

Product: ATS Commander™ & Co-Pilots™ for Dodge and Ford automatic diesel trucks equipped with a Pacbrake

Kit #	Application:	Suggested Retail
C18068	1994 – 1998½ 12 Valve Dodge Diesel Automatic <i>(Commander)</i>	\$ 425.00 US/CDN
C18069	2003 Dodge Diesel Automatic <i>(Co-Pilot)</i>	\$ 574.00 US/CDN
C18070	2004 – 2005 Dodge Diesel Automatic <i>(Co-Pilot)</i>	\$ 574.00 US/CDN
C18071	1998½ – 2002 24 Valve Dodge Diesel Automatic <i>(Co-Pilot)</i>	\$ 574.00 US/CDN
C18072	1999 – 2003 Ford 7.3L Diesel Automatic <i>(Co-Pilot)</i>	\$ 574.00 US/CDN

Pacbrake introduces a torque converter locking device for Dodge and Ford automatic vehicles equipped with exhaust brakes. **ATS Commander™ & Co-Pilot™** provide a significant improvement to retarding performance.



These are programmed to put the converter in lock-up during exhaust brake retarding; thereby, maximizing the effects of the retarding horsepower and improving performance. Its internal computer is programmed to disengage lock-up under many conditions that often inhibit the performance of an exhaust brake.

Simple push button control allows the driver to select the speed at which the converter clutch will engage and disengage. With the power off, the Commander/Co-Pilot revert to factory control. Minimum speed for lockup is approximately 18 MPH. This means that forgetting to unlock the converter clutch when coming to a stop will not kill the engine.

We recommend the **ATS Commander™ & Co-Pilot™** for better acceleration and converter braking at the push of a button. Call 800 663 0096 for more information.

