

STREET ■ HEAVY-DUTY ■ CIRCLE TRACK ■ DRAG RACE

TCI®

AUTOMOTIVE

THE LEADER IN
DRIVETRAIN
TECHNOLOGY



CATALOG SECTIONS

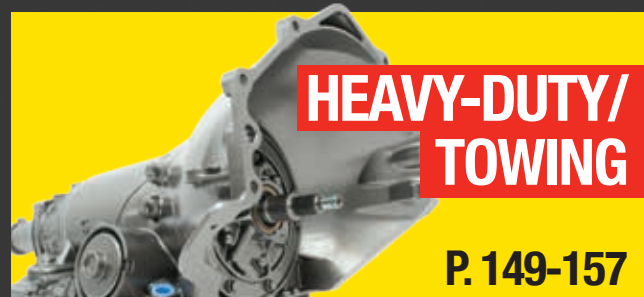
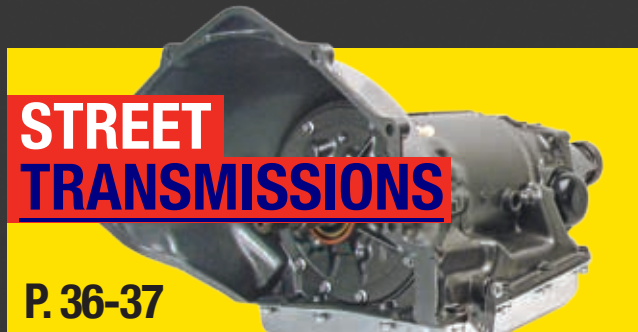





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MASTER FOOTNOTE LISTING

TORQUE CONVERTERS, TRANSMISSIONS & PACKAGES

- ¹ See chart on page 25 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
- ⁸³ With bolt-on yoke
- ⁸⁴ 1980 & Later, non lock-up
- ⁸⁵ Remote transfer case
- ⁸⁶ 5" Spacer between transmission & transfer case; spacer NOT included
- ⁸⁷ 8" Spacer between transmission & transfer case; spacer NOT included
- 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.
- ¹⁰⁵ Bellhousing not included. See p.147 for bellhousing applications.
- ¹⁰⁶ "C" balance weights installed

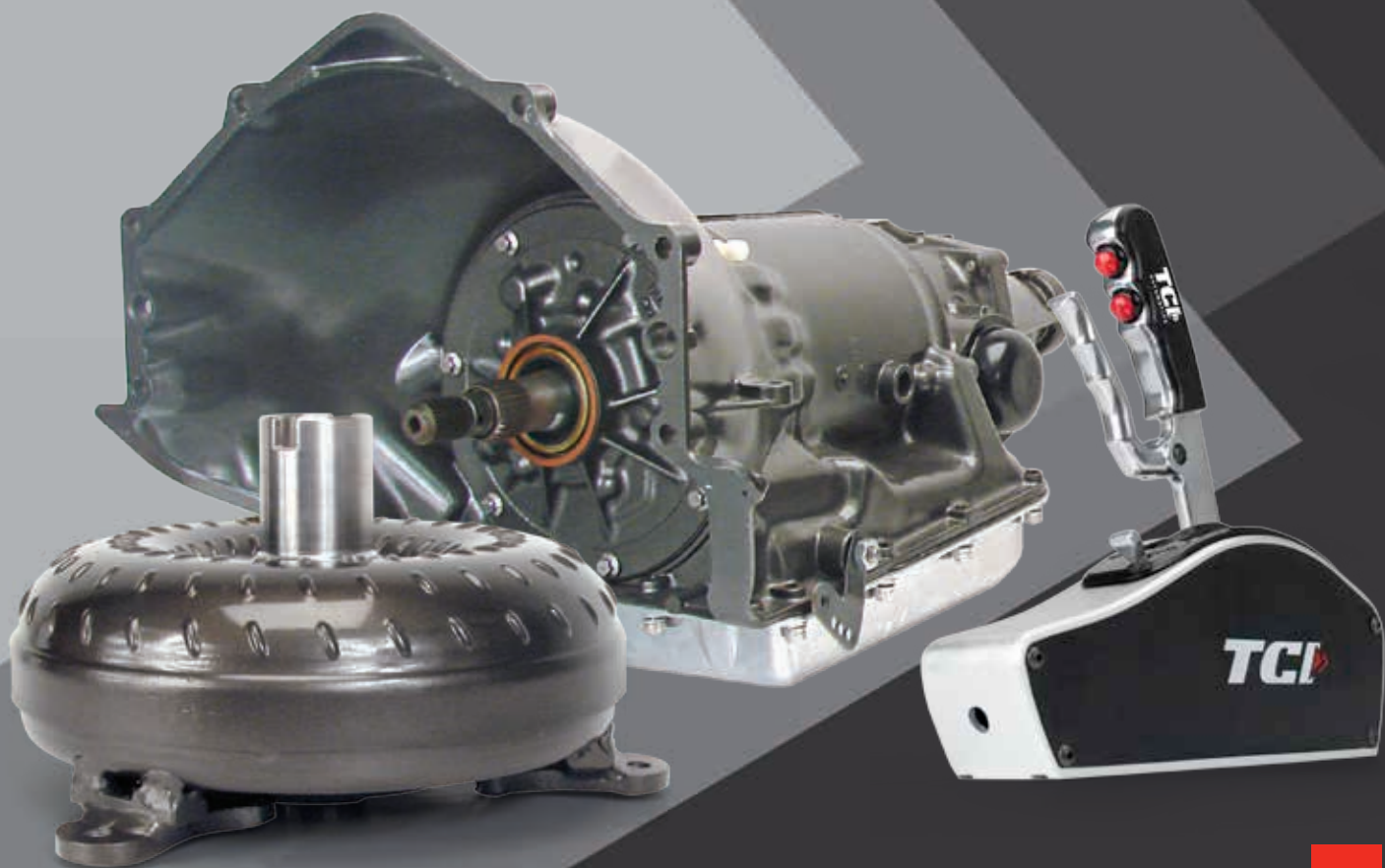
IMPORTANT NOTICE

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.)



STREET PERFORMANCE QUICK REFERENCE GUIDE

- SHIFTERS
- TRANSMISSIONS
- TRANSMISSION PACKAGES
- RECOMMENDED COMPONENTS



QUICK REFERENCE GUIDE

SHIFTER CHART

TCI® SHIFTER SELECTOR

Choosing the best shifter for your application and specific needs can be overwhelming with all of the choices available. TCI® has made that choice a bit simpler for you with our shifter selection guide. Below is a list of all of the shifters available from TCI®, along with the main features of each. Below that is a listing that shows which shifters are available for popular applications. Simply pick the shifter that features the characteristics you need and follow it down the chart to verify that it is available for your application. See page 81 for complete shifter descriptions.



		Diablo	Outlaw™/ Outlaw™ Blackout	FAST-GATE™	StreetFighter®	StreetFighter® Mustang Shifter	Paddle¹
Features							
	Ratchet				✓	✓	
	Gated	✓	✓	✓			
	Reverse Lockout	✓	✓	✓	✓		
	Reverse Pattern Manual Valve Bodied Transmissions	✓	✓		✓		
	Interchangeable Gate Plate		✓				
Make	Transmission Type						
Chrysler	Torqueflite	✓	✓	✓	✓		
Ford	C4/C6	✓	✓	✓	✓		
	AOD		✓		✓		
	5R55S					✓	
GM	Powerglide w/ Manual Valve Body	✓	✓				
	All GM 3-Speed	✓	✓	✓	✓		
	All GM 4-Speed	✓	✓	✓	✓		
	4L60/65/80/80E	✓	✓	✓	✓		✓

¹ Requires TCI® EZ-TCU™

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	400	311038	241538-A	820500	743860 (Dipstick) 376900 (Universal TV Cable)	328000	328500	

In some cases, a transmission package will **NOT** be available for certain transmissions, therefore only the individual transmission part number and horsepower rating will be listed.

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 ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
TH350 – CHEVROLET V8, 4.3L V6; 6" TAILSHAFT							
StreetFighter®							
311010 ²⁶	575	See Pg. 28-30	820500	743860 (Dipstick) 376900 (Universal TV Cable)	328000	328500	

QUICK REFERENCE GUIDE

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							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	375	111138	141538	820500	743807 (Dipstick)	128000	128500	
StreetFighter®								
111100P1	575	111100	142200 ⁵	820500	743807 (Dipstick)	128000	128500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
Super StreetFighter™								
111105	575	See Pg. 28-30	820500	743807 (Dipstick)	128000	128500		

							Recommended	
Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
TORQUEFLITE 727 – 1967-79 383, 400, 426, 440 BIG BLOCK, 18 3/8" TAILSHAFT								
StreetFighter®								
111000P1	575	111000	142200 ⁵	820500	743808 (Dipstick)	128000	128500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
Super StreetFighter™								
111005	575	See Pg. 28-30	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

Horsepower ratings are NOT for wide-open throttle or overdrive transmissions.

QUICK REFERENCE GUIDE

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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	375	511238	450738	820500	743811 (Dipstick)	518000	528500
StreetFighter®							
511200P1	475	511200	450700	820500	743811 (Dipstick)	518000	528500
511200P2	500	511200	451500	820500	743811 (Dipstick)	518000	528500
511200P3	500	511200	451522	820500	743811 (Dipstick)	518000	528500
Super StreetFighter™							
511205P2	700	511205	451500	820500	743811 (Dipstick)	518000	528500
511205P3	700	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	375	511638	450938	820500	743812 (Dipstick)	518000	528500
StreetFighter®							
511600P1	475	511600	450900	820500	743812 (Dipstick)	518000	528500
511600P2	500	511600	451900	820500	743812 (Dipstick)	518000	528500
511600P3	500	511600	451922	820500	743812 (Dipstick)	518000	528500
Super StreetFighter™							
511605P2	700	511605	451900	820500	743812 (Dipstick)	518000	528500
511605P3	700	511605	451922	820500	743812 (Dipstick)	518000	528500

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

C6 – 1966 & LATER 289, 302, 351C, 351W; 13 ½" TAILSHAFT

Street Rodder™							
411438P1	400	411438	441638	820500	–	428000	428500
StreetFighter®							
411400P1	675	411400	441600	820500	743813 (Dipstick)	428000	428500
411400P2	675	411400	441301 ¹⁰	820500	743813 (Dipstick)	428000	428500
411400P3	675	411400	441302 ¹⁰	820500	743813 (Dipstick)	428000	428500
Super StreetFighter™							
411405P2	825	411405	441301 ¹⁰	820500	743813 (Dipstick)	428000	428500
411405P3	825	411405	441302 ¹⁰	820500	743813 (Dipstick)	428000	428500

C6 – 1966 & LATER 351M, 400, 429, 460; 13 ½" TAILSHAFT

Street Rodder™							
411238P1	400	411238	441638	820500	743815 (Dipstick)	428000	428500
StreetFighter®							
411200P1	650	411200	441600	820500	743815 (Dipstick)	428000	428500
411200P2	675	411200	441300	820500	743815 (Dipstick)	428000	428500
411200P3	675	411200	441322	820500	743815 (Dipstick)	428000	428500
Super StreetFighter™							
411205P2	825	411205	441301 ¹⁰	820500	743815 (Dipstick)	428000	428500
411205P3	825	411205	441302 ¹⁰	820500	743815 (Dipstick)	428000	428500

C6 TRANSMISSIONS & TORQUE CONVERTERS CONTINUED ON NEXT PAGE.

QUICK REFERENCE GUIDE

FORD CONT.

							Recommended	
Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
C6 – 1966 & LATER FE 332, 352, 390, 406, 427, 428; 13 1/2" TAILSHAFT								
Street Rodder™								
411038P1 ¹⁰³	400	411038 ¹⁰³	441738	820500	743814 (Dipstick)	428000	428500	
StreetFighter®								
411000P1 ¹⁰³	675	411000 ¹⁰³	442100	820500	743814 (Dipstick)	428000	428500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
StreetFighter®								
411010 ^{26,103}	675	See Pg. 28-30	820500	743814 (Dipstick)	428000	428500		
Super StreetFighter™								
411005 ¹⁰³	825	See Pg. 28-30	820500	743814 (Dipstick)	428000	428500		

							Recommended	
Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
AOD – 1980 & LATER 5.0, 5.8L; 4-SPEED OVERDRIVE								
StreetFighter®								
431000P1	450	431000	432800	820500	430800 (Dipstick), 430806 (TV Cable)	438000	438500	
431000P2	450	431000	433100	820500	430800 (Dipstick), 430806 (TV Cable)	438000	438500	
431000P3	450	431000	432700	820500	430800 (Dipstick), 430806 (TV Cable)	438000	438500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
StreetFighter®								
431200 ²⁷	450	See Pg. 28-30	820500	430800 (Dipstick), 430806 (TV Cable)	438000	438500		
Super StreetFighter™								
431500 ²⁷	650	See Pg. 28-30	820500	430800 (Dipstick), 430806 (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**

NOTES

Horsepower ratings are NOT for wide-open throttle or overdrive transmissions.

QUICK REFERENCE GUIDE

FORD CONT.

Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Recommended	
						Pan	Filter & Pan Gasket Kit
AODE – 1993-95 3.8, 5.0, 5.8L							
StreetFighter®							
434020P3	450	434020 ²⁸	434100 ^{12, 13, 14}	820500	430800 (Dipstick)	438000	438501

Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit
						Recommended
4R70W – 1998-04 4.6L						
StreetFighter®						
434022 ²⁸	725	See Pg. 28-30	820500	-	438000	438560
Super StreetFighter™						
434322 ²⁸	725	See Pg. 28-30	820500	-	438000	438560

Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit
						Recommended
5R55S – 2005-08 4.0, 4.6L MUSTANG						
StreetFighter®						
571100	475	See Pg. 28-30	820500	-	-	578500
Super StreetFighter™						
571000	750	See Pg. 28-30	820500	-	-	578500

Footnotes: See Master Footnote Listing On Page 4.

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NOTES

Horsepower ratings are NOT for wide-open throttle or overdrive transmissions.

QUICK REFERENCE GUIDE

GM

							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	400	311038	241538-A	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
StreetFighter®								
311000P1	575	311000	240900	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
311000P2	575	311000	241500-A	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
311000P3	575	311000	241000	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
StreetFighter®								
311010 ²⁶	575	See Pg. 28-30	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500		
Super StreetFighter™								
311005	775	See Pg. 28-30	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500		

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

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

Street Rodder™							
311098P1	450	311098	241538-A	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500
StreetFighter®							
311090P1	575	311090	241500-A	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500

ALL BOP TH350 – BUICK, OLDS, PONTIAC; 6" TAILSHAFT

Street Rodder®								
311138P1	450	311138	241502	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
StreetFighter®								
311100P1	575	311100	241502	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500	
							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
StreetFighter®								
311105	775	See Pg. 28-30	820500	743860 (Dipstick), 376900 (TV Cable)	328000	328500		

QUICK REFERENCE GUIDE

GM CONT.

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

TH400 – ALL CHEVROLET, NON VARIABLE PITCH, 4" TAILSHAFT

StreetFighter®							
211000P1	650	211000	24160210	820500	743860 (Dipstick)	228000	228500
211000P2	650	211000	241000	820500	743860 (Dipstick)	228000	228500
211000P3	650	211000	240900	820500	743860 (Dipstick)	228000	228500
Recommended							
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
StreetFighter®							
211010 ²⁶	650	26-28	820500	743860 (Dipstick)	228000	228500	
Super StreetFighter™							
211005	875	26-28	820500	743860 (Dipstick)	228000	228500	

							Recommended	
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		

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

StreetFighter®							
211090	650	See Pg. 28-30	820500	743860 (Dipstick)	228000	228500	
Super StreetFighter™							
211095	875	See Pg. 28-30	820500	743860 (Dipstick)	228000	228500	

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

StreetFighter®							
211300	650	See Pg. 28-30	820500	743860 (Dipstick)	228000	228500	
Super StreetFighter™							
211305	875	See Pg. 28-30	820500	743860 (Dipstick)	228000	228500	

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

StreetFighter®							
211390	650	See Pg. 28-30	820500	743860 (Dipstick)	228000	228500	

							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	525	381500 ²⁹	242500 ²¹	820500	743860 (Dipstick), 376800 (Universal TV Cable)	–	386500
381500P3	525	381500 ²⁹	242600	820500	743860 (Dipstick), 376800 (Universal TV Cable)	–	386500

QUICK REFERENCE GUIDE

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							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	650	373000 ³⁵	242800 ²¹	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
373000P2	650	373000 ³⁵	243105	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
373000P3	650	373000 ³⁵	243110	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	

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

Street Rodder™								
371038P1	400	371038	242738	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
StreetFighter®								
371000P1	650	371000 ²⁹	242800 ²¹	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
371000P2	650	371000 ²⁹	243105	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
371000P3	650	371000 ²⁹	243110	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
371000P4	650	371000 ²⁹	242700	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
Super StreetFighter™								
371100P1	750	371100 ²⁹	243105	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
371100P2	750	371100 ²⁹	242800 ²¹	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	
371100P3	750	371100 ²⁹	242700	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500	

Footnotes: See Master Footnote Listing On Page 4.

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

NOTES

Horsepower ratings are NOT for wide-open throttle or overdrive transmissions.

QUICK REFERENCE GUIDE

GM CONT.

		Recommended				
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit
4L60E/4L65E/700R4 – CHEVROLET V8; 1984-93 700R4, 30-SPLINE, 30 ½" OVERALL LENGTH⁷						
StreetFighter®						
371004 ^{29,41}	650	See Pg. 28-30	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500
371060 ²⁹	650	See Pg. 28-30	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500
Ultimate StreetFighter™						
371200 ²⁹	850	See Pg. 28-30	820500	743865 (Dipstick), 376800 (TV Cable)	378000	378500

							Recommended	
Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
4L60E/4L65E/700R4 – 2000-06 LS-STYLE TRUCK								
StreetFighter®								
371016P1	650	371016 ^{33,34}	242935 ^{3,4}	820500	743865 (Dipstick)	378000	378500	
371016P2	650	371016 ^{33,34}	242938	820500	743865 (Dipstick)	378000	378500	
371016P3	650	371016 ^{33,34}	242931 ¹⁰	820500	743865 (Dipstick)	378000	378500	
371016P4	650	371016 ^{33,34}	242932 ³	820500	743865 (Dipstick)	378000	378500	
371016P5	650	371016 ^{33,34}	242933 ⁴²	820500	743865 (Dipstick)	378000	378500	
		Recommended						
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit		
Super StreetFighter™								
371116 ^{33,34}	750	See Pg. 28-30	820500	743865 (Dipstick)	378000	378500		

							Recommended	
Transmission Packages	Horsepower	Transmission	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	
4L60E/4L65E/700R4 – 1998-02 LS1/LS2 F-BODY								
StreetFighter®								
371050P1	650	371050 ^{33,34}	242931 ¹⁰	820500	743865 (Dipstick)	378000	378500	
Super StreetFighter™								
371150P1	750	371150 ^{33,34}	242932 ³	820500	743865 (Dipstick)	378000	378500	
4L60E/4L65E/700R4 – 1996-97 TRUCK, B-BODY								
Super StreetFighter™								
371110P1	750	371110 ^{33,34}	242800 ²¹	820500	743865 (Dipstick)	378000	378500	

Footnotes: See Master Footnote Listing On Page 4.

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

NOTES

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QUICK REFERENCE GUIDE

GM CONT.

							Recommended
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	

4L60E/4L65E/700R4 – 1994 LT1 F-BODY

StreetFighter®						
371040 ^{33,34}	650	See Pg. 28-30	820500	743865 (Dipstick)	378000	378500
Super StreetFighter™						
371140 ^{33,34}	825	See Pg. 28-30	820500	743865 (Dipstick)	378000	378500

4L60E/4L65E/700R4 – 1995 LT1 F-BODY

StreetFighter®						
371045 ^{33,34}	650	See Pg. 28-30	820500	743865 (Dipstick)	378000	378500
Super StreetFighter™						
371145 ^{33,34}	750	See Pg. 28-30	820500	743865 (Dipstick)	378000	378500

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

4L60E/4L65E/700R4 – 1996-97 LT1 F-BODY

StreetFighter®							
371020P1	650	371020 ^{33,34}	243107	820500	743865 (Dipstick)	378000	378500

4L60E/4L65E/700R4 – 1998 & LATER AUTO-X

Super StreetFighter™							
371175P	750	371175	-	824104	743865 (Dipstick), 302820 EZ-TCU, 301442 Paddle Shifter	378000	378500

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

4L80E/4L85E – CHEVROLET V8; 1997-06 4L80E

StreetFighter®							
271100P1	775	271100 ^{28,34}	242910	820500	743805 (Dipstick)	278000	278501

							Recommended
Transmission ONLY	Horsepower	Torque Converter	Cooler	Miscellaneous	Pan	Filter & Pan Gasket Kit	

4L80E/4L85E – CHEVROLET V8; 1993-96 4L80E

Super StreetFighter™						
271050 ^{28,34}	875	See Pg. 28-30	820500	743805 (Dipstick)	278000	278501

4L80E/4L85E – CHEVROLET V8; 1997-06 4L80E

StreetFighter®						
271120 ^{22,34,105}	775	See Pg. 28-30	820500	743805 (Dipstick)	278000	278501
Super StreetFighter™						
271150 ^{28,34}	875	See Pg. 28-30	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**

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 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.

WORLD-CLASS RESEARCH & DEVELOPMENT FACILITIES

The TCI® Research & Development facilities contain state-of-the-art equipment staffed by passionate and highly trained employees. With dedicated test vehicles, specialized measuring equipment, multiple dynos and cutting edge design software, TCI® is able to produce innovative drivetrain products that set the industry standard for performance and reliability.

Our combined 100,000 sq./ft. facilities house:

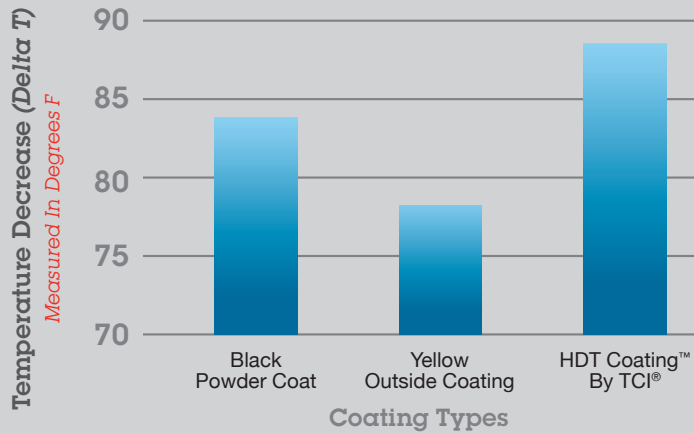
- Fully Furnished R&D Area
- Engineering Department
- Automotive Lift
- Transmission/Torque Converter Dyno
- Dedicated R&D Test Vehicles
- High Speed Data Acquisition
- Transmission Reaction Time Measuring Equipment
- Answermatic Valve Body Hydraulic Testing Equipment
- Answermatic Transmission Hydraulic Testing Equipment

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 nearly 50 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 Fraunhofer Institute in Stuttgart, Germany, it is estimated that the yearly energy savings by automotive remanufacturing worldwide equals the electricity generated by five nuclear power plants or 10,774,000 barrels of crude oil which corresponds to a fleet of 233 oil tankers. The yearly raw materials saved by remanufacturing worldwide would fill 155,000 railroad cars forming a train 1,100 miles long.





STREET PERFORMANCE SECTION

- TORQUE CONVERTERS
- TRANSMISSIONS
- TRANSMISSION PACKAGES
- SHIFTERS
- COMPONENTS



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 faces toward 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.

	Non Lock-Up	Lock-Up
Chrysler	904	999
	727	A518
	-	A618
	-	545RFE
Ford	C4	C5
	C6	AOD
	-	AODE
	-	4R70W
	-	E4OD
	-	4R100
	-	5R55S
	-	6R80
GM	TH350	700R4
	TH400	2004R
	Powerglide	TH350C
	-	4L60E
	-	4L65E
	-	4L70E
	-	4L80E
	-	4L85E
	-	6L80E
	-	4T60E
	-	4T65E
	-	4T80E

PISTON w/ Woven Carbon Fiber Clutch Lining



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.

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



3x
TESTED

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 converters 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**



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 STEEL PUMP HUB

(Not Pictured) Increased Overall Converter Strength

HEAT-TREATED SPRAG RACES

Increased Strength & Durability In Higher HP Street Cars; Increased Life Span Of Converter

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, Custom Application	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, 141541 ¹⁰⁶
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		
1962-73 Aluminum Case Powerglide	-	741500
1980-84 TH250C & 350C	-	242400
1965-81 TH350, 375 w/ Small Bolt Pattern (Except Lock-Up)	241538-A	241500-A, 241502 ²
1965-81 TH350, 375 w/ Wide Bolt Pattern (Except Lock-Up)	-	241501-A
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**

TORQUE CONVERTERS

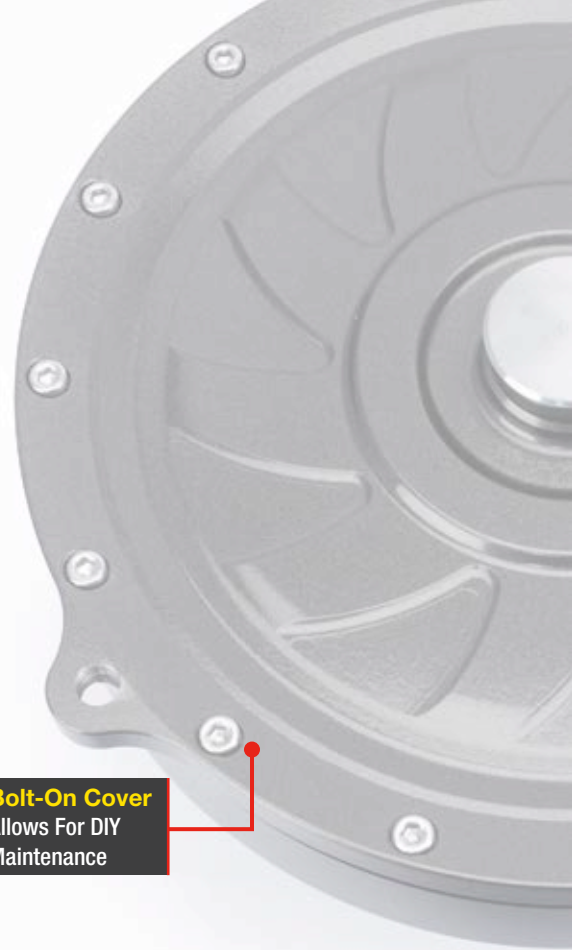
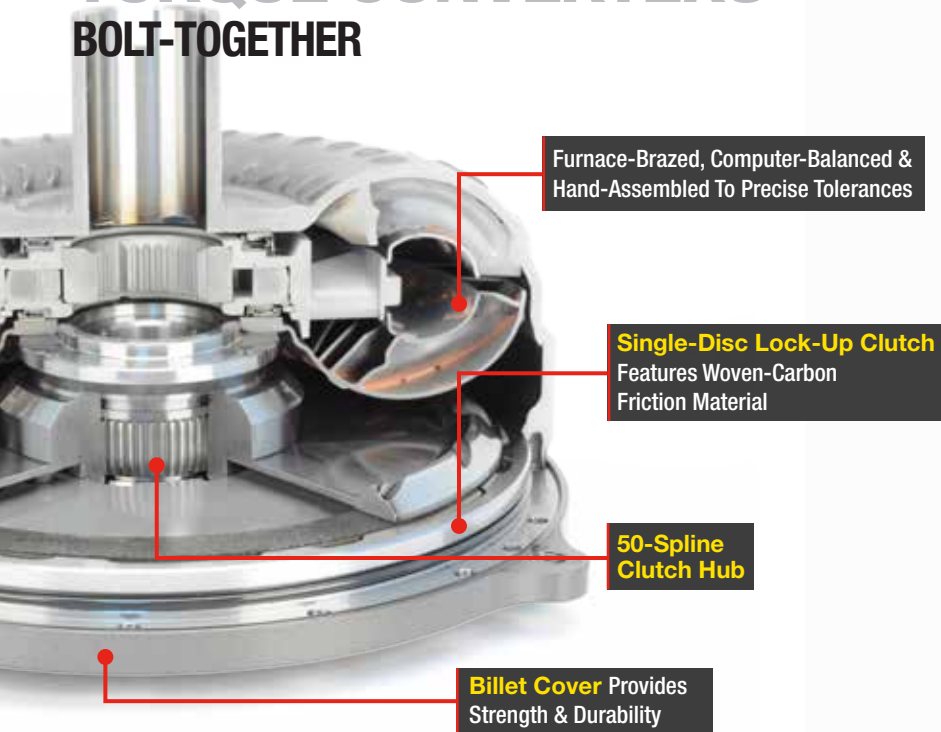
STREET/STRIP

Application	Part #			
	Breakaway®	StreetFighter®	Super StreetFighter™	Ultimate StreetFighter™
	10"	10"	10"	10"
AMC				
1972-80 Torque Command 727	751000	751400 ⁵	-	-
Chrysler				
1967-81 Torqueflite 727, 24-Spline	141200, 141276 ⁵	142200 ⁵ , 142203 ¹⁰⁰	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	-
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}
TH350/TH400 w/ LS1 Bolt Pattern/Pilot	-	241005	-	-
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 ³ 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.

TORQUE CONVERTERS

BOLT-TOGETHER



Bolt-Together Torque Converters

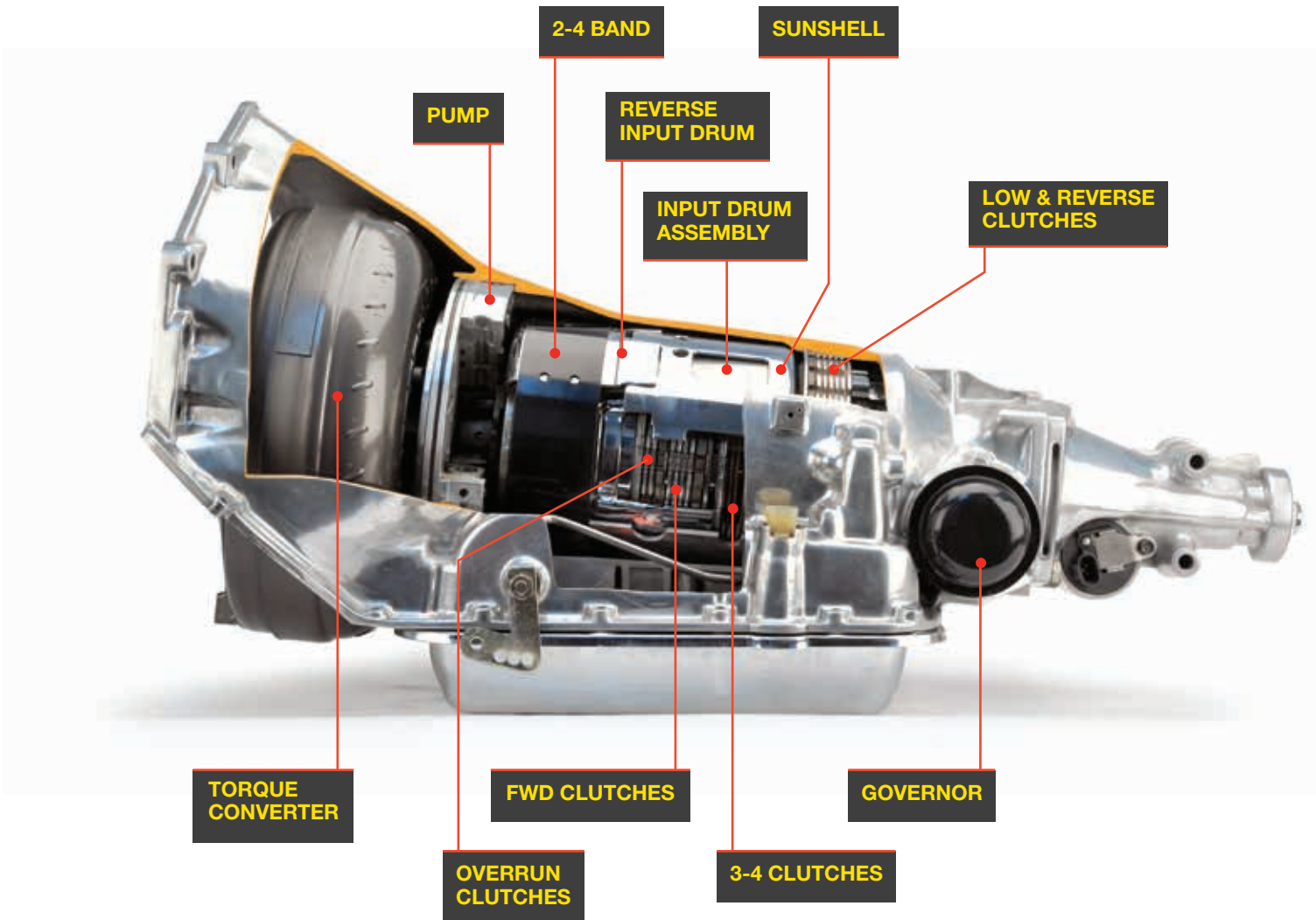
These high-stall torque converters feature woven-carbon friction and lock-up control technology which seamlessly applies the clutch. Each one features a removable billet front that allows access to the entire lock-up assembly, turbine, stator and bearings for servicing or re-stalling in the event of future vehicle modifications. The billet front is CNC-machined and made from pre-hardened steel. For added strength, TCI® engineers included a pre-hardened billet turbine hub, lock-up piston and 50-spline clutch hub. The converters are fully furnace-brazed, computer-balanced and hand-assembled to precise tolerances.

- CNC-machined, bolt-together design allows for DIY maintenance & upgrades
- Woven-carbon friction can handle most punishing applications
- No tuning required
- High stall speeds
- Single-disc or triple-disc lock-up assembly

Application	Stall Speed (RPM)	Part #	
		Single-Disc	Triple-Disc
Ford			
6R80	3100-3200	457000S	457000
6R80	3400-3500	457010S	457010
6R80	3700-3800	457020S	457020
6R80	4100-4200	457030S	457030
GM			
4L60E	2800-2900	242991S	242991
4L60E	3200-3300	242992S	242992
4L60E	3600-3700	242993S	242993
4L60E	4100-4200	242994S	242994
4L80E, 6X Six-Speed™	2400-2600	-	242950
6L80E	2600-2700	242972S	242972
6L80E	2800-2900	242974S	242974
6L80E	3100-3200	242976S	242976

Race Versions Available - See P. 126

TRANSMISSIONS EXPLAINED



Range	Gear	2-4 Band	3-4 Clutches	FWD Clutches	Low & Reverse Clutches	Ovrrun 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	1.46	1.55	2.29
3	1	1	1	1	1.55
4	—	—	—	.70	1
5	—	—	—	—	.71

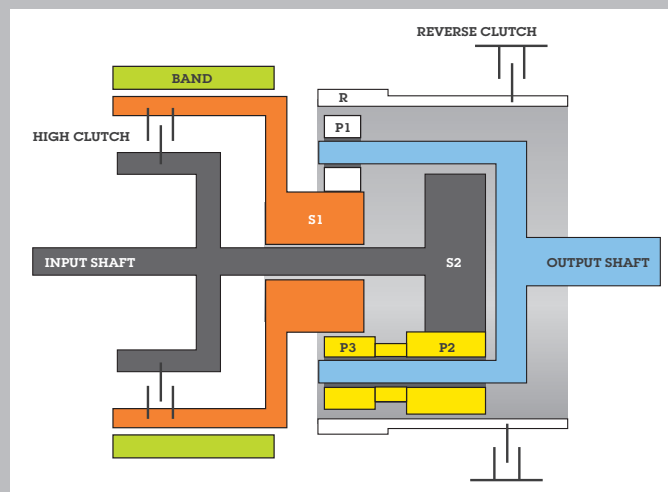
Gear	Powerglide					
GM Gear Ratios						
Low	1.65	1.69	1.76	1.8	1.82	1.98
High	1	1	1	1	1	1

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	—	—	—	.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

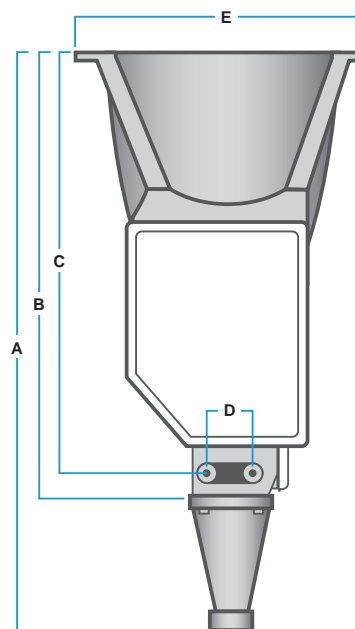
Application	A	B	C	D	E
Torqueflite 727/37RH					
Small Block	34 3/8"	23 3/4"	16"	2 3/4"	-
Big Block	34 1/2"	22 3/4"	16"	2 3/4"	18 13/16"
Torqueflite 904/32RH					
Small Block	30 3/4"	23"	14"	2 3/16"	17 7/8"
A500/42RH/42RE					
Small Block	37"	24 1/2"	15 7/8"	3 5/8"	18 1/8"
A518/46RH/47RH/47RE					
Small 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"
5R55S					
4.6L/5.4L/Coyote	28 1/8"	25 3/4"	24 11/16"	-	18 3/4"

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.

- 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

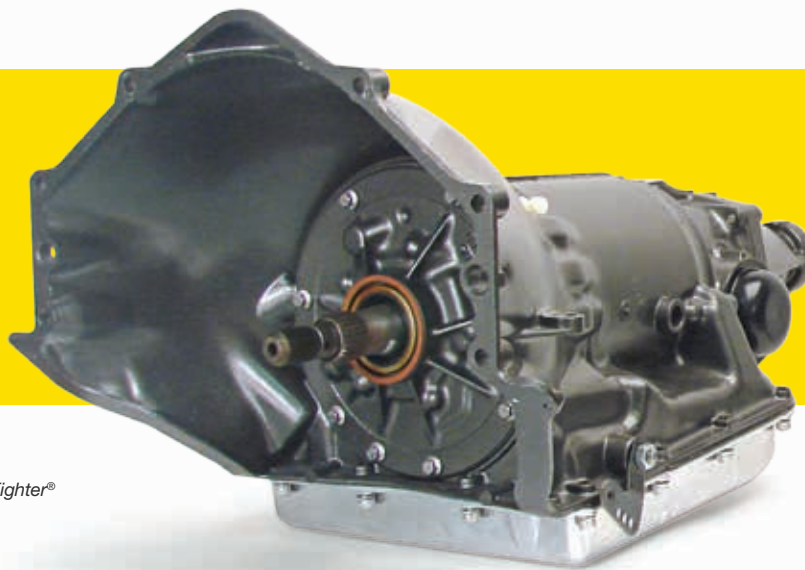
1. Don't accept your transmission from the delivery driver without personally inspecting it for cracks, dents or breakage.
2. Never install a converter of unknown specifications or origin. **IT COULD BE THE WRONG APPLICATION OR, IF DAMAGED, COULD RUIN YOUR NEW TRANSMISSION.**
3. Don't attempt to use 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 450 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 675 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 875 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

Application	Engine	Part #		
		Street Rodder™	StreetFighter®	Super StreetFighter™
Torqueflite 727				
1967-79 Torqueflite 727, Small Block, 18 3/8" Tailshaft	318, 340, 360	111138 (375 HP)	111100 (575 HP)	111105 (575 HP)
1967-79 Torqueflite 727, Big Block, 18 3/8" Tailshaft	383, 400, 426, 440	-	111000 (575 HP)	111005 (575 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

Application	Engine	Part #		
		Street Rodder™	StreetFighter®	Super StreetFighter™
C4				
1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, (Dipstick Goes in Transmission Case)	289-351	511238 (375 HP)	511200 (475 HP)	511205 (700 HP)
1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, (Dipstick Goes in Transmission Pan)	289-351	511638 (375 HP)	511600 (475 HP)	511605 (700 HP)
C6				
1966-96 C6, 13 1/2" Tailshaft	289, 302, 351C, 351W	411438 (400 HP)	411400 (675 HP)	411405 (825 HP)
1966-96 C6, 13 1/2" Tailshaft	351M, 400, 429, 460	411238 (400 HP)	411200 (650 HP)	411205 (825 HP)
1966-96 FE C6, 13 1/2" Tailshaft	332, 352, 390, 406, 427, 428	411038 ¹⁰³ (400 HP)	411000 ¹⁰³ (675 HP), 411010 ^{26, 103} (675 HP)	411005 ¹⁰³ (825 HP)
AOD				
1980-93 AOD 4-Speed Overdrive	5.0L, 5.8L	-	431200 ²⁷ (450 HP), 431000 (450 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.

FORD C6

Utilizes a universal shift lever.

Double check spacer length on 4x4 applications.

TRANSMISSIONS

GM TRANSMISSIONS

Application	Engine	Part #		
		Street Rodder™	StreetFighter®	Super StreetFighter®
TH350				
1969-79 TH350, 6" Tailshaft	Chevrolet V8, 4.3L V6	311038 (400 HP)	311000 (575 HP), 311010 ²⁶ (575 HP)	311005 (775 HP)
1969-79 TH350, 9" Tailshaft	Chevrolet V8, 4.3L V6	311098 (450 HP)	311090 (575 HP)	-
1969-79 TH350, 6" Tailshaft	All BOP	311138 (450 HP)	311100 (575 HP)	311105 (775 HP)
TH400				
1964-91 TH400 Non Variable Pitch, 4" Tailshaft	All Chevrolet	-	211000 (650 HP), 211010 ²⁶ (650 HP)	211005 (875 HP)
1964-91 TH400 Non Variable Pitch, 9" Tailshaft, Large Yoke	All Chevrolet	-	211090 (650 HP)	211095 (875 HP)
1964-79 Buick, Olds, Pontiac TH400 Non Variable Pitch, 4" Tailshaft, Large Yoke	All BOP	-	211300 (650 HP)	211305 (875 HP)
1964-79 Buick, Olds, Pontiac TH400 Non Variable Pitch, 9" Tailshaft, Large Yoke	All BOP	-	211390 (650 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 (650 HP)	-
1984-93 700R4, 30-Spline, 30 1/2" Overall Length ³⁶	Chevrolet V8	371038 (400 HP)	371060 ²⁹ (650 HP), 371000 ²⁹ (650 HP), 371004 ^{29,41} (650 HP)	371100 ²⁹ (750 HP), 371200 ²⁹ (750 HP)
2000-06 4L60E	LS-Style Truck ³⁸	-	371016 ^{33,34} (650 HP)	371116 ^{33,34} (750 HP)
1998-02 4L60E	LS1/LS2 F-Body ³⁹	-	371050 ^{33,34} (650 HP)	371150 ^{33,34} (750 HP)
1996-97 4L60E	Truck, B-Body ⁴⁰	-	-	371110 ^{33,34} (750 HP)
1994 4L60E	LT1 F-Body ³⁹	-	371040 ^{33,34} (650 HP)	371140 ^{33,34} (750 HP)
1995 4L60E	LT1 F-Body ³⁹	-	371045 ^{33,34} (650 HP)	371145 ^{33,34} (750 HP)
1996-97 4L60E	LT1 F-Body ³⁹	-	371020 ^{33,34} (650 HP)	-
1998 & Later 4L60E Auto-X	LS-Style Truck	-	-	371175 (750 HP)
4L80E/4L85E				
1993-96 4L80E	Chevrolet V8	-	-	271050 ^{28,34} (875 HP)
1997-06 4L80E	Chevrolet V8	-	271100 ^{28,34} (775 HP), 271120 ^{22,34,105} (775 HP)	271150 ^{28,34} (875 HP)

Footnotes: See Master Footnotes Listing On Page 4.

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

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.

NOTES

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.

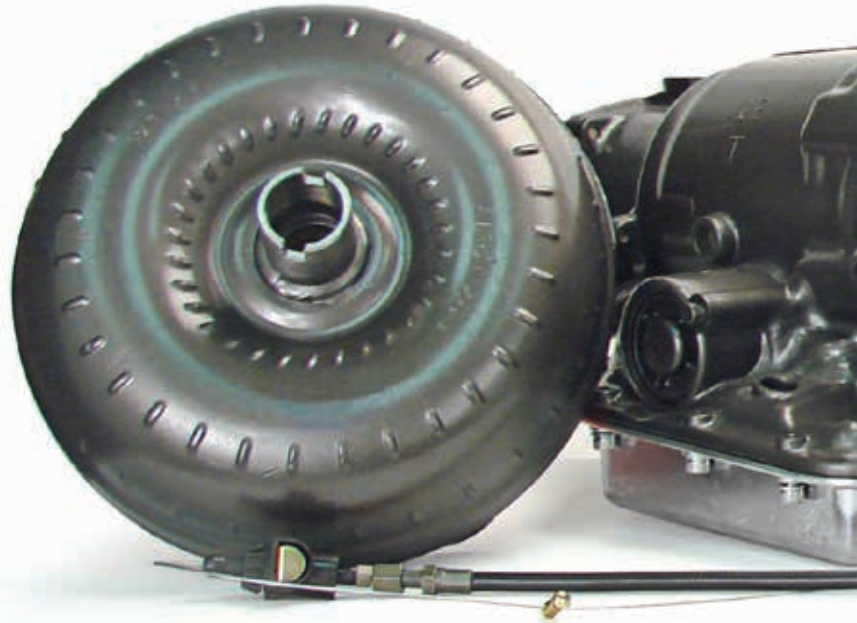
TRANSMISSION PACKAGES

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 re-manufactured 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

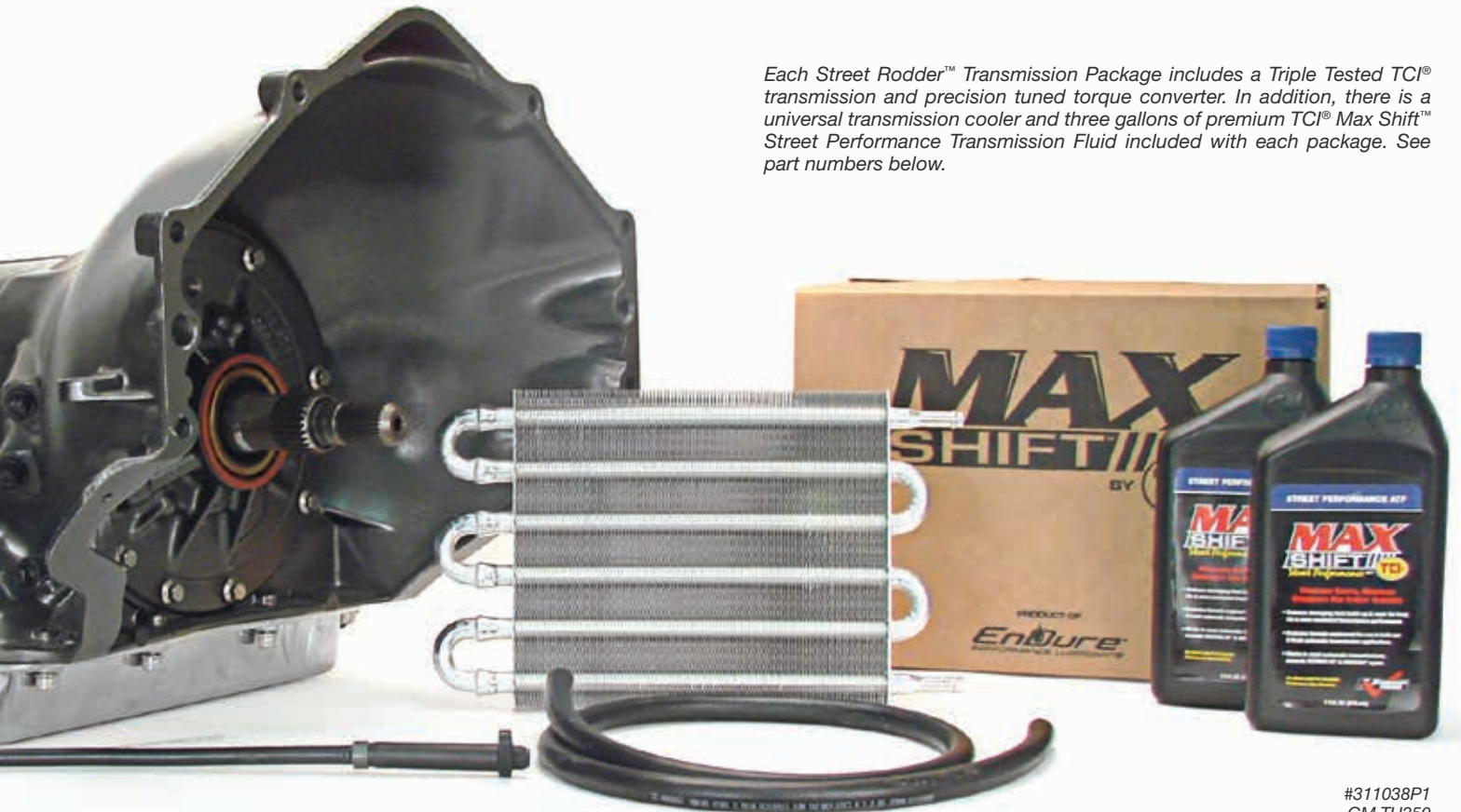
Footnote:

¹ When applicable

Application	Engine	Part #			
		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 1/2" Tailshaft	289, 302, 351C, 351W	411438P1	411438	441638	-
1966-96 C6, 13 1/2" Tailshaft	351M, 400, 429, 460	411238P1	411238	441638	743815 (Dipstick)
1966-96 C6, FE, 13 1/2" Tailshaft	332, 352, 390, 406, 427, 428	411038P1 ¹⁰³	411038 ¹⁰³	441738	743814 (Dipstick)

TRANSMISSION PACKAGES

STREET RODDER™



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

Application	Engine	Part #			
		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®

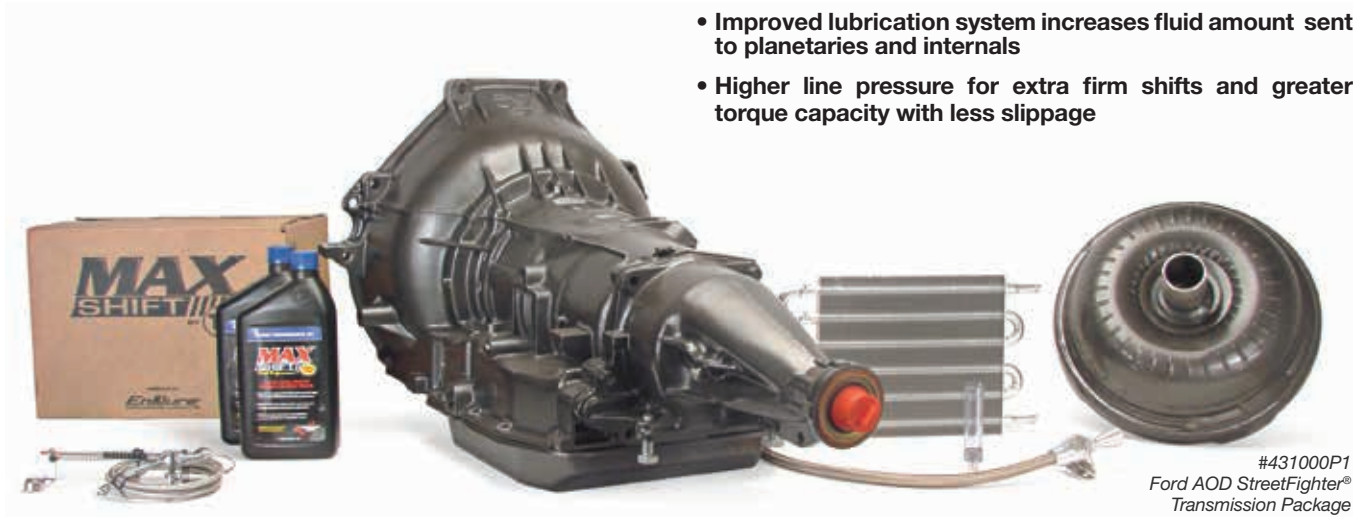
TCI® StreetFighter® Transmissions are designed to withstand the rigors of street machines ranging anywhere from 400 to 775 horsepower with a non-supercharged system using pump gasoline, depending on application. Equipped with a TCI® manual/automatic valve body, most units allow you to manually shift 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**



#431000P1
Ford AOD StreetFighter®
Transmission Package

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.

Application	Engine	Package	Part #			Misc.
			Transmission	Converter		
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.

TRANSMISSION PACKAGES

STREETFIGHTER®

Application	Engine	Part #			
		Package	Transmission	Converter	Misc.
Ford (cont.)					
1966-96 C6, 13 1/2" Tailshaft	289, 302, 351C, 351W	411400P1	411400	441600	743813 (Dipstick)
1966-96 C6, 13 1/2" Tailshaft	289, 302, 351C, 351W	411400P2	411400	441301 ¹⁰	743813 (Dipstick)
1966-96 C6, 13 1/2" Tailshaft	289, 302, 351C, 351W	411400P3	411400	441302 ¹⁰	743813 (Dipstick)
1966-96 C6, 13 1/2" Tailshaft	351M, 400, 429, 460	411200P1	411200	441600	743815 (Dipstick)
1966-96 C6, 13 1/2" Tailshaft	351M, 400, 429, 460	411200P2	411200	441300	743815 (Dipstick)
1966-96 C6, 13 1/2" Tailshaft	351M, 400, 429, 460	411200P3	411200	441322	743815 (Dipstick)
1966-96 C6, FE, 13 1/2" 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	430800 (Dipstick), 430806 (Universal TV Cable)
1993-96 AODE	3.8L, 5.0L, 5.8L	434020P3	434020 ²⁸	434100 ^{12,13,14}	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.

Application	Engine	Part #				Misc.
		Package	Transmission	Converter		
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)	
1984-93 700R4, 30-Spline, 30 1/2" Overall Length	Chevrolet V8	371000P4	371000 ²⁹	242700	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 ³	743865 (Dipstick)	
2000-06 4L60E	LS-Style Truck	371016P5	371016 ^{33,34}	242933 ⁴²	743865 (Dipstick)	
1998-02 4L60E	LS1/LS2 F-Body ³⁹	371050P1	371050 ^{33,34}	242931 ¹⁰	-	
1996-97 4L60E	LT1 F-Body ³⁹	371020P1	371020 ^{33,34}	243107 ²²	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 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.

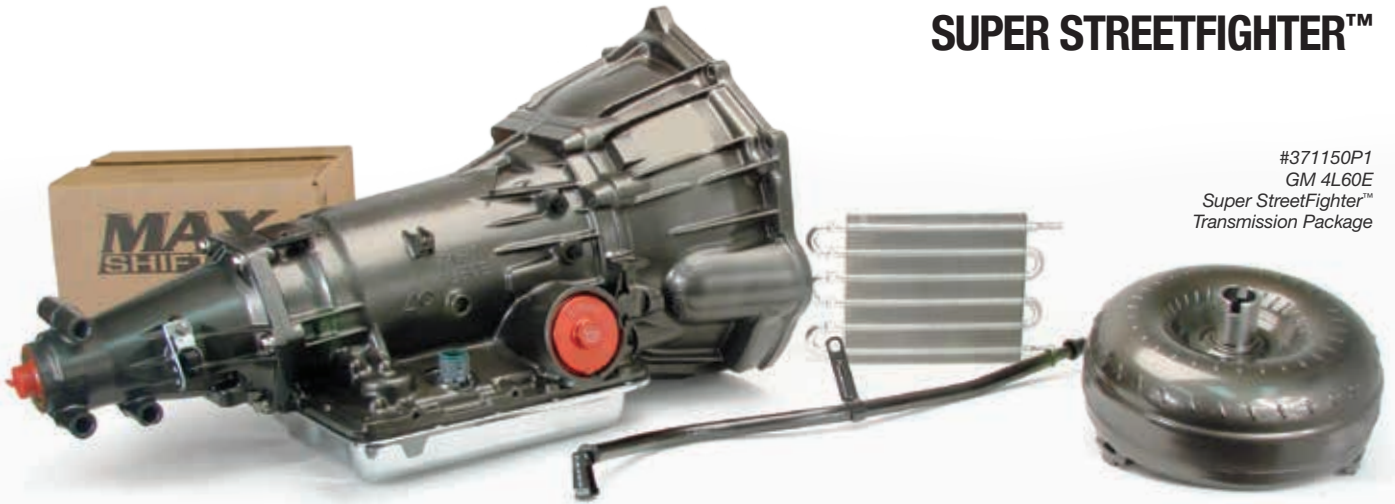
⁴² Approximately 4500 RPM stall speed

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

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

TRANSMISSION PACKAGES

SUPER STREETFIGHTER™



#371150P1
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
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 90 OF THIS CATALOG FOR MORE INFORMATION.

TRANSMISSION PACKAGES

SUPER STREETFIGHTER™ cont.

Application	Engine	Part #			
		Package	Transmission	Converter	Misc.
Ford					
1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case	289-351	511205P2	511205	451500	743811 (Dipstick)
1970-82 C4, Small Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Case	289-351	511205P3	511205	451522	743811 (Dipstick)
1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan	289-351	511605P2	511605	451900	743812 (Dipstick)
1970-82 C4, Large Bellhousing, 26-Spline Input Shaft, Dipstick Goes into Transmission Pan	289-351	511605P3	511605	451922	743812 (Dipstick)
1966-96 C6, 13 ½" Tailshaft	289, 302, 351C, 351W	411405P2	411405	441301 ¹⁰	743813 (Dipstick)
1966-96 C6, 13 ½" Tailshaft	289, 302, 351C, 351W	411405P3	411405	441302 ¹⁰	743813 (Dipstick)
1966-96 C6, 13 ½" Tailshaft	351M, 400, 429, 460	411205P2	411205	441301 ¹⁰	743815 (Dipstick)
1966-96 C6, 13 ½" Tailshaft	351M, 400, 429, 460	411205P3	411205	441302 ¹⁰	743815 (Dipstick)
GM					
1984-93 700R4, 30-Spline, 30 ½" Overall Length ¹	Chevrolet V8	371100P1	371100 ²⁹	243105	743865 (Dipstick), 376800 (Universal TV Cable)
1984-93 700R4, 30-Spline, 30 ½" Overall Length ¹	Chevrolet V8	371100P2	371100 ²⁹	242800 ²¹	743865 (Dipstick), 376800 (Universal TV Cable)
1984-93 700R4, 30-Spline, 30 ½" Overall Length ³⁶	Chevrolet V8	371100P3	371100 ²⁹	242700	743865 (Dipstick), 376800 (Universal TV Cable)
1996-97 4L60E, 30-Spline, 30 ½" Overall Length	Truck & B-Body	371110P1	371110 ^{33,34}	242800 ²¹	743865 (Dipstick)
1998-02 4L60E, 30-Spline, 30 ½" Overall Length	F-Body	371150P1	371150 ^{33,34}	242932 ³	743865 (Dipstick)
1998 & Later 4L60E Auto-X	LS-Style Truck	371175P*	371175	-	743865 (Dipstick), 302820 (EZ-TCU™), 301442 (Paddle Shifter)

Footnote:

¹ Will not fit 4L80E transmissions

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

¹⁸ Ballooning plate on trans-side

²¹ 12" Diameter converter

²⁹ Built with Constant Pressure Valve Body™

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

*Package does NOT include torque converter.

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.

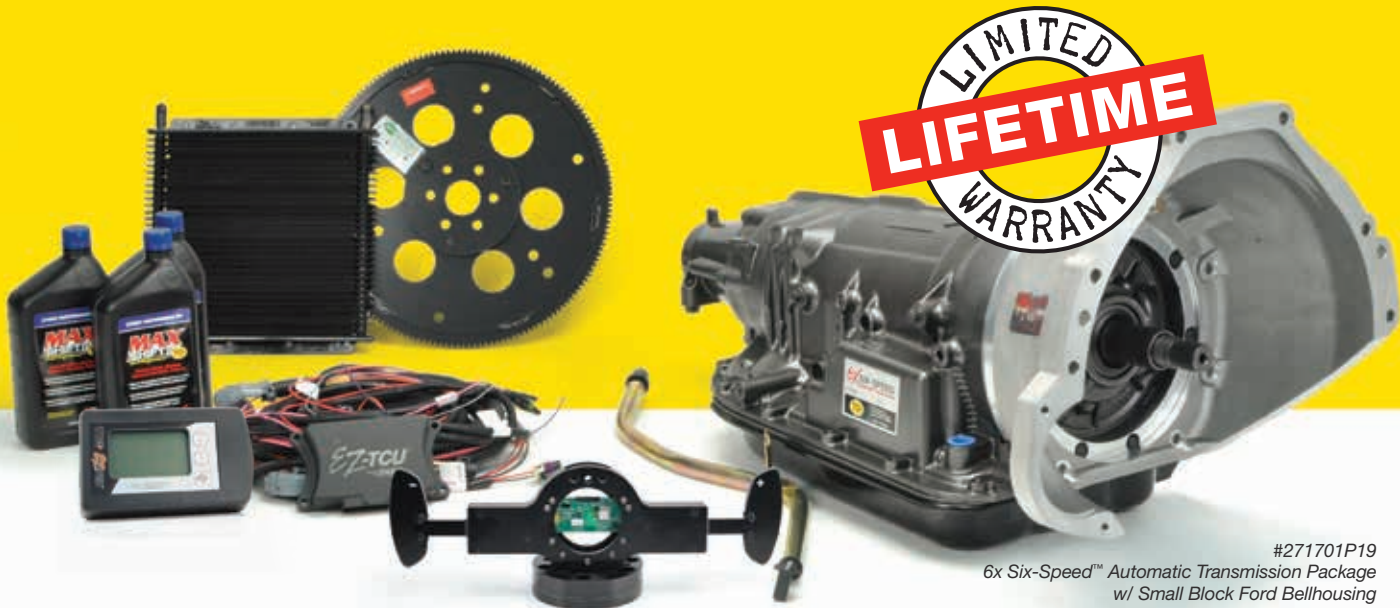
With nearly 50 years of drivetrain engineering expertise and track proven results, TCI® can give you exactly what you want when you want it. We're just waiting for you to call.

Placing A Custom Order

To order a custom transmission or torque converter, first fill out the recommendation form on page 158 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.

TRANSMISSION PACKAGES

6X SIX-SPEED™



#271701P19
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)



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. 48)

Description	Part #
6x Six-Speed™ Transmission w/ GM Bellhousing	271700 ¹
6x Six-Speed™ Transmission w/o Bellhousing	271701 ¹
6x Six-Speed™ Transmission w/ GM Bellhousing	271702 ^{1,2}

Footnotes:

¹ Must be used with TCI® EZ-TCU™

² Upgraded input shaft & hub

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/ Display	301442	-
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 Specific¹			
6x Transmission Package for Optional Bellhousing	271701P2	271701	
6x Transmission Package for Optional Bellhousing w/ Paddle Shifter	271701PA	271701	
6x Transmission Package for Optional Bellhousing w/ Outlaw™ Shifter	271701P3	271701	
Chrysler¹			
Chrysler Small Block 6x Transmission Package	271701P10	271701	
Chrysler Small Block 6x Transmission Package w/ Paddle Shifter	271701P13	271701	
Chrysler Small Block 6x Transmission Package w/ Outlaw™ Shifter	271701P14	271701	
Chrysler 6-Bolt Big Block 6x Transmission Package	271701P8	271701	
Chrysler 6-Bolt Big Block 6x Transmission Package w/ Paddle Shifter	271701P27	271701	
Chrysler 6-Bolt Big Block 6x Transmission Package w/ Outlaw™ Shifter	271701P28	271701	
Chrysler 8-Bolt Big Block 6x Transmission Package	271701P9	271701	
Chrysler 8-Bolt Big Block 6x Transmission Package w/ Paddle Shifter	271701P29	271701	
Chrysler 8-Bolt Big Block 6x Transmission Package w/ Outlaw™ Shifter	271701P30	271701	
Ford¹			
Ford Small Block 6x Transmission Package	271701P4	271701	
Ford Small Block 6x Transmission Package w/ Paddle Shifter	271701P19	271701	
Ford Small Block 6x Transmission Package w/ Outlaw™ Shifter	271701P20	271701	
Ford 4.6 6-Bolt Crank Small Block Transmission Package	271701P6	271701	
Ford 4.6 6-Bolt Crank Small Block Transmission Package w/ Paddle Shifter	271701P23	271701	
Ford 4.6 6-Bolt Crank Small Block Transmission Package w/ Outlaw™ Shifter	271701P24	271701	
Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package	271701P7	271701	
Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package w/ Paddle Shifter	271701P25	271701	
Ford 4.6 8-Bolt Crank Small Block 6x Transmission Package w/ Outlaw™ Shifter	271701P26	271701	
Ford Big Block 6x Transmission Package	271701P5	271701	
Ford Big Block 6x Transmission Package w/ Paddle Shifter	271701P21	271701	
Ford Big Block 6x Transmission Package w/ Outlaw™ Shifter	271701P22	271701	
GM			
GM 6x Transmission Package	271700P2	271700	
GM 6x Transmission Package w/ Paddle Shifter	271700P	271700	
GM 6x Transmission Package w/ Outlaw™ Shifter	271700P3	271700	
Pontiac¹			
Pontiac 6x Transmission Package	271701P12	271701	
Pontiac 6x Transmission Package w/ Paddle Shifter	271701P17	271701	
Pontiac 6x Transmission Package w/ Outlaw™ Shifter	271701P18	271701	

Footnotes:

¹ Case machined for Reid Racing Bellhousing



#271701P24
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	
-	301442	382820	743805	824104	950640	
-	611641	302820	743805	824104	950640	
271620	-	302820	743805	824104	950640	
271620	301442	382820	743805	824104	950640	
271620	611641	302820	743805	824104	950640	
271615	-	382820	743805	824104	950640	
271615	301442	302820	743805	824104	950640	
271615	611641	382820	743805	824104	950640	
271617	-	302820	743805	824104	950640	
271617	301442	382820	743805	824104	950640	
271617	611641	302820	743805	824104	950640	
271614	-	302820	743805	824104	950640	
271614	301442	382820	743805	824104	950640	
271614	611641	302820	743805	824104	950640	
271618	-	382820	743805	824104	950640	
271618	301442	302820	743805	824104	950640	
271618	611641	382820	743805	824104	950640	
271619	-	302820	743805	824104	950640	
271619	301442	382820	743805	824104	950640	
271619	611641	302820	743805	824104	950640	
271616	-	382820	743805	824104	950640	
271616	301442	302820	743805	824104	950640	
271616	611641	382820	743805	824104	950640	
-	-	302820	743805	824104	950640	
-	301442	382820	743805	824104	950640	
-	611641	302820	743805	824104	950640	
271621	-	302820	743805	824104	950640	
271621	301442	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. Flat design will NOT work with stock replacement 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					
Ford	5.0L Coyote	Y	Internal	11.375" Bolt Pattern, 164-Tooth	529942
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	LS Bolt Pattern 11.1" & GM Small Bolt Pattern 10.75", 168-Tooth	399753 ²
GM	4.8, 5.3, 5.7, 6.0 LS-Series	Y	Internal	LS Bolt Pattern 11.1" & GM Wide Bolt Pattern 11.5", 168-Tooth	399754
GM	4.8, 5.3, 5.7, 6.0 LS-Series	Y	Internal	6L80/90E Bolt Pattern, 168-Tooth	399757
GM	6.2L LS9-Series	Y	Internal	LS Bolt Pattern 11.1" & GM Small Bolt Pattern 10.75", 168-Tooth	399755 ^{3,4}
GM	6.2L LSA-Series	Y	Internal	LS Bolt Pattern 11.1" & GM Small Bolt Pattern 10.75", 168-Tooth	399756 ^{3,5}
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

⁴ 9-Bolt crank

⁵ 8-Bolt crank

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	SBC/BBC	29.2	Internal	Large, Small, & LS Bolt Pattern, 168-Tooth	399870
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
GM	4.8, 5.3, 5.7, 6.0 LS-Series	29.2	Internal	Small & LS Bolt Pattern, 168-Tooth	399853 ¹

Footnote:

¹ Will not fit 4L80E transmissions

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



Description	Drum	Part #		
		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	–	–	524100 (5 Ea.) .059"
C4	Direct & Reverse	524000 (5 Ea.) .078"	524005 (5 Ea.) .078"	524006 (6 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

FRICIONS & 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"	374005 (9 Ea.) .076
700R4 & 4L60E/4L65E	Over-Run	374010 (2 Ea.) .078" 374090 (9 Ea.) .062"	374190 (9 Ea.) .062"	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



#228300
Forged Steel Clutch Hub

700R4/4L60E 3-4 High Performance Spring Kit

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

Description	Part #
700-R4/4L60E 3-4 High Performance Spring Kit	374350

TRANSMISSION INTERNALS

FLEX BANDS

#625101
GM Powerglide
Special High Energy Racing Band



#625102
GM Powerglide Kevlar Powerband



#375200
700R4/4L60E 2-4 Powerband

#425505

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 55 for automatic transmission band adjustments.**

Description	Part #
Chrysler	
Torqueflite 727, Intermediate	125500
1962-88 Torqueflite 727, Reverse Kevlar	125505
1972 & Later Torqueflite 904, Intermediate	125600
1992 & Later A518, Reverse Kevlar	125705
1990-91 A618, Reverse Kevlar	125700
1994 & Later A618, Reverse Kevlar	125706
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
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
Accessories	
Torqueflite 727/904 5.0 Ratio Hemi Band Apply Lever	146900
Torqueflite 727/904 4.2 Ratio Hemi Band Apply Lever	146901

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.



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
1997 & Later 4L80E (2.97 1st, 2.23 2nd)	279701

See page 32 for transmission gear ratios

TRANSMISSION INTERNALS

FRONT PUMPS/DRUM INPUT ASSEMBLIES



#743400
GM Powerglide
Front Pump Assembly
w/ Turbo Bushing

Front Pumps

The TCI® GM Transmission Front Pump Assemblies with our 10-Vane Billet Rotor Kit provide superior performance over factory 10-vane systems and 13-vane aftermarket kits. Machined from 8620 billet steel rather than OE powdered metal material, a substantial amount of strength is added. 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.

HD Shaft and Drum Input Assemblies

Eliminate input shaft and drum breakage in high performance applications. 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, and a SmartShell (where applicable) stops any chance of sunshell breakage.

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

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
Accessories	
700R4/200R4 .400" Low/Rev Boost Valve	374410
700R4/2004R .500" TV Boost Valve	374301
700R4/2004R TV Plunger Spring	374402
700R4/2004R Pressure Regulator Spring	374300
1982 & Later 200R4 10-Vane Pump	383300
700R4/4L60E 10-Vane Rotor Kit	374675
700R4/4L60E Throttle Sleeve	374400
4L60E .490" Boost Valve w/ O-Ring	374420
GM Heavy-Duty Stator Support	384500
C4 Leak Proof Pump Gasket	523038



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

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
C4 Low Drag Planetary – Six-Pinion Forward Carrier	527600
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.

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.

#376020
GM 700R4
Constant Pressure
Valve Body™



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		
1966-96 C6, Forward Shift Pattern, Click Detent	421100	-
1966-96 C6, Forward Shift Pattern, Slide Detent	421101	-
1980-93 AOD	432200	436020
GM		
TH350, Non Lock-Up	322200 ¹	-
1964-91 TH400	222400 ¹	-
1981-90 2004R	-	386020
1982-87 700R4	-	376021 ²
1988-92 700R4	-	376020

Footnotes:

¹ Valve body gasket available – put "GSK" in front of valve body part number.

² 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 C4 High Performance Servo Gasket	523039

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



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	376005 ¹
GM 700R4/4L60E/4L65E 4th Gear Jumbo Servo Kit	376006 ²
GM 700R4/4L60E/4L65E 2nd Gear Servo Kit	376003 ³
Replacement Seals for Jumbo Servo 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 700R4/4L60E Adjustable Servo Pins

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

GM 700R4/4L60E New Band Anchor Pins

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

GM 700R4/4L60E Governor Covers

Description	Part #
700R4/4L60E Governor Cover w/ Logo	316860
700R4/4L60E Governor Cover w/o Logo	316861



#386005
GM 2004R
Jumbo Servo Kit

GM 2004R 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

GM 2004R New Band Anchor Pins

Description	Part #
GM 2004R New Band Anchor Pins	385201

GM 2004R Spring Governor

Description	Part #
GM 2004R Spring Governor	3802205



#316860
Governor Cover

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 60-63. **A master application chart with part numbers is available on pages 64-65.**

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 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 749001 ³	749015 ² 749016 ³	428800
1962-73 Powerglide	628800	749000 ² 749001 ³	749015 ² 749016 ³	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

³ Includes high performance Kevlar band

⁴ For Part #518000 deep pan

TRANSMISSION INTERNALS

REBUILD KITS MASTER APPLICATION CHART

Ultimate Pro Super Kit Part #	Valve Body Performance 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	-	-	-
-	-	-	528400	513600 (5 Pieces)	513700 (9 Pieces)	-
-	526100	-	-	513600 (5 Pieces)	513700 (9 Pieces)	-
-	-	-	-	-	-	513800
-	526200	260100	528500 528550 ⁴	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 ⁵	376500	-	378500	-	373700 (12 Pieces)	373800
378915 ⁵	-	376000	378500	-	373700 (12 Pieces)	373800
378955 ⁵	-	376002	378510	-	373700 (12 Pieces)	378680
378955 ⁵	-	376001	378510	-	373700 (12 Pieces)	378680
378955 ^{2,5}	-	376002	378515	-	373700 (12 Pieces)	378680
-	-	276000	278500	-	278685 (14 Pieces)	278680
-	-	276005	278505	-	278685 (14 Pieces)	278680

⁵ Includes billet servos

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 and Ford transmissions. The following formula will work for any GM or Ford 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 66-68.



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

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

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

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



GM Driven Gear Housings

Housing Part #	Tooth Count	Color	Ref.OEM #	Notes
Powerglide/TH350				
880021	18-23	Steel	345215	7/8" Diameter
TH250/TH350/700R4/BOP				
880022	34-39	Black	6261629	2.100" Diameter Style J
880023	40-45	Black	1362294	2.100" Diameter Style J
TH400				
880042	34-39	Aluminum	-	1.935" Diameter
880043A	40-45	Aluminum	-	1.935" Diameter



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
-	-	-	-	1982-93	880027	17	Red	8640517	1.19" Shaft Style B	5/16" Clip #880024
-	-	-	-	1982-93	880017	19	Natural	8640519	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	-

TRANSMISSION ACCESSORIES

SPEEDOMETER GEARS



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
'62-'73	'77-'84	-	'71-'84	-	'76-'79	-	880005	23	Black	3980346	2.25"x.305"x.810" Style F	880021
-	-	'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 880022 ² 880023 ³
-	'76-'85	-	'76-'83	'76	'74-'79	'82-'93	880008	35	Orange	9780387	3.35"x.305"x1.500" Style H	880042 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'71-'78	'69-'79	'82-'93	880009	36	Natural	1359270	3.35"x.305"x1.500" Style H	880042 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'84	'66-'78	'64-'79	'82-'93	880010	37	Red	1359271	3.35"x.305"x1.500" Style H	880042 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'84	'66-'77	'65-'89	'82-'93	880011	38	Blue	1359272	3.35"x.305"x1.500" Style H	880042 ¹ 880022 ² 880023 ³
-	'76-'84	-	'71-'83	'76	'69-'79	'82-'93	880012	39	Brown	1359273	3.35"x.305"x1.500" Style H	880042 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880028	40	Black	1362048	3.35"x.325"x1.670" Style H	880043 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880029	41	Yellow	1362195	3.35"x.325"x1.670" Style H	880043 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880030	42	Green	1362049	3.35"x.325"x1.670" Style H	880043 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880031	43	Purple	1362196	3.35"x.325"x1.675" Style H	880043 ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880013	44	Gray	9780470	3.35"x.325"x1.670" Style H	880043A ¹ 880022 ² 880023 ³
-	'76-'84	-	'69-'83	'76-'78	'69-'79	'82-'93	880032	45	Light Blue	9775187	3.35"x.325"x1.690" Style H	880043 ¹ 880022 ² 880023 ³

Footnote:

¹ Fits TH400 transmissions

² Fits 700R4 & 350 BOP transmissions - 34-39 teeth

³ Fits 700R4 & 350 BOP transmissions - 40-45 teeth

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-Plated ¹	Aluminum Part #		
		Cast	Polished, Die Cast	Max Cool™
Chrysler Torqueflite 727/46RH-48RE				
Part #128015 – 9 Extra Qts. on 727, 4 Extra Qts. on OD				*
Part #128005 – 7 Extra Qts. on 727, 2 Extra Qts. on OD		*		
Part #128001 – 4 Extra Qts. on 727, Standard Depth for OD Units		*		
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

TRANSMISSION ACCESSORIES

FLUID PANS & ACCESSORIES cont.

Part #/Capacity	Chrome-Plated ¹	Aluminum Part #		
		Cast	Polished, Die Cast	Max Cool™
Ford C4²				
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 #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 1997-06⁵				
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.		*		
Part #278011 – Stock Depth	*			
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 #
1996 & Later 4R70W/2994-96 AODE 4x4 O-Ring/Filter Kit	438505
4R70W/1980 & Later AODE O-Ring/Filter Kit	438555
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

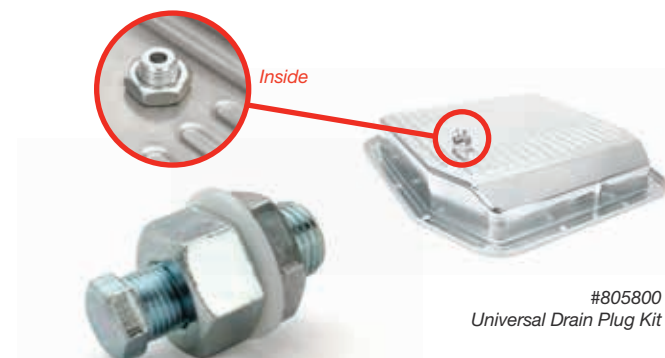


#508505
GM 5R110
O-Ring/Filter Kit

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.



Applications	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
AOD Firewall Mount Dipstick	Flexible Dipstick for AOD Transmissions	Clear Zink	430800
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	Black	743865
4L80E/4L85E Dipstick	Locking-Style Stick	Gold Dichromate	743805
4L80E/6X Dipstick	Locking-Style Stick	Gold Dichromate	743820

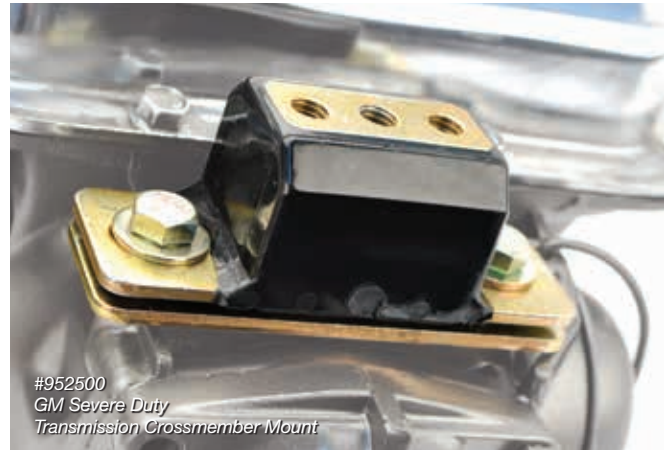
TRANSMISSION ACCESSORIES

MOUNTS & MODULATORS

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



#952500
GM Severe Duty
Transmission Crossmember Mount

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



#350001
GM TH350/TH400
Adjustable Modulator

Universal Dust Cover

The TCI® GM universal transmission dust cover fits over 90% of all 1965-96 GM rear wheel drive automatic transmissions and protects your flexplate and torque converter against damage from foreign objects. Starter fitment required.

Description	Part #
Universal Dust Cover	743866



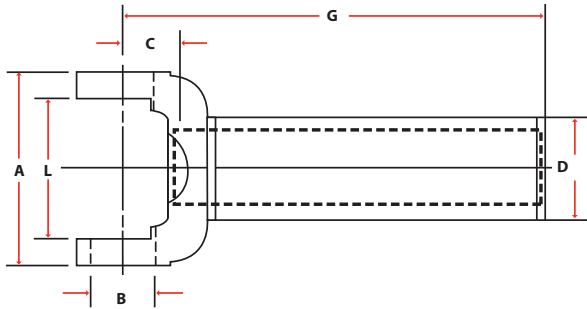
#743866
Universal Dust Cover

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

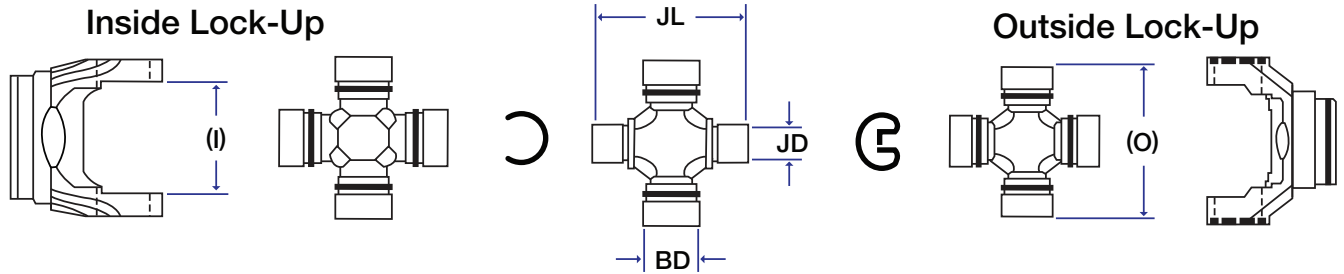


#961350
Outside Lock-Up U-Joint

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	-	

Part #	961300	961310	961350
Ford Cross Reference (cont.)	-	C1VV-4497A	-
	-	C1VV-4997A	-
	-	C3AZ-4635A	-
	-	C4TA-4724A	-
	-	C5TZ-4635D	-
	-	C6TZ-4635C	-
	-	GP-18397	-
	-	GPW-18397	-
	-	LD-44610A	-
-	MFK-7039A	-	
-	MFK-7039B	-	

GM Cross Reference	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
	-	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



#940003
Chevrolet Red
Powder Coated Shield

#940000
Chevrolet Silver Vain
Powder Coated Shield

#940240
Ford Big Block 460
Silver Vain Powder Coated Shield

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 Bellhousings

TCI® Ford Aftermarket Bellhousings are cast from a high-strength aluminum. We offer an SFI 30.1 certified Small Block Ford pattern bellhousing that is legal at NHRA/IHRA sanctions. It eliminates the need for a separate flexplate shield and is CNC-machined to accept either the 157- or 164-tooth flywheels and starters. All required hardware is included. We also offer an aftermarket OEM replacement aluminum bellhousing.



#513000
Small Block Ford Pattern
Bellhousing

Description	Part #
Ford SFI Bellhousings	
Small Block Ford Pattern Bellhousing	513000
Aftermarket OEM Replacement Bellhousing	
C4 Case Filled 5 7/8" Bellhousing	513300 ¹

Footnotes:

¹ Non-SFI approved

THROTTLE VALVE CABLES & ACCESSORIES

Throttle Valve Cables

The throttle valve cable (TV cable) is present in all modern cars with automatic transmissions and 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.



#376900
GM TH350
Universal Detent Cable

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

TV Cable Brackets & Corrector Arms

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

Description	Part #
700R4 & 2004R Carter AFBT, Quadrajets, Edelbrock	376700
700R4 & 2004R Holley Carburetor	376705
TV Cable Corrector Only for Edelbrock Carbs	376710
TV Cable Corrector Only for Holley Carbs	376715

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**



#376600
Universal Lock-Up Wiring Kit for 700R4

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

TV Cable Corrector Kits For 700R4/2004R Transmissions

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.



#370814
TV Cable Corrector Kit for Holley Carbs

Description	Part #
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

Ford AOD Kickdown Kit

Tranmissions rely on the kickdown cable to set the line pressure according to the amount of throttle being given. This is critical for proper adjustment of the cable as it ensures the life of the transmission. The TCI® AOD Kickdown Kit features a specially extruded liner for longer cable life, as well as brushed aluminum fittings and ferrule. Adaptable for all types of manifolds.



#430806
Ford AOD Kickdown Kit

Description	Part #
Ford AOD Kickdown Kit	430806

ELECTRONICS

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™ is fully configured and ready to run right out of the box – no tuning necessary. However, the unit is also optionally fully programmable based on load, speed and RPM. TCI® 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.

- **Maximum electronic control over shift points, shift firmness & shift speed**
- **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**



#302820
EZ-TCU™ Transmission Controller

Description	Part #
EZ-TCU™ Transmission Controller	302820
EZ-TCU™ Transmission Controller for 2009+ 4L65E/70E Transmissions	30299-KIT
Shifters	
Outlaw™ Shifter for 4-Speed Forward Pattern w/ Cover & 2-Button Handle	611641
Paddle Shifter w/ Display	301442
Paddle Shifter w/o Display	301441
Replacement Parts & Accessories	
EZ-TCU™ Touchscreen Hand-Held	377525
EZ-TCU™ Hand-Held	170651
EZ-TCU™ Main Harness	30261
EZ-TCU™ Wiring Harness for 2009+ 4L65E/70E Transmissions	30294
EZ-TCU™ Internal Wiring Harness For 1996-02 4L60E	376040
EZ-TCU™ Internal Wiring Harness For 1993 & Later 4L80E	276610
EZ-TCU™ CAN Retro-Fit Kit	301412
EZ-TCU™ RPM Module	170637
EZ-TCU™ Communication Cable	30104
EZ-TCU™ Cigarette Plug-In Adapter	30271

ELECTRONICS

ACCESSORIES

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.



#377400
Remote TPS & Mount

- 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

Description	Part #
Remote TPS & Mount	377400

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

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 pigtailed 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
Chrysler	377304
Cable, Ford Snap-On Style, 1970-90	377303
Cable, GM Clip-On Style, Fits Most 1976-91 GM Vehicles	377302

TCI® SHIFTER SELECTOR

Choosing the best shifter for your application and specific needs can be overwhelming with all of the choices available. TCI® has made that choice a bit simpler for you with our shifter selection guide. Below is a list of all of the shifters available from TCI®, along with the main features of each. Below that is a listing that shows which shifters are available for popular applications. Simply pick the shifter that features the characteristics you need and follow it down the chart to verify that it is available for your application.

		Diablo	Outlaw™/Outlaw™ Blackout	FAST-GATE™	StreetFighter®	StreetFighter® Mustang Shifter	Paddle¹
Features							
	Ratchet				✓	✓	
	Gated	✓	✓	✓			
	Reverse Lockout	✓	✓	✓	✓		
	Reverse Pattern Manual Valve Bodied Transmissions	✓	✓		✓		
	Interchangeable Gate Plate		✓				
Make	Transmission Type						
Chrysler	Torqueflite	✓	✓	✓	✓		
Ford	C4/C6	✓	✓	✓	✓		
	AOD		✓		✓		
	5R55S					✓	
GM	Powerglide w/ Manual Valve Body	✓	✓				
	All GM 3-Speed	✓	✓	✓	✓		
	All GM 4-Speed	✓	✓	✓	✓		
	4L60/65/80/80E	✓	✓	✓	✓		✓

¹ Requires TCI® EZ-TCU™

Diablo Shifter™

Say hello to the most versatile shifter on the market. This street/race shifter includes all components needed for installation in nearly any GM, Ford or Chrysler. The fully configurable design allows the user to set up the shifter to utilize either a front- or rear-cable exit. The user can also configure for two-, three-, four- or even six-speed transmissions in both forward and reverse shift patterns. There is no longer a need to buy and replace parts if you are changing shift order/configuration or changing transmissions entirely. The shifter can also be upgraded to a two-button design for controlling nitrous, transbrake or shift points. A die cast aluminum handle and powder coated aluminum cover make every unit ultra-durable and lightweight. Units are also available without a cover for console mounting.

Description	Part #
Diablo Shifter™ w/ Cover	620001
Diablo Shifter™ w/ Cover, Includes Buttons	620002
Diablo Shifter™ w/o Cover	620003
Diablo Shifter™ w/o Cover, Includes Buttons	620004



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 reverse pattern gate plates available
- Available in Classic or Blackout finish

Description	Classic Style Part #	Blackout Part #
Outlaw™ Shifter for Powerglide w/ Cover	611323	611323BL
Outlaw™ Shifter for Powerglide w/ Cover & 2-Button Handle	611623	611623BL
Outlaw™ Shifter for Powerglide w/o Cover	611523	-
Outlaw™ Shifter for 3-Speed Forward Pattern w/ Cover	616331	616331BL
Outlaw™ Shifter for 3-Speed Forward Pattern w/o Cover	616531	-
Outlaw™ Shifter for 3-Speed Reverse Pattern w/ Cover	616332	616332BL
Outlaw™ Shifter for 3-Speed Reverse Pattern w/o Cover	616532	-
Outlaw™ Shifter for 3-Speed Reverse Pattern w/ Cover & 2-Button Handle	611632	611632BL
Outlaw™ Shifter for 4-Speed Forward Pattern w/ Cover	611431	611431BL
Outlaw™ Shifter for 4-Speed Forward Pattern w/ Cover & 2-Button Handle	611641	611641BL

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



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

The TCI® StreetFighter® 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 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 ²
FAST-GATE™ Right Hand Drive Shifter	616544
FAST-GATE™ Replacement Shifter Cable	840505

Footnote:

¹ Ford AOD requires a Part #618016 installation kit

² Includes 1.900" diameter shifter ball

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 TCI® automatic 4 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 ¹	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.

Description	Part #
Pan Bracket & Lever Kit for Torqueflite 727/904	148500
Pan Bracket & Lever Kit for Torqueflite 727/904 (Rear Exit)	148501
Pan Bracket & Lever Kit for TH350/400	248500
Pan Bracket & Lever Kit for TH350/400 (Rear Exit)	248501
Powerglide Pan Bracket & Lever Kit for Outlaw™ Shifters	748600
Pan Bracket & Lever Kit for 4L60E/4L80E (PRNDL)	248550
Pan Bracket for Powerglide 2" Stroke for TCI® Shifters	704600
Pan Bracket & Lever Kit for Powerglide 2" Stroke (Not for Outlaw™)	704625

#248500
TH350/400
Pan Bracket & Lever Kit



Description	Part #
Pan Bracket & Lever Kit for Powerglide 2" Stroke (Rear Exit)	704650
Powerglide Installation Kit for Outlaw™ Shifters	618015
Shift Lever for Powerglide (Not for Outlaw™)	748400
Ford AOD Installation Kit	618016
Pan Bracket & Lever Kit for Ford C4/C6	418500
Pan Bracket & Lever Kit for Ford C4/C6 (Rear Exit)	418501
Ford Universal Shift Lever	418400
Swivel Connector Cable to Shift Lever	704400

SHIFTERS

ACCESSORIES

Gate Plates

Description	Part #	Description	Part #
2-Speed Gate Plate Kit	618015	C4/C6 3-Speed Reverse Pattern Gate Plate Kit	618027
3-Speed Reverse Pattern Gate Plate	618013	C4/C6 3-Speed Forward Pattern Gate Plate Kit	618023
3-Speed Forward Pattern Gate Plate	618019	TH350 Reverse Pattern Gate Plate Kit	618025
4-Speed Reverse Pattern Gate Plate	618018	TH350 Forward Pattern Gate Plate Kit	618021
4-Speed Forward Pattern Gate Plate	618014	TH400 2-Clean Neutral Gate Plate	618020
Torqueflite 3-Speed Reverse Pattern Gate Plate Kit	618026	700R4 4-Speed Reverse Pattern Gate Plate Kit	618028
Torqueflite 3-Speed Forward Pattern Gate Plate Kit	618022	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
Replacement Neutral Safety Switch For TCI® Competition Floor Shifters	388700

Miscellaneous Accessories

Description	Part #	Description	Part #
Quick Release Pins for Outlaw™ (Set of 2) Shifter	618001	Back-Up Light Switch	618012
Aluminum Cover for Outlaw™ Shifter	618002	Ford AOD Installation Kit	618016
Mounting Plate Kit for Outlaw™ Shifter	618003	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



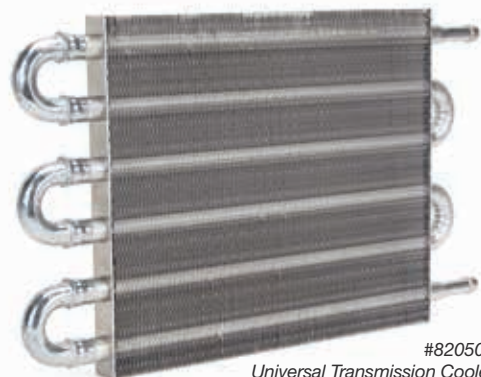
#826500
Adjustable Thermostatic Control Switch

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

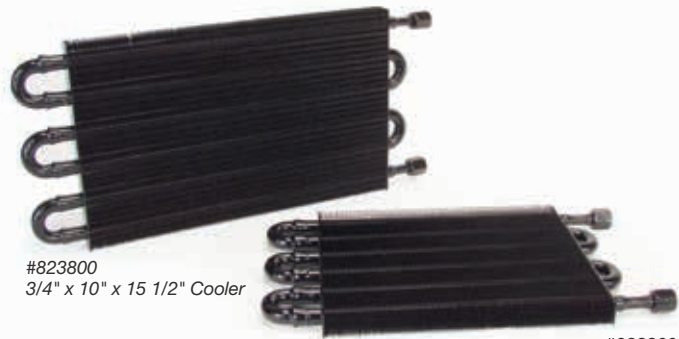
TCI® high performance coolers are designed specifically for racing but can also be used in street and towing applications. Because the “tube and fin” design is superior, you can expect our coolers to meet your needs. Constructed entirely from aluminum, these coolers are black powder coated for an aggressive 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

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



#823800
3/4" x 10" x 15 1/2" Cooler

#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



#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"

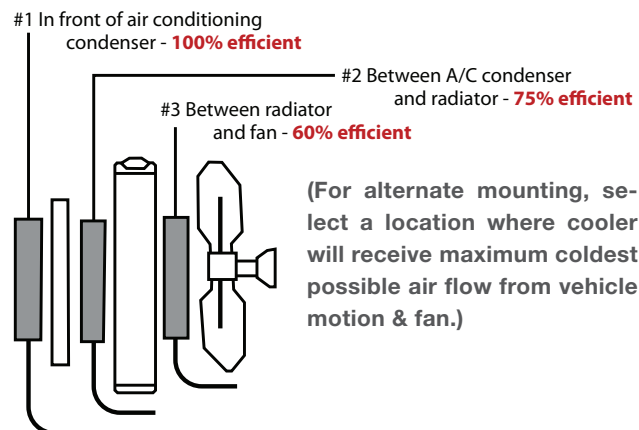
As you can see from the chart, the location chosen for mounting plays a very important role in efficiency. Cool air flow through the cooler is the manner in which a heat is dissipated. The cooler will protect the fluid from overheating, but it cannot correct a faulty transmission. The mechanical condition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



COOLING PRODUCTS

COOLING ACCESSORIES

Cooler Fittings

Description	Part #
1991-96 -6AN Fitting Kit	831012
1997 & Later -6AN Fitting Kit	831011
4L80E 9/16"-18 Fitting Kit	831013
1997 & Later 4L80E Fitting Kit	831010



#821500
Quick Mount Kit

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

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 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

See Page 157 For Cooler Fitting Specs



#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 1/16" Black Face Transmission Temperature Gauge	801002
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 refiners around the world and proprietary additive packages tai-

- 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

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.

- 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	Description	# Of Quarts	Description	# Of Quarts
Transmissions (Stock Pan)		Transmissions (Stock Pan)		Torque Converters	
Chrysler Torqueflite 727	5	GM TH350	4	13"	5
Chrysler Torqueflite 904	5	GM TH400	6	12"	4
Ford C4	5.5	GM 4L80E	7.7	11"	3.5
Ford C6	7	GM 700R4/4L60E	6	10"	3
Ford AOD/AODE	6.5	GM 2004R	6	9"	2.5
GM Powerglide	4			8"	2
				7"	2

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

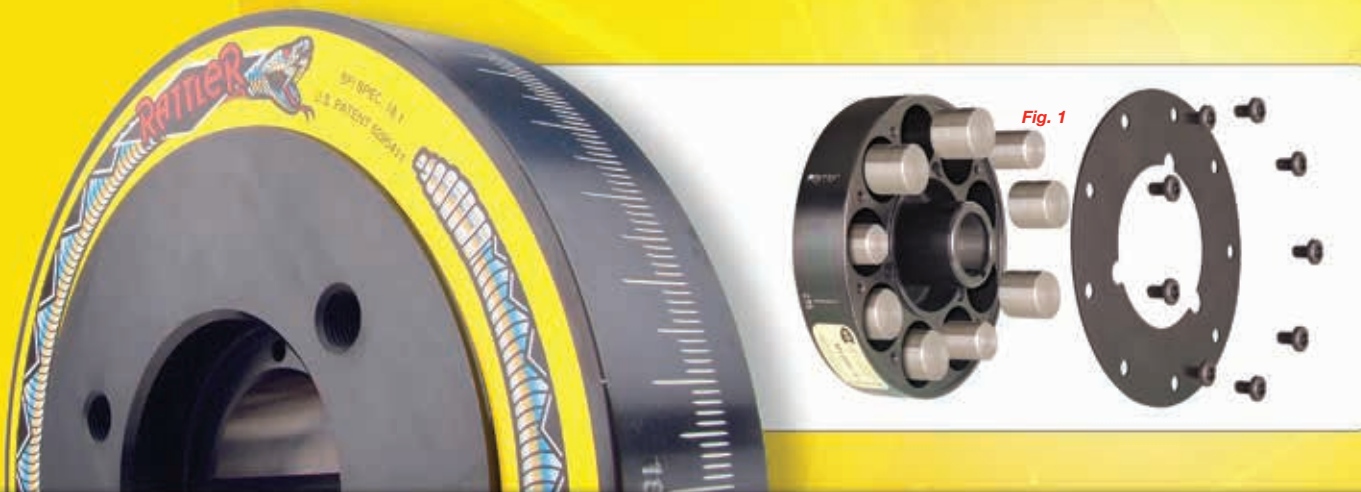


#882001
MaxShift™ High Pressure
Transmission Cooler Cleaner & Flush
w/ 5/16" Fitting

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 Chevs 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**



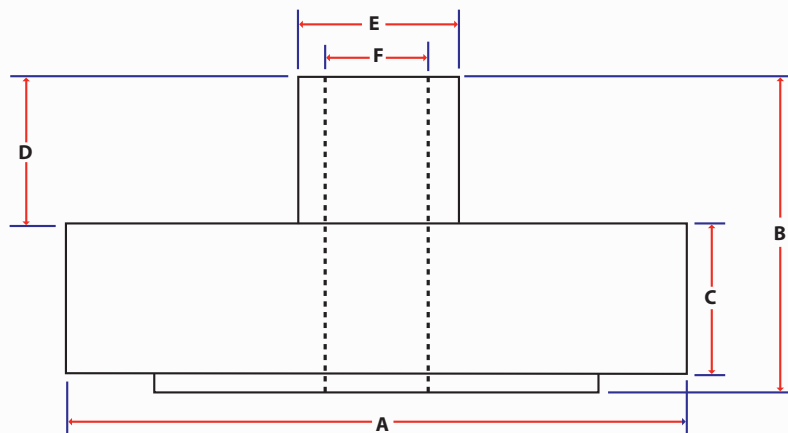
Rattler® Timing Pointers

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.
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 ¹	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:

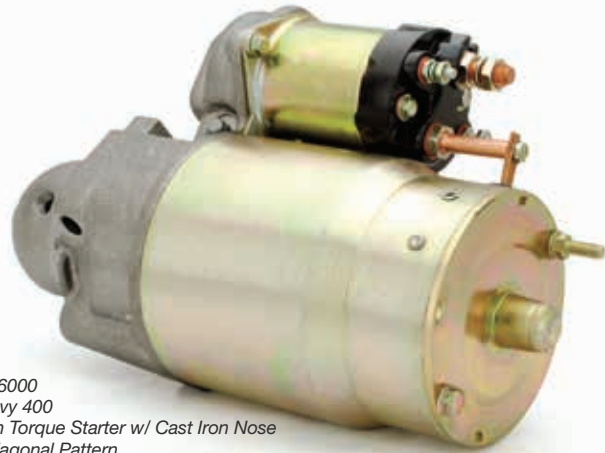
¹ 360° timing marks

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.

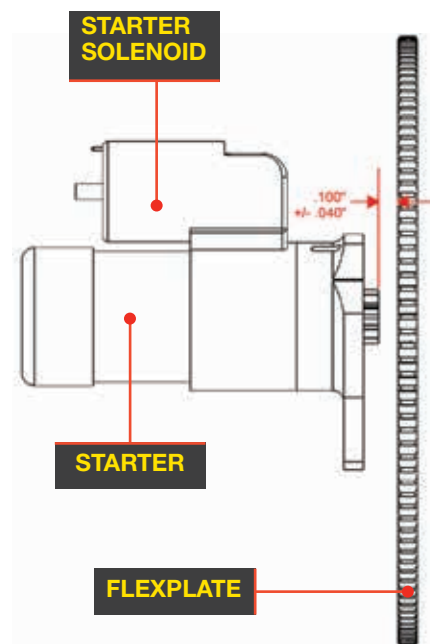


#356000
Chevy 400
High Torque Starter w/ Cast Iron Nose
& Diagonal Pattern

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.



ENGINE PRODUCTS

STARTERS & ACCESSORIES



#351110
Chevy LS,
168-Tooth Permanent Magnet
Racing Starter

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
400, 429, 460, 351M, 400M	Extreme Racing Starter	3-Bolt, Bigger Motor for High Compression or 500+c.i. Applications (Weighs 11.5 lbs.)	351609
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



#351125
Starter Solenoid

Starter Spacer Kit

Description	Part #
Fits Part #351100	352050



#352050
Starter Spacer Kit

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



#351126

#351130
Pinion Gear Replacement Sets

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.

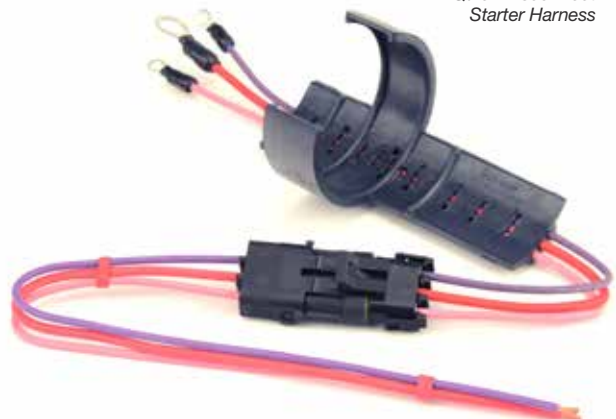
- Patented unit is manufactured from heat-resistant high impact plastic and OEM connectors
- Saves time during engine changes
- Cleans up engine compartment appearance

Description	Part #
For Use on One- or Two-Wire GM Starters	351073 ¹

Footnotes:

¹ Wires are color coded to OEM specifications for easy installation

#351073
Quick Disconnect
Starter Harness



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.

- **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
Solenoid – For Part# 861700	861100



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 cradle 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 cradle 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

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 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	149200	149161	-
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
Ford				
289, 302, 351C, 351W	1.375"Ø Pilot	529600	529661 ³	-
289, 302, 351C, 351W	1.375"Ø Pilot	529100	529661 ³	-
351M, 400M	1.375"Ø Pilot	529701	529661 ³	529632 ⁴
429, 460	1.375"Ø Pilot	529700	529761	529742
429, 460	1.375"Ø Pilot	529200	529761	-
FE 360, 390, 427, 428 Adapter Only	1.850"Ø Pilot	-	529861	-

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

Transmission Tech CDs & Manuals

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

NOTES

These CDs & Manuals do not contain information specific to performance modifications such as TCI® performs on its transmissions.

Application	Manual Part #	CD Part #
Chrysler		
Torqueflite 727/904	893100	-
Torqueflite A500/518/618	893101	-
Torqueflite 42RE	893102	-
Ford		
C4/C5	-	893201
C6	-	892901
AOD	-	892807
AODE/4R70W	892801	892803
5R55S	892802	-
E4OD	892804	-
4R100	892805	-
5R110	892806	-

Application	Manual Part #	CD Part #
GM		
TH350/350C	-	892601
TH400	892700	-
2004R	-	894101
1982-86 700R4	-	893002
1987-93 700R4/4L60E	893001	-
4L60E	893300	-
4L65E	893301	-
4L80E	893400	-
Allison 1000/2000	893450	-

MERCHANDISE

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 5XL. All hats are available in one size fits most and feature official TCI® embroidered logos. Part numbers are listed in the charts below.

Apparel

Size	Description	
	Logo T-Shirt	Street Rod T-Shirt
Small	950252	950580
Medium	950253	950581
Large	950254	950582
XL	950255	950583
2XL	950256	950584
3XL	950257	950585
4XL	950258	950586
5XL	950259	950587

Street Rod T-Shirt



Logo T-Shirt

Description	Part #
Hats	
Black & Gray Logo Hat	950310
Mesh Logo Hat	950311
Gray PRO-X™ Toboggan	950309



Black & Gray Logo Hat

Mesh Logo Hat

Gray PRO-X™ Toboggan

#CMP1103
TCI® Logo Banner



Merchandise

Description	Part #
Banners	
TCI® Logo Fabric Banner	CMP1103
Decals	
TCI® Logo Decal	TCI-100
Transmission Contingency Decal	TCI-101
Torque Converter Contingency Decal	TCI-102
Miscellaneous	
Uniform Patch	MISPATCH-3X5

#TCI-100
Logo Decal





SPECIALTY

SECTIONS

- CIRCLE TRACK
- DRAG RACE
- HEAVY-DUTY/TOWING



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.

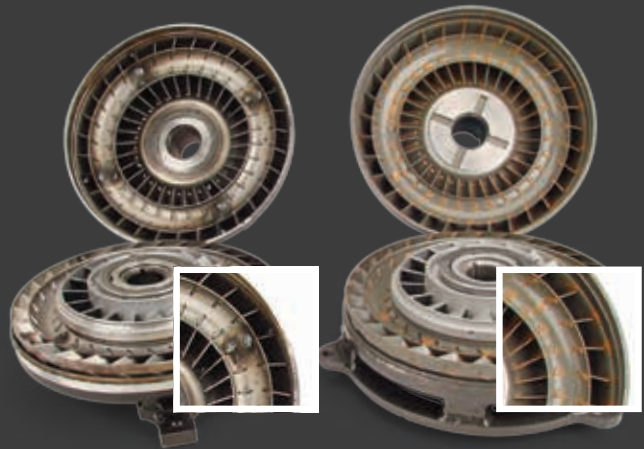
Built with a heavy-duty stator, furnace-brazed fins and precision-certified stall speed to maximize efficiency, these stock appearing converters usually reduce lap times by one to two-tenths of a second. In addition, these converters feature reduced rotational weight to improve engine braking in corners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

CIRCLE TRACK TORQUE CONVERTERS



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, Dummy Converter
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, Dummy Converter
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

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
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
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



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



Photo Credit: © Scott Mcllwin

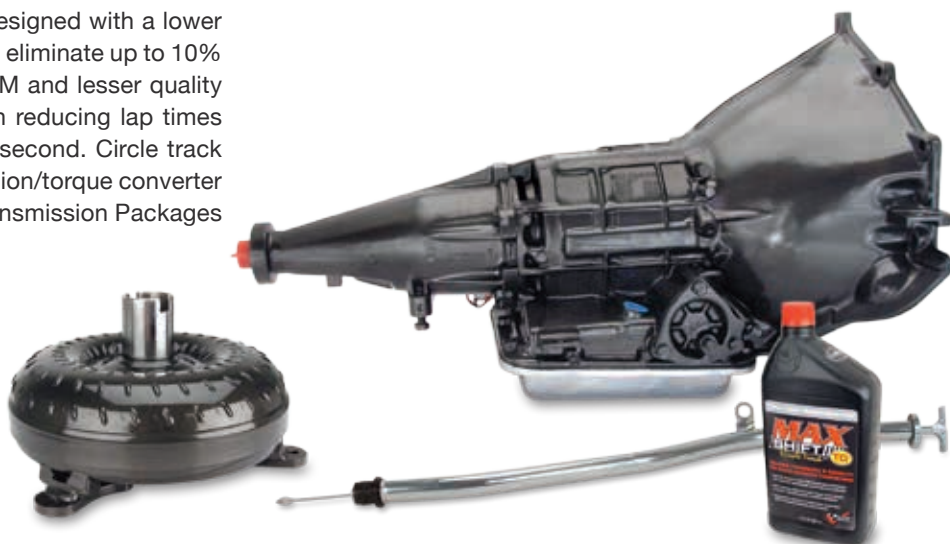
Circlematic™ Transmission Packages

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.

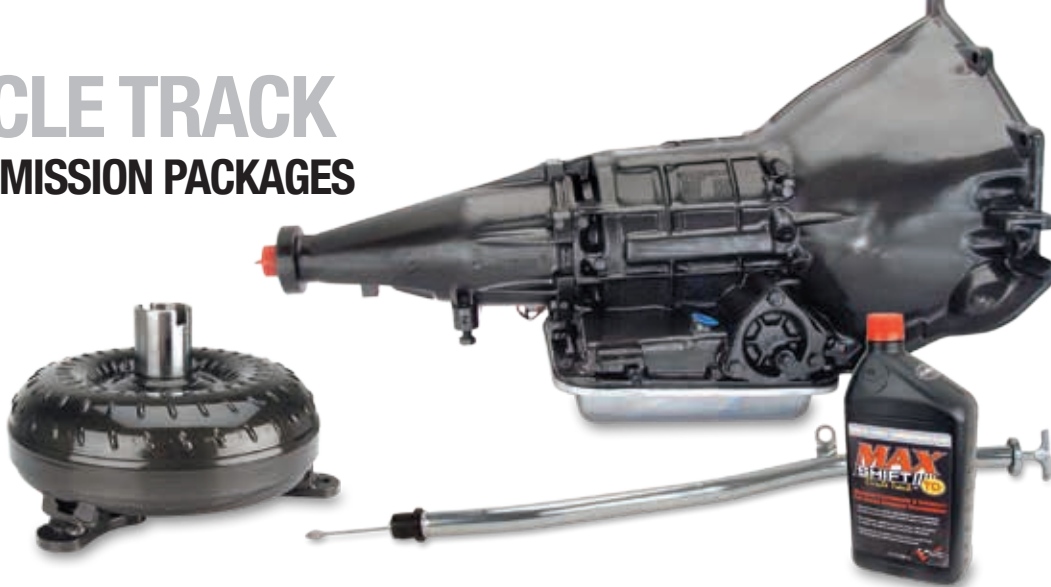
As with every TCI® Circlematic™ Transmission, those used in circle track packages include several advantages over the commonly used manual transmissions, including lighter weight (50-60 lbs. over standard), more economical pricing and performance improvements. Some of these improvements include instant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

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



CIRCLE TRACK TRANSMISSION PACKAGES



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

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" Non-Functional 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" Non-Functional 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" Non-Functional 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" Non-Functional 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.

ASPHALT TRACK

Part #			
Package	Transmission	Torque Converter	Notes
Powerglide			
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

CIRCLE TRACK FLEXPLATES

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 50-51.

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 in 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 DRIVES

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	515000 ¹	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	745004 ²	Steel Crank Flange & Drive Hub	Two-Piece	Adjustable	Neutral
Powerglide	Chevy	745000 ³	Steel Crank Flange & Drive Hub	Two-Piece	Adjustable	Neutral
Powerglide	Chevy	745001 ¹	All Steel Construction	One-Piece	No	Neutral
Powerglide	Chevy	745002 ³	Steel Crank Flange & Drive Hub w/ Full Length Splines for Accessory Pulley	Two-Piece	Adjustable	Neutral
Powerglide	Chevy	745007 ³	Aluminum Crank Flange & Steel Drive Hub	Two-Piece	Adjustable	Neutral
Powerglide	Chevy	745014 ¹	All Steel Construction	One-Piece	1/4"	Neutral
TH350/400	Chevy	162000 ³	Steel Crank Flange & Drive Hub	Two-Piece	Adjustable	Neutral
TH350/400	Chevy	165001 ¹	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.



#743402
Powerglide
Circlematic™ Stator Support

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

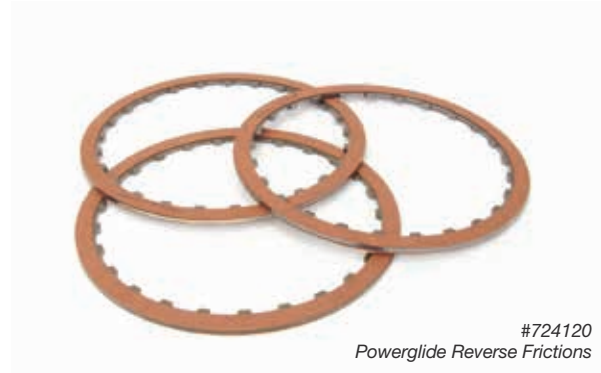
Description	Part #
Powerglide Circlematic™ Front Pump Assembly	743402
Powerglide Circlematic™ Stator Support	743602

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



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



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™ Clutchless Conversion Kit	740002



CIRCLE TRACK

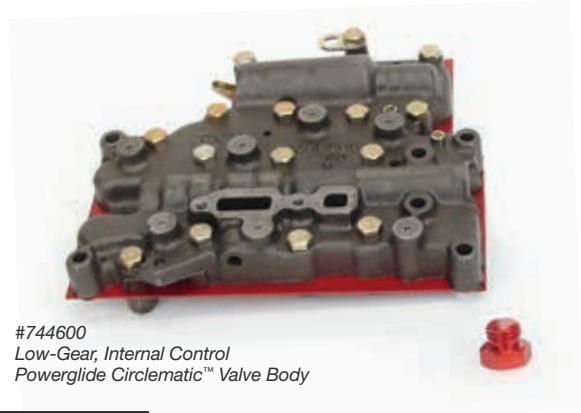
VALVE BODIES

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



#744600
Low-Gear, Internal Control
Powerglide Circlematic™ Valve Body

Description	Part #	Gasket
Reverse Pattern Internal Control Powerglide Circlematic™ Valve Body	744500	GSK744500
Low-Gear Only Internal Control Powerglide Circlematic™ Valve Body	744600	GSK744600

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



#321000
TH350, All Non Lock-Up
Forward Shift Pattern Valve Body

Description	Part #	Gasket
Powerglide		
Powerglide (All) Forward Shift Pattern	744200	GSK744200
TH350		
TH350, All Non Lock-Up, Forward Shift Pattern	321000 ¹	GSK321000
TH350, All Non Lock-Up, Forward Shift Pattern	321001 ²	-
TH350, All Non Lock-Up, Reverse Shift Pattern	321115 ²	GSK321115

Footnotes:

¹ Retains 2nd gear engine braking ² Retains 1st & 2nd gear engine braking

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

#743800
GM Powerglide Dipstick

#743861
GM TH350
Dipstick

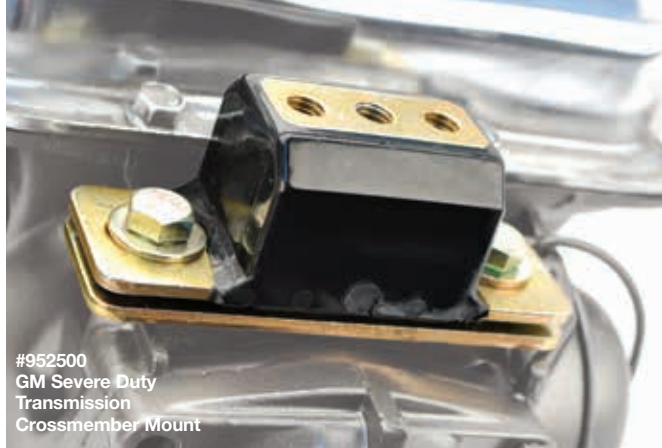
Description	Description	Color/Finish	Part #
Ford			
C4 Case-Fill Style Dipstick	Case-Fill Provisions; Locking-Style Stick	Gold Dichromate	743811
Powerglide			
Powerglide Dipstick	Full Length, Locking Assembly	Clear Zinc	743800
Powerglide Shorty Dipstick	Shorty, Locking Assembly, Race Use	Clear Zinc	743850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



#952500
GM Severe Duty
Transmission
Crossmember Mount

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



#966810
8" X-Long Yoke For
27-Spline Transmissions

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



#940003
Chevrolet Red
Powder Coated Shield

#940000
Chevrolet Silver Vain
Powder Coated Shield

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, NMRA, NMCA, PSCA, CRA Street Stocks and several others. 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.



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

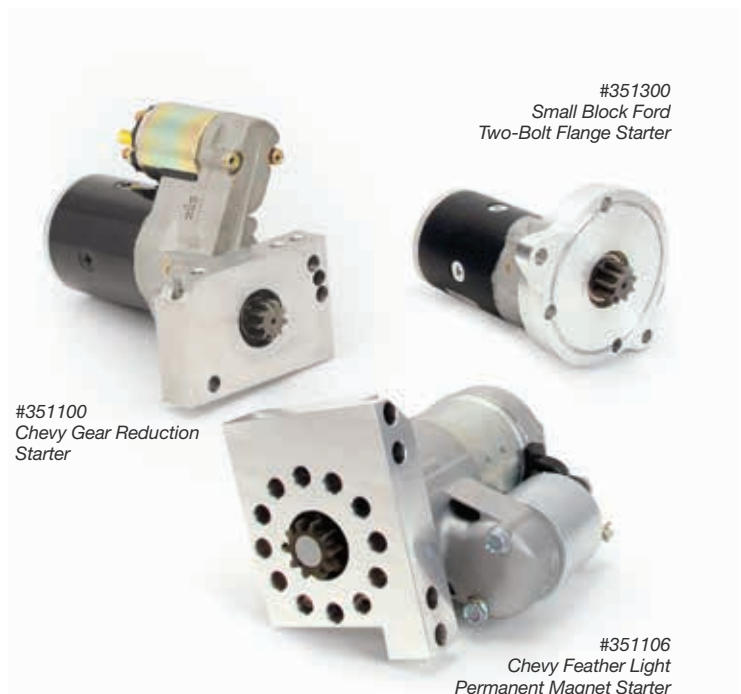


Starters

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 activates the 6061-T6 aluminum encased, continuous-duty solenoid. The solenoid then blocks fluid flow to the right front caliper, eliminating the common “push or tight” condition experienced under corner entry braking.

- **Waterproof, heavy-duty solenoid handles up to 3000psi and can handle frequent high pressure washings**
- **Compact solenoid requires only single amp of current so 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**



#861200
Electric Brake Shut-Off

Description	Part #
Electric Brake Shut-Off	861200

Powerglide Vent Filter Kit

The TCI® Powerglide Vent Filter Kit is a small pleated cotton filter with fittings designed to replace the OEM vent tube assembly and prevent fluid from spitting out of the vent during racing conditions.

Description	Part #
Powerglide Vent Filter Kit	950725

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 90 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, all 7" drag race converters are custom builds. See page 124 to order yours today.

- 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 132-136 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, Case-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**

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

* SB denotes Small Block

** BB denotes Big Block

Application	Part #					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
AMC/Chrysler						
1972-80 Torque Command 727 (Except Lock-Up)	752202	752213	752226	752204	752233	752224
1972-80 Torque Command 904 (Except Lock-Up)	-	752413	752426	752404	752433	752424
1967-87 Torqueflite 727, 24-Spline Input (Except Lock-Up) ⁴⁹	143502	143513	143526	143504	143533	143524
1967-87 Torqueflite 904, 24-Spline Input (Except Lock-Up)	-	143613	143626	143604	143633	143624
Ford						
1970-81 C4 10 1/2" Bolt Circle, 26-Spline, 1.375" Pilot, & Case-Filled Transmission	475402	475413	475426	475404	475433	475424
1970-81 C4 11 7/16" Bolt Circle, 26-Spline, 1.375" Pilot, & Pan-Filled Transmission	475302	475313	475326	475304	475333	475324
1966-89 C6 w/ 1.375" Crank Pilot (289-429-460)	446102	446113	446126	446104	446133	446124
1966-89 C6 w/ 1.850" Crank Pilot (332-429)	441402	441413	441426	441404	441433	441424
GM						
1962-73 Aluminum Powerglide	740902	740913	740926	740904	740933	740924
1965-90 TH350/400, 454 & 455, Wide Bolt Pattern (Except Variable Pitch & Lock-Up)	254202	254213	254226	254204	254233	254224
1965-90 TH350/400 Small Bolt Pattern (Except Variable Pitch & Lock-Up)	254002	254013	254026	254004	254033	254024
1982-89 2004R, 27-Spline	243860	243860	243860	243860	243860	243860
1984 1/2-93 700R4, 30-Spline	243861	243861	243861	243861	243861	243861

Footnotes: Master Footnote Listing On Page 4.

⁴⁹ Special order for early model 19-Spline

DRAG RACE

8" TORQUE CONVERTERS

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	
752206	752203	752201	752212	752214	752216	752242	752246	752260	752262	
752406	-	-	752412	752414	752416	752442	752446	-	-	
143506	143503	143501	143512	143514	143516	143542	143546	143560	143562	
143606	-	-	143612	143614	143616	143642	143646	-	-	
475406	475403	475401	475412	475414	475416	475442	475446	475460	475462	
475306	475303	475301	475312	475314	475316	475342	475346	475360	475362	
446106	446103	446101	446112	446114	446116	446142	446146	446160	446162	
441406	441403	441401	441412	441414	441416	441442	441446	441460	441462	
740906	740903	740901	740912	740914	740916	740942	740946	740960	740962	
254206	254203	254201	254212	254214	254216	254242	254246	254260	254262	
254006	254003	254001	254012	254014	254016	254042	254046	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" & 8" CUSTOM TORQUE CONVERTERS

How To Order Your 7" & 8" Custom Torque Converters

TCI® also offers 7" & 8" Custom Drag Race Torque Converters. Follow the steps below to order your custom converter today.

1. Find your application listing in the one of the charts below.
2. Be prepared to provide the following information to the TCI® technician:

- Base and Upper Stall Range (RPM)
- Vehicle Weight (Lbs.)
- Engine Size (C.I.)
- Power Adders
- Rear Gear
- Tire Size
- Fuel CFM
- Rear Gear
- Engine Dyno HP

TCI® will then take the custom converter for your specific application and carefully select the appropriate components and create a converter just for you.

7" Custom Torque Converters

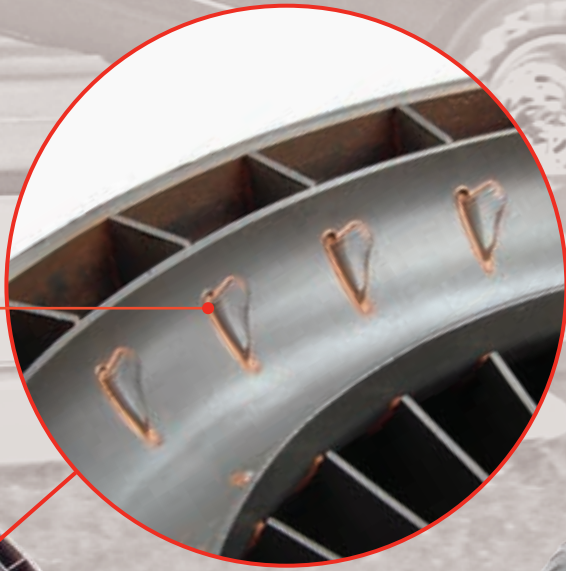
Application	Part #
Chrysler	
1967-87 Torqueflite 904, 24-Spline Input (Except Lock-Up)	143800 Custom
Ford	
1970-81 C4, 26-Spline, 1.375 Pilot (MUST SPECIFY Bolt Circle 10 1/2" or 11 7/16" & Case-Filled or Pan-Filled Transmission)	470700 Custom
GM	
1962-73 Aluminum Powerglide	740700 Custom
1965-90 TH350/400 Small Bolt Pattern (Except Lock-Up)	254600 Custom
1982-89 2004R, 27-Spline	243867 Custom

8" Custom Torque Converters

Application	Part #
AMC/Chrysler	
1972-80 Torque Command 727 (Except Lock-Up)	752200 Custom
1967 & Up Torqueflite 727, 24-Spline Input (Except Lock-Up)	143500 Custom
1967 & Up Torqueflite 904, 24-Spline Input (Except Lock-Up)	143600 Custom
Ford	
1970-81 C4 10 1/2" Bolt Circle, 26-Spline, 1.375" Pilot, Case-Filled	475400 Custom
1970-81 C4 11 7/16" Bolt Circle, 26-Spline, 1.375" Pilot, Pan-Filled	475300 Custom
1966-89 C6 w/ 1.375" Crank Pilot (289, 429, 460)	446100 Custom
1966-89 C6 w/ 1.850" Crank Pilot (332, 429)	441400 Custom
GM	
1962-73 Aluminum Powerglide	740900 Custom
1965-90 TH350/400 Small Bolt Pattern (Except Variable Pitch & Lock-Up)	254000 Custom
Built-To-Order	
24-Spline, Case-Filled	475100 Custom

DRAG RACE

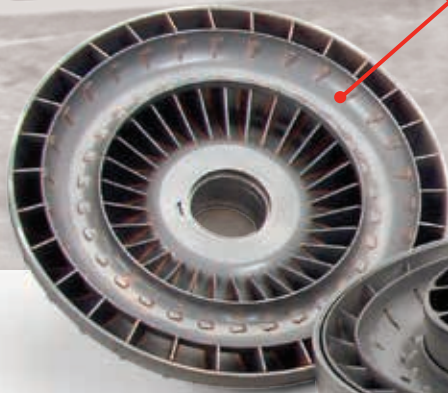
7" & 8" CUSTOM TORQUE CONVERTERS



FURNACE-BRAZING
Increased Durability &
Stall Speed Consistency

**HEAT-TREATED
STEEL HUB**
Increased Durability

**ANTI-BALLOONING
PLATE** Eliminates
Converter Expansion



GM Powerglide
7" Torque Converter



GM TH350/400
Small Bolt Pattern
8" Torque Converter



HANDMADE STEEL STATOR
Precision Stall Settings &
Increased Durability

DRAG RACE

BOLT-TOGETHER TORQUE CONVERTERS



BOLT-TOGETHER FRONT COVER
Allows For Easy Stall Changes & Service
Of Frictions & Bearings By User

Race Bolt-Together Torque Converters

With a fully furnace-brazed turbine and CNC-machined billet design, the GM 6L80 Bolt-Together Race Bolt-Together Torque Converters from TCI® are engineered specifically for serious racers that require a torque converter with the utmost in strength and quality. They are designed for extreme power, easy stall speed changes and consistent performance. This race version requires a custom tuned TCU/PCM.

Benefits include a triple-disc clutch with significantly higher torque capacity and much higher clamping force than a single-disc design, while they also have the ability to fully lock-up under wide open throttle so there is little or no high-gear slippage. Even though these converters are designed as a “race only” part with special tuning, they can be used in many high horsepower and modified vehicles when a single-disc converter simply won’t withstand the power. Featured along with the high torque capacity, triple-disc, woven carbon fiber friction lock-up clutch is a 50-spline clutch hub, meaning the horsepower capacity of this converter is second to none.

The bolt-together CNC billet design permits users to easily set the optimum stall speed for his or her application without sending it back to TCI®. When the stall is properly matched to the torque curve of the engine, the launch and overall performance of the vehicle will be greatly increased. The bolt-together design also enables quick disassembly to allow inspection and service of bearings and lock-up components at home or at the track. And like all TCI® torque converters, each unit undergoes the legendary TCI® Triple Testing process and is HDT™ coated to prevent corrosion and help dissipate heat.

Description	Stall Speed (RPM)	Part #
6L80E	2600-2700	242972R
6L80E	2800-2900	242974R
6L80E	3100-3200	242976R
6L80E	Custom	24297XR ¹

Footnotes:

¹ This is a custom order piece – select your preferred stall speed or ask TCI® for a recommendation.

Applications:

- Camaro (All V8, 6L80E/6L90E)
- Pontiac G8 (All V8, 6L80E/6L90E)
- Cadillac CTS-V (All V8, 6L80E/6L90E)
- Silverado/Sierra (All V8, 6L80E/6L90E Applications)



HDT™ COATING
Prevents Corrosion &
Dissipates Heat

DRAG RACE TRANSMISSIONS

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

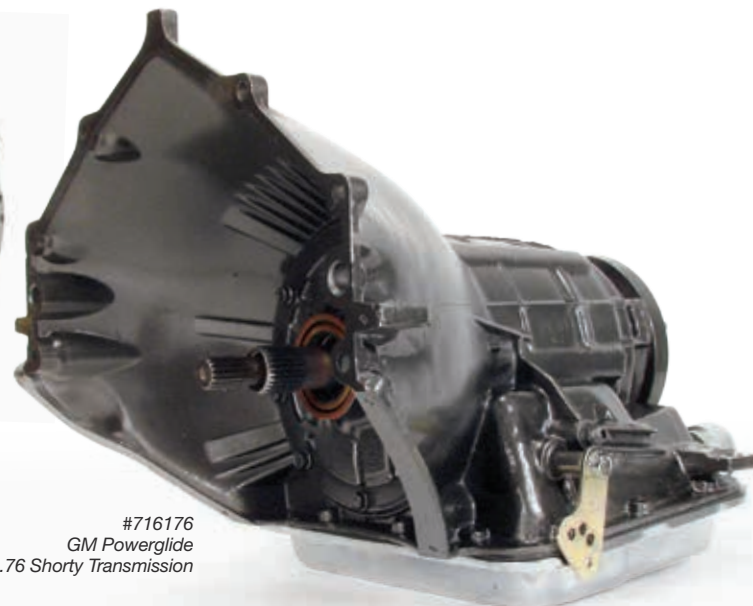
Designed for the serious full-tree bracket racer, TCI® Transbrake Transmissions deliver the quickest and most consistent reaction times in the business. These transmissions are blueprinted and built one unit at a time to ensure that you get quality parts. Designed for horsepower ranges of up to 750 horsepower, 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

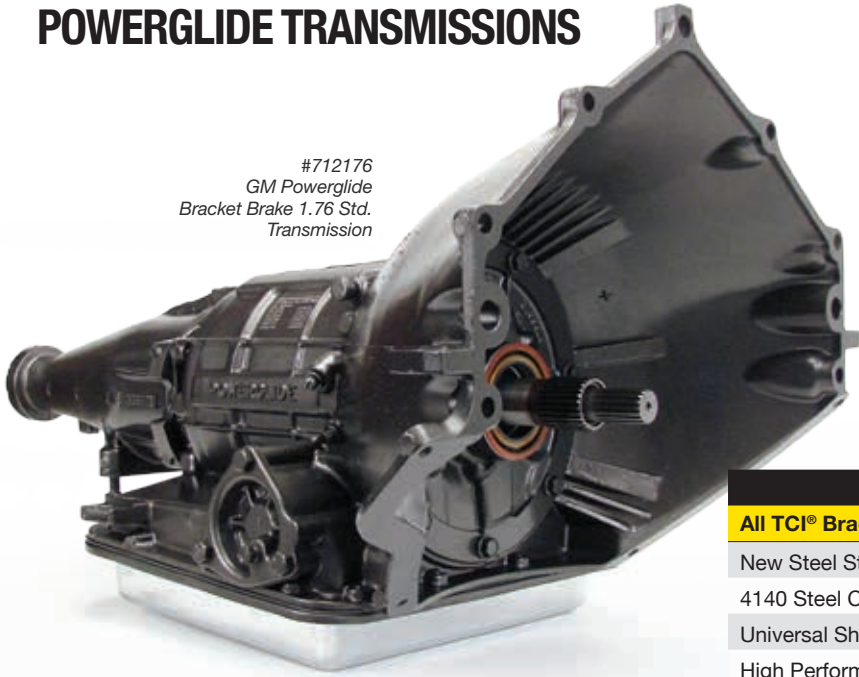
#412000
Ford C6
Full Manual Competition
Transmission



#716176
GM Powerglide
Pro Tree Brake 1.76 Shorty Transmission

DRAG RACE POWERGLIDE TRANSMISSIONS

#712176
GM Powerglide
Bracket Brake 1.76 Std.
Transmission



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.

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.

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 #
Full Manual 1.76 Standard Length	711176
Full Manual 1.76 Standard Length w/ #749600 Input Shaft	711178
Full Manual 1.76 Shorty Length	714176
Full Manual 1.82 Standard Length	711182
Bracket Brake 1.76 Standard Length	712176
Bracket Brake 1.76 Standard Length w/ #749600 Input Shaft	712178
Bracket Brake 1.76 Shorty Length	715176
Bracket Brake 1.76 Shorty Length w/ #749600 Input Shaft	715178
Bracket Brake 1.82 Standard Length	712182
Bracket Brake 1.82 Standard Length w/ #749200 Input Shaft	712184
Pro Tree Brake 1.76 Standard Length	713176
Pro Tree Brake 1.76 Standard Length w/ #749600 Input Shaft	713178
Pro Tree Brake 1.76 Shorty Length	716176
Pro Tree Brake 1.76 Shorty Length w/ #749600 Input Shaft	716178
Pro Tree Brake 1.82 Standard Length	713182
Pro Tree Brake 1.82 Standard Length w/ #749300 Input Shaft	713183

CHRYSLER TRANSMISSIONS

Application	Engines	Part #	
		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	-

NOTES

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.

FORD TRANSMISSIONS

Application	Engines	Part #	
		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.

NOTES

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.

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.

DRAG RACE TRANSMISSIONS

GM TRANSMISSIONS

Application	Engines	Part #	
		Full Manual	Transbrake
Powerglide			
Powerglide, Stock GM Aluminum Case, Super Set Planetary, Cast Aluminum Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Full Manual Competition Std. Length Valve Body, 1:80 Gear Ratio	GM	71250211	-
Powerglide, Stock GM Aluminum Case, Super Set Planetary, Cast Aluminum Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	71250231
Powerglide, Stock GM Aluminum Case, Super Set Planetary, Cast Aluminum Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	71250261
Powerglide, Stock GM Aluminum Case, Super Set Planetary, Cast Aluminum Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	71254431
Powerglide, Stock GM Aluminum Case, Super Set Planetary, Cast Aluminum Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, PRO-X Ringless Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	71254631
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Std. Length Transbrake, 1:80 Gear Ratio	GM	-	73250221
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73250231
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73250261
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Transbrake, 1:80 Gear Ratio	GM	-	73250421
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73250431
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, 1:80 Gear Ratio	GM	73250441	-
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73250461
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73254431
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73254461
New Reid Case w/ SFI Spec 4.1 Safety Liner, Super Set Planetary, Cast Alum. Stock Depth Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	73274431
Stock Powerglide Case w/ Upgraded Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	74254431
Stock Powerglide Case w/ Upgraded Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	74254461
Reid Case w/ SFI Spec 4.1 Safety Liner & Upgraded Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	76250261
Reid Case w/ SFI Spec 4.1 Safety Liner & Upgraded Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	76254431
Reid Case w/ SFI Spec 4.1 Safety Liner & Upgraded Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket PRO-X™ Ringless Turbo Spline Input Shaft, Shorty Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	76254661
Reid Case w/ SFI Spec 4.1 Safety Liner, Bearing & Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	77250431

DRAG RACE TRANSMISSIONS

Application	Engines	Part #	
		Full Manual	Transbrake
Powerglide			
Reid Case w/ SFI Spec 4.1 Safety Liner, Bearing & Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:98 Gear Ratio	GM	-	77250438
Reid Case w/ SFI Spec 4.1 Safety Liner, Bearing & Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	77254431
Reid Case w/ SFI Spec 4.1 Safety Liner, Bearing & Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket PRO-X™ Ringless Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	GM	-	77254631
Reid Case w/ Gerotor Pump, Super Set Planetary, Steel Stock Depth Pan, Steel Hub, Aftermarket Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:98 Gear Ratio	**	-	82200238
Reid Case w/ Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, Steel Hub, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	**	-	82250431
Reid Case w/ Gerotor Pump, Super Set Planetary, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket Vasco Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	**	-	82254431
Reid Case w/ Gerotor Pump, Super Set Planetary w/ Alum. Valve Body, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket PRO-X™ Ringless Turbo Spline Input Shaft, Std. Length Pro Tree Transbrake, 1:80 Gear Ratio	**	-	82854631
Reid Case w/ Gerotor Pump, Super Set Planetary w/ Alum. Valve Body, Cast Alum. Deep Pan, 10-Clutch High Drum Wide Band & High Static Reverse Clutches, Aftermarket PRO-X™ Ringless Turbo Spline Input Shaft, Std. Length Ultimate Pro Tree Transbrake, 1:80 Gear Ratio	**	-	82854671

Notes:

** All Chrysler, Ford, GM & BOP; bellhousing sold separately, see page 147 for bellhousing part numbers

Application	Engines	Part #	
		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 , 312515 ^{30,53,64}
Buick, Olds, Pontiac, Pontiac, Cadillac, TH350, 6" Tailshaft, Forward Shift Pattern	All BOP V8	312100	-
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} , 212507 ^{53,60,61,62,68}
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
7004R			
1984-93 700R4, 30-Spline, 30 3/4" Overall Length, Reverse Shift Pattern	V8	371001 ⁶⁶ , 371061 ⁶⁵	371500
1986-92 700R4, Reverse Shift Pattern	All Chevrolet	371101	-
4L80E			
1991-96 Case, Non Computer Controlled	All Chevrolet	-	272500, 272700 ^{22,105}
1997-06 Case, Non Computer Controlled	All Chevrolet	-	272501, 272701 ^{22,105}

Footnotes: See Master Footnote Listing On Page 4.

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.

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 nitrous applied

Part #	Application	Stall Range (RPM)	Vehicle Weight (lbs.)	Engine CID	Rear Gear	Tire Size	Fuel CFM	Engine Dyno HP
9" Small-Bolt Pattern								
143009	Torqueflite 727	4800-5500	2500	705	Up to 4.56	34"	1400	1400
143010	Torqueflite 727	5200-5900	3200	705	Up to 4.88	33"	1400	1300
143012	Torqueflite 727	5500-6200	3200	705	Up to 4.88	33"	1400	1200
251801	GM TH400 Spline	4000-4800	2500	598	Up to 4.10	33"	1400	1800+
251804	GM TH400 Spline	4000-4800	3000	451	Up to 3.60	33"	1400	1800+
251802	GM TH400 Spline	5600-6000	2800	632	Up to 4.30	32"	1400	1400
251862	GM TH400 Spline	5600-6100	2200	565	Up to 4.10	33"	1400	1200
251861	GM TH400 Spline	5700-6200	2200	572	Up to 4.10	33"	1400	1250
251803	GM TH400 Spline	5800-6200	2800	632	Up to 4.30	32"	1400	1400
251860	GM TH400 Spline	5800-6300	1800	615	Up to 3.90	33"	1400	1400
251805	GM TH400 Spline	6000-6400	2500	585	Up to 3.90	33"	1400	1500
251814	GM TH400 Spline	6100-6400	2500	572	Up to 4.10	33"	1400	1250
251811	GM TH400 Spline	6200-6500	2500	632	Up to 4.30	33"	1400	1500
251813	GM TH400 Spline	6300-6600	2500	585	Up to 4.10	33"	1400	1300
251812	GM TH400 Spline	6400-6700	2500	632	Up to 4.30	33"	1400	1500
10" Small-Bolt Pattern								
142500	Torqueflite 727	3600-4200	3200	565	Up to 4.10	32"	1400	1000
142520	Torqueflite 727	4000-4800	2800	675	Up to 3.90	32"	1400	1400
142550	Torqueflite 727	4000	2500	800	Up to 3.60	33"	1400	1800+
251000	GM TH400 Spline	3600-4200	3200	565	Up to 4.10	32"	1400	1000
251050	GM TH400 Spline	4000	2500	800	Up to 3.60	33"	1400	1800+
251020	GM TH400 Spline	4000-4800	2800	675	Up to 3.90	32"	1400	1400
251030	GM TH400 Spline	4000	2500	800	Up to 3.60	33"	1400	1800+

PRO-X™ DRAG RACE

9" & 10" TORQUE CONVERTERS



#251800
GM TH350/400
6 Mounting Lugs
PRO-X™ Torque
Converter

- 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

How To Order Your Custom PRO-X™ Torque Converters

If you don't see a part numbered PRO-X™ Torque Converter in the chart, TCI® can custom build a converter to your exact specifications.

When you call, be prepared to provide the following information to the TCI® technician:

- Base and Upper Stall Range (RPM)
- Vehicle Weight (Lbs.)
- Engine Size (C.I.)
- Power Adders
- Rear Gear
- Tire Size
- Fuel CFM
- Rear Gear
- Engine Dyno HP

PRO-X™ Custom Torque Converters

Part #
251400
251600
251800
260500
452400
445200

TCI® will choose the appropriate base torque converter part number and components and create a converter just for you.

PRO-X™ DRAG RACE

TRANSMISSIONS



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, 1.65 or 1.58 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 a PRO-X™ 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 AxLine computer dynotest and certification.

* Some of these will require a custom transmission

Description	Part #
PX1	
Reid Case, 1.80 Straight Cut Planetary, 10-Clutch Drum, #749602 PRO-X™ Ring-Style Turbo Spline Input Shaft, Pro Tree Transbrake, #743520 Aluminum Gerotor Pump	77884571PX1
Reid Case, 1.80 Straight Cut Planetary, 10-Clutch Drum, #749603 PRO-X™ Ringless-Style Turbo Spline Input Shaft, Pro Tree Transbrake, #743525 Aluminum Gerotor Pump for Ringless Input Shaft	77884671PX1
PX2 Patent No. 8,298,109 B2	
2-Piece Reid Case (Bellhousing NOT Included), 1.80 Straight Cut Planetary, Standard Length 4340 Powerglide Output Shaft, #749604 Ultra Ringless Input Shaft, #743530 Gerotor Pump w/ Rear-Oiling Technology™	82854631PX2 ¹⁰⁴
PX3 Patent No. 8,298,109 B2	
2-Piece Reid Case (Bellhousing NOT Included), 1.80 Straight Cut Planetary, Standard Length 4340 TH400 Output Shaft, #749604 Ultra Ringless Input Shaft, #743530 Gerotor Pump w/ Rear-Oiling Technology™	82854631PX3 ¹⁰⁴

Footnotes:

¹⁰⁴ Due to spline configurations and dimensions, a TCI® custom built torque converter must be used. Call for details.

PRO-X™ TH400 Transmission

Description	Part #
PX1	
TH400, 2.10 Gear Set, Billet Aluminum Drums, 36-Element Intermediate Sprag, Billet Aluminum Valve Body, 8-Clutch Drum Kit	212507PX1

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.

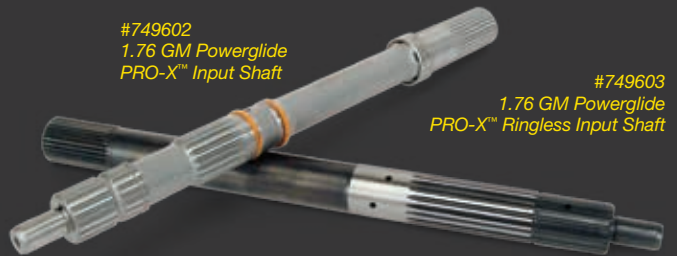
- Pumps available for both ring & ringless style input shafts
- Friction-reduction coated to decrease drag
- Aluminum style dissipates heat quickly for added durability
- Bolt-in stator support tube to eliminate tube flex & twist
- Very precise tolerances - as little as .0003"

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™
Powerglide Steel Gerotor Pump for PRO-X™ Ringless Input Shaft	743510 ¹
Powerglide Cast Aluminum Gerotor Pump for PRO-X™ Ringless Input Shaft	743525 ¹
Accessories	
Gerotor Stator Support Tube Assembly	743502
Gerotor Stator Support Tube – Ringless	743512
Gerotor Pump Body w/ Gears	743504
Aluminum Gerotor Pump Body w/ Gears	743514
Gerotor Stator Support Pump Half	743505
Powerglide Gerotor Pump Stator w/ Turbo Bushing	743600
Footnotes:	
¹ Part #743510 & 743525 require use of TCI® PRO-X™ Ringless Input Shaft	



#749602
1.76 GM Powerglide
PRO-X™ Input Shaft

#749603
1.76 GM Powerglide
PRO-X™ Ringless Input Shaft

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	-
TH400 Heavy-Duty Billet Main Shaft	223700	-
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™ DRAG RACE

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



#227800
GM TH400
34-Element Sprag
& Drum Assembly

Sprags

Sprags are a one-way clutch device used to transfer power through the transmission. TCI® heavy-duty sprags are stronger than stock in both material and design. And in applications where multiple sprag designs are available, TCI® always selects the strongest ones for use in our transmissions.

Description	Part #
Chrysler	
Torqueflite 727 Bolt-In, 34-Element Sprag	127000
Ford	
5R55S Overdrive Sprag	577900
GM	
TH350, 36-Element Sprag & Drum Assembly	327900
TH350, Hardened Outer Race	328910
TH400, 34-Element Sprag	227900
TH400, 34-Element Sprag & Drum Assembly	227800
700R4/4L60E Forward, 29-Element Sprag	373600
700R4/4L60E Low Roller Clutch	373601

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.



#323900
GM TH350
Direct (Front)
Transmission Drum

Description	Part #	OEM Drum Weight (lbs.)	TCI® Drum Weight (lbs.)	Weight Savings (lbs.)
GM				
TH350 Direct (Front)	323900	7.97	3.67	4.3
TH400 Forward (Front)	223800 ¹	7.25	2.84	4.41

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 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 #
Ford	
C4 Forward Steel Drum w/ Sleeve	743910
GM	
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
Replacement Clutches for Part #743910	724055
High Gear Clutch Piston for Part #743910	744010
Powerglide High Performance Friction Clutch Plates - .061" (6 Ea.)	724050
Powerglide High Performance Friction Clutch Plates - .098" (5 Ea.)	724250

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	-
E40D Input Shaft	499700	-
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	-
1.82 Powerglide Carrier w/ Turbo Converter Splines, 12 5/8" Length	749200 ¹	749201
1.82 Powerglide Carrier w/ Powerglide Converter Splines, 12 5/8" Length	749300	749301
TH400 Heavy-Duty Forward Drum Assembly w/ Larger Dia. Billet Input Shaft Installed (High HP Applications)	223600	-
1987-93 700R4 Heavy-Duty Drum w/o SmartShell	373932	-
1982 & Later 700R4/4L60E SmartShell Assembly	373900	-
1987-97 700R4/4L60E Input Shaft	379600	-
1987-97 700R4/4L60E Heavy-Duty Drum Assembly	373930	-
1998 & Later 4L60E LS-Style Input Shaft	379601	-
1998-05 4L60E Heavy-Duty Drum w/o SmartShell	373931	-
1998 & Later 4L60E Heavy-Duty Drum w/o SmartShell	373933	-
4L80E Input Shaft	279600	-

Footnotes:

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

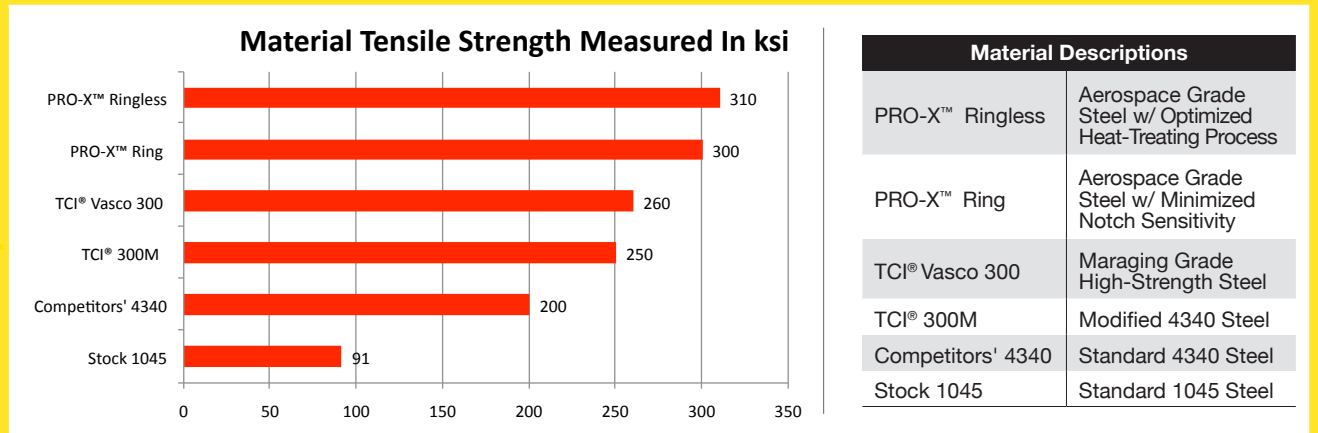
Intermediate Shafts

Description	Part #	
	Vaccu Melt 300	VASCO 300 Steel
GM		
TH400 Intermediate Shaft	223700	223701

DRAG RACE TRANSMISSION INTERNALS

NOTES

Engines producing over 800 HP require a PRO-X™ Input Shaft. For 1500+ HP applications, use the PRO-X™ Ringless Input Shaft. Pg. 135



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

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

Powerglide Clutch Hubs

TCI® manufactured clutch hubs for the aluminum case Powerglide transmission.

- Stress-proof steel design
- "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



#748300
GM Powerglide
High Gear Steel Clutch Hub

Description	Part #
Powerglide Clutch Hubs	
Powerglide High Gear Steel	748300
Powerglide High Gear Steel 10-Clutch	748310
TH400 Forged Steel Clutch Hub	
TH400/4L80E Steel Forward Clutch Hub	228300
TH400/4L80E Steel Forward Clutch Hub W/Bearing	228305

DRAG RACE

PLANETARIES & ACCESSORIES



Bolt-Together Planetaries

This cleverly engineered bolt-together design is available in several gear ratios and shafts, making it the most versatile planetary unit for every racing configuration. The output shafts and gear ratios can be inspected and serviced easily without being sent back to TCI®. The gears are precisely manufactured from heat-treated 9310 steel to provide the strongest, lowest friction and quietest gear set on the market, capable of withstanding any racing environment. Also part of this redesign are steel-backed, bi-metal washers with a wear-resistant PTFE layer that will reduce friction, and therefore reduce heat. Furthermore, the planetaries feature roller thrust bearings instead of washers for the sun gear and input shaft.

- Every component is manufactured by TCI® in order to provide the strongest planetary on the market
- Bolt-together design allows for easy rebuilds & gear ratio or output shaft change
- Strongest & lowest-friction gear set on the market, capable of withstanding any racing environment

Description	Ratio			
	1.58	1.69	1.80	1.98
For Standard Length Powerglide Transmissions (27 9/16" Overall Length), 27-Spline				
Bolt-Together Planetary Set	747630	747610	747600	747620
For Shorty Length Powerglide Transmissions (19 1/2" Overall Length), 27-Spline				
Bolt-Together Shorty Planetary Set	747640	747611	747601	747621
For Standard Length Powerglide Transmissions (27 9/16" Overall Length), 32-Spline				
Bolt-Together Planetary Set	-	747612	747602	747622
For Shorty Length Powerglide Transmissions (19 1/2" Overall Length), 32-Spline				
Bolt-Together Shorty Planetary Set	-	747613	747603	747623

Accessories/Replacement Parts

Description	Part #
Gears¹	
Bolt-Together Planetary Gears - 1.69	747681
Bolt-Together Planetary Gears - 1.80	747680
Bolt-Together Planetary Gears - 1.98	747682
Bolt-Together Shafts	
Standard Length Bolt-Together Shaft, 27-Spline	747671
Shorty Length Bolt-Together Shaft, 27-Spline	747672
Standard Length Bolt-Together Shaft, 32-Spline	747673
Shorty Length Bolt-Together Shaft, 32-Spline	747674
Accessories	
1.76 Planetary Carrier	747670
Master Rebuild Kit	747690
Gear Needle Bearing Kit	747691
Thrust Washer Kit	747692
Gear Axle Kit	747693
Bearing Kit	747694
Bolt Kit	747695

Footnotes:

¹ For use with TCI® Bolt-Together Planetary ONLY

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.



#747500
1.82 Standard Length
w/ Reinforced Carrier

Description	Part #
1.82 Standard Length w/ Reinforced Carrier (28" Powerglide)	747500
1.82 Shorty Length w/ Reinforced Carrier (19 1/2" Powerglide)	745800

DRAG RACE PLANETARIES & ACCESSORIES



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.

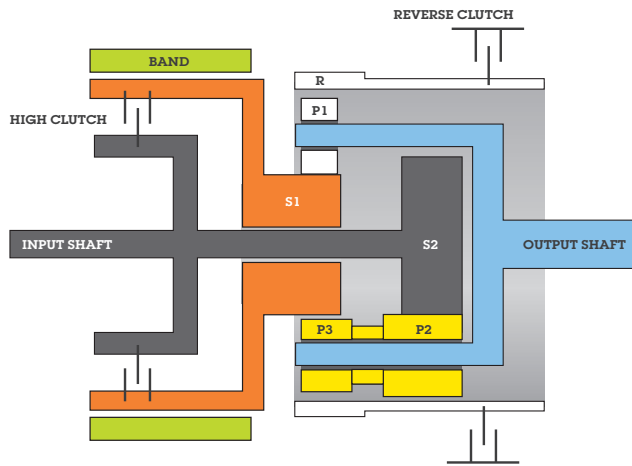


Fig. 1

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 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
Thrust Washer Kit for 1.76 Carrier	747510
Forged Straight-Cut Reverse Ring Gears	
4140 Forged Ring Gear for 1.65 & 1.80 Ratios	747456
1.82 Ring Gear Stabilizer	747510
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
Low Drag Tailhousing – Stock Casting w/ New Billet Machined Tailstock & Roller Bearing Installed	720001
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
GM TH400	
Rear Case Bearing	224400
GM 700R4	
5-Pinion Rear Planetary	370000
5-Pinion Front Planetary	370100

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**
- **Power is immediately transferred to rear tires, very similar to a manual clutch**
- **Vehicle will not be able to roll forward or backward**



Description	Shift Pattern	Material	Valve Body Part #	Gasket 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	GSK421500
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	GSK748200
Powerglide Pro Tree Transbrake Kit	P-R-N-2-1 (Safe Neutral)	Cast Iron	628200	GSK628200
Powerglide Pro Tree Stage 2 Transbrake Kit	P-R-N-2-1 (Safe Neutral)	Cast Iron	628251	GSK628251
TH350 Transbrake Kit, All	P-R-N-1-2-3	Cast Iron	321500 ¹	GSK321500
TH350 Transbrake Kit, All, No Solenoid	P-R-N-1-2-3	Cast Iron	321501 ¹	–
1965-91 TH400 Transbrake Kit	P-R-N-1-2-3	Cast Iron	221500 ¹	GSK221500
1965-91 TH400 Transbrake Kit, No Solenoid	P-R-N-1-2-3	Cast Iron	221501 ¹	–
700R4 Transbrake Valve Body Kit	P-R-N-1-2-3	Aluminum	376025 ¹	–
1993 & Later 4L60E Valve Body Kit w/ Engine Braking	P-R-N-3-2-1	Aluminum	376035	–
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

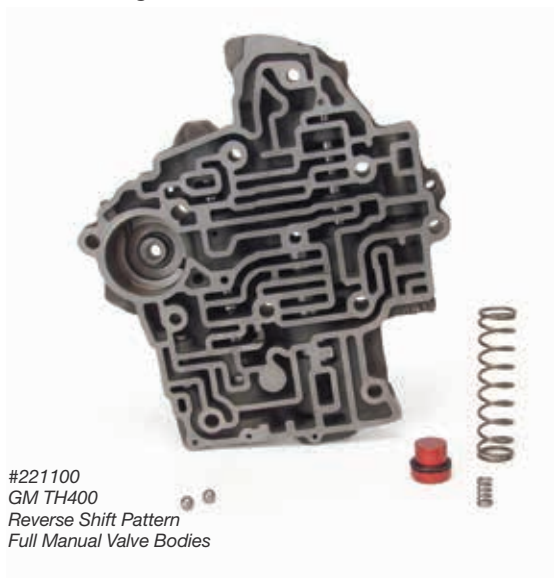
² Shift pattern P-R-1-2-3-N; Reverse is Neutral until transbrake button is applied

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



#628216
Piston Springs For
Powerglide Reverse

Springs & Things

Description	Part #
(17) Piston Springs for Powerglide Reverse	628216
Pressure Regulator Spring for Powerglide	704300
Pressure Regulator High Performance Spring for Powerglide	704301
(16) Direct Springs for TH400 High Gear	221600
Pressure Regulator Spring for TH400	224300

Description	Part #	Gasket
Chrysler		
1967-79 Torqueflite 727 & 904, Reverse Shift Pattern	121700¹	–
Ford		
1970-82 C4, Reverse Shift Pattern	521000	–
1967-91 C6, Reverse Shift Pattern	421000	–
1969 & Later C6, Reverse Shift Pattern	421001	–
1988 & Later AOD, Forward Shift Pattern	432200	–
GM		
Powerglide, All Aluminum Case, Forward Shift Pattern	744200	GSK744200
TH350, All Non Lock-Up, Forward Shift Pattern	321000²	GSK321000
TH350, All Non Lock-Up, Forward Shift Pattern	321001³	–
TH350, All Non Lock-up, Reverse Shift Pattern	321100	GSK321100
TH350, All Non Lock-up, Reverse Shift Pattern	321115³	GSK321115
1965-91 TH400, Reverse Shift Pattern	221100	GSK221100
1965-91 TH400, Forward Shift Pattern	221200³	–
1965-91 TH400, Reverse Shift Pattern	221201³	GSK221201
2004R, All, Reverse Shift Pattern	386010⁴	GSK386010
700R4, All, Reverse Shift Pattern	376010⁴	GSK376010
700R4, All, Reverse Shift Pattern w/ Full Engine Braking	376015⁴	–

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



#321400
Replacement Release
Valve & Springs

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	628205
Replacement Release Valve for #628251	628206
Composite Metal Matrix Release Valve for #628200	628209
Replacement Release Valve & Spring for #748200	749500

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
700R4/200R4 TCC 2-Wire Solenoid	376601



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 relieves 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.

- 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 drain plug eliminates leakage issues

#528222
Die Cast Deep Aluminum Pan



Description	Part #
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

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

#528505
High Flow Powerglide Filter System



Description	Part #
High Flow Powerglide Filter System	528505
High Flow TH350 Filter System	328505

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 72 For Complete Listing

Bellhousings & Cases

These bellhousings must be used with the Reid Two-Piece Case with Liner, TCI® Part #720012.



#720012
Reid Two-Piece Case
w/Liner

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
Chevy Bellhousing	720013
Pontiac Bellhousing	720021
Reid One-Piece Case w/Liner	720002
Reid Two-Piece Case (Case Only) w/Liner	720012
Reid TH400 Case w/ Liner	210002
Powerglide Case Saver	720011

Powerglide Band Adjustment Screw

The TCI® Powerglide Band Adjustment Screw is made from hardened and tempered alloy steel to prevent bending or breakage that can lead to slippage or possibly transmission breakage. This band adjustment screw is designed for use with OE or aftermarket cases. Stock thread length with zinc-plating to prevent corrosion.

Description	Part #
Powerglide Band Adjustment Screw	744310

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

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

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
1/2" Motor Plate Extension Kit	745502
3/8" Motor Plate Extension Kit	745506
1/4" Motor Plate Extension Kit	745504
1/8" Motor Plate Extension Kit	745508



#743520
GM Powerglide
Cast Aluminum Gerotor Pump

Description	Part #
Powerglide Steel Gerotor Pump	743500
Powerglide Cast Aluminum Gerotor Pump	743520



#932500
Chevrolet Flexplate Shield/
Mid-Mount Plate Combination



#745500
Converter Nut & Bolt Kit

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

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

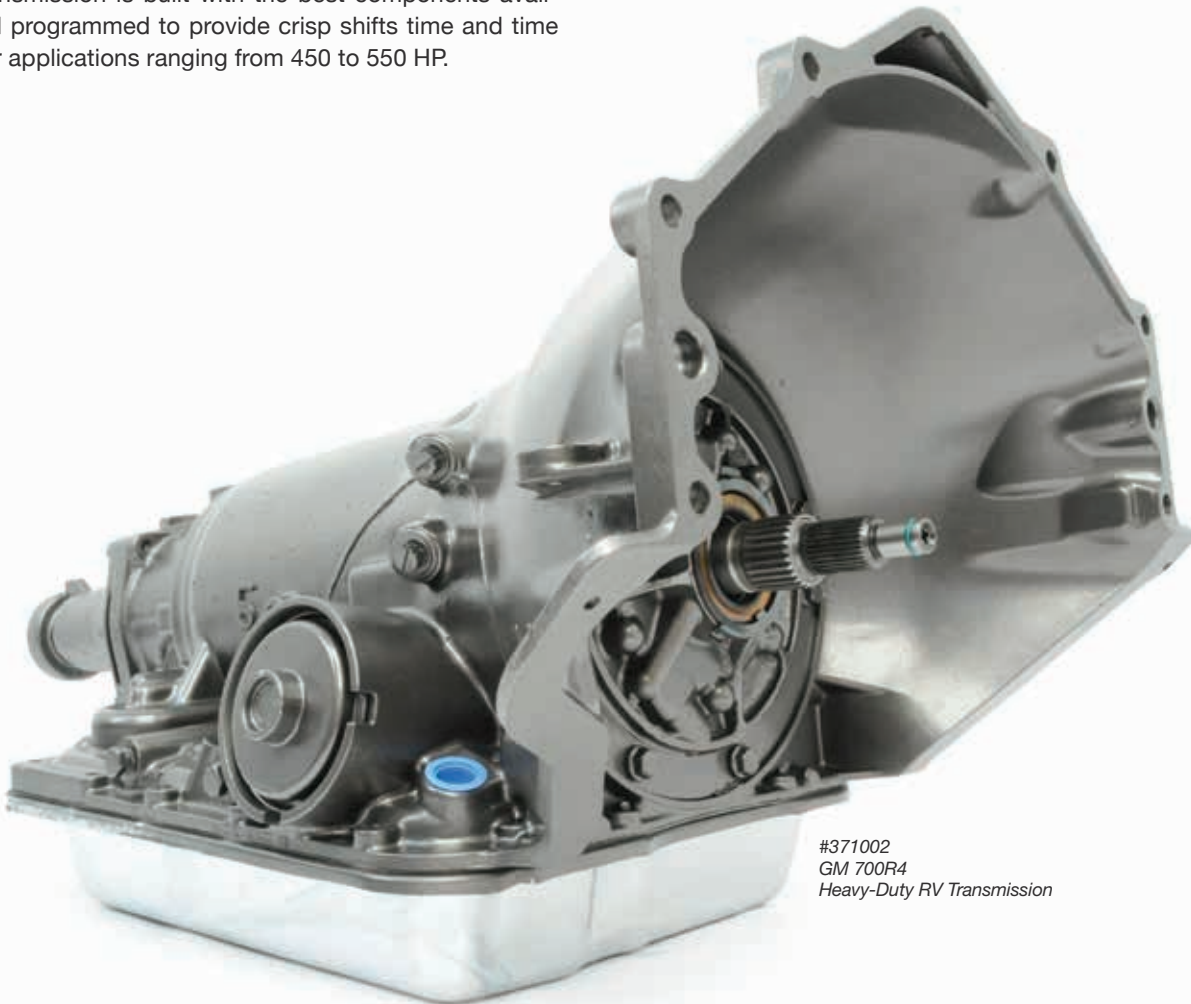
The Maximizer™ 4x4 Transmissions bring performance to your four-wheel drive. A four-wheel drive application is especially tough on an automatic transmission, and the addition of bigger tires makes the job even harder. The Maximizer™ series is designed to be as tough as your truck, because each transmission 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.



#371002
GM 700R4
Heavy-Duty RV Transmission

HEAVY-DUTY/TOWING TRANSMISSIONS

Application	Engine Size/Type	Part #		
		Heavy-Duty RV	Maximizer™ 4x4	Full Manual Competition 4x4
Chrysler				
1967-79 Torqueflite 727, Small Block	318, 340, 360	–	111600 ⁸²	–
Ford				
1966-91 C6	289, 302, 351C, 351W	411401	411800 ⁸⁵ , 411801 ⁸⁶ , 411802 ⁸⁷	–
1966-91 C6	351M, 400, 429, 460	–	411700 ⁸⁵ , 411701 ⁸⁶ , 411702 ⁸⁷	–
1966-84, FE	332, 352, 390, 406, 427, 428	–	–	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
TH400, 205 NP	All Chevrolet	–	211401	–
Pre-1980 TH400 Transfer Case	All Chevrolet	–	211400	212800, 212600 ²⁶
TH400, Replaces TH350 4x4	All Chevrolet	–	211100 ⁹⁴	–
TH400, Replaces 700R4 4x4	All Chevrolet	–	211101 ⁹⁶	–
1984-93 700R4, 30-Spline	V8	371002	371400, 371402 ⁹⁰ , 371405 ⁹⁸ , 371460 ⁹⁷	–
1984-93 Diesel 700R4, 30-Spline	Diesel	–	371403	–
1996-97 4L60E Truck	V8	371010	371420	–
1998-05 4L60E Vortec	Vortec	371015	–	–
2000-05 4L60E LS1 Truck	4.8L, 5.3L, 6.0L	371016	371416	–
1993-94 4L60E	V8	371030	–	–
1993 ½-96 4L80E	V8	–	271400	–
1995 4L60E Truck	V8	–	371415	–
1997-06 4L80E	V8	271100	271500	–

Footnotes: See Master Footnote Listing On Page 4.

²⁶ Special 2.75 low gear set installed

⁵³ High performance clutches

⁸³ With bolt-on yoke

⁸⁵ Remote transfer case

⁸⁶ 5" Spacer between transmission & transfer case - spacer **NOT** included

⁸⁷ 8" Spacer between transmission & transfer case - spacer **NOT** included

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

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

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**

HEAVY-DUTY/TOWING TRANSMISSION PACKAGES



#371002P1
GM 700R4 Heavy-Duty RV Transmission Package

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.

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

HEAVY-DUTY/TOWING TRANSMISSION PACKAGES

Application	Engine	Package	Transmission	Part #	
				Converter	Misc.
Ford					
1966-91 C6, 13 1/2" Tailshaft	289, 302, 351C, 351W	411401P1	411401	443630	743813 (Filler Tube)
GM					
Pre-1980 TH350, 203/205 NP Transfer Case	Chevrolet V8	311600P1	311600	241500-A	743860 (Dipstick), 376900 (Universal TV Cable)
TH400 Non Variable Pitch, 4" Tailshaft	All Chevrolet	211001P1	211001 ⁸³	243410 ⁷⁹	743860 (Filler Tube)
1984-93 700R4, 30-Spline, 30 1/2" Overall Length ¹	Chevrolet V8	371002P1	371002	242820	743865 (Filler Tube), 376800 (Universal TV Cable)
1984-93 700R4, 30-Spline 4x4 for NP 208/241 Transfer Case ¹	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	242935 ⁴	743865 (Filler Tube)
2000-03 4L60E	LS-Style Truck ³⁸	371016P7	371016	242936 ⁴	743865 (Dipstick)
1997 & Later 4L80E, 30-Spline	Chevrolet V8	271100P1	271100	242910	743805 (Filler Tube)

Footnotes: See Master Footnote Listing On Page 4.

¹ See chart on page 25 for external balanced part numbers

⁴ 300mm Diameter converters

³⁸ 4.8, 5.3, 6.0 Liter engines

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**

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



Thrust Washer Kits

Thrust Washer Kits from TCI® contain assorted thickness Babbit 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



Bushing Kits

TCI® Bushing Kits contain all of the bushings normally required during a transmission rebuild. The durable bronze or Babbit-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



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.



#820300
Heavy-Duty
Engine Oil Cooler Kit

Applications	Part #
Chevy 301-454 (Spin on Filter) Heavy-Duty Engine Oil Cooler Kit	820300

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



#823200

#823800
3/4" x 10" x 15 1/2"
Performance Cooler

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

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/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? _____

Here Today. Here Tomorrow.

Transmission companies come and go, and rarely manufacture their own parts. With almost 50 years under our belt we're not going anywhere. We'll be here tomorrow to stand behind our products and we'll even refurbish transmissions and torque converters that we didn't build. We manufacture most of our own components and staff our toll-free Trans Help™ line five days a week.

Over the years TCI® has built and developed more high performance torque converters and transmissions than any local shop ever could. Each and every one goes through our legendary Triple Testing process and we continue to invest in technology to provide cutting-edge products that will last. Our success is not only based on dyno numbers, but repeated customer loyalty built through years of personal one-on-one contact. We think big, and act small.

Moving Forward ▶▶
Est. 1968



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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.

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.

ENGINEERED SUPERIOR DRIVETRAIN PRODUCTS

TCI® began as a small performance torque converter shop for passionate racers and has grown to become the industry's drivetrain leader in revolutionary transmissions, torque converters, shifters and more. Each component is backed by nearly 50 years of high-performance technology and engineering expertise, and we strive to push the cutting edge of technology with innovative products that last. When the time comes to select your new transmission or converter, you can count on TCI®, the Leader in Drivetrain Technology.



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