



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

866-726-8358

FTI Performance

WHY CHOOSE FTI ~ WHY PURCHASE FTI

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



UNBEATABLE PERFORMANCE

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

FREE STALL ADJUSTMENTS WITHIN THE FIRST YEAR

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

EXTENSIVE INVENTORY

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

WARRANTY

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

SUPPORT

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

VALUE

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



866-726-8358

FTIperformance.com

SS8 "SNOWMAN" SERIES 8" RACING CONVERTERS

Designed with the sportsman drag racer in mind, the SS8 series torque converters are custom built per each application. Built from entirely new parts including a forged billet steel front cover, you can expect complete and total reliability. We offer these converters in both spragless and mechanical diode designs with custom CNC machined stators available in both steel and aluminum configurations.

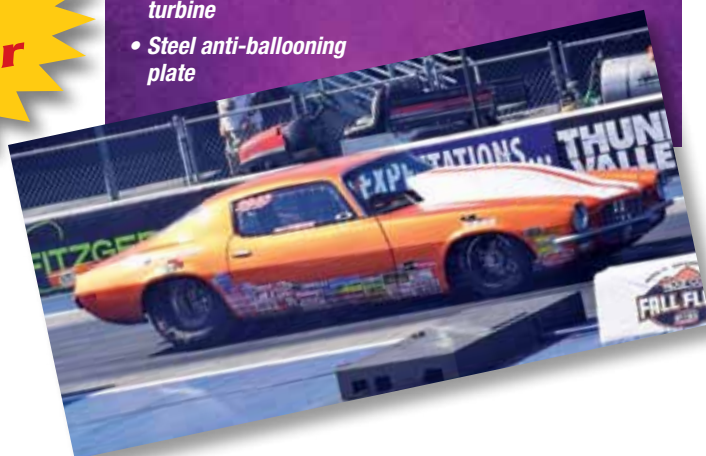


**Our Most
Popular
Racing
Converter**

*Custom Built
To Order*

Features:

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



SSW "WINNER" SERIES 9" RACING CONVERTERS



Engineered in house at FTI, our 9" SSW Series torque converters are designed to be the most consistent torque converter in sportsman racing to date. We have designed these to be perfect for use in Top Dragster, Super classes, and fast bracket racing along with nitrous and blower applications. Each custom built converter is assembled with a custom CNC machine steel or aluminum stator to

make sure we can match your combination perfectly. With stall ranges available from 4000rpm all the way up to 7000 rpm this converter is the choice for many of today's known racing champions. To best fit your application these are available in both spragless and mechanical diode configurations.



Features:

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

Tech Talk

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

SST SERIES 9" RACING CONVERTER

Designed for the budget minded racer, the FTI 9" SST series racing converter offers the perfect balance of performance and affordability. Available in both spragless and mechanical diode configurations. The SST Series race converter is a popular choice among street/strip enthusiast who are looking for well-mannered street characteristics coupled with serious performance on the track. With several configurations available, each SST series 9" converter is custom built to your application using CNC ported steel or aluminum stator. Available in GM, Ford and Chrysler applications, the SST Series converters also come standard with a steel anti-ballooning plate, forged billet front cover, billet stator caps, hardened turbine and impellor hub, and triple Torrington bearings. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom built torque converter today.

Features:

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



PM 10 SERIES 10" RACING CONVERTERS



Engineered in house at FTI, our 10" PM10 Series torque converters have been setting the standard in several classes including 275 radial classes, top dragster, top sportsman, and several mud applications including monster trucks, and pro stock mud racing. Using either an aluminum or handmade steel stator and either a spragless 1 piece billet sprague center or a mechanical diode each PM10 series 10" converter is designed to work efficiently with any 1200+HP applications, especially those using nitrous and blower configurations. For durability, each PM10 series 10" converter comes standard with a forged billet 6 pad mounting front cover, chromoly impellor hub, and chromoly turbine hub with hardened splines. With many stator combinations and 3 different impellor configurations available, the PM10 Series can be configured to work with multiple nitrous, blower, pro-charger and turbo applications. Visit ftiperformance.com or call us toll free at 866-726-8358 to start your custom built torque converter today.

Features:

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

Lifetime Warranty

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

SPM SERIES 10.5" RACING CONVERTERS



The SPM Series 10.5" converter is built to please those who make serious power in the 1600+HP range. In order to make sure we have the right converter for you FTI offers several different spline options including TURBO, Lenco, Bruno, 1-1/8", and 1-1/4" to match your high-performance transmission. To further provide the best fit possible for your application we have introduced our CNC machined handmade steel stator as well as multiple impellor configurations for the proper stall speed. The SPM series has also been designed to fit our 6-pad integrated forged billet front cover and 3/16" steel anti-ballooning plate for unmatched durability and strength. Matching that same reliability, FTI Performance includes triple Torrington bearings in each SPM Series converter guaranteeing the best in converter life and longevity. To guarantee quality and craftsmanship, each converter goes through several quality control tests including a high-pressure leak test and a computerized balancing job. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom converter build.

Features:

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



STX SERIES 9" RACING CONVERTERS

Designed specifically for 1000+HP turbo applications, FTI's new STX Series racing turbo converters feature our proprietary, in house designed billet stator which makes for faster spooling, and unmatched down track efficiency. Being designed and manufactured in house, we're able to offer the finest quality in billet internals as well as our custom billet aluminum covers that are available with our bolt together format. The STX Series is also available in spragless and mechanical diode configurations allowing for bullet proof designs that work on and off the street. Available as a weld together converter, the STX features our in house made CNC billet stator, triple Torrington bearings, anti-balloon plate, hardened input splines, billet impellor hub, and a forged billet steel cover. In the bolt together form we remove 6lbs of rotating weight by switching to our billet aluminum cover while also offering the user the ability to fine tune and service his or her converter on the spot. Visit FTIPerformance.com or call us toll free at 866-726-8358 to start your custom built torque converter today.



Features:

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



XPM SERIES 10" RACING CONVERTERS



Engineered in house at FTI, our new 10" XPM Series torque converters have already made several record setting performances. Designed for high horse power classes including 275 radial classes, top dragster, top sportsman, and several mud applications including monster trucks, and pro stock mud racing. Using our state of the art design and 1 piece billet steel stators each XPM series 10" converter is designed for maximum performance in 1500+HP applications, especially those using nitrous and blower configurations. For durability, each XPM series 10" converter comes standard with a forged billet 6 pad mounting front cover, chromoly impellor hub, and chromoly turbine hub with hardened splines. With many stator combinations and impellor configurations available, the XPM Series can be configured to work with multiple nitrous, blower, pro-charger and turbo applications. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom-built torque converter today.



Features:

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

XPM SERIES 10" BOLT TOGETHER RACING CONVERTERS

Designed and engineered in house here at FTI Performance using our new, in house, state of the art designs, our XPM 10" converters have already created multiple record setting passes. Built for the high horse power classes including 275 radial, top dragster, top sportsman, monster truck and pro-stock mud racing, the XPM series is built for combinations making in excess of 1500+HP. Available in a variety of configurations including several proprietary designed billet steel stators, precision fine tuning your converter is now directly accessible to the user, taking out the need for sending your converter back to the manufacturer for adjustments. Backing up our design we have our 1-piece billet aluminum cover, helping to reduce rotating weight of the converter by as much as 10lbs. Coupling this versatility that the bolt together offers with the strength and reliability FTI Performance is known for, the XPM Series is the perfect match for applications with big cubic inches, super chargers, pro-chargers, nitrous, turbo, and other big power combinations. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom-built torque converter today.



Features:

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



Tech Talk

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

Bolt Together Race Converters



SS8-BT SERIES 8" BOLT TOGETHER RACING CONVERTERS

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



Each SS8-BT series converter is built using a light weight billet aluminum 6 pad cover allowing this series to weigh in 3-6 pounds lighter than your normal weld-together converters. FTI also offers several billet aluminum and steel stators with spragless centers or mechanical diodes to grant full tune-ability to the user. Each converter is fully tig-welded with triple Torrington bearings and is hand manufactured using hardened alloy turbine and impeller hubs for complete reliability.

Features:

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

Custom Built To Order

Features:

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

SSW-BT SERIES 9" BOLT TOGETHER RACING CONVERTERS



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

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

Custom Built To Order

PM10-BT SERIES 10" BOLT TOGETHER RACING CONVERTERS

Designed and engineered in house here at FTI, our PM10 10" converters have been setting the standard in several classes including 275 radial, top dragster, top sportsman, monster truck and pro-stock mud racing. Available in a variety of configurations including billet steel or aluminum stators with one piece billet spragless or mechanical diode centers fine tuning your converter is now directly accessible



to the user, taking out the need for sending your converter back to the manufacturer for adjustments. Coupling the versatility of a bolt together with the strength and reliability of FTI's custom built parts these converters are capable of 1200+HP applications with big cubic inches, super chargers, pro-chargers, nitrous and turbos.

Features:

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

Custom Built To Order

Tech Talk

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

Non Lock-Up Street Converters



ESR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS

The FTI Economy Street Racer series 9.5" converters are engineered to work well with mildly modified vehicles with non-lock up transmissions. Modifications such as small camshafts, headers, intake manifolds, and other bolt on type mods are exactly what we designed this converter to work perfectly with. Not recommended with nitrous use. We have designed these converters to provide an economical performance option with no compromise left to chance. These converters are built using Torrington bearings, hardened impellor hub, race prepped sprag, hardened turbine hub and splines, hardened new steel pilot, and a dual GM bolt pattern laser cut mounting ring. See our ESR Series application list then visit FTIperformance.com or call us toll free at 866-726-8358 to order your ESR series torque converter.



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



SR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS

Engineered entirely in house at FTI, the 9.5" SR series converter is an excellent balance of performance and economy. Equipped with heli welded fins and a forged billet front cover this converter is the next step in economy performance. Using a forged billet front cover, tig welded furnace brazed fins, triple Torrington bearings, hardened steel impellor and turbine hub, along with a heavy duty race sprag, this converter is perfect for the weekend racer making above average power but is still looking for the weekly drivability. Available in GM, Ford, and Chrysler applications. Pressure checked and computer balance internally and externally to ensure quality. See our SR series application guide then visit FTIperformance.com or call us toll free at 866-726-8358 to order your SR series torque converter.



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

Tech Talk

One of the number one causes of pre-mature transmission or converter failure is an incorrectly installed torque converter. In order for the transmission to function, the torque converter must align correctly with the transmission to drive the transmission pump. If the converter is not spaced out enough or if it is over spaced, the converter can push on the internal pump gears, causing serious wear and eventually transmission failure. The optimal converter spacing is between 1/8" and 3/16". If your converter does not fall inside these specs we recommend removing or adding spacers or shims in between your converter and flex plate to correct the spacing. For further information and a demonstration on how to check your converter spacing, please visit FTIperformance.com/how-to-videos/ to watch our informative video on how to install your performance racing torque converter.



Non Lock-Up Street Converters



SR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS - FORD

Engineered entirely in house at FTI, the 9.5" SR series converter is an excellent balance of performance and economy. Equipped with heli welded fins and a forged billet front cover this converter is the next step in economy performance. Using a forged billet front cover, tig welded furnace brazed fins, triple Torrington bearings, hardened steel impellor and turbine hub, along with a heavy duty race sprag, this converter is perfect for the weekend racer making above average power but is still looking for the weekly drivability. Available in GM, Ford, and Chrysler applications. Pressure checked and computer balance internally and externally to ensure quality. See our SR series application guide then visit FTIperformance.com or call us toll free at 866-726-8358 to order your SR series torque converter.



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

PART#	APPLICATION	STALL SPEED
FORD STREET/STRIP SR SERIES 9.5"		
SRF3082C-24	FORD C-4 1970-up 10.5"BC, 24 SPLINE	2800-3000
SRF0082C-24	FORD C-4 1970-UP 10.5"BC, 24 SPLINE	3000-3200
SRF6082C-24	FORD C-4 1970-up 10.5"BC, 24 SPLINE	3400-3600
SRF7082C-24	FORD C-4 1970-UP 10.5"BC, 24 SPLINE	3600-3800
SRF8082C-24	FORD C-4 1970-up 10.5"BC, 24 SPLINE	3800-4000
SRF3082C4-24	FORD C-4 1970-UP 11 7/16 BC, 24 SPLINE	2800-3000
SRF0082C4-24	FORD C-4 1970-UP 11 7/16 BC, 24 SPLINE	3000-3200
SRF6082C4-24	FORD C-4 1970-UP 11 7/16 BC, 24 SPLINE	3400-3600
SRF7082C4-24	FORD C-4 1970-UP 11 7/16 BC, 24 SPLINE	3600-3800
SRF8082C4-24	FORD C-4 1970-UP 11 7/16 BC, 24 SPLINE	3800-4000
SRF3082C-26	FORD C-4 1970-up 10.5"BC, 26 SPLINE	2800-3000
SRF0082C-26	FORD C-4 1970-UP 10.5"BC, 26 SPLINE	3000-3200
SRF6082C-26	FORD C-4 1970-up 10.5"BC, 26 SPLINE	3400-3600
SRF7082C-26	FORD C-4 1970-UP 10.5"BC, 26 SPLINE	3600-3800
SRF8082C-26	FORD C-4 1970-up 10.5"BC, 26 SPLINE	3800-4000
SRF3082C4-26	FORD C-4 1970-UP 11 7/16 BC, 26 SPLINE	2800-3000
SRF0082C4-26	FORD C-4 1970-UP 11 7/16 BC, 26 SPLINE	3000-3200
SRF6082C4-26	FORD C-4 1970-UP 11 7/16 BC, 26 SPLINE	3400-3600
SRF7082C4-26	FORD C-4 1970-UP 11 7/16 BC, 26 SPLINE	3600-3800
SRF8082C4-26	FORD C-4 1970-UP 11 7/16 BC, 26 SPLINE	3800-4000
SRF3082C6	FORD C-6 1.375 PILOT	2800-3000
SRF0082C6	FORD C-6 1.375 PILOT	3000-3200
SRF6082C6	FORD C-6 1.375 PILOT	3400-3600
SRF7082C6	FORD C-6 1.375 PILOT	3600-3800
SRF8082C6	FORD C-6 1.375 PILOT	3800-4000
SRF3082CF	FORD C-6 1.848 PILOT	2800-3000
SRF0082CF	FORD C-6 1.848 PILOT	3000-3200
SRF6082CF	FORD C-6 1.848 PILOT	3400-3600
SRF7082CF	FORD C-6 1.848 PILOT	3600-3800
SRF8082CF	FORD C-6 1.848 PILOT	3800-4000

SR SERIES 9.5" NON-LOCK UP STREET RACE CONVERTERS - CHRYSLER

Engineered entirely in house at FTI, the 9.5" SR series converter is an excellent balance of performance and economy. Equipped with heli welded fins and a forged billet front cover this converter is the next step in economy performance. Using a forged billet front cover, tig welded furnace brazed fins, triple Torrington bearings, hardened steel impellor and turbine hub, along with a heavy duty race sprag, this converter is perfect for the weekend racer making above average power but is still looking for the weekly drivability. Available in GM, Ford, and Chrysler applications. Pressure checked and computer balance internally and externally to ensure quality. See our SR series application guide then visit FTIperformance.com or call us toll free at 866-726-8358 to order your SR series torque converter.



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

Lock Up Street Converters



SRL SERIES 9.5" BILLET LOCK UP CONVERTERS – GM

Available for 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L85E, 700R4, 200R4, 8L90E.

The Street Racer Lock-up series converter is our flagship lock-up converter for late model lock-up transmissions. With our FTI computer designed CNC machined billet forged front cover and billet lock-up piston, premature clutch wear is a thing of the past. Using our custom stator designs and multiple impellor blade angles, these converters can range in stall from 2800RPM-4400RPM with many Stall Torque Ratio's available. Each SRL Series converter is custom built to your exact needs and driving style. FTI takes it one step further to ensure not only that your converter works perfect for your combination but will stand to tell the tale as well. We accomplish this using our furnace brazed heli-welded fins, heavy duty sprag race, ant-ballooning flanged and hardened impellor hub, and a hardened steel turbine hub. This is why we're proud to say that we make a virtually indestructible converter and we're not afraid to back it up with our unprecedented 3 year warranty. Get record setting performance and improved drivability with large camshafts, nitrous, and supercharged applications that make this converter a must for your late model lock-up transmission. Visit FTIperformance.com or call us toll free at 866-726-8358 to order.

PART# APPLICATION STALL SPEED

LS SERIES ENGINES, 4L60E, 4L65E

SRLS3082	LS SERIES ENGINES, 4L60E, 4L65E	2800-3000
SRLS0082	LS SERIES ENGINES, 4L60E, 4L65E	3200
SRLS0086	LS SERIES ENGINES, 4L60E, 4L65E	3600
SRLS6391	LS SERIES ENGINES, 4L60E, 4L65E	3800
SRLS7082	LS SERIES ENGINES, 4L60E, 4L65E	3800 HARD HIT
SRLS8082	LS SERIES ENGINES, 4L60E, 4L65E	4000 HARD HIT

LT SERIES ENGINES, 4L60, 700R4, 200R4, 1984-2004 CORVETTE

SRLT3082	LT ENGINES, 30 SPLINE, 700R4, 4L60	2800-3000
SRLT0082	LT ENGINES, 30 SPLINE, 700R4, 4L60	3200
SRLT0086	LT ENGINES, 30 SPLINE, 700R4, 4L60	3600
SRLT6391	LT ENGINES, 30 SPLINE, 700R4, 4L60	3800
SRLT7082	LT ENGINES, 30 SPLINE, 700R4, 4L60	3800 HARD HIT
SRLT8082	LT ENGINES, 30 SPLINE, 700R4, 4L60	4000 HARD HIT
SRLT3082-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	2800-3000
SRLT0082-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	3200
SRLT0086-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	3600
SRLT6391-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	3800
SRLT7082-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	3800 HARD HIT
SRLT8082-27	LT ENGINES, 27 SPLINE, 200R4, 700R4	4000 HARD HIT

GM LS SERIES ENGINES, 4L80E, 4L85E

SRLS43082	LS SERIES ENGINES, 4L80E, 4L85E	2800-3000
SRLS40082	LS SERIES ENGINES, 4L80E, 4L85E	3200
SRLS40086	LS SERIES ENGINES, 4L80E, 4L85E	3600
SRLS46391	LS SERIES ENGINES, 4L80E, 4L85E	3800
SRLS47082	LS SERIES ENGINES, 4L80E, 4L85E	3800 HARD HIT
SRLS48082	LS SERIES ENGINES, 4L80E, 4L85E	4000 HARD HIT

GM LT SERIES ENGINES, 4L80E, 4L85E

SRLT43082	LT SERIES ENGINES, 4L80E, 4L85E	2800-3000
SRLT40082	LT SERIES ENGINES, 4L80E, 4L85E	3200
SRLT40086	LT SERIES ENGINES, 4L80E, 4L85E	3600
SRLT46391	LT SERIES ENGINES, 4L80E, 4L85E	3800
SRLT47082	LT SERIES ENGINES, 4L80E, 4L85E	3800 HARD HIT
SRLT48082	LT SERIES ENGINES, 4L80E, 4L85E	4000 HARD HIT



Tech Talk

One of the number one causes of pre-mature transmission or converter failure is an incorrectly installed torque converter. In order for the transmission to function, the torque converter must align correctly with the transmission to drive the transmission pump. If the converter is not spaced out enough or if it is over spaced, the converter can push on the internal pump gears, causing serious wear and eventually transmission failure. The optimal converter spacing is between 1/8" and 3/16". If your converter does not fall inside these specs we recommend removing or adding spacers or shims in between your converter and flex plate to correct the spacing. For further information and a demonstration on how to check your converter spacing, please visit FTIperformance.com/how-to-videos/ to watch our informative video on how to install your performance racing torque converter.

Lock Up Street Converters



SRL SERIES 9.5" BILLET LOCK UP CONVERTERS – FORD, CHRYSLER & TOYOTA

Available for AODE, 4R100, E40D, 5R55, 4R70W, 4R75W, 6R80, A340, NAG1, 722.6.

The Street Racer Lock-up series converter is our flagship lock-up converter for late model lock-up transmissions. With our FTI computer designed CNC machined billet forged front cover and billet lock-up piston, premature clutch wear is a thing of the past. Using our custom stator designs and multiple impellor blade angles, these converters can range in stall from 2800RPM-4400RPM with many Stall Torque Ratio's available. Each SRL Series converter is custom built to your exact needs and driving style. FTI takes it one step further to ensure not only that your converter works perfect for your combination but will stand to tell the tale as well. We accomplish this using our furnace brazed

heli-welded fins, heavy duty sprag race, ant-ballooning flanged and hardened impellor hub, and a hardened steel turbine hub. This is why we're proud to say that we make a virtually indestructible converter and we're not afraid to back it up with our unprecedented 3 year warranty. Get record setting performance and improved drivability with large camshafts, nitrous, and supercharged applications that make this converter a must for your late model lock-up transmission. Visit FTIperformance.com or call us toll free at 866-726-8358 to order.



PART# APPLICATION STALL SPEED

FORD 5.0L, 4.6L, 5.4L ENGINES, 4R70W, 4R75W, AODE TRANSMISSIONS

SRL73082	FORD 4R70, 4R75, AODE	2800-3000
SRL70082	FORD 4R70, 4R75, AODE	3200
SRL70086	FORD 4R70, 4R75, AODE	3600
SRL76391	FORD 4R70, 4R75, AODE	3800
SRL77082	FORD 4R70, 4R75, AODE	3800 HARD HIT
SRL78082	FORD 4R70, 4R75, AODE	4000 HARD HIT

FORD 5.0L, 4.6L, 5.4L ENGINES, E40D, 4R100 TRANSMISSIONS

SRL4R3082	FORD E40D, 4R100	2800-3000
SRL4R0082	FORD E40D, 4R100	3200
SRL4R0086	FORD E40D, 4R100	3600
SRL4R6391	FORD E40D, 4R100	3800
SRL4R7082	FORD E40D, 4R100	3800 HARD HIT
SRL4R8082	FORD E40D, 4R100	4000 HARD HIT

FORD 4.6L ENGINES, 5R55 TRANSMISSIONS

SRL5R3082	FORD 5R55	2800-3000
SRL5R0082	FORD 5R55	3200
SRL5R0086	FORD 5R55	3600
SRL5R6391	FORD 5R55	3800
SRL5R7082	FORD 5R55	3800 HARD HIT
SRL5R8082	FORD 5R55	4000 HARD HIT

FORD 5.0L COYOTE ENGINES, 6R80 TRANSMISSIONS

SRL6R3082-E	2010-2013 FORD MUSTANG, 6R80	2800-3000
SRL6R0082-E	2010-2013 FORD MUSTANG, 6R80	3200
SRL6R0086-E	2010-2013 FORD MUSTANG, 6R80	3600
SRL6R6391-E	2010-2013 FORD MUSTANG, 6R80	3800
SRL6R7082-E	2010-2013 FORD MUSTANG, 6R80	3800 HARD HIT
SRL6R8082-E	2010-2013 FORD MUSTANG, 6R80	4000 HARD HIT
SRL6R3082-L	2014-UP FORD MUSTANG, 6R80	2800-3000
SRL6R0082-L	2014-UP FORD MUSTANG, 6R80	3200
SRL6R0086-L	2014-UP FORD MUSTANG, 6R80	3600
SRL6R6391-L	2014-UP FORD MUSTANG, 6R80	3800
SRL6R7082-L	2014-UP FORD MUSTANG, 6R80	3800 HARD HIT
SRL6R8082-L	2014-UP FORD MUSTANG, 6R80	4000 HARD HIT

PART# APPLICATION STALL SPEED

CHRYSLER NAG1, 722.6 MAGNUM, CHARGER, CHALLENGER 5.7L, 6.0L, MULTICLUTCH 9.5" PERFORMANCE CONVERTER

SRT83082	MAGNUM, CHALLENGER, CHARGER NAG 1	2800-3000
SRT80082	MAGNUM, CHALLENGER, CHARGER NAG 1	3200
SRT80086	MAGNUM, CHALLENGER, CHARGER NAG 1	3600
SRT86391	MAGNUM, CHALLENGER, CHARGER NAG 1	3800
SRT87082	MAGNUM, CHALLENGER, CHARGER NAG 1	3800 HARD HIT
SRT88082	MAGNUM, CHALLENGER, CHARGER NAG 1	4000 HARD HIT

TOYOTA 2JZ ENGINES, A340 TRANSMISSIONS

SRLT03082	2JZ ENGINES, A340 TRANSMISSIONS	2800-3000
SRLT00082	2JZ ENGINES, A340 TRANSMISSIONS	3200
SRLT00086	2JZ ENGINES, A340 TRANSMISSIONS	3600
SRLT06391	2JZ ENGINES, A340 TRANSMISSIONS	3800
SRLT07082	2JZ ENGINES, A340 TRANSMISSIONS	3800 HARD HIT
SRLT08082	2JZ ENGINES, A340 TRANSMISSIONS	4000 HARD HIT

SRL-3 SERIES 9.5" BILLET TRIPLE CLUTCH CONVERTERS

Available for 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L85E, 700R4, 200R4 and 8L90E.

The FTI Street Racer triple clutch Lock-up converter is the only converter to use when you're making real **POWER**. Engineered and designed in house for late model lock-up applications that will be locking up their converter under wide open throttle. Built to withstand the high horse power abuse, we use our own designed in house FTI forged billet front cover, billet lock up piston, hardened flanged anti-ballooning impellor hub, furnace brazed, heli-welded fins, hardened turbine hub, and triple torrington bearings. To guarantee the



perfect fit for your application, each converter is custom built to order using our multiple blade angle impellers and computer designed stators. All backed by FTI's unprecedented 3 year warranty. Visit FTIperformance.com or call us toll free at 866-726-8358 to order.



PART#	APPLICATION	STALL SPEED
LS SERIES ENGINES, F BODY, GTO, 4L60E, 4L65E		
SRLS3082-3	LS SERIES ENGINES, 4L60E, 4L65E	2800-3000
SRLS0082-3	LS SERIES ENGINES, 4L60E, 4L65E	3200
SRLS0086-3	LS SERIES ENGINES, 4L60E, 4L65E	3600
SRLS6391-3	LS SERIES ENGINES, 4L60E, 4L65E	3800
SRLS7082-3	LS SERIES ENGINES, 4L60E, 4L65E	3800 HARD HIT
SRLS8082-3	LS SERIES ENGINES, 4L60E, 4L65E	4000 HARD HIT
LT SERIES ENGINES 700R4, 200R4, 1984-2004 CORVETTE		
SRLT3082-3	LT ENGINE, 30 SPLINE, 700R4	2800-3000
SRLT0082-3	LT ENGINE, 30 SPLINE, 700R4	3200
SRLT0086-3	LT ENGINE, 30 SPLINE, 700R4	3600
SRLT6391-3	LT ENGINE, 30 SPLINE, 700R4	3800
SRLT7082-3	LT ENGINE, 30 SPLINE, 700R4	3800 HARD HIT
SRLT8082-3	LT ENGINE, 30 SPLINE, 700R4	4000 HARD HIT
SRLT308227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	2800-3000
SRLT008227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3200
SRLT008627-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3600
SRLT639127-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800
SRLT708227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	3800 HARD HIT
SRLT808227-3	LT ENGINE, 27 SPLINE, 700R4, 200R4	4000 HARD HIT
GM LT/LS ENGINES, PONTIAC, CAMARO, 6L80E		
SRL83082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	2800-3000
SRL80082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3200
SRL80086-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3600
SRL86391-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3800
SRL87082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	3800 HARD HIT
SRL88082-3	PONTIAC G8, 2010-11 CAMARO 6L80E	4000 HARD HIT
GM LT/LS SERIES ENGINES, 8L90E TRANSMISSION 9.5"		
SRL93082-3	LT/LS ENGINES, 8L90E	2800-3000
SRL90082-3	LT/LS ENGINES, 8L90E	3200
SRL90086-3	LT/LS ENGINES, 8L90E	3600
SRL96391-3	LT/LS ENGINES, 8L90E	3800
SRL97082-3	LT/LS ENGINES, 8L90E	3800 HARD HIT
SRL98082-3	LT/LS ENGINES, 8L90E	4000 HARD HIT
GM LS SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLS43082-3	LS SERIES ENGINES, 4L80E	2800-3000
SRLS40082-3	LS SERIES ENGINES, 4L80E	3200
SRLS40086-3	LS SERIES ENGINES, 4L80E	3600
SRLS46391-3	LS SERIES ENGINES, 4L80E	3800
SRLS47082-3	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLS48082-3	LS SERIES ENGINES, 4L80E	4000 HARD HIT
GM LT SERIES ENGINES 4L80E TRANSMISSION 9.5"		
SRLT43082-3	LS SERIES ENGINES, 4L80E	2800-3000
SRLT40082-3	LS SERIES ENGINES, 4L80E	3200
SRLT40086-3	LS SERIES ENGINES, 4L80E	3600
SRLT46391-3	LS SERIES ENGINES, 4L80E	3800
SRLT47082-3	LS SERIES ENGINES, 4L80E	3800 HARD HIT
SRLT48082-3	LS SERIES ENGINES, 4L80E	4000 HARD HIT

Tech Talk

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



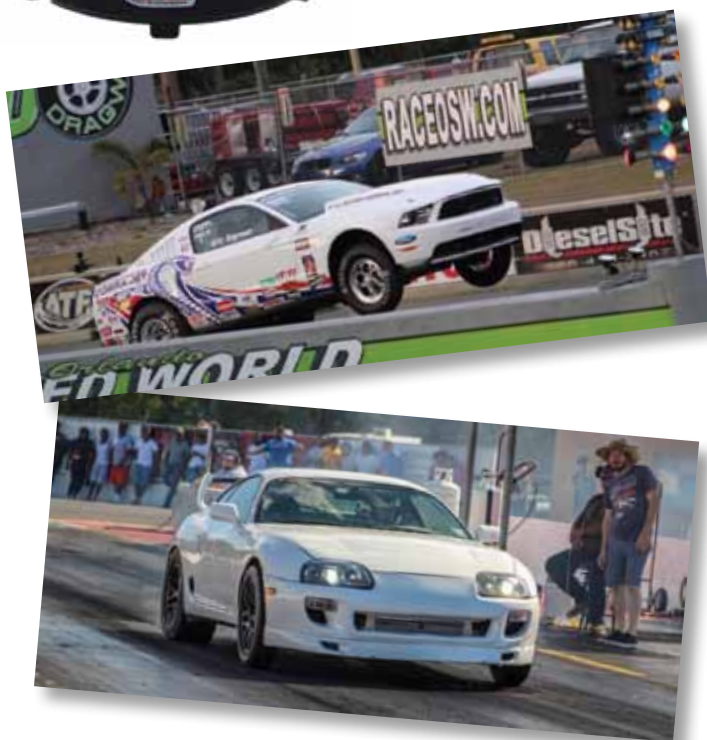
Lock Up Street Converters



SRL-3 SERIES 9.5" BILLET TRIPLE CLUTCH CONVERTERS - FORD

Available for AODE, 4R70W, 4R75W, 4R100, E40D, 5R55, 6R80 and A340.

The FTI Street Racer triple clutch Lock-up converter is the only converter to use when you're making real **POWER**. Engineered and designed in house for late model lock-up applications that will be locking up their converter under wide open throttle. Built to withstand the high horse power abuse, we use our own designed in house FTI forged billet front cover, billet lock up piston, hardened flanged anti-ballooning impellor hub, furnace brazed, heli-welded fins, hardened turbine hub, and triple torrington bearings. To guarantee the perfect fit for your application, each converter is custom built to order using our multiple blade angle impellers and computer designed stators. All backed by FTI's unprecedented 3 year warranty. Visit FTIperformance.com or call us toll free at 866-726-8358 to order.



Tech Talk

When designing a custom-built street/strip/race torque converter, there are several factors that come into play during design and manufacturing. Of course, your normal tire size, gear ratio, weight, horsepower, motor make, etc. play a role in choosing the right converter. But with street/strip/race converters, you now must find that happy medium for you and your car regarding how the converter is setup. This is where FTI helps take the guess work of choosing the right converter for your car. By getting hands on with each and every build we make sure our converters meet each customers expectation in regard to drive-ability and performance. Using the relationship and info we gather from the customer, we then use that info to fine tune every aspect of the converter, from fin angle, blade shape, and blade count.

PART# APPLICATION STALL SPEED

FORD 5.0L, 4.6L, 5.4L ENGINES, 4R70W, 4R75W, AODE TRANSMISSIONS

SRL73082-3	FORD 4R70, 4R75, AODE	2800-3000
SRL70082-3	FORD 4R70, 4R75, AODE	3200
SRL70086-3	FORD 4R70, 4R75, AODE	3600
SRL76391-3	FORD 4R70, 4R75, AODE	3800
SRL77082-3	FORD 4R70, 4R75, AODE	3800 HARD HIT
SRL78082-3	FORD 4R70, 4R75, AODE	4000 HARD HIT

FORD 5.0L, 4.6L, 5.4L ENGINES, E40D, 4R100 TRANSMISSIONS

SRL4R3082-3	FORD E40D, 4R100	2800-3000
SRL4R0082-3	FORD E40D, 4R100	3200
SRL4R0086-3	FORD E40D, 4R100	3600
SRL4R6391-3	FORD E40D, 4R100	3800
SRL4R7082-3	FORD E40D, 4R100	3800 HARD HIT
SRL4R8082-3	FORD E40D, 4R100	4000 HARD HIT

FORD 4.6L ENGINES, 5R55 TRANSMISSIONS

SRL5R3082-3	FORD 5R55	2800-3000
SRL5R0082-3	FORD 5R55	3200
SRL5R0086-3	FORD 5R55	3600
SRL5R6391-3	FORD 5R55	3800
SRL5R7082-3	FORD 5R55	3800 HARD HIT
SRL5R8082-3	FORD 5R55	4000 HARD HIT

FORD 5.0L COYOTE ENGINES, 6R80 TRANSMISSIONS

SRL6R3082-E-3	2010-2013 FORD MUSTANG, 6R80	2800-3000
SRL6R0082-E-3	2010-2013 FORD MUSTANG, 6R80	3200
SRL6R0086-E-3	2010-2013 FORD MUSTANG, 6R80	3600
SRL6R6391-E-3	2010-2013 FORD MUSTANG, 6R80	3800
SRL6R7082-E-3	2010-2013 FORD MUSTANG, 6R80	3800 HARD HIT
SRL6R8082-E-3	2010-2013 FORD MUSTANG, 6R80	4000 HARD HIT
SRL6R3082-L-3	2014-UP FORD MUSTANG, 6R80	2800-3000
SRL6R0082-L-3	2014-UP FORD MUSTANG, 6R80	3200
SRL6R0086-L-3	2014-UP FORD MUSTANG, 6R80	3600
SRL6R6391-L-3	2014-UP FORD MUSTANG, 6R80	3800
SRL6R7082-L-3	2014-UP FORD MUSTANG, 6R80	3800 HARD HIT
SRL6R8082-L-3	2014-UP FORD MUSTANG, 6R80	4000 HARD HIT

TOYOTA 2JZ ENGINES, A340 TRANSMISSIONS

SRLT03082-3	2JZ ENGINES, A340 TRANSMISSIONS	2800-3000
SRLT00082-3	2JZ ENGINES, A340 TRANSMISSIONS	3200
SRLT00086-3	2JZ ENGINES, A340 TRANSMISSIONS	3600
SRLT06391-3	2JZ ENGINES, A340 TRANSMISSIONS	3800
SRLT07082-3	2JZ ENGINES, A340 TRANSMISSIONS	3800 HARD HIT
SRLT08082-3	2JZ ENGINES, A340 TRANSMISSIONS	4000 HARD HIT

Lock Up Race Converters



SRL SERIES '05 & UP CORVETTE LOCK UP CONVERTERS

The Street Racer Corvette lockup series converter is perfect for Corvette applications. FTI designed in house specifically for Corvette applications, we offer both single (for select applications) and triple clutch converters to suit your everyday driving and racing needs. The 2005 Corvette with



a 4L65E is available in single or triple clutch applications while the 2006-2013 6L80E, 2014 6L90E, and the 2015-Up 8L90E Corvette converters are all available in a billet triple clutch configuration. These converters are available in a wide range of stall torque ratios and many different stall speed ratings ranging from 2600RPM to 4400RPM. All backed by FTI's 3-year warranty with an optional lifetime warranty upgrade. Continuing to impress with our SRL Series Corvette converters, each and every converter is built using triple Torrington bearings, billet hardened splines and flanged hubs, forged billet steel lock-up piston and cover, aluminum CAD designed stator, and furnace brazed, tig welded fins for maximum strength and rigidity.



**The
performance
your Corvette
deserves**



Tech Talk

Due to the nature and design of Corvettes and how they are built, 2005 and newer Corvettes require an equally special designed torque converter, machined and built specifically for each model Corvette built in 2005 and up, GM's use of the torque tube rear mounted transmission is the leading reason for the Corvettes unique converter designs. With different bolt patterns, over all heights, input spline count, and input spline positioning, the current Corvette models are split into 4 different designs. These 4 designs start with the 2005 Corvette being its own stand-alone design, second is the 2006-2013 6L80-E application, followed by the 2014 Corvette being the second stand alone design, and lastly the 2015-Up design that couples with the impressive 8 speed automatic 8L90-E transmission.

PART#	DESCRIPTION	APPLICATION
LS ENGINES 2005 CORVETTES ONLY		
SRLS3082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	2800-3000
SRLS0082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3200
SRLS0086-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3600
SRLS6391-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3800
SRLS7082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	3800 HARD HIT
SRLS8082-C	SINGLE CLUTCH, LS ENGINE, 4L65E	4000 HARD HIT
SLRS3082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	2800-3000
SLRS0082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3200
SLRS0086-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3600
SLRS6391-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3800
SLRS7082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	3800 HARD HIT
SLRS8082-3C	TRIPLE CLUTCH, LS ENGINE, 4L65E	4000 HARD HIT
LS ENGINES 2006-2013 CORVETTE 6L80E		
SRL83082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	2800-3000
SRL80082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3200
SRL80086-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3600
SRL86391-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3800
SRL87082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	3800 HARD HIT
SRL88082-3C	TRIPLE CLUTCH, LS ENGINE, 6L80E	4000 HARD HIT
LS ENGINES 2014 CORVETTE 6L90E		
SRL83082-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	2800-3000
SRL80082-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	3200
SLR80086-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	3600
SRL86391-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	3800
SRL87082-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	3800 HARD HIT
SRL88082-3CZ	TRIPLE CLUTCH, LS ENGINE, 6L90E	4000 HARD HIT
LS ENGINES 2015-2017 CORVETTE 8L90E		
SRL93082-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	2800-3000
SRL90082-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	3200
SRL90086-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	3600
SRL96391-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	3800
SRL97082-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	3800 HARD HIT
SRL98082-3C	TRIPLE CLUTCH, LS ENGINE, 8L90E	4000 HARD HIT

PML SERIES 10" LOCK-UP RACING TORQUE CONVERTERS

Available for 200R4, 700R4, 4L60, 4L60-E, 4L65-E, 4L80E, 4L85E, 4R70W, 4R75W, 4R100, E40D and 6R80 transmissions.



The Pro-Mod Lock-up Series 10" racing converter is the converter of choice for high power street cars and trucks with lock-up type transmissions. Designed for optimum performance with nitrous, turbo, and other power adders, the PML Series converters are perfect for heavier applications where FTI's smaller SRL Series is not designed for the increased weight. Using

computer designed and hand made aluminum and steel stators, each PML Series converter is custom designed and hand built to ensure perfect performance and fit for your equally unique ride. Available with a heavy duty oversized sprag or mechanical diode and single or triple clutch configurations, these converters are capable of supporting 1000+HP. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom built PML Series torque converter.

**Available In
Triple Clutch
for Nitrous &
Boosted
Applications!**

Features:

- Forged billet front cover
- Forged billet 11" lock-up piston
- 11" high carbon clutches
- Oversized heavy duty sprag and mechanical diode optional upgrades
- Furnace brazed and tig welded fins
- Triple Torrington bearings
- Hardened flanged impeller hub
- Hardened flanged turbine hub
- Hardened input splines
- Multi-bolt pattern covers

**Custom Built
To Order**

SPML SERIES 11" LOCK-UP RACING TORQUE CONVERTERS

Available for 200R4, 700R4, 4L60, 4L60-E, 4L65-E, 4L80E, 4L85E, 4R70W, 4R75W, 4R100, E40D and 6R80 transmissions.



A robust version of the PML Series, FTI Performance's SPML is a 10.5" version designed for vehicles have the same power but carry with them some serious weight. Designed for optimum performance with nitrous, turbo, and other power adders, the SPML Series converters are perfect for extremely heavy applications where FTI's smaller PML

Series is not designed for the extreme weight. Using computer designed and handmade aluminum and steel stators, each SPML Series converter is custom designed and hand built to ensure perfect performance and fit for your equally unique ride. Available with a heavy duty oversized sprag or mechanical diode and single or triple clutch configurations, these converters are capable of supporting 1000+HP. Visit FTIperformance.com or call us toll free at 866-726-8358 to start your custom built PML Series torque converter.

**Available In
Triple Clutch
for Nitrous &
Boosted
Applications!**

Features:

- Forged billet front cover
- Forged billet 11" lock-up piston
- 11" high carbon clutches
- Oversized heavy duty sprag and mechanical diode optional upgrades
- Furnace brazed and tig welded fins
- Triple Torrington bearings
- Hardened flanged impeller hub
- Hardened flanged turbine hub
- Hardened input splines
- Multi-bolt pattern covers

**Custom Built
To Order**

Lock Up Street Converters



ESRL SERIES 9.5" LOCK-UP STREET RACE CONVERTERS



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

upgrades all work perfectly with the ESRL Series converters. Assembled using Torrington bearings and hardened steel impellor and turbine hubs make this converter a great economical and dependable choice for the weekend street racer that still wants to take then weekend cruise when given the chance. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your ESRL Series converter.

PART#	APPLICATION	STALL SPEED
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LT SERIES ENGINES, 700R4, 200R4

ESRL3082	LT ENGINE, 30 SPLINE, 700R4	2800-3000
ESRL0082	LT ENGINE, 30 SPLINE, 700R4	3200
ESRL0086	LT ENGINE, 30 SPLINE, 700R4	3600
ESRL6391	LT ENGINE, 30 SPLINE, 700R4	3800
ESRL7082	LT ENGINE, 30 SPLINE, 700R4	3800 HARD HIT
ESRL8082	LT ENGINE, 30 SPLINE, 700R4	4000 HARD HIT
ESRL308227	LT ENGINE, 27 SPLINE, 700R4	2800-3000
ESRL008227	LT ENGINE, 27 SPLINE, 700R4	3200
ESRL008627	LT ENGINE, 27 SPLINE, 700R4	3600
ESRL639127	LT ENGINE, 27 SPLINE, 700R4	3800
ESRL708227	LT ENGINE, 27 SPLINE, 700R4	3800 HARD HIT
ESRL808227	LT ENGINE, 27 SPLINE, 700R4	4000 HARD HIT

CHRYSLER NAG 1, 722.6 MAGNUM, CHARGER, CHALLENGER

ESRT82600	CHRYSLER, NAG 1	2600-2800
ESRT82800	CHRYSLER, NAG 1	2800-3000
ESRT83200	CHRYSLER, NAG 1	3000-3200

Tech Talk

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



SB SERIES STREET BRAWLER PERFORMANCE CONVERTERS

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



these converters even more using furnace brazed internals, strengthened sprag, and a new high carbon lock-up clutch. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your SB Series converter.

PART#	APPLICATION	STALL SPEED
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GM

SB2600LS	GM LS ENGINE 4L60E, 4L65E	2600
SB2800LS	GM LS ENGINE 4L60E, 4L65E	2800
SB3000LS	GM LS ENGINE 4L60E, 4L65E	3000
SB3200LS	GM LS ENGINE 4L60E, 4L65E	3200
SB2400LT30	GM LT ENGINE 700R4, 200R4, 30 SPLINE 12"	2400

FORD

SB2400AOD	FORD AOD TRANS WITH DAMPNER 12"	2400
SB2400AODS	FORD AOD TRANS W/O DAMPNER 12"	2400
SB2400DE	FORD AODE 4R70W, 4R75W 12" 11 3/8BC	2400
SB2600DE	FORD AODE 4R70W, 4R75W 11" 11 3/8 BC	2600
SB2800DE	FORD AODE 4R70W, 4R75W 11" 11 3/8 BC	2800
SB2600DES	FORD AODE 4R70W, 4R75W 11" 10 5/8 BC	2600
SB2800DES	FORD AODE 4R70W, 4R75W 11" 10 5/8 BC	2800

Converter Accessories

TORQUE CONVERTER ACCESSORIES



Ensuring that the best possible components are available to our FTI family, we strive to offer the best torque converters possible, and we make sure to offer the best parts and accessories for our FTI torque converters as well. From complete transmission and starter combo kits, simple converter bolt kits, crank adaptors, flexplate bolts, starters, and billet flexplates, FTI Performance has all the torque converter parts and accessories and you need to ensure your torque converter installation smoothly and swiftly. Please visit FTIperformance.com or call us toll free at 866-726-8358 to order your FTI torque converter accessories.



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



Tech Talk

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

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



Powerglide Transmissions

**Don't
Forget
the Fluid**



PRO SERIES POWERGLIDES

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

**Built with
entirely
new parts,
no cores.**

LEVEL 3 PRO POWERGLIDE • 1,000HP

This unit is designed for the budget minded racer who needs a dependable racing unit. Equipped with FTI's billet aluminum valve body, 1.80 straight cut planetary and 300M hardened input shaft the power rating is an impressive 1,000HP. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your level 3 Pro Powerglide.

Features:

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

LEVEL 4 PRO POWERGLIDE • 1,100HP

FTI designed for the serious budget minded racer who needs a reliable aftermarket Powerglide transmission. Built entirely from new parts including a SFI certified aftermarket case and FTI's new billet aluminum valve body, this transmission can hold up to 1,100HP. The level 4 unit is an excellent choice for the weekend racer that's makes respectable power, and needs a transmission to match. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your level 4 Pro Powerglide.

Features:

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

**1.58
gear
ratios in
stock!**

LEVEL 5 PRO POWERGLIDE • 1,500HP

Designed by FTI for the serious racer that needs a reliable aftermarket transmission with great value and performance. Hand assembled within a SFI certified aftermarket case using all new internal parts including a FTI billet aluminum valve body and 1.80 or 1.69 straight cut gear planetary. This unit is capable of standing behind 1,500HP and comes with the option of Pro or bracket brake format. Visit FTIperformance.com or call us toll free at 866-726-8358.

Features:

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



Powerglide Transmissions



Tech Talk

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

LEVEL 5.5 PRO POWERGLIDE • 2,200HP

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

Features:

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

LEVEL 6 PRO POWERGLIDE • 3,000HP

Designed exclusively for the elite racers that demand nothing but the best out of their transmission. Using the best materials and design processes to date, we have eliminated any chance of transmission failure. Utilizing a 1 3/16" input shaft coupled with our precision CNC machined billet parts and cryogenics treated gears, this transmission boast a 3,000HP power rating. Built to last behind pro-mod type applications, this unit is the go to choice for racers making extreme horsepower.

Features:

- 1.82 or 1.64 cryo-ed straight cut planetary
- 1 3/16in "Big Shaft" input shaft
- Billet pro-mod pump w/oversized gears
- Bolt in hardened stator tube
- 10 clutch pro-mod drum
- Pro-mod wide band
- 32 spline oversized output shaft
- Billet aluminum pro-brake transbrake
- SFI cert. aftermarket case
- Deep aluminum pan
- Billet reverse piston
- Billet drum piston
- Red race clutches
- 2 piece shifter lever
- Hardened adjustable band pin
- Billet dual ring servo
- Billet servo cover

PART#	DESCRIPTION
PRO	PRO-BRAKE STYLE POWERGLIDE
PPG3	LEVEL 3, STOCK CASE, LONG, 1,000HP
PPG3S	LEVEL 3, STOCK CASE, SHORT, 1,000HP
PPG3UB	LEVEL 3, STOCK CASE, LONG W/ULTRABELL, 1,000HP
PPG3SUB	LEVEL 3, STOCK CASE, SHORT W/ULTRABELL, 1,000HP
PPG3UBC	LEVEL 3, STOCK CASE, LONG, CUT FOR ULTRABELL, 1,000HP
PPG3SUBC	LEVEL 3, STOCK CASE, SHORT, CUT FOR ULTRABELL, 1,000HP
PPG4	LEVEL 4, AFTERMARKET CASE, LONG, 1,100HP
PPG4S	LEVEL 4, AFTERMARKET CASE, SHORT, 1,100HP
PPG5	LEVEL 5, AFTERMARKET CASE, LONG, 1,500HP
PPG5S	LEVEL 5, AFTERMARKET CASE, SHORT, 1,500HP
PPG5.5	LEVEL 5.5, AFTERMARKET CASE, LONG, 2,200HP
PPG5.5-58	LEVEL 5.5, AFTERMARKET CASE, LONG, 1.58 LOW GEAR, 2,200HP
PPG5.5S	LEVEL 5.5, AFTERMARKET CASE, SHORT, 2,200HP
PPG5.5S-58	LEVEL 5.5, AAFETERMARKET CASE, SHORT, 1.58 LOW GEAR, 2,220HP
PPG6	LEVEL 6, AFTERMARKET CASE, LONG, 3,000HP
PPG6S	LEVEL 6, AFTERMARKET CASE, SHORT, 3,000HP
BRACKET	BRACKET-BRAKE STYLE POWERGLIDE
BPG3	LEVEL 3, STOCK CASE, LONG, 1,000HP
BPG3S	LEVEL 3, STOCK CASE, SHORT, 1,000HP
BPG4	LEVEL 4, AFTERMARKET CASE, LONG, 1,100HP
BPG4S	LEVEL 4, AFTERMARKET CASE, SHORT, 1,100HP
BPG5	LEVEL 5, AFTERMARKET CASE, LONG, 1,500HP
BPG5S	LEVEL 5, AFTERMARKET CASE, SHORT, 1,500HP
BPG5.5	LEVEL 5.5, AFTERMARKET CASE, LONG, 2,200HP
BPG5.5S	LEVEL 5.5, AFTERMARKET CASE, SHORT, 2,200HP
BELL KITS	2 PIECE CASE POWERGLIDE BELL KITS
FSBF157	SMALL BLOCK FORD BELL KIT WITH 157 TOOTH FLEXPLATE
FSBF164	SMALL BLOCK FORD BELL KIT WITH 164 TOOTH FLEXPLATE
FBBF	BIG BLOCK FORD BELL KIT WITH FLEXPLATE
FBMM6	6 BOLT CRANK MOD MOTOR FORD BELL KIT WITH FLEXPLATE
FBMM8	8 BOLT CRANK MOD MOTOR FORD BELL KIT WITH FLEXPLATE
FSBC	SMALL BLOCK CHRYSLER BELL KIT WITH FLEXPLATE
FBBC6	6 BOLT BIG BLOCK CHRYSLER BELL KIT WITH FLEXPALTE
FBBC8	8 BOLT BIG BLOCK CHRYSLER BELL KIT WITH FLEXPALTE
FB2J	2JZ TOYOTA BELL KIT WITH FLEXPLATE

PowerGlide Transmission Options

POWDERCOAT

SILVER



BLACK



BLACK CHROME



CARBON FIBER



CHROME PACKAGE

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

Part # FPGCCP1



DRAGSTER PACKAGE

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

Part # F12011(Powdercoat)

Part # F12012(Hydrodip)



CHROME DRAGSTER PACKAGE

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

Part # F12011C(Powdercoat)

Part # F12012C(Hydrodip)



SAFETY SHIELDS



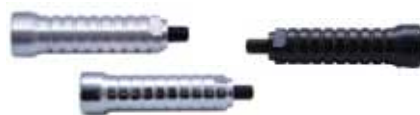
PART#	DESCRIPTION
F12008	PG STOCK CASE SHIELD, SFI CERT.
F12009	PG FLEX PLATE SHIELD, SFI CERT.
F12010	PG SHIELD KIT, CASE+FLEX PLATE SHIELD

FILLER TUBES



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

REMOVAL HANDLES



PART#	DESCRIPTION
F12008	RAW ALUMINUM FINISH REMOVAL HANDLE
F12009	BLACK ANODIZED FINISH REMOVAL HANDLE
F12010	POLISHED CHROME FINISH REMOVAL HANDLE

PUKE TANKS



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

DUMP VALVE KIT



PART#	DESCRIPTION
F2585	PG CHARGE PRESSURE BLOW OFF VALVE

700R4 Transmissions

FTI 700R4 PERFORMANCE OVERDRIVE TRANSMISSIONS

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

needs a torque converter they can depend on. Each converter is built using new Torrington bearings, hardened impellor hub, furnace brazed, tig welded fins, billet stator caps, and a high performance lined lock up clutch.



LEVEL 2 700R4 KIT-400HP

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

Features:

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

LEVEL 3 700R4 KIT-550HP

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

Features:

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



PART#	DESCRIPTION
LEVEL 2	
700R4-2E	LEVEL 2 700R4 KIT FOR EDELBROCK INTAKE
700R4-2H	LEVEL 2 700R4 KIT FOR HOLLEY INTAKE
700R4-2KH2	LEVEL 2 700R4 KIT W/ SB2400LT30, HOLLEY
700R4-2KE2	LEVEL 2 700R4 KIT W/ SB2400LT30, EDELBROCK
LEVEL 3	
700R4-3E	LEVEL 3 700R4 KIT FOR EDELBROCK INTAKE
700R4-3H	LEVEL 3 700R4 KIT FOR HOLLEY INTAKE
700R4-3KE28002	LEVEL 3 700R4 KIT W/ SRLT3082, EDELBROCK
700R4-3KH28002	LEVEL 3 700R4 KIT W/ SRLT3082, HOLLEY
700R4-3KE32002	LEVEL 3 700R4 KIT W/ SRLT0082, EDELBROCK
700R4-3KH32002	LEVEL 3 700R4 KIT W/ SRLT0082, HOLLEY

Don't Forget the Fluid



TH400 Transmissions

**New engine
braking and
clean neutral
transbrake**



FTI TH400 PERFORMANCE TRANSMISSIONS

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

Each TH400 is available with several options including hardened alloy shafts, billet internals, and SFI certified bell housings that allows FTI the ability to

build a 3 speed capable of living behind 2,000+HP.

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



Tech Talk

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



TH400 LEVEL 2 - 700HP

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

Features:

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



TH400 LEVEL 3 - 800HP

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

Features:

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



TH400 LEVEL 4 - 900HP

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

Features:

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

TH400 Transmissions

TH400 ACCESSORIES

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



PART#	DESCRIPTION
F4007	SFI CERT. BLACK TH400 CASE SHIELD
F4007F	TH400 FLEXPLATE SHIELD, SFI CERTIFIED
F4007K	TH400 SHIELD KIT, CASE+ FLEXPLATE KIT
F2JZ4	TH400-A340 BELLHOUSING ADAPTOR

LEVEL 4.5 TH400 – 1,100hp

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

Features:

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

CUSTOM BUILT TH400's

Not only does FTI offer a full line of pre-designed performance TH400 transmissions, but we also offer custom designed and assembled TH400s that can be modified to work best with your race car, mud truck, or performance vehicle. With options such as our 2 and 3 speed valve bodies, low gear and all gear trans-brake valve bodies and even clean neutral forward or reverse pattern configurations.

We also offer specialty designed parts including ultra-light internals, and high strength alloys for vast customization. We highly recommend you give us a call or fill out our online build sheet, to speak with one of our transmission specialist about the best design and fit for your application.



Don't Forget the Fluid

LEVEL 5 TH400 – 2,000HP

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

Features:

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



PART#	DESCRIPTION
TH400-2	LEVEL 2 AUTO-SHIFT UNIT
TH400-3	LEVEL 3 MANUAL FORWARD PATTERN
TH400-3UB	LEVEL 3 MANUAL FORWARD PATTERN, W/ULTRABELL
TH400-3UBC	LEVEL 3 MANUAL FORWARD PATTERN, CUT FOR ULTRABELL
TH400-3R	LEVEL 3 MANUAL REVERSE PATTERN
TH400-3RUB	LEVEL 3 MANUAL REVERSE PATTERN, W/ULTRABELL
TH400-3RUBC	LEVEL 3 MANUAL REVERSE PATTERN, CUT FOR ULTRABELL
TH400-4	LEVEL 4 TRANSBRAKE, REVERSE PATTERN
TH400-4EB	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING
TH400-4UB	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, W/ULTRABELL
TH400-4UBC	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, CUT FOR ULTRABELL
TH400-4EB2	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING, W/ULTRABELL
TH400-4EBC	LEVEL 4 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING, CUT FOR ULTRABELL
TH400-4.5	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN
TH400-4.5EB	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING
TH400-4.5UB	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, W/ULTRABELL
TH400-4.5UBC	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, CUT FOR ULTRABELL
TH400-4.5EB2	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING, W/ULTRABELL
TH400-4.5EBC	LEVEL 4.5 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING, CUT FOR ULTRABELL
TH400-5	LEVEL 5 TRANSBRAKE, REVERSE MANUAL
TH400-5EB	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, ENGINE BRAKING
TH400-5UB	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, W/ULTRABELL
TH400-5UBC	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, CUT FOR ULTRABELL
TH400-5EB2	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, ENGINE BRAKING, W/ULTRABELL
TH400-5EBC	LEVEL 5 TRANSBRAKE, REVERSE PATTERN, ENGINE BRAKING, CUT FOR ULTRABELL
TH400-52SP	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, 2 SPEED
TH400-52SPUB	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, 2 SPEED, W/ULTRABELL
TH400-52SPUBC	LEVEL 5 TRANSBRAKE, REVERSE MANUAL, 2 SPEED, CUT FOR ULTRABELL

Powerglide Components

POWERGLIDE VALVE BODIES

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

**ONLY
8.2 lbs**



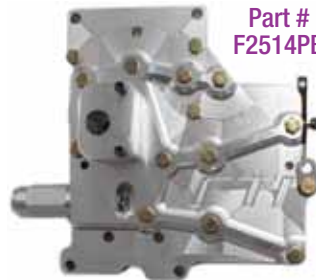
Part # F2556F



Part # F2515



Part # F2575



Part #
F2514PB

PART# DESCRIPTION

POWERGLIDE VALVEBODIES

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

POWERGLIDE VALVEBODY PARTS

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

POWERGLIDE FTI PLANETARIES

PART# DESCRIPTION

POWERGLIDE COMPLETE PLANETARIES

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

POWERGLIDE PLANETARY PARTS

F2534	4340 ALLOY SHORT SHAFT W/CARRIER, NO GEARS
F2534L	4340 ALLOY LONG SHAFT W/CARRIER, NO GEARS
F2534M	300M ALLOY LONG SHAFT W/CARRIER, NO GEARS
F2534MS	300M ALLOY SHORT SHAFT W/CARRIER, NO GEARS
F2534T	TH400 OUTPUT W/CARRIER, NO GEARS
F2534TS	TH400 SHORT OUTPUT WITH CARRIER, NO GEARS
F2535A	PG PLANETARY PIN KIT W/NUTS
F2535S	1.80 STRAIGHT CUT GEAR SET W/RING GEAR
F2535SS	1.69 STRAIGHT CUT GEAR SET W/RING GEAR, CRYO
F2536	PLANETARY THRUST WASHER KIT, 1.76/1.80
F2536N	PLANETARY NEEDLE BEARING KIT



Part # F2535



Part # F2538BS

**Tech
Talk**

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

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

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

Taking the brunt of all abuse that gets dealt to a

Powerglide transmission,

the planetary is a key component to the survival of your high performance transmission. At the

forefront of designing some of the most reliable planetaries on the market today,

FTI has introduced cryogenics into our design process

for an even

stronger

material. Coupling

our cryo-hardened components

with several gear ratio and output combinations it can be assured that FTI has the

gear set for you.



**1.58
Ratios
Available**

Part #
F2540L

Powerglide Components

POWERGLIDE CASES & HOUSINGS

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



Part # F2504



Part # F2553



Part # F2527C



Part # F2505A



Part # F2527B

POWERGLIDE INPUTS

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



Part # F2519



Part # F2517M



Part # F2517R



Part # F2518

PART# DESCRIPTION

POWERGLIDE PUMP PARTS

F2511	PG FRONT PUMP GEARS, STANDARD SIZE
F2511A	FRONT PUMP GEARS FOR 7 BOLT PUMP, OVERSIZED
F2511OS	PG FRONT PUMP GEARS, OVERSIZED
F2524	HARDENED PG STATOR TUBE, PRESS IN
F2572P	STATOR SUPPORT TEFLON SEALING RINGS (QUANTITY: 2)
F2573	POWERGLIDE PUMP GASKET
F2573R	POWERGLIDE PUMP TO CASE O-RING
F2573W	PG PUMP BOLT SEALING WASHERS (QUANTITY: 7)
F2587	PG PUMP STUD KIT W/NUTS AND SEALING WASHERS
F2587A	FACTORY LENGTH G8 PUMP BOLT KIT
F2578	FRONT PUMP SEAL

PART# DESCRIPTION

POWERGLIDE INPUTS

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

PART# DESCRIPTION

POWERGLIDE PUMPS

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



Part # F2508RB



Part # F25087

PART# DESCRIPTION

POWERGLIDE CASES

F2504	2 PIECE AFTERMARKET CASE, SFI CERT.
F2504T	1 PIECE AFTERMARKET CASE, SFI CERT.
F2504OS	2 PIECE AFTERMARKET CASE FOR OVERSIZED OUTPUT

POWERGLIDE TAILS

F2505A	LONG ROLLER TAIL HOUSING
F2505B	LONG ROLLER TAIL HOUSING FOR OVERSIZED OUTPUT
F2526	SHORTY BUSHING TAIL, BLACK, BIG SHAFT
F2526A	SHORTY BUSHING TAIL, CHROME, BIG SHAFT
F2526B	SHORTY BUSHING TAIL HOUSING, BLACK
F2526C	SHORTY BUSHING TAIL HOUSING, CHROME
F2527B	SHORTY BEARING TAIL HOUSING, BLACK
F2527C	SHORTY BEARING TAIL HOUSING, CHROME
F2502	BILLET ALUM. GOVERNOR SUPPORT
F2502B	BILLET ALUM. GOVERNOR SUPPORT, TH400 OUPUT
F2525	RAW FINISH MID-LENGTH TAIL
F2525C	CHROME FINISH MID-LENGTH TAIL

POWERGLIDE PANS

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

Tech Talk

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

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

POWERGLIDE PUMPS

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

Powerglide Components

PART#	DESCRIPTION
F2506D	RED THIN DIRECT CLUTCH
F2506B	BLUE THIN DIRECT CLUTCH
F2506T	RED THICK DIRECT CLUTCH
F2507T	THICK DIRECT STEEL
F2507D	THIN DIRECT STEEL
F2508R	THICK REVERSE CLUTCH
F2509R	THICK REVERSE STEEL
F2509ET	EXTRA THICK REVERSE STEEL
F2523S	10 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2529C	6 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2530	8 CLUTCH DRUM W/CLUTCHES, STEELS, HUB
F2544R	LOW GEAR BAND, RED MATERIAL
F2544C	LOW GEAR BAND, CARBON MATERIAL
F2544P	LOW GEAR BAND, EXTREME MATERIAL
F2544W	WIDE LOW GEAR BAND, RED MATERIAL
F2544WK	WIDE LOW GEAR BAND, KEVLAR MATERIAL
F2544WC	WIDE LOW GEAR BAND, HIGH CARBON MATERIAL
F2547-6	6 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-8	8 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-10	10 CLUTCH U-BUILD-IT KIT, WITH BAND
F2547-10WK	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE KEVLAR BAND
F2547-10WR	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE RED BAND
F2547-10WC	10 CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE CARBON BAND
F2547-10BWK	10 BLUE CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE KEVLAR BAND
F2547-10BWR	10 BLUE CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE RED BAND
F2547-10BWC	10 BLUE CLUTCH PRO-MOD U-BUILD-IT KIT W/WIDE CARBON BAND



Part # F2547



Part # F2523S

NEW FTI FLUID

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



POWERGLIDE FRICTIONS

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

Part # F2506



Part # F2507

Part # F2544

POWERGLIDE BILLET SERVO

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

Part # F2542



Part # F2541

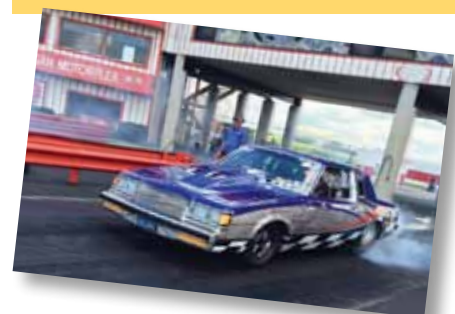


PART#	DESCRIPTION
F2541	DUEL RING BILLET SERVO WITH RINGS
F2541SB	BILLET SERVO COVER, BLACK, W/GASKETS+SEALS
FF2541SC	BILLET SERVO COVER, CHROME, W/GASKETS+SEALS
F2542	TEFLON SERVO RINGS (QUANTITY 2)
F2542K	BILLET SERVO KIT, PISTON, COVER, SPRING, RINGS, SEALS
F2542KC	CHROME BILLET SERVO KIT, PISTON, COVER, SPRING, RINGS SEALS
F2570	HIGH PERFORMANCE SERVO SPRING
F2586	SERVO GASKET
F2586B	SERVO O-RING
F2592	NEW SERVO APPLY ROD
F2592A	SERVO ROD RETAINING CLIP

Tech Talk

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

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



Powerglide Components

PART#	DESCRIPTION	PART#	DESCRIPTION	PART#	DESCRIPTION	PART#	DESCRIPTION
F2501	PG GOV SUPPORT BUSHING STYLE	F2520	TURBO SPLINE HIGH FLOW 4340 MATERIAL	F2539B27S	1.64 STRAIGHT CUT PLANETARY SHORT 27 SPLINE OUTPUT 17 INPUT	F2554LFM	LOKAR FIREWALL MONUT LOCKING FLEXABLE DIPSTICK
F2502	BILLET ALUMINUM ROLLER GOVSUPPORT SMALL SHAFT	F2521	BILLET YOKE FOR POWERGLIDE W/BEARING 1350 JOINT	F2540L	1.80 PLANETARY LONG 4340 SHAFT COMPLETE	F2554LSH	LOKAR LOCKING DRASTER SHORT DIPSTICK
F2502B	BILLET ALUMINUM GOV SUPPORT FOR TH400 OUTPUT SHAFT	F2522	10 CLUTCH DRUM FOR 1.250 INPUT UNIT ONLY	F2540S	1.80 PLANETARY SHORT 4340 SHAFT COMPLETE	F2554S	LOCKING DIPSTICK AND TUBE SHORT
F2503	BEARING FOR 27 SPLINE GOV SUPPORT AND CASE	F2523S	10 CLUTCH DRUM KIT COMPLETE W/CLUTCHES	F2540LM	1.80 PLANETARY LONG 300M SHAFT COMPLETE	F2554SC	LOCKING FILLER TUBE AND STICK SHORT CHROME
F2503B	BEARING FOR 32 SPLINE GOV SUPPORT AND CASE	F2523D	10 CLUTCH DRUM ONLY	F2540SL	1.80 PLANETARY SHORT 300M SHAFT COMPLETE	F2555A	SHIFT LEVER 2 PIECE
F2504	ATI AFTERMARKET CASE WITH LINER 2 PIECE CHEVY BELL	F2523P	BILLET PISTON FOR 10 CLUTCH DRUM POWER GLIDE	F2540SSL	1.69 PLANETARY LONG 4340 SHAFT COMPLETE	F2555AC	SHIFT LEVER 2 PIECE CHROME
F2504T	REID POWERGLIDE CASE CHEVY BELL 1 PIECE SFI CERTIFIED	F2523P8	BILLET PISTON FOR 8 CLUTCH DRUM POWER GLIDE	F2540SSS	1.69 PLANETARY SHORT 4340 SHAFT COMPLETE	F2556	FILTER SERVICE KIT, PAN GASKET, FILTER GASKETS, SQUARE PG FILTER
F25040S	AFTERMARKET CASE WITH LINER AND OVERSIZE OUTPUT SHAFT	F2524	HARDENED STATOR TUBE PG	F2540SSLM	1.69 PLANETARY LONG 300M SHAFT COMPLETE	F2556A	FILTER SERVICE KIT, PAN GASKET, LARGE SQUARE CHRY FILTER, FOR AL VB
F2504TS	REID POWDERCAOTED 1 PIECE CASE SILVER	F2525	MID LENGTH TAIL HOUSING BUSHING STYLE NATURAL	F2540SSSM	1.69 PLANETARY SHORT 300M SHAFT COMPLETE	F2556F	HIGH FLOW FILTER LARGE SQUARE
F2504TB	REID POWDERCAOTED 1 PIECE CASE BLACK	F2525C	MID LENGTH TAIL CHROME BUSHING STYLE POWER GLIDE	F2540T	1.80 PLANET LONG 400 OUTPUT 300M MATERIAL 17 SPL INPUT	F2556T	DACRON FILTER (CHRYSLER STYLE FOR BILLET VB)
F2504TBC	REID POWDERCOATED 1 PIECE CASE BLACK CHROME	F2526	BLACK SHORTY TAIL W BUSHING 32 SPLINE OUTPUT	F2540TS	1.80 PLANET SHORT 400 OUTPUT 300M MATERIAL 17 SPLINE IN	F2557	PAN GASKET
F2504THDC	REID HYDRO DIPPED CARBON 1 PIECE CASE	F2526A	CHROME SHORTY TAIL W BUSHING 32 SPLINE OUTPUT	F2540TSS	1.69 PLANET LONG 400 OUTPUT 300M MATERIAL 17 SPLINE IN	F2559	PUMP TO DRUM BEARING, MACHINE PUMP .070
F2504CS	PG CASE SAVERS CET OF 6	F2526B	BLACK SHORTY TAILHOUSING W/BUSHING STANDARD SHAFT	F2540TSSS	1.69 PLANET SHORT 400 OUTPUT 300M MATERIAL 17 SPLINE IN	F2563	BUSHING KIT
F2505A	PG TAIL ROLLER BEARING FOR LONG TAIL 27 SPLINE	F2526C	CHROME SHORTY TAILHOUSING W/BUSHING STANDARD SHAFT	F2541SC	BILLET SERVO COVER CHROME	F2565	TEFLON DRUM BUSHING
F2505B	PG TAILHOUSING FOR TH400 SHAFT	F2527B	BLACK SHORTY TAILHOUSING W/BEARING STANDARD SHAFT	F2541SB	BILLET SERVO COVER BLACK	F2566	FRONT PUMP BODY BUSHING
F2506D	RED RACE CLUTCHES THIN DIRECT	F2527C	CHROME SHORTY TAILHOUSING W/BEARING STANDARD SHAFT	F2541SS	DUAL RING SONNAX SUPORTED SERVO	F2567	HIGH PRESSURE REGULATOR SPRING
F2506B	BLUE PLATE THIN RACE CLUTCHES POWERGLIDE	F2528	REPLACEMENT BEARING FOR TAILHOUSING	F2542	SERVO RING KIT	F2570	HIGH PERFORMANCE SERVO SPRING
F2506T	RED RACE CLUTCH THICK	F2529	NEW REPLACEMENT PG DRUM	F2542K	BILLET SERVO KIT WITH COVER, PISTON, GASKETS, SPRING,SEALS	F2571	CASE TO OUTPUT BEARING
F2507T	THICK DIRECT STEELS	F2529C	6 CLUTCH DRUM NEW COMPLETE W/CLUTCHES AND HUB	F2542KC	CHROME SERVO KIT WITH COVER, PISTON, GASKETS, SPRING,SEALS	F2572	TEFLON INPUT SHAFT SEALING RING KIT, 2 RINGS
F2507D	.060 THIN STEELS DIRECT	F2530	8 CLUTCH PG DRUM NEW,COMPLETE W/HUB	F2543	STEEL CLUTCH HUB LIGHTENED	F2572P	STATOR SEALING RINGS TEFLON, QUANTITY 2
F2508B	POWERGLIDE PUMP BODY W/OVERSIZE GEARS ONLY	F2534	4340 ALLOY SHORT SHAFT W/CARRIER NO GEARS	F2543PM	10 CLUTCH PRO MOD CLUTCH HUB	F2573	POWER GLIDE PUMP GASKET
F2508RB1	PG ALUMINUM BILLET PUMP RINGLESS FOR F2517R SHAFT	F2534L	4340 ALLOY LONG SHAFT W/CARRIER NO GEARS	F2543PMC27	POWER GLIDE CLUTCH HUB 27 SPLINE 10 CLUTCH, 1.250 SHAFT	F2573R	POWER GLIDE PUMP TO CASE ORING
F2508RB2	PG ALUMINUM BILLET RINGLESS PUMP FOR F2519 SHAFT	F2534M	300M LONG OUTPUT W/CARRIER NO GEARS	F2544R	NEW POWERGLIDE BAND RED MATERIAL	F2573W	POWER GLIDE PUMP BOLT SEALING WASHER KIT QUANTITY 7
F2508RP	NEW POWERGLIDE PUMP FOR RINGLESS SHAFT 7bolt	F2534MS	300M SHORT OUTPUT W/ CARRIER NO GEARS	F2544C	POWERGLIDE BAND CARBON	F2574	MODULATOR BLOCK OFF PLUG
F2508R	THICK REVERSE CLUTCH	F2534T	TH400 OUTPUT W/ CARRIER LONG NOGEARS	F2544P	NEW POWERGLIDE BAND EXTREME MATERIAL	F2575	REVERSE INSTANT REACTION SPRING KIT 17 SPRINGS
F25087	NEW POWERGLIDE PUMP 7 BOLT FOR RING SHAFT	F2534TS	TH400 OUTPUT W/ CARRIER SHORT NOGEARS	F2544W	PRO MOD WIDE BAND RED LINING	F2575C	REVERSE CLUTCH PRESSURE PLATE SNAP RING FOR CASE
F2509ET	EXTRA THICK REVERSE STEEL .085 THICK	F2535A	PLANETARY PIN KIT W NUTS	F2544WK	PRO MOD WIDE BAND KEVLAR	F2575P	REVERSE PISTON, BILLET, .875 TALL
F2509R	THICK STEELS REVERSE	F2535S	1.80 STRAIGHT CUT GEAR SET W/RING GEAR	F2544WC	PROMOD WIDE BAND HIGH CARBON	F2575S	REVERSE SPRING RETAINER SNAP RING FOR CASE
F2511	PG FRONT PUMP GEARS	F2535SS	1.69 STRAIGHT CUT GEAR SET W/RING GEAR CRYO	F2545	4340 BAND ADJUSTMENT PIN	F2576	DIRECT DRUM SPRING KIT 24 SPRINGS
F2511A	PG PUMP GEARS OVERSIZED FOR 7 BOLT PUMP	F2536	COMPLETE THRST WASHER KIT PG PLANETARY 1.76/1.80	F2546B	OVERFLOW TANK BLACK	F2576C	DIRECT DRUM CLUTCH RETAINING SNAP RING
F25110S	PG PUMP GEARS OVERSIZED	F2536N	NEEDLE BEARING KIT PG PLANETARY NEEDLES AND SPACERS	F2546C	OVERFLOW TANK CHROME	F2576S	DIRECT DRUM SPRING RETAINER SNAP RING
F2512	SUN GEAR THRUST BEARING	F2537L9	1.69 BILLET,CRYO, REM POLISH, EXTREME, LONG, 300M OUT PLANET	F2547-6	U BUILD IT KIT FOR 6 CLUTCH DRUM, W/ EXTREME BAND	F2577	SERVO SUPPLY TUBE
F2513	MANUAL VALVE BODY	F2537S9	1.69 BILLET,CRYO, REM POLISH, EXTREME, SHORT, 300M OUT PLANET	F2547-8	U BUILD IT KIT FOR 8 CLUTCH DRUM, W/ EXTREME BAND	F2578	FRONT PUMP SEAL
F2514PR	PRESSURE REGULATOR CARTRIDGE FOR BILLET VB	F2537	1.80 PLANETARY MID LENGTH 300M SHAFT COMPLETE 27 SPLINE	F2547-10	U BUILD IT KIT FOR 10 CLUTCH DRUM, W/ EXTREME BAND	F2579	EXTENSION HOUSING SEAL
F2514TBV	TRANSBRAKE VALVE REPLACEMENT FOR BILLET VB	F2538	1.69 PLANETARY MID LENGTH 300M SHAFT COMPLETE 27 SPLINE	F2547-10WK	PRO MOD 10 CLUTCH UBUILD IT KIT W/ WIDE KEVLAR BAND	F2579A	REPLACEMENT TAIL HOUSING BUSHING
F2514B2	FTI BRACKET ALUMINUM VB TRANS BRAKE	F2538BL	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG	F2547-10WR	PRO MOD 10 CLUTCH UBUILD IT KIT W/ WIDE RED BAND	F2580	ROCKER ARM DETENT SPRING
F2514CI	FTI CAST IRON PROBRAKE VALVE BODY	F2538BS	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, SHORT	F2547-10WC	PRO MOD 10 CLUTCH UBUILD IT KIT W/ WIDE CARBON BAND	F2581	REVERSE PRESSURE PLATE
F2514PB	FTI PRO BILLET ALUMINUM VB TRANS BRAKE	F2538SL	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 27 OUTPUT, LONG	F2547-10BWK	PRO MOD 10 CLUTCH UBUILD IT KIT W/ WIDE KEVLAR BAND, BLUE CLUTCHES	F2582	DIRECT DRUM SPRING RETAINER
F2514PBM	FTI ULTRA LOCK BILLET MUD BRAKE	F2538SS	1.82 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 27 OUTPUT, SHORT	F2547-10BWR	PRO MOD 10 CLUTCH UBUILD IT KIT W/ WIDE RED BAND,BLUE CLUTCHES	F2582R	REVERSE SPRING RETAINER
F2514PBL	HIGH LOW TRANSBRAKE	F2539	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, LONG	F2548	WEDDING BAND	F2583	DETENT SPRING RETAINER
F2515	REPLACEMENT TRANSBRAKE SOLENOID OPEN	F2539S	1.58 RATIO PLANETARY W/REVERSE PISTON, CLUTCHES, SHORT	F2548B	WEDDING BAND BIG SHAFT 27 SPLINE	F2584	MANUAL VALVE GUIDE PLATE
F2515LT	ENCLOSED SOLENOID LONG THROW	F2539BL	1.64 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, LONG	F2549	GASKET AND SEAL KIT WITH TEFLON RINGS	F2585	CONVERTER CHARGE PRESSURE BLOW OFF KIT
F2515M	MUD TRANSBRAKE SOLENOID	F2539BS	1.64 STRAIGHT CUT BILLET 27 SPLINE INPUT, CRYO 32 OUTPUT, SHORT	F2551B	SHIELD BLACK SFI	F2586	SERVO GASKET
F2516	TURBO SPLINE 300M HIGH FLOW INPUT POWERGLIDE	F2539B27L	1.64 STRAIGHT CUT PLANETARY LONG 27 SPLINE OUTPUT 17 INPUT	F2552	FLEXPLATE SHIELD	F2586B	SERVO ORING
F2517M	PG 300M TURBO SPLINE W/BUSHING			F2552K	SAFETY SHIELD PACKAGE, FLEXPLATE, TRANS, BRACKETS	F2587	PUMP STUD KIT 7 STUDS W NUTS AND SEALING WASHERS
F2517ER	TURBO SPLINE ER310 MATERIAL W/ RINGS			F2553	DEEP ALUMINUM PAN W/BOLTS, FILTER SPACER, FILTER BOLTS	F2587A	PUMP BOLT KIT WITH WASHERS
F2517R	TURBO SPLINE ER310 MATERIAL RINGLESS			F2553P0	DEEP ALUMINUM PAN, NO HARDWARE OR SPACER	F2588	MANUAL VALVE ROOSTER
F2517V	TURBO SPLINE VASCO INPUT SHAFT WITH RINGS			F2553SP	FILTER SPACER W GASKETS AND BOLTS	F2589	PARK ACTUATOR
F2517VR	TURBO SPLINE VASCO INPUT SHAFT RINGLESS			F2554	LOCKING DIPSTICK AND TUBE LONG	F2590	PARK PAWL PIN
F2518	PG SLINE 4340 ALLOY INPUT SHAFT					F2590A	PARK PAWL
F2519	POWER GLIDE 27 SPLINE INPUT, 27 REAR, 300 VASCO, 1.250					F2590B	PARK PAWL RELEASE SPRING
						F2590C	PARK PAWL BRIDGE FOR CASE
						F2591	BAND APPLY STRUT
						F2591B	BAND ANCHOR POWERGLIDE
						F2592	SERVO APPLY ROD POWERGLIDE NEW
						F2592A	SERVO APPLY ROD RETAINING CLIP
						F2593	COMPLETE POWERGLIDE BOLT KIT ALL BOLTS
						F2594	PG CLUTCH HUB TO FLANGE WASHER
						F2594A	PG DRUM TO HUB WASHER
						F2599	SMALL PARTS COMPLETE

TH400 Components

TH400 BILLET VALVEBODIES



Part # F4008

With such a wide selection of billet and cast iron TH400 valve bodies available from FTI picking the right valve body for your car is a breeze. FTI offers full manual valve bodies available in both forward and reverse pattern along with several transbrake options. Using our state of the art in house CNC machining process we manufacture our own billet valve bodies in both sportsman and pro tree configurations.

Further improving our options FTI also offers an All-Gear transbrake as well as a



Part # F4009

2 speed transbrake valve body, all designed specifically for performance applications.

PART# DESCRIPTION

FRICTIONS

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

REBUILD KITS

- F4019 3 CLUTCH INTERMEDIATE, U-BUILD-IT KIT
- F4019-4 4 CLUTCH INTERMEDIATE, U-BUILD-IT KIT
- F4019-5 5 CLUTCH INTERMEDIATE, U-BUILD-IT KIT FOR PRO-MOD DRUM 400 SPLINE
- F4019-5C 5 CLUTCH INTERMEDIATE, U-BUILD-IT KIT FOR PRO-MOD DRUM, C-6 SPLINE
- F4020 HIGH FLOW FILTER SERVICE KIT
- F4032 COMPLETE BUSHING KIT
- F4049 4 CLUTCH INTERMEDIATE PACK, COMPLETE



Part # F4019



Part # F4048

TH400 PUMP & BILLET INPUT SHAFTS



Part # F4045

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

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



Part # F4039

PART# DESCRIPTION

HIGH FLOW PUMPS

- F404561 6 BOLT HIGH VOLUME PUMP, NEW
- F404581 8 BOLT HIGH VOLUME PUMP, NEW

INPUT SHAFTS AND DRUMS

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

INTERMEDIATE SHAFTS

- F4041 ALLOY INTERMEDIATE SHAFT
- F4041A ER310 INTERMEDIATE SHAFT

PART# DESCRIPTION

FULL MANUAL VALVEBODIES

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

TRANSBRAKE VALVEBODIES

- F4009B BILLET SPORTSMAN BRAKE VALVEBODY
- F4009P BILLET PROTREE BRAKE VALVEBODY
- F4009EB BILLET ENGINE BRAKING, TRANSBRAKE VALVEBODY
- F4009CN BILLET CLEAN NEUTRAL, TRANSBRAKE VALVEBODY
- F40092SP 2 SPEED TRANSBRAKE VALVEBODY
- F4009AG ALL GEAR TRANSBRAKE VALVEBODY

VALVEBODY PARTS

- F4010 TRANSBRAKE SOLENOID
- F4010A TRANSBRAKE SOLENOID, CANISTER STYLE
- F4046 ADJUSTABLE VACUUM MODULATOR
- F4066 TH400 SUPERIOR SHIFT KIT

TH400 FRICTIONS & KITS

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

Part # F4047



Part # F4048



Part # F4022



Part # F4049

Tech Talk

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

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

TH400 Parts



Part # F4065



Part # F4041

Part # F4041A



Part # F4015



Part # 4059



Part # F4055



Part # F4013



Part # F4010A



Part # F4046



Part # F4054



Part # F4040

PART#	DESCRIPTION
F4005	TH400 REID RACING CASE WITH CHEVY BELL
F4006	TH400 ATI AFTERMARKET CASE SFI CERTIFIED W/ CHEVY BELLHOUSING
F4007	TH400 SFI APPROVED SHIELD
F4007F	TH400 FLEXPLATE SHIELD
F4007K	TH400 SFI SHIELD KIT, FLEXPLATE AND TRANSMISSION
F4008	TH400 REVERSE MANUAL VALVE BODY
F4008A	TH400 FORWARD MANUAL VALVE BODY
F4009B	TH400 BILLET SPORTSMAN BRAKE
F4009EB	TH400 BILLET VB WITH ENGINE BRAKING 2ND GEAR
F4009CN	TH400 CLEAN NEUTRAL BILLET VB EXTERNAL BRAKE
F4009P	TH400 PROTREE BILLET ALUMINUM TRANSBRAKE VALVE BODY
F40092SP	TH400 2 SPEED TRANSBRAKE VALVE BODY IRON
F4009AG	TH400 TRANSBRAKE VB BRAKE WORKS IN ALL GEARS
F4010	TH400 TRANSBRAKE SOLENOID, OPEN STYLE
F4010A	TH400 TRANSBRAKE SOLENOID, CANISTER STYLE
F4012	TH400 TRANSBRAKE VB GASKETS FOR FTI VALVE BODY
F4013	TH400 DEEP ALUMINUM PAN W BOLTS
F4013PO	TH400 DEEP ALUMINUM PAN ONLY, NO HARDWARE
F4015	TH400 34 ELEMENT INTERMEDIATE SPRAG
F4016	TH400 PROMOD INTERMEDIATE SPRAGUE 36 ELEMENT
F4017	TH400 LOCKING DIPSTICK AND TUBE
F4018	TH350-400 FIREWALL MOUNT FLEXIBLE DIPSTICK
F401836	TH350-400 FIREWALL MOUNT FLEXIBLE DIPSTICK LONG 36"
F4018A	TH350-400 SHORTY DRAGSTER TYLE LOKAR DIPSTICK

PART#	DESCRIPTION
F4019	TH400 U BUILD IT RACE KIT 3 CLUTCH INTERMEDIATE
F4019-4	TH400 U BUILD IT KIT WITH 4 CLUTCH INTERMEDIATE
F4019-5	TH400 U BUILD IT KIT WITH 5 CLUTCH INTERMEDIATE FOR PROMOD DRUM 400 SPLINE
F4019-5C	TH400 U BUILD IT KIT WITH 5 CLUTCH INTERMEDIATE FOR PROMOD DRUM C-6
F4020	TH400 FILTER SERVICE KIT HIGH FLOW
F4022	TH400 KEVLAR REVERSE BAND
F4022B	TH400 KEVLAR INTERMEDIATE BRAKE BAND
F4022R	TH400 RED MATERIAL INTERMEDIATE BAND
F4032	TH400 BUSHING KIT
F4036	REAR CASE BEARING
F4038	TH400 NEW DIRECT DRUM W/34 ELEMENT SPRAG
F4039	TH400 300M INPUT SHAFT AND DRUM 1200HP
F4039B	TH400 ERMET INPUT SHAFT W/DRUM 2000 HP
F4040	TH400 ALUMINUM DIRECT DRUM W 34 ELEMENT SPRAG
F4041	TH400 ALLOY INTERMEDIATE SHAFT
F4041A	TH400 ER310 INTERMEDIATE SHAFT
F4042	TH400 ALUMINUM PROMOD DIRECT DRUM W/ INTCLUTCH PACK
F4044	TH400 BILLET FORWARD CLUTCH HUB
F404561	TH400 HIGH VOLUME PUMP 6 BOLT COMPLETE
F404581	TH400 HIGH VOLUME PUMP 8 BOLT COMPLETE
F4046	TH400 ADJUSTABLE VACUUM MODULATOR
F4047	TH400 RED RACE CLUTCH RAYBESTOS
F4047B	TH400 FORWARD AND DIRECT STEELS THIN
F4048	TH400 FORWARD AND DIRECT STEELS THICK
F4049	TH400 4 CLUTCH INTERMEDIATE PACK COMPLETE
F4049A	TH400 5 CLUTCH PROMOD INTERMEDIATE CLUTCH PACK W PLATE, 400 SPLINE
F4049B	TH400 5 CLUTCH PROMOD INTERMEDIATE CLUTCH PACK W PLATE, C6 SPLINE

PART#	DESCRIPTION
F4049C	TH400 INTERMEDIATE HIGH ENERGY CLUTCH .070
F4049S	TH400 INTERMEDIATE STEEL .070 THICK
F4049T	TH400 RED INTERMEDIATE CLUTCH THICK .090
F4050B	TH400 ALUMINUM CASE SAVER
F4051	TH400 MODULATOR PLUG BILLET
F4052	TH400 INTERMEDIATE CLUTCH BLOCKER
F4053	TH400 GASKET AND SEAL KIT W TEFLON RINGS
F4054	TH400 BILLET MOSER YOKE
F4055	TH400 AFTERMARKET SHORT OUPUT SHAFT
F4059	TH400 AFTERMARKET TAILHOUSING W BUSHING
F4060	TH400 AFTERMARKET TAILHOUSING W BEARING SHORT
F4061	TH400 TAILHOUSING REAR SEAL
F4062	TH400 PUMP GASKET
F4063	TH400 PUMP TO CASE ORING
F4064	TH400 HIGH PRESSURE SPRING
F4065	TH400 CONVERER CHARGE PRESSURE BLOFF KIT
F4066	TH400 SHIFT KIT SUPERIOR
F4067	TH400 DIRECT DRUM HP SPRING KIT
F4068	TH400 REVERSE SERVO SPRING HD FOR TRANSBRAKE USE
F4069	TH400 PLANETARY BEARING SET 3 PIECES
F4077	TH400 CENTER SUPORT WITH BRONZE SUPPORT RINGS
F4078	TH400 LOW ROLLER CLUTCH FOR FRONT PLANETARY
F4096	TH400 PUMP GEARS .727 THICK
F4096A	TH400 PUMP GEARS .725 THICK
F4097	TH400 SELECTIVE WASHER BETWEEN CLUTCH HUB AND F DRUM .078
F4097B	TH400 SELECTIVE WASHER BETWEEN CLUTCH HUB AND F DRUM .094
F4098	TH400 MANUAL LEVER SHAFT NEW
F4099	MANUAL VALVE FOR FTI TB VALVE BODY F4009

Performance Diesel Converters



BA SERIES PERFORMANCE DIESEL CONVERTERS

FTI engineered for Cummins, Duramax, and Powerstroke engines, our performance diesel converter's have raised the bar in performance and reliability. Designed to stand strong behind today's most powerful diesel engines. Pair our BA series single or triple disk converters with the modern performance modifications and tuning technology and you'll think you have a totally different truck. Built using billet steel covers, billet lock up pistons, and our single or triple disk lock-up designs, these converters make heavy towing and performance racing a breeze. In Fact FTI is so confident in the reliability and performance of our BA series converters that we provide a free lifetime warranty on all of our triple disk lock-up diesel converters. Available in single or triple disk lock-up with low stall and extra low stall configurations. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your performance diesel converter.

Features:

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

Tech Talk

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



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



Diesel Performance Transmission Parts

PART# DESCRIPTION APPLICATION

MASTER REBUILD KITS

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

MASTER REBUILD KITS

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



Part # FSK4R100

Part # FSK48

Part # FSK5R1A

DODGE DIESEL TRANSMISSION PARTS

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



Part # F9001

Part # F9051



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

PART# DESCRIPTION

DODGE DIESEL TRANSMISSION PARTS

F9001	47, 48 BILLET 300M INPUT SHAFT AND DRUM
F9002	47, 48 BILLET HIGH CAPACITY INPUT SHAFT AND DRUM
F9003	HIGH CAPACITY DIRECT DRUM
F9020	EXTREME DUTY 47, 48 INTERMEDIATE SHAFT
F9021	EXTREME DUTY 4X4 OUTPUT SHAFT KIT W/T-CASE INPUT
F9051	BILLET INTERMEDIATE SUPER SERVO, 46, 47, 48
F9052	BILLET SERVO KIT W/STRUT, ACC, LEVER, PISTON, SEAL, ANCHOR
F9053	BILLET ACCUMULATOR QUAD SEAL KIT, 46, 47, 48
F9054	INTERMEDIATE BILLET BAND STRUT, 46, 47, 48
FPGD47	BILLET 47/48RE FLEXPLATE FOR 5.9 CUMMINS DIESEL
FPGD67	BILLET 68RFE FLEXPLATE FOR 6.7L CUMMINS DIESEL



Part # F9003



Part # F9052



Part # FPGD47

Mud Powerglide Transmissions



MUD SERIES POWERGLIDES

Engineered for the serious Mud racer, the FTI designed Mud Series Powerglides are designed 100% in house and hold some of the greatest advancements in modern drivetrain technology available to date. By designing and manufacturing nearly every component out of new materials we have full control over the quality and performance of our Mud Series units. With our new FTI billet aluminum trans-brake valve body, re-engineered springs, our Powerglide transmissions will not creep on the trans-brake. The Mud Series Powerglides are built with several options available to ensure we have to perfect Mud Powerglide for each application including play truck, bog truck, fast track truck, mega truck, mud drag, and even a full size monster truck. Available in configurations lasting behind 3,000+HP.

LEVEL 3 MUD POWERGLIDE • 1,000HP

This unit is designed for the budget minded mud racer who needs a dependable unit for his mud truck. Equipped with FTI's billet aluminum valve body, 1.80 straight cut planetary, and 300M hardened input shaft, the power rating is an impressive 1,000HP. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your level 3 Mud Powerglide.

Features:

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

LEVEL 4 MUD POWERGLIDE • 1,100HP

FTI designed for the serious budget minded racer who needs a reliable aftermarket Powerglide transmission. The level 4 Mud Series is built entirely from new materials and parts including a SFI certified aftermarket case, FTI's new billet valve body, 300M input shaft and 1.80 straight cut planetary. The level 4 Mud Series unit is an excellent choice for the weekend bogger or play truck that makes respectable power and needs a transmission to match. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your level 4 Mud Powerglide.

Features:

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

LEVEL 5 MUD POWERGLIDE • 1,500HP

Engineered by FTI for the serious Off-Road racer that needs a reliable aftermarket transmission with great value and performance. Each unit is hand assembled to exact tolerances using all new internal components and FTI's new billet aluminum Powerglide valve body. Using our Vasco material input shaft coupled with our 1.80 or 1.69 straight cut gears planetary, this unit is capable of standing behind 1,500HP. Visit FTIperformance.com or call us toll free at 866-726-8358 to order your level 5 Mud Powerglide.

Features:

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



Mud Powerglide Transmissions

208 ADAPTORS

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



PART# DESCRIPTION

MUD POWERGLIDE OPTIONS

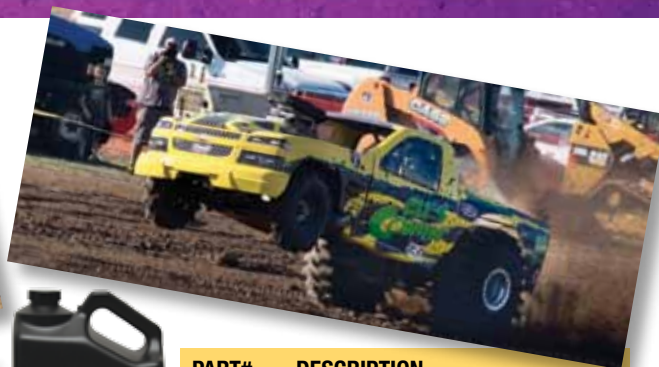
F208PG	208 TRANSFER CASE TO POWERGLIDE ADAPTOR
F208S	208 TRANSFER CASE ADAPTOR SPACER
F208P2	208 TRANSFER CASE ADAPTOR, SHORTY

LEVEL 5.5 MUD POWERGLIDE • 2,200HP

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

Features:

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



LEVEL 6

MUD POWERGLIDE • 3,000HP

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

Features:

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

PART# DESCRIPTION

MUD-BRAKE STYLE POWERGLIDE, 2 SPEED

MPG3	LEVEL 3, LONG, 1,000HP, STOCK CASE, 2 SPEED
MPG3S	LEVEL 3, SHORT, 1,000HP, STOCK CASE, 2 SPEED
MPG3UB	LEVEL 3, LONG, STOCK CASE W/ ULTRABELL, 2 SPEED
MPG3SUB	LEVEL 3 SHORT, STOCK CASE W/ ULTRABELL, 2 SPEED
MPG3UBC	LEVEL 3 LONG, STOCK CASE PREP FOR ULTRABELL, 2SPEED
MPG3SUBC	LEVEL 3 SHORT, STOCK CASE PREP FOR ULTRABELL, 2 SPEED
MPG4	LEVEL 4, LONG, 1,100HP, AFTERMARKET CASE, 2 SPEED
MPG4S	LEVEL 4, SHORT, 1,100HP, AFTERMARKET CASE, 2 SPEED
MPG5	LEVEL 5, LONG, 1,500HP, AFTERMARKET CASE, 2 SPEED
MPG5S	LEVEL 5, SHORT, 1,500HP, AFTERMARKET CASE, 2 SPEED
MPG5.5	LEVEL 5.5, LONG 2,200HP, AFTERMARKET CASE, 2 SPEED
MPG5.5S	LEVEL 5.5, SHORT 2,200HP, AFTERMARKET CASE, 2 SPEED
MPG6	LEVEL 6, LONG, 3,000HP, AFTERMARKET CASE, 2 SPEED
MPG6S	LEVEL 6, SHORT, 3,000HP, AFTERMARKET CASE, 2 SPEED

MUD-BRAKE STYLE POWERGLIDE, 1 SPEED

MPG4L	LEVEL 4, LONG, 1,100HP, AFTERMARKET CASE, 1 SPEED
MPG4SL	LEVEL 4, SHORT, 1,100HP, AFTERMARKET CASE, 1 SPEED
MPG5L	LEVEL 5, LONG, 1,500HP, AFTERMARKET CASE, 1 SPEED
MPG5SL	LEVEL 5, SHORT, 1,500HP, AFTERMARKET CASE, 1 SPEED
MPG5.5L	LEVEL 5.5, LONG 2,200HP, AFTERMARKET CASE, 1 SPEED
MPG5.5SL	LEVEL 5.5, SHORT 2,200HP, AFTERMARKET CASE, 1 SPEED
MPG6L	LEVEL 6, LONG, 3,000HP, AFTERMARKET CASE, 1 SPEED
MPG6SL	LEVEL 6, SHORT, 3,000HP, AFTERMARKET CASE, 1 SPEED

Non Lock-Up Mud Converters



MR SERIES 9.5" MUD RACING CONVERTERS

FTI is the first to engineer a converter designed specifically for the mud race applications of today where an expensive racing converter is out of the budget and not needed. Designed to work perfectly for the weekend mud bogger making 400 to 1200HP that needs an affordable and indestructible converter that will still perform well during the occasional race. With our computer designed stator we have provided better torque multiplication with better oil flow to dissipate excess heat. The MR Series converter is only available in spragless configurations including a forged billet steel front cover, billet spragless center, hardened flanged impellor hub and steel anti ballooning plate. Triple Torrington bearings, computer balanced, furnace brazed and heli-welded fins added to the already impressive list of bullet proof parts makes this converter virtually indestructible. Visit FTIperformance.com or call us toll free at 866-726-8358 to order.



MR SERIES 9.5" MUD RACE SPRAGLESS GM

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

MR SERIES 9.5" MUD RACE SPRAGLESS FORD

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

MR SERIES 9.5" MUD RACE SPRAGLESS FORD

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



Transmission Components

700R4 TRANSMISSION PARTS & ACCESSORIES

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



PART#	DESCRIPTION
F7012	700R4 FLEXIBLE TV CABLE
F7013L	LOKAR 700R4 FLEXIBLE TV CABLE
F7054	700R4 LOCKING FILLER TUBE AND STICK
F7055L	LOKAR 700R4 FLEXIBLE FIREWALL MOUNT DIPSTICK
F7059	TV CABLE CORRECTOR FOR EDELBROCK CARB.
F7060	TV CABLE CORRECTOR FOR HOLLEY CARB.
F7070	20 TOOTH GEAR SPEEDO HOUSING



Tech Talk

When installing a 700R4 transmission, TV cable adjustment is critical! An improperly adjusted TV cable can wreak havoc on your transmission and leave you stranded in only a few short miles. Adding to the already critical adjustment certain carburetors require a TV cable adapter bracket. This bracket corrects the geometry for Holley and Edelbrock carburetors that don't have the necessary geometry the TV cable needs. Make sure to read your instructions or check our website ftiperformance.com for a guide on adjusting your TV correctly.

TRANSMISSION PARTS & ACCESSORIES

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PART#	DESCRIPTION
TFS112	BILLET STARTER, FLEXPLATE COMBO KIT
FP319	BILLET DISHED LS ENGINE FLEXPLATE 6 BOLT CRANK
FP320	BILLET DISHED, LS ENGINE FLEXPLATE, 8 BOLT
FP300	BILLET FLAT LT ENGINE FLEXPLATE
TS400	BILLET TS400 STARTER
FPGD47	BILLET 5.9 CUMMINS DIESEL FLEXPLATE
FPGD67	BILLET 6.7 CUMMINS DIESEL FLEXPLATE
F12003	COMPLETE COOLER KIT WITH LINES, FITTINGS AND COOLER
F12001	COMPLETE COOLER LINE KIT
F12002	STACKED PLATE COOLER
FPCG	3 PIECE PG SLIP COUPLER
FCLF1	1/8 PIPE TO -6 BLACK COOLER FITTING
FCLF2	1/4 PIPE TO -6 BLACK COOLER FITTING
FCLF3	1/4 PIPE TO -6 NICKEL COOLER FITTING
FCLF4	1/2 PIPE TO -6 NICKEL COOLER FITTING
FBK1	ARP FLEXPLATE BOLT KIT FOR LS ENGINE
FBK2	ARP FLEXPLATE BOLT KIT FOR LT ENGINE
FCHE60	-6 HOSE END, STRAIGHT
FCHE645	-6 HOSE END, 45 DEGREE
FCHE690	-6 HOSE END, 90 DEGREE
FCH6B	-6 BRAIDED HOSE END, BY THE FOOT
F12004	GM TRANS PUMP HUB DUST COVER
F12005	GM TRANS TAIL PLUG, 27 SPLINE
F12006	GM TRANS COMPLETE PLUG KIT

Tech Talk

Heat is the number 1 killer of automatic transmissions. In today's performance racing automatic transmissions are being used more and more while factory coolers are getting smaller. This has created the need for quality external cooler capable of meeting the demands in today's performance vehicles. Any performance street/race car or truck with a stall converter that stalls 3000RPM or above MUST have an external cooler to prevent premature failure while at anything not meeting this requirement we still recommend an external cooler to improve the life of your transmission.

Return Policy

Our return policy has been developed with you, the customer, in mind. If a product does not fit or work properly we offer a 30 day return policy with no restocking fee. Modifications must not have been made to the product. All we ask is that the customer pays the freight to get the product to FTI Performance as we absorb the cost to re-box or refurbish the products, within this 30 day period.

Many of our items are S.F.I. certified. After the 30 day period if an S.F.I. certified item is returned, the item will need to be re-certified with an up-to-date S.F.I. decal. This requires that the S.F.I. certified item be sent back to the manufacturer for recertification. This will also require a complete rebuild on transmissions with S.F.I. certified case. Other fees include re-boxing and cleaning up of the product. Keeping all of this in mind, we have developed a Restock Policy which we feel will work for both participating parties.

For non S.F.I. product(s) returned between 31 and 60 days, a 10% restock fee will apply. For an S.F.I. certified product, the restocking fee is 20%.

For non S.F.I. product(s) returned between 61 and 90 days, a 20% restock fee will apply. For an S.F.I. certified product, the restocking fee will be 30%

Custom products will incur a 30% restock fee any time before 90 days.

Products which are older than 90 days, may NOT be returned for credit. Furthermore any products that have been cut, welded, or modified in anyway are not valid for returns, refunds, or credits. Denial of returns, refunds, and credits are not limited to these guidelines or stipulations as the sole discretion of terms is left to FTI Performance.

In order for a return, refund, or credit to be applicable the product must be received in good working condition and appear as new before any item can be replaced or exchanged. All returns are subject to inspection by FTI Performance before any returns, refunds, and credits may be approved. The only time a replacement or exchange will be shipped before the product is received back at our facility, is if the account is an "open" account. If you do not have an "open" account status and would like your product replaced, prior to returning back to FTI Performance, the replacement product and shipping charge must be paid in full before the product leaves our facility. A credit will be issued upon receipt and approval of the returned product. Returning product does not guarantee refund or replacement, until inspected and approved by FTI Performance.

We also request that you call our office prior to returning the product for proper notification as we do not require a Return Authorization number. This will help to speed up any credits needed.

Thank you for your patronage to FTI Converters, LLC.

***Complete Your Driveline
With These Fine Brands Available at FTI***



Warranty Information



1815 Patterson Ave. ~ DeLand FL 32724

Phone: 1-386-736-5816 ~ Fax: 1-386-734-0273 ~ Email: FTI_Converters@yahoo.com

All FTI performance non lock up converters are warranted for (1) year from date of purchase. All FTI performance billet lock up converters are warranted for (3) full years from the date of purchase against defective parts and workmanship. A copy of the invoice must accompany all returns. All FTI racing transmissions are warranted for 90 days. During the warranty period, FTI will repair or replace any parts determined to be defective due to material or workmanship. The original purchaser must prepay shipping charges for the return of any defective parts. Warranty of transmissions is limited to replacement of all friction material, seals and gaskets. Additional charges will be made for damaged parts due to improper installation, misuse or abuse, improper fluid level or cooling. This FTI warranty is limited to the value of the parts expressed or implied, including the warranty of merchantability and fitness of the product or for any other purpose. No other consequential damages or other charges implied or expressed are allowed.

- Failure of an FTI product due to improper installation or maintenance.
- Failure to provide adequate cooling, maintain proper fluid level, misuse, abuse, or unauthorized repairs.
- Removal or replacement costs, transmission oil or shipping costs.
- Damage to related components.
- Cost incurred due to downtime of vehicle.
- Normal wear and tear.

Under no circumstances will FTI Converters LLC. be held responsible for incidental and consequential damages arising from or in connection with the installation or use of any FTI performance product.

The installation of any FTI products in competition or off-road vehicle (or any street driven vehicle operated in an illegal manner) shall indicate an awareness on the part of the customer that he/she is modifying said vehicle to compete with and operate it in a

potentially hazardous environment, and accepts full responsibility for consequential damages and liabilities indemnifying FTI Converters, LLC.

LIFETIME WARRANTY

Leading the industry with a lifetime warranty, FTI Performance warrants to the Original Purchaser that each Performance torque converter sold by FTI Performance will be free from defects in material and workmanship under normal and proper use featuring a Lifetime Warranty. FTI Performance's obligation under this Warranty shall be to repair or replace, at FTI Performance's option, the defective product at no charge to the original customer. Customer is responsible for shipping and handling each way. Under no circumstances shall FTI Performance be liable for any oil, hard parts, Labor or transmission repair. As a condition of this Warranty, the customer must return any allegedly defective product to FTI Performance for inspection. The converter must be returned with serial number intact. If purchased from a authorized FTI Performance distributor a copy of original invoice and invoice number should be included. This warranty does not apply to unsatisfactory product performance which is attributable, in whole or in part, to any factor, condition or circumstance other than defects in material and workmanship. Without limiting the foregoing, this Warranty shall be null and void if repair or replacement is required because of improper installation, accident, misuse or any other cause other than ordinary and intended use, or if the unit has been dismantled, altered or repaired by the customer or unauthorized source. Except for the Warranty listed above, FTI Performance makes no other representation or warranty, expressed or implied. Responsibility for installation, maintenance, service intervals and use of this product must be satisfied by the customer and that all necessary steps have been taken to assure that each application and use meets all performance and safety requirements, including any applicable laws, regulations, codes and standards.

Be sure to visit us online for more information.
FTIperformance.com

Torque Converter Installation



1815 Patterson Ave. ~ DeLand FL 32724

Phone: 1-386-736-5816 ~ Fax: 1-386-734-0273 ~ Email: FTI Converters@Yahoo.com

1. Using a lift or jack stands raise the car off the ground far enough to be able to slide transmission out from under the vehicle.
2. After the vehicle is raised, drain the transmission fluid into a drain pan by removing the pan bolts from the rear half of the pan then slowly loosen the remaining bolts to allow pan to tilt down towards the ground allowing the fluid to drain into the drain pan.
3. Remove the battery cable, starter (if necessary), driveshaft, torque converter bolts, exhaust (if necessary), cross member and all of the transmission bolts except for one near the dowel pin.
4. Raise the transmission up slightly by placing a suitable transmission jack under the transmission.
5. Remove the last bellhousing bolt and remove the transmission.
6. Check the flexplate for cracks and chipped teeth on the ring gear. Take the new torque converter and hold it against the flexplate to see if the application is correct by checking the that the pilot size and bolt circle are correct.
7. Add a quart of new transmission fluid to the torque converter. Using the aid of a helper, stand the transmission on the tail shaft and carefully install the torque converter onto the transmission. Spin the torque converter and listen for 3 distinct clicks as it drops into the transmission. The following are measurements you can make to insure the torque converter is all the way in the transmission.
Chrysler 727 + 1.250" from bellhousing to Ring Gear.
GM TH350, Powerglide + 1.125" from bellhousing to converter pads.
GM TH400 = 1.187" from bellhousing to converter pads.
GM 700R4, 4L60E, 200-4R = 1.125" from bellhousing to converter pads
GM 4L80E = 1.030" from bellhousing to converter pads
Ford C6/C4 = 1.125" from bellhousing to converter pads
AODE = 1.030" from bellhousing to converter pads.
AOD = 1.000" from bellhousing to converter pads.
Distance may vary +/- .050"
8. Remove any debris in the crankshaft pilot hole and lubricate. Clean and lubricate and dowel pins.
9. Mount transmission to the back of the engine block making sure the bellhousing fits squarely against the block. If it does not, find out why! Is there something between the bellhousing and block or has the torque converter slipped out of the transmission? DO NOT PULL UP THE BELLHOUSING TO THE BLOCK USING THE BELLHOUSING BOLTS!!!!
10. After the transmission bellhousing bolts are tightened, check to see if the torque converter will turn by hand. Push the torque converter back into the transmission as far as it will go. Using feeler gauges or calipers measure the gap between the flexplate converter mounting pad and the torque converter. If the gap is greater than .187" install a .060" flat washer between the torque converter and flexplate.
11. Finish installing the cross member, exhaust, driveshaft, etc.. Add 5 quarts of good quality transmission fluid. Start the engine and immediately add 2 more quarts. Check the fluid and finish filling the transmission to proper level.

Be sure to visit us online for more information.
FTIperformance.com

Converter Order Sheet

HOW DID YOU HEAR ABOUT US? ☐ Magazine Ad ☐ Internet ☐ Race Track ☐ Friend ☐ Other

DATE _____ RESTALL _____ NEW BUILD _____

Customer Information

NAME: _____

PHONE: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

SHIPPING ADDRESS (SAME AS ABOVE): ☐ YES ☐ NO

SHIPPING ADDRESS IF DIFFERENT THAN BILLING ADDRESS:

NAME: _____

PHONE: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

SHIRT SIZE: _____

Engine

SIZE: _____ CI COMPRESSION RATIO: _____ TO 1

DYNO TESTED: ☐ YES ☐ NO

PEAK HORSEPOWER: _____ @ _____ RPM

PEAK TORQUE: _____ @ _____ RPM BORE: _____

CAMSHAFT SPECS:
INTAKE/LIFT _____ DURATION _____ STROKE: _____

AT .050: EXHAUST/LIFT _____ DURATION _____

CAMSHAFT POWER RANGE: _____ TO _____ TO _____

CARB: CFM _____ NUMBER OF CARBS: ☐ 1 ☐ 2 ☐ OTHER

FUEL: ☐ ALCOHOL ☐ GAS ☐ OTHER FI? _____

NITROUS: ☐ YES ☐ NO HP SETTING _____ ☐ 1 KIT ☐ 2 KITS

INTAKE MANIFOLD: ☐ SINGLE PLANE ☐ DUAL PLANE BRAND: _____

CYLINDER HEADS: TYPE _____ DEGREE: _____

Transmission

TYPE: _____ FIRST GEAR RATIO: _____

INPUT: _____ TRANSBRAKE: ☐ YES ☐ NO

FLEXPLATE SIZE: _____ # TEETH/DIA. BOLT HOLE DIA: _____

Vehicle

TYPE: _____ WEIGHT: _____

TRANSFER CASE RATIO: _____ GEAR RATIO: _____

TIRE SIZE: _____ ☐ HIGH ☐ LOW

MID PLATE: ☐ YES ☐ NO THICKNESS: _____

Operation

STARTING LINE RPM: _____ SHIFT POINT RPM: _____ TRACK LENGTH: ☐ 1/8 MILE ☐ 1/4 MILE CLASS: _____

Credit Card Information

CARD NUMBER: _____ EXP: _____ SEC CODE: _____

NAME ON CARD: _____ BILLING: _____



JOIN THE FTI FAMILY



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