



**ACTIVE
TRACTION
SERVICE**

HI-PERFORMANCE PARTS CATALOGUE

2012 EXPORT VERSION Vol.2



ATS ACTIVE
TRACTION
SERVICE

ATS & ACROSS

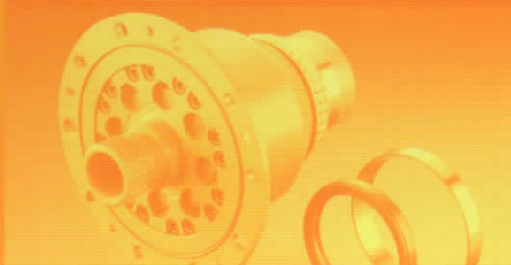
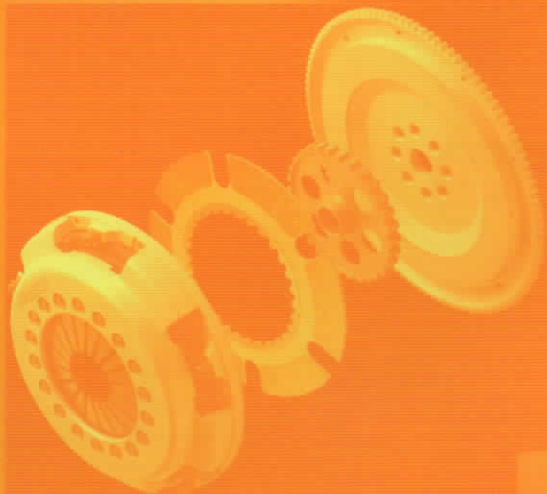
"Pro-spec2"

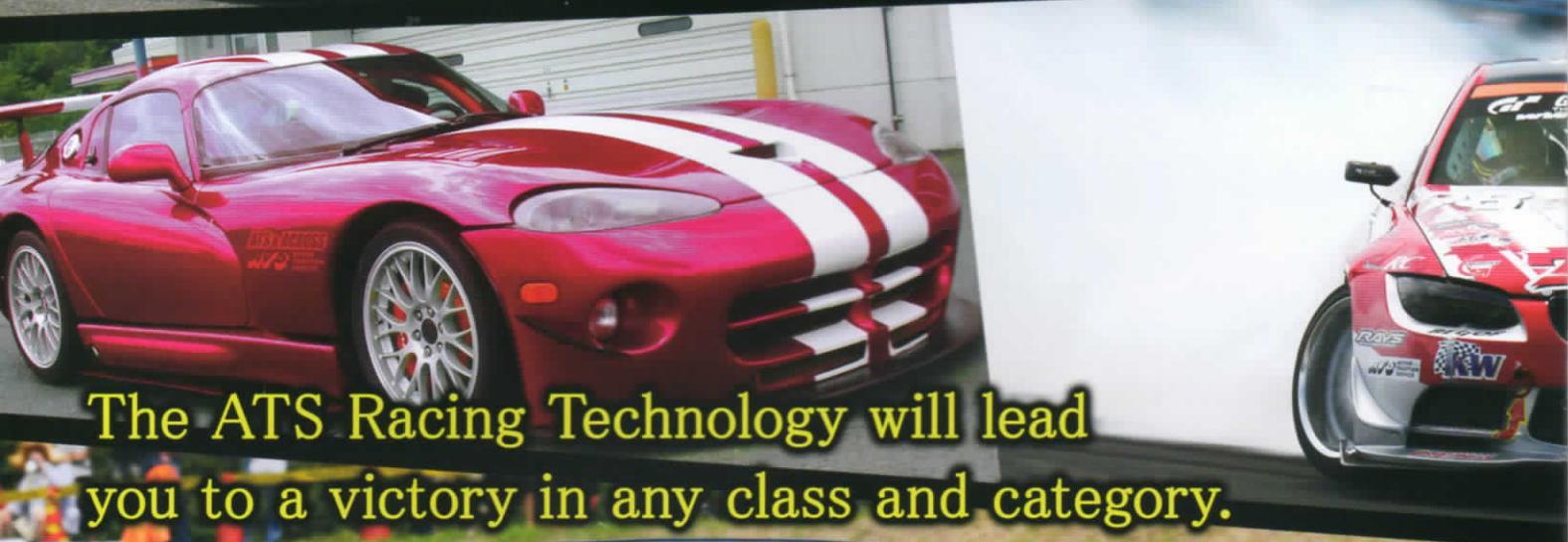
ATS & ACROSS CARBON SINGLE CLUTCH

DeTforce
Specialized by TREND

9 inch MAGNUM
Metal single clutch

TEMPER & SHOT



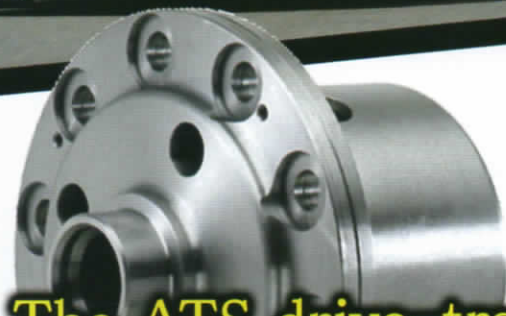


The ATS Racing Technology will lead you to a victory in any class and category.





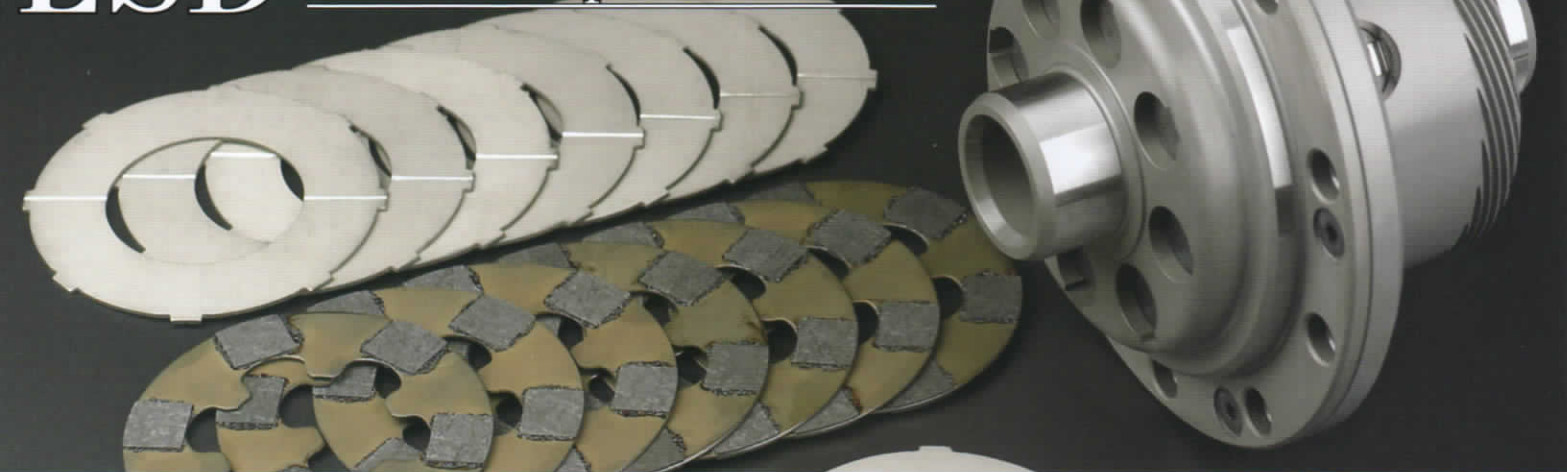
The ATS performance parts guarantees unrivaled fighting power from the paved filed to a dirt stage.



The ATS drive-train products respond to your specific needs and do not choose the genre.



LSD Limited Slip Differential



ATS LSD – Limited Slip Differential –

▶ [LSD Basics] How does an LSD work?

LSD is an acronym for Limited Slip Differential. It is a mechanism which limits the rotational difference of the out-put shafts.

An “Open Differential” (as compared with LSD) allows the transfers of power to the wheel/s which are experiencing the least amount of resistance. This enables the car’s wheels with the least resistance to run at different speeds in a turn. As an example, when cornering, the inner wheel travels a shorter distance than the outer wheel.

With an “Open Differential” you will experience easier handling during a turn. However, an “Open Differential” may not necessarily produce the best results for Racing, Drifting, and other Performance Driving.

▶ Why does LSD improve your driving performance?

When cornering in competition or a racing situation, you will frequently experience body roll where one wheel of the car is lifted from the ground. This will cause the “Open Differential” to transfer all the torque to the wheel lifted rather than to the wheel that is on the ground. The results are a useless “wheel spin” which causes the car to lose its forward momentum. In order to eliminate the “spin”, your LSD will transfer the torque to both wheels which consequently improve your lapping time.

The benefit of a performance LSD is quite obvious in the autocross or in a road race with many tight corners, but the benefit is not limited to those situations.

In Drifting, an “Open Differential” makes it very difficult to control vehicle’s slide with throttle actuation. LSD will allow the driver to steer the car with the throttle, allowing larger, more dramatic slide with plenty of forward movement.

In Drag Racing, the impact of an LSD is less dramatic. However, during sudden high-power starts and while up-shifting during acceleration, it is possible that either the left or the right tire frequently slips. A performance LSD will quickly detect that condition and lock the differential so that you do not lose any time. Not even a few tenths of a second is wasted!



Carbon LSD



Metal LSD



ATS LSD - Limited Slip Differential -

There are several types of LSDs. Viscous type, Helical type, and Torque Sensitive type. Those LSDs are frequently chosen by many car manufacturers due to the advantage on easy maintenance and very little noise levels. However, **when it comes down to the high-performance driving, professional drivers will always choose a Clutch Type (also called as a mechanical type).**

Clutch type (All ATS LSDs are clutch type)

A Clutch Type LSD has several (4 to 24) internal clutch plates. The LSD is activated by pressuring the clutch plates which will produce a very strong locking performance. The LSD acts like a standard differential when a car is moving straight or the rotational difference between left and right wheels are similar. Once there is a rotational difference among wheels, the cross axis which is set in the middle will press the pressure rings, then the pressure rings will transfer the movement to the clutch plates. When all the clutch plates are engaged, both wheels are locked and the torque is transferred equally to both wheels.

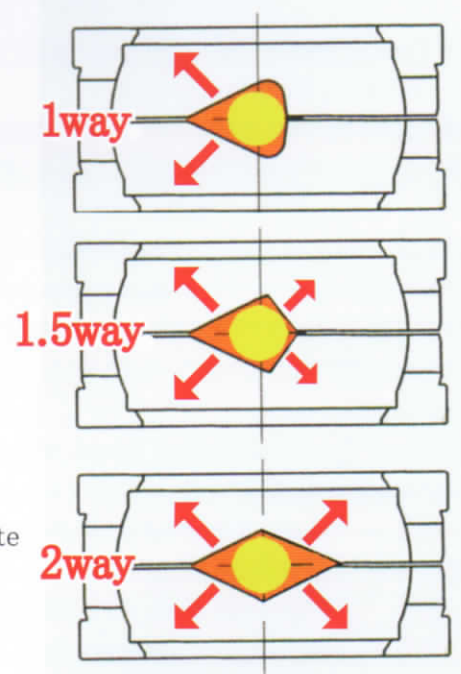


► LSD Activation mechanism 1way, 1.5way, & 2way

1way. An LSD is activated only when the throttle is on. The internal cam rings has an angle on only one side.

1.5way. The angle of the cam rings for the off-side is very close to 5-25 degrees which will make the LSD ineffective or weak when the throttle is off (during deceleration). The ATS 1.5-Way LSD will work similar to 1-Way LSD during deceleration

2way. The 2-Way cam rings angle are cut in the same degree on both sides (throttle on and throttle off sides). A 2-Way LSD will activate during both acceleration and deceleration. 2 way is a popular choice for drifting.



► Why is an clutch type superior to the gear type (helical or Torque sensitive type)?

- *Both gear type and clutch type produces the locking from the friction. The friction area of the clutch type is far larger than the gear type, which generates **much larger torque capacity and stronger locking performance.**
- *The clutch type gives you **a much faster response to your throttle movement.**
- *If one wheel loses all the traction with gear type LSD, the LSD simply becomes open diff and you lose the traction.
- *A gear type is 2 way. As such, if it is used for a FF vehicle, the LSD cannot use a strong performance setting because it will cause a under steer.

You can find an easy proof of clutch type LSD's superiority from the fact almost all the LSDs used for the Rally, Time attack, Drifting, and Circuit Racing are clutch type.

► Is a clutch type LSD noisy?

The concept that a clutch type LSD chatters and very noisy is out of date. ATS carbon LSD surprised many people with that quietness and effectiveness. In 2009, ATS introduced super silent LSD which is a metal LSD but it does not chatter.

LSD Limited Slip Differential



ATS LSD – Limited Slip Differential –

▶ ATS Carbon LSD

Unrivaled controllability and smoothness

By utilizing the CC composite discs, the ATS carbon LSD possesses the superior transitional characteristics from free to the differential lock, enabling the neutral and comfortable cornering.

- Gentle transitional characteristics that yield ease of handling from free to lock
- Quiet operation without any chattering noise
- Very high adaptability to many LSD oils from different manufacturers

ATS released the first carbon LSD in 2001 with smooth and soft differential lock as the primary advantage. This year (2012), with tremendous input from the professional driver, Mr. Kinoshita, ATS dramatically improved the carbon LSD with much higher initial torque.

Based on the initial torque (break away torque) and the number of the internal discs, ATS carbon LSDs are available in several specs.

- Spec 2** – Usually 8 internal discs with about 10 to 12kg.m initial torque.
- Spec 3** – 12 internal discs with 15kg.m initial torque
- Spec 4** – 12 internal discs with 20kg.m initial torque
- Spec 5** – More than 12 internal discs with 20kg.m initial torque

▶ Advantages of high initial torque carbon LSD

The amazing performance of the high initial torque carbon LSD can be summarized

- 1) Super sharp throttle response,
 - 2) LSD accepts steering input during the cornering,
 - 3) significantly reduced under steer,
 - 4) the traction is strong and very solid, and
 - 5) vehicle is superbly stable at braking
- *ATS carbon LSD causes drastically less understeer.

Several FF drivers use our 2 way LSD for the superb stability at braking. A 2 way LSD for FF vehicle – unthinkable for metal LSD.



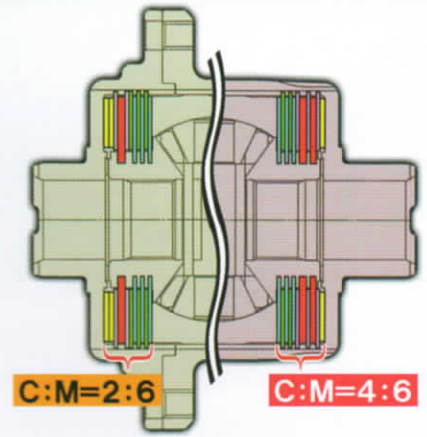
Carbon LSD



ATS Carbon LSD Hybrid

Several carbon LSD are available in hybrid type. By exchanging the 2 or 4 carbon discs with the metal discs, a hybrid type can be created. The hybrid type has a superb durability without sacrificing much of the excellent carbon LSD advantage. It is also less expensive than the standard spec carbon LSD. The typical example would be the hybrid type for Honda FF vehicle.

The hybrid type is available for Honda B16B, B18C, K20 engines with 2:6 (2 carbon discs & 6 metal discs) or 4:6 (4 carbon discs & 6 metal discs).



Metal LSD New Type-R (our standard metal LSD)

Born to win the races!!

By taking advantage of the newly designed silent type disc and several choices of cam angles and initial torques, we significantly improved the metal LSD.

- ☆ New disc has the ideal oil circulation with reduced noise
- ☆ Locking performance is not affected by the temperature
- ☆ Razor sharp response from the open to the lock
- ☆ Superb throttle controllability and smooth handling
- ☆ For FF vehicle, 1 way cam provides the winning combination

ATS metal LSD with 1 way 70 degree cam D20 (20 discs) dominated the Civic FD2 Inter Series for 3 years.

Mr. Matsui won the championship twice with our D20 LSD.

D24 is the successor of the D20 metal LSD with the improved durability and torque capacity.



Metal LSD Silent Type

An inevitable drawback of a metal clutch type LSD was the undesirable chattering noise. You do not have to make the trade off with our silent LSD. The ATS Silent LSD offers both the performance of clutch type LSD and the quietness of a gear type LSD.

ATS Silent LSD comes with the cam angles of 45 and 60 degree (in the case of 87mm discs, the angles are 45 and 55 degree.). The cam angle is set at 45 degrees at the factory. By changing the cam angle to 60 (or 55) degree, the Silent LSD becomes very close to the standard metal LSD with increased performance.



Toyota	Lexus	Nissan	Honda	Mazda	BMW	Lotus
FT86/Levin	SC/GS/IS/IS-F	GTR/Skyline	Civic B16A	Miata NA/NB/NCEC	E30/E36/E46	Elise/Exige
FRS(Scion)	Suzuki	G35/G37	Civic EK9/FD2	RX7/RX8	5 series E28	Porsche
Vitz /Celica	Swift ZC31S	350Z/370Z	Integra DC2/DC5	Subaru	5 series E34	911/930/964
MR2/MR-S	Swift ZC32S	Silvia/180SX	Accord CL1/CL7	BRZ/Imprezza	Z3	993
Celica/Supra	Alfa Romeo	240SX	Prelude H22A	GC8/GDA	Z4 E85	996 GT2
Chaser/Soarra	156/145/Spider	Mitubishi	S2000/NSX	GDB/GRB	E87/E90	996 GT3
Celsior/Celsior	147/147GTA	Mirage/Gallant	FIT CR-Z	CHRYSLER	E92 M3	997 GT3
Altezza	159/GTV/155	Lancer Evo1-10	Insight	Viper RT/10	Mini	

CLUTCH

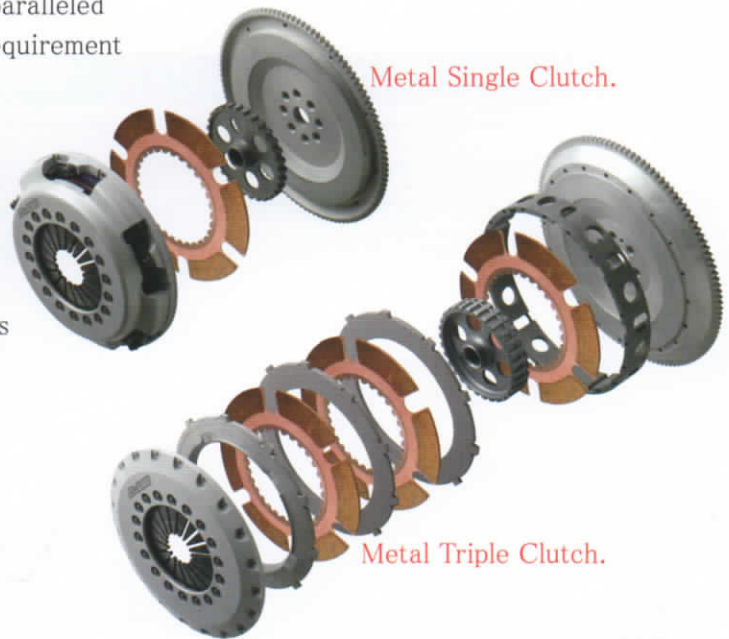


ATS carbon clutch & metal clutch (Triple, Twin, and Single)

ATS clutches offered to various vehicles provide an unparalleled torque delivery, quality, and durability, which are the requirement for the top-rated performance clutches.

The clutch discs (carbon & metal) are interchangeable. However, each clutch has its unique performance characteristics.

New for 2013. Most of the carbon clutch applications will be available in metal clutch. As of August 2012, the application coverage of the metal clutch is significantly smaller than the carbon clutch. That difference will almost disappear when we release the newly designed metal disc at the end of 2012. (* A few Spec 2 models are not offered in metal.)



▶ ATS Carbon Clutch

The performance market evolves and always demands more. It looks for a clutch which is lighter in weight, easier to use, ultra high performance, and as reliable as the stock clutch.

The answer from ATS is our carbon clutch.

Through technological collaboration with ACROSS Co, ATS introduced a line of carbon clutches to the market in 2001. Immediately the products underwent the vigorous testing by well-known automotive experts and won their enthusiastic approval in all areas. In 2012, ATS carbon clutches evolved further with the introduction of Spec 2.

The carbon clutch is our signature clutch.



ATS carbon clutch features

▶ Unmatched torque delivery

Even the single carbon clutch is rated over 500 horse power and the triple can handle over 1,200 horse power.

▶ Unrivalled high level of strength and durability

ATS & ACROSS uses non-mesh random-weaving method to make the extremely strong carbon friction disc.

▶ World's largest diameter of 230mm carbon disc

The 230mm disc is used from the single to triple for the excellent transmission characteristics.

▶ Large reduction of inertia weight

The carbon disc weighs only 160g. The dramatic weight reduction decreases the rotation inertial weight. All the engine output is smoothly converted into power without waste. With enhanced synchronization, gear shifting is extra nimble and sharp.

▶ Outstanding controllability even in traffic jams

The high level of controllability at half clutch makes the driving pleasant even in annoying traffic jams and on sloping streets in urban areas.

▶ Damage reduction to the transmission and the engine

Despite the lack of a damper spring, the carbon disc provides the ultra soft engagement which reduces the impact to the mission and the engine significantly.

▶ The carbon clutch does not slip even at a cold temperature.

There is no need for warming up the clutch in a cold temperature.

▶ Spec 2

The carbon clutch Spec 2 was released in 2011. The Spec 2 uses a higher leverage ratio on the pressure plate and successfully has reduced the pedal effort significantly or increased the torque delivery without changing the pedal effort. The single carbon Spec 2 with 2,400kg clamping force is rated at 600 hp and boasts stock-like pedal effort.

▶ ATS carbon clutch is available in single, twin, and triple discs.

Depending on your driving stage and your vehicle specs,, ATS presents variety of choices with the number of discs and clamping forces. The single carbon clutch can handle 350 hp to 600 hp and the triple carbon is good for amazing 1,400 hp. The performance and the quality of our carbon clutches have been proved by the countless winning records on All Japan Gymkhana & Dirt Trial, D1 Drifting competition, Time attacks and road races, and by the popularity from the well known tuning shops.





CLUTCH

ATS carbon clutch & metal clutch (Triple, Twin, and Single)

▶ ATS Metal Clutch

Perfected through the numerous racing participations, ATS metal clutch with its 230mm diameter disc is the excellent choice for all the performance and racing drivers.

▶ Sizable 230mm diameter friction disc

The friction disc of this size (230mm / 9 inch) is very rare even in the performance industry. This large disc dramatically increases the torque delivery capacity.

▶ Superb shift response and clutch engagement

The reduction of the weight of the friction disc to the minimum and various ingenious design ideas generate excellent shift response and disengagement / engagement.

▶ Precision production and unparalleled durability

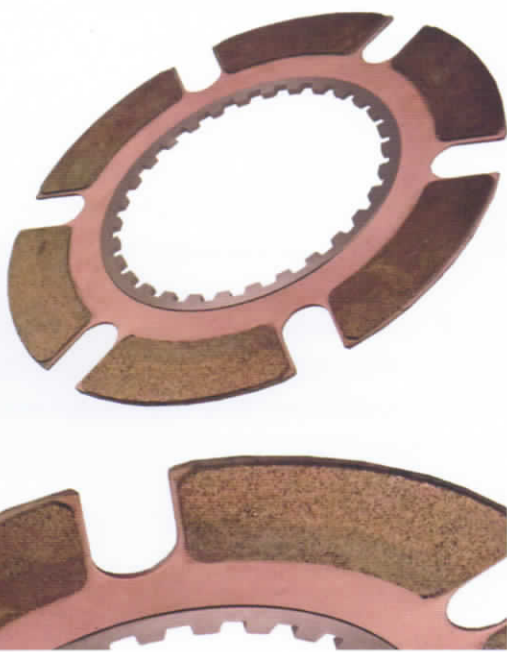
All the components of the clutch are made for precision and strength. From the selection of the material, heat treatment, and to the final finish, the product is made by the one chucking process using dedicated machine. In the development process, ATS went through many experimental designs to finalize the best one and the product is assembled by the very high manufacturing technique under the strict quality control. The metal clutch with above mentioned production process boasts the very high quality, performance and durability. The triple metal clutch with 1,350kg clamping force can handle 1,200 horse power at the crank.

▶ Easy operation on the street

The 230mm disc facilitates the slipping process, which makes the street driving very easy and comfortable.

▶ Spec 2

The metal clutch Spec 2 was released in 2011. The Spec 2 uses a higher leverage ratio on the pressure plate and successfully has reduced the pedal effort significantly or increased the torque delivery without changing the pedal effort.

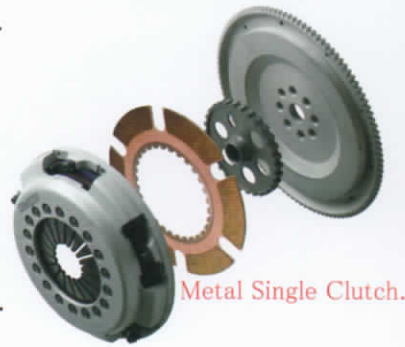


Single metal clutch (9inch Magnum)

With the introduction of Spec 2, our single metal clutch with 1,600kg clamping force can handle 300 to 350 horse power with a stock like or lighter than stock pedal effort. If it is used with the 2,200kg clamping force, the clutch is rated 450 horse power.

In 2009, the Bold Motor Sports won the championship in Super Taikyu series ST4 class by its Civic FD2 equipped with ATS 9 inch Magnum. The car never had a trouble for 2 years under the harsh driving condition of endurance race.

This proved the superior durability of ATS metal clutch. The single clutch also has accomplished many prizes in Gymkhana, Dirt Trial, and Sprint race.



Metal Single Clutch.



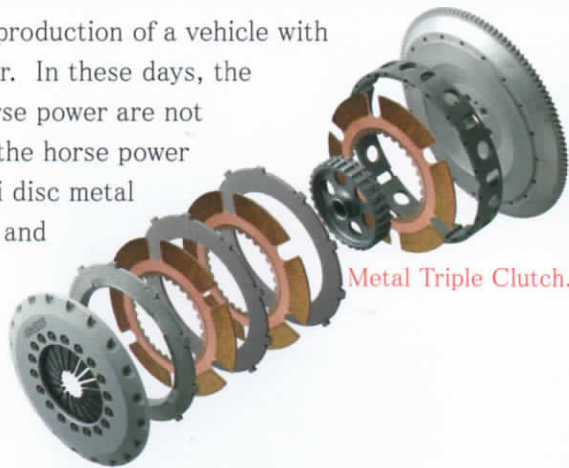
Super Taikyu series 2009 ST4 class Champion.



All Japan Gymkhana 2012 SA2 class Champion.

Twin & Triple metal clutch

The competition forces the production of a vehicle with more horse power every year. In these days, the vehicles with over 1,000 horse power are not uncommon. ATS went into the horse power battle in 1999 with the multi disc metal clutch. Since then, our twin and triple metal clutches contributed numerous victories in drag racing, drift competition, and road racing.



Metal Triple Clutch.

ATS metal clutch earned its reputation in the Super Taikyu (Endurance) Race Series.

Besides the above mentioned Bold Motor Sport FD2, our clutches are the favorite choice for 350Z, 370Z, NSX, Civic, S2000, Integra, and Porsche in Super Taikyu Series. We have earned the drivers trust by winning the races.

The battle stage of ATS metal clutch is not limited to the Supre Taikyu. Our clutch is widely used and praised by the drivers all over the world in Gymkhana, Rally, Dirt Trial, Drift competition, Drag racing, and Speed Race in Bonneville.



Clutch Spec	Clamping rate (kg)	Model	Pedal Effort	Carbon Rated HP (at the wheel)	Metal Rated HP (at the wheel)
Single	1,300	Spec 1	0 % to + 20% of stock	300	250
	1,600	Spec 1	+30 % to + 50 % of stock	400	330
	1,600	Spec 2	-10 % to 0 % of stock	400	330
	2,200	Spec 2	0 % to + 20% of stock	540	440
	2,400	Spec 2	-10 % to 0 % of stock	600	480
Twin	1,100	Spec 1	0 % to + 20% of stock	600	480
	1,100	Spec 2	-10 % to 0 % of stock	600	480
	1,350	Spec 1	+30 % to + 50 % of stock	750	600
	1,500	Spec 2	0 % to + 20% of stock	800	640
	1,900	Spec 2	0 % to + 20% of stock	1,000	NA
Triple	1,100	Spec 1	0 % to + 20% of stock	900	730
	1,100	Spec 2	-10 % to 0 % of stock	900	NA
	1,350	Spec 1	+30 % to + 50 % of stock	1,100	900
	1,500	Spec 2	0 % to + 20% of stock	1,200	NA

ATS LSD / GEAR OIL



ATS LSD OIL Lin-up

ATS LSD OIL
85W-140

GL-5/ATS&ACROSS Carbon
High conformity mineral system
for Carbon LSD / FF & FR
ATS&ACROSS

Hard Locker Noise less

ATS LSD OIL
75W-140

GL-6/Ester System synthesis 100%
for Metal & Carbon LSD / FF & FR



ATS LSD OIL
80W-250

GL-5/Ester System synthesis 100%
for Carbon LSD / FF & FR



DEEP BLUE



ATS recommends the dedicated LSD Oil.

The performance of the LSD is greatly influenced by the choice of LSD oil. Unsuitable oil could cause an unwanted noise or performance deterioration. Please avoid a use of LSD oil whose compatibility with ATS LSD is not confirmed.

- LSD Oil change interval
- The first oil change after the 300km
- Every 3,000km after the first oil change on street driving
- Oil change is strongly recommended after each track event or race

The timely oil change can prevent the early wear of the final gear and bearings and consequent howling / whining noise.

ATS CLOSE-RATIO GEAR / FINAL GEAR

HONDA Fit Final gear



Other Line-up
HONDA CIVIC/INTEGRA
NISSAN FAIRLADY Z (Z33/34)



PORSCHE Final gear



Line-up
PORSCHE 930/993/964/996

HONDA Close-ratio gear



Line-up

HONDA CIVIC/INTEGRA



Line-up

Close-ratio gear



HONDA	
INTEGRA	DC2/DB8
CIVIC	EG2/EG6/EG9/EK4/EK9

Transmission Final

HONDA	
S2000	AP1/AP2



Final gear

HONDA	
INTEGRA	DC2
CIVIC	EG6/EK4/EK9
Fit	GD3/GE8
PRELUDE	BB1/BB4/CL1/CF4
NSX	NA1/NA2

NISSAN	
FAIRLADY Z	Z33/Z34

PORSCHE	
PORSCHE911	930/964/993/996



TEMPER SHOT

ATS ACTIVE
TRACTION
SERVICE

TEMPER SHOT

High Quality & High Performance TEMPER SHOT

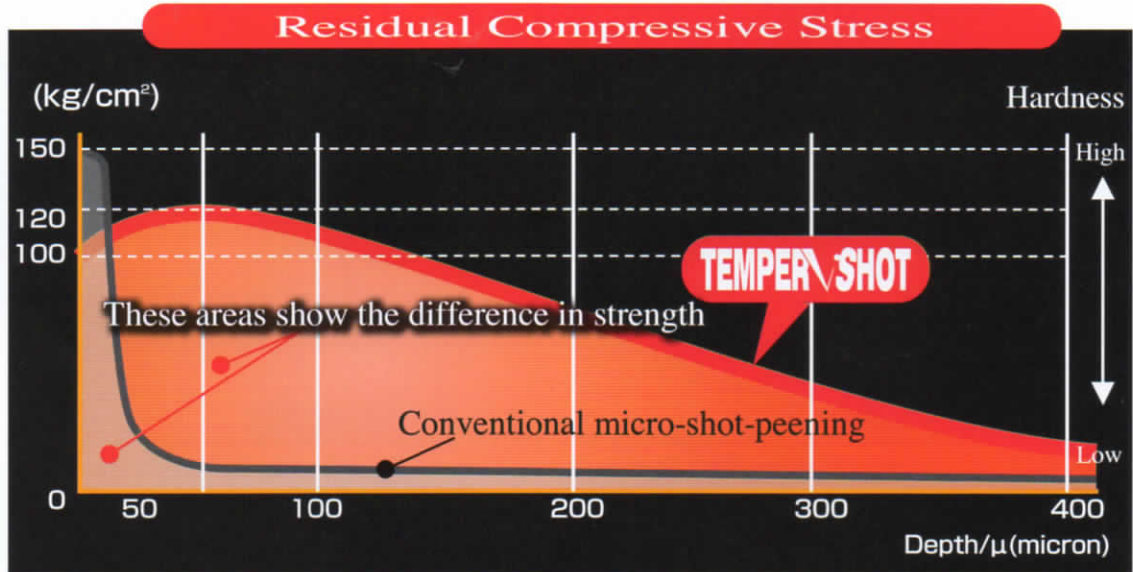
Machine parts treated with Temper Shot will prove to you that this process is phenomenally effective

What is Temper shot?

It is a type of shot-peening process in which the surface of processed parts is bombarded by minute particles at a high velocity in order to modify and strengthen the material composition near the surface.

Advantages of Temper Shot

1. Compared to the conventional surface-modifying treatment (micro-shot-peening), this process can create a hardened layer of a depth up to 10 times greater (400 Φ). This delivers a superior improvement in strength that was unthinkable with the conventional techniques. Temper Shot is considered to be an indispensable technology by automotive manufacturers as well as F1 teams.
2. This process creates a hardened layer so deep that it can hardly be damaged by external pressure and depressions. The superior strength will be stably maintained even under severe conditions of use.
3. This process will improve the lubricity by creating dimples (semi-spherical indentations) on the surface. These dimples will also increase the surface area and improve the cooling ability.
4. This strengthening process can target only the low-strength spots, thereby preventing stress concentration.



Graph showing the relationship between the depth and the residual compressive stress (hardness) of machine parts after shot-peening

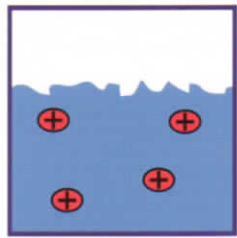
Roadrace, dragrace, drift competition, autocross, dirt trail and rally-in any racing condition, Temper Shot is very effective.

● A synchro treated by Temper Shot prevents the shifting trouble in any endurance race. There are several race teams finished two consecutive endurance races without shifting trouble with Temper Shot.

● FD3s race team with full Temper Shot treatment on the transmission finished the whole season without any problem.

Strength Improvement Mechanism

A material processed by a conventional heat treatment



⊕ Tensile Stress

⊖ Compressive Stress

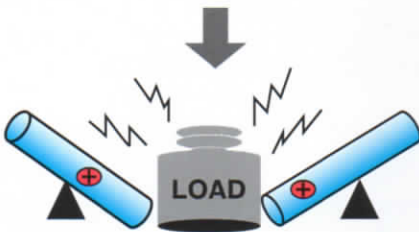
Tensile stress occurs in a heat-treated steel material



Conventional heat treatment



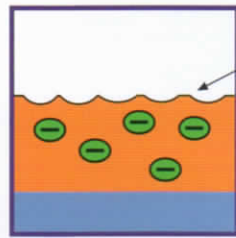
Conventional heat treatment



Conventional heat treatment

Damage will occur when a load is repeatedly applied

TEMPER SHOT processed



Minute and uniform dimples

A hardened layer

TEMPER SHOT



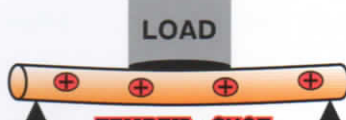
LOAD



TEMPER SHOT

The residual compressive stress reduces the tensile stress

LOAD



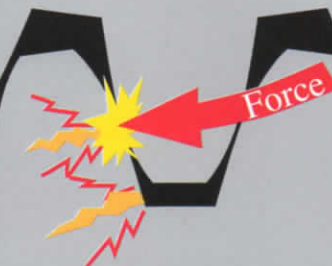
TEMPER SHOT

The fatigue strength is greatly increased



Without Temper Shot

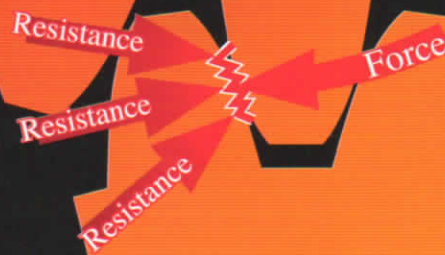
Transferred force (Driving force), if applied continuously, causes a metal to gradually lose its strength. Even the force is within the maximum tolerance level, the repeated force ultimately leads to metal fatigue and break the metal



In the case of mission gear, the metal fatigue starts damaging the pitch circle and the root of the teeth.

With Temper Shot

Compared to the conventional micro shot peening, Temper Shot forms a very deep hardened layers, which produce the enough resistance to the repeated driving force and consequently it prevents the metal breakdown.



Resistance to bearing stress and bending stress greatly enhanced

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O												
																LSD						Clutch					
																Metal			Carbon			Metal			Carbon		
																Spec1	Spec1	Spec4/5	Single	Twin	Triple	Single	Twin	Triple			
			Spec1/2			Spec1/2																					
Aristo																											
1	UZS143	1UZ-FE	R																								
	JZS147	2JZ-GE		123,000	~	130,000	166,000	~	215,000	-	-	-	-	-	-												
	JZS160/161	2JZ-GTE																									
Altezza																											
2	GXE10	1G-FE	R	141,000			166,000	~	215,000	-	-	-	-	-	-												
3	SXE10	3S-GE								★	-	-	160,000	-	-												
Altezza Zeta																											
4	JCE15W	2JZ-GE	R	141,000			166,000	~	215,000	-	-	-	-	-	-												
	GXE10W	1G-FE																									
5	JCE10W	2JZ-GE	R	107,000	~	114,000	166,000	~	215,000	-	-	-	-	-	-												
Vitz																											
6	NCP13	1NZ-FE	F	117,000			146,000	~	164,000	-	-	-	-	-	-												
	NCP91																										
Celsior																											
7	UCF30	3UZ-FE	R	123,000	~	130,000	166,000	~	215,000	-	-	-	-	-	-												
	UCF31																										
MR2																											
8	SW20 NA	3S-GE	M	117,000	~	132,000	152,000	~	167,000	-	-	-	-	-	-												
9	SW20	3S-GTE	M	141,000			166,000	~	215,000	★	★	-	156,000	239,000	-												
MR - S																											
10	ZZW30	1ZZ-FE	M	117,000	~	132,000	152,000	~	167,000	★	★	-	162,000	261,000	-												
Supra																											
11	GA70	1G-FE	R	107,000	~	141,000	166,000	~	215,000	-	-	-	-	-	-												
	JZA70	1G-GE	R																								
12	MA70	1G-GTE		107,000	~	114,000	166,000	~	215,000	★	★	★	177,000	268,000	350,000												
		1JZ-GTE																									
		7M-GTEU																									
13	JZA80	2JZ-GTE	R	123,000			166,000	~	220,000	-	★	★	-	268,000	350,000												
		2JZ-GE																									
Celica																											
14	ST202/203	3S-FE	F	117,000	~	132,000	152,000	~	167,000	-	-	-	-	-	-												
15	ZZT230/231	1ZZ-FE	F	117,000	~	132,000	152,000	~	167,000	★	★	-	163,000	261,000	-												
		2ZZ-GE																									
Soarra																											
16	JZZ30/31	1JZ-GTE	R																								
	UZZ30	2JZ-GE		123,000	~	130,000	166,000	~	215,000	★	★	★	177,000	268,000	350,000												
		1UZ-FE																									
17	UZZ40	3UZ-FE	R	123,000	~	130,000	166,000	~	215,000	-	-	-	-	-	-												
Levin																											
18	AE86	4A-GE	R	117,000	~	138,000	157,000	~	221,000	★	-	-	165,000	-	-												
19	AE92	4A-GE	F																								
	AE101			117,000			146,000	~	215,000	★	-	-	165,000	-	-												
	AE111																										
86 / Scion FRS																											
20	ZN6	FA20	R	114,000			166,000	~	175,000	★	★	★	160,000	243,000	325,000												
Hi Ace																											
21	KDH205,KDT225,TRH226		R	123,000			166,000	~	215,000	-	-	-	-	-	-												

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ATS LSD&Clutch Line-up



	A	B	C	LSD			Clutch									
				D	E	F	Metal			Carbon						
							Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple
											Spec1/2			Spec1/2		
				SC												
22	UZZ40	3UZ-FE	R	130,000			166,000	~	215,000	-	-	-	-	-	-	
				GS												
23	UZS190	3UZ-FE	R													
	URS191/196	2GR-FSE		130,000			166,000	~	215,000	-	-	-	-	-	-	
	GWS191															
				IS250/350												
24	GSE20	4GR-FSE	R	107,000	~	114,000	166,000	~	215,000	-	-	-	-	-	-	
25	GSE21	2GR-FSE	R	130,000			166,000	~	215,000	-	-	-	-	-	-	
				IS-F												
26	USE20	2UR-GSE	R	157,000			195,000	~	222,000	-	-	-	-	-	-	

	A	B	C	LSD			Clutch									
				D	E	F	Metal			Carbon						
							Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple
											Spec1/2			Spec1/2		
				Accord												
27	CD6	H22A	F	137,000	~	152,000	171,000	~	186,000	-	-	-	-	-	-	
28	CF4	F20B	F	137,000	~	152,000	171,000	~	186,000	-	-	-	-	-	-	
29	CL1	H22A								★	-	-	164,000	-	-	
30	CL7	K20A	F	144,000	~	159,000	176,000	~	193,500	★	★	-	153,000	263,000	-	
				Integra												
31	DC2/DB8	B18C	F	137,000	~	164,000	166,000	~	198,500	★	★	-	153,000	263,000	-	
32	DC5	K20A	F	149,000	~	164,000	181,000	~	198,500	★	★	-	153,000	263,000	-	
				NSX												
33	NA1 Final gear ratio:4.235	C30A	M	181,000			214,000			★	★	★	189,000	266,000	348,000	
	NA2 Final gear ratio:4.235															
34	NA1 Final gear ratio:4.429	C30A	M	241,000			274,000			★	★	★	189,000	266,000	348,000	
	NA2 Final gear ratio:4.429															
				S2000												
35	AP1	F20C	R	141,000			166,000	~	215,000	★	★	★	176,000	263,000	345,000	
	AP2	F22C														
				CR-X												
36	EG2	B16A	F	137,000	~	158,000	166,000	~	230,000	★	★	-	153,000	263,000	-	
				CR-Z												
37	ZF1	LEA-MF6	F	125,000	~	140,000	139,000	~	161,500	-	-	-	-	-	-	
				Civic												
38	EG6/9	B16A	F	137,000	~	158,000	166,000	~	230,000	★	★	-	153,000	263,000	-	
	EK4															
39	EK9	B16B	F	137,000	~	164,000	166,000	~	198,500	★	★	-	153,000	263,000	-	
40	EP3	K20A	F	149,000	~	164,000	181,000	~	198,500	★	★	-	153,000	263,000	-	
41	FD2	K20A	F	144,000	~	159,000	176,000	~	193,500	★	★	-	153,000	263,000	-	
				Fit												
42	GD1	L13A	F	99,000	~	114,000	134,000	~	149,000	-	-	-	-	-	-	
43	GD3	L15A								★	-	-	153,000	-	-	
44	GE6	L13A	F	99,000	~	114,000	134,000	~	149,000	-	-	-	-	-	-	
	GE8	L15A														
				Prelude												
45	BB1/4	H22A	F	137,000	~	152,000	171,000	~	186,000	★	-	-	164,000	-	-	
46	BB6									-	-	-	-	-	-	

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	A	B	C	D	E	F	G	H	I	Clutch								
										LSD			Metal			Carbon		
										Metal	Carbon		Single	Twin	Triple	Single	Twin	Triple
										Spec1	Spec1	~ Spec4/5	Spec1/2			Spec1/2		
Silvia																		
47	<i>PS13</i>	SR20DE SR20DET	R	107,000	~	141,000	166,000	~	206,000	★	★	★	157,000	228,000	310,000			
48	<i>S14</i>	SR20DE SR20DET	R	107,000	~	141,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
49	<i>S15</i>	SR20DE SR20DET	R	107,000	~	114,000	157,000	~	206,000	★	★	★	169,000	242,000	324,000			
GT - R																		
50	<i>R35</i>	VR38DETT	F	129,000			178,000	~	227,000	-	-	-	-	-	-			
51			R	38,000	~	238,000	258,000			-	-	-	-	-	-			
Skyline																		
52	<i>HR32</i>	RB20E	R	107,000	~	141,000	157,000	~	215,000	★	★	★	157,000	228,000	310,000			
53	<i>HNR32</i>	RB20DET	R	107,000	~	114,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
54	<i>BNR32</i>	RB26DETT	F	129,000			178,000	~	227,000	★	★	★	157,000	228,000	310,000			
			R	107,000	~	114,000	157,000	~	206,000									
55	<i>ENR33</i>	RB25DE	R	107,000	~	114,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
56	<i>ECR33</i>	RB25DE	R	107,000	~	114,000	157,000	~	215,000	★	★	★	157,000	228,000	310,000			
		RB25DET																
57	<i>HR33</i>	RB25DET RB25DE	R	107,000	~	114,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
58	<i>HR34</i> <i>ER34</i>	RB20DE	R															
		RB25DE RB25DET		107,000	~	114,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
59	<i>BCNR33</i>	RB26DETT	F	129,000			178,000	~	227,000	★	★	★	157,000	228,000	310,000			
60			R	107,000	~	114,000	157,000	~	206,000									
61	<i>BNR34</i>	RB26DETT	F	129,000			178,000	~	227,000	★	★	★	183,000	258,000	340,000			
62			R	107,000	~	114,000	157,000	~	206,000									
63	<i>HV35</i>	VQ30DD	R															
	<i>NV35</i> <i>V35</i>	VQ25DD		114,000			167,000	~	216,000	-	-	-	-	-	-			
64	<i>PV35</i>	VQ35DE	R	114,000			167,000	~	216,000	★	-	-	186,000	258,000	340,000			
65	<i>CPV35</i>	VQ25DD	R	114,000			167,000	~	216,000	★	-	-	186,000	258,000	340,000			
	<i>NV35</i>	VQ35DE																
66	<i>V36</i>	VQ35HR	R	114,000			167,000	~	216,000	-	-	-	-	-	-			
		VQ25HR																
67	<i>CV36</i>	VQ37VHR	R	114,000			167,000	~	216,000	★	★	★	231,000	311,000	393,000			
68	<i>Infiniti G35</i>	VQ35DE	R	114,000			167,000	~	216,000	★	★	★	186,000	258,000	340,000			
69	<i>Infiniti G37</i>	VQ37VHR	R	114,000			167,000	~	216,000	★	★	★	231,000	311,000	393,000			
Fairlady																		
70	<i>HZ31</i>	VG20ET	R															
	<i>Z31</i>	VG30ET		117,000	~	114,000	166,000	~	215,000	-	-	-	-	-	-			
	<i>PZ31</i>	RB20DET																
71	<i>Z32</i>	VG30DE	R	107,000	~	114,000	157,000	~	206,000	-	★	★	-	237,000	319,000			
72	<i>Z33 / 350Z</i>	VQ35DE	R	114,000			167,000	~	216,000	★	★	★	213,000	311,000	393,000			
73		VQ35HR								★	★	★	231,000	311,000	393,000			
74	<i>Z34 / 370Z</i>	VQ37VHR	R	114,000			167,000	~	216,000	★	★	★	231,000	311,000	393,000			
180SX																		
75	<i>RPS13</i>	SR20DET	R	107,000	~	114,000	157,000	~	206,000	★	★	★	157,000	228,000	310,000			
US 240SX																		
76	<i>S13 / S14</i>	KA24	R	107,000	~	114,000	157,000	~	206,000	-	-	-	-	-	-			

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	A	B	C	LSD			Clutch								
				Metal	Carbon		Metal			Carbon					
					Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple	
															Spec1/2
Lancer Evolution I ~ III															
77	CD9A	4G63T	F	117,000	~	123,000	157,000	~	184,000	*	*	-	-	239,000	321,000
78	CE9A		R	117,000	~	123,000	157,000	~	184,000						
Lancer Evolution IV ~ VI T.M.E(MR)															
79	CN9A	4G63T	F	163,000	~	178,000	216,000	~	231,000	*	*	*	160,000	239,000	321,000
80	CP9A		R	117,000	~	159,000	157,000	~	207,000						
Lancer Evolution VII ~ IX MR															
81	CT9A	4G63T	F	163,000	~	192,000	216,000	~	247,000	*	*	*	160,000	239,000	321,000
82			R	117,000	~	159,000	157,000	~	207,000						
Lancer Evolution X															
83	CZ4A	4B11T	F	129,000			163,000			*	*	*	160,000	239,000	321,000
			R	117,000	~	123,000	157,000	~	184,000						
Mirage															
84	CA4A	4G92 MIVEC	F	117,000	~	123,000	157,000	~	184,000	-	-	-	-	-	-
	CJ4A														

	A	B	C	LSD			Clutch								
				Metal	Carbon		Metal			Carbon					
					Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple	
															Spec1/2
Outback															
85	BRF	EZ36	R	117,000			157,000	~	197,000						
Impreza															
86	GC8 【Applied A,B,C】	EJ20T (240PS)	F	141,000			176,000			*	*	*	160,000	243,000	325,000
87	GC8 【Applied C】	EJ20T (260PS)	R	117,000			157,000	~	197,000	*	*	*	160,000	243,000	325,000
		EJ20T (275PS)													
88	GC8 【Applied D】	EJ20T (280PS)	F	141,000			176,000			*	*	*	160,000	243,000	325,000
89			R	117,000	~	141,000	157,000	~	215,000						
90	GC8 【Applied E】	EJ20T (280PS)	F	141,000			176,000			*	*	*	160,000	243,000	325,000
91			R	117,000	~	141,000	157,000	~	215,000						
92	GC8 【Applied F,G】	EJ20T (280PS)	F	141,000			176,000			*	*	*	160,000	243,000	325,000
93			R	117,000	~	141,000	157,000	~	215,000						
94	GDA 【Applied A ~ F】	EJ20T	F	141,000			176,000			*	*	*	160,000	243,000	325,000
95			R	117,000			157,000	~	197,000						
96	GDB 【Applied A ~ E】	EJ20T (280PS)	F	141,000			176,000			*	*	*	160,000	243,000	325,000
97			R	141,000			166,000	~	215,000						
98	GDB 【Applied F,G】	EJ20T	F	141,000			176,000			*	*	*	160,000	243,000	325,000
99			R	141,000			166,000	~	215,000						
100	GH8	EJ20T	F	141,000			176,000			*	*	*	160,000	243,000	325,000
101			R	117,000			157,000	~	197,000						
102	GRB	EJ20T	F	141,000			176,000			*	*	*	160,000	243,000	325,000
103	GVB		R	141,000			166,000	~	215,000						
BRZ															
104	ZC6	FA20	R	107,000			166,000	~	175,000	*	*	*	160,000	243,000	325,000
Forester															
105	SF5	EJ20/20T	F	117,000	~	141,000	117,000	~	197,000	*	*	*	160,000	243,000	325,000
106			R	117,000			157,000	~	197,000						
107	SF9	EJ25	R	117,000			157,000	~	197,000	-	-	-			
108	SG5/SG9	EJ20/20T	R	117,000	~	141,000	157,000	~	215,000	*	*	*	160,000	243,000	325,000

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	MAZDA												
	LSD						Clutch						
	Metal			Carbon			Metal			Carbon			
	Spec1	Spec1	~ Spec4/5	Single	Twin	Triple	Single	Twin	Triple	Spec1/2	Spec1/2		
	RX-7												
109	FC3S	13B	R	117,000	~ 124,000	159,000	~ 208,000	★	★	★	158,000	229,000	311,000
110	FD3S	13B	R	117,000	~ 124,000	159,000	~ 208,000	★	★	★	187,000	258,000	340,000
	RX-8												
111	SE3P	13B	R	117,000	~ 124,000	159,000	~ 208,000	★	★	★	158,000	229,000	311,000
	Roadstar / Miata												
112	NA6C	B6	R	117,000		157,000		★	-	-	168,000	-	-
113	NA8C	BP-ZE	R	141,000		166,000	~ 215,000	★	-	-	168,000	-	-
114	NB6C	B6	R										
	NB8C	BP-ZE		141,000		166,000	~ 215,000	★	-	-	168,000	-	-
		BP-ZET											
115	NCEC	VE	R	141,000		166,000		★	-	-	171,000	-	-

	SUZUKI												
	LSD						Clutch						
	Metal			Carbon			Metal			Carbon			
	Spec1	Spec1	~ Spec4/5	Single	Twin	Triple	Single	Twin	Triple	Spec1/2	Spec1/2		
	Swift Sport												
116	ZC31S	M16A	F	99,000		134,000	~ 164,500	★	-	-	161,000	-	-
117	ZC32S	M16A	F	129,000	~ 144,000	161,000	~ 178,500	-	-	-	-	-	-

	LOTUS												
	LSD						Clutch						
	Metal			Carbon			Metal			Carbon			
	Spec1	Spec1	~ Spec4/5	Single	Twin	Triple	Single	Twin	Triple	Spec1/2	Spec1/2		
	Elise / Exige												
118		K18	M	163,000	~ 178,000	196,000	~ 211,000	★	-	-	184,000	-	-
119		2ZZ-GE	M	117,000	~ 132,000	152,000	~ 167,000	★	★	-	163,000	281,000	-

	ALFA ROMEO												
	LSD						Clutch						
	Metal			Carbon			Metal			Carbon			
	Spec1	Spec1	~ Spec4/5	Single	Twin	Triple	Single	Twin	Triple	Spec1/2	Spec1/2		
	145												
120	930A5	2.0L	F	157,000		196,000		★	-	-	184,000	-	-
	930A534												
	147												
121	937AB	twin spark 2.0L	F	157,000		196,000		★	-	-	206,000	-	-
122	G T A	V6 3.2L	F	157,000		196,000		-	-	-	-	-	-
	155												
123	167A1E	V6 2.5L	F	157,000		196,000	~ 236,000	★	-	-	184,000	-	-
124	167A2G	twin spark 2.0L	F	157,000		196,000		-	-	-	-	-	-
	156												
125	932A1	V6 2.5L	F	157,000		196,000	~ 236,000	-	-	-	-	-	-
126	932A2	twin spark 2.0L	F	157,000		196,000		-	-	-	-	-	-
	GTV												
127	916C1	V6 3.0L	F	157,000		196,000	~ 236,000	-	-	-	-	-	-
	916CXB	V6 3.2L											
128	91620	twin spark 2.0L	F	157,000		196,000		-	-	-	-	-	-
	Spider												
129		twin spark 2.0L	F	157,000		196,000		-	-	-	-	-	-
130		V6 3.0L	F	157,000		196,000	~ 236,000	-	-	-	-	-	-
		V6 3.2L											

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	A	B	C	D	E	F	G	H	I	Clutch								
										LSD			Metal			Carbon		
										Metal	Carbon	~	Single	Twin	Triple	Single	Twin	Triple
	1 series																	
131	E87	116i/118i/120i		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
132	E87	130i M-sport		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
	3 series																	
133	E30	318i	4-DOHC	R	157,000	~	178,000	196,000	~	238,000	-	-	-	-	-	-		
134	E30	320i	6-SOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
135	E30	323i	6-SOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
136	E30	325i/M3	6-SOHC 4-DOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
137	E36	318i/318ti	1795	R	157,000	~	178,000	196,000	~	238,000	-	-	-	-	-	-		
138	E36	318is	4-DOHC	R	157,000	~	178,000	196,000	~	238,000	★	★	★	184,000	275,000	366,000		
139	E36	320i	6-DOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
140	E36	323i/325i/328i	6-DOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
141	E36	M3B	6-DOHC	R	167,000			196,000	~	223,000	★	★	★	184,000	275,000	366,000		
142	E36	M3C	6-DOHC	R	167,000			196,000	~	223,000	★	★	★	184,000	275,000	366,000		
143	E46	318i/318Ci/318ti		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
144	E46	323i/325i/328i/330i		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
145	E46	316i/320i		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
146	E46	M3	6-DOHC	R	167,000			196,000	~	223,000	★	★	★	184,000	275,000	366,000		
147	E90/E91/E92	320i	1995	R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
148	E90	323i	2495	R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
149	E90/E91	325i/330i	2493	R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
150	E90/E92	M3	3999	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
	5 series																	
151	E28	525i/535i		R	167,000			196,000	~	223,000	-	-	-	-	-	-		
152	E34	525i/530i/535i	6-DOHC	R	167,000			196,000	~	223,000	-	-	-	-	-	-		
153	E39	525i/528i/530i		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
154	E60	525i/530i		R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
	6 series																	
156	E63	630i	2996	R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
	7 series																	
157	E38	735i	3497	R	157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		
	Z3																	
158	E36/7, E36/8	1.8i 1.9i 2.0i 2.2i 2.8i 3.0i	R		157,000	~	178,000	196,000	~	238,000	-	-	-	-	-	-		
159	Z3	4-DOHC	R	157,000	~	178,000	196,000	~	238,000	-	-	-	-	-	-	-		
	M roadster																	
160	E36/7	M roadster	R	167,000			196,000	~	223,000	-	-	-	-	-	-	-		
	M coupe																	
161	E36/8	M coupe	R	167,000			196,000	~	223,000	-	-	-	-	-	-	-		
	Z4																	
162	E85/E86	2.2i 2.5i 3.0i	R		157,000	~	163,000	196,000	~	223,000	-	-	-	-	-	-		

★ - Release date is January 2013. The price is not determined at the time of this printing.
Prices in this page are in Japanese Yen.

A		B	C	D	E	F	G	H	I	J	K	L	M	N	O
MINI			LSD						Clutch						
			Metal			Carbon			Metal			Carbon			
			Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple			
Cooper S															
163	RE16		F	132,000			161,000			-	-	-	-	-	-
164	MF16S									★	-	-	184,000	-	-

A		B	C	D	E	F	G	H	I	J	K	L	M	N	O
PORSCHE (9 1 1)			LSD						Clutch						
			Metal			Carbon			Metal			Carbon			
			Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple			
911,930															
165	Carrera	NA	R							★	★	★	208,000	288,000	384,000
	Carrera 3.0 SC			157,000			196,000 ~ 245,000								
167	Turbo	Turbo	R	157,000			196,000 ~ 245,000			-	-	-	-	-	-
	Turbo 3.3														
168	Carrera	NA	R	163,000			196,000 ~ 223,000			★	★	★	208,000	288,000	384,000
169	Carrera 3.3	Turbo	R	163,000			196,000 ~ 223,000			-	-	-	-	-	-
964															
170	Carrera 2	NA	R	163,000			196,000 ~ 223,000			★	★	★	208,000	288,000	384,000
	Carrera 3.3	Turbo	R	163,000			196,000 ~ 223,000								
171	Carrera RS									-	-	-	-	-	-
	Carrera 3.6														
993															
172	Carrera	NA	R	163,000			196,000 ~ 223,000			★	★	★	208,000	288,000	384,000
	GT2	Turbo	R	163,000			196,000 ~ 223,000								
173	Carrera RS									-	-	-	-	-	-
	Twin Turbo 3.6/3.6S														
996															
174	GT3	NA	R	163,000			196,000 ~ 223,000			★	★	★	208,000	288,000	384,000
175	GT2	Turbo	R	163,000			196,000 ~ 223,000			-	-	-	-	-	-
997															
176	GT3	NA	R	163,000			196,000 ~ 223,000			★	★	★	208,000	288,000	384,000

A		B	C	D	E	F	G	H	I	J	K	L	M	N	O
CHRYSLER			LSD						Clutch						
			Metal			Carbon			Metal			Carbon			
			Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple			
Dodge Viper															
177	RT/10	GTS	R	200,000			230,000 ~ 257,000			-	-	-	-	-	-

A		B	C	D	E	F	G	H	I	J	K	L	M	N	O
FIAT			LSD						Clutch						
			Metal			Carbon			Metal			Carbon			
			Spec1	Spec1	~	Spec4/5	Single	Twin	Triple	Single	Twin	Triple			
Abarth 500															
178			R	157,000			196,000 ~ 236,000			-	-	-	-	-	-

★ - Release date is January 2013. The price is not determined at the time of this printing.

Prices in this page are in Japanese Yen.

Corporate overview

ATS manufactures and sells automobile drive train parts like carbon LSD and carbon clutch which utilize the CC composites material. The sales of those carbon products exceeds tens of thousands in the last 10 years. The performance level and the durability of the products are highly praised by both racing drivers and street users.

About our products and technology:

The purpose of LSD (limited slip differential) to replace the stock open differential is to make the vehicle run faster. When properly used, LSD reduces the wheel spin, increases the straight-line stability, and controls the roll during a turn, consequently making the car run safer and faster.

Furthermore, with LSD, a driver can control the vehicle position by throttle operation much easier. ATS released the first carbon LSD in 2001, and has sold more than tens of thousands so far. The ATS LSD is the one and only CC composite ultra high performance LSD in the world.

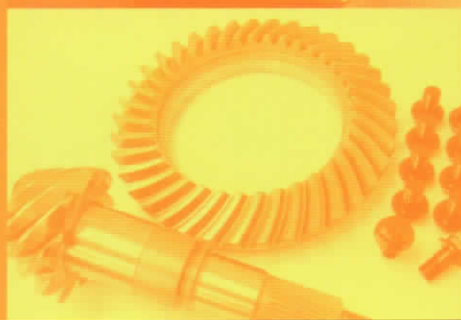
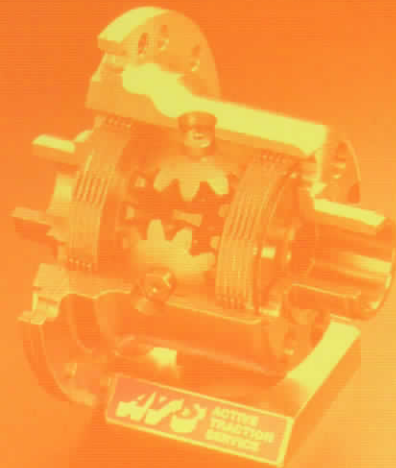
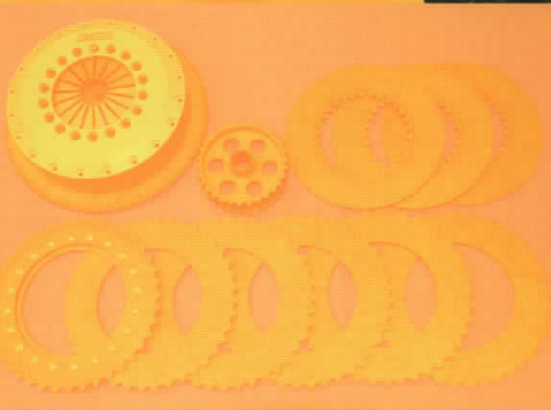
Another benefit of the ATS carbon LSD is its easiness to everyone. Even a driver who uses the LSD for the first time will not be stressed at all. Unlike the metal LSD, the carbon LSD is noiseless and the steering operation remains as natural as ever.

At last, the carbon LSD also dramatically enhances the vehicle stability on a wet surface.

ATS also sells high performance clutch for the vehicle with big horse power/torque which way exceeds the capacity of the stock clutch. ATS released its first carbon clutch in 2001 and the clutch has been sold more than tens of thousands sets. The ATS carbon clutch is very unique in a sense that even though it is designed for the street use, it can handle any racing and competition with its ultra high performance. Compared to the conventional metal clutches from other companies, the ATS carbon clutch lasts 3 to 10 times longer.



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 prefecture
 President Name / Hitoshi Akagi
 Type Of Business /
 High-performance car's parts
 production and sales
 Established Year / 1995
 Capital / 45million yen
<http://www.a-t-s.co.jp/>



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