

CIRCLE TRACK RACING

CATALOG



Engineered Superior Drivetrain Solutions



TCI® Delivers An Automatic Advantage

Why should I switch to an automatic transmission set-up?

Cost: A good four-speed runs from \$1,000 to \$1,200, not including the maintenance of the clutch. A TCI® automatic transmission usually runs \$300 to \$500 less for a basic set-up.

Weight: Most of our racers have found that the automatic is 50 to 60 pounds lighter than a standard four-speed. The weight savings alone reduces wear and tear on the engine and drivetrain.

Performance: TCI® automatic transmission performance is outstanding. Several of our racers who made the switch to automatic have been surprised as their cars are more responsive off the turns and quicker to rpm with excellent throttle response in the corners and on restarts. In addition, the TCI® automatic is consistent for every race, so you don't have to adjust the clutch before each event.

Proud sponsor of



How does the TCI® Circlematic™ Powerglide Transmission work?

Actually, we offer two types of Circlematic™ Transmissions: the clutch pedal style (TCI® Part #742011) and the latest “clutchless” style (TCI® Part #742010). The clutch pedal style works similar to a standard shift transmission. Using a clutch pedal arrangement, the driver's hands are free to work the shifter and steering wheel. To take off, you simply depress the clutch pedal, select the desired gear, and slowly release the clutch pedal while feathering the throttle. Unlike driving a manual shift transmission, once the vehicle is underway you may shift from low to high or from high to low without depressing the clutch pedal. The “clutchless” style works similar to a Powerglide with a working torque converter. It is very simple to install because the shifter is the only external control required. To take off, you simply put the transmission in low gear and slowly depress the throttle. Once you're moving, you can shift to high gear even at wide-open throttle! Reverse works the same way as low gear, and because it's a reverse shift pattern, there's no chance of bumping the shifter into neutral or reverse during upshifts. This transmission cannot be run in low gear. The TCI® Powerglide Circlematic™ “Clutchless” Transmission (TCI® Part #742020) is perfect for racing where the rules limit rear end gear ratio choice and can be raced in low gear. Featuring a 1.82:1 ratio low gear, the lock-up drive gear is designed for reliable and easy operation. Best of all, the TCI® Circlematic™ “Clutchless” Transmissions have no external hook-ups, lines or linkage, avoiding any chance of transmission leakage or need for component fabrication.

What is the best thing that can be done to keep a transmission working at optimum performance?

Regular fluid changes. We recommend changing fluid at least every 150-200 laps. TCI® offers two types of fluid: Max Shift™ Racing Transmission Fluid (TCI® Part #950600) and Max Shift™ Synthetic Transmission Fluid (TCI® Part #950650). Either will work well in our Circlematic™ Transmissions. They both will lower the temperature of the transmission by up to 30°, but with the synthetic blend you can get more laps before a change is needed. In addition, make sure things like the rear suspension are correct, and check for loose nuts and bolts.

How do I choose the right torque converter for different sized short tracks?

Actually, we prefer you to call us at TCI® for that recommendation. The last thing that we want is for you to get the wrong converter. There are a lot of variables to consider, i.e.; rear gear ratio, tire size, cam specs, engine cubic inch, track length, lower end rpm and weight. There is no set easy answer “chart” available for a torque converter selection.

How do you set up the clutch on a pedal style Circlematic™?

We recommend using a hydraulic clutch pedal with a push-type cylinder to activate the detent lever. Mount the slave cylinder to the transmission bellhousing. Just drill your bolt holes into the bellhousing, and mount a bracket that will hold the slave cylinder securely in place. The detent lever must move 1/2-inch to the rear of the transmission to allow the body to fully release or “dump” the pressure. The TCI® return spring must be mounted to the detent to provide sufficient force to return the detent lever against the stop.

TCI® torque converters and transmissions are made from new and remanufactured parts.



1.888.776.9824



Circlematic™ Powerglide Transmission Applications

TCI® offers competition transmissions for oval track and marine performance applications. Several different options are available. TCI® offers 1.65, 1.76, 1.80, 1.82, 1.89, 1.92, 1.96, 2.11 low gear planetary sets for the Powerglide. Standard length transmissions weigh approximately 97 pounds and the shorty version weighs only 93 pounds. The rotating assemblies weigh 24.25 pounds in standard trim to less than 20 pounds in lightweight trim.

Our Part #744500 & #744600 valve bodies eliminate the need for all external control of the line pressure when using a straight pump drive. This design allows you to operate the transmission by simply placing it into gear and easing down on the accelerator. All transmissions feature high performance clutches, a steel clutch hub and modified planetary gear set that will work with the latest rear suspensions. Many specialty combinations are available from TCI®.

Part No.	Transmission	Length (inches)	Low Gear Ratio	Valve Body	Drum & Hub	Oil Pan	Additional Information
742010 *	Powerglide	27 9/16	1.82 : 1	Manual shift REV pattern clutchless style	Steel drum, steel hub	#528300 aluminum, std capacity	New clutchless style. Most popular style, recommended for all classes, easiest Circlematic™ to operate
742011 *	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern internal valve	Steel drum, steel hub	#528300 aluminum, std capacity	Recommended for all classes, can be raced in low or high gear, shift on the fly
742012 *	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern internal valve	Steel drum	#528300 aluminum, std capacity	Low gear only (no high gear), great for short track hobby cars with stock rear end gear rules
742013 *	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern internal valve	Steel drum, steel hub	#528321 steel kick-out, 1 extra quart	For asphalt track racers, kick-out pan prevents fluid starvation in corners
742014 *	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern internal valve	Alum. drum, alum. hub	#528321 steel kick-out, 1 extra quart	Super lightweight version for asphalt racers, lightweight planetary & gun drilled output shaft with billet input shaft
742015 *	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern internal valve	Steel drum, steel hub	#528300 aluminum, std capacity	Same as Part #742011 but with the shift lever pointing up for extra clearance in transmission tunnel area
742020	Powerglide	27 9/16	1.82 : 1	Manual shift REV pattern clutchless	Steel drum, steel hub	#528300 aluminum, std capacity	New clutchless style low gear only
711182	Powerglide	27 9/16	1.82 : 1	Manual shift FWD pattern	Steel drum, steel hub	Std steel	Requires functional converter, can be raced in low or high gear, shift on the fly

* Suitable only in oval track and marine applications

Torque Converters

Circle Track Torque Converters

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

Built with a heavy-duty stator, furnace-brazed fins and precision certified stall speed to maximize efficiency, these stock appearing converters usually reduce lap times by 1-2 tenths of a second. In addition, TCI® Circle Track Torque Converters feature reduced rotational weight, improving engine braking in corners - lowering transmission operating temperatures.



Part No.	Special Notes	Trans	Size	Bolt Pattern	Flash Stall	Converter Weight Lbs.	Recommended Engine Size & RPM Range
240920 ¹	Good for heavier cars, low stall, good throttle response	TH350/400	11"	Dual	2000-2300	29	327 - 400 cid 2500 - 6000 rpm range
241021 ¹	Good for very heavy cars, excellent throttle response	TH350/400	10"	Dual	2300-2600	26	350 & larger
241050	Non-functional/direct drive	TH350/400	10"	Small		17	Where rules do not require a functioning converter
241150	Non-functional/direct drive	TH350/400	11"	Small		19	Where rules do not require a functioning converter
241120 ¹	Good for heavier cars, low stall, good throttle response	TH350/400	11"	Small	2000-2300	29	327 - 400 cid 2500 - 6000 rpm range
242120 ¹	Good for lighter cars, excellent throttle response	TH350/400	10"	Small	2300-2600	26	350 & larger
451920	Good for heavy cars, excellent throttle response	C-4 LMPF 11 7/16 B.P.	10"	11 7/16	2300-2600	26	302 - 351
741020 ¹	Good for lighter cars, excellent throttle response	Powerglide	10"	Small	2300-2600	26	350 & larger
741050	Non-functional/direct drive	Powerglide	10"	Small		17	Where rules do not require a functioning converter
741150	Non-functional/direct drive	Powerglide	11"	Small		19	Where rules do not require a functioning converter
741115	Good for heavier cars, low stall, good throttle response	Powerglide	11"	Small	2000-2300	29	327 - 400 cid 2500 6000 rpm range
741125	Good for very heavy cars, excellent throttle response	Powerglide	11"	Small	1800-2100	29	350 & larger

Footnote:

¹ With anti-ballooning plate



1.888.776.9824

Transmission Components



Front Pump Drives

Using a TCI® front pump drive will allow you to run without using a torque converter. Reduces rotating mass by 15 to 30 pounds compared to a torque converter. Requires special designed valve body. Adjustable for non-motor plates and 1/8" and 1/4" motor plates.

Part No.	Transmission	Engine	Special Notes	Construction Style ²	Motor Plate	Balance
145000	Chrysler TF 727	318-340	24-spline, steel crank flange & drive hub	One piece	No	Neutral
145034	Chrysler TF 727	360	24-spline, all steel construction, with counter weight for external balanced 360 cid engine	One piece	1/4"	External
145100	Chrysler TF 904	318-340	All steel construction	One piece	No	Neutral
415000	Ford C6	289-460	1.375" dia. pilot, 11-7/16" bolt circle, all steel construction	One piece	No	Neutral
515000	Ford C4	289-302 351C, 351W	1.375" dia. pilot, 11-7/16" bolt circle, 26-spline, case-fill, all steel construction	One piece	No	Neutral
515001	Ford C4	289-302 351C, 351W	10.5" bolt circle	One piece	No	Neutral
515100	Ford C4	Pinto 4 cyl. ³	9 3/8" bolt circle, all steel construction	One piece	No	Neutral
745000	GM Powerglide	All Chevy ¹	Steel crank flange and drive hub	Two piece	Adjustable	Neutral
745001	GM Powerglide	All Chevy	All steel construction	One piece	No	Neutral
745002	GM Powerglide	All Chevy ¹	Steel crank flange and drive hub with full length splines for accessory pulley	Two piece	Adjustable	Neutral
745004	GM Powerglide	Chevy '86-up ⁴	Steel crank flange and drive hub	Two piece	Adjustable	Neutral
745007	GM Powerglide	All Chevy	Aluminum crank flange and steel drive hub	Two piece	Adjustable	Neutral
745014	GM Powerglide	All Chevy ¹	All steel construction	One piece	1/4"	Neutral
745100	GM Powerglide	Ford 289-302, 351C, 351W	Steel crank flange and drive hub	Three piece	Adjustable	Neutral
745102	GM Powerglide	Ford 289-302, 351C, 351W	Steel crank flange and drive hub with full length splines for accessory pulley	Three piece	Adjustable	Neutral
162000	GM TH350/400	All Chevy ¹	Steel crank flange and drive hub	Two piece	Adjustable	Neutral
165000	GM TH350/400	All Chevy	All steel construction	One piece	1/4"	Neutral
165001	GM TH350/400	All Chevy	All steel construction	One piece	No	Neutral

Footnotes:

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

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

3 Specify pilot diameter (.750" or .825")

4 Works with 1986 & newer one piece rear main seal SB Chevy



Transmission Components

Adjustable Slip Collar for TCI® Two-Piece Direct Drives

With this split ring collar you can adjust for proper endplay in the drive after the transmission has been installed on the engine. Simply install the drive hub without the current spiral lock in place and the collar can be secured around the hub and locked into place with the two Allen bolts. This takes all the guess work out of the endplay adjustment and collar stays secure lap after lap for dependable service. Offered as an option for any of our two piece drives.

Application

Part No.

Adjustable Slip Collar For TCI® Two-Piece Direct Drives	745050
Spiral Lock For Front Pump Drive	704700



745050

Internal Control Powerglide Valve Body

Our next generation in circle track valve bodies. The previous valve body simplified operation by eliminating the bulky hand-operated ball valve pressure control that was once so common, replacing it with a clutch-pedal control. Now you can free yourself of all external pressure controls, letting you concentrate on the competition instead. The TCI® Part #744500 reverse pattern, full-manual valve body controls line pressure internally and automatically. Put the car in gear and go. The reverse shift pattern allows up shifts without the worry of hitting neutral or reverse. It will even operate smooth enough to allow you to drive on and off your trailer.

Application

Part No.

Reverse Pattern Internally Controlled Circlematic™ Valve Body	744500
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744500

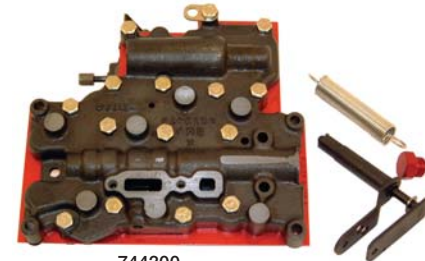
External Control Powerglide Valve Body

Our valve body eliminates the need for external valving of line pressure when using a straight pump drive. This full-manual Circle Track Valve Body can be easily installed. The design allows you to operate using the stock transmission detent linkage. Simply connect a clutch pedal to transmission detent lever supplied with kit. Depress the pedal, place the transmission in gear, ease the pedal out and the car moves. Forward shift pattern.

Application

Part No.

Forward Shift Pattern Circle Track Valve Body	744300
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744300

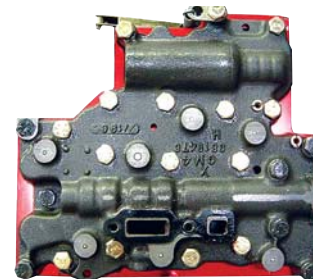
Powerglide Circlematic™ “Clutchless” Valve Body

Bolt in all the benefits of a true “clutchless” transmission with the new TCI® Circlematic™ “Clutchless” Valve Body for Powerglide transmissions. Featuring a new double low gear system, the TCI® Circlematic™ Valve Body allows drivers to pick from two gears; low gear bleed off (for take off) and low gear lock-up (for racing). Now you can drive around the pits or idle in place like a real automatic transmission without the costly weight penalty of having to run a torque converter. When it's time to race, simply click the shifter, and you are ready to go.

Application

Part No.

Powerglide Circlematic™ “Clutchless” Valve Body Low Gear Only	744600
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744600



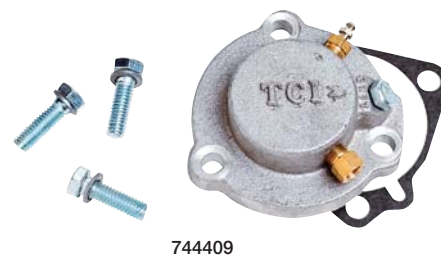
Powerglide Push Start Kit

Allows Circlematic™ Transmissions to have push start capabilities. Lightweight, easy bolt-on installation. Replaces stock Powerglide servo cover; this unit has 1/8" NPT port for line pressure check.

Application

Part No.

Powerglide Push Start Kit	744409
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Circlematic™ Kits

This kit allows you to build a Circlematic™ Transmission. All you need is a good Powerglide core, tools and some general transmission knowledge. Components include dipstick, cast pan, Part #744300 or Part #744500 valve body, front pump drive, steel clutch hub, cooler, filter, gaskets and seals.

Application

Part No.

Circlematic™ Pedal Conversion Kit	740001
Circlematic™ Clutchless Conversion Kit	740002



Circlematic™ Planetaries

The Part #747501 is an excellent replacement for a stock planetary, but for a 4-link suspension, you need the Part #747502. It will allow more driveshaft travel.

Application

Part No.

Standard 1.82 Planetary	747501
4-Link Suspension, 1.82	747502



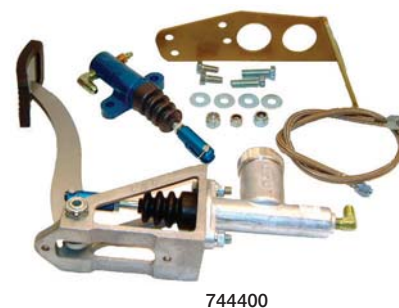
Powerglide Clutch Pedal Kits

For use with new pedal type valve body (Part #744300). Includes universal mount pedal (floor mount or hang mount), master cylinder, pusher slave cylinder, #2 braided line (24"), fittings and mounting bracket (Part #744407). Mounts cylinder to Powerglide transmission.

Application

Part No.

Kit	744400
Pusher Slave Cylinder Only	744405
Mounting Bracket Only	744407



Transmission Components

Powerglide Front Pump Assembly

For circle track applications with internal clutch valve body. This is a replacement front pump for our internal control valve Circlematic™ Transmissions. Stator support is removed for direct drive clearance.



743402

Application

Part No.

Powerglide Front Pump Assembly	743402 ¹
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Footnote:

1 Will not work with a functional converter

Circle Track Shifter

Lightweight, easy mounting with solid linkage connections. This shifter is everything you need for circle track racing and available at half the cost of a drag race shifter. Comes complete with a 29" long adjustable linkage rod and spherical rod ends.



748011

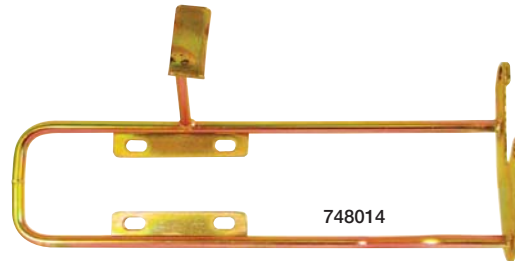
Application

Part No.

Circle Track Shifter	748011
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Lightweight Quick Mount Shifter Bracket

For standard length Powerglide transmissions. Attaches to tailhousing, perfect for tube chassis cars with aluminum interiors. May be adapted for use with other automatic shifters.



748014

Application

Part No.

Lightweight Quick Mount Shifter Bracket	748014
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Max Shift™ Performance Transmission Fluid

Add performance, shift quality and durability to any automatic transmission by simply pouring in Max Shift™ (ATF) Transmission Fluid. Proven to run up to 30° degrees cooler, Max Shift™ features an advanced formula that drastically reduces internal friction and heat, yet does not affect critical clutch and band lock-up. Max Shift™ contains exclusive anti-foaming, friction reducer and extreme heat additives, with no extra additives needed. It is also compatible with all transmission fluids; simply drain the current fluid and pour in Max Shift™.



950601

950620

Application

Part No.

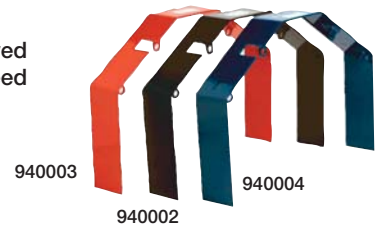
One case Max Shift™ Performance Transmission Fluid (3-One Gallon Jugs)	950600
Max Shift™ Performance Transmission Fluid (One Gallon)	950601
Max Shift™ Performance Transmission Fluid (One Quart)	950620
Max Shift™ Synthetic Transmission Fluid (One Case/12 Quarts)	950650
Max Shift™ Synthetic Transmission Fluid (One Quart)	950655



Flexplate Shields

TCI® Flexplate Shields are available in three different powder coat colors and are SFI approved to ensure your safety. These shields are manufactured from high strength steel and meet/exceed all IMCA safety specifications.

Application	Part No.
Any GM Automatic Transmission (Black)	940002
Any GM Automatic Transmission (Red)	940003
Any GM Automatic Transmission (Blue)	940004



Powerglide Stock Depth Aluminum Pan

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

Application	Part No.
Powerglide Stock Depth Aluminum Pan	528300



Powerglide "Kick-Out" Steel Transmission Oil Pan

The Powerglide "Kick Out" Steel Transmission Pans is designed for asphalt cars to prevent oil starvation in corners and to move filter pickup to the right side of the pan. Pans have one extra quart capacity and come with mounting hardware and a magnetic drain plug. And finally, these pans are zinc-coated for rust prevention.

Application	Part No.
Powerglide "Kick-Out" Steel Transmission Oil Pan	528321



Severe Duty Transmission Crossmember Mounts

This quality crossmember mount is made from urethane and features a safety interlock between mounting points. A great addition for high horsepower applications that require maximum shock absorption. The urethane is impervious to grease, oil and road grime, unlike stock rubber mounts. Kit comes complete with mount and high strength installation hardware.

Application	Part No.
GM Universal	952500
Ford Universal	952501



Filler Tubes

Sourcing certain components for your race car can be frustrating at times. You've got a new transmission, torque converter, cooler and shifter. Low and behold, your filler tube is corroded and mangled or worse, missing altogether. What to do?

TCI® introduces a fresh line of quality filler tubes. Applications for the most popular circle track transmissions are available. Each tube features a locking stick which satisfies sanctioning bodies' racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM tube designs.

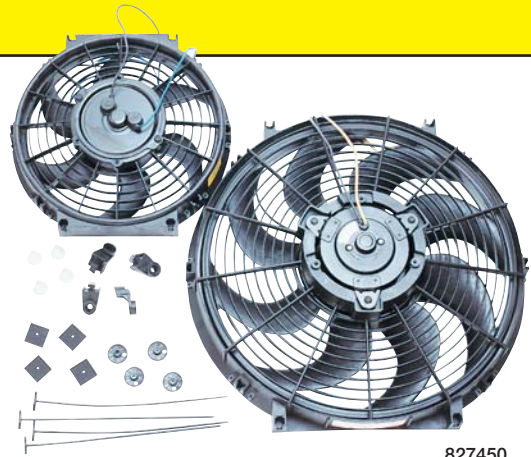
Application	Description	Part No.
GM Powerglide Filler Tube (Gold)	A full length, locking dipstick assembly appropriate for race or street use. Finished in gold dichromate.	743800
GM Powerglide Filler Tube for 1/4" Mid-Plate (Gold)	A full length, locking dipstick assembly bent especially to fit with 1/4" motor plates common in race vehicles. Finished in gold dichromate.	743804
GM Powerglide Shorty Filler Tube (Silver)	A shorty, locking dipstick assembly for racing applications. Finished in silver dichromate.	743850
GM Filler Tube for TH350 (Gold)	A full length, locking TH350 Chevy dipstick assembly appropriate for race or street use. Finished in gold dichromate.	743861



Cooling

Reversible Electric Fan Kits

All our electric fan kits offer several features that make these the right choice. Our fans either push air or pull air by simply reversing the blades. The fans are constructed out of lightweight nylon 6/6 high temperature plastic with a low profile design. Where room is a premium, our 10" and 12" units are both under 3" at the thickest part. Each fan comes complete with all necessary hardware and our quick mount connector kit.

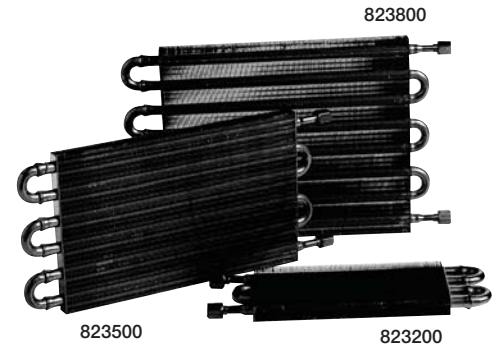


827450

Application	Depth	O.D.	As Pusher Fan			As Puller Fan			RPM	Part No.
			Motor Input	CFM 0.0" SP	Amp Draw	RPM	CFM 0.0" SP	Amp Draw		
10" Reversible Electric Fan Kit	2.6"	10.6"	90W	650	5.3	2700	600	5.0	2700	827000
12" Reversible Electric Fan Kit	2.4"	11.5"	90W	880	8.8	2100	875	8.5	2100	827250
14" Reversible Electric Fan Kit	3.6"	13.8"	130W	1350	10.5	1750	1250	9.8	1750	827350
16" Reversible Electric Fan Kit	4.1"	15.8"	160W	1800	14.6	1550	1810	14.5	1550	827450

Performance Transmission Coolers

The TCI® performance proven transmission coolers are designed specifically for high performance applications. TCI® coolers utilize a high density tube and fin design to handle the needs of even the most demanding applications. Constructed entirely from high strength aluminum, these coolers are pressure checked up to 300 psi and come complete with #6 AN fittings for easy installation to either steel braided or high pressure lines. Your vehicle is just too important to trust hose clamps, considering a typical automatic transmission cooling system operates at over 100 psi. For the ultimate heat control, the TCI® Part #827000 10" fan is a direct bolt-on to the Part #823800 cooler. Every TCI® performance cooler comes complete with a Part #821500 quick mount kit.



Application	Part No.
3/4" X 7 1/2" X 12 3/4" Performance Cooler (18,000 GVW)	823200
3/4" X 7 1/2" X 15 1/2" Performance Cooler (22,000 GVW) Excellent Choice	823500
3/4" X 10" X 15 1/2" Performance Cooler (18,000 GVW) (26,000 GVW) Maximum Protection	823800

Quick Mount Kit

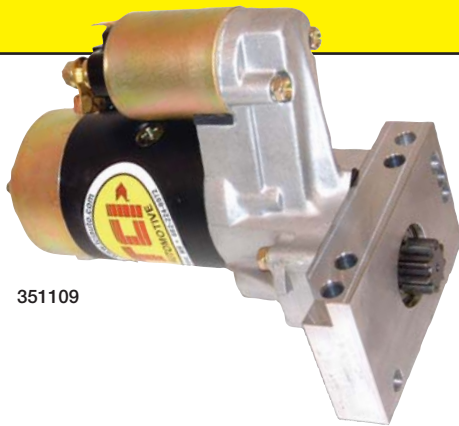
High tensile nylon mounting rods, locking nuts and rubber shock pads. Perfect for mounting coolers or electric fans - four per package.

Application	Part No.
Quick Mount Kit	821500



821500





351109

Racing Starters

For circle track racing and applications where a smaller and light-weight starter is desired, we offer the finest quality racing starter available on the market. Manufactured by Hitachi for TCI®, these starters are one-third smaller than most original equipment starters, which means increased room for headers and oil pan, plus increased ground clearance.

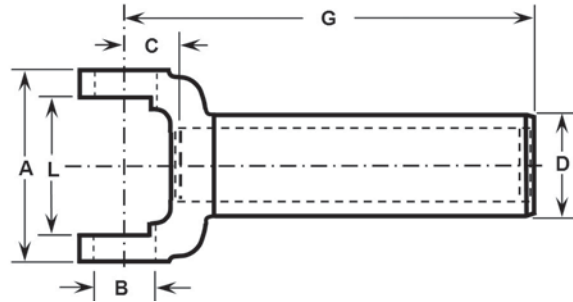
	Permanent Magnet Racing Starter	Racing Starters	Extreme Racing Starters
Weight	At 7.5 lbs., it is about 50% lighter than OE	At 10.5 lbs., it is about 33% lighter than OE	At 11.5 lbs., it is about 25% lighter than OE
Horsepower	1.74 hp	1.9 hp	3.0 hp
Gear Reduction	6 to 1 reduction	3.73 to 1 reduction	3.73 to 1 reduction
Applications	Up to 11.0 to 1 compression	Up to 12.0 to 1 compression	Up to 11.5 to 1 and higher compression

	Engine Size	Starter Type	Remarks	Part No.
FORD	289, 302, 351C, 351W, FE 332-427	Racing starter	Fits automatic transmissions only; 2-bolt flange	351300
	400, 429, 460, 351M, 400M	Racing starter	Fits automatic transmissions only; 3-bolt flange	351600
	289, 302, 351C, 351W, FE 332-427	Extreme racing starter	2-bolt, bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.)	351309
	400, 429, 460, 351M, 400M	Extreme racing starter	3-bolt, bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.)	351609
CHRY	All V8 & 3.9L V6	Racing starter	Also works with TCI® adapter kits, Part #s 149100,149200,149400	351500
	All Chevy 153 & 168 tooth	Racing starter	Our #1 selling starter, now with multiple clocking positions	351100
GENERAL MOTORS	All Chevy 153 & 168 tooth	Permanent magnet racing starter	Feather light permanent magnet motor, 12 clock positions, only 7.5 lbs, small size works great in dragster applications	351106
	All Chevy 153 & 168 tooth	Extreme racing starter	Bigger motor for high compression or 500+ cid applications (weighs 11.5 lbs.)	351109
OLDS	Olds, Pontiac 350-455	Racing starter	Fits automatic transmissions only	351400

Slip Yokes and U-Joints

Slip Yokes

Don't go to the junkyard looking for that replacement transmission yoke for your performance application when TCI® has got you covered. Since your application may not match with manufacturer specifications, TCI® can supply you a matching yoke and its new performance universal joint without any hassles.



Part No.	Transmission	Spline	Spline Length ¹	Seal Diameter D	G	C	GM No.
N3R Series (inside snap ring)	A-3.563	B-1.125	L-2.563				
965300	TH400	32	FS	1.886	5.340	.875	
966300	Powerglide/TH350	27	FS	1.500	5.469	.875	7812557
967300	700-R4/4L60E	27	CB	1.500	6.750	.875	7848635
N1310 Series	A-3.469	B-1.063	L				
965310	TH400	32	FS	1.886	5.340	.910	
966310	Powerglide/TH350	27	FS	1.500	5.470	.910	
N1350 Series	A-3.875	B-1.188	L				
965350	TH400	32	FS	1.886	5.340	1.313	26045229
966350	Powerglide/TH350	27	CB	1.500	5.470	1.313	

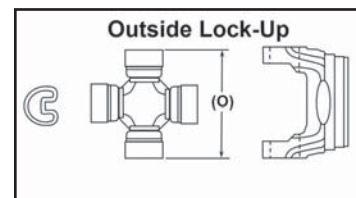
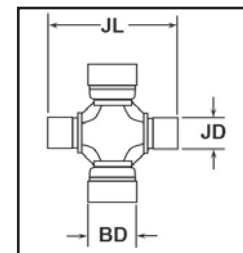
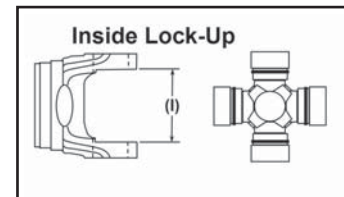
Footnote:

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

Performance Universal Joints

This isn't your normal over-the-counter U-joint. Specifically designed for today's demands in oval track racing applications. Currently, applications are available to fit the three most commonly used yokes.

Features: solid-body design - heat-treated, forged material construction & eliminated grease fitting to reduce structural breakage in body, pre-greased sealed unit - pre-packed for life with synthetic Lithium grease, providing extra friction reduction and temperature resistance, Teflon coated, nitrile rubber outer seals - reduces seal failure & leakage unlike standard designs, bearing surfaces precision ground & finished - allows U-joint to run true and to ensure accurate fit to yoke.



Part No.	961300	961310	961350
Bearing Designation	N3R	1310	1350
Bearing Diameter (BD)	1.125	1.062	1.188
Lock-Up Reference	2.556 (I)	3.219 (O)	3.622 (O)
JL	3.385	2.969	3.374
JD	0.663	0.657	0.774
GM Cross Reference	1456525	14067678	14067677
	1463548	2354320	15583283
	3382446	2362830	2057273
		2448100	2186372
	535554	3236000	2186973
	565987	3713926	22330781
	5671712	3741653	2330781
	5677656	3750686	3707163



Elastomer Balancers

The TCI® elastomer balancer incorporates a super strong billet steel inertia ring for longer life and better performance. The high-quality bonded rubber eliminates outer ring movement. For anyone needing an SFI tested and approved elastomer balancer, the TCI® elastomer balancer, capable of handling 12,000 rpm, is the answer. And for optimum control and absorption in hardcore racing applications, don't forget the legendary TCI® Rattler® Torsional Vibration Absorber, which uses a patented system of internal rollers to eliminate crankshaft harmonics.

	Application	Part No.
CHEVROLET	Small Block V8, 6 1/4"	872001
	Small Block V8, 8"	872002
	Small Block 400 V8, 8", External Balance	872003
	Big Block V8, 8"	872005
	Big Block V8, 8" External Balance	872006
	Small Block V8, 7"	872012
	LS1, F-Body	872030
	LS1, F-Body, 10% Underdrive	872031
	LS1, Corvette	872032
	LS1, Corvette, 10% Underdrive	872033
	LS1, F-body, 25% Underdrive	872034
	LS1, Corvette, 25% Underdrive	872035

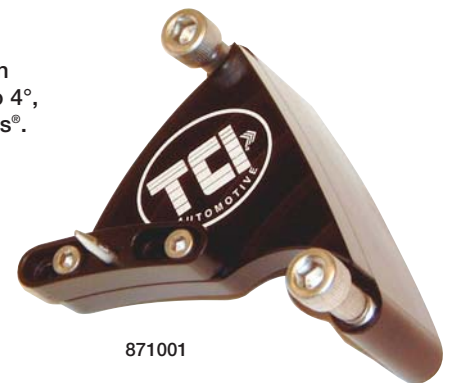


	Application	Part No.
FORD PONTIAC	301-455 V8, Internal Balance Only	872018
	Small Block V8, External Balance, 28 oz., 4-Bolt Hub	872007
	Small Block 302 V8, Internal Balance	872010
	Small Block 302 V8, External Balance, 50 oz.	872014

Timing Pointers

These are high-quality timing pointers CNC-machined from aluminum billet. Finished in black anodization with a laser etched logo on the front. The pointer is adjustable up to 4°, and all fasteners are stainless steel. Currently available for our Chevy and Ford Rattlers®. Also fits comparably sized balancers.

Application	Part No.
Chevy Small Block Timing Pointer For 6 1/4-Inch Balancers	871001
Chevy Small Block Timing Pointer For 7 1/4-Inch Balancers	871002
Chevy Small Block Timing Pointer For 8-Inch Balancers	871003
Chevy Big Block Timing Pointer For 6 1/4-Inch Balancers	871004
Chevy Big Block Timing Pointer For 7 1/4-Inch Balancers	871005
Chevy Big Block Timing Pointer For 8-Inch Balancers	871006
Ford Small Block	871007



Towing

Maximizer™ Torque Converters

Designed to yield lower flash stall speeds that make better use of your diesel's unique torque-delivery characteristics, Maximizer™ Diesel Torque Converters produce more usable, low end pulling power and a noticeable increase in real-world fuel economy.

- Diesel-optimized stall speed provides increased fuel mileage, acceleration & towing muscle
- Features heavy-duty Torrington bearings, furnace-brazed components and premium clutch material to handle diesel performance upgrades
- Available in forged and billet front cover units for Dodge, Ford & GM diesel applications



	Application	Part No.
AMC	1972-80 AMC Torque Command 727 non lock-up, 24-spline	752100
	1962-66 Chrysler Torqueflite 727 non lock-up 19-spline	142210
	1967-81 Chrysler Torqueflite 727 non lock-up 24-spline	142240 142241 ⁷ 142242 ⁸ 142243 ⁹
CHRYSLER	1972-80 Chrysler Torqueflite 904-998 non lock-up	141230
	1993-95 Chrysler A518LU 23-spline	141251
	1988-95 Dodge Cummins Diesel A518 non lock-up, 23-spline	142250
	1995-up Dodge Cummins Diesel A618/48RE lock-up, 23-spline	142260 142261 ¹⁴
	1995-up Dodge V10 A618/48RE lock-up, 23-spline	142262 ¹⁴
	1995-up Dodge Cummins Diesel A618/48RE lock-up, 23-spline billet front, multi clutch	142263 ¹⁵
	1989-up Ford E40D/4R100 RV/Towing, 4-lug front	492200
	1989-up Ford E40D/4R100 RV/Towing, 6-lug forged steel front	492201
	1989-up Ford E40D/4R100 RV/Towing, 6-lug forged steel front w/ triple-disc clutch & steel stator	492202
	1971-91 Ford C6 with 1.375" crank pilot (289, 302, 351, 400, 429, 460 cid)	443630
FORD	1983-87 Ford C6 with 6.9L diesel	443631
	1988-94 Ford C6 with 7.3L diesel	443632
	1966-84 Ford C6 with 1.850" crank pilot (332, 360, 390, 406, 427, 428 cid)	443610
	1966-69 Ford C4, 10.5" bolt circle, 24-spline, dip stick goes into transmission case	452620
	1970-up Ford C4, 10.5" bolt circle, 26-spline, dip stick goes into transmission case	452630
	1966-69 Ford C4, 11-7/16" bolt circle, 24-spline, dip stick goes into transmission pan	452680
	1970-up Ford C4, 11-7/16" bolt circle, 26-spline, dip stick goes into transmission pan	452690

Footnotes:

- 7 "A" weight
- 8 "B" weight
- 9 "C" weight
- 14 Billet/forged steel front
- 15 Multi clutch



Maximizer™ Torque Converters (Continued from page 14)

GENERAL MOTORS	2003-up GM Allison 1000	272200
	2003-up GM Allison 1000 billet front, multi clutch	272201 ¹⁵
	1999-up GM 4L60E/4L65E trucks w/ 4.8, 5.3, 6.0 engines	242936 ^{1,12}
	1982-84 GM 700-R4, all TH200C, 200-4R, 27-spline, 1.703" crank pilot	242520 ¹
	1984-91 GM 700-R4, 30-spline, 1 .703" pilot	242820 ¹
	1984-91 GM 700-R4 with Diesel & 1991-up GM 4L60E with diesel	242821 ¹
	GM TH400 w/ Cummins Diesel	240500 ¹⁰
	1992-up GM 4L80E/4L85E	242910 ¹
	1965-91 GM TH-400, 425, 375 with wide bolt pattern (except variable pitch)	241110 ² 243410
	1965-81 GM TH350, 375 w/ small bolt pattern (except lock-up)	243510
	1962-73 GM aluminum case Powerglide, 17-spline	742830

Footnotes:

- 1 Functional lock-up converter, only for lock-up transmissions
- 2 6 mounting lugs
- 10 13" converter
- 12 300mm diameter converter
- 15 Multi clutch



Max-Cool™ Aluminum Transmission Pans

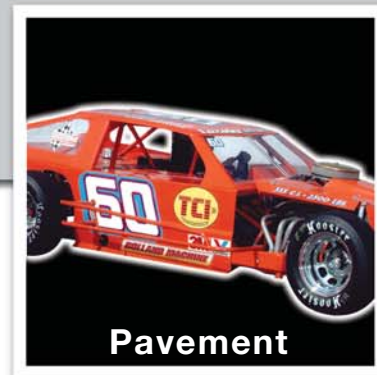
TCI® Max-Cool™ Aluminum Fluid Pans reduce internal transmission temperature up to 30 degrees, by providing increased fluid capacity and more efficient heat dissipation. That translates into increased transmission life, even under extreme towing conditions.

Application	Capacity	Part No.
Chrysler Torqueflite 727/46RH-48RE	128015 holds 9 extra quarts on 727 and 4 extra quarts on OD units	128015 ¹
Ford 5R110	508010 holds 7.5 extra quarts	508010 ¹
Ford E4OD/4R100	498010 holds 7.5 extra quarts	498010 ¹
GM Allison 1000/2000/2400	538000 holds 10 quarts of fluid	538010 ¹
GM 4L80E/4L85E	278000 holds 2 extra quarts 278010 holds 4.5 extra quarts	278010 ¹
GM 700R4/4L60 1982-1996	378000 holds 2 extra quarts 378014 holds 3.3 extra quarts	378014 ¹

Footnotes:

- 1 Does not come with filter

Engineered Superior Drivetrain Solutions



151 Industrial Drive • Ashland, MS 38603

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