide (Not for Outlaw™) | 748400 |
| Ford AOD Installation Kit | 618016 |
| Pan Bracket & Lever Kit for Ford C4/C6 | 418500 |
| Ford Universal Shift Lever | 418400 |
| Swivel Connector Cable to Shift Lever | 704400 |

SHIFTERS

ACCESSORIES

Gate Plates

| Description | Part # |
|--|--------|
| 2-Speed Gate Plate Kit | 618015 |
| 3-Speed Reverse Pattern Gate Plate | 618013 |
| 3-Speed Forward Pattern Gate Plate | 618019 |
| 4-Speed Reverse Pattern Gate Plate | 618018 |
| 4-Speed Forward Pattern Gate Plate | 618014 |
| Torqueflite 3-Speed Reverse Pattern Gate Plate Kit | 618026 |
| Torqueflite 3-Speed Forward Pattern Gate Plate Kit | 618022 |

| Description | Part # |
|--|--------|
| C4/C6 3-Speed Reverse Pattern Gate Plate Kit | 618027 |
| C4/C6 3-Speed Forward Pattern Gate Plate Kit | 618023 |
| TH350 Reverse Pattern Gate Plate Kit | 618025 |
| TH350 Forward Pattern Gate Plate Kit | 618021 |
| TH400 2-Clean Neutral Gate Plate | 618020 |
| 700R4 4-Speed Reverse Pattern Gate Plate Kit | 618028 |
| 700R4 4-Speed Forward Pattern Gate Plate Kit | 618024 |



Switches

These switches can be used for many different things, such as nitrous activation, engaging a transbrake or a RollStop®.

| Description | Part # |
|---|--------|
| 10 AMP Microswitch, N/O, w/ 5/8" Fine Thread Bulkhead Mount | 387600 |
| 10 AMP Microswitch w/ Extra Large Button, N/O, w/ 5/8" Fine Thread Bulkhead Mount | 387700 |
| Spiral Cord w/ Microswitch (18 Gauge), Great for Steering Wheels, w/ 5/8" Bulkhead Mount; High-Quality, Low Resistance Spiral Cord that Stretches 7' | 388400 |
| Spiral Cord w/ Extra Large Button Microswitch (18 Gauge), Great for Steering Wheels, w/ 5/8" Bulkhead Mount; High-Quality, Low Resistance Spiral Cord that Stretches 7' | 388500 |
| Replacement Switch For Part #618008 Outlaw™ Shifter Grip w/ Switch | 387400 |
| Replacement Switch For Part #618009 StreetFighter™ Shifter T-Handle | 387500 |

Miscellaneous Accessories

| Description | Part # |
|---|--------|
| Quick Release Pins for Outlaw™ (Set of 2) Shifter | 618001 |
| Aluminum Cover for Outlaw™ Shifter | 618002 |
| Mounting Plate Kit for Outlaw™ Shifter | 618003 |

| Description | Part # |
|--|--------|
| Back-Up Light Switch | 618012 |
| Ford AOD Installation Kit | 618016 |
| Reverse Pattern 3-Speed Indicator for StreetFighter® Shifter | 618017 |

COOLING PRODUCTS

FANS & COOLERS

Heat is the number one killer of automatic transmissions. It's simple, the hotter the transmission fluid gets, the more damage that is done to your transmission. When you add an extra load, such as a car or truck loaded for travelling or towing a trailer, the temperature gauge steadily climbs and the damage begins. You can't correct damage that's already been done, but you can cool your system with the addition of a cooling fan and transmission coolers.

Electric Reversible Fan Kits

All TCI® Electric Reversible Fan Kits either push or pull air by simply reversing the blades. The fans are constructed out of lightweight nylon 6/6 high temperature plastic with a low profile design. Where room is a premium, TCI® 10" and 12" units are both under 3" at the thickest part. Each fan comes complete with all necessary hardware and a quick mount connector kit.



#827000
10" Reversible Electric Fan Kit

| Description | Part # | Depth | O.D. | Motor Input | As Pusher Fan | | | As Puller Fan | | |
|---------------------------------|---------------|-------|-------|-------------|---------------|----------|------|---------------|----------|------|
| | | | | | CFM 0.0" SP | AMP Draw | RPM | CFM 0.0" SP | AMP Draw | RPM |
| 10" Reversible Electric Fan Kit | 827000 | 2.6" | 10.6" | 90W | 650 | 5.3 | 2700 | 600 | 5 | 2700 |
| 12" Reversible Electric Fan Kit | 827250 | 2.4" | 11.5" | 90W | 880 | 8.8 | 2100 | 875 | 8.5 | 2100 |
| 14" Reversible Electric Fan Kit | 827350 | 3.6" | 13.8" | 130W | 1350 | 10.5 | 1750 | 1250 | 9.8 | 1750 |
| 16" Reversible Electric Fan Kit | 827450 | 4.1" | 15.8" | 160W | 1800 | 14.6 | 1550 | 1810 | 14.5 | 1550 |

Thermostatic Control Switch For Electric Fans

- Adjustable switch can be set to activate from 140° to 200° and can also automatically operate the fan when the air conditioning system turns on
- Preset control switch will activate the fan at 185° and turn off when the temperature drops below 170° F; good choice for racing applications
- Two models available – adjustable and preset
- Switches ship w/ installation hardware & instructions



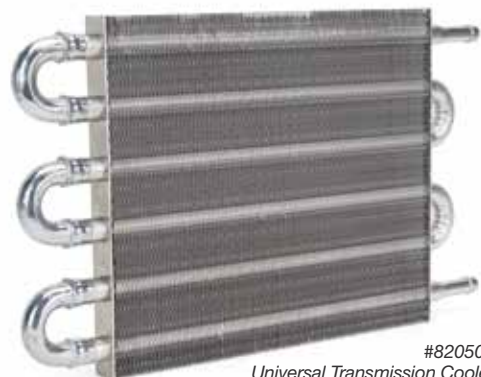
#826500
Adjustable Thermostatic Control Switch

| Description | Part # |
|--|---------------|
| Adjustable Thermostatic Control Switch | 826500 |
| Preset Thermostatic Control Switch | 826501 |

Universal Transmission Cooler

For the budget minded, TCI® offers a compact and light-weight, all-aluminum transmission cooler designed to keep the transmission within safe operating temperatures. This cooler comes with a complete installation kit and can be easily installed in less than one hour with common hand tools.

| Description | Part # |
|---|---------------|
| Universal Transmission Cooler (18,000 GVW), 3/4" x 7 1/2" x 12 3/4" | 820500 |



#820500
Universal Transmission Cooler

COOLING PRODUCTS

COOLERS

Performance Transmission Coolers

TCI® high performance coolers are designed specifically for racing but can also be used in street and towing applications. Because the “tube and fin” design is superior, you can expect our coolers to meet your needs. Constructed entirely from aluminum, these coolers are black powder coated for an aggressive race look and have #6 AN fittings for connection to either steel braided or high pressure lines. These coolers are pressure checked to 300 psi.

| Description | Part # |
|---|---------------|
| Performance Cooler, 3/4" x 7 1/2" x 12 3/4" | 823200 |
| Performance Cooler (22,000 GVW) , 3/4" x 7 1/2" x 15 1/2" | 823500 |
| Performance Cooler (26,000 GVW), 3/4" x 10" x 15 1/2", Max Protection | 823800 |



#823200
3/4" x 7 1/2" x 12 3/4" Cooler

- **Lightweight aluminum construction with black powder coated exterior for aggressive race look**
- **#6 AN female connectors**
- **Dense fin pack for high efficiency**
- **All performance coolers include a quick mount kit**

Max-Cool™ Transmission Coolers

A TCI® Max-Cool™ Transmission Cooler is the most effective way to keep your transmission cool and extend its durability and performance. Available in four different sizes, the Max-Cool™ Transmission Coolers utilize a special “plate and fin” design to reduce transmission temperatures by 33%.

| Descriptions | Part # |
|--|---------------|
| Max-Cool™ Transmission Cooler, 4" x 11" W x 3/4" Thick | 824101 |
| Max-Cool™ Transmission Cooler, 6" x 11" W x 3/4" Thick | 824102 |
| Max-Cool™ Transmission Cooler, 7-3/4" x 11" W x 3/4" Thick | 824103 |
| Max-Cool™ Transmission Cooler, 9-7/8" x 11" W x 3/4" Thick | 824104 |



#824101
4" x 11" x 3/4" Max-Cool™ Cooler

#824104
9 7/8" x 11" x 3/4" Max-Cool™ Cooler

- **Feature pre-drilled mounting plates and 3/8" push-on fittings for easy installation and improved durability**
- **Most compact, efficient coolers on the market today**
- **Available in four different sizes ranging from 4" x 11" x 3/4" through 9 7/8" x 11" x 3/4"**

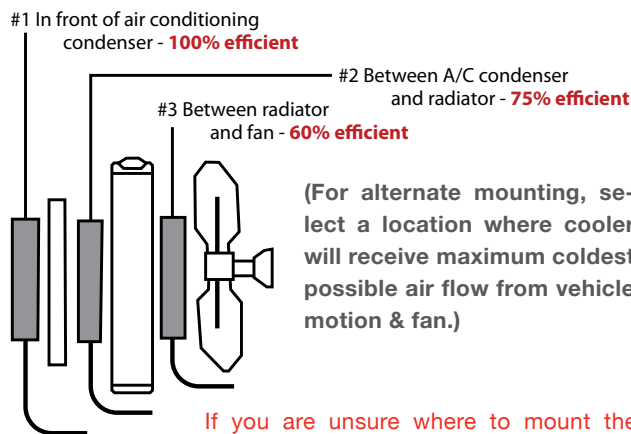
As you can see from the chart, the location chosen for mounting plays a very important role in efficiency. Cool air flow through the cooler is the manner in which a heat is dissipated. The cooler will protect the fluid from overheating, but it cannot correct a faulty transmission. The mechanical condition of your transmission should be checked if trouble is suspected.

Position #1: 100% efficient

Position #2: 75% efficient

Position #3: 60% efficient

Tech Tip: Shown here are three suggested locations for the cooler in relation to the air conditioning condenser, radiator and fan. For alternate mounting, select a location where the cooler will receive the maximum amount of cold air flow possible from vehicle motion or fan.



If you are unsure where to mount the cooler, call us toll free @ 1.888.776.9824

COOLING PRODUCTS

COOLING ACCESSORIES

Quick Mount Kit

High tensile nylon mounting rods, locking nuts and rubber shock pads are now available in one complete kit. Perfect for mounting coolers or electric fans to a radiator. All TCI® coolers and fans ship with this kit included. When you need to reinstall or remount your cooler, the TCI® Quick Mount Kit is all you need.

| Description | Part # |
|----------------------------|--------|
| Quick Mount Kit (Set of 4) | 821500 |



#821500
Quick Mount Kit

Transmission Gauges

Knowing the condition of your vehicle's high performance automatic transmission is important in helping ensure that it delivers the highest performance – both short and long term. There is no better indicator of transmission status than the temperature of the fluid and the exact line pressure, which ensures consistent race car performance and daily street driver component durability.

- Complete gauge-to-sender kits that monitor temperature of transmission fluid and exact line pressure
- Feature either silver or black faces and have light covers in both red and green, giving you the option of clear, red or green backlighting
- Temperature gauges are available in either a 2 5/8" or 2 1/16" diameter to fit in or under nearly any dashboard
- Pressure gauges feature 0-300 psi range & 2 5/8" diameter
- Feature easy-to-install sensor adapters and work with either aluminum or steel pans



#801002
2 1/16" Black Face
Transmission Temperature Gauge

#801101
2 5/8" Silver Face
Transmission Pressure Gauge

| Description | Part # |
|--|--------|
| 2 5/8" Black Face Transmission Temperature Gauge | 801000 |
| 2 5/8" Silver Face Transmission Temperature Gauge | 801001 |
| 2 1/16" Black Face Transmission Temperature Gauge | 801002 |
| 2 1/16" Silver Face Transmission Temperature Gauge | 801003 |
| 2 5/8" Black Face Transmission Pressure Gauge | 801100 |
| 2 5/8" Silver Face Transmission Pressure Gauge | 801101 |

Heavy-Duty Engine Oil Cooler Kit

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

| Description | Part # |
|---|--------|
| Chevy 301-454 (Spin on Filter) Economy Kit w/ High Pressure Rubber Hose | 820300 |



#820300
Heavy-Duty
Engine Oil Cooler Kit

FLUID

MAX SHIFT™ TRANSMISSION FLUID



Add shift quality, performance & durability to any automatic transmission by simply pouring in TCI® Max Shift™ (ATF) Transmission Fluid. Available in four unique blends that cover most domestic and import automatic transmissions, Max Shift™ has been proven to resist viscosity breakdown in even the most demanding race and street applications.

Created using ultra-pure base oils from top specialty refineries around the world and proprietary additive packages tai-

lored for each specific usage, these fluids require absolutely no additives or treatments. The Max Shift™ line-up includes: Street Performance, Race, Circle Track and Full Synthetic, which are all fully compatible with other brands of mineral & synthetic ATF. This means no flushing required; simply pour in Max Shift™ for an instant upgrade.

Max Shift™ is simply the finest automatic transmission fluid on the market; after all, that's what you expect from the #1 name in automatic transmission performance for over 40 years.

- Reduces internal friction and heat build-up (while promoting clutch lock-up) for increased shift quality & life
- Premium fluids developed with ultra-pure base oils resist viscosity breakdown and extend fluid change intervals
- Contains exclusive friction eliminating, anti-foaming and extreme heat additives; no other additives or treatments needed
- Compatible with other brands of ATF (synthetic and conventional); simply pour in Max Shift™ for an instant upgrade
- Exceeds Mercon® and Dexron® performance specifications – check each formula for exact specs
- Application specific formulas – Street Performance, Race, Circle Track and Full Synthetic

| Description | Performance Specs (Exceeds) | Size | Part # |
|---------------------------------------|--|----------------------|--------|
| Street Performance Transmission Fluid | Dexron® III & Mercon® | 1 Qt. | 950641 |
| Street Performance Transmission Fluid | Dexron® III & Mercon® | (12) 1 Qt. Bottles | 950640 |
| Race Transmission Fluid | Dexron® & Mercon® | 1 Qt. | 950620 |
| Race Transmission Fluid | Dexron® & Mercon® | (12) 1 Qt. Bottles | 950610 |
| Race Transmission Fluid | Dexron® & Mercon® | 1 Gallon | 950601 |
| Race Transmission Fluid | Dexron® & Mercon® | (3) 1 Gallon Bottles | 950600 |
| Circle Track Transmission Fluid | Dexron® & Mercon® | 1 Qt. | 950631 |
| Circle Track Transmission Fluid | Dexron® & Mercon® | (12) 1 Qt. Bottles | 950630 |
| Full Synthetic Transmission Fluid | Dexron® II, II-E, III-G, III-H, VI or Ford Mercon® & Mercon® V | 1 Qt. | 950655 |
| Full Synthetic Transmission Fluid | Dexron® II, II-E, III-G, III-H, VI or Ford Mercon® & Mercon® V | (12) 1 Qt. Bottles | 950650 |

FLUID CAPACITY FOR TCI® TRANSMISSIONS & TORQUE CONVERTERS

The chart below shows the amount of transmission fluid required for a new converter or transmission. Remember: a converter that has been previously run will usually retain some fluid. Always fill a new converter with fluid before installing it into your transmission.

| Description | # Of Quarts |
|--------------------------|-------------|
| Torque Converters | |
| 13" | 5 |
| 12" | 4 |
| 11" | 3.5 |
| 10" | 3 |
| 9" | 2.5 |
| 8" | 2 |
| 7" | 2 |

| Description | # Of Quarts |
|----------------------------------|-------------|
| Transmissions (Stock Pan) | |
| Chrysler Torqueflite 727 | 5 |
| Chrysler Torqueflite 904 | 5 |
| Ford C4 | 5.5 |
| Ford C6 | 7 |
| Ford AOD/AODE | 6.5 |
| GM Powerglide | 4 |

| Description | # Of Quarts |
|----------------------------------|-------------|
| Transmissions (Stock Pan) | |
| GM TH350 | 4 |
| GM TH400 | 6 |
| GM 4L80E | 7.7 |
| GM 700R4/4L60E | 6 |
| GM 2004R | 6 |

Max Shift™ Break-In Transmission Fluid

The TCI® Max Shift™ Break-In Transmission Fluid is the perfect solution for guarding against heat build-up and wear during the critical 30 minute break-in period and initial drain of your automatic transmission. Like all Max Shift™ Fluids, the Break-In Fluid was developed using ultra-pure base oils that resist viscosity breakdown and contains all of the necessary friction eliminating, anti-foaming and extreme heat additives. No other additives are required, and it is compatible with other brands of ATF (synthetic and conventional). The TCI® Max Shift™ Break-In Transmission Fluid works in most automatic transmissions and exceeds Dexron III® & Mercon® specs.



INSTALLATION NOTES

After the initial break-in period, TCI® strongly encourages replacing this break-in fluid with one of our other Max Shift™ Transmission Fluids that fits your application: Street Performance, Race, Circle Track or Full Synthetic.

| Description | Performance Specs | Size | Part # |
|--|-----------------------|----------------------|--------|
| Max Shift™ Break-In Transmission Fluid | Dexron® III & Mercon® | 1 Gallon | 15901 |
| Max Shift™ Break-In Transmission Fluid | Dexron® III & Mercon® | (3) 1 Gallon Bottles | 15900 |

Max Shift™ High Pressure Transmission Cooler Cleaner & Flush

Using a patented high-pressure cleaning agent that rapidly expands when it comes in contact with air, the Max Shift™ cleaner backflushes to prevent pollutants from becoming wedged deeper inside the cooler. The high-pressure cleaning solution safely flushes out and removes any harmful metal shavings and sludge in the transmission cooler and lines in order to protect new and rebuilt transmissions from damaging impurities. Available in packs of two with either 5/16", 3/8" or universal barb fittings, the TCI® Max Shift™ High Pressure Transmission Cooler Cleaner & Flush works with virtually any transmission cooler on the market today.

- Patented high pressure cleaning solution eliminates metal shavings and sludge from transmission coolers
- Prevents contaminants from becoming lodged deeper inside the transmission cooler
- Include 5/16", 3/8" or universal barb fittings to accommodate most coolers on the market

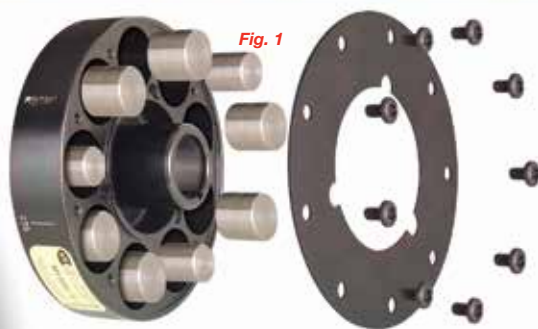


#882001
MaxShift™ High Pressure
Transmission Cooler Cleaner & Flush
w/ 5/16" Fitting

| Description | Part # |
|---|--------|
| Max Shift™ High Pressure Transmission Cooler Cleaner & Flush Single Pack w/ 5/16" Fitting | 882001 |
| Max Shift™ High Pressure Transmission Cooler Cleaner & Flush 2-Pack w/ 5/16" Fitting | 883004 |
| Max Shift™ High Pressure Transmission Cooler Cleaner & Flush 2-Pack w/ 3/8" Fitting | 883001 |
| Max Shift™ High Pressure Transmission Cooler Cleaner & Flush 2-Pack w/ -6AN Fitting | 883002 |
| Max Shift™ High Pressure Transmission Cooler Cleaner & Flush 2-Pack w/ Universal Barb Fitting | 883003 |

ENGINE PRODUCTS

BALANCERS



The Rattler®

All internal combustion engines display crankshaft torsional vibration. As the piston rises and falls so does cylinder pressure. The changing pressure results in forces being transmitted along the connecting rod and applied to the crankshaft journal. The TCI® Rattler® counteracts those vibrations by using internal rollers that automatically offset twisting forces that cause vibration (see Fig. 1). The Rattler® is an **absorber** that eliminates the root cause of torsional vibration. It is effective for the entire RPM range and extends crankshaft and bearing life, as well as increases valve train stability and life. The design does not utilize viscous fluids and requires virtually no maintenance. And the unit's timing marks are etched onto the body and cannot move relative to crankshaft centerline. The Rattler® is also lighter in weight than most units of the same size and material construction.

Its design features steel rollers (centrifugal pendulums) that fit loosely into a specific number of holes. By using an exact, patented, mathematical relationship, the rollers will roll forward during compression stroke and backward during power stroke to keep engine speed variation and vibration to a minimum. The rollers actually store and release energy back into the crankshaft rather than converting it to heat energy as dampers do. Rattlers® are not frequency specific but are based on the number of cylinders used in the engine or events per revolution so they are practical for street use, as well as oval track and drag strip use.

- **CNC-machined to exact tolerances, available in 6.25" & 7.25" diameters (external balance Chevys are 8" dia.)**
- **Integral timing marks can't move relative to crankshaft**
- **Maintains maximum effectiveness at all engine speeds**
- **No fluids, elastomers or friction materials; no pulley or crank trigger shims required**
- **SFI 18.1 certified**



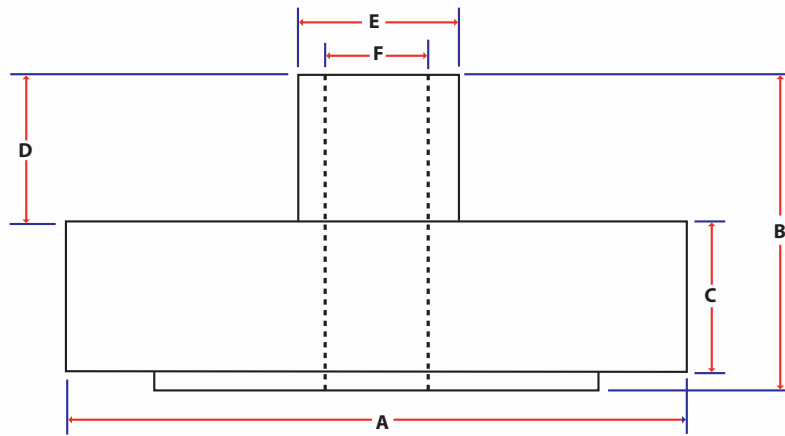
Rattler® Timing Pointers

These high-quality timing pointers are CNC-machined from aluminum billet and are black anodized with a laser-etched logo on the front. The pointer is adjustable up to 4° and all fasteners are stainless steel.

- **Available for Chevy and Ford Rattlers®**
- **Fit comparably sized Fluidampr balancers**

| Application | Part # |
|----------------------------------|---------------|
| Ford | |
| Small Block for 6 1/4" Balancers | 871007 |
| Chevrolet | |
| Small Block for 6 1/4" Balancers | 871001 |
| Small Block for 7 1/4" Balancers | 871002 |
| Small Block for 8" Balancers | 871003 |
| Big Block for 6 1/4" Balancers | 871004 |
| Big Block for 7 1/4" Balancers | 871005 |
| Big Block for 8" Balancers | 871006 |

RATTLER® DIMENSIONS



- A. OVERALL DIAMETER
- B. OVERALL DEPTH
- C. BODY THICKNESS
- D. BODY TO HUB SPACING
- E. CRANK HUB OUTER DIAMETER
- F. CRANK HUB INNER DIAMETER

| Application | Part # | Weight in lbs./oz. | Pulley Pattern | A | B | C | D | E | F | Balanced |
|---|---------------------|--------------------|----------------|-------|-------|-------|-------|--------|--------|---------------------|
| Chrysler | | | | | | | | | | |
| Small Block V8 | 870012 | 8/2 | 6-Bolt Std. | 7.170 | 2.560 | 1.000 | 1.360 | 2.185 | 1.531 | Internal |
| Big Block V8 | 870009 | 8/2 | 6-Bolt Std. | 7.170 | 1.820 | 1.000 | .620 | 2.185 | 1.531 | Internal |
| Ford | | | | | | | | | | |
| Small Block V8 | 870007 | 10/2 | 4-Bolt Std. | 6.300 | 4.115 | 1.750 | 1.555 | 1.8765 | 1.3745 | External 28 Oz./In. |
| Small Block V8 | 870010 | 8/10 | 3-Bolt Std. | 6.290 | 3.025 | 1.250 | 1.695 | 1.8765 | 1.3745 | Internal |
| Small Block V8 HO | 870014 | 10/2 | 4-Bolt Std. | 6.300 | 4.115 | 1.750 | 1.555 | 1.8765 | 1.3745 | External 50 Oz./In. |
| Big Block V8 | 870008 ¹ | 10/6 | 3-Bolt Std. | 7.170 | 1.750 | 1.250 | .500 | 2.1790 | 1.3745 | Internal |
| Chevrolet | | | | | | | | | | |
| V6 Engine, Inline 6 Engine | 870022 | 7/8 | 3-Bolt Std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.246 | Internal |
| Small Block V8 | 870101 | 7/8 | 3-Bolt Std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.241 | Internal |
| Small Block V8 | 870102 | 10/6 | 3-Bolt Std. | 7.170 | 2.350 | 1.250 | 1.020 | 1.760 | 1.241 | Internal |
| Small Block V8 | 870001 | 7/8 | 3-Bolt Std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.246 | Internal |
| Small Block V8 | 870002 | 10/6 | 3-Bolt Std. | 7.170 | 2.350 | 1.250 | 1.020 | 1.760 | 1.246 | Internal |
| Small Block V8 | 870003 | 12/2 | 3-Bolt Std. | 7.920 | 2.350 | 1.250 | 1.020 | 1.760 | 1.246 | External |
| LS1 V8 1997 & Later Corvette | 870030 | 12 | 3-Bolt Std. | 6.500 | 3.040 | 1.400 | 1.635 | 2.130 | 1.480 | Internal |
| Big Block V8 | 870004 | 8/4 | 3-Bolt Std. | 6.290 | 2.685 | 1.250 | 1.355 | 2.335 | 1.599 | Internal |
| Big Block V8 | 870005 | 11/2 | 3-Bolt Std. | 7.170 | 2.685 | 1.250 | 1.355 | 2.335 | 1.599 | Internal |
| Big Block V8 | 870006 | 13/4 | 3-Bolt Std. | 7.920 | 2.685 | 1.250 | 1.355 | 2.335 | 1.599 | External |
| Big Block V8 | 870054 ² | 8/4 | 3-Bolt Std. | 6.290 | 2.685 | 1.250 | 1.355 | 2.335 | 1.599 | Internal |
| Pontiac | | | | | | | | | | |
| 4 Cylinder Engines | 870017 | 7/8 | 3-Bolt Std. | 6.290 | 2.350 | 1.250 | 1.020 | 1.760 | 1.246 | Internal |
| 326, 350, 389, 400, 421, 455 Engines | 870018 | 8 | 3-Bolt Std. | 6.290 | 2.845 | 1.250 | 1.515 | 1.8685 | 1.3745 | Internal |
| Oldsmobile | | | | | | | | | | |
| 307, 350, 400, 403, 425, 455 V8 Engines | 870024 | 10/6 | 4-Bolt Std. | 6.300 | 3.200 | 1.770 | 1.265 | 2.000 | 1.498 | Internal |
| 307, 350, 400, 403, 425, 455 V8 Engines | 870026 | 10/6 | 4-Bolt Std. | 6.300 | 3.200 | 1.770 | 1.265 | 2.000 | 1.498 | External |
| Buick | | | | | | | | | | |
| V6 Stage II | 870019 | 8 | 3-Bolt Std. | 6.290 | 3.250 | 1.270 | 1.900 | 1.933 | 1.374 | Internal |

Footnotes:

¹ Will fit FE w/ modifications

² 360° timing marks

ENGINE PRODUCTS

STARTERS & ACCESSORIES

High Torque Starters

For towing and street performance applications TCI® offers an OEM remanufactured starter with four full fields of windings and high temperature solenoids. Producing 20% more cranking power than stock, TCI® High Torque Starters are resistant to heat developed by performance exhaust headers and take repetitive cranking without failure. These starters are available for most performance applications.



#356000
Chevy 400
High Torque Starter w/ Cast Iron Nose
& Diagonal Pattern

| Application | Notes | Part # |
|--|--|--------|
| Ford | | |
| 289, 302, 351C, 351W | Automatic Transmissions Only – 2-Bolt Flange | 312400 |
| 289, 302, 351C, 351W | Manual Transmissions Only – 2-Bolt Flange | 313200 |
| 390, 427, 428 | Will NOT Fit 427FE Block – 3-Bolt Flange | 313100 |
| 400, 429, 460 | 2-Bolt Flange | 314200 |
| Chevrolet | | |
| All Small Block & Big Block 400 – 168-Tooth Only | Aluminum Nose w/ Diagonal Pattern | 351000 |
| All Small Block & Big Block 400 – 168-Tooth Only | Cast Iron Nose w/ Diagonal Pattern | 356000 |
| Pontiac | | |
| 350-455 | – | 369600 |

Recommended Torque For Common Bolt Sizes

| Bolt Size | Recommended Torque |
|-----------|--------------------|
| 1/4-20 | 8-10 ft./lbs. |
| 5/16-18 | 15-17 ft./lbs. |
| 3/8-16 | 29-31 ft./lbs. |

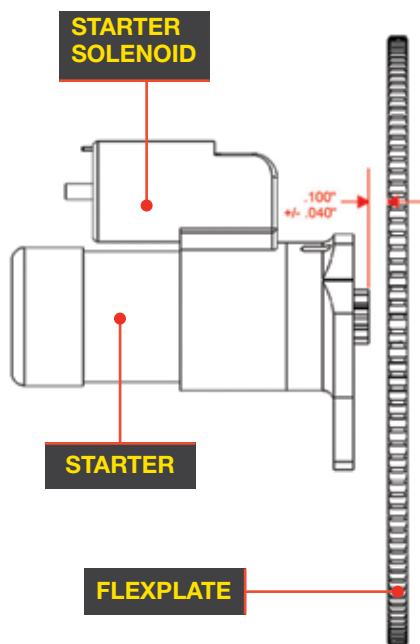


#376400
High Torque Starter Solenoid

High Torque Starter Solenoid

This high temperature replacement solenoid was designed specifically for TCI® High Torque Starters.

| Description | Part # |
|------------------------------|--------|
| High Torque Starter Solenoid | 376400 |



ENGINE PRODUCTS

STARTERS & ACCESSORIES



Racing Starters

For drag racing and applications where a smaller and light-weight starter is desired, TCI® offers the finest quality racing starter available on the market. Manufactured by Hitachi specifically for TCI®, these starters are one-third smaller than most OEM starters, which means increased room for headers and one oil pan, plus increased ground clearance. All racing starters are new, not rebuilt.

- Full ball bearing construction means less internal friction and more torque transferred to the engine
- Balanced armatures encapsulated in high-temperature epoxy resist heat and vibration
- Heavy-duty solenoid utilizes contact disc instead of bar-type contact for more consistent starts
- Low amperage draw of 210-250 amps at full starting load provides increased spark for ignition system
- Individually tested under starting load for ensured dependability and reliability

| | Permanent Magnet Racing Starter | Racing Starters | Extreme Racing Starters |
|-----------------------|--|---|---|
| Weight | 7.5 lbs., 50% Lighter than OE | 10.5 lbs., 33% Lighter than OE | 11.5 lbs., 25% Lighter than OE |
| Horsepower | 1.74 Horsepower | 1.9 Horsepower | 3.0 Horsepower |
| Gear Reduction | 6 to 1 | 3.73 to 1 | 3.73 to 1 |
| Applications | Up to 11.0:1 Compression | Up to 12.0:1 Compression | Up to 17:1 and Higher Compression |
| Bearings | Heavy-Duty Pinion Bearing | Full Ball Bearing Construction | Full Ball Bearing Construction |
| Indexing | 12 Clocking Solenoid Positions | 3 Clocking Positions | 3 Clocking Positions |
| Technology | Latest Technology in Permanent Magnets | High Temperature Epoxy-Encapsulated Armature Resists Heat & Vibration | High Temperature Epoxy-Encapsulated Armature Resists Heat & Vibration |

| Application | Starter Type | Starter Type | Part # |
|----------------------------------|---------------------------------|--|---------------|
| Chrysler | | | |
| All V8 & 3.9L V6 | Racing Starter | Also Works w/ TCI® Adapter Kits Part #149100, 149200 & 149400 | 351500 |
| Ford | | | |
| 289, 302, 351W, 351C, FE 382-427 | Racing Starter | Fits Automatic Transmissions Only, 2-Bolt Flange | 351300 |
| 289, 302, 351W, 351C, FE 382-427 | Extreme Racing Starter | 2-Bolt, Bigger Motor for High Compression or 500+ c.i. Applications (Weighs 11.5 lbs.) | 351309 |
| 400, 429, 460, 351M, 400M | Racing Starter | Fits Automatic Transmissions Only; 3-Bolt Flange | 351600 |
| Chevrolet | | | |
| All Chevy 153 & 168-Tooth | Racing Starter | #1 Selling Starter w/ Multiple Clocking Positions | 351100 |
| All Chevy 153 & 168-Tooth | Permanent Magnet Racing Starter | Feather Light Permanent Magnet Motor, 12 Clocking Positions, Only 7.5 lbs., Small Size Works Well in Dragster Applications | 351106 |
| All Chevy LS Engines 168-Tooth | Permanent Magnet Racing Starter | Feather Light Permanent Magnet Motor, 12 Clocking Positions, Only 7.5 lbs., Small Size Works Well in Cars with Headers | 351110 |
| All Chevy 153 & 168-Tooth | Extreme Racing Starter | Bigger Motor for High Compression or 500+ c.i. Applications (Weighs 11.5 lbs.) | 351109 |
| Olds & Pontiac | | | |
| 350-455 | Racing Starter | Gear Reduction Starter w/Multiple Clocking Positions | 351400 |

ENGINE PRODUCTS

STARTERS & ACCESSORIES

Starter Solenoids

- Direct replacement for TCI® Racing Starters
- Engages starter drive & sends power to starter motor
- Heavy-duty solenoid uses contact disc instead of bar type contact for more consistent starts

| Description | Part # |
|--|--------|
| Fits Part #351100, 351300, 351600, 351309 & 351109 | 351125 |
| Fits Part #351106 | 351128 |



Pinion Gear Replacement Set

Contains all items normally required to replace the pinion gear in the Hitachi-style TCI® Racing Starter. Includes new pinion gear assembly, spring and cup.

| Description | Part # |
|------------------------------------|--------|
| Fits Part #351100, 351109 & 351400 | 351126 |
| Fits Part #351106 & 351110 | 351130 |



Quick Disconnect Starter Harness

The TCI® Quick Disconnect Starter Harness is ideal if your starter has to be removed very often for rebuilding. This simply allows the starter to be unplugged rather than removing all of the nuts that typically affix the wires to the starter.

- Patented unit is manufactured from heat-resistant high impact plastic and OEM connectors
- Saves time during engine changes
- Cleans up engine compartment appearance

| Description | Part # |
|--|---------------------|
| For Use on One- or Two-Wire GM Starters | 351073 ¹ |
| For Use on All Hitachi-Style Racing Starters | 351173 |



Footnotes:

¹ Wires are color coded to OEM specifications for easy installation

BRAKE PRODUCTS

ROLLSTOP®

RollStop®

These dependable, quality units provide first-class performance as braking devices. When installed in-line with a vehicle's front brakes, the TCI® RollStop® allows you to do a burnout like the professionals. Simply pump up the brake, apply the RollStop® and release the brake pedal. It will keep the front wheels locked. If you did not pump up enough brake pressure – no problem – simply hit the brake pedal and the unique one-way valve puts additional pressure through to the wheel cylinder side.

The RollStop® can be installed without brake system modifications and includes a precision micro-switch that releases the front brake and can be installed anywhere in the car. And now TCI® offers application specific RollStops® for certain Camaros and Mustangs.

TCI® also carries a Universal Burnout Kit with LED Lights that operates exactly like a TCI® RollStop® but includes LEDs that will illuminate your tire smoke.

- **Waterproof design manufactured from 6061-T6 aluminum**
- **Precision solenoid valve can withstand 3,000 psi of pressure and draws only one amp of current**
- **Removable mesh screen allows for easy cleaning**
- **Complete with solenoid, microswitch, red powder coated switch mounting bracket, in-line fuse connector and mounting hardware**
- **Universal Burnout Kit includes all components of Universal RollStop® plus LEDs**



| Description | Part # |
|-------------------------------------|--------|
| Universal RollStop® Kit | 861700 |
| RollStop® Kit for 1998-2002 F-Body | 861728 |
| RollStop® Kit for 2005-2006 Mustang | 861730 |
| RollStop® Kit for 2010 Camaro | 861735 |
| Universal Burnout Kit w/ LEDs | 861710 |



SCAN QR CODE TO SEE THE
UNIVERSAL BURNOUT KIT IN ACTION



TRANSMISSION

TOOLS

Floor Jack Transmission Adapter

For use with the typical hydraulic floor jack that has a removable pad with a 1-3/8" center hold. Remove the pad and replace it with the transmission adapter and you have a secure 12" x 12" surface to hold the transmission steady during installation or removal. Three sides have a 1" lip to keep the transmission in place and a front opening for sliding the transmission on and off the engine dowel pins. This popular adapter makes a perfect pit tool.



#896500
Floor Jack
Transmission Adapter

| Description | Part # |
|---------------------------------|--------|
| Floor Jack Transmission Adapter | 896500 |

* Transmission Jack Not Included

Powerglide/TH350 Transmission Stands

Avoid transmission damage and fluid spills with these rugged transmission stands. They are a terrific way to store and transport any Powerglide or TH350 transmission. These stands will deliver years of service and avoid costly damage to expensive transmissions. Best of all, TCI® Transmission Stands ensure your transmission will be ready to go when the time comes for installation into your vehicle. By keeping the transmission level and clean, it can be filled with fluid and ready to install without the chance of spills, which can create an unsafe workplace.

- Easy way to store and move transmissions and keep them ready to install at any time
- Steel, powder coated construction for long life & durability
- Designed to work w/ any Powerglide or TH350 transmission

| Description | Part # |
|--|--------|
| Standard Powerglide/TH350 Transmission Stand | 896600 |
| Shorty Powerglide Transmission Stand | 896700 |



#896600
Standard Powerglide/TH350
Transmission Stand

Learn. Share. Experience.

Stay informed about the newest TCI® products, view install videos, read customer reviews and keep up with the latest news from the automotive industry.

cpgnation.com

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bit.ly/TCIVideos

Spare Transmission Seal-Up Kit

- Prevents transmission fluid leakage
- Seal-up kit works for Powerglide, TH350 and TH400

| Description | Part # |
|---|--------|
| Plug-A-Seal for Powerglide, TH350 & TH400 | 890900 |



#890900
Powerglide Plug-A-Seal

Aluminum Trans-Handles

- Handles bolt to bellhousing and rear of transmission for easy lifting and transporting
- Reusable for both Powerglide & TH400 transmissions

| Description | Part # |
|---|--------|
| Aluminum Trans-Handles for Powerglide & TH400 | 950700 |



#950700
Powerglide/TH400
Aluminum Trans-Handles

FASTENERS

Grade 8, precision machined nuts & bolts are designed to handle extreme use in street, off-road & drag race applications.

| Description | Part # |
|---|--------|
| Fasteners | |
| Chrysler Crankshaft & Torque Converter Bolts | 146000 |
| Chrysler 7/16" Torque Converter Bolts | 146200 |
| Ford Torque Converter Stud Kit | 146100 |
| Converter Bolt/Nut Kit 7/16"-20 x 1" Bolts | 745500 |
| Converter Bolt/Nut Kit 7/16"-20 x 1 1/2" Bolts | 745501 |
| Performance Fasteners | |
| Replacement Studs & Lock Nuts for Adapter Kits (1 Each) | 146500 |
| Converter Nut & Bolt Kit 7/16"-20 x 1" Long (3/Pkg.) | 745500 |
| Converter Nut & Bolt Kit 7/16"-20 x 1 1/2" Long (3/Pkg.) | 745501 |
| Chrysler Flexplate to Crank 7/16"-20 x 1/2" Long (6/Pkg.) | 146000 |
| Chrysler Flexplate to Converter 7/16"-20 x 3/4" Long (4/Pkg.) | 146200 |
| Ford Converter Stud Kit | 146100 |



#146200
Chrysler 7/16"
Torque Converter Bolts

#745500
Converter Nut & Bolt Kit

SPECIALTY

ADAPTER PLATES

GM Transmission to Chrysler/Ford Engine Adapter Kits

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



#149180
Chrysler 8-Hole Adapter Kit

| Application | Crankshaft | Complete Kit Part # | Crank Adapter Part # | SFI Flywheel Part # |
|---|---------------|-----------------------|----------------------|---------------------|
| Chrysler | | | | |
| 318, 340, 360 | 6-Hole | 149160 | 149161 | 149162 ⁴ |
| 318, 340, 360 | 8-Hole | 149180 | 149181 | 149182 ⁴ |
| 383, 426, 440 | 6-Hole | 149260 | 149161 | 149162 ⁴ |
| 383, 426, 440 | 6-Hole | 149265 ² | 149161 | 149162 ⁴ |
| 383, 426, 440 | 8-Hole | 149280 | 149181 | 149182 ⁴ |
| 383, 426, 440 | 8-Hole | 149285 ² | 149181 | 149182 ⁴ |
| 392 & 354 Hemi Only ¹ | 8-Hole | 149400 ^{1,2} | 149481 | 149182 ⁴ |
| 2005-10 Gen III/IV V10 (Viper/SRT), 2011 Challenger Drag Pak (512) | 8-Hole | 149290 | - | - |
| Ford | | | | |
| 289, 302, 351C, 351W | 1.375"Ø Pilot | 529600 | 529661 ³ | - |
| 351M, 400M | 1.375"Ø Pilot | 529701 | 529661 ³ | 529632 ⁴ |
| 429, 460 | 1.375"Ø Pilot | 529700 | 529761 | 529742 |

Footnotes:

¹ Use with Part #351500 starter (not included in Part #149400 kit)

² Adapter constructed from 1/2" thick aluminum

³ Part #529661 crank adapter is not required with the #529600 or #529701 kits as it is built into the #529632 flywheel

⁴ These SFI flywheels are all neutral balance units designed for internally balanced engine applications. Adapter flywheels only work in conjunction with the adapter kits and cannot be used as OEM replacements.

Chevrolet to Buick, Oldsmobile, Pontiac Bellhousing Adapters

Because Chevrolet and GM transmissions have different bellhousing bolt patterns, it is necessary to have a special adapter to allow connection between a Chevy engine and GM transmission or vice versa. This adapter kit from TCI® creates that connection and requires no special converter modifications to join the two.

| Description | Part # |
|---|--------|
| Chevrolet Engine to Buick, Oldsmobile, Pontiac Transmission | 230000 |
| Chevrolet Transmission to Buick, Oldsmobile, Pontiac Engine | 230001 |



#230000
Bellhousing Adapter

GM Extra Long Dowel Pins

- 2" Long pins are a necessity for any application running a mid-mount plate
- Ensure that transmission bellhousing is properly aligned with the vehicles engine
- Kit contains two black zinc-coated and precision ground dowel pins that are 2" long



#930055
GM Extra Long Dowel Pins

| Description | Part # |
|-------------------------------------|--------|
| GM Extra Long Dowel Pins (Set of 2) | 930055 |

SPECIALTY CONVERSION KITS

#329900
Maximizer™ Conversion Kit

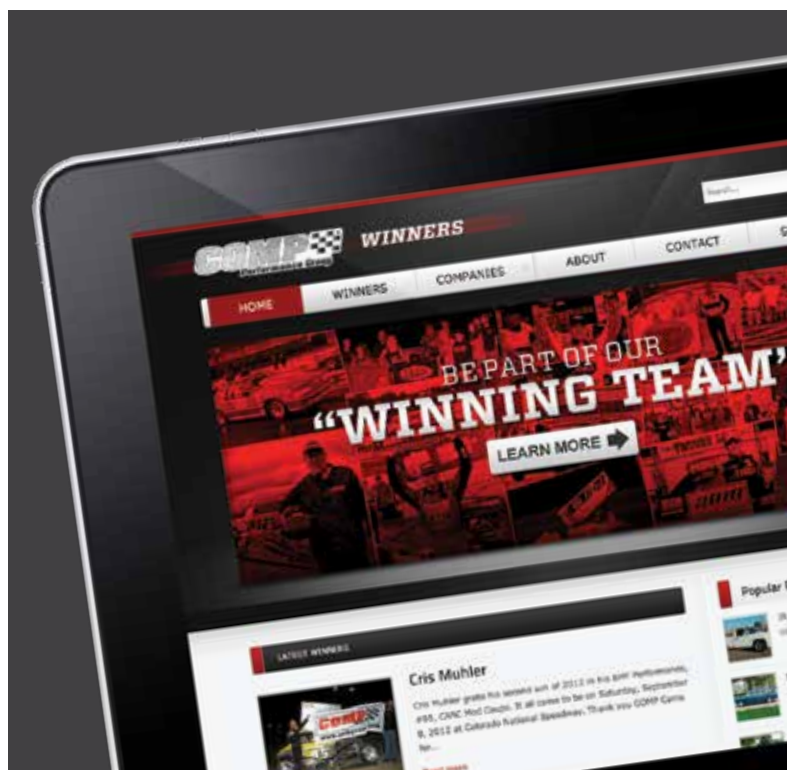


Maximizer™ Conversion Kits

TCI® offers many different types of conversion kits to owners of GM vehicles that enable interchange of various styles of GM transmissions. This is particularly useful for heavy load vehicles that may benefit from a heavier-duty transmission for

dependability. All kits provide the necessary adapter plate, output shaft and hardware required for installation. Kits will require some degree of driveline modifications.

| Converting From: | Converting To: | Application | Transfer Case | Vehicle Mods Required | Part # |
|------------------|----------------|--|---------------|---|---------------|
| Chevy TH350 | Chevy TH400 | Pre-1980 4WD | 203 or 205 | Shorten Rear Driveshaft 3.7", Lengthen Front Driveshaft 3.7" | 229900 |
| Chevy TH350 | Chevy TH400 | 1980-84 4WD GM w/ 3" Spacer to Transfer Case | 208 | Shorten Rear Driveshaft 3.7", Lengthen Front Driveshaft 3.7" | 229901 |
| Chevy TH350 | Chevy TH400 | 1980-84 4WD GM w/ 5" Spacer to Transfer Case | 208 | Shorten Rear Driveshaft 3.7", Lengthen Front Driveshaft 3.7" | 229902 |
| 700R4/4L60E | Chevy TH350 | All 700R4 4WD V8 | 208 | — | 329900 |
| 700R4/4L60E | Chevy TH400 | All 700R4 4WD V8 | 208 | Shorten Rear Driveshaft 15/16", Lengthen Front Driveshaft 15/16" | 229901 |



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MERCHANDISE

APPAREL

Be sure to proudly show loyalty to your favorite drivetrain specialists by sporting one of our popular t-shirts or hats and by displaying a banner or decal in your shop. TCI® carries a variety of apparel and merchandise items featuring unique designs that you're sure to love. TCI® t-shirts feature full color artwork on both the front and back in high-quality, pre-shrunk cotton fabrics and are generally available in sizes Small through 3XL (some 4XL and 5XL available). All hats are available in one size fits most and feature official TCI® and PRO-X™ drag race embroidered logos. Part numbers are listed in the charts below.



Tiki Transmission T-Shirt



Street Rod T-Shirt



Pinstriping Logo T-Shirt



Racing T-Shirts

Apparel

| Description | Small | Medium | Large | X-Large | XX-Large | XXX-Large |
|---|--------|--------|--------|---------|----------|-----------|
| Racing T-Shirts | | | | | | |
| White Racing T-Shirt | 950213 | 950215 | 950216 | 950217 | 950218 | 950211 |
| Black Racing T-Shirt | 950214 | 950219 | 950220 | 950221 | 950222 | 950212 |
| Street Rod T-Shirt¹ | | | | | | |
| Street Rod T-Shirt | 950580 | 950581 | 950582 | 950583 | 950584 | 950585 |
| Tiki Transmission T-Shirt | | | | | | |
| Tiki Transmission T-Shirt | 950562 | 950563 | 950564 | 950565 | 950566 | 950567 |
| Pinstriping Logo T-Shirt² | | | | | | |
| Pinstriping Logo T-Shirt | 950568 | 950569 | 950570 | 950571 | 950572 | 950573 |

Footnotes:

¹ 4XL (Part #950586) & 5XL (Part #950587) available

² 4XL (Part #950574) & 5XL (Part #950575) available

| Description | Part # |
|-----------------------|--------|
| Hats | |
| Black & Gray Logo Hat | 950310 |
| Black PRO-X™ Toboggan | 950308 |
| Gray PRO-X™ Toboggan | 950309 |



MERCHANDISE

REFERENCE MATERIAL

Merchandise

| Description | Part # |
|------------------------------------|---------------------|
| Banners | |
| TCI® Logo Fabric Banner | CMP1103 |
| Decals | |
| Large TCI® Logo Decal | DCL-LARGE |
| Transmission Contingency Decal | DCL-TM |
| Torque Converter Contingency Decal | DCL-TC |
| Miscellaneous | |
| Uniform Patch | MISPATCH-3X5 |



Transmission Technical Manuals

TCI® Transmission Technical Manuals provide detailed diagrams and instructions for the do-it-yourself transmission builder. Included are torque specs, troubleshooting charts and repair procedures.

NOTES

These manuals do not contain information specific to performance modifications such as TCI® performs on its transmissions. See DVD to the right. If you are searching for instructions on a particular TCI® product, check the TCI® website at www.tciauto.com.

| Application | Part # |
|--------------------------|---------------|
| Chrysler | |
| Torqueflite 727/904 | 893100 |
| Torqueflite A500/518/618 | 893101 |
| Torqueflite 42RE | 893102 |
| Ford | |
| C4/C5 | 893200 |
| C6 | 892900 |
| AOD | 892800 |
| AODE | 892801 |
| GM | |
| TH350/350C | 892600 |
| TH400 | 892700 |
| 2004R | 894100 |
| 4L60E | 893300 |
| 1982-86 700R4 | 893000 |
| 1987-93 700R4/4L60E | 893001 |
| 4L80E | 893400 |
| Allison 1000/2000 | 893450 |

Transmission Assembly Basics DVD/Video

The “Fundamentally Sound” Transmission Assembly Basics Video or DVD from TCI® is a great addition to your automotive video collection, features topics regarding all popular GM transmissions, including a full 30 minutes on the fundamentals of transmission inspection and performance modifications. You will also be guided through the installation of a TCI® Trans-Scat® Kit and a Transbrake Kit, and finally, a demonstration on how to properly adjust a throttle valve (TV) cable on a late model GM overdrive transmission.

| Description | Part # |
|----------------------------------|---------------|
| Transmission Assembly Basics DVD | 898001 |
| Transmission Assembly Basics VHS | 898000 |



BECAUSE MY NAME IS ON THE LINE

EVERY TCI® TRANSMISSION IS HAND-BUILT by experienced, certified drivetrain technicians. And unlike other so-called expert builders, we actually manufacture many of our own internal components – therefore we control quality, strength and durability from design concept to final installation. Since my job depends on your satisfaction, I can't afford to build a transmission that's anything less than perfect. There are three equally-critical stages in the process of building a performance automatic transmission: preparation, build-up and quality testing. During this process, every internal component is replaced or blueprinted; absolutely no detail is left to chance. That's why my fellow builders and I sign off on every TCI® transmission we build as our personal quality guarantee to you. Every transmission that leaves our dock will deliver a level of quality and performance that exceeds expectations. **I STAKE MY REPUTATION ON IT.**



"After careful assembly and extensive testing for precision and durability, I approve this high-quality transmission as finished."

Paul Wilbanks

TCI® TRANSMISSION TECHNICIAN

TCI® CHECK

- ☒ Valve
- ☒ Hy
- ☒ P
- ☒
- ☒



Visit us @ www.tciauto.com or call
1.888.776.9824 for more information

Paul Wilbanks has been with TCI® Automotive for over 20 years & is one member of the world's most highly trained team of master transmission builders.

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CIRCLE TRACK

TORQUE CONVERTERS

Circle Track Torque Converters

Looks aren't everything...but with regards to torque converters, they can hide the secret to winning races. For sanctioning bodies that mandate the use of a "stock appearing" converter, TCI® Circle Track Torque Converters satisfy the rulebook requirements while delivering a distinct performance advantage. TCI® Circle Track Torque Converters are specially designed with a lower "positive lock-up" stall speed, eliminating approximately 10% of the power robbing slippage found in OEM and lesser quality converters. On the track, this results in huge off-the-corner acceleration improvements and the ultimate in "green flag" starting speed.

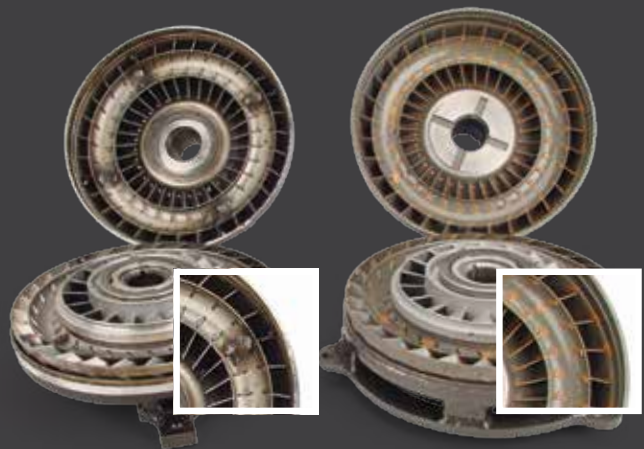
Built with a heavy-duty stator, furnace-brazed fins and precision-certified stall speed to maximize efficiency, these stock appearing converters usually reduce lap times by one to two-tenths of a second. In addition, these converters feature reduced rotational weight to improve engine braking in corners and lower transmission operating temperatures.



#741025
GM Powerglide 10", Small Bolt Pattern
Torque Converter

- Satisfy requirements of "stock appearing" converter
- Designed with positive lock-up stall speed to eliminate approximately 10% of power robbing slippage
- Feature heavy-duty stator, furnace-brazed fins and precision-certified stall speed
- Can reduce lap times by up to two-tenths of a second
- Reduced rotational weight improves engine braking in corners to lower transmission operating temperatures

TCI® FastLap Comparison



Brand X

- Only 4 Fins Hastily Tack Welded Create Stall Fluctuation
- Small Diameter, Inferior Design Bearings Prone To Failure
- Unmachined Bearing Surfaces Cause Unnecessary Loading
- Improperly Balanced

TCI® FastLap

- All Fins 100% Furnace-Brazed For Stall Consistency
- Oversized, Heavy-Load Bearings For Increased Durability
- Fully Machined Bearing Surfaces Ensure Trueness
- Every Unit Digitally Balanced



Photo Credit: © Debbie Johnson

| Part # | Size | Bolt Pattern | Flash Stall | Converter Weight (lbs.) | Recommended Engine Size/ RPM Range | Notes |
|----------------------|------|--------------|-------------|-------------------------|---|--|
| Ford C4 | | | | | | |
| 451520 | 10" | 10 1/2" | 2000 | 24 | 302-351c.i., 2600+ lbs., Excellent for Truck Series Applications | Good for Heavy Cars, Low Stall & Excellent Throttle Response |
| GM Powerglide | | | | | | |
| 741025 | 10" | Small | 1800-2000 | 24 | 350+ c.i., 2400+ lbs. | Good for Heavier Cars, Low Stall, Good Throttle Response |
| 741026 | 10" | Small | 1800-2000 | 24 | 350+ c.i., 2400+ lbs., 1/4" Midplate Applications | Good for Heavier Cars, Low Stall, Good Throttle Response |
| 741050 ⁴³ | 10" | Small | – | 17 | Where Rules Do Not Require a Functioning Converter Use #741051 for 1/4" Midplate Applications | Non-Functional/Direct Drive |
| 741125 | 11" | Small | 1800-2100 | 29 | 350+ c.i., 3000+ lbs. | Good for Very Heavy Cars, Excellent Throttle Response |
| 741115 | 11" | Small | 2000-2300 | 29 | 327-400c.i./2500-6000 RPM Range | Good for Heavier Cars, Low Stall, Good Throttle Response |
| 741150 ⁴³ | 11" | Small | – | 17 | Where Rules Do Not Require Functioning Converter | Non-Functional/Direct Drive |
| 741525 | 12" | Small | 1400-1600 | 34 | Where Rules Require 12" Converter | Good for Heavy Stock Car |
| GM TH350/400 | | | | | | |
| 242125 | 10" | Small | 1800-2000 | 24 | 350+ c.i., 3000+ lbs. | Good for Very Heavy Cars, Excellent Throttle Response |
| 242126 | 10" | Small | 1800-2000 | 24 | 350+ c.i., 3000+ lbs. w/ 1/4" Midplate | Good for Very Heavy Cars, Excellent Throttle Response |
| 242120 ⁴⁴ | 10" | Small | 2300-2600 | 26 | 350+ c.i., 2600+ lbs. | Good for Lighter Cars, Low Stall, Good Throttle Response |
| 241021 ⁴⁴ | 10" | Dual | 2300-2600 | 26 | 350+ c.i., 2600+ lbs. | Good for Lighter Cars, Low Stall, Good Throttle Response |
| 240920 | 11" | Dual | 2000-2300 | 29 | 327-400c.i./2500-6000 RPM Range | Good for Heavier Cars, Low Stall, Good Throttle Response |
| 241525 | 12" | Small | 1400-1600 | 34 | Where Rules Require 12" Converter | Good for Heavy Stock Car |

Footnotes: See Master Footnote Listing On Page 4.

⁴³ Cannot be used with conventional transmission

⁴⁴ With anti-ballooning plate

CIRCLE TRACK TRANSMISSIONS

Circlematic™ Transmissions

In the past, manual transmissions were the popular choice for circle track racing, but TCI® has found that there are several advantages to running a TCI® Circlematic™ Transmission instead. The first advantage includes a significant weight savings – TCI® automatic transmissions are, on average, 50 to 60 lbs. lighter in weight than manual 4-speed transmissions, depending upon application. This weight savings reduces wear and tear on the drivetrain and valve train. Second is the cost savings. TCI® Circlematic™ Transmissions cost anywhere from \$500 to \$600 less for a basic automatic setup. Third, and the most important advantage, is the performance level experienced when using a TCI® Circlematic™ Transmission. Racers who have made the switch from their standard 4-speed setup have experienced improved performance. TCI® Circlematic™ Transmissions have been track tested and have been proven to be more responsive off the turns than standard shift transmissions, plus the engine picks up much more quickly. They also have excellent throttle response in the corners and on restarts. In addition, the TCI® Automatic is consistent for every race, so the clutch does not have to be adjusted before each event. TCI® offers a variety of automatic Powerglide, TH350 and C4 transmissions for oval track competition.

TCI® Direct Drive Powerglide Circlematic™ Transmissions eliminate the need for all external control of the line pressure when using a straight pump drive. You operate the transmission by simply placing it into gear and easing down on the accelerator. Powerglides can be custom built with a 1.65, 1.76, 1.80, 1.82,

1.92, 1.96 and 2.11 low gear planetary set. TH350 transmissions provide full engine braking, and the transmission/converter combinations give you 100% fluid coupling while the C4 model has a standard shift pattern and provides engine braking in all gears. Both the TH350 and C4 can be built with a 2.75 low gear.

All transmissions feature high performance clutches, bands, and a steel clutch hub (where applicable), and the Powerglides feature a modified planetary gear set that will work with the latest rear suspensions. As with all TCI® transmissions, each unit has been Triple Tested, including valve body, static hydraulic pressure, and final dyno testing to ensure you receive the best possible transmission for your circle track needs.

- **Proven weight and cost savings, improved performance over standard 4-speed circle track transmissions**
- **Race proven performance advantages include improved response off turns, quicker engine pick-up; increased throttle response in corners and on restarts**
- **Clutch does NOT require adjustment before each event**
- **Aftermarket full race clutches and performance bands; steel clutch hub and heavy-duty sprags where applicable for increased durability and strength**
- **Modified output shafts (Powerglides) for the latest rear suspensions and steel hubs**
- **Fully manual valve body for consistent shifts**
- **500 HP on most models, up to 650 HP on others**



Ford Transmissions

| Part # | Length | Low Gear Ratio | Valve Body | Drum & Hub | Oil Pan | Additional Info |
|----------------------|-----------|----------------|-----------------------------------|-----------------------|------------|--|
| C4 | | | | | | |
| 512201 ⁴⁵ | 24 15/16" | 2.46:1 | Manual Shift Std. Pattern 3-Speed | Steel Drum, Steel Hub | Std. Steel | Full Manual Design Can Be Raced In Any Gear; Can Be Used In Asphalt Or Dirt Applications |

Footnotes: See Master Footnote Listing On Page 4.

CIRCLE TRACK

TRANSMISSIONS

GM Transmissions

| Part # | Length | Low Gear Ratio | Valve Body | Drum / Hub | Oil Pan | Additional Info |
|---------------------------------|----------|----------------|---|--------------------------------|---|---|
| Powerglide | | | | | | |
| 742010 ⁴⁶ | 27 9/16" | 1.82:1 | Manual Shift REV Pattern Clutchless Style | Steel Drum, Steel Hub | 528300 Aluminum, Std. Capacity | Most Popular Style, Recommended for All Classes, Easiest Circlematic™ to Operate |
| 742011 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern Internal Valve | Steel Drum, Steel Hub | 528300 Aluminum, Std. Capacity | Recommended for All Classes, Can Be Raced in Low or High Gear, Shift on the Fly |
| 742012 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern Internal Valve | Steel Drum | 528300 Aluminum, Std. Capacity | Low Gear Only (No High Gear), Great for Short Track Hobby Cars w/ Stock Rear End Gear Rules |
| 742014 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern Internal Valve | Aluminum Drum, Aluminum Hub | 528321 Kickout Steel Pan, Asphalt Only | Super Lightweight Version for Asphalt Racers, Lightweight Planetary & Gun Drilled Output Shaft, w/ Billet Input Shaft |
| 742015 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern Internal Valve | Steel Drum, Steel Hub | 528300 Aluminum, Std Capacity | Same as #742011 but w/ Shift Lever Pointing Up for Extra Clearance in Transmission Tunnel Area |
| 742017 ⁴⁶ | 27 9/16" | 1.82:1 | Manual Shift REV Pattern Clutchless Style | Steel Drum, Steel Hub | 528321 Kickout Steel Pan, Asphalt Only | Most Popular Style, Recommended for All Classes, Easiest Circlematic™ to Operate, Asphalt Only Version |
| 742018 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern for Working Converter | Steel Drum, Steel Hub | 528300 Aluminum, Std. Capacity | Full Manual Design Can Be Raced in Low or High Gear, Use w/ FastLap Converter™ |
| 742019 | 27 9/16" | 1.82:1 | Manual Shift FWD Pattern for Working Converter | Steel Drum, Steel Hub | 528321 Kickout Steel Pan, Asphalt Only | Full Manual Design Can Be Raced in Low or High Gear, Use w/ FastLap Converter™, Asphalt Version Only |
| 742020 ⁴⁷ | 27 9/16" | 1.82:1 | Manual Shift REV Pattern Low Gear Only, Clutchless Style | Steel Drum, Steel Hub | 528300 Aluminum, Std. Capacity | Low Gear Only, Easiest Circlematic™ to Operate |
| 742021 ⁴⁷ | 27 9/16" | 1.82:1 | Manual Shift REV Pattern Low Gear Only, Clutchless Style | Steel Drum, Steel Hub | 528321 Kickout Steel Pan, Asphalt Only | Low Gear Only, Easiest Circlematic™ to Operate, Asphalt Version Only |
| TH350 Includes Converter | | | | | | |
| 312021 | 27 9/16" | 2.52:1 | Manual Shift Std. Pattern 2-Speed | Steel Drum, Steel Hub | Standard Steel | 100% Fluid Coupling for Maximum Engine Braking and Instant Throttle Response Coming Out of Turns |
| 312020 | 27 9/16" | 2.52:1 | Manual Shift Std. Pattern 3-Speed | Steel Drum, Steel Hub | Standard Steel | 100% Fluid Coupling for Maximum Engine Braking and Instant Throttle Response Coming Out of Turns |
| TH350 | | | | | | |
| 312002 | 27 9/16" | 2.52:1 | Manual Shift Std. Pattern 3-Speed | Steel Drum, Steel Hub | Standard Steel | Full Manual Design Can Be Raced in Any Gear; Can Be Used in Asphalt or Dirt Applications; Full Engine Braking |

Footnotes: See Master Footnote Listing On Page 4.

⁴⁵ Does not include bellhousing, use TCI® Part #513300

⁴⁶ Must be raced in high gear

⁴⁷ Low gear only

CIRCLE TRACK

TRANSMISSION PACKAGES



Ford C4 Circlematic™ Transmission & FastLap Torque Converter™ Package

Ford racers running an automatic transmission can now utilize a TCI® Circlematic™ Transmission & FastLap Torque Converter™ Package. It features a full manual standard shift pattern design that can be raced in any gear and in either asphalt or dirt applications. A Circlematic™ automatic setup is a secret weapon for many circle track racers. There are many advantages to switching from a standard shift transmission to a Circlematic™ automatic, including weight reduction, less cost and better performance.

Automatic transmissions can weigh as much as 50 to 60 pounds less than a standard 4-speed due to less internal rotating mass. This weight reduction alone saves wear and tear on both the drivetrain and valve train. Testing has also shown automatics to be more responsive off the turns than standard shift transmissions, plus the engine picks up much quicker, providing excellent throttle response in the corners and on restarts.

The Ford C4 package includes a Circlematic™ Transmission, 10" FastLap Torque Converter™, dipstick and a case of Max Shift™ Circle Track Transmission Fluid.

- Perfect choice for asphalt or dirt racing competition classes utilizing a Ford engine
- 10-Inch FastLap Torque Converter™ for quicker throttle response and improved engine braking
- High performance full race clutches and bands
- Includes transmission, converter, dipstick and a case of Max Shift™ Circle Track Fluid

| Description | Part # |
|--|------------------------|
| Ford C4 Circlematic™ Transmission & Torque Converter Package | 512201P1 ⁴⁵ |

Footnotes: See Master Footnote Listing On Page 4.

⁴⁵ Does not include bellhousing, use TCI® Part #513300



#512201P1
Ford C4 Circlematic™ Transmission & Torque Converter Package
(Bellhousing Sold Separately)



CIRCLE TRACK TRANSMISSION PACKAGES

GM TH350 Circlematic™ Transmission & FastLap Torque Converter™ Packages

Circle track racers looking for the ultimate transmission/torque converter package will find the TCI® TH350 2-Speed & 3-Speed Circlematic™ Transmissions and FastLap Torque Converters™ to be the perfect solution. These performance-matched combinations are engineered to operate in second gear on the 2-speed version & third gear for the 3-speed version, thus yielding reduced converter slippage, which is often a concern with automatic transmissions of this type.

Due to a significant increase in efficiency, the TCI® TH350 2-Speed & 3-Speed Circlematic™ Transmission and FastLap Torque Converter™ Packages reduce engine RPM by 300-400 for better temperature control and provide an increase in throttle response and acceleration. Best of all, they provide maximum engine braking to help slow the car down when going into the corner. The 2-speed version utilizes a 1.52 gear ratio, making it perfect for stock cars and trucks that are limited on allowable rear end gearing.

- Perfect choice for asphalt or dirt racing competition classes that mandate use of GM TH350 transmissions
- Reduces engine RPM by 300-400 to provide better temperature control
- Increased throttle response and acceleration
- Provides maximum engine braking to slow the car when going into the corner

| Description | Part # |
|--|--------|
| GM TH350 2-Speed Circlematic™ Transmission & FastLap Torque Converter™ Package | 312021 |
| GM TH350 3-Speed Circlematic™ Transmission & FastLap Torque Converter™ Package | 312020 |



#312020
TH350 3-Speed CircleMax Transmission™
& FastLap Torque Converter™ Package

CIRCLE TRACK

TRANSMISSION PACKAGES

Circlematic™ Transmission Packages

TCI® Circlematic™ Transmission Packages use the latest developments in drivetrain technology to deliver superior performance in one convenient package. All Circlematic™ Transmission Packages come with everything you need to enhance drivetrain performance and durability, including a triple-tested TCI® Circlematic™ Transmission; a matching, precision-tuned and performance-matched TCI® Circle Track Torque Converter where applicable (some packages contain pump drives or stock appearing, non-functional converters); dipstick and premium, high-viscosity TCI® Max Shift™ Circlematic™ Transmission Fluid.

As with every TCI® Circlematic™ Transmission, those used in circle track packages include several advantages over the commonly used manual transmissions, including lighter weight (50-60 lbs. over standard), more economical pricing and performance improvements. Some of these improvements include instant throttle response, superior engine braking capabilities and quicker lap times. The converters

used in these packages are specially designed with a lower “positive lock-up” stall speed which can eliminate up to 10% of power robbing slippage found in OEM and lesser quality converters. This can ultimately result in reducing lap times by as much as one to two-tenths of a second. Circle track racers looking for the ultimate transmission/torque converter setup will find the TCI® Circlematic™ Transmission Packages to be the perfect solution.

- **Specially matched transmission and torque converter packages provide instant throttle response, superior engine braking capabilities and quicker lap times**
- **Includes Circlematic™ Transmission that is lighter weight, more cost effective & performance enhancing**
- **Clutch doesn't require adjustment before each race**
- **Torque converters reduce slippage by up to 10% for off-the-corner acceleration improvements**
- **Lap times can be reduced by one to two-tenths of a second and the reduced rotation weight improves engine braking in corners for lower operating temps**

DIRT TRACK

| Part # | | | |
|------------|--|---|---|
| Package | Transmission | Torque Converter | Notes |
| Powerglide | | | |
| 742010P1 | 742010 ⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 745000 2-Piece Coupler | IMCA Stock Cars, Northern Sport Mods; Clutchless, Full Manual Shifting; Race in High Gear |
| 742010P2 | 742010 ⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 741050 ⁴³ 10" Stock Appearing Converter | Hobby Stocks; Clutchless, Full Manual Shifting; Race in High Gear; Cast Aluminum Pan |
| 742010P3 | 742010 ⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 741150 ⁴³ 11" Stock Appearing Converter | Hobby Stock, Stock Car; Clutchless, Full Manual Shifting; Race in High Gear; Cast Aluminum Pan |
| 742018P1 | 742018 Circlematic™ Full Manual Transmission | 741025 10" FastLap Converter™ | IMCA Southern SportMods, Stock Cars; Full Manual Shifting; Race in Low or High Gear; Cast Aluminum Pan |
| 742018P2 | 742018 Circlematic™ Full Manual Transmission | 741026 10" FastLap Converter™ | IMCA Southern SportMods, Stock Cars w/ 1/4" Mid-Plate; Full Manual Shifting; Race in Low or High Gear; Cast Aluminum Pan |
| 742018P3 | 742018 Circlematic™ Full Manual Transmission | 741125 11" FastLap Converter™ | Hobby Stock, Stock Car; Full Manual Shifting; Race in Low or High Gear; Cast Aluminum Pan |
| 742020P1 | 742020 ⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 745000 2-Piece Coupler | Hobby Stock, Stock Car; Clutchless; Limited Rear Gear Applications; Race in Low Gear Using 1.82 Low Gear Ratio to Achieve RPM Range Needed for Performance |
| 742020P2 | 742020 ⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 741050 ⁴³ 10" Stock Appearing Converter | Hobby Stock, Stock Car; Clutchless; Limited Rear Gear Applications; Race in Low Gear Using 1.82 Low Gear Ratio to Achieve RPM Range Needed for Performance; Cast Aluminum Pan |
| 742020P3 | 742020 ⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 741150 ⁴³ 11" Stock Appearing Converter | Hobby Stock, Stock Car; Clutchless; Limited Rear Gear Applications; Race in Low Gear Using 1.82 Low Gear Ratio to Achieve RPM Range Needed for Performance; Cast Aluminum Pan |

Footnotes: See Master Footnote Listing On Page 4.

CIRCLE TRACK TRANSMISSION PACKAGES

| Description | Part # |
|--|---------------|
| Accessories Included In All Circlematic™ Packages | |
| Locking Dipstick | 743800 |
| Max Shift™ Circle Track Transmission Fluid | 950630 |



ASPHALT TRACK

#742019P3
Circlematic™ Full Manual Transmission Package
w/11" FastLap Converter™

| Part # | | | |
|-------------------|--|---|---|
| Package | Transmission | Torque Converter | Notes |
| Powerglide | | | |
| 742017P1 | 742017⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 745000 2-Piece Coupler | Asphalt Modified, Stock Cars; Clutchless, Full Manual Shifting; Least Amount of Rotating Weight & Fastest Acceleration Rate; Includes Kickout Steel Pan |
| 742017P2 | 742017⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 741050⁴³ 10" Stock Appearing Converter | Hobby Stock, Stock Cars; Clutchless, Full Manual Shifting; Includes Kickout Steel Pan |
| 742017P3 | 742017⁴⁶ Circlematic™ Clutchless Hi-Gear Transmission | 741150⁴³ 11" Stock Appearing Converter | Hobby Stock, Stock Cars; Clutchless, Full Manual Shifting; Includes Kickout Steel Pan |
| 742019P3 | 742019 Circlematic™ Full Manual Transmission | 741125 11" FastLap Converter™ | Stock Cars, Truck Classes w/ 11" Converter; Full Manual Shifting; Race in Low or High Gear; Includes Kickout Steel Pan |
| 742021P1 | 742021⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 745000 2-Piece Coupler | Stock Car, Truck Series w/ Low Gear Only; Clutchless; Uses 1.82 Low Gear Ratio To Achieve RPM Range Needed for Performance; Includes Kickout Steel Pan |
| 742021P2 | 742021⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 741050⁴³ 10" Stock Appearing Converter | Stock Car, Truck Series w/ Low Gear Only; Clutchless; Uses 1.82 Low Gear Ratio To Achieve RPM Range Needed for Performance; Includes Kickout Steel Pan |
| 742021P3 | 742021⁴⁷ Circlematic™ Clutchless Low Gear Only Transmission | 741150⁴³ 11" Stock Appearing Converter | Stock Car, Truck Series w/ Low Gear Only; Clutchless; Uses 1.82 Low Gear Ratio To Achieve RPM Range Needed for Performance; Includes Kickout Steel Pan |

Footnotes: See Master Footnote Listing On Page 4.

CIRCLE TRACK

FLEXPLATES/FRONT PUMPS

Flexplates

TCI® stamped flexplates for Ford and Chevy applications are .035" thicker than stock, and the starter ring is welded to both sides of the flexplate for additional strength. Constructed from a high tensile strength material, these flexplates resist elongation and cracking. 168-Tooth flexplates have GM dual bolt patterns and are sized for stock 3/8" mounting bolts, but can be easily drilled for 7/16" diameter high performance torque converter applications. Ford applications are balanced specifically for their appropriate engine/transmission combination.

- **Double welded ring gear stops ring detachment**
- **Extra thickness stops cracks and breakage**
- **Balanced to factory specs**



#399573
GM Small Block Pattern,
153-Tooth Flexplate

#529615
Ford 10.5" Bolt Pattern,
157-Tooth Flexplate

| Transmission Type | Engine Size | SFI 29.1 Approved | Balance | Notes | Part # |
|-------------------|---------------------|-------------------|----------|-------------------------------|--------|
| Ford | | | | | |
| Ford | 289-351C, 351M-400M | Y | 0 oz. | 10.5" Bolt Pattern, 157-Tooth | 529615 |
| Ford | 289-351C, 351M-400M | Y | 28 oz. | 10.5" Bolt Pattern, 157-Tooth | 529618 |
| Ford | 289-351C, 351M-400M | Y | 50 oz. | 10.5" Bolt Pattern, 157-Tooth | 529610 |
| Chevrolet | | | | | |
| GM | LT1 | Y | External | Small Bolt Pattern, 153-Tooth | 399173 |
| GM | LT1 | Y | Internal | Small Bolt Pattern, 153-Tooth | 399174 |
| GM | All | Y | Internal | Small Bolt Pattern, 153-Tooth | 399573 |
| GM | All | Y | Internal | Dual Bolt Pattern, 168-Tooth | 399273 |

MORE FLEXPLATES AVAILABLE ON PAGE 36.

Adjustable Slip Collar for TCI® Two-Piece Direct Drives

This split ring collar allows you to adjust for proper end play in the pump drive after the transmission has been installed on the engine. Simply install the drive hub without the current spiral lock in place and the collar can be secured around the hub and locked into place with the two Allen bolts. This takes all guesswork out of the end play adjustment, and the collar stays secure lap after lap for dependable service. Available as an option for any TCI® two-piece drives.

| Description | Part # |
|---|--------|
| Adjustable Slip Collar for TCI® Two-Piece Direct Drives | 745050 |
| Spiral Lock for Front Pump Drive | 704700 |



#745050
Adjustable Slip Collar
For TCI® Two-Piece
Direct Drives

#704700
Spiral Lock For
Front Pump Drive

CIRCLE TRACK

FRONT PUMP DRIVE

Front Pump Drives

TCI® Front Pump Drives allow you to run without a torque converter where legal and can reduce rotating mass by anywhere from 15 to 30 lbs. compared to running a converter. This reduced mass improves off-the-corner acceleration and engine braking in the corners, which lowers transmission operating temperatures. Front Pump Drives require a specially designed valve body sold by TCI® and are adjustable for non-motor plates and 1/8" and 1/4" motor plates.

- Allow race transmissions to run without a converter
- Reduce rotating mass by 15 to 30 lbs. compared to running a torque converter
- Reduced mass improves off-the-corner acceleration & engine braking in corners to reduce transmission temps
- Require specially designed valve body
- Adjustable for non-motor plates, 1/8" & 1/4" motor plates



#745001
GM Powerglide
Front Pump Drive

| Application | Engine | Part # | Notes | Construction Style ¹ | Motor Plate | Balance |
|---------------|--------------------------|---------------------------|--|---------------------------------|-------------|---------|
| Ford | | | | | | |
| C4 | 289-302 351C, 351W | 515001 | 10.5" Bolt Circle | One-Piece | No | Neutral |
| C4, 26-Spline | 289-302 351C, 351W | 515000¹ | 1.375" Dia. Pilot, 11.4" Bolt Circle, Case-Fill, All Steel Construction | One-Piece | No | Neutral |
| GM | | | | | | |
| Powerglide | Ford 289-302, 351C, 351W | 745100 | Steel Crank Flange & Drive Hub | Three-Piece | Adjustable | Neutral |
| Powerglide | 1986-96 Chevy | 745004² | Steel Crank Flange & Drive Hub | Two-Piece | Adjustable | Neutral |
| Powerglide | Chevy | 745000³ | Steel Crank Flange & Drive Hub | Two-Piece | Adjustable | Neutral |
| Powerglide | Chevy | 745001¹ | All Steel Construction | One-Piece | No | Neutral |
| Powerglide | Chevy | 745002³ | Steel Crank Flange & Drive Hub w/ Full Length Splines for Accessory Pulley | Two-Piece | Adjustable | Neutral |
| Powerglide | Chevy | 745007³ | Aluminum Crank Flange & Steel Drive Hub | Two-Piece | Adjustable | Neutral |
| Powerglide | Chevy | 745014¹ | All Steel Construction | One-Piece | 1/4" | Neutral |
| TH350/400 | Chevy | 162000³ | Steel Crank Flange & Drive Hub | Two-Piece | Adjustable | Neutral |
| TH350/400 | Chevy | 165001¹ | All Steel Construction | One-Piece | No | Neutral |

Footnotes:

¹ All one-piece drives bolt to the flywheel as would a torque converter. All two- and three-piece drives bolt to the crankshaft flange.

² Works with 1986 & Later, one-piece rear main seal Small Block Chevrolets

³ Two-piece crank mounted drives will not work on late model Chevrolet engines with one-piece rear main seals. Use Part #745004 in those applications.

Powerglide Circlematic™ Front Pump Assembly

- Replacement front pump for TCI® Circlematic™ Transmissions with an internal control valve
- Stator support tube is removed for direct drive clearance
- For circle track applications w/ an internal clutch valve body

| Description | Part # |
|---|---------------|
| Powerglide Circlematic™ Front Pump Assembly | 743402 |
| Powerglide Circlematic™ Stator Support | 743602 |

#743402
Powerglide
Circlematic™ Stator Support



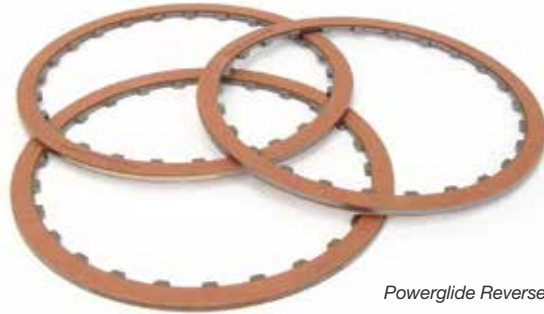
CIRCLE TRACK

TRANSMISSION INTERNALS

Special Powerglide Reverse Frictions

- Thicker than OE versions virtually eliminate reverse clutch breakage but will still let you use reverse
- No more “spacers” that fill the transmission with metal when you try to use reverse
- Installs like a factory clutch w/ no modifications needed

| Description | Part # |
|---|--------|
| .150" Thick Reverse Friction (Set of 3) | 724120 |



#724120
Powerglide Reverse Frictions

Circlematic™ Planetaries

The TCI® Circlematic™ Standard 1.82 Planetary is an excellent lightweight replacement for a stock planetary, but for applications that utilize a 4-link suspension, or any suspension that requires a lot of movement, you will need the 1.82 4-Link Suspension Planetary for increased driveshaft travel.

| Description | Part # |
|---|--------|
| Circlematic™ Standard 1.82 Planetary | 747501 |
| Circlematic™ 1.82 4-Link Suspension Planetary | 747502 |



#747502
Circlematic™ 1.82 4-Link
Suspension Planetary



SCAN QR CODE TO
LEARN MORE ABOUT VALVE BODIES



CIRCLE TRACK

VALVE BODIES

TCI® Circle Track Valve Bodies are machined in-house to control the tolerances of the valves. They also undergo strict quality procedures, including a computerized test that ensures proper shifting and correct alignment.

Internal Control Powerglide Circlematic™ Valve Body

The previous valve body design simplified operation by eliminating the bulky hand-operated ball valve pressure control that was once so common and replaced it with a clutch-pedal control. Now you can free yourself of all external pressure controls and concentrate on the competition instead.

- Reverse pattern, full manual valve body controls line pressure internally and automatically
- Reverse pattern also allows upshifts without the worry of hitting reverse or neutral
- Allows use of stock appearing converter

| Description | Part # |
|---|--------|
| Reverse Pattern Internal Control Powerglide Circlematic™ Valve Body | 744500 |
| Low-Gear Only Internal Control Powerglide Circlematic™ Valve Body | 744600 |



Forward Shift Pattern Circle Track Valve Body

This TCI® external control Powerglide valve body eliminates the need for external valving of line pressure when using a straight pump drive. This forward shift pattern, full manual circle track valve body is easily installed, and the design allows you to operate using stock-type transmission detent linkage. Simply connect the clutch pedal to the transmission detent lever supplied with the kit. Depress the pedal, place the transmission in gear, ease the pedal out and the car moves.

| Description | Part # |
|---|--------|
| Forward Shift Pattern Circle Track Valve Body | 744300 |



Full Manual Valve Bodies

- Manual control of valve body allows for quicker shift timing and the ability to run higher line pressures
- Higher line pressures stop clutch slippage
- Engine braking lets you drive deeper into the corners

| Description | Part # |
|---|---------------------|
| Powerglide | |
| Powerglide (All) Forward Shift Pattern | 744200 |
| TH350 | |
| TH350, All Non Lock-Up, Forward Shift Pattern | 321000 ¹ |
| TH350, All Non Lock-Up, Forward Shift Pattern | 321001 ² |
| TH350, All Non Lock-Up, Reverse Shift Pattern | 321115 ² |

Footnotes:

¹ Retains 2nd gear engine braking

² Retains 1st & 2nd gear engine braking



CIRCLE TRACK KITS

Circlematic™ Kits

- Kits allow you to build a Circlematic™ Transmission for less cost than purchasing a complete unit
- Include: dipstick, cast pan, valve body, front pump drive, steel clutch hub, cooler, filter, gaskets and seals
- Requires Powerglide core, tools and general transmission and mechanical knowledge

| Description | Part # |
|--|--------|
| Circlematic™ Pedal Conversion Kit | 740001 |
| Circlematic™ Clutchless Conversion Kit | 740002 |



#740002
Circlematic™ Conversion Kit

Powerglide Push Start Kit

- Gives Circlematic™ Transmissions push start capabilities
- Replaces stock Powerglide servo cover
- 1/8" NPT port for line pressure check
- Lightweight; easy bolt-on installation

| Description | Part # |
|---------------------------|--------|
| Powerglide Push Start Kit | 744409 |



#744409
Powerglide
Push Start Kit

Powerglide Clutch Pedal Kit

- Alternative to using internal control valve body
- For use with pedal-type valve body (see Part #744300)
- Mounts cylinder to Powerglide transmission
- Includes: universal mount pedal (floor or hang mount), master cylinder, pusher slave cylinder, #2 24" braided line, fittings and mounting bracket

| Description | Part # |
|-----------------------------|--------|
| Powerglide Clutch Pedal Kit | 744400 |
| Pusher Slave Cylinder | 744405 |
| Mounting Bracket | 744407 |



#744400
Powerglide
Clutch Pedal Kit

CIRCLE TRACK

ACCESSORIES

Powerglide "Kick-Out" Steel Transmission Oil Pan

- Prevents oil starvation in asphalt corners
- One extra quart capacity over stock
- Moves filter pickup to right side of pan to avoid exposure to air
- Ships with all necessary mounting hardware

| Description | Part # |
|--|--------|
| Powerglide "Kick-Out" Steel Transmission Oil Pan | 528321 |



#528321
Powerglide Kick-Out Steel
Transmission Pan

Transmission Oil Pans

- Pans can be used on dirt or asphalt applications
- Will increase the strength of the transmission case over OE versions
- Aluminum versions allow for better cooling

| Description | Part # |
|--|--------|
| C4 | |
| C4 Steel | 518011 |
| C4 Aluminum (1 Extra Qt.) | 518000 |
| Powerglide | |
| Powerglide Stock Depth Aluminum Pan (For Dirt Applications Only) | 528300 |
| TH350 | |
| TH350 Die Cast | 328010 |
| TH350 Steel | 328011 |
| TH350 Deep Aluminum (2 Extra Qts.) | 328000 |



#518000
Ford C4 Aluminum
Transmission Pan

#528300
Powerglide
Stock Depth Aluminum Pan

Dipsticks

TCI® carries a line of quality dipsticks with applications for the most popular circle track transmissions available – **see page 58 for complete listing**. Each tube features a locking stick which satisfies sanctioning bodies' racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM tube designs.

- Locking stick meets sanctioning body rules
- New rubber boot seal rather than small o-ring used on older OEM tube designs
- Most popular circle track applications available



#743811
Ford C4 Dipstick

#743850
GM Powerglide Shorty Dipstick

#743861
GM TH350
Dipstick

#743800
GM Powerglide Dipstick

| Description | Description | Color/Finish | Part # |
|-----------------------------|---|-----------------|--------|
| Ford | | | |
| C4 Case-Fill Style Dipstick | Case-Fill Provisions; Locking-Style Stick | Gold Dichromate | 743811 |
| Powerglide | | | |
| Powerglide Dipstick | Full Length, Locking Assembly | Clear Zinc | 743800 |
| Powerglide Shorty Dipstick | Shorty, Locking Assembly, Race Use | Clear Zinc | 743850 |
| TH350 | | | |
| TH350 Dipstick | Full Length, Locking Assembly | Gold Dichromate | 743861 |

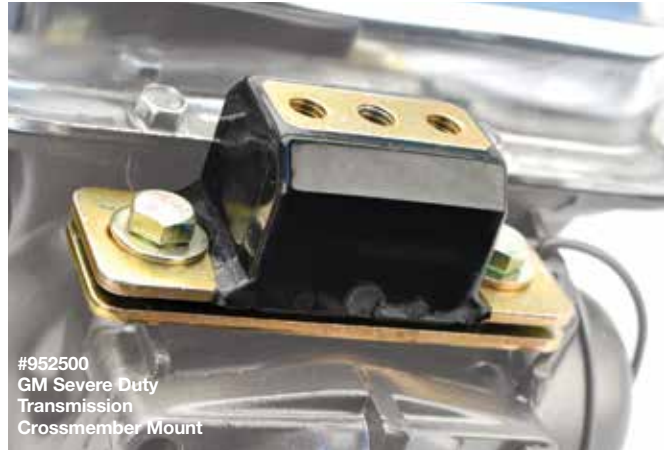
CIRCLE TRACK

ACCESSORIES

Severe Duty Transmission Crossmember Mounts

- Fits between transmission & crossmember for high HP applications that require maximum shock absorption
- Feature safety interlock between mounting points
- Urethane design is impervious to grease, oil & grime
- Ships with mount & high strength installation hardware

| Description | Part # |
|---|--------|
| Ford Severe Duty Transmission Crossmember Mount | 952501 |
| GM Severe Duty Transmission Crossmember Mount | 952500 |



8" X-Long Yoke For 27-Spline Transmissions

Your driveshaft is the critical link between your transmission and the rear end. The TCI® 8" X-Long Yoke for 27-Spline Transmissions avoids yoke "pull out" and "bottom out" which can lead to extreme transmission and rear end damage. This high-strength, forged steel construction yoke is designed to handle the extreme conditions found with high-end circle track racing drivetrains featuring the GM Powerglide, TH350 and any other 27-spline output shaft transmission.

- Stronger than billet-designed components
- Perfect for any 27-spline output shaft transmission
- Uses 1310-style u-joint
- Designed for anyone needing an extra margin of safety to avoid either yoke pull out or transmission housing bottom out conditions

| Description | Part # |
|--|---------------------|
| 8" X-Long Yoke for 27-Spline Transmissions | 966810 ¹ |

Footnotes:

¹ Output shaft modifications may be necessary



Flexplate Safety Shields

Flexplate Safety Shields are designed to protect both drivers and spectators from the effects of a flexplate or starter ring gear failure. A flexplate shield is mandatory in many classes of racing and fits over the front part of the transmission bellhousing. All TCI® Flexplate Shields are manufactured from high-strength steel and are also SFI 30.1 certified. **Note: Trimming on transmission may be necessary. Any modifications made to the shield will void SFI certification.**

| Application | Color/Finish | Part # |
|--------------------------------------|---------------------------|--------|
| Ford | | |
| Ford Transmission w/ 302, 351C, 351W | Gold Dichromate | 940200 |
| GM | | |
| Chevrolet | Silver-Vain Powder Coated | 940000 |
| Chevrolet | Black Powder Coated | 940002 |
| Chevrolet | Red Powder Coated | 940003 |
| Chevrolet | Blue Powder Coated | 940004 |



CIRCLE TRACK

SHIFTERS

Powerglide Circle Track Shifter

This Powerglide Circle Track Shifter from TCI® is everything you need for circle track racing. Constructed from billet steel, it is strong yet lightweight and features solid linkage connections with no cable, which provide extra stability. The shifter ships complete with a 29" long adjustable linkage rod and spherical rod ends.

| Description | Part # |
|---------------------------------|--------|
| Powerglide Circle Track Shifter | 748011 |

Lightweight Quick Mount Shifter Bracket

- For use with standard length Powerglide transmissions and the TCI® Powerglide Circle Track Shifter
- Attaches directly to transmission tailhousing and is perfect for tube chassis cars with aluminum interiors
- May be adapted for use with other automatic shifters

| Description | Part # |
|---|--------|
| Lightweight Quick Mount Shifter Bracket | 748014 |



Race & Event Support

An important service provided by TCI® is race and event support. On any given day, there are TCI® drivetrain specialists working events across the country to answer tech questions, sell parts to a frantic racer and provide on-site assistance. One more way that TCI® chooses to provide support is with contingency payouts. Contingency payouts let TCI® thank its supporters and customers, and we pay contingency on several series, such as NHRA, IHRA, NMRA, NMCA and more. Run our parts, run our decals and you just might pocket product certificates or even some extra money.

The next time you're at an event, look for the TCI® personnel. We'll be there to answer any questions that you may have. If you can't make it to an event to speak with someone personally, call our toll free TRANS HELP™ line at **1.888.776.9824** to speak with one of our technical advisors, or email us at **tech@tciauto.com**.



CIRCLE TRACK

COMPONENTS

Performance Transmission Coolers

- Heavy-duty construction; designed specifically for racing
- Superior tube and fin design
- Constructed entirely from black, powder coated aluminum for aggressive race look
- Feature #6 AN fittings for connection to either steel braided or high pressure lines
- Pressure checked to 300psi

| Description | Part # |
|---|--------|
| 3/4" x 7 1/2" x 12 3/4" Performance Cooler | 823200 |
| 3/4" x 7 1/2" x 15 1/2" Performance Cooler (22,000 GVW) | 823500 |
| 3/4" x 10" x 15 1/2" Performance Cooler (26,000 GVW) Maximum Protection | 823800 |



Starters

For racing applications where a smaller and lighter weight starter is desired, TCI® offers the highest quality racing starter available. These starters are one-third smaller than most original equipment starters, which means increased room for headers and the oil pan, plus increased ground clearance. All racing starters are new, not rebuilt.

- Full ball bearing construction means less internal friction and more torque transferred to the engine
- High temperature epoxy-encapsulated armature resists heat and vibration
- Low amperage draw of 210-250 amps at full starting load provides increased spark for ignition system

| Description | Part # |
|--|--------|
| Ford | |
| Small Block Ford 2-Bolt Flange for Automatic Transmission | 351300 |
| Chevrolet | |
| Chevrolet Feather Light Permanent Magnet Motor, 12 Clocking Positions, Only 7.5 lbs., Small Size Works Well w/ Header Applications | 351106 |
| Chevrolet Gear Reduction Starter w/ Multiple Clocking Positions | 351100 |



CIRCLE TRACK

MISCELLANEOUS

Electric Brake Shut-Off

The TCI® Electric Brake Shut-Off allows the driver to electrically shut off the right front brake caliper to enhance corner entry handling in dirt circle track racing applications. The easy-to-install solenoid mounts directly into the brake line, anywhere between the master cylinder and caliper. A flip of the switch from the inside of the car by the driver activates the lightweight 6061-T6 aluminum encased, continuous-duty solenoid. This high-quality solenoid then blocks fluid flow to the right front caliper, eliminating the common “push or tight” condition experienced under corner entry braking.

- Improves corner handling in dirt circle track racing by electrically shutting off right front brake caliper
- Heavy-duty solenoid handles up to 3000psi and incorporates waterproof seal to handle frequent high pressure washings
- Compact solenoid requires only single amp of current so the electrical system won't be drained
- Does not overheat during long-term use
- Works with all hydraulic brake systems; perfect for Stock Cars, Modifieds and Late Models

| Description | Part # |
|-------------------------|--------|
| Electric Brake Shut-Off | 861200 |



#861200
Electric Brake Shut-Off

Max Shift™ Circle Track Transmission Fluid

TCI® Max Shift™ Transmission Fluid has proven to be an effective performer in several performance venues. A new formula of this innovative drivetrain fluid has now been released for dirt and asphalt circle track automatic racing transmissions. Max Shift™ Circle Track has been tested and proven to enhance drivetrain performance and durability, and it can operate at far greater temperatures than both petroleum-based transmission fluids and synthetic formulas.

- High viscosity levels increase life of clutches & bands
- Includes anti-foaming agents to reduce pump cavitation for consistent line pressures
- Resistant against high temperature drivetrain wear and fluid breakdown
- Torque converter applications see minimized slippage



#950630

| Description | Performance Specs | Size | Part # |
|---------------------------------|-------------------|--------------------|--------|
| Circle Track Transmission Fluid | Dexron® & Mercon® | 1 Qt. | 950631 |
| Circle Track Transmission Fluid | Dexron® & Mercon® | (12) 1 Qt. Bottles | 950630 |

SEE PAGE 76 FOR MORE INFORMATION AND APPLICATIONS.

DRAG RACE

TORQUE CONVERTER OVERVIEW

TCI® builds race converters to suit the needs of a wide variety of applications so there are literally hundreds of drag race converter combinations offered. TCI® Drag Race Torque Converters were designed by experienced drivetrain engineers to provide a significant increase in performance at the strip. With a more efficient stall speed, faster acceleration and better mid-range power, your machine will get the rear wheel power it deserves.

9", 10" & 11"

TCI® 9", 10" and 11" Drag Race Torque Converters can be run in applications with up to 750 horsepower and are most commonly used for a bracket race or street/strip application that leans more toward the "strip." Stall speeds vary depending on application but the average is 3800-4500 RPM for 9" and 10" converters and 3000 RPM for the 11" version.

- Furnace-brazed and reinforced fins increase durability
- Needle bearings reduce drag & increase thrust capacity
- Three sets of Torrington bearings replace normal thrust washers used in OEM and some aftermarket converters to triple thrust capacity capabilities
- Hardened steel pump hubs increase strength, durability and longevity while decreasing wear
- Increased strength & holding capacity of high load sprags ensure stator stays locked when converter stalls and guarantees converter will stall correctly run after run
- Ballooning plates (9" & 10" only) double strength of converter when using transbrake and/or power adders
- 360° Steel mounting ring (9" & 10" only) strengthens mounting area of converter to flexplate

8"

The 8" Drag Race Torque Converter is the best selling race converter TCI® offers. Suitable for the greatest percentage of drag cars at up to 7500 RPM, TCI® 8" Drag Race Torque Converters win races in classes from Bracket Racing and Super Gas to Sand Dragging and Stock Eliminator. Most models feature a cast steel stator supported by an oversize caged bearing for added reliability. Current models also feature an improved housing design for less flex or ballooning under the stress of racing, resulting in more consistent elapsed times, faster reaction times and better durability.

Specific to 8" Drag Race Torque Converters are the fact that they are built brand new – most companies use existing/ previously used cores, but TCI® uses all new cores and components.

- Furnace-brazed fins increase durability
- Three sets of Torrington bearings replace thrust washers used in OEM and certain aftermarket converters to triple thrust capacity capabilities
- Increased strength & holding capacity of high load sprag assemblies maintain stator stays locked when stalling & guarantees converter will stall correctly run after run
- 8" Steel ballooning plates double strength of converter when using transbrake and/or power adders
- Cast steel stator (where applicable) replaces industry standard aluminum design and is able to handle a larger load and higher HP applications
- Forged steel front increases strength and stops any chance of ballooning

7"

The 7" Drag Race Torque Converter was developed for use with a small cubic inch or very high RPM engine (up to 9000 RPM) that requires the ultimate high-stall converter. As the smallest and lightest weight converter that TCI® offers, the 7" converter delivers higher stall and better top-end lock-up than an 8" converter. Because of the wide variety of engine combinations, tire sizes, gear ratios and weights of different vehicles, use the reference chart on the next page to select the appropriate part number for your application.

- Furnace-brazed and reinforced fins increase durability
- Ballooning plates double strength of converter when using transbrake and/or power adders
- 360° Steel mounting ring strengthens mounting area of converter to flexplate
- Three sets of Torrington bearings replace normal thrust washers used in OEM and some aftermarket converters to triple thrust capacity capabilities
- Increased strength & holding capacity of high load sprags keep stator locked when converter stalls & guarantee converter will stall correctly run after run

DRAG RACE

9, 10 & 11" TORQUE CONVERTERS

#242200
GM TH350 & 375B
Small Bolt Pattern
10" Torque Converter



LOOKING FOR PRO-X™ PRODUCTS?

See pg 122-126 for our line of
PRO-X™ Drag Race Components

| Application | Part # | | |
|---|----------------------|----------------------|--------|
| | 9" | 10" | 11" |
| Chrysler | | | |
| 1967-87 Torqueflite 727, 24-Spline Input (Except Lock-Up) | 143000 ⁴⁸ | 143100 ⁴⁸ | – |
| 1968-81 Torqueflite 904-998, 24-Spline Input (Except Lock-Up) | – | 143300 ⁴⁸ | – |
| Ford | | | |
| 1970-81 C4, 10.5 Bolt Circle, 26-Spline w/ 1.375" Pilot, Pan-Filled Transmission | – | 461400 | – |
| 1970-81 C4, 11.4 Bolt Circle, 26-Spline w/ 1.375" Pilot, Pan-Filled Transmission | – | 462000 | – |
| 1971-91 C6 w/ 1.375" Pilot (289-460) | – | 445100 | – |
| 1980-93 AOD, 5.0L, 5.8L, 11.4 Bolt Circle | – | 433100 | – |
| 2005-09 5R55S | – | 456005 | – |
| GM | | | |
| 1962-73 Aluminum Powerglide | – | 741200 | 741300 |
| 1965-90 TH350/400 400, 454 & 455 w/ Wide Bolt Pattern (Except Variable Pitch & Lock-Up) | 251200 | 242300 | 241400 |
| 1965-81 TH350/400 Small Bolt Pattern (Except Lock-Up) | – | 242200 | 241300 |
| 1982-89 2004R/200C, 27-Spline w/ 1.703" Pilot | – | 243060 | – |
| 1984 1/2-93 700R4, 30-Spline w/ 1.703" Pilot | – | 243100 243161 | – |
| 1982-84 1/2 700R4, 27-Spline | – | 243060 | – |
| 1998-Up 4L60E, LS1/LS2 | – | 242933 ⁴² | – |

Footnotes: Master Footnote Listing On Page 4.

⁴² Approximately 4500 RPM stall speed

⁴⁸ Match flexplate to engine balance

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

Toll Free: 1.888.776.9824

DRAG RACE

8" TORQUE CONVERTERS

| Group | Application Super Stock, Modified & Comp Eliminator Classes | Stall Range (RPM) | Vehicle Weight (Lbs.) | |
|-------|---|----------------------------------|--------------------------|--|
| 1 | Light & Heavy Vehicles, Low RPM, High Torque, Big Block (Brackets, 10.90, 9.90, 8.90) | 4500-5000 | 2500-3200 | |
| 2 | Excellent for Stock & Super Stock Cars; Keeps Engine RPM From Falling Down on Gear Change | 4400-4800 (SB) 4800-5300 (BB) | 2500-3200 | |
| 3 | High Stall Converter Group, Good for Dragsters & Full Bodied Bracket Cars Turning Higher RPM | 5600-6400 | 1500-2500 | |
| 4 | Excellent for Big Block Brackets, Super Street & Super Gas; Good Top End HP, MPH & Reaction | 5000-5400 | 2400-3200 | |
| 5 | Easier to Hook Up Than Most Converters of Same Stall; Full Bodied Cars w/ Small Block Using Mid-Range Torque | 5400-5900 | 2100-Up | |
| 6 | Average to Heavy Small Block Bracket, 10.90 & 9.90; Higher RPM, Good Reaction & Hard Leaves | 5400-6000 | 2500-Up | |
| 7 | High Stall & Quick Reactions; "Super Class" Converter; Ideal 10.90, 9.90 & 8.90 w/ Engines Producing Good Low & Mid-Range Torque | 5200-5800 (SB) 5500-6200 (BB) | 2100-2800 | |
| 8 | Light & Heavy Vehicles; Low RPM, High Torque, Big Block (Brackets, 10.90, 9.90 & 8.90) | 4900-5400 | 2500-3200 | |
| 9 | Light & Heavy Vehicles; Low RPM, High Torque, Big Block (Brackets, 10.90, 9.90 & 8.90) | 4200-4900 | 2500-3200 | |
| 10 | Excellent for Stock & Super Stock Cars; Keeps Engine RPM From Falling Down on Gear Change | 4000-4500 (SB) 4400-4900 (BB) | 2500-3200 | |
| 11 | Excellent for Stock & Super Stock Cars; Keeps Engine RPM From Falling Down on Gear Change | 4800-5300 (SB) 5200-5700 (BB) | 2500-3200 | |
| 12 | Excellent for Stock & Super Stock Cars; Keeps Engine RPM From Falling Down on Gear Change | 5200-5700 (SB) 5600-6100 (BB) | 2500-3200 | |
| 13 | Light & Heavy Vehicles, Small Block | 5400-6000 | 2500-3200 | |
| 14 | Light & Heavy Vehicles, Small Block | 5800-6300 | 2500-3200 | |
| 15 | Light & Heavy Vehicles, Big Block | 5400-6000 | 2500-3200 | |
| 16 | Light & Heavy Vehicles, Big Block | 5800-6300 | 2500-3200 | |

| Part # | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--|
| Application | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 | |
| AMC | | | | | | | |
| 1972-80 Torque Command 727 (Except Lock-Up) | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | |
| 1972-80 Torque Command 904 (Except Lock-Up) | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | |
| GM | | | | | | | |
| 1965-90 TH350/400 Small Bolt Pattern (Except Variable Pitch & Lock-Up) | 254002 | 254013 | - | 254004 | - | - | |
| 1982-89 2004R, 27-Spline | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | |
| 1984 1/2-93 700R4, 30-Spline | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | |

| | Engine CID | Rear Gear | Tire Size | Fuel CFM | Engine RPM Range |
|--|--------------------------------------|----------------------------------|-----------|-----------|------------------|
| | 427-482c.i. (BB) | 4.88-5.57 | 30"-32" | 750-1050 | 6000-7000 |
| | 327-400c.i. (SB) 380-430c.i. (BB) | 4.88-5.38 (SB) 4.88-5.57 (BB) | 30"-32" | 750-1050 | 6000-7000 |
| | 327-400c.i. (SB) | 4.88-6.00 | 29"-32" | 750-1050 | 6000-8500 |
| | 400-485c.i. (SB/BB) | 4.30-Up | 28"+ | 750-1050 | 6000-8500 |
| | 340-383c.i. (SB) | 5.13-6.50 | 29"-32" | 750-1050 | 6500-8000 |
| | 327-400c.i. (SB) | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8000 |
| | 340-400c.i. (SB) 400-485c.i. (BB) | 4.30-5.13 | 30"-32" | 750-1050 | 6500-8000 |
| | 427-482c.i. (BB) | 4.88-5.57 | 30"-32" | 750-1050 | 6000-7000 |
| | 427-482c.i. (BB) | 4.88-5.57 | 30"-32" | 750-1050 | 6000-7000 |
| | 327-400c.i. (SB) 380-430c.i. (BB) | 4.88-5.38 (SB) 4.88-5.57 (BB) | 30"-32" | 750-1050 | 6000-7000 |
| | 327-400c.i. (SB) 380-430c.i. (BB) | 4.88-5.38 (SB) 4.88-5.57 (BB) | 30"-32" | 750-1050 | 6000-7000 |
| | 327-400c.i. (SB) 380-430c.i. (BB) | 4.88-5.38 (SB) 4.88-5.57 (BB) | 30"-32" | 750-1050 | 6000-7000 |
| | 277-340c.i. (SB) | 5.13-6.50 | 30"-32" | 750-1050 | 7500-8500 |
| | 277-340c.i. (SB) | 5.13-6.50 | 30"-32" | 750-1050 | 7500-8500 |
| | 522-580c.i. (BB) | 4.30-5.57 | 30"-34" | 1050-1500 | 7000-8000 |
| | 522-580c.i. (BB) | 4.30-5.57 | 30"-34" | 1050-1500 | 7000-8000 |

| Part # | | | | | | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|
| Group 7 | Group 8 | Group 9 | Group 10 | Group 11 | Group 12 | Group 13 | Group 14 | Group 15 | Group 16 | |
| 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752200 Custom | 752260 | 752200 Custom | |
| 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | 752400 Custom | |
| 254006 | 254003 | 254001 | - | - | - | - | - | 254060 | 254062 | |
| 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | 243860 | |
| 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | 243861 | |

DRAG RACE

7" TORQUE CONVERTERS

| Group | Application Super Stock, Modified & Comp Eliminator Classes | Stall Range (RPM) | Vehicle Weight (Lbs.) | Engine CID | Rear Gear | Tire Size | Fuel CFM | Engine RPM Range |
|-------|---|-------------------------|-----------------------------|---------------|--------------|--------------|-------------|------------------------|
| 1 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5700-6200 | 2900-3200 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 2 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5900-6400 | 3200-3400 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 3 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5600-6100 | 3400-3700 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 4 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5600-6100 | 3400-3700 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 5 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5700-6200 | 3200-3400 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 6 | Heavy Super Stock Cars, 8500 RPM, Low Torque | 5600-6100 | 3400-3700 | 265-327c.i. | 5.38-6.50 | 28"-32" | 750-1050 | 6500-8500 |
| 7 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7500-8000 | 2100-2800 | 300-360c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 8 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7700-8200 | 2100-2800 | 300-360c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 9 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7500-8000 | 1500-2900 | 300-380c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 10 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7500-8200 | 1500-2900 | 265-327c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 11 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7500-8200 | 1500-2900 | 265-327c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 12 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7500-8000 | 1200-2200 | 231-260c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 13 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 7800-8200 | 1200-2200 | 231-260c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |
| 14 | Light Super Stock or Comp Eliminator Cars, 10500 RPM, Low Torque | 8000-8400 | 1200-2200 | 231-260c.i. | 5.38-6.50 | 28"-33.5" | 750-1050 | 8500-11,000 |

7" Drag Race Torque Converters

| Application | Part # | | | | |
|--|---------------|---------------|---------------|---------------|---------------|
| | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 |
| Chrysler | | | | | |
| 1967-87 Torqueflite 904, 24-Spline Input (Except Lock-Up) | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom |
| Ford | | | | | |
| 1970-81 C4, 26-Spline, 1.375 Pilot (MUST SPECIFY Bolt Circle 10 1/2" or 11 7/16" & Case-Filled or Pan-Filled Transmission) | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom |
| GM | | | | | |
| 1962-73 Aluminum Powerglide | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom |
| 1965-90 TH350/400 Small Bolt Pattern (Except Lock-Up) | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom |

DRAG RACE

7" TORQUE CONVERTERS

FURNACE-BRAZING
Increased Durability &
Stall Speed Consistency

**HEAT-TREATED
STEEL HUB**
Increased Durability

**ANTI-BALLOONING
PLATE** Eliminates
Converter Expansion

#740701
GM Powerglide
7" Torque Converter

#254002
GM TH350/400
Small Bolt Pattern
8" Torque Converter

HANDMADE STEEL STATOR
Precision Stall Settings &
Increased Durability

| Part # | | | | | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Group 6 | Group 7 | Group 8 | Group 9 | Group 10 | Group 11 | Group 12 | Group 13 | Group 14 | |
| 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom | 143800 Custom |
| 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom | 470700 Custom |
| 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom | 740700 Custom |
| 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom | 254600 Custom |

DRAG RACE

TRANSMISSIONS OVERVIEW

TCI® has been building drag race transmissions for over 40 years, and we go the extra mile to ensure your transmission is superior in both form and function to what you would purchase at a local transmission shop. Beginning with a careful inspection of the transmission case and components, stock parts are replaced with high performance bands and components where applicable. We also increase fluid flow and improve the lubrication system and thrust capacity. Problematic hard parts are replaced with stronger ones, many of which are manufactured at TCI® in-house machining centers. Valve bodies are completely remanufactured and 100 percent tested prior to installation. Finally, each and every TCI® transmission must pass both a static hydraulic pressure test during assembly and a final dyno test prior to shipping. That's Triple Tested so you can be confident you're getting a transmission that's ready to perform.

Full Manual Competition

Designed for the extreme high performance street or all out race car, these Full Manual Competition Transmissions will give you consistent shifts as well as complete control over shift points. Available in reverse and standard shift pattern (most applications), they require no vacuum hookups or kickdown linkage. This means there are no external linkages to be purchased, which saves some expense. The increased line pressure provides a harder, quicker shift and eliminates the lag time between shifts produced by automatic shift transmissions.

- Extreme performance clutches and nitrided steel plates for enhanced performance
- High-performance powerbands provide greater torque capacity and more positive shifts and band apply
- Hardened sprag races increases durability & strength
- Improved lubrication system increases fluid sent to planetaries and internals
- Able to handle up to 750 HP, depending on application

Transbrake

Designed for the serious full-tree bracket racer, TCI® Transbrake Transmissions deliver the quickest and most consistent reaction times in the business. These transmissions are blueprinted and built one unit at a time to ensure that you get quality parts. Designed for horsepower ranges of up to 750 horsepower, they are able to withstand the rigorous use of week-to-week racing and back-to-back passes. Available in both reverse and standard patterns (on select models only); Pro Tree versions are available and have a "neutral" reverse for safety.

- Full manual valve bodies with full race clutches & bands allow for quicker shift timing and the ability to run higher line pressures than with an automatic shift transmission
- Higher line pressure makes it more difficult for clutches to slip under high loads
- Oversized sprags & races (where applicable) increase holding capacity; steel hubs increase durability & strength
- Improved lubrication system increases amount of fluid sent to planetaries and internals
- Designed to handle up to 750 HP



#312000
GM TH350
Full Manual Competition
Transmission

#412000
Ford C6
Full Manual Competition
Transmission

DRAG RACE TRANSMISSIONS



#716176
GM Powerglide
Pro Tree Brake 1.76 Shorty Transmission

Powerglide

Although only built from 1962-1973, the Powerglide is the true “workhorse” of today’s racing transmissions. With current drive-train technology, the Powerglide has far surpassed the days of the factory capabilities. And with its vast engineering resources, TCI® has designed the best Powerglide on the market.

With options available for virtually any horsepower range, TCI® has become the industry leader in Powerglide transmissions, and because we have made the Powerglide fully customizable, you can now “build your own” with our easy-to-follow chart. All custom Powerglides utilize aftermarket hubs, clutches, planetaries, pumps and input shafts. See page 118 to order your very own customized Powerglide.

Also available are part numbered Bracket Racing Powerglide Transmissions for higher horsepower application that are built at TCI® and kept on the shelf, ready to ship as soon as an order is placed. See page 119 for an application listing and a full description of our Bracket Racing Powerglides.

TCI® Features A Nearly Limitless Offering Of Drag Race Powerglide Transmissions

| Drag Race Powerglides | Page |
|-----------------------|------|
| Custom | 118 |
| Bracket Race | 119 |
| PRO-X™ | 124 |

CUSTOM BUILT POWERGLIDE TRANSMISSIONS FROM TCI®

TCI® Bracket Racing Powerglides are designed specifically to give you dependable service and great performance – at an economical price for the mild engine bracket racer. This bracket racing series is not recommended for applications utilizing engines with over 700 horsepower but is an excellent choice for engines making less power than that.

Build your own custom Powerglide from the options presented on page 118. If you prefer a part numbered Powerglide transmission, see a complete listing on page 119.

DRAG RACE

CUSTOM POWERGLIDE TRANSMISSIONS

HOW TO ORDER YOUR CUSTOM POWERGLIDE TRANSMISSION:

1. Determine what case type you prefer – this will be the prefix or first two numbers of your transmission.
2. Determine what gear type you prefer – this will be the third number.
3. Choose a pan type – this will follow the gear type number.
4. Next, choose the hub and/or hub and drum and/or hub and drum plus lightweight & bearing options – this will be the fifth number, following the pan type.
5. Choose the type of input shaft you require – sixth number.
6. Choose the type of valve body and length of the transmission – seventh number.
7. Finally, select the proper planetary ratio – this is the eighth and final number of your transmission.

Example:

Part #71250521 is a Powerglide with a stock case, super set planetary, cast aluminum deep pan, steel hub, PRO-X™ Ring Style Turbo Spline Input Shaft, standard length transbrake and 1.80 gear ratio.

| Case Type | Gear Type | Transmission Pan | Hub | Input Shaft | Valve Body | Gear Ratio |
|---|---|---|---|--|--|---|
| 71 – Stock GM Aluminum Case Prepped by TCI® | 2 – Super Set w/ Forged Carrier & Ring Gear | 0 – Steel Pan, Stock Depth | 0 – Steel Hub | 1 – TCI® Aftermarket P/G Spline Input Shaft | 1 – Full Manual Competition Standard Length | 0 – 1:69 SC w/ 4140 Forged Carrier & Ring Gear |
| 73 – New Reid Case w/ SFI Spec. 4.1 Internal Safety Liner Installed | 5 – Super Set w/ Forged Carrier & Ring Gear w/ Aluminum Adj. PR Valve Body | 5 – Cast Aluminum Deep Pan, 2 Qt. Extra Capacity | 1 – Aluminum Hub | 2 – TCI® Aftermarket Turbo Spline Input Shaft | 2 – Transbrake Standard Length | 1 – 1:80 SC w/ 4140 Forged Carrier & Ring Gear |
| 74 – Stock Powerglide Case w/ a Part #743520 or #743525 Gerotor Pump | 8 – Super Set w/ Forged Carrier & Ring Gear w/ Aluminum Valve Body | 7 – Cast Aluminum Pan, Stock Depth | – | 3 – TCI® Aftermarket Vasco Powerglide Spline Input Shaft | 3 – Pro Tree Transbrake Standard Length | 8 – 1:98 SC w/ 4140 Forged Carrier & Ring Gear |
| 75 – Reid Bearing Case & Stock Pump | – | – | – | 4 – TCI® Aftermarket Vasco Turbo Spline Input Shaft | 4 – Full Manual Shorty | – |
| 76 – Reid Case w/ Liner & Part #743520 or #743525 Gerotor Pump | – | – | 4 – 10-Clutch High Drum Wide Band & High Static Reverse Clutches | 5 – TCI® Aftermarket PRO-X™ Ring Style Turbo Spline Input Shaft | 5 – Transbrake Shorty | – |
| 77 – Reid Case w/ Liner, Bearing & Gerotor Pump | – | – | – | 6 – TCI® Aftermarket PRO-X™ Ringless Turbo Spline Input Shaft | 6 – Pro Tree Transbrake Shorty | – |
| 81 ¹ – Reid Case w/ Stock Pump | – | – | – | – | 7 – Ultimate Pro Tree Brake Standard Length | – |
| 82 ¹ – Reid Case w/ Gerotor Pump | – | – | – | – | 8 – Ultimate Pro Tree Brake Shorty | – |

Footnotes:

¹ Bellhousing not included

DRAG RACE POWERGLIDE TRANSMISSIONS

Bracket Racing Powerglides

As Powerglides are the most commonly used drag race transmissions, they are generally offered in a wide variety of configurations. TCI® does offer custom Powerglides for horsepower applications over 700 HP as shown on page 124, but for applications making under that, we recommend a part numbered Bracket Racing Powerglide.

TCI® Bracket Racing Powerglides include a new steel stock depth transmission pan with drain plug, a 4140 steel clutch hub, universal shift lever, high-performance clutches and steels and high energy bands. The high-performance clutches and steels provide a high coefficient of friction and high temperature resistance, as well as a grooved surface area to improve clutch apply time. TCI® steel plates are engineered from a specially heat-treated steel for increased durability. The high energy bands also have a higher coefficient of friction for higher torque capacity and the ability to produce quicker, more positive band engagement. So while these transmissions are made for lower HP applications, TCI® has still used the highest quality materials and internal components to make these Bracket Racing Powerglides the #1 choice for drag race applications making under 700 HP.

| Description | Part # |
|---|---------------|
| All TCI® Bracket Racing Powerglides¹ Include: | |
| New Steel Stock Depth Pan w/ Drain Plug | 528311 |
| 4140 Steel Clutch Hub | 748300 |
| Universal Shift Lever | 748400 |
| High Performance Clutches and Steels | 749000 |
| High Energy Band | 625101 |

Footnotes:

¹ All 1.82 ratio bracket racing Powerglides include a special reinforced stock planetary. A steel girdle is welded over the housing, which increases torque load capacity. All shorty bracket racing Powerglides include a re-splined and heat-treated output shaft and shorty cover.

| Description | Part # |
|---|---------------|
| Bracket Brake 1.76 Std. | 712176 |
| Bracket Brake 1.76 Std. w/ #749600 Input Shaft | 712178 |
| Bracket Brake 1.82 Std. | 712182 |

Note: The 1.76 Bracket Race Powerglide will work with an engine making up to 700 HP but requires an aftermarket input shaft. The 1.82 will work up to 600 HP but will also require an aftermarket input shaft.



#712176
GM Powerglide
Bracket Brake 1.76 Std.
Transmission

TRANS HELP™

If you are still uncertain about which transmission is best for your application, speak with one of our drag race specialists by calling 1.888.776.9824 or emailing tech@tciauto.com.

DRAG RACE

TRANSMISSIONS

CHRYSLER TRANSMISSIONS

SHIFT-TECH TRANSMISSIONS

| | | Part # | |
|--|--------------------|-------------|------------|
| Application | Engines | Full Manual | Transbrake |
| Torqueflite 727 | | | |
| 1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft, Reverse Shift Pattern | 318, 340, 360 | 112100 | 112700 |
| 1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft, Reverse Shift Pattern | 383, 400, 426, 440 | 112000 | 112500 |
| Torqueflite 904 | | | |
| 1967 & Later Torqueflite 904, Small Block, Reverse Shift Pattern | 318, 340, 360 | 112400 | — |

Chrysler Torqueflite:

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

NOTES

FORD TRANSMISSIONS

| | | Part # | |
|---|------------------------------|--|--|
| Application | Engines | Full Manual | Transbrake |
| C4 | | | |
| 1970-82 C4, Small Bellhousing, (Dipstick Goes in Transmission Case), 26-Spline Input Shaft; Reverse Shift Pattern | 289-351 | 512200 ⁵⁰ , 512201 ⁵² | 512502 ⁵⁰ , 512500 ⁵⁰ |
| 1970-82 C4, Large Bellhousing, (Dipstick Goes in Transmission Pan), 26-Spline Input Shaft, Reverse Shift Pattern | 289-351 | 512600 ⁵⁰ | 512506 ⁵⁰ |
| C6 | | | |
| 1966 & Later C6 w/ 13 1/2" Tailshaft, Reverse Shift Pattern | 351M, 400, 429, 460 | 412200 ⁵⁰ | 413200 ⁵⁰ |
| 1966 & Later C6 w/ 13 1/2" Tailshaft, Reverse Shift Pattern | 289, 302, 3510, 351W | — | 413400 ⁵⁰ |
| 1966 & Later FE C6 w/ 13 1/2" Tailshaft, Reverse Shift Pattern | 332, 352, 390, 406, 427, 428 | 412000 ^{50, 103} | — |

Footnotes: See Master Footnote Listing On Page 4.

⁵⁰ Reverse shift pattern

⁵² Stock shift pattern

¹⁰³ Core must be provided by customer. Call for details.

Ford C4:

1965-69 applications can use the TCI® competition transmission by using a 1970-82 26-spline torque converter with the transmission. All C4 transmissions are shipped minus the bellhousing due to the availability of a variety of bellhousing applications based on engine type. Contact TCI® at 1-888-776-9824 if you require a bellhousing. All Ford C4 competition transmissions have VM300 billet input shafts as a standard feature for additional strength.

Ford C6

When ordering, please reference if existing transmission has shift lever that points up or down. All Ford C6 competition transmissions have a cast aluminum deep pan with a special filter as a standard feature to ensure adequate fluid delivery.

NOTES

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

GM TRANSMISSIONS

| | | Part # | |
|--|-----------------------------------|---|---|
| Application | Engines | Full Manual | Transbrake |
| TH350 | | | |
| TH350, 6" Tailshaft, Forward Shift Pattern | Chevrolet V8, 4.3L V6 | 312000, 312015 ^{53,30} 312002 ⁵⁹ | — |
| TH350, 6" Tailshaft, Reverse Shift Pattern | Chevrolet V8, 4.3L V6 | 312001 312016 ^{53,30} | 312500 ³⁰ , 312510 ^{26,30} , 312515 ^{30,53,64} |
| Buick, Olds, Pontiac, Cadillac TH350, 6" Tailshaft, Reverse Shift Pattern Except Where Noted | All BOP V8 | 312100 ⁵⁵ | 312600 ³⁰ |
| TH400 | | | |
| TH400, 4" Tailshaft, Large Yoke, Reverse Shift Pattern | All Chevrolet | 212000, 212015 ^{53,60} , 212016 ^{53,60,63} | 212500 ⁶⁰ , 212505 ^{53,60} , 212506 ^{53,60,63} , 212508 ^{53,60,61,62} , 212515 ^{26,53,60,63} |
| TH400, 4" Tailshaft, Large Yoke, Forward Shift Pattern | All Chevrolet | 212017 ^{53,60,63} | — |
| Buick, Olds, Pontiac, Cadillac TH400 w/ 4" Tailshaft, Large Yoke, Reverse Shift Pattern | All BOP V8 | 212300 | 213000 ⁶⁰ |
| 2004R | | | |
| 1981-90 2004R, 27-Spline, Reverse Shift Pattern | Chevy, Olds, Pontiac, Cadillac V8 | 381060 ⁶⁵ | — |
| 7004R | | | |
| 1984-93 700R4, 30-Spline, 30 3/4" Overall Length, Reverse Shift Pattern | V8 | 371001 ⁶⁶ , 371061 ⁶⁵ | — |

Footnotes: See Master Footnote Listing On Page 4.

²⁶ Special 2.75 low gear set installed

³⁰ With Part #327900 (stock drum, HD sprag assembly)

⁵³ Premium clutches

⁵⁵ TH350 w/ forward shift pattern

⁵⁹ Engine braking in all gears

⁶⁰ Modified front drum and 300M input shaft

⁶¹ Billet hub installed

⁶² Billet main shaft

⁶³ Cast aluminum pan (+2 quarts)

⁶⁴ VM300 input shaft

⁶⁵ 4-Speed non lock-up application

⁶⁶ Functional lock-up (Part #376600 lock-up kit installed)

NOTES

GM TH350

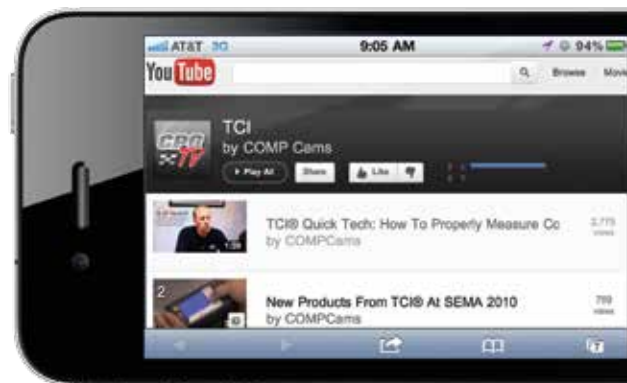
TCI® offers both a forward and reverse shift pattern option in the full manual valve body. See footnotes in application chart. GM "fit-all" cases will bolt to Chevy, Buick, Olds and Pontiac engines and can be included as a special option.

GM 700R4 (4L60E)

30-Spline transmissions can be installed in the 1984 1/2 and earlier vehicles by using a 30-spline torque converter with the transmission.



SCAN QR CODE TO
SEE ALL OF OUR
INFORMATIVE VIDEOS



PRO-X™ DRAG RACE

9" & 10" TORQUE CONVERTERS

PRO-X™ 9" & 10"

Building huge horsepower is fine as long as your drivetrain is up to the task of delivering the power to the pavement. TCI® offers a complete line of premium torque converters built exclusively for use in Top Sportsman, Top Dragster and 10.5 Tire Outlaw classes. Able to handle 500+ c.i., 2500+ horsepower, 3500 RPM applications (including multi-stage, nitrous-assisted, supercharged and twin turbocharged engines), these high strength torque converters are built for most GM, Ford and Chrysler transmissions and bolt up to either six or four-bolt mounting flanges. In addition, the PRO-X™ 9" and 10" Torque Converters utilize the state-of-the-art, proprietary metallic gray HDT Coating™ which enables TCI® converters to operate at lower temperatures and cool down faster.

- **Bulletproof, hand-built steel stator can be custom engineered for specific stall ranges**
- **Billet mounting ring provides maximum amount of surface mounting area for increased strength**
- **Three sets of heavy-duty internal bearings maximize load capacity and decrease drag in high HP applications**
- **Furnace-brazed and hand-brazed turbine & pump assembly provide superior strength over competitors "Hand-Tacked" only converters**



IMPORTANT

Stall speed is an approximation – will vary per CID; dyno torque; HP ratings; power adders, such as turbo(s) amount of boost, blower size & amount of boost, amount of initial NOS applied

| Part # | Application | Base Stall Range (RPM) | Upper Stall Range ¹⁰⁴ (RPM) | Vehicle Weight (lbs.) |
|-----------------------|-----------------|------------------------|--|-----------------------|
| 9" | | | | |
| 251600 ¹⁰⁵ | GM TH400 Spline | 3600 | 4200 | 3200 |
| 251801 | GM TH400 Spline | 3800 | 5700 | 3200 |
| 251800 ¹⁰⁵ | GM TH400 Spline | 4000 | 4800 | 1800 |
| 251801 | GM TH400 Spline | 4000 | 4800 | 2500 |
| 251804 | GM TH400 Spline | 4000 | 4800 | 3000 |
| 251600 ¹⁰⁵ | GM TH400 Spline | 5200 | 6000 | 2500 |
| 251802 | GM TH400 Spline | 5600 | 6000 | 2800 |
| 251862 | GM TH400 Spline | 5600 | 6100 | 2200 |
| 251861 | GM TH400 Spline | 5700 | 6200 | 2200 |
| 251803 | GM TH400 Spline | 5800 | 6200 | 2800 |
| 251860 | GM TH400 Spline | 5800 | 6300 | 1800 |
| 251800 ¹⁰⁵ | GM TH400 Spline | 6000 | 6300 | 2200 |
| 251805 | GM TH400 Spline | 6000 | 6400 | 2500 |
| 251814 | GM TH400 Spline | 6100 | 6400 | 2500 |
| 251811 | GM TH400 Spline | 6200 | 6500 | 2500 |
| 251813 | GM TH400 Spline | 6300 | 6600 | 2500 |
| 251812 | GM TH400 Spline | 6400 | 6700 | 2500 |
| 10" | | | | |
| 251000 | GM TH400 Spline | 3600 | 4200 | 3200 |
| 251050 | GM TH400 Spline | 4000 | 4000 | 2500 |
| 251020 | GM TH400 Spline | 4000 | 4800 | 2800 |
| 251030 | GM TH400 Spline | 4200 | 5000 | 2500 |

Footnotes: See Master Footnote Listing On Page 4.

¹⁰⁴ When power adder is used, refer to upper stall range

¹⁰⁵ Custom torque converter

PRO-X™ DRAG RACE

9" & 10" TORQUE CONVERTERS

Mechanical Diode

The TCI® Mechanical Diode For PRO-X™ Drag Race Applications provides increased holding capacity and durability over traditional torque converter sprags. Designed for extreme horsepower race applications, the TCI® Mechanical Diode is made from heat-treated and nitrided steel components and simultaneously uses seven elements to engage the outer race, increasing holding capability over traditional sprags that only use one or two. The elements are actuated by coil springs to ensure positive engagement. This gives the mechanical diode 3.5 times greater holding capacity than traditional diodes, increasing durability and life over commonly used flat springs. Designed for extreme race applications, the TCI® Mechanical Diode is available as an optional upgrade in PRO-X™ Torque Converters. Call TCI® at 1.888.776.9824 for pricing and to order.



#CVD199-A27
Mechanical Diode

| Description | Part # |
|------------------|------------|
| Mechanical Diode | CVD199-A27 |

| Engine CID | Power Adder ¹⁰⁴ | Rear Gear | Tire Size | Fuel CFM | Engine Dyno HP |
|------------|----------------------------|-----------|----------------|----------|----------------|
| 421 SBC | 108mm Turbo | 4.10 | 14W x 32H x 16 | 1400 | 1000 |
| 358 | Blower | 3.90 | 14W x 32H x 16 | 1400 | 1400 |
| 800 | 300 HP NOS | 3.60 | 16W x 33H x 16 | 1400 | 1800+ |
| 598 | 450 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1800+ |
| 451 | 114mm Turbo | 3.60 | 16W x 33H x 16 | 1400 | 1800+ |
| 585 | 450 HP NOS | 3.90 | 16W x 33H x 16 | 1400 | 1500 |
| 632 | 150 HP NOS | 4.30 | 14W x 32H x 16 | 1400 | 1400 |
| 565 | 450 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1200 |
| 572 | 450 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1250 |
| 632 | 150 HP NOS | 4.30 | 14W x 32H x 16 | 1400 | 1400 |
| 615 | 350 HP NOS | 3.90 | 16W x 33H x 16 | 1400 | 1400 |
| 565 | 250 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1200 |
| 585 | 300 HP NOS | 3.90 | 16W x 33H x 16 | 1400 | 1500 |
| 572 | 300 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1250 |
| 632 | 150 HP NOS | 4.30 | 16W x 33H x 16 | 1400 | 1500 |
| 585 | 250 HP NOS | 4.10 | 16W x 33H x 16 | 1400 | 1300 |
| 632 | 150 HP NOS | 4.30 | 16W x 33H x 16 | 1400 | 1500 |
| 565 | 450 HP NOS | 4.10 | 14W x 32H x 16 | 1400 | 1000 |
| 800 | 450 HP NOS | 3.60 | 16W x 33H x 16 | 1400 | 1800+ |
| 675 | 450 HP NOS | 3.90 | 14W x 32H x 16 | 1400 | 1400 |
| 675 | 450 HP NOS | 3.90 | 16W x 33H x 16 | 1400 | 1500 |

PRO-X™ DRAG RACE

TRANSMISSIONS



#82884671PX1
PRO-X™ GM Powerglide
Drag Race Transmission
w/ Ringless Input Shaft

PRO-X™ Drag Race Powerglide Transmissions

TCI® PRO-X™ Drag Race Powerglide Transmissions are the highest horsepower application transmissions that TCI® offers. They are built completely new (not rebuilt from existing cores), with the best available high-end materials. Available with 1.98, 1.80 or 1.65 Straight-Cut 12DPI Super Set Planetaries, the state-of-the-art PRO-X™ Powerglide Transmissions deliver unrivaled performance and consistency in race cars regularly running 6.70 seconds, 220+ mph in the quarter mile.

These technologically advanced transmissions feature the PRO-X™ Ringless Input Shaft, 10-Clutch High-Gear Bearing Drum Kit and an industry-exclusive HDT (Heat Dissipating Technology™) Coated Reid Bearing Case. In addition, every unit includes the latest internal component innovations from TCI®, such as the Ringless-Style Gerotor Pump and X-Wide Kevlar Band, HDT Coated Aluminum Deep O-Ringed Pan and High-Flow Filter System. To further ensure every PRO-X™ Powerglide Transmission lives up to the strict TCI® tolerances and performance standards, each unit is Triple Tested including an AxiLine computer dynotest and certification.

| Description | Part # |
|---|-------------|
| PX1 | |
| 2-Piece Reid Case, 1.80 Straight Cut Planetary, Standard Length 4340 Powerglide Output Shaft, #749603 Ringless Input Shaft, #743525 Gerotor Pump | 82884671PX1 |
| PX2 | |
| 2-Piece Reid Case, 1.80 Straight Cut Planetary, Standard Length 4340 Powerglide Output Shaft, #749604 Ultra Ringless Input Shaft, #743530 Gerotor Pump w/ Rear-Oiling Technology™ | 82854631PX2 |
| PX3 | |
| 2-Piece Reid Case, 1.80 Straight Cut Planetary, Standard Length 4340 TH400 Output Shaft, #749604 Ultra Ringless Input Shaft, #743530 Gerotor Pump w/ Rear-Oiling Technology™ | 82854631PX3 |

PRO-X™ DRAG RACE INTERNALS



#743525
GM Powerglide
Cast Aluminum Gerotor Pump
For PRO-X™ Ringless Input Shaft

PRO-X™ Powerglide Gerotor Pumps

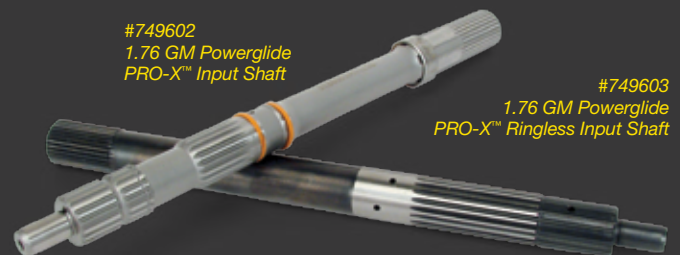
In racing, durability and light weight are the key components to winning, and TCI® is known for building the ultimate performing GM Powerglide drag racing automatic transmissions and internal components. TCI® Gerotor Pumps offer several design advantages over the OEM involute-style pumps, plus improved low RPM flow and reduced horsepower consumption. The aluminum construction significantly reduces pump weight by six pounds from the overall transmission weight without sacrificing strength and dissipates heat more efficiently than the factory pump. Both styles have bolt-in heat-treated stator support tubes and dry film lubricated gears to reduce friction and wear. The high volume pumps also handle line pressures up to 300psi.

- Pumps available for both ring & ringless style input shafts
- Friction-reduction coated to decrease drag
- Aluminum style dissipates heat quickly for added durability
- Bolt-in stator support tube to eliminate tube flex & twist
- Very precise tolerances - as little as .0003"

PRO-X™ Powerglide Input Shafts

As part of its PRO-X™ line of hardcore racing components, TCI® offers two PRO-X™ Input Shafts for hardcore GM Powerglide race applications. These input shafts eliminate breakage by incorporating unique proprietary construction material and a special heat-treating process. The PRO-X™ standard configuration input shaft is a direct replacement component able to handle up to 2000 HP applications.

The PRO-X™ Ringless Input Shaft replaces the load-limiting internal rings with a special bushing and enlarges the diameter of the shaft for increased strength. In addition, TCI® re-engineered and improved the shaft's full cooler circuit flow for more efficient torque converter function as well as better lubrication for increased strength and durability over other types of ringless input shafts. Able to handle 2500+ HP applications, use of the TCI® Ringless Input Shaft requires installation of a TCI® Gerotor Pump for proper operation.



| Description | PRO-X™ | PRO-X™ Ringless |
|---|---------------------|---------------------|
| 1.76 Powerglide Carrier w/ Turbo Converter Splines (12 7/8" Length) | 749602 ¹ | 749603 ² |
| TH400 Aluminum Forward Drum Assembly w/ Larger Diameter Billet Input Shaft Installed (High HP Applications) | 223601 | — |

Footnotes:

¹ Installation of the turbo shaft requires minor machining of the stator shaft or turbine spline bushing in converter

² Made for TCI® Gerotor Pump Part #743510 & #743525 ONLY

NOTES

Engines producing over 800 HP require a PRO-X™ Input Shaft. For 1500+ HP engines, use the PRO-X™ Ringless Input Shaft. The Turbo spline shaft allows installation of a 30-spline Turbo 350/400 converter in a Powerglide. If your torque converter does not have a turbine bushing this shaft requires some minor machining of the stator support to accommodate the included turbo support bushing. TCI® also offers input shafts that will allow the use of a 17-spline Powerglide converter with the Turbo 350/400 transmission.

PRO-X™

ACCESSORIES

PRO-X™ Overflow Canisters

Transmission fluid should always stay in the transmission; while it seems like a simple principle, it can be difficult to achieve. At high RPM, it is not uncommon for fluid to escape through the transmission vent – spreading oil on the undercarriage of your racecar. To eliminate the resulting safety concerns and mess, TCI® offers three lightweight PRO-X™ Overflow Canisters; one each for Ford C4 and GM Powerglide and TH400 transmissions. While weighing less than two pounds each, they hold approximately one quart of fluid and attach to the transmission pan in three easy steps to safely contain high RPM fluid blow-by.

- **Lightweight aluminum construction; black powder coated exterior with etched PRO-X™ logo**
- **Welded bungs, braided steel lines, & all necessary fittings**
- **Largest canister is 12" x 2"; no ground and header clearance issues**
- **1/8" Petcock valve for quick draining & maintenance**



#528206
GM Powerglide
PRO-X™ Overflow Canister

| Description | Part # |
|-------------------------------------|--------|
| Ford C4 PRO-X™ Overflow Canister | 518005 |
| Powerglide PRO-X™ Overflow Canister | 528206 |
| GM TH400 PRO-X™ Overflow Canister | 228005 |



#223603
GM TH400
PRO-X™ Center Support Ring

| Description | Part # |
|---|--------|
| TH400 PRO-X™ Cast Tailhousing w/ Roller Bearing | 226405 |
| TH400 PRO-X™ Center Support Ring | 223603 |
| TH400 PRO-X™ Billet Piston w/ Center Support | 223605 |
| TH400 PRO-X™ Governor Cover | 243300 |



#226405
TH400 PRO-X™ Cast Tailhousing
w/ Roller Bearing

DRAG RACE TRANSMISSION INTERNALS

Aluminum Transmission Drums

TCI® Aluminum Transmission Drums are CNC-manufactured in-house from 7075-T6 aluminum billet due to the outstanding strength of the material despite its light weight. This reduces weight from the transmission's rotating mass without compromising drum integrity. All drums are designed to hold five to six standard-thickness friction clutches and six steel clutches dependant upon piston machining. These drums are hard-coat anodized for improved wear characteristics.



| Description | Part # | OEM Drum Weight (lbs.) | TCI® Drum Weight (lbs.) | Weight Savings (lbs.) |
|---|---------------------|------------------------|-------------------------|-----------------------|
| Ford | | | | |
| C4 Forward | 523855 | 6.95 | 2.48 | 4.47 |
| GM | | | | |
| TH350 Direct (Front) | 323900 | 7.97 | 3.67 | 4.3 |
| TH350 Direct (Front) w/ 36 Element Heavy-Duty Sprag Installed | 327800 | 10.11 | 5.81 | 4.3 |
| TH400 Forward (Front) | 223800 ¹ | 7.25 | 2.84 | 4.41 |
| TH400 Forward (Front) w/ 300M Input Shaft | 223850 ¹ | 9.125 | 4.71 | 3.415 |

Footnotes:

¹ A total of 7 to 8 frictions can be achieved in these drums using special thinner style clutches and a special machined piston. This may be desired in high horsepower applications.

Steel Transmission Drum Kits

These Powerglide drum kits are configured to use high performance frictions and steels, which significantly increase lock-up surface area and allow the drum to hold more torque. The drum is constructed from a high-strength cast steel and has had excess material removed to reduce rotating mass. Oil holes have been added to allow fluid to escape the drum and permit the piston to engage quicker. A standard needle bearing stepped into the front side reduces friction and drag while the high strength, forged-steel clutch hub is built extra tall to accommodate the additional clutch plates.

| Description | Part # |
|--|--------|
| Powerglide 10-Clutch Steel Drum | 743910 |
| Powerglide 10-Clutch Steel Drum Kit (Drum, Hub, Piston, Clutches, Steels) | 743915 |
| Powerglide 10-Clutch Steel Drum Complete Kit (Drum, Hub, Piston, Clutches, Steels, Springs, Retainers) | 743925 |

Powerglide Clutch Hubs

TCI® manufactures two styles of clutch hubs for the aluminum case Powerglide transmission.

- Stress-proof steel design and 7075-T6 aluminum hub
- "Beefed up" radius for extra strength eliminates breakage between hub center and input shaft spline area
- Accept up to six clutch plates but will function with fewer

TH400 Forged Steel Clutch Hub

- CNC-machined from 4140 steel forging
- Construction is stronger than case OE unit and will resist fracturing, clutch tooth wear and spline failures
- Designed for 500+ HP TH400/4L80E applications



| Description | Part # |
|--------------------------------------|--------|
| Powerglide Clutch Hubs | |
| Powerglide High Gear Steel | 748300 |
| Powerglide High Gear Steel 10-Clutch | 748310 |
| Powerglide High Gear Aluminum | 747300 |
| TH400 Forged Steel Clutch Hub | |
| TH400/4L80E Steel Forward Clutch Hub | 228300 |

DRAG RACE

TRANSMISSION INTERNALS



High Performance Input Shafts

TCI® Hardened Input Shafts are constructed from hardened, aircraft quality Vaccu Melt 300 billet steel or Vasco 300 high strength steel. They feature increased lubrication flow and strength with a resized diameter that provides optimum stress distribution along the entire length of shaft and along the extended high gear splines to the oil ring. See the chart below to compare the TCI® Input Shaft materials compared to the stock and other aftermarket brands.

| Description | Part # | |
|---|---------------------|-----------------|
| | Vaccu Melt 300 | VASCO 300 Steel |
| Ford | | |
| C4 Input Shaft w/ 24/26-Spline Count | 549700 | – |
| AOD Input Shaft Stock Replacement for Lock-Up Applications | – | 439700 |
| AOD Input Shaft for Non Lock-Up Applications, for Use w/ TCI® Converter Only | 439600 | – |
| AOD/4R70W Intermediate Shaft | 439800 | – |
| 5R55S Input Shaft | 579600 | – |
| GM | | |
| 1.76 Powerglide Carrier w/ Turbo Converter Splines, 12 7/8" Length | 749600 ¹ | 749601 |
| 1.76 Powerglide Carrier w/ Powerglide Converter Splines, 12 7/8" Length | 749700 | 749701 |
| 1.82 Powerglide Carrier w/ Turbo Converter Splines, 12 5/8" Length | 749200 ¹ | – |
| 1.82 Powerglide Carrier w/ Powerglide Converter Splines, 12 5/8" Length | 749300 | 749301 |
| TH350 Input Shaft w/ Powerglide Splines | 327605 | – |
| TH400 Aluminum Forward Drum Assembly w/ Larger Dia. Billet Input Shaft Installed (High HP Applications) | 223600 | – |
| TH400 Heavy-Duty Forward Drum Assembly w/ Larger Dia. Billet Input Shaft Installed (High HP Applications) | 223850 | – |
| TH400 Heavy-Duty Billet Main Shaft | 223700 | – |
| 1987-97 700R4/4L60E Input Shaft | 379600 | – |
| 1998 & Later 4L60E LS-Style Input Shaft | 379601 | – |
| 4L80E Input Shaft | 279600 | – |

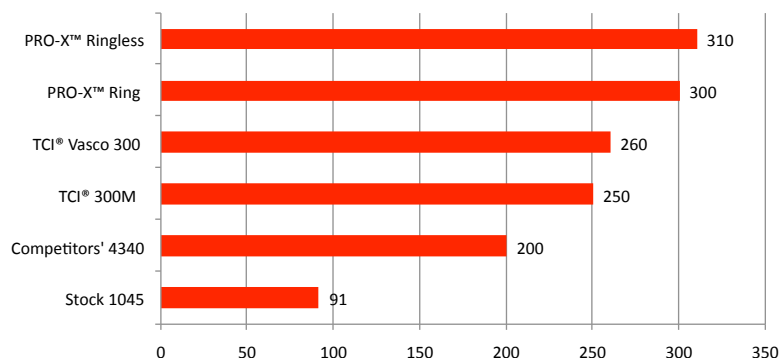
Footnotes:

¹ Installation of the Turbo shaft requires minor machining of the stator shaft or turbine spline bushing in converter

NOTES

Engines producing over 800 HP require a PRO-X™ Input Shaft. For 1500+ HP applications, use the PRO-X™ Ringless Input Shaft. Pg. 125

Material Tensile Strength Measured In ksi



Material Descriptions

| | |
|-------------------|--|
| PRO-X™ Ringless | Aerospace Grade Steel w/ Optimized Heat-Treating Process |
| PRO-X™ Ring | Aerospace Grade Steel w/ Minimized Notch Sensitivity |
| TCI® Vasco 300 | Maraging Grade High-Strength Steel |
| TCI® 300M | Modified 4340 Steel |
| Competitors' 4340 | Standard 4340 Steel |
| Stock 1045 | Standard 1045 Steel |

ksi = kilo-pound [-force] per square inch

Tensile Strength values are based on proper heat-treat values for the intended application

DRAG RACE

PLANETARIES & ACCESSORIES



#747407
27 9/16" Powerglide
Super Set Planetary Set

Straight-Cut Type Carrier Planetary Applications

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

| Ratio | 1.69 ¹ | 1.80 ¹ | 1.98 ¹ |
|---|-------------------|-------------------|-------------------|
| For Standard Length Powerglide Transmissions (27 9/16" Overall Length) Includes Planetary Ring and Flange Gear | | | |
| Super Set Planetary Set | 747408 | 747407 | 743050 |
| For Shorty Length Powerglide Transmissions (19 1/2" Overall Length) Includes Planetary Ring and Flange Gear | | | |
| Super Set Shorty Planetary Set | 745940 | 745930 | 747120 |
| For Shorty Length Transmissions for 4-Link Dragster Applications | | | |
| Super Set Shorty Planetary Set | – | 745935 | 747125 |

Footnotes:

¹ Straight cut gears

1.82 Replacement Planetary

1.82 stock replacement gears for use in small block applications. These include a special reinforced stock planetary. A steel girdle is welded over the housing which greatly increases torque load capacity. The lightweight units provide the maximum benefit due to a reduced rotating weight. The output shaft is gun drilled while the reverse ring gear and carrier are lightened.

| Description | Part # |
|---|--------|
| 1.82 Standard Length w/ Reinforced Carrier (28" Powerglide) | 747500 |
| 1.82 Shorty Length w/ Reinforced Carrier (19 1/2" Powerglide) | 745800 |



#747500
1.82 Standard Length
w/ Reinforced Carrier

DRAG RACE

PLANETARIES & ACCESSORIES



#747456
GM Powerglide
4140 Forged Ring Gear
For 1.65/1.8 Ratios

#747465
GM Powerglide
1.80 Sun Gear Thrust Bearings



#745951
GM Powerglide
Shorty Bare Carrier

#744000
GM Powerglide
High Gear Piston
For 5 Clutches



Powerglide Planetary Low Gear Ratios

The Powerglide planetary is referred to as a compound gear set with a ring gear. **Figure 1** demonstrates the various elements of this planetary.

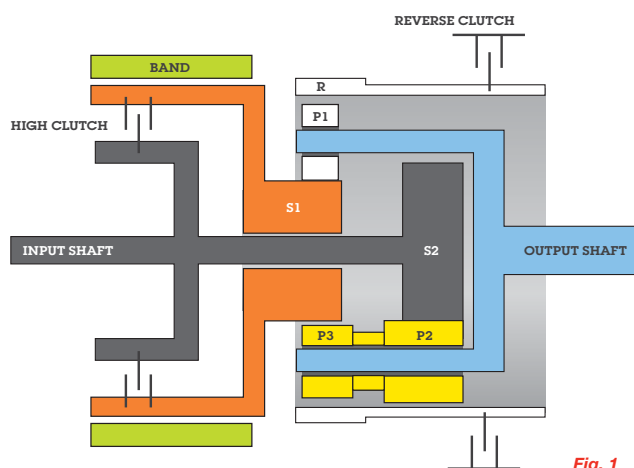


Fig. 1

Figure 1

When the transmission is in low gear, the band is holding the high gear drum stationary, which also means that sun gear S1 (flange gear) is stationary. Input is provided through sun gear S2 (center gear). This input is transmitted to pinion gear P2/P3, then to pinion gear P1 (auxiliary gear). Since S1 is being held, P1 is driven around S1 along with the carrier and output shaft. The ratio at which the input shaft turns compared to the output shaft can be determined as follows:

$$\text{Ratio} = 1 + [(P2/P3)(S1/S2)]$$

Gear tooth counts for the ratios offered by TCI® are as follows:

| Ratio | S1 | S2 | P2 | P3 | Identification Lines ² |
|-------------------------|----|----|----|----|-----------------------------------|
| 1.65 | 20 | 27 | 16 | 14 | 0 |
| 1.76 (OEM) | 26 | 34 | 21 | 21 | 0 |
| 1.82 ¹ (OEM) | 23 | 28 | 18 | 18 | 0 |
| 1.8 | 20 | 25 | 16 | 16 | 0 |
| 1.92 | 28 | 35 | 25 | 23 | 0 |
| 1.98 | 20 | 23 | 18 | 16 | 0 |

Footnotes:

¹ Stamped type carrier, uses 12 5/8" input shaft

² These lines are found on the TCI® long pinion gear teeth

Accessories

| Description | Part # |
|--|--------|
| Powerglide Bare Carriers | |
| Shorty Bare Carrier | 745951 |
| Shorty 4-Link Bare Carrier | 745953 |
| Long Bare Carrier | 747451 |
| Powerglide Shorty Covers | |
| Shorty Cover w/ Bushing | 746400 |
| Shorty Cover w/ Bearing | 746401 |
| Powerglide Shorty Covers For 4-Link Dragster Applications | |
| Shorty Cover for 4-Link Shorty Planetary | 746403 |
| Shorty Cover w/ Bearing for 4-Link Shorty Planetary | 746402 |

| Description | Part # |
|---|--------|
| Powerglide Planetary Service Items | |
| 1.80 Sun Gear Thrust Bearing | 747465 |
| 1.80 Rear Output Shaft Thrust Bearing | 747460 |
| Forged Straight-Cut Reverse Ring Gears | |
| 4140 Forged Ring Gear for 1.65 & 1.80 Ratios | 747456 |
| Powerglide Pistons | |
| High Gear Piston for 5 Clutches | 744000 |
| Reverse Gear Piston for 5 Clutches | 744100 |

DRAG RACE PLANETARIES & ACCESSORIES

#720008
GM Powerglide
Tailhousing

#525000
Ford C4
Low Drag Planetary Set

#720009
GM Powerglide
Tailhousing

Low Drag Transmission Components

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

| Description | Part # |
|---|--------|
| Ford C4 | |
| 1965-82 Low Drag Planetary Set – Complete Set w/ Needle Bearings & Six-Pinion Forward Carrier | 525000 |
| Ford C6 | |
| 1967-1976 Low Drag Planetary Set ¹ – Complete Set w/ Needle Bearings | 425000 |
| 1977-96 Low Drag Planetary Set ¹ – Complete Set w/ Needle Bearings | 425001 |
| Bearing Set – Replacement Needle Bearings for Complete Set | 424900 |
| GM Powerglide | |
| Tailhousing – Reid Casting w/ Roller Bearing Installed | 720008 |
| Tailhousing – New Casting w/ Roller Bearing Installed | 720009 |
| Shorty Cover – Billet Shorty Cover w/ Roller Bearing Installed | 746401 |
| Rear Support ² – Billet Aluminum Support w/ Roller Bearing Installed | 720005 |
| Low Drag SuperCase w/ Liner – Reid Case w/ Roller Bearing Installed & #720005 Rear Support, SFI 30.1 & 4.1 Certified | 720007 |
| Low Drag Two-Piece SuperCase w/ Liner – Reid Case w/ Roller Bearing Installed & #720005 Rear Support, SFI 30.1 & 4.1 Certified – Bellhousing Optional | 720017 |
| GM TH350 | |
| Tailhousing – Stock Casting w/ New Billet Tail, Stock & Roller Bearing Installed | 323100 |

Footnotes:

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

² Bearings must be used in both the rear case location and the rear support location to ensure proper lubrication.

DRAG RACE

VALVE BODIES & ACCESSORIES

Transbrake Valve Bodies

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

- Transbrake action prevents torque load transmission through drivetrain before launch
- Vehicle will not be able to roll forward or backward
- Power is immediately transferred to rear tires, very similar to a manual clutch



| Description | Shift Pattern | Material | Part # |
|---|------------------------------|-----------|-----------------------|
| Chrysler | | | |
| Torqueflite 727 & 904 Pro Tree Transbrake Kit | P-R-N-1-2-3 | Cast Iron | 121900 ¹ |
| Torqueflite 727 & 904 COMP Transbrake Kit | P-R-1-2-3-N (Safe Neutral) | Cast Iron | 121901 ^{2,3} |
| Ford | | | |
| 1970-82 C4 Transbrake Kit | P-R-N-1-2-3 | Aluminum | 521500 ¹ |
| 1969-91 C6 Click-Style Detent Transbrake Kit | P-R-N-1-2-3 | Aluminum | 421500 ¹ |
| 1970-91 C6 Slide Detent Transbrake Kit | P-R-N-1-2-3 | Aluminum | 421501 |
| GM | | | |
| Powerglide Bracket Transbrake Kit | P-R-N-2-1 | Cast Iron | 748200 |
| Powerglide Pro Tree Transbrake Kit | P-R-N-2-1 (Safe Neutral) | Cast Iron | 628200 |
| Powerglide Pro Tree Stage 2 Transbrake Kit | P-R-N-2-1 (Safe Neutral) | Cast Iron | 628251 |
| TH350 Transbrake Kit, All | P-R-N-1-2-3 | Cast Iron | 321500 ¹ |
| 1965-91 TH400 Transbrake Kit | P-R-N-1-2-3 | Cast Iron | 221500 ¹ |
| 1991-96 4L80E Transbrake Valve Body Kit | P-R-N-1-2-3-OD (Full Manual) | Aluminum | 274500 |
| 1997-06 4L80E Transbrake Valve Body Kit | P-R-N-1-2-3-OD (Full Manual) | Aluminum | 274501 |

Footnotes:

¹ Reverse shift pattern

³ Use TCI® #146901 4.2 ratio lever

² Shift pattern P-R-1-2-3-N; Reverse is Neutral until transbrake button is applied

DRAG RACE

VALVE BODIES & ACCESSORIES

Full Manual Valve Bodies

The competition valve body was designed for maximum performance and quick elapsed times in racing applications. By controlling the valve body only through manual means, quicker shift timing and the ability to run higher line pressures than possible with an automatic shift transmission are achieved. Higher line pressure makes it more difficult for clutches to slip under high loads. TCI® Full Manual Valve Bodies are an excellent choice for bracket cars, monster trucks and virtually any off-road competition vehicle where a transbrake is either not legal or not desired.



#221100
GM TH400
Reverse Shift Pattern
Full Manual Valve Bodies

| Description | Part # |
|--|---------------------|
| Chrysler | |
| 1967-79 Torqueflite 727 & 904, Reverse Shift Pattern | 121700 ¹ |
| Ford | |
| 1970-82 C4, Reverse Shift Pattern | 521000 |
| 1967-91 C6, Reverse Shift Pattern | 421000 |
| GM | |
| Powerglide, All Aluminum Case, Forward Shift Pattern | 744200 |
| TH350, All Non Lock-Up, Forward Shift Pattern | 321000 ² |
| TH350, All Non Lock-Up, Forward Shift Pattern | 321001 ³ |
| TH350, All Non Lock-up, Reverse Shift Pattern | 321100 |
| TH350, All Non Lock-up, Reverse Shift Pattern | 321115 ³ |
| 1965-91 TH400, Reverse Shift Pattern | 221100 |
| 1965-91 TH400, Forward Shift Pattern | 221200 ³ |
| 1965-91 TH400, Reverse Shift Pattern | 221201 ³ |
| 2004R, All, Reverse Shift Pattern | 386010 ⁴ |
| 700R4, All, Reverse Shift Pattern | 376010 ⁴ |
| 700R4, All, Reverse Shift Pattern w/ Full Engine Braking | 376015 ⁴ |

Footnotes:

- ¹ Use TCI® #146901 4.2 ratio lever
- ² Retains 2nd gear engine braking
- ³ Retains 1st and 2nd gear engine braking
- ⁴ Retains lock-up capability

Transbrake Release Valves

Direct replacement for TCI® Transbrake Valve Bodies.

| Description | Part # |
|--|--------|
| Replacement Release Valve & Spring for #221500 | 221400 |
| Composite Metal Matrix Release Valve for #221500 | 221409 |
| Replacement Release Valve & Spring for #321500 | 321400 |
| Replacement Release Valve for #628200, 628203, 628204 | 628205 |
| Replacement Release Valve for #628251, 628253, 628254 | 628206 |
| Composite Metal Matrix Release Valve for #628200, 628203, 628204 | 628209 |
| Replacement Release Valve & Spring for #748200 | 749500 |

#628216
Piston Springs For
Powerglide Reverse



#321400
Replacement Release
Valve & Springs



Springs & Things

| Description | Part # |
|--|--------|
| (17) Piston Springs for Powerglide Reverse | 628216 |
| Pressure Regulator Spring for Powerglide | 704300 |
| (16) Direct Springs for TH400 High Gear | 221600 |
| Pressure Regulator Spring for TH400 | 224300 |

DRAG RACE

VALVE BODY ACCESSORIES/SERVOS

Transbrake Solenoids

The TCI® solenoid motor is only 1.025" long, the most compact, space-saving solenoid available. The conical face design is able to handle higher forces than standard flat-faced solenoids with .180" to .200" strokes. The high-efficiency, precision wound coil maximizes the amount of copper in the allowable space for maximum force, and the two-wire set-up ensures a good quality ground can be established.

- **Precision-ground steel shaft with bronze bushing, shaft-pinned nut and unique lip seal prevent fluid leakage while minimizing drag**
- **Shaft-pinned nut for secure placement**

| Description | Part # |
|--|--------|
| Ford C4 External Transbrake Solenoid | 521300 |
| Powerglide Transbrake Solenoid w/ .200" Stroke | 749800 |
| TH350 Transbrake Solenoid w/ .250" Stroke | 221301 |
| TH400 Transbrake Solenoid w/ .200" Stroke | 221300 |

Transbrake Switches

- **Switches can be used for transbrake and RollStop®**
- **Spiral cords allow various mounting locations**
- **All microswitches are injection molded to spiral cord to prevent wire separation**

| Description | Part # |
|--|--------|
| 10 Amp Sealed Microswitch Attached to 18 Gauge Cord – Stretches 7' | 388400 |
| Spiral Cord w/ Extra-Large Button Microswitch (18 Gauge), Great for Steering Wheels, w/ 5/8" Bulkhead Mount, Spiral Cord – Stretches Over 7' | 388500 |
| Microswitch Only (10 Amp), N/O, w/ 5/8" Fine Thread Bulkhead Mount | 387600 |
| 10 Amp Microswitch w/ Extra-Large Button, N/O, w/ 5/8" Fine Thread Bulkhead Mount | 387700 |
| Outlaw™ Shifter Grip w/ Switch | 618008 |
| StreetFighter® Shifter T-Handle w/ Built-In 12V Switch, 7/16 x 20 Thread | 618009 |



Powerglide Dual Ring Servo Kit

For greater durability and consistent performance in the Powerglide, TCI® has created the Dual Ring Servo Kit which receives hydraulic oil in order to tighten the bands around the transmission drum to prevent it from turning. This kit uses two Teflon sealing rings in place of the original single design or dual rubber ring designs offered elsewhere. This doubles sealing effectiveness and prevents excessive leakage which can reduce band apply force. This feature also reduces vehicle rocking when the transbrake is applied and provides additional stability in low gear. Perfect for the Super Class racer seeking positive transbrake engagement when staging.

| Description | Part # |
|--|--------|
| Powerglide Dual Ring Servo Kit | 743210 |
| Replacement Teflon Rings & Gasket for Powerglide Dual Ring Servo Kit | 743205 |

Powerglide Aluminum Servo Cover

- **Superior sealing ability and improved appearance over stock cast iron cover**
- **CNC-machined from billet aluminum and anodized red with laser etched logo**
- **All hardware included**

| Description | Part # |
|---|--------|
| 1962-73 Powerglide Aluminum Servo Cover | 743300 |

#743210
GM Powerglide
Dual Ring Servo Kit



#743300
GM Powerglide
Aluminum Servo Cover



DRAG RACE

TRANSMISSION PANS & ACCESSORIES

Die Cast Deep Aluminum Pan for Powerglide Transmissions

This deep pan is the first of its kind with revolutionary features that every high performance automotive enthusiast will appreciate. Inside, the pan incorporates patent-pending, heat dissipating “inverted-dimples” that increase the surface area inside the pan. These unique “heat suckers” pull heat toward the exterior of the pan – ultimately lowering the temperature of the fluid. On the outside of the pan, exterior fins are slightly angled to create a funnel effect which increases the air speed across the surface. Finally, the pan's exterior is black powder coated* to absorb heat from the interior and further lower operating temperatures.

The die cast design is 1 ½ lbs lighter than the industry standard sand cast version and does not suffer from the porosity issues that plague those pans. No volume is lost with the lighter design – in fact, the TCI® Die Cast Deep Aluminum Pan for Powerglides holds two extra quarts of fluid over standard designs. And unlike other pans, there are no more leaking gasket issues with the TCI® pan. A new o-ring* design replaces the conventional gasket to ensure 100% sealing to stop chances of leaks and removes the need to replace gaskets when changing filters. The drain plug is also o-ringed rather than using the standard factory plastic washer.

- Angled exterior fin design increases airflow speed to pull heat away from the pan
- Patent-pending, heat dissipating dimples increase the surface area and remove heat
- Holds two extra quarts of fluid and weighs 1 ½ lbs. lighter than traditional sand cast pans
- O-ring style pan rail seal and drain plug eliminate leakage issues

*Non o-ring & non powder coat versions available

| Description | Part # |
|--|--------|
| Die Cast Deep Aluminum Pan for Powerglide Transmissions w/ O-Ring & Powder Coat | 528220 |
| Die Cast Deep Aluminum Pan for Powerglide Transmissions w/o O-Ring | 528221 |
| Die Cast Deep Aluminum Pan for Powerglide Transmissions w/o O-Ring & Powder Coat | 528222 |

#528220
Die Cast Deep Aluminum Pan



High Flow Filter System For Powerglide and TH350

- Increases fluid flow in Powerglide and TH350 transmissions under high RPM racing conditions
- Adapter kit installs High Flow Filter for each application to ensure proper fluid supply
- Must be used in conjunction with TCI® Cast Aluminum Deep Pan (see page 55-56)
- Kit includes: filter, filter gasket, oil pan gasket and filter adapter with mounting hardware

| Description | Part # |
|------------------------------------|--------|
| High Flow Powerglide Filter System | 528505 |
| High Flow TH350 Filter System | 328505 |

#528505
High Flow Powerglide
Filter System



DRAG RACE

TRANSMISSION ACCESSORIES

Dipsticks

Sourcing certain components for your race car can be frustrating at times. You've got a new transmission, torque converter, cooler and shifter, but now you discover that your dipstick is damaged, or even worse, missing altogether.

TCI® recommends a part from its line of quality dipsticks for GM Powerglide transmissions. Each dipstick features a locking stick which satisfies sanctioning bodies' racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM tube designs.



| Description | Notes | Color/Finish | Part # |
|--|---|-----------------|---------------|
| GM | | | |
| Powerglide Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Chrome Plate | 743700 |
| Powerglide Dipstick | Full Length, Locking-Style Stick; Race or Street Use | Clear Zinc | 743800 |
| Powerglide Dipstick for 1/4" Mid-Plate | Full Length, Locking Assembly Bent to Fit w/ 1/4" Motor Plates; Common in Race Vehicles | Gold Dichromate | 743804 |
| Powerglide Shorty Dipstick | Shorty, Locking Assembly; Race Applications | Clear Zinc | 743850 |
| Reid Powerglide Shorty Dipstick | Shorty, Locking Assembly Designed for Reid Case Powerglide Transmissions; Race Applications | Gold Dichromate | 743810 |

See Page 58 For Complete Listing



#720012
Reid Two-Piece Case
w/Liner

Bell housings & Cases

These bell housings must be used with the Reid Two-Piece Case with Liner, TCI® Part #720012.

| Description | Part # |
|---|---------------|
| Chrysler Small Block & 5.7/6.1L Bellhousing | 720020 |
| Chrysler Big Block Bellhousing | 720015 |
| Ford Small Block Bellhousing | 720014 |
| Ford Big Block Bellhousing | 720016 |
| Ford Modular Bellhousing | 720018 |

| Description | Part # |
|---|---------------|
| Chevy Bellhousing | 720013 |
| Pontiac Bellhousing | 720021 |
| Reid One-Piece Case w/Liner | 720002 |
| Reid Two-Piece Case (Case Only) w/Liner | 720012 |

DRAG RACE TRANSMISSION ACCESSORIES

Powerglide Gerotor Pumps

In racing, durability and light weight are the key ingredients to winning, and TCI® is known for building the ultimate performing GM Powerglide drag racing automatic transmissions and components, including gerotor pumps. TCI® Gerotor Pumps offer several design advantages over the OEM involute-style pumps, including improved low RPM flow and reduced horsepower consumption. The aluminum style significantly reduces pump weight by six pounds from the overall transmission weight without sacrificing strength and dissipates heat more efficiently than the factory pump. Both styles have bolt-in, heat-treated stator support tubes and dry film lubricated gears to reduce friction and wear. The high volume pumps also handle line pressures up to 300 psi.

- Friction-reduction coated to decrease drag
- Aluminum dissipates heat quickly for added durability
- Bolt-in stator support tube eliminates tube flex & twist

#743520
GM Powerglide
Cast Aluminum Gerotor Pump



| Description | Part # |
|---------------------------------------|--------|
| Powerglide Steel Gerotor Pump | 743500 |
| Powerglide Cast Aluminum Gerotor Pump | 743520 |

Chevrolet Flexplate Shield/Mid-Mount Plate Combination

- 1/8" thick steel, 17.5" x 28.5" mid-mount plate constructed of carbon steel mounts the engine to the chassis
- Allows racer to easily remove transmission from vehicle
- Perfect for vehicles with little transmission tunnel clearance for a conventional style shield
- Can be used strictly as a flexplate shield by mounting between the engine and the transmission
- SFI 30.1 certified

| Description | Part # |
|--|---------------------|
| Chevrolet Flexplate Shield/Mid-Mount Plate Combination | 932500 ¹ |

Footnotes:

¹ Works only with small-bolt pattern torque converters



#932500
Chevrolet Flexplate Shield/
Mid-Mount Plate Combination

Mounting Bolts

The proper size and grade fasteners for our products.

| Description | Part # |
|---|--------|
| GM 8" & 9" Competition Converters, Must Use 7/16" – 20 x 1" (3/Pkg.) | 745500 |
| Extra Long Converter Bolt & Nut Kit 7/16" – 20 x 1 1/2" Long (3/pkg.) | 745501 |
| 8 1/2" Motor Plate Extension Kit | 745502 |
| 8 1/4" Motor Plate Extension Kit | 745504 |
| 8 1/8" Motor Plate Extension Kit | 745508 |



#745500
Converter Nut & Bolt Kit

THIS IS WHERE QUALITY COUNTS.



THE LEADER IN
DRIVETRAIN
TECHNOLOGY



TCI® goes the distance when it comes to providing racers with quality drivetrain components that they can depend on – especially at the drag strip. So don't second guess or take a risk with your expensive racing vehicle. Call TCI® today to order one of our track proven and Triple Tested transmissions or torque converters. Our team of drivetrain specialists, many of whom are racers themselves, are ready to help you select the perfect transmission or converter for your specific application.

TRANS HELP™ 1.888.776.9824 TCLAUTO.COM

HEAVY-DUTY/TOWING

TORQUE CONVERTERS



#142261
Dodge Cummins Diesel
Maximizer™ Torque Converter

Maximizer™ Towing

The fuel-efficient TCI® Maximizer™ Towing Converter is designed to reduce the slippage found in all non lock-up torque converters. The Maximizer™ series enables transmissions to run cooler and reduces engine RPM at highway speeds. In addition to the resulting fuel mileage increases, the Maximizer™ Towing Converter also lowers transmission temperature by as much as 20° F. This is an excellent choice for motor homes, tow vehicles and other heavy load applications. Stall speeds range from 1000 to 1200 RPM.

Maximizer™ Street

These torque converters have some of the same performance characteristics as our standard Saturday Night Special® series for street applications, but they are built with extra reinforcement, tougher turbine splines and thicker mounting surfaces to withstand the additional load and vibrations put through the drivetrain by a modified off-road 4x4 truck. By providing additional stall, trucks will see better initial takeoff and will not lug the engine when using big tires. Special attention is made to match the converter to the power range of most trucks that do double duty as an off-road and daily driver. Improved rear wheel horsepower and elapsed times are a result. Stall speeds range from 1600 to 2000 RPM.

| Application | Maximizer™ Towing | Maximizer™ Street |
|---|---|----------------------|
| Chrysler | | |
| 1967-81 Torqueflite 727, 27-Spline | 142240 | — |
| 1982-90 Torqueflite 904 & 1991-92 A500, 26-Spline | — | 141350 |
| 1993-95 A518LU, 23-Spline | — | 141250 |
| 1995-04 Dodge Cummins Diesel A618-48RE, 23-Spline | 142261 ¹⁴ | — |
| 2005 & Later Dodge Hemi Truck 545RFE | — | 141600 |
| Ford | | |
| 1970-82 C4, 10.5" Bolt Circle, 26-Spline, Dipstick Goes Into Transmission Case | 452630 | — |
| 1971-91 C6 1.375" Crank Pilot (289, 302, 351, 400, 429, 460) | 443630 | 441500 |
| 1988-94 C6 w/ 7.3L Diesel | 443632 | — |
| 1966-84 C6 w/ 1.850" Crank Pilot (332, 360, 390, 406, 427, 428) | 443610 | 441800 |
| 1989-03 E4OD/4R100 RV/Towing, 4-Lug Front | 492200 | — |
| 1989-03 E4OD/4R100 RV/Towing, 6-Lug Forged Steel Front w/ Triple-Disc Clutch & Steel Stator | 492202 | — |
| GM | | |
| 1965-81 TH350, 375B w/ Small Bolt Pattern (Except Lock-Up) | 243510-A | — |
| 1965-91 TH400, 425, 375 w/ Wide-Bolt Pattern (Except Variable Pitch) | 241110 ⁷⁹ , 243410 ⁷⁹ | 241602 ¹⁰ |
| TH400 w/ Cummins Diesel | 240500 ⁷⁹ | — |
| 1984-91 700R4, 30-Spline, 1.703" Crank Pilot | 242820 | — |
| 1999 & Later 4L60E/4L65E Trucks w/ 4.8L, 5.3L, 6.0L Engines | 242936 ⁴ | 242935 ⁴ |
| 1992 & Later 4L80E/4L85E | 242910 | 242916 |

Footnotes: See Master Footnote Listing On Page 4.

⁴ 300mm Diameter converter

¹⁰ With heavy-duty front anti-ballooning plate for nitrous applications

¹⁴ Billet/forged steel front

⁷⁹ 13" Converter

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

Toll Free: 1.888.776.9824

HEAVY-DUTY/TOWING TRANSMISSIONS

Heavy-Duty RV Transmissions

This is the perfect transmission for your two-wheel drive towing and heavy-load trucking needs that range from 450 to 550 HP, depending on the application. These units have valve body modifications that increase cooler flow and improve shift characteristics without the harsh feel of a racing style transmission. When used with a TCI® Heavy-Duty Towing Torque Converter, you can be sure the transmission package is tailored to provide long, dependable service and maximum fuel economy. The optional low gear package offered with each of our RV units is a great addition for trucks pulling heavy loads.

Maximizer™ 4x4 Transmissions

The Maximizer™ 4x4 Transmissions bring performance to your four-wheel drive. A four-wheel drive application is especially tough on an automatic transmission, and the addition of bigger tires makes the job even harder. The Maximizer™ series is designed to be as tough as your truck, because each transmission is built with the best components available and programmed to provide crisp shifts time and time again for applications ranging from 450 to 550 HP.

Full Manual Competition 4x4 Transmissions

Whether you drive a sand dragger, hill climber or tractor puller, TCI® has the transmission for you. The competition line of 4x4 transmissions is built following the same specifications used when building thousands of drag race units and are designed for 600+ HP applications. These units are also available with Transbrake Valve Bodies.

CUSTOM BUILT TRANSMISSIONS

Most popular listings are shown in the chart, but if you have special requirements, please contact us and we can custom build a competition unit to your specifications. Call us at 1.888.776.9824, or email us at tech@tciauto.com.



#371002
GM 700R4
Heavy-Duty RV Transmission

HEAVY-DUTY/TOWING

TRANSMISSIONS

| | | Part # | | |
|--|------------------------------|----------------------|---|------------------------------|
| Application | Engine Size/Type | Heavy-Duty RV | Maximizer™ 4x4 | Full Manual Competition 4x4 |
| Chrysler | | | | |
| 1967-79 Torqueflite 727, Small Block | 318, 340, 360 | – | 111600 ⁸² | – |
| 1967-79 Torqueflite 727, Big Block | 383, 400, 426, 440 | – | 111403 ⁸⁵ | – |
| Ford | | | | |
| 1966-91 C6 | 289, 302, 351C, 351W | 411401 | 411802 ⁸⁷ | – |
| 1966-91 C6 | 351M, 400, 429, 460 | 411201 | 411702 ⁸⁷ | – |
| 1966-84, FE | 332, 352, 390, 406, 427, 428 | – | 411600 ⁸⁵ | 412502 ^{87,103} |
| 1980-93 AOD | 302, 351 | – | 431400 | – |
| GM | | | | |
| Pre-1980 TH350, 203/205 NP Transfer Case | Chevrolet V8 | – | 311600 ⁸⁹ , 311200 ⁹¹ , 311210 ^{26,91} | 312300 ⁸⁹ |
| 1980-82 TH350, 208 NP Transfer Case, 6-Bolt Dust Cover | Chevrolet V8, 4.3L V6 | – | 311500 ^{92,93} | – |
| 1982 & Later TH350, 208 NP Transfer Case, 4-Bolt Dust Cover, Replaces 700R4 Applications | Chevrolet V8, 4.3L V6 | – | 311700 ⁹³ , 311710 ^{26,93} | – |
| TH400, 4" Tailshaft | All Chevrolet | 211001 ⁸³ | – | – |
| TH400, 203 NP Transfer Case | All Chevrolet | – | 211402 | 212615 ^{53,100} |
| TH400, 205 NP | All Chevrolet | – | 211401 | – |
| Pre-1980 TH400 Transfer Case | All Chevrolet | – | 211400 | 212800, 212600 ²⁶ |
| 1984-93 700R4, 30-Spline | V8 | 371002 | 371400, 371402 ⁹⁰ , 371460 ⁹⁷ | 371401 ^{50,102} |
| 1984-93 Diesel 700R4, 30-Spline | Diesel | – | 371403 | – |
| 1996-97 4L60E Truck | V8 | 371010 | 371420 | – |
| 2000-05 4L60E LS1 Truck | 4.8L, 5.3L, 6.0L | 371016 | 371416 | – |
| 1993-94 4L60E | V8 | 371030 | – | – |
| 1993 ½-96 4L80E | V8 | – | 271400 | – |
| 1997-06 4L80E | V8 | 271100 | 271500 | – |

Footnotes: See Master Footnote Listing On Page 4.

²⁶ Special 2.75 low gear set installed

⁵⁰ Reverse shift pattern

⁵³ High performance clutches

⁸² 1976-79, for pre-1976 applications contact TCI® TRANS HELP™ line at 1-888-776-9824

⁸³ With bolt-on yoke

⁸⁴ 1980 & later, non lock-up

⁸⁵ Remote transfer case

⁸⁶ 5" Spacer between transmission & transfer case

⁸⁷ 8" Spacer between transmission & transfer case

⁸⁹ 4-Bolt dust cover

⁹⁰ Four wheel drive heavy-duty RV version

⁹¹ 6-Bolt dust cover

⁹² Replaces 700R4 applications

⁹³ With Part #329900 adapter installed

⁹⁷ Non lock-up, still retains automatic shift features

¹⁰⁰ With Part #223600 HD drum assembly installed

¹⁰² Full engine braking & TCC operation in all forward gears

¹⁰³ Customer must provide core. Call for details.

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**

Toll Free: 1.888.776.9824

HEAVY-DUTY/TOWING

TRANSMISSION PACKAGES



TCI® Maximizer™, RV & Towing Transmission Packages

Heavy-duty Maximizer™ Transmission Packages combine specifically matched components to produce a firm, steady shift that is perfect for trucks, RVs, 4x4s and towing applications. Each component-matched TCI® Maximizer™ Transmission Package contains a TCI® transmission and torque converter, universal transmission cooler and three gallons of premium TCI® Max Shift™ Performance Transmission Fluid. Each transmission and torque converter were individually Triple Tested and certified to ensure that you receive the best possible package for your application.

Maximizer™ Towing Packages were designed to be used in applications ranging from 450 to 550 HP. Each transmission includes a valve body that has been individually tested to ensure proper shifting and correct alignment, while the transmission itself was hydraulic and dyno tested. The torque converter has also been tested and includes upgraded parts, including furnace-brazed fins for increased durability and heavy-duty caged bearings that are much stronger than individual style bearings. Another important feature of the torque converter is improved cooler flow for better cooling and planetary lubrication.

#371002P1
GM 700R4 Heavy-Duty RV Transmission Package

Also included in the package is the popular Max Shift™ Transmission Fluid that reduces internal friction and heat build-up (while promoting clutch lock-up) for increased shift quality and life. The premium fluid was developed with ultra-pure base oils that resist viscosity breakdown and extend fluid change intervals while exceeding Mercon® and Dexron® performance specifications. Most important, Max Shift™ contains exclusive friction eliminating, anti-foaming and extreme heat additives. No other additives or treatments are needed. Simply pour in Max Shift™ for an instant upgrade to your new Maximizer™ RV & Towing Package.

| Description | Part # |
|---|--------|
| Accessories Included in Maximizer™ RV & Towing Packages: | |
| Universal Transmission Cooler | 820500 |
| Max Shift™ Transmission Fluid | 950640 |



TCI® ON FACEBOOK

"Like" TCI® on Facebook to receive insider information on exclusive deals and promotions. Fans are also eligible for contests and prizes. Go to facebook.com/TCIAuto and "Like" us today! Why wait until tomorrow when you could be winning today?

HEAVY-DUTY/TOWING

TRANSMISSION PACKAGES

| | | Part # | | | |
|--|------------------------------|----------|----------------------|----------------------|--|
| Application | Engine | Package | Transmission | Converter | Misc. |
| Ford | | | | | |
| 1966-91 C6, 13 ½" Tailshaft | 289, 302, 351C, 351W | 411401P1 | 411401 | 443630 | 743813 (Filler Tube) |
| 1966-91 C6, 13 ½" Tailshaft | 351M, 400, 429, 460 | 411201P1 | 411201 | 443630 | 743815 (Filler Tube) |
| GM | | | | | |
| TH400 Non Variable Pitch, 4" Tailshaft | All Chevrolet | 211001P1 | 211001 ⁸³ | 243410 ⁷⁹ | 743860 (Filler Tube) |
| 1984-93 700R4, 30-Spline, 30 ½" Overall Length¹ | Chevrolet V8 | 371002P1 | 371002 | 242820 | 743865 (Filler Tube), 376800 (Universal TV Cable) |
| 1984-93 700R4, 30-Spline 4x4 for NP 208/241 Transfer Case¹ | Chevrolet V8 | 371402P1 | 371402 ⁹⁰ | 242820 | 743865 (Filler Tube), 376800 (Universal TV Cable) |
| 1993-94 4L60E | Truck, B-Body | 371030P1 | 371030 | 242820 | 743865 (Filler Tube) |
| 1996-97 4L60E | Truck, B-Body | 371010P1 | 371010 | 242820 | 743865 (Filler Tube) |
| 2000-03 4L60E | LS-Style Truck ³⁸ | 371016P1 | 371016 | 242936 ⁴ | 743865 (Filler Tube) |
| 1997 & Later 4L80E, 30-Spline | Chevrolet V8 | 271100P1 | 271100 | 242910 | 743805 (Filler Tube) |

Footnotes: See Master Footnote Listing On Page 4.

⁴ 300mm Diameter converters

⁷⁹ 13" Diameter Converter

⁸³ With bolt-on yoke

⁹⁰ Four wheel drive heavy-duty RV version

NON LOCK-UP UNITS LISTED IN BLACK, **LOCK-UP UNITS LISTED IN RED**



TCI® ON TWITTER

If you like to tweet, be sure to follow TCI® (@TCIAuto) on www.Twitter.com. You'll be the first to know about new product releases, industry news and other exciting happenings in the TCI® world.

HEAVY-DUTY/TOWING

REBUILD KITS

Maximizer™ Transmission Kits

TCI® Maximizer™ Transmission Kits are transmission overhaul kits that are ideally suited for off-road, towing and other severe-duty applications. Kits cover most of the popular automatic transmissions found in light and medium duty applications.

Each kit contains gaskets, seals, premium-quality frictions, steels, a high volume filter, and even a drain plug kit. Also included is a Valve Body Performance Improvement Kit that delivers a good, solid shift suitable for towing applications. Valve body recalibration modifications provide "crisper" shifts without the "harsh" feel that you often find in kits designed for racing. Durability is improved as there is less heat generated per shift than is associated with the OEM shift characteristics. The Maximizer™ Kits also increase the torque capacity of transmissions to make towing or off-roading a breeze.

| Description | Part # |
|--------------------------------------|--------|
| Chrysler | |
| 1962-70 Torqueflite 727 | 128805 |
| 1970-79 Torqueflite 727 | 128905 |
| 1972-79 Torqueflite 904, Non Lock-Up | 129005 |
| Ford | |
| 1970-82 C4 | 528905 |
| 1966-76 C6 | 448805 |
| 1977-91 C6 | 448905 |
| GM | |
| 1968 & Later TH350, Non Lock-Up | 328805 |
| 1980 & Later TH350, Lock-Up | 329205 |
| 1966 & Later TH400 | 228805 |
| 1982-84 700R4 | 378805 |
| 1985-93 700R4 | 378905 |
| 1993-98 4L60E | 378906 |



#378906
GM 4L60E
Maximizer™ Transmission Kit

Maximizer™ Conversion Kits

TCI® offers many different types of conversion kits that enable interchange of various styles of GM transmissions. This is particularly useful for heavy-load vehicles that may benefit from a heavier-duty transmission for dependability. All kits provide the necessary adapter plate, output shaft and hardware required for installation. Kits will require some degree of driveline modification.



#329900
All 700R4 4WD V8
Maximizer™ Conversion Kit

| Converting From: | Converting To: | Application | Transfer Case | Required Modifications | Part # |
|------------------|----------------|---|---------------|---|---------------------|
| TH350 | TH400 | Pre-1980 4WD | 203 or 205 | Shorten Rear Driveshaft 3.7" & Lengthen Front Driveshaft 3.7" | 229900 |
| TH350 | TH400 | 1980 & Later 4WD GM w/ 3" Spacer to Transfer Case | 208 or 241 | Shorten Rear Driveshaft 3.7" & Lengthen Front Driveshaft 3.7" | 229901 |
| TH350 | TH400 | 1981 & Later 4WD GM w/ 5" Spacer to Transfer Case | 208 or 241 | Shorten Rear Driveshaft 3.7" & Lengthen Front Driveshaft 3.7" | 229902 |
| 700R4 (4L60E) | TH350 | All 700R4 4WD V8 | 208 or 241 | None | 329900 ¹ |
| 700R4 (4L60E) | TH400 | All 700R4 4WD V8 | 208 or 241 | Shorten Rear Driveshaft 15/16" & Lengthen Front Driveshaft 15/16" | 229901 |

Footnotes:

¹ Part #329900 kit also contains dust cover, dipstick, detent cable and replacement shift indicators

HEAVY-DUTY/TOWING/OFF-ROAD/4X4

REBUILD KITS

Sealing Ring Kits

Sealing Ring Kits contain all rings normally required during a transmission rebuild. Often, these rings are difficult to find, so TCI® has conveniently put them all in one kit. These durable metal and/or Teflon-style rings stop leaks from forming inside the transmission, thus preventing shifting problems.

| Description | Part # |
|---------------------|--------|
| Ford | |
| 1964-82 C4 | 513800 |
| 1966-82 C6 | 413800 |
| GM | |
| Powerglide | 623800 |
| 1968-86 TH350 | 313800 |
| 1964-91 TH400 | 243800 |
| 1982-06 700R4/4L60E | 373800 |
| 1991-06 4L80E | 278680 |



#413800
Ford C6
Sealing Ring Kit

Thrust Washer Kits

Thrust Washer Kits from TCI® contain assorted thickness Babbitt and/or nylon thrust washers to correctly set proper case clearance and controlling end play during transmission assembly.

| Description | Part # |
|-------------|--------|
| Ford | |
| C4 | 513600 |
| C6 | 413600 |
| GM | |
| Powerglide | 623600 |
| TH350 | 313600 |
| TH400 | 243600 |



#513600
Ford C4
Thrust Washer Kit

Bushing Kits

TCI® Bushing Kits contain all of the bushings normally required during a transmission rebuild. The durable bronze or Babbitt-style bushings have a long service life to keep your transmission running smoothly for longer.

| Description | Notes | Part # |
|-------------|-----------|--------|
| Ford | | |
| C4 | 9 Pieces | 513700 |
| C6 | 11 Pieces | 413700 |
| E4OD/4R100 | 13 Pieces | 493700 |
| GM | | |
| Powerglide | 7 Pieces | 623700 |
| TH350 | 12 Pieces | 313700 |
| TH400 | 10 Pieces | 243700 |
| 2004R | 12 Pieces | 383700 |
| 700R4/4L60E | 12 Pieces | 373700 |
| 4L80E | 13 Pieces | 278685 |



#278685
GM 4L80E
Bushing Kit

HEAVY-DUTY/TOWING

COOLING

Heavy-Duty Engine Oil Cooler Kit

Perfect for tow trucks, motor homes and other vehicles used in heavy-load applications, the TCI® Heavy-Duty Engine Oil Cooler Kit provides a continuous cooling of engine oil while the engine is running and is the best way to ensure proper engine oil cooling under heavier than normal driving conditions. The kit ensures a drop of 20° to 30° F in engine oil operating temperatures and a thermostatic sandwich adapter enables the use of the original oil filter.

| Applications | Part # |
|--|--------|
| Chevy 301-454 (Spin on Filter) Heavy-Duty Engine Oil Cooler Kit | 820300 |



#820300
Heavy-Duty
Engine Oil Cooler Kit

Performance Transmission Coolers

TCI® high performance coolers are designed specifically for racing but can also be used in street and towing applications. Due to a superior “tube and fin” design, you can expect our coolers to meet your needs. Constructed entirely from aluminum, the coolers are black powder coated for an aggressive race look and have #6 AN fittings for connection to either steel braided or high pressure lines. These coolers are pressure checked to 300 psi.

- **Lightweight aluminum, black powder coated construction**
- **Dense fin pack for high efficiency**
- **#6 AN female connectors to either steel braided or high pressure lines**
- **Pressure checked to 300psi**
- **All coolers include Part #821500 Quick Mount Kit**



#823800
3/4" x 10" x 15 1/2"
Performance Cooler

#823200

| Description | Part # |
|--|--------|
| 3/4" x 7-1/2" x 12 3/4" Performance Cooler (22,000 GVW); Excellent Choice | 823200 |
| 3/4" x 7 1/2" x 15 1/2" Performance Cooler (22,000 GVW); Excellent Choice | 823500 |
| 3/4" x 10" x 15 1/2" Performance Cooler (26,000 GVW) Maximum Protection | 823800 |
| 3/4" x 7 1/2" x 12 3/4" Aluminum Transmission Cooler w/High Pressure Hose (18,000 GVW) | 820500 |

Max-Cool™ Transmission Coolers

A TCI® Max-Cool™ Transmission Cooler is the most effective way to keep your transmission cool and extend its durability and performance. Available in four different sizes, the Max-Cool™ Transmission Coolers utilize a special “plate and fin” design to reduce transmission temperatures by 33%.

- **Feature pre-drilled mounting plates and 3/8" push-on fittings for easy installation and improved durability**
- **Most compact, efficient coolers on the market**
- **Available in four different sizes ranging from 4" x 11" x 3/4" through 9 7/8" x 11" x 3/4"**



#824101

#824104

| Description | Part # |
|---|--------|
| Max-Cool™ Transmission Cooler, 4" x 11"W x 3/4" | 824101 |
| Max-Cool™ Transmission Cooler, 6" x 11"W x 3/4" | 824102 |
| Max-Cool™ Transmission Cooler, 7-3/4" x 11"W x 3/4" | 824103 |
| Max-Cool™ Transmission Cooler, 9-7/8" x 11"W x 3/4" | 824104 |

HEAVY-DUTY/TOWING

COOLING/ACCESSORIES

Transmission Cooler Fittings

CHRYSLER

| Fitting Location | Thread Size | Flow Direction |
|------------------------|-------------|-----------------|
| All Torqueflite | | |
| Front | 1/8" Pipe | Cooler Feed/Out |
| Rear | 1/8" Pipe | Return/In |

FORD

| Fitting Location | Thread Size | Flow Direction |
|-----------------------|-------------|-----------------|
| C3, C4, C5, C6 | | |
| Front | 1/4" Pipe | Cooler Feed/Out |
| Rear | 1/4" Pipe | Return/In |
| AOD | | |
| Upper | 1/4" Pipe | Cooler Feed/Out |
| Lower | 1/4" Pipe | Return/In |
| AODE /4R70W | | |
| Upper | 1/4" Pipe | Return/In |
| Lower | 1/4" Pipe | Cooler Feed/Out |
| E40D/4R100 | | |
| Front | 1/4" Pipe | Cooler Feed/Out |
| Rear | 1/4" Pipe | Return/In |



#497010
Ford E40D
6-Pinion Steel Forward Planetary

Ford E40D/4R100 Components

| Description | Part # |
|---|---------------|
| .427 Modulator Line Pressure Assembly | 492300 |
| .500 Modulator Line Pressure Assembly | 494301 |
| 5 Clutch Direct Friction Kit | 494000 |
| 5 Clutch Forward Friction Kit w/ Hardened Teeth | 494500 |
| Intermediate Band | 495500 |
| Valve Body Improver Kit | 496500 |
| E40D 4-Gear Steel Overdrive Planetary | 497000 |

GM

| Fitting Location | Thread Size | Flow Direction |
|-------------------------------------|--------------------|-----------------|
| Powerglide OEM | | |
| Upper | 1/8" Pipe | Return/In |
| Lower | 1/8" Pipe | Cooler Feed/Out |
| Powerglide Reid | | |
| Upper | 1/4" Straight Pipe | Return/In |
| Lower | 1/4" Straight Pipe | Cooler Feed/Out |
| TH200C Metric, 2004R | | |
| Upper | 1/4" Straight Pipe | Cooler Feed/Out |
| Lower | 1/4" Straight Pipe | Return/In |
| TH350/TH250 | | |
| Upper | 1/4" Straight Pipe | Return/In |
| Lower | 1/4" Straight Pipe | Cooler Feed/Out |
| TH400 | | |
| Upper | 1/4" Straight Pipe | Return/In |
| Lower | 1/4" Straight Pipe | Cooler Feed/Out |
| 700R4/4L60/4L60E/4L65E | | |
| Upper | 1/4" Straight Pipe | Return/In |
| Lower | 1/4" Straight Pipe | Cooler Feed/Out |
| 1991-96 4L80E | | |
| Upper | 1/4" Straight Pipe | Return/In |
| Lower | 1/4" Straight Pipe | Cooler Feed/Out |
| 1997 & Later 4L80E/4L85E | | |
| Rear Special "tube" style fitting | 1/4" Straight Pipe | Return/In |
| Front | 1/4" Straight Pipe | Cooler Feed/Out |

COMPONENTS

| Description | Part # |
|--|---------------|
| E40D 6-Pinion Steel Rear Planetary | 497005 |
| E40D 6-Pinion Steel Forward Planetary | 497010 |
| E40D/4R100 Center Support Hub w/ Shaft, Bearing & Gasket | 497015 |
| E40D/4R100 Intermediate Pressure Plate | 497016 |
| E40D Overdrive Pressure Plate | 497017 |
| E40D/4R100 45 Element Intermediate Sprag | 497900 |

RECOMMENDATION FORM

TRANSMISSIONS & TORQUE CONVERTERS

Customer Information

Please take the time to familiarize yourself with this application sheet. Our technical department will need this information in order to determine what product works best for your application or if you need a custom built TCI® converter or transmission.

Name: _____

Address: _____

Address 2: _____ Apt: _____

City: _____ State: _____ Zip Code: _____

Phone (7:00am - 8:00pm CST): _____

Email: _____

Application Information

Type of Transmission: _____

Year of Transmission: _____ Make of Car: _____ Model of Car: _____ Year of Car: _____

Engine Size: _____ Oversize: _____ RPM @ Shift Point: _____

Motor Plate Thickness: _____ Weight of Car: _____

Rear End Size: _____ Tire Size: _____ Width: _____ Height: _____

Camshaft: _____ Duration: _____ Lift: _____ Centerline: _____

Carburetor CFM: _____ Manifold: _____ Supercharger or Turbo? _____ Nitrous? _____

Altitude of Race Track: _____

Class: _____ Track Length: _____

What Converter Are You Using Now? _____

What Stall? _____ Converter Size: _____

What Transmission Are You Using Now? _____ What Low Gear? _____

Is Car Equipped With A Transbrake? _____ Full or Pro Tree? _____

When completed, please fax this form to 662-224-8255, email to tech@tciauto.com or mail to the address below.

TCI® Automotive • 151 Industrial Drive • Ashland, Mississippi 38603

PH: 662-224-8972 • tciauto.com

LITERATURE

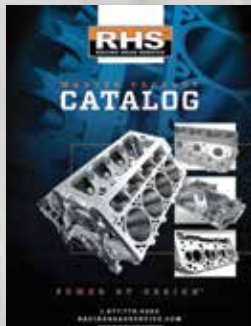
COMP PERFORMANCE GROUP™



COMP Cams® Catalog
#106-10



FAST™ Catalog
#F2011-1



RHS® Catalog
#RHS5-2013



Quarter Master® Hot Product Guide
#QM1000-2



ZEX™ Catalog
#ZEX101-2011



Inglese™ Catalog
#NG1821



Powerhouse® E-Catalog
www.powerhouseproducts.com

Catalog on CD
#COMP107-13



TCI® is a proud member of the COMP Performance Group™ family. To order a printed copy of any COMP Performance Group™ catalog or to view a digital copy online, please visit us at cpgcatalogs.com or scan the QR code to the left.

LIMITED WARRANTY

Technical and sales personnel are available 7 a.m. to 6 p.m. CST, Monday through Friday. TCI® is closed on weekends and legal holidays. Prior to contacting us for technical assistance, it is helpful to obtain a copy of the transmission and torque converter recommendation form from this catalog or the website. The information requested in this form will help us to recommend the best possible parts for your application.

NOTES

Messages sent while TCI® is closed will be answered on the following business day. At times, we may receive a large volume of email which could take up to three days to process. We appreciate your patience.

Technical assistance is available through a variety of sources:

Phone: 662-224-8972

Toll Free TRANS HELP™ Line: 1-888-776-9824

Website: www.tciauto.com

Email: tech@tciauto.com

Twitter: @CPG Tech

Goods Damaged In Shipment

All shipments are insured; therefore claims for damage must be made with the freight company. Do not return the merchandise to us unless prior arrangements have been made.

Limited Warranty

TCI® Automotive, LLC warrants that all of its products are free from defects in material and workmanship for a period of 30 days on Racing equipment and a period of 90 days on Street/Strip equipment. The warranty period begins from the date of purchase. We recommend that you keep your invoice or receipt because proof of purchase date is required. This limited warranty shall only cover the original purchaser.

Warranty coverage requires the use of TCI® Max Shift™ Cooler Flush (or equivalent) to remove debris which could impact the proper function of your new torque converter and/or transmission.

Warranty coverage requires the use of a premium high performance transmission fluid such as TCI® Max Shift (or equivalent).

There is absolutely no warranty on the following:

- A. Any product that has been physically altered, improperly installed or maintained.
- B. Any product used in an improper application, abused, or not used in connection with the proper parts.
- C. Any product that is defective due to accident, neglect or unauthorized repair.
- D. Any product where proper cooling and/or fluid levels have not been maintained.
- E. Any transmission not used with a TCI® torque converter.

There is no implied warranty of merchantability or fitness for a particular purpose. TCI®'s obligation under this warranty is limited to the repair or replacement of its products. There are no warranties that extend beyond the description on the face of this warranty. TCI® Automotive will not be responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. If there is by law an implied warranty of merchantability and/or fitness, they are limited to the warranty term set forth above and start from the date of the original purchase. This limited warranty gives you specific legal rights and you may have other legal rights, which vary from state to state or country to country.

This warranty is subject to the following: rebuilding of transmission will be limited to replacement of all friction materials, gaskets and seals. There will be an additional charge for parts that are damaged as a result of items not covered by this warranty. Please note that all TCI® transmissions or converters must be operated with a transmission cooling system that is in addition to the stock radiator-type cooler.

Merchandise Returns

In order to provide better customer service, we require prior approval before a customer returns merchandise for warranty or for other reasons. To obtain a Return Material Authorization (RMA), contact us. All merchandise returned to us should be sent freight prepaid and insured. TCI® is not liable for any taxes or duties associated with international shipments. Items returned for credit must be in perfect condition.

Inside the package you must also include your name, address, phone number, email address and/or other contact information, along with an explanation of the problem and work to be done. This contact information is important because it allows us to get in touch with you concerning your parts.

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