

V-BAND CLAMPS

Aeroflow V-Band kits comprise of mild steel weld flanges and a stainless steel clamp. New self-aligning V design. The weld flanges have been designed with a male to female connection which not only helps align the bands but also provides multiple sealing surfaces which prevent leaks and warping. Mild steel weld flanges are plated in high lustre weld through coating to help prevent rust and corrosion. Aeroflow V-band clamps utilised a special designed stainless locking nut which does not melt or loosen with the high exhaust temperature like the inferior Nyloc nut.

Part No	ID	Weld Rings	Description
AF92-1250D	1-1/4" (31.7mm)	Aluminium	AF59-1250-1
AF92-1250	1-1/4" (31.7mm)	Steel	AF59-1250-1
AF92-1250SS	1-1/4" (31.7mm)	Stainless Steel	AF59-1250-1
AF92-1500D	1-1/2" (38.1mm)	Aluminium	AF59-1500-1
AF92-1500	1-1/2" (38.1mm)	Steel	AF59-1500-1
AF92-1500SS	1-1/2" (38.1mm)	Stainless Steel	AF59-1500-1
AF92-1750D	1-3/4" (44.4mm)	Aluminium	AF59-1750-1
AF92-1750	1-3/4" (44.4mm)	Steel	AF59-1750-1
AF92-1750SS	1-3/4" (44.4mm)	Stainless Steel	AF59-1750-1
AF92-2000D	2" (50.8mm)	Aluminium	AF59-2000-1
AF92-2000	2" (50.8mm)	Steel	AF59-2000-1
AF92-2000SS	2" (50.8mm)	Stainless Steel	AF59-2000-1
AF92-2500D	2.5" (63.5mm)	Aluminium	AF59-2500-1
AF92-2500	2.5" (63.5mm)	Steel	AF59-2500-1
AF92-2500SS	2.5" (63.5mm)	Stainless Steel	AF59-2500-1
AF92-3000D	3" (76.2mm)	Aluminium	AF59-3000-1
AF92-3000	3" (76.2mm)	Steel	AF59-3000-1
AF92-3000SS	3" (76.2mm)	Stainless Steel	AF59-3000-1
AF92-3500D	3.5" (88.9mm)	Aluminium	AF59-3500-1
AF92-3500	3.5" (88.9mm)	Steel	AF59-3500-1
AF92-3500SS	3.5" (88.9mm)	Stainless Steel	AF59-3500-1
AF92-4000D	4" (101.6mm)	Aluminium	AF59-4000-1
AF92-4000	4" (101.6mm)	Steel	AF59-4000-1
AF92-4000SS	4" (101.6mm)	Stainless Steel	AF59-4000-1
AF92-5000D	5" (127mm)	Aluminium	AF59-5000-1
AF92-5000	5" (127mm)	Steel	AF59-5000-1
AF92-5000SS	5" (127mm)	Stainless Steel	AF59-5000-1



Oval Low Profile Electric Exhaust Cutouts

Low profile electric cutouts are designed for any car or truck that has limited ground clearance. With the Quick Time Electric Cutout you can have the best of both worlds! Quiet for the street and wide open for the strip. You control the volume, you control the power. Open your exhaust with the flip of a switch.

-Fits 2 1/4" to 3" Round Exhaust Pipe. -Low Profile Design

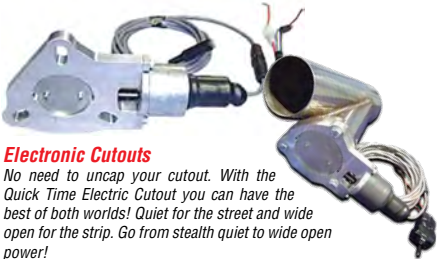
-CNC 6061 Aircraft Aluminium Body -Stainless Steel Butterfly Plate and Shaft -6061 Aircraft Aluminium Motor Plate

-High Torque DC Gear Driven Motor (1 1/2 Ft Lbs TQ)

-Custom Illuminated Toggle Switch or Optional Controller

-Weather Proof Connector w/gold plated contacts

QTPEC33-Single	Oval Electric Valve and Oval Connection Pipe
QTPEC66-Dual	Oval Electric Valves and Oval Connection Pipes
QTP11338	Oval Turndown



Electronic Cutouts

No need to uncup your cutout. With the Quick Time Electric Cutout you can have the best of both worlds! Quiet for the street and wide open for the strip. Go from stealth quiet to wide open power!

Gain over aftermarket exhaust systems. You control the volume, you control the power. Open your exhaust with the flip of a switch. Run it closed, run it all the way open or any position in between. Adjust your back pressure to save gas. Fits any car or truck, from old school muscle to Street rods.

Replacement Electric Motor Suits all Electric Valves



Electric Cutout Controller

Just when you think our electric cutout is pretty high tech, we bring you The Controller! The Controller is an upgrade from our standard toggle switch. Hit the button and it automatically opens the butterfly for you and stops it at 100%.

QTPCE10200 Exhaust cut-out controller

Single Electric Valve, Wiring and Toggle Switch -

- QTPEC225 2-1/4" Controller Valve
- QTPEC25 2-1/2" Controller Valve
- QTPEC30 3" Controller Valve
- QTPEC35 3-1/2" Controller Valve
- QTPEC40 4" Controller Valve



Dual Electric Valve, Wiring and Toggle Switch

- Cut out pipe not included.
- QTPEC45 2-1/4" Controller Valve
 - QTPEC50 2-1/2" Controller Valve
 - QTPEC60 3" Controller Valve
 - QTPEC60CP 3" Controller Valve & Stainless Steel Cut Out Kit
 - QTPEC70 3-1/2" Controller Valve
 - QTPEC80 4" Controller Valve

Universal 2.5" Turn Down

360 degree floating flange so you can angle the turn down in any direction you want. Designed to bolt to any 2.5 inch 3-bolt flange or behind your QTP electric exhaust cutout. Polished stainless steel. 1/4" Thick Flange

QTP11250 2.5" Turn Down

Stainless Steel Cutout Pipes

Stainless Steel Exhaust Cutout. Uncap your exhaust in seconds. 304 Polished Stainless Steel Tig Welded Comes with cap, gasket, bolts and nuts.

- 2-1/4" S/S Cutout QTP10225
- 2-1/2" S/S Cutout QTP10250
- 3" S/S Cutout QTP10300
- 3-1/2" S/S Cutout QTP10350
- 4" S/S Cutout QTP10400



MR GASKET Exhaust Cut-Outs

Now you can manually control the flow of your vehicle's exhaust either thru the stock exhaust system or straight out the pipe, with an exhaust cut-out from Mr. Gasket! Made from durable cast iron, the exhaust cut-out will accept 2" O.D. exhaust pipes, though it can be used on other size tubing through the use of adapters/reducers (Not included). Brazing is required. Each cut-out is complete with a control cable and installation instructions.

Exhaust Cut-Out MG5424

DIFFERENTIALS & COMPONENTS



HOLDEN COMMODORE SS VE-VF OUTLAW AXLES

GForce Engineering OUTLAW Axles are a direct replacement for factory half-shafts and are designed for cars making big power. The Outlaw axles are capable of supporting up to 1500 HP. They truly are the king of IRS axles. Machined from proprietary aerospace billet allow, the outlaw axles feature an upgraded 31-spline axle bar and 31-spline billet machined CV joints. The additional splines offer more spline engagement and allow for larger diameter axle bars equaling unparallelled strength. In addition to more spline engagement the billet machined 31-spline CV's provide more travel and increased operating angle than OEM CV joints. They also provide a significant increase in wear characteristics and durability over standard 108mm CV's commonly found in axle upgrades. Outlaw axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of an Outlaw axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 31 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description
Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS



HOLDEN COMMODORE SS VE-VF AXLES

GForce Engineering Axles are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Outlaw axles as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. These axles are design NOT to break. In addition to increased strength the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. All GForce axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description
Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS



HOLDEN COMMODORE VZ AXLES

GForce Engineering Axles are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Outlaw axles as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. These axles are design NOT to break. In addition to increased strength the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection

Description
Holden Commodore VZ & Pontiac GTO Axles



HOLDEN COMMODORE VZ OUTLAW AXLES

GForce Engineering OUTLAW Axles are a direct replacement for factory half-shafts and are designed for cars making big power. The Outlaw axles are capable of supporting up to 1500 HP. They truly are the king of IRS axles. Machined from proprietary aerospace billet allow, the outlaw axles feature an upgraded 31-spline axle bar and 31-spline billet machined CV joints. The additional splines offer more spline engagement and allow for larger diameter axle bars equaling unparallelled strength. In addition to more spline engagement the billet machined 31-spline CV's provide more travel and increased operating angle than OEM CV joints. They also provide a significant increase in wear characteristics and durability over standard 108mm CV's commonly found in axle upgrades. Each component of an Outlaw axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 31 Spline Severe-duty CV's
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection

Description
Holden Commodore VZ & Pontiac GTO Outlaw Axles



HOLDEN COMMODORE SS VE-VF 9" IRS KIT

The GForce Engineering fully-fabricated 9" IRS for the Pontiac G8 and Chevrolet SS is a complete bolt-in independent rear suspension that replaces your drive-line from the transmission back. Includes a fabricated 9" housing that bolts to the stock differential mounting points. It also includes GForce bullet-proof Outlaw axles, 35-spline inner stubs, new outer stubs and the option for your choice of driveshaft's. It's no secret that stock IRS components can be a real weak point in these cars. Once power levels exceed the limitations of the stock diff, upgraded axles may hold up, but they expose the weak points in the differential. This is where the GForce 9" becomes a necessary upgrade. The 9" kit eliminates the flex, noise, "clunking" and weak points of the OEM rear. Plus, you have the confidence knowing you are putting your power through a race-proven, bulletproof rear end, but you get all the benefits and advantages an IRS can provide. In addition, the GForce 9" kit comes standard with 35 spline inner stubs. In fact it is the only 9" IRS on the market with the beefy 35-Spline inner axle stubs. The GForce 9" has been proven to support 2000+ in "real-world" applications. The GForce 9" kit holds IRS records in the 1/4 mile, standing mile and 2-mile in wheel standing IRS vehicles. It's safe to say the misconception that you cannot put power through an IRS and make it live has been officially debunked.

- Fabricated 9" housing (bolts to factory locations)
- Heavy-duty front mount
- Solid aluminium or poly bushings
- 35 Spline Inner and Outer Stubs
- Outlaw 9" axles
- All necessary hardware
- Third member to housing
- Housing and front mount to cradle
- Your choice of third member: Pro-Iron or HD aluminium (Strange)
- Your choice of driveshaft: 3.5" aluminium or 4" aluminium

Description

Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS

Part No.

GFFCS10902A



FORD MUSTANG S550 2015-ON AXLES

Completely redesigned from the ground up, the all-new GForce Engineering Axles for the S550 Mustang are unlike any entry-level axle on the market. This axle set uses CNC-machined billet CV internals, one-piece CNC-machined inner and outer stubs and the strongest axle bars available in this configuration. They are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP+. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Ford Performance Outlaw axles we also manufacture as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. In addition to the increased strength, the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. All GForce axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description

Mustang S550 (2015-On) 850 HP Axles, Left and Right

Part No.

GFFOR10102A



FORD MUSTANG S550 2015-ON 3.5" ALUMINIUM TAILSHAFT

GForce Engineering aluminium tailshaft's are precision-engineered, one-piece tailshaft's designed for use in high-performance, high-horsepower vehicles. At home on the street, the dragstrip or the track, these tailshaft's are designed and built to hold up to aggressive driving while providing the mild manners you expect from a late-model performance application. GForce Engineering tailshaft's are all aluminium, splined slip-shaft assemblies designed with a tightly fitted splined assembly that lets the shaft plunge in and out but also gives the shaft the ability to spin vibration free and with incredible strength. The splined area comes with a boot to protect it from dust and other road debris. All GForce tailshaft's also come with solid core, heavy-duty U-joints front and rear. Each shaft is high-speed balance checked on some of the best balancing equipment in the industry. Each tailshaft is balanced at 7 - 8,000 rpm to ensure you get a perfectly balanced driveshaft and to eliminate vibration and NVH. Note: These tailshaft's do NOT use a CV joint. No CV means you don't have an extra 5 lbs. sitting on the front of your tailshaft that puts extra stress and loads on the output shaft and seals. It also means you don't have a CV joint that can wear or need serviced. Also gone are the rubber couplers that are found on the OEM driveshaft. These new tailshaft's only weigh an average of 17 lbs. An OEM shaft can weigh 24 lbs. and 28 lbs. That's more than a 7+ pound weight reduction. The 3.5" aluminium tailshaft is rated to 900hp and speeds up to around 160 mph with no issues or vibrations. As they say "smooth as glass" at 160 mph. Each shaft also comes with our billet adapters for the front and rear. Each adapter is machined to positively locate in the stock 3 or 4-finger yoke (flange) for a perfect fit and alignment. Both the front and rear adapters bolt right up to the stock yoke or flange with the supplied hardware for a trouble free installation.

- 3.5" Aluminium Tailshaft
- 6061-T6 Aluminium Driveline Tubing
- Splined Slip-Shaft Design
- Solid Core HD U-Joints Front & Rear
- CNC Machined Billet Adapters Front and Rear
- Bolt-in Installation
- Peak HP and Torque Increase
- Reduced Rotating Mass
- Increased Fuel Economy

Description

Mustang S550 (2015+) 3.5" Aluminium Tailshaft - Automatic

Part No.

GFFOR10200A

Mustang S550 (2015+) 3.5" Aluminium Tailshaft - Manual

GFFOR10200M



HOLDEN COMMODORE VZ BILLET OUTER STUBS

GForce outer billet stubs are machined from solid billet 4340 material, heat treated to the highest Rockwell hardness available and corrosion treated with a black e-coat finish. These outer billet stubs are fully compatible with all factory components and are truly plug and play. Because we carefully control the machining process and only use premium materials

Description

Holden Commodore VZ & Pontiac GTO
Billet Outer Stubs LH & RH - Standard Offset

Part No.

GFGTO10119A



HOLDEN COMMODORE VZ L1 28 SPLINE INNER AXLES STUBS

INNER AXLES STUBS

GForce Engineering GTO L1 Axles Stubs are a direct replacement for factory half-shafts, and are designed for cars with mild bolt-ons to those running superchargers and turbos. Our level-1 GTO 1-piece CNC machined inner stubs are machined from a single piece of billet steel. GForce inner 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined, and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, we hand build each axle assembly and only use premium materials, the level 1 axle stubs carry a Lifetime Warranty. The Lifetime warranty is for the original purchaser of the product, if the product is transferred to another owner then it reverts back to a 2 year warranty from date of original purchase. In addition to the excellent design and manufacturing process we use, we also coat our axles and stubs in an aerospace anti-corrosion coating called black e-coat. Black e-coat is an aircraft anti-corrosion process that dips the parts in a poly based enamel and then the coating is oven baked. This process is not powder coating. It gives a more uniform coating and is much thinner than powder coating and will not flake off.

Description

Holden Commodore VZ & Pontiac GTO
Level 1 28 Spline, 1-piece Inner Axles Stubs

Part No.

GFGTO10116A



HOLDEN COMMODORE VZ L2 28 SPLINE INNER AXLES STUBS

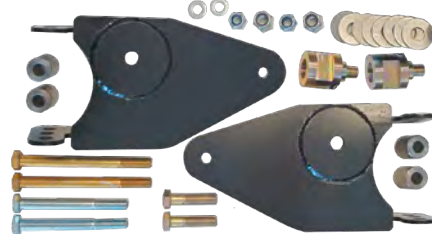
GForce Engineering GTO L2 Axles Stubs are a direct replacement for factory stubs, and are designed for cars making big power. Our level-2 GTO 1-piece CNC machined inner stubs are machined from a single piece of proprietary aerospace billet allow. GForce inner 1-piece stubs are the strongest stub design period. When combined with our Outlaw Axles they are capable of supporting 1500HP. They truly are the king of IRS axles. Each component of a GForce axle is meticulously designed, machined, and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the level 2 axle stubs carry a Lifetime Warranty. The lifetime warranty is for the original purchaser of the product, if the product is transferred to another owner then it reverts back to a 2 year warranty from date of original purchase. In addition to the excellent design and manufacturing process we use, we also coat our axles and stubs in an aerospace anti-corrosion coating called black e-coat. Black e-coat is an aircraft anti-corrosion process that dips the parts in a poly based enamel and then the coating is oven baked. This process is not powder coating. It gives a more uniform coating and is much thinner than powder coating and will not flake off.

Description

Holden Commodore VZ & Pontiac GTO
Level 2 28 Spline, 1-piece Inner Axles Stubs

Part No.

GFGTO10117A



HOLDEN COMMODORE VZ REAR COILOVER BRACKET KIT

Our coil over kit are a simple bolt in, only 2 holes drilled are required. All parts are laser cut and cnc machined then tig welded in a jig for the best quality possible. We make the lower coilover shock adapters out of billet 300m to ensure the strongest shock mount possible. The Gforce rear coil over kit places the coil over under the frame rails giving you more room for bigger tires when doing mini tubs.

Description

Holden Commodore VZ & Pontiac GTO
Rear Coilover Bracket Kit

Part No.

GFGTO10404A



HOLDEN COMMODORE VZ REAR CRADLE BOXES

With our coilover kit, you can lower the back of the car down pretty low but you get negative camber (tires lean in) when you go lower than OEM ride height. We got around this by building new inner control arm mounts with a raised hole location. By swinging the inner control arm mount up it allows you to put the coilovers on the lowest setting and drop the car down about 2 inches and it will sit with close to zero camber. The inner control arm boxes are on the cradle, you simply cut the roof out of the old box and drop ours on then weld on. You also have to drill through the 12mm hole on old cradle box using our new boxes as a template. We recommend using our solid cradle bushings with this mod to make everything more solid because the new inner control arm box is very close to the floor and running stock or even poly cradle bushings may allow the new cradle box to hit the floor on bumps. We got the new box and hole location perfect, on the lowest setting of our coilover kit our shop car (2005 GTO) sits with zero camber.

Description

Holden Commodore VZ & Pontiac GTO
Rear Cradle Boxes

Part No.

GFGTO10504W



DETROIT Locker

The Detroit Locker maximizes traction by delivering 100 percent of the torque to both drive wheels. It is engineered to keep both wheels in a constant drive mode, and has the ability to automatically allow wheel speed differentiation when required. Enthusiasts and professionals use the Detroit Locker in many offroad applications and it is the only differential used in NASCAR.

Application

Ford 9" 28 Spline
Ford 9" 31 Spline
Ford 9" 35 Spline
Ford 8.8" F250 1996-2004 28 Spline Rear
Toyota Landcruiser 8.78" 30 Spline

Part No.

DL187SL13A
DL187SL17B
DL187S160A
DL187C146A
DL225SL124A

DETROIT TRUETRAC

Detroit Truetrac was the first unit available to the aftermarket featuring a fully automatic gear-type limited-slip design (no clutch or friction plates). The helical gear design provides quiet and smooth operation while transferring the most torque to the wheel with the best traction. This product is very universal. It will provide traction in off-road, drag racing and street performance vehicles without affecting the handling for everyday street use.

Application

Ford 9" 28 Spline
Ford 9" 31 Spline With Preload
Ford BA-On XR-6, XR-8 - Suit
Dana M86 3.73 Ratio Down
Holden VY-VZ V8 Crewman -
Suit Dana M86 3.76 Ratio Down
Holden Commodore & Monaro 28 Spline 2004-06
Chrysler 8.75" 30 Spline
Dana 44 30 Spline Rear
Dana 44 30 Spline Front
Dana 60 35 Spline 4.10 Ratio & Down
GM 8-7/8" 12-bolt 30 Spline
Toyota Landcruiser 8" 30 Spline 1969-89

Part No.

DL912A587
DL913A586
DL913A707
DL913A707
DL912A642
DL913A572
DL913A591
DL913A592
DL915A387
DL913A555
DL913A612



Strange Spools

Strange spools are used in a wide variety of race cars to replace heavier and weaker cast-iron differential carriers. Spools permanently lock both axle shafts together so that both rear tires will always turn at the same speed. Many Strange spools allow the use of larger axle splines that tremendously increases axle strength. The lighter and stronger steel spool also improves ring and pinion life by providing a more rigid gear mounting. Strange Pro Race Spools are forged with Strange designed tooling from premium steel. The forgings are machined on all critical surfaces by computer controlled machining centres and are fully heat-treated. Pro Race steel spools have a lifetime replacement policy.

Standard Series Spools

Ford 9" 28-spline (9.80lbs) **STD1515**
Ford 9" 31-spline (9.30lbs) **STD1516**
Ford 9" 35-spline (9.12lbs)* **STD1518**

Lightweight Pro Race Spools

Ford 9" 31-spline (8.50lbs) **STD1553**
Ford 9" 33-spline (8.10lbs) **STD1554**
Ford 9" 35-spline (8.20lbs)* **STD1555**
Ford 9" 40-spline (7.95lbs)* **STD2000**
Ford 9" 40-spline (8.25lbs)** **STD2002**
Lightweight Pro Race Aluminium Spool
Ford 9" 40-spline (4.85lbs)** **STD2004**

* Requires 3.250" Bore Aftermarket Case
** Requires 3.812" Bore Ultra Case

Mini Spools

Mini-spools are designed for oval track applications only. Drag racing applications should use Standard Series or Pro Race Spools. The strength of a quality mini-spool is limited to the cross pin and cast carrier that houses the mini-spool; unlike a full spool that eliminates the aforementioned weaknesses.

Ford 9" 28 Spline **STD1610**
Ford 9" 31 Spline **STD1620**
Ford 9" Cross Pin **STD1615**

STRANGE

35-Spline 9" S-Trac

The strange 9" 35-spline S-Trac is a helical gear Differential that offers smooth and progressive power Transfer. If one tyre begins to slip relative to the other Tire, a separating force is created between the pinion Gears and side gears. This separating force generates an internal frictional force, which slows the spinning wheel and sends power to the wheel with the most traction. The 35-Spline S-Trac's superior design and quality makes it ideal for the most abusive street/track applications. The S-Spline S-Trac is Recommended For full bodied street/track cars that have 1/4 mile E.T's in the low 9 second or slower. Also ideal for road racing & off road.

Description

Strange 9" 35-Spline S-Trac
(Requires 3.250" Bore Case)

Part No.

STN1980



LSD Hemispheres

Manufactured by US Gear, the Trac-Loc LSD can be used as a direct replacement for factory LSD units or to upgrade an open centre to LSD. Trac-Loc LSD units are made in the USA and are totally rebuildable. They feature nodular steel housings, nickel steel side and pinion gears, multi-plate 360 degree steel clutches and a billet half.

Ford 9" 28-Spline Trac Loc LSD with Billet Half
Ford 9" 31-Spline Trac Loc LSD with Billet Half

STN1974
STN1970B



US GEAR

For the selective car enthusiast, US Gear have the right stuff to keep you going day after day and mile after mile! This is the highest quality aftermarket replacement available. Ideal for the weekend warrior, US Gear Strange Pro Street line will handle anything you can throw at it! Made from high quality American materials, this gear set provides the strength and tenacity to compete and win! Perfect for drag racing, US Gear Strange Competition gears offer high strength and light weight with the necessary muscle to tame huge amounts of torque on the starting line. Run after run, they take a beating and come back for more!

When you buy US Gear product, you can expect:

- High quality gears
- Quiet operation
- Consistent installation and setup
- Detailed instruction sheets
- Durability & longevity

FORD 9" STREET GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.00:1	13-39	28	UG07-890300
3.25:1	12-39	28	UG07-890325
3.40:1	10-34	28	UG07-890340
3.50:1	10-35	28	UG07-890350
3.70:1	10-37	28	UG07-890370
3.89:1	9-35	28	UG07-890389
4.00:1	9-36	28	UG07-890400
4.11:1	9-37	28	UG07-890411
4.30:1	10-43	28	UG07-890430
4.57:1	7-32	28	UG07-890457
4.63:1	8-37	28	UG07-890463
4.71:1	7-33	28	UG07-890471
4.86:1	7-34	28	UG07-890486
5.14:1	7-36	28	UG07-890514
5.29:1	7-37	28	UG07-890529
5.43:1	7-38	28	UG07-890543
5.67:1	6-34	28	UG07-890567
5.83:1	6-35	28	UG07-890583
6.50:1	6-39	28	UG07-890650

FORD 9" PRO GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.40:1	10-34	35	UG07-990340
3.50:1	10-35	35	UG07-990350
3.60:1	10-36	35	UG07-990360
3.70:1	10-37	35	UG07-990370
3.89:1	9-35	35	UG07-990389
4.11:1	9-37	35	UG07-990411
4.57:1	7-32	35	UG07-990457
4.71:1	7-33	35	UG07-990471
4.86:1	7-34	35	UG07-990486
5.00:1	7-35	28	UG07-990500
5.14:1	7-36	28	UG07-990514
5.29:1	7-37	28	UG07-990529
5.43:1	7-38	28	UG07-990543
5.67:1	6-34	28	UG07-990567
5.83:1	6-35	28	UG07-990583
6.00:1	6-36	28	UG07-990600
6.20:1	5-31	28	UG07-990620
6.33:1	6-38	28	UG07-990633
6.50:1	6-39	28	UG07-990650

FORD 9.5" PRO GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.25:1	12-39	35	UG07-995325
3.40:1	10-34	35	UG07-995340
3.50:1	10-35	35	UG07-995350
3.60:1	10-36	35	UG07-995360
3.70:1	10-37	35	UG07-995370
3.89:1	9-35	35	UG07-995389
4.11:1	9-37	35	UG07-995411
4.29:1	7-30	35	UG07-995429
4.57:1	7-32	35	UG07-995457
4.86:1	7-34	35	UG07-995486
5.50:1	7-35	35	UG07-995500
5.14:1	7-36	35	UG07-995514

FORD MUSTANG SUPER 8.8" IRS - 2015-ON

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.73:1	11-41	30	UG07-888373-15
3.91:1	11-43	30	UG07-888391-15
4.11:1	9-37	30	UG07-888411-15

FORD 9" RING AND PINION INSTALLATION KIT - WITH BEARINGS

US Gear provides all the necessary components you need to install your new ring and pinion gear sets. Our ring and pinion installation kits include the following:

- Timken bearings
- Pinion shims and carrier shims
- Pinion nut and pinion seal
- Cover gasket
- Ring gear bolts
- Gear marking compound and brush

Description

9" Install Kit 2.895" Case Standard Support, 28 Spline
9" Install Kit 3.062" Case Standard Support, 31 Spline
9" Install Kit 3.062" Case Daytona Support, 31 Spline
9" Install Kit 3.250" Case, 35 Spline
9" Install Kit 3.250" Case Daytona Support, 35 Spline
9" Install Kit 2.895" Case Daytona Support, 28 Spline
8.8" IRS Ford Mustang 2015-On

Part No.

UGUS1011
UGUS1012
UGUS1038
UGUS1063
UGUS1066
UGUS1069
UGUS1031RSC#2



FORD 9" RING AND PINION INSTALLATION KIT - NO BEARINGS

US Gear provides all the necessary components you need to install your new ring and pinion gear sets. Our ring and pinion installation kits include the following:

- Pinion shims and carrier shims
- Pinion nut and pinion seal
- Cover gasket
- Ring gear bolts
- Spacers
- Gear marking compound and brush

Description

9" Install Kit With Crush Sleeve
9" Install Kit With 3.250" Case, Large Pinion
9" Install Kit With Solid Spacer
8.8" IRS Ford Mustang 2015-On

Part No.

UGUS2011
UGUS2063
UGUS2069
UGUS2013RSC#2



Complete 9" Centre Sections

Each Strange centre section is meticulously assembled by a set-up department unsurpassed in the rear end market- the same department that fastidiously assembles \$20,000 Top Fuel rear ends. The pride instilled into a Strange set-up is evident with the set-up technician's signature and date engraved into each ring gear. Each assembly is relentlessly scrutinized by our experienced set-up department- including massaging the ring and pinion in order to optimize tooth contact. Complete centre section assemblies are shipped in a protective Transport case.

Performance Street - 28 Spline

Fully assembled centre sections including Strange S-series case, 28-Spline Detroit Truetrac, Forged Black pinion support and S-series yoke. Available with 3.50-6.50 gear ratios.

S-Series Centre with 28-Spline LSD, 3.50:1 **STPRF130-350**

S-Series Centre with 28-Spline LSD, 3.70:1 **STPRF130-370**

S-Series Centre with 28-Spline LSD, 4.11:1 **STPRF130-411**

Performance Street - 31 Spline

Fully assembled centre sections including Strange Pro-Iron case, 31-Spline Detroit Truetrac, Forged Black pinion support and chrome-moly yoke. Available with 3.50-6.50 gear ratios.

Pro-Iron Centre with 31-Spline Truetrac, 3.50:1 **STPRF120T 350**

Pro-Iron Centre with 31-Spline Truetrac, 3.70:1 **STPRF120T 370**

Pro-Iron Centre with 31-Spline Truetrac, 3.89:1 **STPRF120T 389**

Pro-Iron Centre with 31-Spline Truetrac, 4.11:1 **STPRF120T 411**

Performance Street - 35 Spline

Fully assembled centre sections including Strange Pro-Iron case, 35-Spline Strange S-trac, Forged Black pinion support and chrome-moly yoke. Available with 3.50-6.50 gear ratios.

Pro-Iron Centre with 35-Spline Strac, 3.50:1 **STPRF120T35 350**

Pro-Iron Centre with 35-Spline Strac, 3.70:1 **STPRF120T35 370**

Pro-Iron Centre with 35-Spline Strac, 3.89:1 **STPRF120T35 389**

Pro-Iron Centre with 35-Spline Strac, 4.11:1 **STPRF120T35 411**

Drag Racing Applications

Fully assembled centre sections including Strange Pro-Iron or lightweight aluminium carrier, lightweight 31 or 35 spline spool, forged aluminium pinion support and chrome-moly yoke. Available with 3.50-6.50 standard or small stem PRO gear sets.

Pro-Iron Centre with 3.50-6.50 STD Gear Set **STPRF105**

Pro-Iron Centre with 4.86-6.50 PRO Gear Set **STPRF115**

Aluminium Centre with 3.50-6.50 STD Gear Set **STPRF55**

Aluminium Centre with 4.86-6.50 PRO Gear Set **STPRF165**

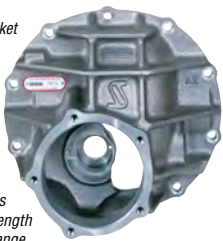


FORD 9" Pro Iron Case

Has your stock 9" case or aftermarket "big cap" case with 5/8" cap bolts failed? The Strange 9" nodular iron case is the solution- hopefully before the failure costs you a lot of money. Strange nodular cases are machined from D-4512 nodular iron which is 8% stronger than the nodular which is found in OEM cases. The material strength is only a small portion of the total strength increase a Strange case offers. Strange nodular cases are virtually indestructible; therefore, the iron case is recommended for any vehicle which accepts a 9" housing and a 9" gear set. For additional strength the case features:

- Chrome-moly bearing caps & steel adjuster nuts
- Reinforced pinion pilot bearing
- Bearing bores, reinforcing ribs and bolt holes are all cast with additional material
- Ribs were carefully designed to further enhance rigidity
- Spot faced stud holes prevent lubricant leaks and damaged mounting surfaces.

Strange 9" Nodular 3.0625" Bore Case STN1905
Strange 9" Nodular 3.250" Bore Case STN1906



STRANGE BILLET 9" CASE PACKAGES

The Strange Billet Case and billet pinion support offer an unmatched strength to weight combination to withstand the most brutal Drag Racing applications. The case is manufactured from 7075-T73 aerospace aluminum that offers superior strength and is highly resistant to stress corrosion. The .650" thick mounting flange coupled with the raised cross rib design provides a solid structure to maintain proper alignment of the ring and pinion. Unique wrap around style main caps enhance strength and stiffness. The tail bearing area has massive wall sections to firmly retain the oversized tail bearing that can withstand greater loads, and is secured by a custom steel retainer plate. A large oil scavenging channel directs additional lubrication to the billet pinion support. The billet case will accept 9", 9 1/2", and 10" development gear sets.

Package Includes:

- 3.812" Bore Billet Aluminum Case • Tapered or Ball Bearing Pinion Support • Timken Front and Rear Pinion Bearings
- Rear Bearing Spacer • One Piece Solid Preload Spacer
- Pinion Depth Shim Kit • ARP Support Bolts and O-ring
- Pinion Seal and Flanged Nut • Oversize Tail Bearing with Retainer Plate and Screws • Timken Side Bearings and Races
- ARP 7/16" & 1/2" Ring Gear Bolts

PACKAGE FOR Description

- 9" & 9.5" Gears, Tapered Pinion Bearings
- 10" Gears, Tapered Pinion Bearings
- 9" & 9.5" Gears, Ball Pinion Bearings
- 10" Gears, Ball Pinion Bearings

Part Number
STP5381LT
STP5381LT-10
STP5381LB
STP5381LB-10

STRANGE Pro HD Complete Aluminium Centre Section

Strange PRO HD Aluminium Fully Assembled centre Sections. For Drag Racing & Performance street. Wide range of options from Gear sets, Strange,Motive (Italian) & Richmond & Various Ratios For your application, 1350 Chrome Moly Yoke & Couplers, Centre Sections From Spools To Lockers & Pinion Load Bolt. **Call ROCKET today for your Strange Pro HD Aluminium Centre Section Application.**



STRANGE Ultra Case

The heavy duty aluminium 9"Ultra Case is engineered to provide better lubrication to the pinion bearings and easily accept 9.00" or stronger 9.50" gear sets. The Ultra Case incorporates a uniquely designed pinion support that coalesces with the case to provide superior ring and pinion life. Four chrome-moly studs are encapsulated by billet caps, allowing for shorter and stronger studs. The tail bearing is larger than factory, which can withstand greater rpm speeds and is secured by a special retainer plate. Strange also offers a lightweight Ultra Case, featuring a taper/ball bearing pinion support. This unique 3.812" bore case incorporates a billet aluminium pinion support that has been pocket milled for reduced weight and embodies a low friction angular contact pinion ball bearing. The case and caps have been modified to further reduce static weight. The lightweight Ultra case/pinion support is 1.75lbs. lighter than our standard Heavy duty Ultra Case/pinion support package. Both Ultra 9" Cases provide superior strength through encapsulated cap studs, a larger than stock tail bearing, 12 pinion support bolts and a unique casting design, which provides strength and optimizes bearing lubrication.

- Strong enough to endure Pro-Mod, Alcohol & heavy door car applications
- Premium grade aluminium
- Chrome-Moly and encapsulated studs
- Accepts 9" & 9.50" gear sets
- Enhanced lubrication • Extra wide tail bearing
- Tail bearing retainer plate
- Wide billet caps
- Fully machined adjuster nuts

The Ultra case requires larger than OEM components and is therefore offered with a unique package. Packages include: Ultra Case, pinion support body, pinion bearings & cups, pinion bolts, pinion depth shims, pinion seal, pinion nut, side bearings & cups, premium ring gear bolts, tail bearing and tail bearing retainer plate.

Ultra Case Package, 3.250" Bore, fits Large Stem Pinion STP3250LT
Ultra Case Package, 3.250" Bore, fits Small Stem Pinion STP3250ST
Ultra Case Package, 3.812" Bore, fits Large Stem Pinion STP3812LT
Ultra Case Package, 3.812" Bore, fits Small Stem Pinion STP3812ST
Ultra Case Package, 3.250" Bore, fits Large Stem Pinion With Coupler ST3250LTC
Ultra Case Package, 4.000" Bore, fits Large Stem Pinion With Coupler ST400LTC



Pinion Supports

Taper/ball Bearing Pinion Support (Drag Racing) Strange taper/ball bearing pinion supports are designed to reduce friction. This unique pinion support kit features a billet aluminium body, angular contact rear ball bearing, Timken front pinion bearing, pinion seal and both a solid and an adjustable preload spacer. The taper/ball design is ideal for drag racing applications seeking the least amount of resistance in the drive train. Available for 28-spline and 35-spline pinion applications. Includes: adapter sleeve, rear angular contact ball bearing, front Timken bearing, pinion spacer and both an adjustable and solid preload spacer.

Aluminium Taper/Ball Support for 28-Spline Pinion (4.15lbs) STN1920
Aluminium Taper/Ball Support for 35-Spline Pinion (4.15lbs) STN1921



Iron DAYTONA Style Taper Bearing Support (Street/Strip and Oval Track)

The Daytona Style pinion support features a larger than stock rear tapered pinion bearing. Due to the oil porting this support provides the best solution for oval track and street/strip users who are seeking an increase in strength over stock pinion supports. Each STN1914 pinion support is shipped with both front and rear Timken races installed into the iron body. The optional support assembly kit (N1916) includes Timken pinion bearings, pinion seal and our 2 pc. preload spacer.

Daytona Iron Pinion Support (6.45lbs) STN1914



Aluminium Daytona Style Taper Bearing Support (Oval Track)

The Aluminium Daytona style pinion support has the same features as the iron support at less than half the weight. The aluminium support is weaker and more prone to wear when compared to the iron support; therefore, this support should only be used by oval track competitors whose primary concern is the reduction of static weight.

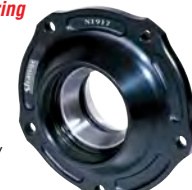
Daytona Aluminium Pinion Support (3.00lbs) STN1915



Forged Aluminium Taper Bearing Support (Street/Track)

The Strange aluminium taper bearing pinion support is completely CNC machined from Strange designed forgings. The Strange forging offers optimal grain structure and provides superior strength to random grain flow billet pinion supports. This support accepts a larger than stock rear pinion bearing - allowing for a significant increase in thrust capacity and improved rigidity for the pinion shaft. This support offers an optimal solution for street/track enthusiasts seeking to replace failure prone stock supports and is machined to enhance and increase oil lubrication to the pinion bearings. The pinion support body is designed to accept a small stem pinion shaft. Pinion support installation kit (STN1916) is sold separately.

Forged Aluminium Pinion Support (4.00lbs) STN1917



Forged Aluminium Taper Bearing Pinion Support (Drag Racing)

The Strange aluminium taper bearing pinion support (STN1922) is completely CNC machined from Strange designed forgings. The Strange forging offers optimal grain structure and provides superior strength to random grain flow billet pinion supports. This support accepts larger than stock front and rear pinion bearings - allowing for a tremendous increase in thrust capacity and improved rigidity for the pinion shaft. This support offers an optimal solution for drag racers seeking to replace failure prone stock supports and is designed to survive the most abusive drag racing conditions; however it is not designed for continuous use. The pinion support body is designed to accept a large or small stem pinion shaft. Pinion support installation kit STN1923 fits a 28-spline pinion shaft and kit STN1924 fits a 35-spline pinion shaft. When changing from a 28 or 35-spline pinion shaft, all that is needed is a new pinion support installation kit.

Forged Aluminium Pinion Support (3.95lbs) STN1922



STRANGE HD PRO TAPERED BEARING PINION SUPPORT

Designed for the HD Pro aluminium case, and will not fit any other cases. The fresh design of this support make it ideal for use in street, track, and Drag Race applications. It utilizes that same oversized bearings as the N1922, but the oil flow is increased for continuous use. Constructed from heat treated aluminium, ultimate strength is achieved while weight is kept to a minimum. The pinion bearings are moved further into the case to provide additional support. This support, can accept either 28 or 35 spline pinion gears, and comes in a clear anodized finish. It can also be ordered in polished aluminium. The support is supplied with front and rear Timken races installed, bolts, washers, and an o-ring. Bearing & seal kit is available separately.

HD Pro Tapered Bearing Pinion Support STN2322



STRANGE HD PRO ALUMINIUM CASE

The HD Pro aluminium case is designed for Drag Race applications and for the most abusive Hi-Performance street/strip applications. As with all Strange aluminium cases, it is crafted from 206-T4 heat treated aluminium. This premium aluminium has a 12% higher yield strength and a 32% higher tensile strength, compared to commonly used 356-T6 aluminium. The billet aluminium pinion support has a unique oil channel that is machined 360° into the support to maximize oil flow to the pinion bearings as well as a large slot in the front to further boost oil circulation. The support is in contact with the bore of the case in two locations as opposed to one as found in normal cases. This additional contact area holds the pinion shaft much more securely resulting in better bearing and gear life. The tail bearing is oversized to handle more load and greater RPM than a stock tail bearing. Billet aluminium main caps encapsulate chrome-moly studs, provides the utmost support for the carrier bearings and significantly reduces ring gear deflection. This case is most commonly purchased in kit form due to some of the unique components. The kit contains the case, pinion support with races, support bolts and o-ring, depth shims, tail bearing and retainer plate. The remainder of the parts necessary for a complete unit are readily available. The kits are available in 3.062", 3.250", and 3.812" bore sizes, and for tapered or ball bearing pinion support. Bearings are not included in these kits other than the tail bearing. 9" HD Pro cases will accept 9" and 9 1/2" gear sets.



HD Pro Aluminium Case & pinion Support KITS

9" HD Pro Aluminium Case KIT 3.062" Bore Case STP3200
9" HD Pro Aluminium Case KIT 3.250" Bore Case STP3203
9" HD Pro Aluminium Case KIT 3.812" Bore Case STP3207

HD Pro Aluminium CASE ONLY

These cases will accept 9" and 9 1/2" gear sets.
9" HD Pro Aluminium Case ONLY 3.062" Bore Case STN2300
9" HD Pro Aluminium Case ONLY 3.250" Bore Case STN2303
9" HD Pro Aluminium Case ONLY 3.812" Bore Case STN2307

STRANGE HD PRO BALL**BEARING PINION SUPPORT**

Support designed for the HD Pro aluminum case. Machined from heat treated heat treated T6061 aluminum ensuring maximum strength and reduced weight. This support can accept 28 or 35 spline pinion gears with the proper bearing & seal kit. It is supplied with a Timken front race installed, pinion support bolts & washers, and o-ring. Bearing & seal kit is available separately.

HD Pro Ball Bearing Pinion Support
STN2323

**STRANGE HD PRO PINION SUPPORT BEARINGS**

Ball bearing supports use an angular contact ball bearing to replace the rear pinion bearing. This bearing offers reduced rolling resistance and requires less preload than a tapered bearing, decreasing the forces necessary to rotate the pinion gear. Pinion supports must be specifically designed for ball bearing use since tapered bearing supports are not adaptable.

HD Pro support with 28 Spline Pinion
HD Pro support with 35 Spline Pinion

STN2323S
STN2323L

**Pinion Support Bearing Kits**

These bearing kits are required to install a Strange pinion support. All kits include pinion bearings, 2-pc. preload spacer, shims and seal. STN1923 also includes a pinion adapter sleeve and STN1924 includes a solid preload spacer.

Kit for STN1914, STN1915 & STN1917

STN1916

Kit for STN1922 using 28-Spline Pinion Shaft

STN1923

Kit for STN1922 using 35-Spline Pinion Shaft

STN1924

**Ford 9" Installation & Bearing Kits**

These kits include pinion nut, depth shims, carrier bearings & cups, pinion support bearing kit, tail bearing, tail bearing retainer clip and ring gear bolts.

Ford 9" Install Kit for Daytona Pinion Support

STR5236

Ford 9" Install Kit for STN1922 & 28 Spline Pinion

STR5237

Ford 9" Install Kit for STN1922 & 35 Spline Pinion

STR5238

Ford 9" Installation Kits

These kits make installing a 9" centre a snap. Each kit includes pinion shims, carrier shims, crush sleeve, pinion seal, pinion nut, ring gear bolts and gasket. Bearings are not included.

Ford 9" Install Kit for LSD Units

STR5240

Ford 9" Install Kit for Open Units

STR5242

FORD 9" SPOOL BEARING KIT

2.891" Bore Case Ford 9" Spool Bearing & Race **STD1586**

3.812" Bore Case Ford 9" Spool Bearing & Race **STD1595**

TAIL BEARING RETAINER

Supplied with screw for Strange HD Pro, Ultra, & Billet Cases
STN1943R

**PINION YOKES****S-Series Steel Yokes**

This 1350-series steel yoke is an ideal upgrade from, smaller 1330 & 1310-series, OEM steel yokes. The S-Series yoke is made to fit OEM pinion supports as well as Daytona style pinion supports, without modification to the yoke. The inclusion of a stamped steel dust shield makes this yoke the choice of street enthusiasts.

Ford 9", 28 Spline 1350 Series

STU2203

Mopar 8.75", 10 Spline 1350 Series

STU1607

Mopar 8.75", 29 Spline 1350 Series

STU1608

**Chrome-moly Steel Yokes**

Each Strange chrome-moly yoke is CNC machined to exacting tolerances. The chrome-moly yokes are designed to incorporate 1350 series u-joints a must for drag racing and abusive street use. Not every 1350 series yoke is the same. A lot of yoke manufacturers offer a Spicer yoke which is re-machined to 9" specifications and fit a 1350 series u-joint; although the Spicer blank offers a decent foundation, it does not approach the strength and fit of a Strange precision machined chrome-moly yoke.

Chrome-Moly Yoke, 28-Spline 1350 Series

STU1603

Chrome-Moly Yoke, 35-Spline 1350 Series

STU1604

Spacer Kit. For STU1603 with OEM or Daytona Supports

STN1918

**Titanium Yokes**

Forged titanium yokes are designed for the racer demanding the least amount of weight without sacrificing strength. Strange titanium yokes accept 1350 series u-joints and yield comparable strength to Strange chrome-moly steel yokes. Titanium yokes are .175" shorter than Strange chrome-moly yokes.

Forged Titanium Yoke,

28 Spline 1350 Series (1.20lbs)

STU1623

Forged Titanium Yoke,

35 Spline 1350 Series (1.35lbs)

STU1624

**Billet Aluminium Yokes**

Billet Aluminium Yokes- are designed for the racer demanding the least amount of weight. Strange aluminium yokes are meticulously machined from billet 7075 aluminium and are hard anodized. Each yoke is mated with a hardened splined washer to prevent galling. Aluminium yokes are .175" shorter than Strange chrome-moly yokes.

Billet Aluminium Yoke, 28-Spline 1350 Series (1.0lb)

STU1633

Billet Aluminium Yoke, 35-Spline 1350 Series (1.0lb)

STU1634

**Pick Up Collars**

Pick up collars are used with a data logger or dual channel tachometer to log driveshaft RPM and monitor clutch or converter slippage.

Pick-up Collar (1 Magnet) for STU1603 Yoke

STU1613

Pick-up Collar (2 Magnet) for STU1603 Yoke

STU1613-2

Pick-up Collar (4 Magnet) for STU1603 Yoke

STU1613-4

Pick-up Collar (1 Magnet) for STU1604 Yoke

STU1614

Pick-up Collar (2 Magnet) for STU1604 Yoke

STU1614-2

Pick-up Collar (4 Magnet) for STU1604 Yoke

STU1614-4

Pick-up Collar (8 Magnet) for STU1603 & STU1633 Yoke

STU1613-8

Pick-up Collar (8 Magnet) for STU1604 /U1634 /U2304 Yoke

STU1614-8

**Ford 9" Bearings & Misc Parts**

Side Carrier Bearing Kit for 3.0625" Bore

STD1588

Side Carrier Bearing Kit for 3.250" Bore, 35 & 40-Spline

STD1590

Flanged Pinion Nut for Standard 28-Spline Pinion

STN1922A

Flanged Pinion Nut for Large 35 & 40-Spline Pinion

STN1922B

Pinion Tail Bearing for OEM Ford & Strange 9"

STN1940

Tail Bearing Retainer

STN1941

Pinion Seal For 28 Spline Small Pinion

STN1960

Pinion Seal For 35 Spline Large Pinion

STN1961

Pinion Depth Shim Kit

STN1962

Pinion Bearing Kit For STN1914, 1915 & 1917

STN1916

Pinion Bearing Kit For STN1922 With 28-Spline Pinion

STN1923

Pinion Bearing Kit For STN1922 With 35-Spline Pinion

STN1924

2 Piece Preload Spacer w/Shims for OEM & Daytona

STN1925

Rear Pinion Bearing for Daytona Style Pinion Support

STN1925J

ARP Ring Gear Bolts 7/16"-20 x .950"

STN1973

ARP Ring Gear Bolts 7/16"-20 x 1"

STN1975

ARP Ring Gear Bolts 1/2"-20 x 1.0625"

STN1976

Axle Bearing & Locking Ring for 3.150" Housing End

STA1021

Axle Brg, Locking Ring & Ret. Plate, 2.835" Housing End

STA1023

Ultra Case Load Bolt Assembly With Brass Tip

STN1910

Ultra Case Pinion Depth Shim -.003"

STN1950D

Ultra Case Pinion Depth Shim -.007"

STN1950E

Ultra Case Pinion Depth Shim -.008"

STN1950F

Ultra Case Pinion Depth Shim -.010"

STN1950G

Rear Pinion Bearing For STN1923 & STN1924 Pinion Kit

STN1938

Ultra Case Pinion Depth Shim Kit (2) .003" shims, (2) .007" shims,

(2) .008" shims, (2) .010" shims

STN1962CUC

Pinion Support O-Ring for N1914, N1915, N1917, N1922, N2322 & N2323 pinion supports

STN1958A

**Heavy Duty Transmission Yokes**

Application	Spline	Uni-Joint	Part No
GM Turbo-400, 4L80E	32 Spline	1350 Series	STU1650
Late Super T-10	32 Spline	1350 Series	STU1650
Powerglide, Trimatic	27 Spline	1310 Series	STU1661
TH-350, T-56, 4L60, 4L60E	27 Spline	1310 Series	STU1661
Powerglide, Trimatic	27 Spline	1350 Series	STU1662
TH-350, T-56, 4L60, 4L60E	27 Spline	1350 Series	STU1662

4340 Transmission Yokes

Lenco - 4340 Chrome Moly	32 Spline	1350 Series	STU1663
Lenco - 4340 Chrome Moly	16 Spline	1350 Series	STU1665
G.M.Turbo-400, 4L80E Nitrided	32 Spline	1350 Series	STU1664N
Late Super T-10	32 Spline	1350 Series	STU1664
Mopar, Doug Nash, & Liberty	30 Spline	1350 Series	STU1666
Powerglide, Trimatic, TH-350	27 Spline	1350 Series	STU1667
T-56, 4L60, 4L60E	27 Spline	1350 Series	STU1667
T-56, 4L60, 4L60E Nitrided	27 Spline	1350 Series	STU1667N
STU1667 w/ Removable Caps	27 Spline	1350 Series	STU1677
STU1667N w/ Removable Caps	27 Spline	1350 Series	STU1677N
Ford C4, T5,			
Tremec 3550, & AOD	28 Spline	1350 Series	STU1668
Ford C6, T-45,			
Top Loader & FMX	31 Spline	1350 Series	STU1669

Driveshaft Weld Yokes

Make your own driveshaft with these heavy duty weld in yokes. Extreme applications with 1350 series universal joints should use the Strange 4340 forged ends, for all other applications the heavy duty spicer ends are more than adequate. All weld ends are supplied individually and suit 3" x .083" driveshaft tubing.

1310 Series Spicer Weld End

STU1676

1330 Series Spicer Weld End

STU1675

1350 Series Spicer Weld End

STU1670

1350 Series Forged 4340 Weld End

STU1672

1350 Series Forged 4340 Weld End

For 3 1/2" OD Tube

STU1673

**Universal Joints & U-Bolts**

Heavy duty Spicer universal joints are the industry standard for high performance drivelines. They are all pre-lubricated except for STU1646 which is greaseable.

1350 Series High-Impact Solid Uni-Joint

STU1640

1350 Series Non Cross-Drilled Uni-Joint

STU1641

1330 Series Cross-Drilled Uni-Joint

STU1642

1310 Series Cross-Drilled Uni-Joint

STU1643

1310/1350 Series Conversion Uni-Joint

STU1646

1330/1350 Series Conversion Uni Kit

STU1647

U-Bolt Kit for all 1350 Series Pinion Yokes

STU1610

Billet Chrome-Moly Cap Kit For 1350 Yokes

(Strange Yokes Only)

STU1610HD

**Solid Couplers**

Strange offers fully heat treated 4140 steel male and female couplers for solid mounted rear ends. Each coupler is broached and CNC machined to eliminate run-out and assure a proper fitting seal.

Ford 9" Female Coupler (28-Spline)

STU3627

Ford 9" Female Coupler (35-Spline)

STU3629

Ford 9" Male Coupler (35-Spline)

STU3630

Ford 9" Female Coupler (40-Spline)

STU3660

Powerglide Male Coupler - 3.875" Long

STU3647

Powerglide Male Coupler- 6.750" Long

STU3648

**Chrome Moly Driveshafts**

Strange chrome-moly tubular driveshafts feature 3" x .083" seamless tubing. Strange forged chrome-moly weld yokes and 1350 series solid uni-joints. Every shaft is electronically balanced and has a total indicated run-out of less than .008". These shafts do not include the transmission yoke. Custom made in the USA to your required length.

3"x.083" Seamless Chrome Moly

Driveshaft with H.D. U-Joints

STU1699

3"x.083" Seamless Chrome Moly

Driveshaft with High Imp. U-Joints

STU17



STRANGE Pro Race Axles

Strange Pro Race axles are forged from Hy-Tuf alloy steel that was originally developed for highly stressed landing gear in military aircraft. The Hy-Tuf forging is a low carbon, high manganese and high molybdenum steel. Strange Pro racing axles are thru-hardened, which allows for a drag racing shaft with an exceptionally high tensile strength (240,000 PSI) while retaining ductility. Strange Pro Race axles are the best value on the market - that's why more drag racing competitors rely on Strange axles than all other brands combined! Strange axles are custom made to order in the USA. Please contact Rocket sales to discuss your specific application.

- Designed for your custom drag racing application
- Involute splines for increased strength
- Forged from Hy-Tuf for optimal grain structure
- Thru-hardened for superior torsional strength
- Five year replacement guarantee for 33, 35 and 40-spline axles

Pro Race (Hy-Tuf) Axles, up to 35-Spline STA1000

Pro Race (Hy-Tuf) 40-Spline STA2000

Gun-Drilled Lightweight Axles STA2100

Pro Race (Hy-Tuf) 40-Spline Solid Axles STA2100

Pro Race Hy-Tuf axles any length, splined up to 35, choice of bolt circle, axle bearings and 2" or 3" with 1/2-20 stud kit STP1007

with 5/8 Stud kit STP100758



Axle Bearings

Axle Bearing and Locking Ring- 1.772" Bore STA1019

(3.150" Housing End)

Axle Bearing and Locking Ring- 1.531" Bore STA1020

(3.150" Housing End)

Axle Bearing and Locking Ring- 1.562" Bore STA1021

(3.150" Housing End)

Axle Bearing, Locking Ring and Ret. Plate- 1.562" Bore STA1023

(2.835" Housing End)

Axle Retaining Plates

Early Big Ford Axle Ret. Plate - 1/2" Bolt Holes STA1016

Late Big Ford Axle Ret. Plate - 3/8" Bolt Holes STA1018

Rotor Lock Nut (3/8" Jet Nut) STF1282

Steel 5/8-18" Lug Nut STF1283

Aluminum 5/8-18 Lug Nut STL7010NX

Spindle Nut STF1291

Spindle Lock Washer STF1293

Wrench for Spindle Nut STF1294

Axle Retainer Bolts

Axle Flange Retainer Bolt Kit, 3/8" Housing End STB1300HSTKIT

Stud Kit. X8 T-Bolts, Washers, & Nuts

Axle Flange Retainer Bolt Kit, 1/2" Housing STH1135STKIT

end Stud Kit. X8 T-Bolts, Washers, & Nuts



Floater Kits

Strange floater kits coupled with a Strange 9"9.50" Ultra Case assembly have become a standard for Pro Mod classes, Blown classes and other abusive drag racing applications. The Strange floater kit provides excellent safety and durability for sportsman and professional drag racers. Each Strange floater axle kit includes; 8.50" or 13.50" long 4130 spindles, steel drive plates, aluminum hubs, forged slotted rotors, Timken bearings, seals, chrome-moly studs and steel lug nuts. Caliper kit and axles are available separately. Strange strongly advises the use of 40-spline axles, due to the tremendous increase of torsional strength, in comparison to 35-spline shafts; therefore, Strange only offers 40-spline floater kits.

Floater Kit with 8.50" Spindles & 5 x 5.50" PCD STF2200

Floater Kit with 8.50" Spindles & 5 x 4.75" PCD STF2209

Floater Kit with 8.50" Spindles & 5 x 5.00" PCD STF22099

Floater Kit with 13.5" Spindles & 5 x 4.75" PCD STF2210

Floater Kit with 13.5" Spindles & 5 x 5.00" PCD STF22109

Floater Components

40-Spline Hy-Tuf Axle Shaft for STA2140

Floater Kit (up to 25") STF1270

Wheel Bearing Cone (#L507949) STF1271

Wheel Bearing Cup (#L507910) STF1275

Floater Seal (#415007) STF1275

Chrome-Moly Floater Stud STF1278



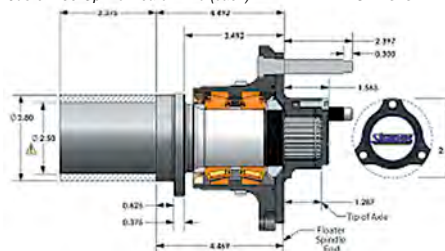
STRANGE Pro Street Floater Kit

The Strange Pro Touring full floating kit design dramatically increases safety in comparison to a traditional flanged axle assembly. The floater spindle supports vehicle weight and resists cornering, braking, and accelerating loads, leaving the floater axle solely responsible for transmitting torque. A preload spacer between the tapered bearings bolsters maximum spindle nut torque eliminating bearing end play. Zero end play in the bearings eliminates piston knock-back encountered during hard cornering. Compact brake gap (3.50") clears most suspension components located near original housing ends. The Strange Pro Touring floater kit features 2" O.D. chrome moly spindles, 35 spline drive plates, multiple patterns for 4 1/2", 4 3/4", and 5" bolt circles, and 1/2" x 20 press in wheel studs. The floater axles and brake kit are sold separately. The axles are 35 spline to mate to the drive plate, and the inboard splines are made to match your specific carrier. The option for 5/8" x 18 press-in wheel studs also includes stud sleeves, lug nuts and washers.

Pro Street Floater Kit, 1/2" Wheel Studs STF5010

Pro Street Floater Kit, 5/8" Wheel Studs STF501058

Custom 35-Spline Floater Axle (each) STA1040



WILWOOD BRAKE KITS

FOR STRANGE PRO STREET FLOATER

Wilwood disc brake kits for the Strange Pro Street floater kit feature an internal shoe parking brake system and a range of rotor and calliper options including dust boot callipers and a low profile kit for clearance with 14" wheels or 15" double bead lock wheels.

Calliper Style	Rotor Size	Rotor Style	Part Number
Forged Dynalite	12.19"	Plain	WB140-12420
Forged Dynalite	12.19"	Drilled	WB140-12420-D
Dynapro Dust Boot	12.19"	Plain	WB140-12420-DB
Dynapro Dust Boot	12.19"	Drilled	WB140-12420-DB-DB
Narrow Superlite 4R	14.00"	Plain	WB140-12436
Narrow Superlite 4R	14.00"	Drilled	WB140-12436-D
Dynapro Low Profile	11.00"	Plain	WB140-13952
Dynapro Low Profile	11.00"	Drilled	WB140-13952-D

STRANGE 1/2" Stud Kits

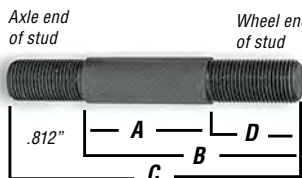
These Strange 1/2" stud kits suit Strange and other brands of axle that use a 1/2" bolt threaded through the flange. The stud length refers to the threaded portion of the stud; therefore, when determining the usable thread protruding through the axle, subtract a .125"(washer) and the thickness of the axle flange. Strange 1/2" studs are designed to accept 1/2"-20 lug nuts (not included with kit).

2" Long, 1/2"-20 Screw-In Axle Stud Kit. STA1025

Includes Bolts and Washers

3" Long, 1/2"-20 Screw-In Axle Stud Kit. STA1026

Includes Bolts and Washers



STRANGE Chrome-Moly 5/8" Stud Kits

In addition to the traditional 5/8" stud kit we offer five lengths of chrome-moly stud kits. Ensure measurement "A" is able to fully engage into your wheel. The "A" dimension of the drive stud needs to be slightly greater than the combined thickness of the brake hat or drum and the thickness of the wheel. Every 5/8" stud kit includes studs, lug nuts, .4375" aluminum wheel washers, and locking nuts.

Description	A	B	C	D	Part No.
Chrome-moly	0.775"	1.550"	2.362"	0.775"	STA1036
5/8"	0.875"	2.063"	2.875"	1.188"	STA1037
stud	1.187"	2.375"	3.187"	1.188"	STA1038
kits	1.500"	2.688"	3.500"	1.188"	STA1039
	1.875"	3.125"	4.000"	1.250"	STA1041



STRANGE Traditional 5/8" Stud Kit

Our traditional 5/8" stud kit features premium bolts & adjustable sleeves. These are the lightest stud kit type except for titanium. Kits include: 3" bolts, adjustable sleeves (.875" long), lug nuts, aluminium wheel washers, and wrench.

3" Long, 5/8"-18 Screw-In Stud Kit for Strange Axles STA1027

Strange Replacement Alloy Wheel Stud Washers STA1027F

.250 Thick x 5/8" Stud STA1027G

.438 Thick x 5/8" Stud STA1027H

.688 Thick x 5/8" Stud STA1027H



ARP Wheel Studs

Application	A	L1	L2	L3	Thread Size	Part No.
Knurl Dia. H/L						
Knurl L						
Nose L						

CHRYSLER

Chrysler, Rear .680 3.125 .400 .400 1/2-20 AR100-7705

FORD

Ford, Rear Disc Brakes/Chrysler Front .625 3.500 .400 .437 1/2-20 AR100-7703

Ford, Front Disc Brakes, Early .618 3.050 .800 .250 1/2-20 AR100-7707

GM

Late Drum Brake, Late GM .486 3.165 .420 .308 7/16-20 AR100-7701

Late Disc Brake and Early Drum Brake, Late GM .580 3.200 .300 .305 7/16-20 AR100-7702

Late Camaro, Firebird, Corvette, Late GM .509 2.500 .315 None M12 x 1.5 AR100-7708

Late Camaro, Firebird, Corvette, Late GM .509 3.250 .315 None M12 x 1.5 AR100-7713

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Carrier Stud Kit, FORD 9"

Competition Engineering's Carrier Stud Kit is designed for our Fabricated Rear Axle Housings, similar sheet metal housings, or stock-style Ford 9" housings. The heat treated Grade 8 steel studs provide solid mounting points for the centre section differential. Manufactured with splined ends, the press-in studs are pulled through from inside the housing. Includes nuts and copper sealing washers, which are far superior than steel to prevent seepage and leakage. Packaged in sets of 10 studs, nuts, and washers.

Carrier Stud Kit, Ford 9"

MOC9006



FORD 9" Differential Shim & Replacement Parts Kits

Kits include hard-to-find items needed to assemble Ford 9" centre sections. The Drag Race Kit contains: housing gasket, pinion shaft seal, pinion support shims, pinion pre-load shims for use with aftermarket aluminium pinion supports, pinion housing O-ring; and one 3/4" Ford pinion nut and the Oval Track Kit Contains: pinion retainer shims, pinion pre-load shims, pinion spacer and one 3/4" Ford pinion nut.

Ford 9" Drag Race Parts Kit

MO84750

Ford 9" Oval Track Parts Kit

MO84751

MOROSO Weld-In Fill Cap

Universal kits can be used on power steering tanks, radiator overflow tanks, valve covers, rear ends, filler neck plates, and other locations to replenish fluid, or serve as an inspection port. Bungs can be welded to any suitable tank or plate 1-3/8" -12UNF threads, 2.6" O.D. Includes O-rings for a leak free seal.

Moroso Weld-In Fill Cap

MO85283



Rear Axle Housing Ends

Whether narrowing a rear axle housing for bigger tires or just building a new housing for your street car, you will need housing ends to complete the project. You could re-use the old housing ends but most of the time they are either too rusty or damaged from the removal process

- Extra Thick Flange • Sold in pairs • Forged • Welding required
- Fully CNC machined

Big Ford with .515" Bolt Holes, 3.150" Bore

MOC9505

Dana 60 Mopar 8-3/4", 3/8"-24, 2.875" Bore

MOC9510



Fabricated Rear Axle Housings

For the ultimate in strength, weight savings and a professional look, nothing beats our Fabricated Rear Axle Housings. The triangulated design provides the structural integrity required for today's race cars. And the 9" Ford configuration allows the use of a variety of popular centre sections. Each housing is CAD designed and CNC manufactured in-house with a 1/8" thick, one piece outer shell and a 1/4" face plate to ensure maximum strength. It is then fixture welded inside and out to ensure that proper weld penetration has been accomplished.

- Increased strength over three-piece stock housings
- Offered in 4130 Chrome Moly or Mild Steel versions
- Exterior welds ground smooth to eliminate stress risers
- 1/4" face plate for added strength
- Face plate tapped for 3/8" press-in studs
- Includes drain plug, filler plug and breather bung
- Carrier Stud Kit No. MOC9006 available separately

Chrome Moly, 60.75" Width, No Housing Ends

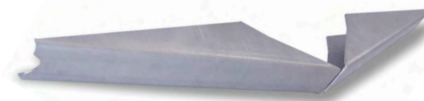
MOC9100

Mild Steel, 60.75" Width, No Housing Ends

MOC9200

Mild Steel, 27.60" Width, Forged Housing Ends

MOC9001



Back Braces

Rugged 1/8" thick construction adds extra strength to rear axle housing to increase rigidity and eliminate flexing when using large racing slicks in high horsepower, high torque vehicles. Eliminating flex increases the amount of power directed to the tyres for improved ET's Computer punched and contoured to provide a precise fit for cleaner welds and reduced fabrication time. Available in chrome moly and mild steel, 25" wide. Welding required.

Mild Steel, Fits Ford & Strange 9" Housings

MOC3405

Chrome Moly, Fits MOC9100 Housing

MOC9105

Mild Steel, Fits MOC9200 Housing

MOC9205



DRAGSTER Rear Axle Housings

Competition Engineering has designed and built a rear end housing far stronger and more accurately produced than any other housing on the market. The .125" thick sheet metal shell is designed with over lapping joints that provides two weld seams. This greatly improves the strength as compared to butt-welded housing shells. These housings come in 26.00" flange to flange widths. Built to withstand Advanced E.T. applications, internal bulkheads stiffen the shell to the face plates to prevent any movement and add strength around the housing mounting brackets.

- CNC machined 3/8" thick face plate
- Comes with a -6 AN drain plug and 1/8" NPT vent fitting
- Comes with aluminium o-ring filler cap
- All housings have machined symmetrical housing ends
- Carrier Stud Kit No. MOC9006 available separately

Chrome Moly Dragster Housing, 26.00" Width

MOC9003

Mild Steel Dragster Housing, 26.00" Width

MOC9004



HRP DIFF HOUSINGS

Winters Ford 9" IMCA legal housing

3.00" tube stamped housing HRP- HOUSIMCA



STREET AND STRIP

3.00 Tube 10 GA HF50 HRP-4400

3.25 Tube 10 GA HF50 HRP-4403



OLD STYLE FORD BANJO REPLICA

3.00 Tube Steel Reproduction HRP-4407

EARLY FORD ROUND BANJO STYLE COVER

Bango cover only

HRP-4451



HD RACE FABRICATED HRP HOUSING

Ford 9" fabricated center housing with & without axle tubes

Fabricated Housing ONLY

3.1" HRP-4430

3.25" HRP-4440

3.5" HRP-4444

Fabricated Housing With 60" Tubes

3.5" Tubes HRP-4444-T

3.25" Tubes HRP-4440-T



Steel Housings

Strange fully welded steel housings are available in several configurations.

We recommend 3.250" tubing for its increased (23%) strength, in comparison to 3" tubing; however, certain ladder bar and 4-link configurations may require 3" tubing.

Back brace housings are ideal for drag racing applications. In general, we recommend a back brace for vehicles that are quicker than 9 seconds (1/4 mile); although, a stiffer housing is usually advantageous for most drag racing applications. Housing ends are not included and must be purchased separately.

Features:

- Slotted Housing for Full Tube Engagement- More Rigid Foundation
- Reinforced Face Plate • Greater Weld Contact Area
- Reduces Tube and Centre Section Flex

Description

9" Housing for 3.00" Tube - Tubes Not Included

Part No.

STH1110

9" Housing for 3.25" Tube - Tubes Not Included

STH1112

9" Housing with 3.25" Tubes, Filler & Drain Assembly

STH1115

9" Housing with 3.25" Tubes, Filler, Drain

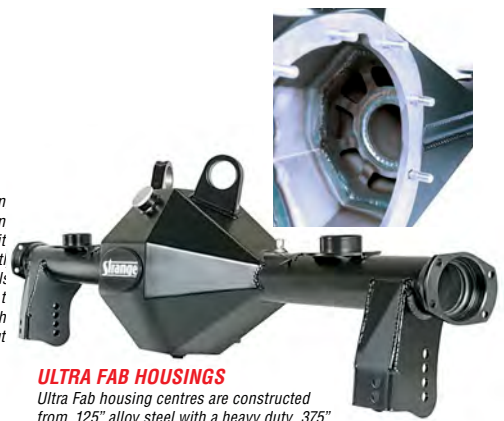
STH1117

Assembly And Back Brace

STH9

9" Housing With 3" Tubes No Ends, Filler, Drain

STH9



ULTRA FAB HOUSINGS

Ultra Fab housing centres are constructed from .125" alloy steel with a heavy duty .375" faceplate. Triangulated design provides rigid housing tube support for more consistent and straighter launches. Internal radial gusset plates brace the end of the housing tube and increase overall housing stiffness. Tube insertion locations are slotted for 5" to allow complete and secure welding of the tubes to the housing. The housing is designed to provide the clearance necessary for cases with heavy duty main caps and also allowing the use of 9", 9 1/2", and 10" gear sets. All housing centres come equipped with centre section studs installed. Black powder coated finish is optional.

Description

Housing Centre for use with 3" OD Tubes

Housing Centre for use with 3-1/4" OD Tubes

Housing with Fill, Drain & Tubes, No Ends

Housing with Fill, Drain & Ends

Housing with Fill, Drain, Ends & Leaf Spring Mounts

Part Number

STH1110UF

STH1112UF

STHF9UF

STHF9EUF

STHF9EUF

Housing Ends

Strange housing ends are machined from forged steel. These premium grade housing ends are ideal for new or narrowed housings, permitting an optimal mounting surface. Strange ends are designed to be easily butt welded and are supplied as pairs.

Small Ford (Early Mustang). 2.835" ID, 1.00" Wide

STH1134

Big Ford (Early) w/1/2" Holes. 3.150" ID, 1.300" Wide

STH1135

Big Ford (Late) w/3/8" Holes. 3.150" ID, 1.300" Wide

STH1137



DIFF BREATHER

Breathers are finished in zinc with sintered bronze aeration. Perfect for use as diff breather, atmosphere vent and other applications.

AF462-02 1/8" NPT

AF462-04 7/16" UNF



Stainless Steel Rear End Breather

This CNC machined and fully polished S/S component is a direct replacement for the 9" Ford rear end breather.

It has a 7/16-20 mounting thread.

AHRP62705



WELD ON DIFF FILLER

1-1/2" O.D. steel bung with black anodised aluminium cap easy to weld to axle housing for use as diff oil filler.

Part No

AF461-20

Description

1.5" O.D. Weld-on diff breather



FILL PLUG ASSEMBLY

Weld-On aluminium 1.620" O.D x .625" tall bung with 1.800" O.D knurled cap

STH1116B



UNIVERSAL JOINT GIRDLE

Purpose designed to provide more bearing surface for the universal joint bearing cap. Manufactured from 7075-T6 aluminium and anodised finish complete with all mounting hardware.

1350 Universal cap 30mm (1-3/16")

1330 Universal cap 28mm (1-7/64")

AF72-1010 Black. Suit 1350

AF72-1011 Blue. Suit 1330



MOROSO DRIVELINE COMPONENTS

U-Joint Girdles

Unique design provides more bearing surface for the universal joint bearing cap, for increased strength. Manufactured from 7075-T6 aluminium with anodized finish. Comes complete with fasteners. 1 set per package.

Chrysler 8-3/4" fits Small Yoke. Silver Anodized

MO85850

Rear End/Water Fill Cap Kits

Universal Kits, available with steel or 6061-T6 aluminium bung, can be used on power steering tanks, radiators, overflow tanks, rear ends, filler neck plates, and other locations to replenish fluid or serve as an inspection port. Bung with 1-1/4"-12 UNF threads and 1-1/2" o.d. can be welded to any suitable tank or plate. The cap, manufactured from 6061-T6 aluminium, is knurled for easy-grip removal and replacement. Includes two O-Ring washers (one spare) for leak free sealing.

Rear End/Water Fill Cap Kit, Aluminium Bung

MO85282



RPC Tailshaft Loop

A tailshaft loop is required for most drag vehicles and is highly recommended even in classes where it is not required. The tailshaft loop is designed to catch the front of the driveshaft in the event of a universal joint failure to prevent the driveshaft from digging into the ground and possibly flipping the vehicle.

Universal Tailshaft Loop

RPCR7120



Heavy Duty Tail Shaft Loop

Safety loop helps contain the driveshaft and prevents flipping of the vehicle in the event of a front U-joint failure.

- Bolt together design allows for easy installation
- Meets both ANDRA and CAMS requirements
- Thickness 6.35mm/ 1/4" Width 50.8mm/ 2"

Finish

Zinc Silver Plated

Black Oxide Coated Finish

Part No.

AF72-1005

AF72-1006



FULLY ASSEMBLED REAR END ASSEMBLIES AVAILABLE BY SPECIAL ORDER

Strange centre sections and rear end assemblies are custom assembled and set up in the USA by the industry's top professionals to your exacting specifications.

Please contact Rocket Sales on (02) 8825-1900 to discuss your requirements. Our sales team can advise you on the best combination to suit your application and arrange shipping from the USA.



9" Steel Rear End Assemblies

Strange Engineering offers a multitude of 9" rear end assemblies. We can custom tailor a rear end to meet your specifications. Strange Engineering will completely install your chosen packages- including installing axle studs, axle bearings and brake kit. Strange provides a hardware kit with each complete rear end assembly that consists of a gasket, jet nuts for the centre section and a housing end stud package (only with brake kit). In addition, Strange will completely crate your rear end assembly for an uneventful delivery- at no additional cost!



Drop Out Live Axle

The Strange Drop-Out Live Axle is designed for certified chassis 6.00 seconds (1/4 mile) and slower. The drop-out live axle is an extremely lightweight and rigid rear end. The rear end features our one piece aluminium housing, Ultra Centre Section, thru-hardened live axle and 11" carbon or steel brakes. The thru hardened live axle is used to assist in reducing rear end distortion and aid in eliminating ring deflection. In addition, the live axle provides the safety of a floater rear end at less weight. Complete rear ends with carbon brakes weigh as little as 145 pounds and are supplied fully assembled with carbon brake kit, choice of chassis mounts and Ultra Centre Section with 9" or optional 9.5" pro gears.

Strange Drop-Out Live Axle Assembly

STL6000



Top Loader Live Axle

The Strange Top Loader live axle has long been a standard among competitive race cars. The 9" 9.50" was originally created for the demands of Top Fuel/Funny Car over a decade ago and has since been replaced by 10.5" and 12" units for current Top-Fuel/Funny Car. Today's unit has been refined for alcohol racers demanding the least amount of rear end maintenance. The current model features a newly designed heavy duty aluminium centre piece, which accepts 9" or 9.50" gear sets and a second generation aluminium spool. Supplied as a fully assembled unit complete with steel brake kit, 9" or optional 9.5" pro gear set, and aluminium spool. Mounting plates are not included

Strange Top Loader Live Axle Assembly

STL4101



0.50" Live Axle

The 10.50" live axle rear end is designed to withstand loads that can destroy many drag racing rear ends. The top loading design provides convenient inspection, but more importantly, the Strange designed case does not provide an opening (front or rear load type) that is in line with the drive wheel- dramatically reducing wheel imposed distortion and increasing gear life. The Strange Live axle axle provides superior resistance to bending loads- far superior to full floater axle assemblies that have floating axles or a single floating axle. The massive 2.750" OD Strange live axle shaft is designed to absorb the brunt of abuse, allowing the housing to better support the ring and pinion- extending gear life. Supplied as a fully assembled live axle unit with 10.50" gear set (choice of 2.91, 3.20, 4.11 or 4.29 ratio), carbon cover, magnesium tubes, lightweight aluminium spool, internal oil pump and 11.50" carbon or optional steel brake kit (chassis mounts are not included)

Strange 10.50" Live Axle Assembly

STL7000

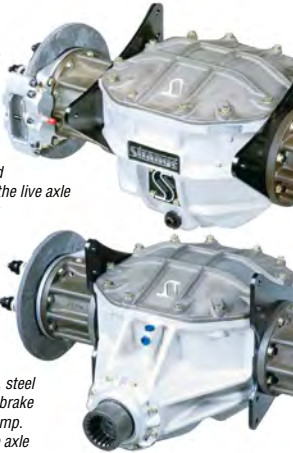


12" Live Axle

The Strange 12" Live Axle is the finest rear end available for Top Fuel and Funny Car. The main housing is unique in both design and material. The top load design coupled with the live axle provides an excellent structural base that maximizes gear life and significantly reduces rear end distortion. The unit features magnesium tubes, magnesium cover, steel or titanium axle, steel spool, 11.50" carbon brake kit and internal oil pump. The standard 12" live axle assembly weighs 205 pounds- complete less oil. The Strange lightweight 12" rear end features a titanium axle and an aluminium spool. The lightweight 12" has a special pump provision that reduces the required oil capacity by four quarts. The lightweight 12" weighs only 193 pounds - complete less oil and is supplied fully assembled unit with 12" gear set (3.20 ratio), magnesium cover, magnesium tubes, lightweight steel or optional alloy spool, internal oil pump and 11.50" carbon brake kit (chassis mounts are not included).

Strange 12" Live Axle Assembly

STL7200



Sportsman Series 10 Spline Gear Sets

The Sportsman Series gears are CNC Crown Hobbed to produce a quality that meets the exacting standards accepted by SCS. The gears are not lightened and are made of 8620 material. They are Heat Treated as are the Professional Series, but will have a REM finish rather than the Black Oxide. The Sportsman gears are engineered the same as the professional series and have the exact same Gear Ratios Available.

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
SCS-SP12	0.897	1.115	26/29	3.69	4.60
SCS-SP07K	0.875	1.143	21/24	3.61	4.71
SCS-SP17	0.864	1.158	19/22	3.56	4.77
SCS-SP08K	0.850	1.176	17/20	3.50	4.85
SCS-SP08	0.846	1.182	22/26	3.49	4.87
SCS-SP19	0.840	1.190	21/25	3.46	4.91
SCS-SP09K	0.833	1.200	25/30	3.43	4.94
SCS-SP09	0.826	1.211	19/23	3.40	4.99
SCS-SP11	0.815	1.227	22/27	3.36	5.06
SCS-SP03	0.806	1.240	25/31	3.32	5.11
SCS-SP13	0.800	1.250	20/25	3.30	5.15
SCS-SP18	0.792	1.263	19/24	3.26	5.20
SCS-SP04K	0.783	1.278	18/23	3.22	5.26
SCS-SP04	0.774	1.292	24/31	3.19	5.32
SCS-SP20	0.769	1.300	20/26	3.17	5.36
SCS-SP22	0.760	1.316	19/25	3.13	5.42
SCS-SP16	0.750	1.333	24/32	3.09	5.49
SCS-SP10	0.740	1.350	20/27	3.05	5.56
SCS-SP34	0.730	1.368	19/26	2.97	5.69
SCS-SP14	0.719	1.391	23/32	2.96	5.73
SCS-SP14K	0.714	1.400	20/28	2.94	5.77
SCS-SP35	0.708	1.411	17/24	2.92	5.81
SCS-SP32K	0.697	1.435	23/33	2.87	5.91
SCS-SP24	0.690	1.450	20/29	2.84	5.97
SCS-SP36	0.680	1.470	17/25	2.80	6.06
SCS-SP37	0.676	1.478	23/34	2.79	6.09
SCS-SP23	0.667	1.500	18/27	2.75	6.18
SCS-SP21	0.653	1.529	17/26	2.69	6.30
SCS-SP27	0.647	1.545	22/34	2.67	6.37
SCS-SP43	0.640	1.563	16/25	2.64	6.44
SCS-SP28	0.633	1.579	19/30	2.61	6.51
SCS-SP29	0.625	1.600	15/24	2.58	6.59
SCS-SP30	0.615	1.625	16/26	2.53	6.70
SCS-SP41	0.607	1.647	17/28	2.50	6.79
SCS-SP31	0.600	1.666	21/35	2.47	6.84
SCS-SP33K	0.593	1.688	16/27	2.44	6.95

Professional Series 10 Spline Gear Sets

SCS 10-Spline Quick Change Gears, Sets #1 thru #28 are Max Lightened, where possible, without sacrificing the strength! Average weight savings 1 1/2 lbs.! Since 1987, SCS Gears have been the proven leader in Ultra High Performance Quick Change Gearing. SCS Gears are made of 9310 Aircraft Alloy for maximum strength. Each gear is Crown Shaved (Ground before Heat Treat) to minimize backlash and run out, broached for proper 10-spline shaft fit and Black Oxide finished. The SCS Extra 5 step heat treating process yields maximum gear life for high stress applications.

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
SCS-PR012	0.897	1.115	26/29	3.69	4.60
SCS-PR007K	0.875	1.143	21/24	3.61	4.71
SCS-PR017	0.864	1.158	19/22	3.56	4.77
SCS-PR008K	0.850	1.176	17/20	3.50	4.85
SCS-PR008	0.846	1.182	22/26	3.49	4.87
SCS-PR019	0.840	1.190	21/25	3.46	4.91
SCS-PR009K	0.833	1.200	25/30	3.43	4.94
SCS-PR009	0.826	1.211	19/23	3.40	4.99
SCS-PR011	0.815	1.227	22/27	3.36	5.06
SCS-PR003	0.806	1.240	25/31	3.32	5.11
SCS-PR013	0.800	1.250	20/25	3.30	5.15
SCS-PR018	0.792	1.263	19/24	3.26	5.20
SCS-PR004K	0.783	1.278	18/23	3.22	5.26
SCS-PR004	0.774	1.292	24/31	3.19	5.32
SCS-PR020	0.769	1.300	20/26	3.17	5.36
SCS-PR022	0.760	1.316	19/25	3.13	5.42
SCS-PR016	0.750	1.333	24/32	3.09	5.49
SCS-PR010	0.740	1.350	20/27	3.05	5.56
SCS-PR034	0.730	1.368	19/26	2.97	5.69
SCS-PR014	0.719	1.391	23/32	2.96	5.73
SCS-PR014K	0.714	1.400	20/28	2.94	5.77
SCS-PR035	0.708	1.411	17/24	2.92	5.81
SCS-PR032K	0.697	1.435	23/33	2.87	5.91
SCS-PR024	0.690	1.450	20/29	2.84	5.97
SCS-PR036	0.680	1.470	17/25	2.80	6.06
SCS-PR037	0.676	1.478	23/34	2.79	6.09
SCS-PR023	0.667	1.500	18/27	2.75	6.18
SCS-PR021	0.653	1.529	17/26	2.69	6.30
SCS-PR027	0.647	1.545	22/34	2.67	6.37
SCS-PR043	0.640	1.563	16/25	2.64	6.44
SCS-PR028	0.633	1.579	19/30	2.61	6.51
SCS-PR029	0.625	1.600	15/24	2.58	6.59
SCS-PR030	0.615	1.625	16/26	2.53	6.70
SCS-PR041	0.607	1.647	17/28	2.50	6.79
SCS-PR031	0.600	1.666	21/35	2.47	6.84
SCS-PR033K	0.593	1.688	16/27	2.44	6.95

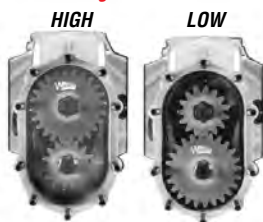


STREET ROD QUICK CHANGE REARS

Winters Performance Products manufactures the best quick change rear ends ever made. Mostly used in circle track racing, quick change rear ends work very well in street applications. In most cases the Championship 10" Quick Change is more rear end than you'll ever need (800+hp). Our V8 Quick Change is rated at 550 hp while the 3.08 and the Heavy Duty Championship Quick Change can be used in more severe applications (1000+hp). Keep in mind severe shock loading (drag racing) will shorten the life of all drive line components.

All Winters Quick Change Rears use spiral bevel ring & pinions, the most efficient ring & pinion available. Pinion placement of a spiral bevel ring & pinion uses less power, is more efficient, and runs cooler than hypoid ring & pinions. Hypoid style ring & pinions create more sliding action, increasing heat and power loss.

Quick Change Gear Charts



IMPORTANT:

Install quick change gears with shoulder facing toward gear cover bearings

Remember to refill gear cavity with good quality gear lube after quick change gear changes.

To Determine Gear RPM Change:

$(RPM) \div (Gear Ratio) \times (New Ratio) = (New RPM)$

Example $3000 \div 3.93 \times 3.43 = 2618$

To Determine Final Drive:

$(\# \text{ Teeth Top Gear}) \div (\# \text{ Teeth Bottom Gear})$

$\times R\&P \text{ Ratio} = \text{Final Drive}$

Helical Gears 8500 Series (10 Spline)

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR8526HR	0.931	1.074	27/29	3.84	4.43
WINSR8517HR	0.867	1.154	26/30	3.57	4.75
WINSR8509AHR	0.833	1.200	25/30	3.43	4.94
WINSR8503HR	0.806	1.240	25/31	3.32	5.11
WINSR8504HR	0.774	1.292	24/31	3.19	5.32

Straight Cut Gears 8500 Series (10 Spline)

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR8501	1.000	1.000	21/21	4.12	4.12
WINSR8502	0.964	1.037	27/28	3.97	4.27
WINSR8505	0.960	1.042	24/25	3.96	4.29
WINSR8515A	0.955	1.048	21/22	3.93	4.32
WINSR8515	0.950	1.053	19/20	3.91	4.34
WINSR8526	0.931	1.074	27/29	3.84	4.43
WINSR8506	0.920	1.087	23/25	3.79	4.48
WINSR8525	0.909	1.100	20/22	3.75	4.53
WINSR8512	0.897	1.115	26/29	3.69	4.60
WINSR8507	0.885	1.130	23/26	3.65	4.66
WINSR8507A	0.875	1.143	21/24	3.61	4.71
WINSR8517	0.867	1.154	26/30	3.57	4.75
WINSR8517A	0.857	1.167	24/28	3.53	4.81
WINSR858A	0.852	1.174	23/27	3.51	4.84
WINSR8508	0.846	1.182	22/26	3.49	4.87
WINSR8519	0.840	1.190	21/25	3.46	4.91
WINSR8509A	0.833	1.200	25/30	3.43	4.94
WINSR8509	0.826	1.211	19/23	3.40	4.99
WINSR8511	0.815	1.227	22/27	3.36	5.06
WINSR8503	0.806	1.240	25/31	3.32	5.11
WINSR8513	0.800	1.250	20/25	3.30	5.15
WINSR8518	0.793	1.261	23/29	3.27	5.20
WINSR8518A	0.786	1.273	22/28	3.24	5.24
WINSR8504A	0.783	1.278	18/23	3.22	5.26
WINSR8520A	0.778	1.286	21/27	3.20	5.30
WINSR8504	0.774	1.292	24/31	3.19	5.32
WINSR8520	0.769	1.300	20/26	3.17	5.36
WINSR8522	0.760	1.316	19/25	3.13	5.42
WINSR8516	0.750	1.333	18/24	3.09	5.49
WINSR8510	0.739	1.353	17/23	3.05	5.57
WINSR8510A	0.733	1.364	22/30	3.02	5.62
WINSR8534	0.724	1.381	21/29	2.97	5.69
WINSR8534A	0.727	1.375	16/22	3.00	5.67
WINSR8514	0.719	1.391	23/32	2.96	5.73

Winters Semi-Synthetic Hypoid Lube

Winters Recommends the use of their Semi-Synthetic Hypoid Lube with Moly 80-90-140
WINSR1730



Helical Gears 4500 Series (6 Spline)

3.78 R&P Ratio (9-34 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR4501HR	1.000	1.000	24/24	3.78	3.78
WINSR4502HR	0.958	1.043	23/24	3.62	3.94
WINSR4503HR	0.920	1.087	23/25	3.48	4.11
WINSR4503AHR	0.880	1.136	22/25	3.33	4.30
WINSR4504HR	0.846	1.182	22/26	3.19	4.46
WINSR4501	1.000	1.000	24/24	3.78	3.78
WINSR4502	0.958	1.043	23/24	3.62	3.94
WINSR4503	0.920	1.087	23/25	3.48	4.11
WINSR4503B	0.895	1.118	17/19	3.38	4.22
WINSR4503A	0.880	1.136	22/25	3.33	4.30
WINSR4504	0.846	1.182	22/26	3.20	4.47
WINSR4505	0.808	1.238	21/26	3.05	4.68
WINSR455A	0.792	1.263	19/24	2.99	4.77
WINSR4506	0.778	1.286	21/27	2.94	4.86
WINSR4524	0.767	1.304	23/30	2.90	4.93
WINSR4525	0.750	1.333	18/24	2.84	5.04
WINSR4507	0.741	1.350	20/27	2.80	5.10
WINSR4523	0.727	1.375	16/22	2.75	5.20
WINSR4508	0.714	1.400	20/28	2.70	5.29
WINSR4522	0.704	1.421	19/27	2.66	5.37
WINSR4509	0.696	1.438	16/23	2.63	5.43
WINSR4510	0.682	1.467	15/22	2.58	5.54
WINSR4511	0.667	1.500	18/27	2.52	5.67
WINSR4512	0.655	1.526	19/29	2.48	5.77
WINSR4513	0.652	1.533	15/23	2.47	5.80
WINSR4514	0.636	1.571	14/22	2.41	5.94
WINSR4515	0.625	1.600	15/24	2.36	6.05
WINSR4516	0.615	1.625	16/26	2.33	6.14
WINSR4517	0.600	1.667	18/30	2.27	6.30
WINSR4518	0.591	1.692	13/22	2.23	6.40
WINSR4518A	0.571	1.750	16/28	2.16	6.62
WINSR4519	0.560	1.786	14/25	2.12	6.75
WINSR4520	0.556	1.800	15/27	2.10	6.80
WINSR4527	0.542	1.846	13/24	2.05	6.98
WINSR4521	0.531	1.882	17/32	2.01	7.12
WINSR4528	0.528	1.895	19/36	2.00	7.16
WINSR4529	0.522	1.917	12/23	1.97	7.25
WINSR4526	0.517	1.933	15/29	1.96	7.31
WINSR4530	0.500	2.000	20/40	1.89	7.56
WINSR4531	0.488	2.050	20/41	1.84	7.75
WINSR4532	0.475	2.105	19/40	1.80	7.95

Helical Gear Spacer Kit

P/N WINSR3551 (for 6 spline)

P/N WINSR3552 (for 10 spline)

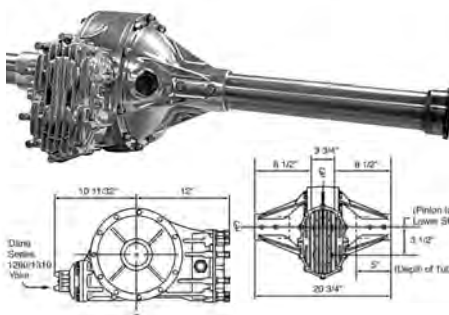
All Winters helical quick change gears have REM® process enhanced surface finish.

10 SPLINE SHIMS

Part No	Thickness	Quantity
WINSR3430-030	.030"	2
WINSR3430-045	.045"	2
WINSR3430-060	.60"	2

6 SPLINE SHIMS

Part No	Thickness	Quantity
WINSR3442-030	.030"	2
WINSR3442-045	.045"	2
WINSR3442-060	.60"	2



Championship Quick Change

This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Winters Championship Quick Change rear features our sprint car centre with a 10" 4.12 ring and pinion, heat treated lower shaft, Winters Track differential, axle seals and your choice of a 10 spline straight cut gear set.

Choose from these part numbers:

WINSR2510	Championship Quick Change for Ford® Small Bearing Flanged Axle. Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.
WINSR2520	Championship Quick Change for Ford® Big Bearing Flanged Axle (shown)
WINSR2520-A	Championship Quick Change including Ford Big Bearing Flanged Axles
WINSR2520-AP	Polished Championship Quick Change including Ford Big Bearing Flanged Axles
WINSR2525	Championship Quick Change for Ford® Big Bearing Flanged Axle (Torino®) Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

Popular Options

WINSR8207	Polishing
WINSR8277	Stainless Steel Hardware
WINSR8211	Gear Cover
WINSR2980	Axle Set
WINSR8247	Specify Ratio Helical gear

Assembly P/N WINSR2520
Shown with SR8136 4 rib side bells and optional billet gear cover P/N WINSR2894.
Option P/N WINSR8211.



Assembly P/N WINSR2520
Shown with WINSR8155PM 8 rib side bells

Assembly P/N WINSR2520
Shown with WINSR8186P 6 rib side bells and optional gear cover WINSR8211V.



Championship Independent Quick Change

Winters Independent Quick Change, the absolute ultimate independent rear money can buy. Everything about it is race inspired. All upgrades are standard. 4.12 ring & pinion, heat treated lower shaft, Winters Track assembly, caliper mount side bells, roller support bearing upgrade, pinion lock nut assembly and 1350 Series flange yokes.

One set of 10 spline straight cut quick change gears included.

WINSRP437 Independent Quickchange Centre
WINSR2838 Dual Inboard Brake Kit installed

Popular Options

WINSR8207	Polishing
WINSR8211	Billet Gear Cover
WINSR8219	CV Joint Flange (HD Porsche®)
WINSR8247	Specify Ratio Helical gear



Assembly P/N WINSR2520HD
Shown with SR8155 8 rib side bells and standard cover.

Championship Heavy Duty

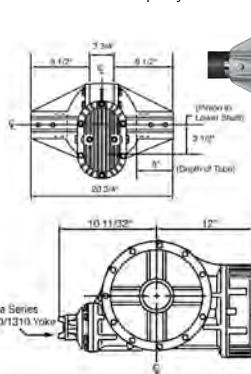
Maximum exposure might best describe our Championship Heavy Duty Quick Change. This rear features our heavy duty centre, deep dish style gear cover, 10" 4.12 ring and pinion, heat treated lower shaft, Winters Track differential, axle seals and your choice of a 10 spline straight cut gear set. This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR2510HD	Championship Quick Change for Ford® Small Bearing Flanged Axle Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.
WINSR2520HD	Championship Quick Change for Ford® Big Bearing Flanged Axle (shown)
WINSR2525HD	Championship Quick Change for Ford® Big Bearing Flanged Axle (Torino®) Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

Popular Options

WINSR8207-HD	Polishing
WINSR2980	Axle Set
WINSR8247	Specify Ratio Helical gear



Assembly P/N WINSR2520HD
Shown with WINSR8155 8 rib side bells (4 & 6 rib available)

Winters Track 31 Spline WINSR2419

WedgeLock

WINSR1792
WedgeLock is an all gear drive differential. This unique race proven gear design automatically senses wheel spin and delivers positive traction. Very smooth! Very durable!



Winters "Sprint" Centre with Champ Adapter Bells accepts classic Ford® axle tubes (not included). Assembly P/N **WINSR3600**



Champ Adapter

Ideal for big horsepower cars, this combination adapts original Early Ford® side bells and tubes to our full size Championship Quick Change. Assembly includes a Winters Track differential designed specifically for this application, heat treated lower shaft and a 10 spline straight cut gear set of your choice.

WINSR3600

Champ Adapter

Popular Options

WINSR8247 Specify Ratio Helical gear
WINSR8207 Polishing
WINSR8211 Gear C.

Winters V8 Centre Kit

accepts classic Ford® axletubes (not included). Assembly WINSR3605 Standard straight finned gear cover shown.

V8 Quick Change for Ford® Big Bearing Flanged Axle WINSR2220 Shown with optional gear cover WINSR8211V



V8 Quick Change

The legacy continues. The Winters V8 Quick Change features an 8 3/8" 3.78 ring & pinion, heat treated lower shaft, a Wedgelock differential, axle seals and one straight cut 6 spline gear set of your choice. Legendary styling, cutting edge technology. This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR2210 V8 Quick Change for Ford® Small Bearing Flanged Axle

Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.

WINSR2220 V8 Quick Change for Ford® Big Bearing Flanged Axle

WINSR2220-A V8 Quick Change including Ford Big Bearing Flanged Axles

WINSR2220-AP Polished V8 Quick Change including Ford Big Bearing Flanged Axles

WINSR2550 V8 Quick Change for Ford® Big Bearing Flanged Axle (Torino®)

Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

WINSR2550STB V8 Quick Change for Ford® Big Bearing Flanged Axle (Torino®)

Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings

With Steel Turned Bells

Popular Options

WINSR8207 Polishing

WINSR8277-V8 Stainless Steel Hardware

WINSR8211V Gear Cover

WINSR2980 Axle Set

WINSR8247 Specify Ratio Helical gear

Shown with standard straight finned gear cover.

V8 Centre

"New Generation V8"

Our V8 Quick Change centre section is machined to accept the classic Ford® axle tubes. This assembly includes an 8 3/8" 3.78 ring and pinion, heat treated lower shaft, a Wedgelock differential designed specifically for this application and one 6 spline straight cut gear set of your choice. This Assembly uses Late Model style 28 or 31 spline axles and requires late style bearing ends machined and welded to Early Ford® tubes.

This Assembly uses Late Model style 28 or 31 spline axles and requires late style bearing ends machined and welded to Early Ford® tubes.

WINSR3605 V8 Quick Change Adapter Assembly

WINSR3605-31 V8 Quick Change Adapter Assembly with 31 Spline Axles

Assembly P/N WINSR3605

Shown with optional gear cover

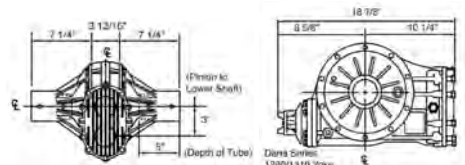
WINSR8211V

Popular Options

WINSR8207V Polishing

WINSR8211V Gear Cover

WINSR8247 Specify Ratio Helical gear



Early Ford® V8 Centre Kit

Accepts classic Ford® carrier and axle tubes (not included). 4.11 Early Ford® V8 Quick Change. This Assembly uses original Ford® tubes, axles and carrier assembly.

Kit includes all hardware: 1 Quick Change Unit, 1 Axle housing gasket set, 1 Carrier bearing

WINSR3620

Early Ford® V8 Centre Kit

Popular Options

WINSR8207V Polishing

WINSR8211V Gear Cover

WINSR8247 Specify Ratio Helical gear



Steel Tube & Bell V8 Quick Change

Built to your specs, Winters Steel Tube & Bell V8 Quick Change includes a 3.78 Ring & Pinion, Wedgelock Differential, Inner Tube Seals and one set of Straight Cut, 6 Spline Gears of your choice. Note: When assembled, the axle will be 1/2" longer on the left side.

Assemblies

SR2220STB Big Bearing Flanged Axle

SR2550STB Big Bearing Flanged Axle (Torino®)

Big Bearing Rears Accommodate Stock 3.150 O.D. Axle Bearings

Popular Options

SR2980 Flanged Axle Set

SR8207V Polishing

SR8211-V8B Polished Billet Aluminum Gear Cover

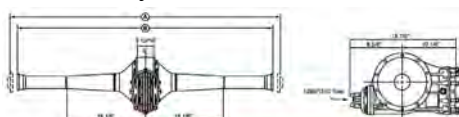
SR8247-SRH6 Helical Gear (Specify Ratio)

SR8277-STB Stainless Steel Hardware

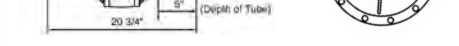
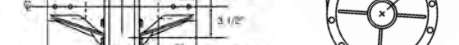
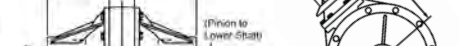
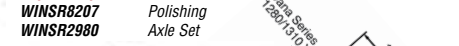
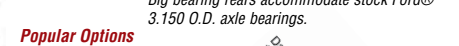
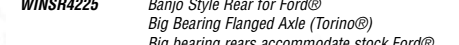
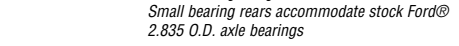
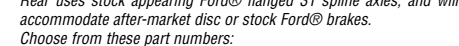
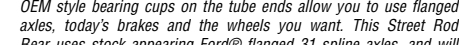
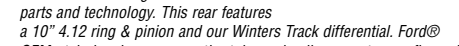
SR8154-6 Closed Drive, 6 Spline

SR8154-10 Closed Drive, 10 Spline

Assembly P/N SR2220STB shown with Standard Straight Finned Gear Cover, Option SR8277-STB Stainless Steel Hardware & Option SR8207-V Polishing



AXLE FLANGE TO AXLE FLANGE: 36" Standard
HOUSING FLANGE TO HOUSING FLANGE: 51" Standard



Banjo Style Rear-Mini

The mini version of our Banjo Style Rear features an 8 3/8" 3.78 ring & pinion and our Wedgelock differential. Ford® OEM style bearing cups on the tube ends allow you to use flanged axles, today's brakes and the wheels you want. Better for cars under 2600 lbs. and 550 hp. This Street Rod Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR4210M

Banjo Style Rear for Ford® Small Bearing Flanged Axle

WINSR4220M

Banjo Style Rear for Ford® Big Bearing Flanged Axle

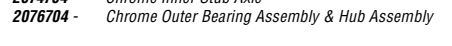
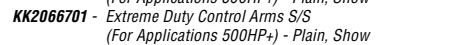
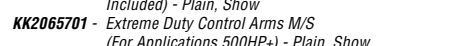
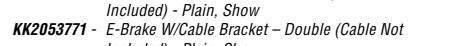
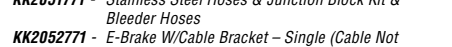
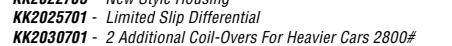
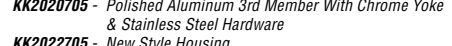
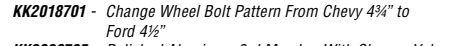
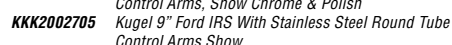
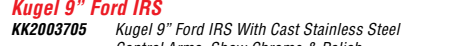
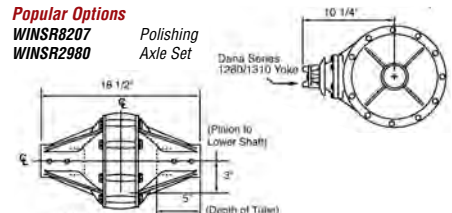
WINSR4225M

Banjo Style Rear for Ford® Big Bearing Flanged Axle (Torino®)

Popular Options

WINSR8207 Polishing

WINSR2980 Axle Set



Kugel 9" Ford IRS

KK2003705 Kugel 9" Ford IRS With Cast Stainless Steel Control Arms, Show Chrome & Polish

KKK2002705 Kugel 9" Ford IRS With Stainless Steel Round Tube Control Arms Show

ADDITIONAL 9" IRS OPTIONS:

KK2018701 - Change Wheel Bolt Pattern From Chevy 4¾" to Ford 4¾"

KK2020705 - Polished Aluminum 3rd Member With Chrome Yoke & Stainless Steel Hardware

KK2022705 - New Style Housing

KK2025701 - Limited Slip Differential

KK2030701 - 2 Additional Coil-Over For Heavier Cars 2800# Plus - Plain, Show

KK2040701 - Sway Bar (Not Applicable For All Applications) Plain, Show

KK2050771 - Drilled & Slotted Rotors

KK2051771 - Stainless Steel Hoses & Junction Block Kit & Bleeder Hoses

KK2052771 - E-Brake W/Cable Bracket - Single (Cable Not Included) - Plain, Show

KK2053771 - E-Brake W/Cable Bracket - Double (Cable Not Included) - Plain, Show

KK2065701 - Extreme Duty Control Arms M/S (For Applications 500HP+) - Plain, Show

KK2066701 - Extreme Duty Control Arms S/S (For Applications 500HP+) - Plain, Show

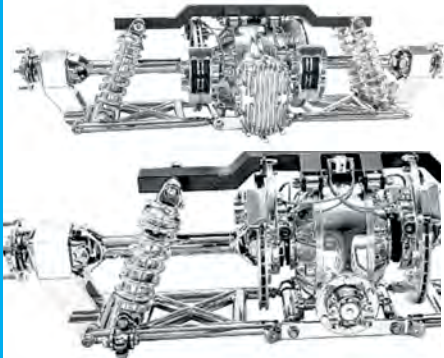
KK8092701 - Air Ride Technologies Shock Wave Air Bag (Not Applicable For All Applications)

ADDITIONAL POLISH & CHROME:

***072704** - Chrome U-Joint Centers

2074704 - Chrome Inner Stub Axle

2076704 - Chrome Outer Bearing Assembly & Hub Assembly



Kugel/Winters Quick Change IRS

KK2102706 – Kugel/Winters Quick Change IRS With Stainless Steel Round Tube Control Arms Show

COMPLETE LIST OF Q/C IRS OPTIONS:

- KK2018701:** Change Wheel Bolt Pattern From Chevy 4¾" to Ford 4¾"
- KK2030701:** Additional Coil-Overs (2 For Heavy Duty Applications) - Plain, Show
- KK2040701:** Sway Bar (Not Applicable For All Applications) From - Plain, Show
- KK2050771:** Drilled & Slotted Rotors
- KK2051771:** Stainless Steel Hoses & Junction Block Kit & Bleeder Hoses
- KK2052771:** E-Brake W/Cable Bracket – Single (Cable Not Included) - Plain, Show
- KK2053771:** E-Brake W/Cable Bracket – Double (Cable Not Included) - Plain, Show
- KK2065701:** Extreme Duty Control Arms Mild Steel (For Applications 500HP+) - Plain, Show
- KK2066701:** Extreme Duty Control Arms Stainless Steel (For Applications 500HP+) - Plain, Show
- KK8092701:** Air Ride Technologies Shock Wave Air Bag (Not Applicable For All Applications)

ADDITIONAL POLISH & CHROME:

- KK2072704:** Chrome U-Joint Centers
- KK2076704:** Chrome Outer Bearing Assembly & Hub Assembly

BRAKE KITS, CALIPERS, DISCS



Hot Rod Front Brake

- Die cast aluminium alloy drum covers. Casting flaws such as pin holes and voids are a thing of the past.
- The backing plate is constructed of pre-polished deep drawn stamped stainless steel. Here again, a flawless finish prevails.
- Air inlet scoops are heat treated investment cast stainless steel, again showing no casting flaws.
- The Hot Rod Brake system uses Wilwood four piston aluminium calipers and our own vented cast iron rotors.
- The entire assembly rides on a New Traditionalist™ CNC machined aluminium hub that includes the highest quality bearings and seals on the market.
- Hot Rod Brakes are available in 5 on 4½", 4¾" and 5½" bolt circles and fit '37-'41 Ford round (not square) style spindles.
- Rear drum covers are also available and designed to fit over 9" Ford rear drums.
- Hot Rod Brakes are available with plain or polished drums and scoops.

Hot Rod Brake/Polished Hot Rod Brake/Unpolished Replacement Brake Pad

S0001-62031
S0001-62024

SO-CAL Brake Lines

Demand for front brakes is running high and to help make it an even better product, we've developed these braided stainless brake lines which are covered with black vinyl to give them a traditional appearance. They're 22 inches long and feature a 3/16-inch inverted flare and 1/8-inch pipe fittings. Sold in pairs.

So-Cal Brake Line Kit

S0001-62028

SO-CAL Hot Rod Brake Rear Drum Cover

Developed to match the front brakes, these die cast aluminium covers are designed to fit over a 9" Ford rear drum. They index off the 2.8" rear drum register and come with a unilug pattern for 5 on 4½", 4¾", 5" and 5½". Available in plain or polished.

Aluminium Drum Cover/Unpolished

S0001-62027

Aluminium Drum Cover/Polished

S0001-62107

Aluminium Drum Cover/Polished, Each

S0001-62107-1

Finned Brake Scoop

Another one of Grandpa's Hot Rod Co. finned products. This finned brake scoop gives your brake set-up a even more traditional look. Fits 1939-1948 Ford backing plates.

Finned Brake Scoops Polished

S0300-6105

Note: These will not fit the SO-CAL Hot Rod Front Brake kit.



Wilwood brake kits are for off-road and race applications only. All Wilwood calipers use 1/8"-27 NPT inlet fittings and most do not have dust boots which means they do not meet ADR specifications and are NOT street legal in Australia.

HP Rotors

HP rotors are close tolerance machined with smooth turned pad faces. The additional mass of the HP series extends service life on heavier competition vehicles and other severe duty applications. They are also the base model for every day use.



GT Rotors

GT rotors feature Wilwood's ultimate competition preparation with full detail machining, asymmetrical face slotting, and individual dynamic balancing. Full detail machining eliminates unnecessary weight and potential stress points. The venting and cleaning action of the asymmetrical face slot pattern helps to reduce pad glaze, minimize irregular pad build-up on the rotor faces, and interrupt engagement harmonics.

SRP Rotors

SRP Drilled Performance Rotors feature a specially engineered directional cross drill and face slot pattern that improve brake response and pad performance throughout the entire range of light to heavy braking. The venting and cleaning action of the holes and slots will reduce pad glaze and disperse gasses and heat generated during the pad to rotor interface. The holes and slots also inhibit irregular pad compound build-up on the rotor faces resulting in smoother engagement and improved pedal response in all conditions.



SUPERLITE 6 Big Brake Front Kits

- Complete systems with 330mm or 355mm rotors • Big brake looks and stopping power to compliment wheel, tyre, and suspension system upgrades • Billet Superlite 6 Piston Calipers • ABS compatible
- Not street legal or ADR approved

Application

Camaro & Chevelle 1967-69	330mm
Monte Carlo, Nova, El Camino 1970-72	330mm
Holden Monaro & Commodore VT-VZ	330mm
Holden Monaro & Commodore VT-VZ	355mm
Nissan 350Z	335mm
Pontiac GTO 2004-05 13" Rotor	330mm
Pontiac GTO 2004-05 14" Rotor	355mm
Subaru Impreza WRX 1999-04	330mm

Diam.

GT Rotor

WB140-9803
WB140-9803
WB140-8753
WB140-9296
WB140-9192
WB140-8753
WB140-9296
WB140-7005

SRP Rotor

WB140-9803-D
WB140-9803-D
WB140-8753-D
WB140-9296-D
WB140-9192-D
WB140-8753-D
WB140-9296-D
WB140-7005-D

Hose Kit

WB220-7056
WB220-7056
WB220-8755
WB220-8755
WB220-9196
WB220-8755
WB220-8755
WB220-7009

DYNALITE Pro Series Muscle Car Front Kits

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Easy upgrade from OE brakes on many popular applications • Fits inside most OE and aftermarket 15" wheels
- Forged Billet Dynalite 4 Piston Calipers • 10.75", 11.00" or 11.75" Vented Iron Rotors • Not street legal or ADR approved

Application

Chev 1955-57	WB140-11010
Camaro 1967-69	WB140-10996
Camaro 1970-78	WB140-11007
Chev 1959-64	WB140-11011
Corvette 1963-64	WB140-11011
Ford 1937-48	WB140-11013
Ford Mustang II 74-78	WB140-11017
Chrysler 62-72 B & E	WB140-11020
Chrysler 65-72 A Body	WB140-11023
Ford Mustang 1965-69	WB140-11072
Ford Mustang 1970-73	WB140-11074

Black Caliper

HP Rotor
WB140-11010
WB140-10996
WB140-11007
WB140-11011
WB140-11011
WB140-11013
WB140-11017
WB140-11020
WB140-11023
WB140-11072
WB140-11074

Black Caliper

SRP Rotor
WB140-11010-D
WB140-10996-D
WB140-11007-P
WB140-11011-P
WB140-11011-P
WB140-11013-P
WB140-11017-P
WB140-11020-P
WB140-11023-P
WB140-11072-P
WB140-11074-P

Polished Caliper

HP Rotor
WB140-11010-P
WB140-10996-P
WB140-11007-P
WB140-11011-P
WB140-11011-P
WB140-11013-P
WB140-11017-P
WB140-11020-P
WB140-11023-P
WB140-11072-P
WB140-11074-P

Polished Caliper

SRP Rotor
WB140-11010-DP
WB140-10996-DP
WB140-11007-DP
WB140-11011-DP
WB140-11011-DP
WB140-11013-DP
WB140-11017-DP
WB140-11020-DP
WB140-11023-DP
WB140-11072-DP
WB140-11074-DP

DYNALITE Big Brake Muscle Car Front Kits

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Big brake looks and stopping power to compliment wheel, tyre, and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers • 12.19" Vented Iron Rotors

Application

Camaro 1967-69	WB140-7675
El Camino 1967-72	WB140-7675
Chevelle 1967-72	WB140-7675
Monte Carlo 1970-72	WB140-7675
Nova 1970-72	WB140-7675
Mustang II 1974-78	WB140-7017

Black Caliper

HP Rotor
WB140-7675
WB140-7675
WB140-7675
WB140-7675
WB140-7675
WB140-7017

Black Caliper

SRP Rotor
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7017-D

Polished Caliper

HP Rotor
WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7017-P

Polished Caliper

SRP Rotor
WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7017-DP

DYNALITE Drag Race Front Hub Kits

- Complete systems including forged aluminium hubs for use on conventional snout front spindles and struts
- Simple installation on many popular spindle and strut applications • Improved brake performance with substantial weight savings over OE type brakes • Not street legal or ADR approved
- Use on cars up to 2,800 pounds with rear discs, or on cars up to 2,400 pounds with rear drums
- Forged Billet Dynalite 4 Piston Calipers • 10.75" or 11.75" Lightweight Steel Rotors

Application

Camaro 1967-69, El Camino 1967-72	WB140-1017-B
Chevelle 1967-72, Monte Carlo & Nova 1970-72	WB140-1017-B
Mustang 1965-70, Cougar 1967-69	WB140-4307-B
Fairlane & Falcon 1965-69	WB140-4307-B
Mustang II 1974-78	WB140-1013-B

Solid Rotor

WB140-1017-B
WB140-1017-B
WB140-4307-B
WB140-4307-B
WB140-1013-B

Drilled Rotor

WB140-1017-BD
WB140-1017-BD
WB140-4307-BD
WB140-4307-BD
WB140-1013-BD

DYNALITE Drag Race Rear Axle Kits

- Complete bolt-on systems for rear axle drag racing applications
- Fixed mount rotors on aluminium hats make up the lightest steel rotor rotating assembly available
- Forged Billet Dynalite 4 Piston Calipers
- 11.44" Lightweight Steel Rotors
- Not street legal or ADR approved

Application

Small Bearing Ford	Offset 2.66"	Solid Rotor WB140-0262-B	Drilled Rotor WB140-0262-BD
Big Bearing Ford	Offset 2.36"	WB140-0261-B	WB140-0261-BD
Big Bearing Ford (New Style)	Offset 2.50"	WB140-2119-B	WB140-2119-BD

Offset

Solid Rotor

WB140-0262-B
WB140-0261-B
WB140-2119-B

Drilled Rotor

WB140-0262-BD
WB140-0261-BD
WB140-2119-BD



FORGED DYNALITE PRO SERIES

FRONT DUST SEAL BRAKE KIT

FDL Pro-Series Front Hub Kits offer complete disc brake upgrade solutions for traditional non-ABS spindle applications on American muscle cars, vintage rods, and heavy weight drag cars. Based on the venerable forged billet Dynalite caliper, these versatile kits are easily optioned to suit the braking requirements and style preferences for a daily driver, serious competition, or the most discriminating show enthusiast. Most kits require no modifications for installation, and provide plenty of clearance inside popular 15" wheels. FDL Pro-Series kits can be used with either manual or power boost master cylinders.

FRONT BRAKE KITS

Application	Rotor	Part Number
Ford 1937-48	11"	WB140-11013-D-BB

Pro Series Rear Kits for OEM Parking Brakes

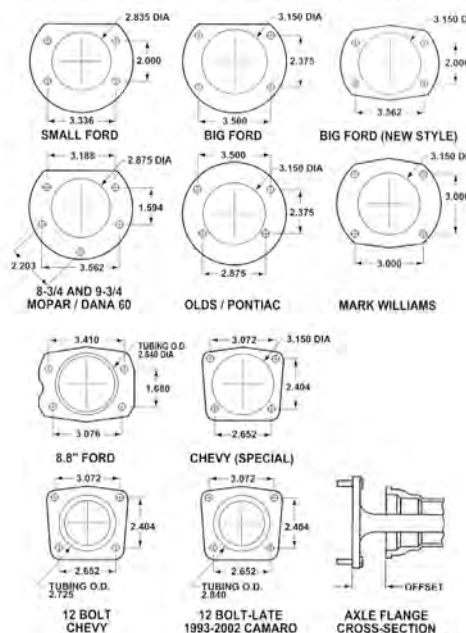
- Complete rear axle disc kits for use with OE internal shoe parking brake systems
- Retains full OE parking brake and ABS hardware and functions
- Heavy duty stopping power with show quality style that compliments all wheel, tyre and suspension system upgrades
- 12.19" Vented Iron Rotors
- Billet Dynalite 4 Piston Calipers
- Not street legal or ADR approved



Diam.	GT Rotor	SRP Rotor	Hose Kit
Holden Monaro & Commodore VT-VZ 310mm	WB140-8754	WB140-8754-D	WB220-8756
Pontiac GTO, 2004-2005 310mm	WB140-8754	WB140-8754-D	WB220-8756
Subaru Impreza WRX, 1999-2005 310mm	WB140-7006	WB140-7006-D	WB220-7010



HOUSING FLANGE IDENTIFICATION



DYNALITE Pro Series Rear Parking Brake Kits

- Complete rear axle disc kits for competition and high performance applications that require a parking brake
- Internal shoe parking brake systems provide high holding power with a cleanly hidden installation
- Heavy duty stopping power with show quality style that compliments wheel, tyre and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers
- 12.19\"/>

Kits with 0.810\"/>

Black Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.5"	WB140-9282	WB140-9282-D
Small Ford	2.66"	WB140-7143	WB140-7143-D
Big Ford	2.36"	WB140-7139	WB140-7139-D
Big Ford, New Style	2.50"	WB140-7140	WB140-7140-D
Chev 12-Bolt, C-Clip	2.81"	WB140-7141	WB140-7141-D
Camaro 1993-99	2.75"	WB140-7148	WB140-7148-D
Firebird 1993-99	2.75"	WB140-7148	WB140-7148-D

Polished Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-7143-P	WB140-7143-DP
Big Ford	2.36"	WB140-7139-P	WB140-7139-DP
Big Ford, New Style	2.50"	WB140-7140-P	WB140-7140-DP
Chev 12-Bolt, C-Clip	2.81"	WB140-7141-P	WB140-7141-DP
Camaro 1993-99	2.75"	WB140-7148-P	WB140-7148-DP
Firebird 1993-99	2.75"	WB140-7148-P	WB140-7148-DP

Kits with 0.500\"/>

Black Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-6699	WB140-6699-D
Big Ford	2.36"	WB140-6695	WB140-6695-D
Big Ford, New Style	2.50"	WB140-6696	WB140-6696-D

Polished Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-6699-P	WB140-6699-DP
Big Ford	2.36"	WB140-6695-P	WB140-6695-DP
Big Ford, New Style	2.50"	WB140-6696-P	WB140-6696-DP

DYNALITE Pro Series

Rear Axle Kits

- Complete bolt-on kits for non-parking brake applications equipped with Detroit \"muscle car\" rear wheel drive axles
- Competition proven from drag strips to road courses
- Heavy duty stopping power with show quality style to compliment wheel, tyre and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers
- 12.19\"/>

Solid Rotor Kits

Small Bearing Ford	2.66"	WB140-2113-B
Big Bearing Ford	2.36"	WB140-2115-B
Big Bearing Ford (New Style)	2.50"	WB140-2118-B

Drilled Rotor Kits

Small Bearing Ford	2.66"	WB140-2113-BD
Big Bearing Ford	2.36"	WB140-2115-BD
Big Bearing Ford (New Style)	2.50"	WB140-2118-BD

SUPERLITE 4R Rear Parking Brake Kits

- Complete Big Brake rear axle disc kits for competition and high performance applications that require a parking brake
- Internal shoe parking brake systems provide high holding power with a cleanly hidden installation
- Heavy duty stopping power with show quality style that compliments wheel, tyre and suspension system upgrades
- 12.19\"/>

Solid Rotor

Application	Offset	Black Caliper	Polished Caliper
<i>Small Bearing Ford</i>	2.66"	WB140-9216	WB140-9216-P
<i>Big Bearing Ford</i>	2.36"	WB140-9217	WB140-9217-P
<i>Big Bearing Ford (New Style)</i>	2.36"	WB140-9218	WB140-9218-P
<i>Big Bearing Ford (New Style)</i>	2.50"	WB140-9219	WB140-9219-P

Drilled Rotor

Application	Offset	Black Caliper	Polished Caliper
Small Bearing Ford	2.66"	WB140-9216-D	WB140-9216-DP
Big Bearing Ford	2.36"	WB140-9217-D	WB140-9217-DP
Big Bearing Ford (New Style)	2.36"	WB140-9218-D	WB140-9218-DP
Big Bearing Ford (New Style)	2.50"	WB140-9219-D	WB140-9219-DP

9-Inch FORD \"Police Special\" Rear Drum Brakes

Designed and manufactured to bolt right on to a 9-inch Ford rear end, these brand new, complete Ford brakes are based on the \"Police Special\" brakes of 1959. Measuring 11-inches in diameter, they come with drums, 2-1/4-inch wide shoes, cylinders and hardware.

Big Ford Late (Torino) 5x4.5 BC

Big Ford Early 5x4.5 BC

S0055-11-2.25B

S096237



Wilwood Dynapro Low-Profile Rear Parking Brake Kit to suit STRANGE STF-5010 Street Floater kit.

Forged Dynapro Low-Profile Pro-Series rear disc brake kits provide extra clearance for 14\"/>

Part No. WB140-13952-D

DYNAPRO Low-Profile Rear Parking Brake Kit

Dynapro Low-Profile Pro-Series rear disc brake kits provide a complete solution for popular muscle car rear axles on applications that require a parking brake assembly and extra clearance for 14.00\"/>

Black Caliper

<i>Chev Impala 1959-64</i>	WB140-11827
<i>Corvette 1957-62</i>	WB140-11827
<i>Ford Big Bearing, 2.36" Offset</i>	WB140-11387

Combination Parking Brake Calipers

Wilwood's Combination Parking Brake Hydra-Mechanical Caliper uses hydraulic pressure for stopping and a mechanical locking mechanism for a parking brake. This redesigned unit provides new options for drum brake conversions and disc upgrades on rear axles that are not conducive to internal shoe systems. The Combination Caliper is a single piston floating design that attaches to a fixed radial mount bracket. The floating mount allows the caliper to maintain perfect alignment when the cable actuated mechanical parking brake lock is engaged and then released. The caliper is compatible with rotor diameters from 11.00\"/>

Bore Size	Disc Width	RH Part Number	LH Part Number
1.34"	0.81"	WB120-9808	WB120-9809

Billet DYNAPRO Single Calipers

DynaPro Single calipers are fully CNC machined from premium grade alloy billet. The FEA generated body design incorporates a highly fortified transition between the piston housings and the bridges which has substantially increased its resistance to deflection and body separation under load. The DynaPro Single is loaded with other exclusive Wilwood performance enhancements. The calipers feature Quick-E-Clip pad retainers that support a 6812 type brake pad from the top for fast pad service without caliper removal. The DPS uses heavy wall stainless steel and replaceable stainless steel SRS bridge plates. SRS plates eliminate the bridge wear caused by pad gouging and eliminates pad rattle and squeal during engagement. The package is completed with internal fluid passages and four corner bleed screws that allow mounting in any front, rear, left, or right side position.

Bore Size	Disc Width	Mount	Black Part No.	Polished Part No.
1.75"	0.38"	3.75"	WB120-9689	-
1.75"	0.38"	3.25"	WB120-9687	WB120-9687-P

DYNALITE Single Floater

Wilwood's Dynalite Single Floater is a single piston billet caliper designed for Open Wheel, Drag Race, Karting and Motorcycle applications. The rigid outboard anvil half's low profile design allows it to fit in tight clearance situations where opposed piston designs will not. Weighing just 1.40 pounds, the caliper uses the same .49\"/>

Bore Size	Disc Width	Part Number
1.75"	0.38"	WB120-3277

Billet DYNALITE Single Caliper

Wilwood's Billet Dynalite Single utilizes close tolerance design and manufacturing techniques which results in the most rigid, lightweight and attractive caliper in the evolution of the Dynalite Single Series. Starting at 1.58 pounds, the Billet Dynalite Single is perfect for compact high performance braking as required in Open Wheel, Drag, Modified, Kart, Motorcycle and Off Road applications.

Bore Size	Disc Width	Part Number	
1.75"	0.38"	WB120-4060	(3.75" Lug Mount)
1.75"	0.38"	WB120-4062	(3.25" Lug Mount)

Mechanical Spot Calipers

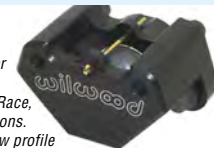
The single piston floating Mechanical Spot Caliper is compact, lightweight and widely used in Parking Brake, Karting, Recreational and Light Industrial applications. Its two position, cam-actuated lever permits right or left, front or rear mounting, and accommodates two settings for leverage adjustment. The 1.2 pound Mechanical Spot fits rotors with diameters from 6.00\"/>

Application	Bore Size	Disc Width	Black Part No
RH	1.62"	0.81"	WB120-2280
LH	1.62"	0.81"	WB120-2281

POWERLITE Radial Mount

The Powerlite four piston radial mount caliper starts at 2.26 pounds with a sleek profile, superior strength, lightweight and durable in higher temperature situations. Easily adapted to a wide range of sports, rally, and off road driving applications.

Bore Size	Disc Width	Part Number
1"	0.5"	WB120-8724





DYNAPRO Dust-Boot Calliper

The Dynapro Dust-Boot (DP-DB) model of the Dynapro lug mount calliper was developed for applications that require or prefer a dust-booted piston. Dust-booted aluminium pistons provide added protection against road or track born dirt and debris on low to intermediate temperature range applications that may also operate in harsh environments. The pistons are clear anodized to eliminate corrosion while providing added lubricity for drag-free operation within the bores. The dust boots work in conjunction with high-temperature square faced internal seals in the calliper bores to provide optimum performance, ultimate reliability, and quick turn around at pad service intervals. Required for Street Rego.

Bore Size	Disc Width	Colour	Part Number
1.38"	0.81"	Black	WB120-11481
1.38"	0.81"	Polished	WB120-11481-P
1.38"	0.81"	Red	WB120-11481-RD
1.75"	0.81"	Black	WB120-11482
1.75"	0.81"	Polished	WB120-11482-P
1.75"	0.81"	Red	WB120-11482-RD

DYNAPRO DUST BOOT MUSCLE CAR KITS

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Easy upgrade from OE brakes on many popular applications
- Fits inside most OE and aftermarket 15" wheels
- Dynapro Dust Boot 4 Piston Callipers
- SRP Drilled Vented Iron Rotors
- Not street legal or ADR approved.
- Brake Callipers come complete with dust boots

FRONT BRAKE KITS

Application	Rotor	Part Number
Chev Camaro 1967-69	11.00"	WB140-13202-D
Chev Camaro 1967-69	12.19"	WB140-13203-D
Chev Camaro 1967-69	12.19"	WB140-13203-DR
Chev 1955-57	12.19"	WB140-7676-D-DB
Ford 1937-41	12.19"	WB140-8583-D-DB
Ford Mustang 1965-69	11.00"	WB140-13343-D
Ford Mustang 1965-69	12.19"	WB140-13344-D
Wilwood Pro Spindle	11.00"	WB140-13345-D
Wilwood Pro Spindle	12.19"	WB140-13346-D

REAR BRAKE KITS

Application	Rotor	Part Number
Big Ford, 2.36" Offset	12.19"	WB140-13204-D
Small Ford, 2.36" Offset	12.19"	WB140-13205-D
Small Ford, 2.50" Offset	12.19"	WB140-13206-D
Big Ford, 2.36" Offset	12.19"	WB140-13204-DR
Small Ford, 2.50" Offset	12.19"	WB140-13206-DR
Big Ford New, 2.50" Offset	12.19"	WB140-13207-D
Wilwood Street Floater	12.19"	WB140-12420-D-DB

DYNAPRO Lug Mount

The DynaPro Lug Mount (DP) forged billet calliper represents the newest generation of callipers available as an upgrade or replacement for applications previously using the long-standing DYNALITE model series. DP callipers combine pure race technology with several new exclusive Wilwood performance enhancements. A sleek profile with superior strength and a fully detail machined finish provide the performance and looks for competition or show.

Bore Size	Disc Width	Part Number
1.75"	0.81"	WB120-9693
1.75"	0.38"	WB120-9693
1.75"	0.38"	WB120-9695-SI

Billet Narrow DYNAPRO Lug Mount Callipers

Narrow Mount DynaPro (NDP) forged billet callipers represent the next generation of callipers available as an upgrade or direct replacement for the popular Narrow Mount DYNALITE model series with 3.50" mounting. NDP callipers combine superior strength with several new performance enhancements to make these the best "Dyna" series callipers ever built.

Bore Size	Disc Width	Part Number
1.38"	0.38"	WB120-9726
1.62"	0.38"	WB120-9734
1.62"	0.38"	WB120-9734-SI
1.75"	0.81"	WB120-9736
1.75"	0.81"	WB120-9736-SI

(SI= Side Inlet)



FORGED NDL

Wilwood's new Forged Narrow Mount DYNALITE (FNDL) callipers are ideal for and widely used in many competition applications including late models, modified, sprints, off road and road racing. Computer generated design and stress analysis technology, is the latest innovation from Wilwood providing substantial improvements in strength and performance over all comparable caliper models. Forged Narrow Mount DYNALITES are the strongest callipers in the class. FNDL callipers are a direct replacement for all previous Wilwood NDL's and similar competitive brands with 3.50" centered mounting tabs. A total of five bolts provide superior bridge strength and positive retention of the top loaded 7816 or 7216 type brake pads. The full range of PolyMatrix pad compounds is available to match the brake response and heat range requirements of any competition application.

Bore Size	Disc Width	Black Part No.	Anodised Part No.
1.75"	0.81"	WB120-11572	WB120-11572-SI

Billet NDL Caliper

Wilwood's Billet Narrow Mount DYNALITE (NDL) caliper combines the lightweight, high torque performance of our DYNALITE Series Calipers, but utilizes a thicker pad design and bolts directly onto standard Superlite 3.50" mounts. Standard Wilwood features include deep cup stainless steel pistons, high temperature piston seals and black anodized finish. The Billet NDL is ideal for many racing applications, including Late Models, Modifieds, Sprints, Off Road and Road Racers.

Bore Size	Disc Width	Part Number
1.75"	1.25"	WB120-4952
1.75"	.81"	WB120-4954-SI*
1.75"	.81"	WB120-6454**
1.75"	.38"	WB120-6453-SI**
1.38"	.38"	WB120-4964

* Side Inlet ** Radial Mount

Forged Billet DYNALITE Calipers

The Forged Billet DYNALITE has wide spread application over many forms over motor sports. The latest applied developments and innovations in caliper design and manufacturing processes have resulted in substantial improvements in strength and performance over all comparable models. Each caliper is equipped with Wilwood's SRS stainless steel bridge plates which eliminate the bridge wear caused by pad gouging. The spring-loading action of the SRS plates also eliminates pad rattle and squeal under braking. Other standard Wilwood features include high temperature seals, stainless steel pistons and internal fluid passages that eliminate the need for external tubes. Four corner bleed screws allow one caliper to be mounted in any front, rear, right or left position. Forged DYNALITE calipers are a direct replacement for all Wilwood DYNALITE and similar competitive brand callipers with 5.25" centred mounting lugs and are available with a bright black anodized or polished finish.

Bore Size	Disc Width	Black Part No.	Polished Part No.
1.75"	1.25"	WB120-6814	
1.75"	0.81"	WB120-6816	
1.75"	0.38"	WB120-6818	
1.38"	0.81"	WB120-6806	WB120-6791-P
1.62"	1"		WB120-6795-P
1.62"	0.81"		WB120-6796-P

Billet DYNALITE Calipers

The Billet DYNALITE caliper is powerful, compact and super lightweight. Advanced computer engineering keeps this caliper extremely rigid, resulting in incredible brake torque at a bare minimum in weight, starting at 2.66 pounds. Internal fluid crossover eliminates external tubes and the four position, two piece bleed screws allow for convenient mounting and easy bleeding. The Billet DYNALITE uses standard quick change DYNALITE pads, deep cup stainless steel pistons and high temperature seals, and has a black anodized finish. The time proven DYNALITE caliper design is stronger and lighter than ever - ideal for Late Models, Modifieds, Sprints, Road Racers and Dragsters.

Bore Size	Disc Width	Black Part No.	Polished Part No.
1.75"	1.25"	WB120-5083*	-
1.75"	0.38"	WB120-5081*	-
1.62"	1.25"	-	WB120-4939-P
1.62"	1.00"	-	WB120-4938-P
1.62"	0.81"	-	WB120-4937-P
1.62"	0.50"	-	WB120-4936-P
1.62"	0.38"	-	WB120-4908-P

* With Bridge Bolt & Side Inlet

Forged Billet SUPERLITE Calipers

The superior strength of this innovative new caliper is combined with proven performance features from other Wilwood designs. Each caliper is equipped with Wilwood's replaceable SRS stainless steel bridge plates which eliminate the bridge wear caused by pad gouging. Other standard Wilwood features include high-temperature, square faced o-ring, stainless steel pistons and two-piece bleed screw assemblies. Forged Billet Superlite calipers are a direct replacement for all Wilwood Superlite and similar competitive brand callipers with 3.50" centred mounting tabs. FSL callipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston callipers. The full range of PolyMatrix pad compounds is available to match brake response and heat range to any application.

Bore Size	Disc Width	RH Part Number	LH Part Number
1.75"	0.81"	WB120-7430-R	WB120-7430-L
1.75"	0.81"	WB120-7430-SI*	WB120-7430-SI*
1.38"	1.25"	WB120-7431-R	WB120-7431-L
1.38"	0.81"	WB120-7432-R	WB120-7432-L

* Side Inlet

DUST SEAL FORGED NARROW SUPERLITE 4 RADIAL MOUNT

The Forged Narrow Superlite 4R (FNSL4R) is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These callipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Bore Size	Disc Width	Part No.
1.25"	1.1"	WB120-14439-BK

DUST SEAL FORGED NARROW SUPERLITE RADIAL MOUNT CALIPER

The Forged Narrow Superlite 6R (FNSL6R) & 4R (FNSL4R) dust seal callipers is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These callipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Piston Bore Size
6-Piston 1.62", 1.12", 1.12"
4-Piston 1.25", 1.25"

Description	Part No.
6 Piston with Dust Seal 1.10" Disc Width R/H	WB120-14436-BK
6 Piston with Dust Seal 1.10" Disc Width R/H	WB120-14436-RD
6 Piston with Dust Seal 1.10" Disc Width L/H	WB120-14437-BK
6 Piston with Dust Seal 1.10" Disc Width L/H	WB120-14437-RD
6 Piston with Dust Seal 1.25" Disc Width R/H	WB120-14489-BK
6 Piston with Dust Seal 1.25" Disc Width R/H	WB120-14489-RD
6 Piston with Dust Seal 1.25" Disc Width L/H	WB120-14490-BK
6 Piston with Dust Seal 1.25" Disc Width L/H	WB120-14490-RD
4 Piston with Dust Seal 1.10" Disc Width	WB120-14439-BK
4 Piston with Dust Seal 1.10" Disc Width	WB120-14439-RD

DUST SEAL FORGED NARROW SUPERLITE 6 RADIAL MOUNT

The Forged Narrow Superlite 6R (FNSL6R) is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These callipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Bore Size	Disc Width	Black Part No.	Black Part No.
Piston 1	1.62"	WB120-14436-BK (RH)	WB120-14436-BK (LH)
Piston 2 & 3	1.12"		
Disc Width	1.1"		

Forged SUPERLITE

The Superlite caliper series is the benchmark in short track, late model, modified and open wheel competition. It also enjoys prominence in a variety of road-race, off-road, rally and sport driving applications. The new FSLL model series is the latest innovation to this Superlite family of calipers. It has been redesigned with internal fluid ports that eliminate the external fluid cross-over tubes, along with any potential problems that could arise from a damaged tube. The transfer tube has been replaced with two additional bleed screw assemblies which allows this group of symmetrical piston bore models to be mounted either right or left in a leading or trailing position.

Bore Size	Disc Width	Part Number
1.62"	1.25"	WB120-11133
1.75"	1.1"	WB120-11135
1.75"	1.25"	WB120-11136

Billet SUPERLITE SL6 Lug Mount Calipers

The billet SL6 series integrates "Big Brake" style and Wilwood's latest technology into the traditional 3.50" Centred lug mount Superlite caliper category.

Each caliper is precision CNC machined from high strength billet into three specialized configurations that cover a broad range of competition and sports driving applications. A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The SL6 calipers feature one-piece stainless steel pistons, SRS bridge plates which eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal.

Front Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.25" / 1.12" / 1.12"	1.25"	WB120-5960-FS	WB120-5961-FS

Billet SUPERLITE SL4 LUG Mount Calipers

The billet SL4 and SL4/ST calipers incorporate Wilwood's latest technology in a conventional 3.50" centred lug mount design, with weights starting at 4.94 pounds. This caliper series has been structurally designed for high clamping efficiency and low deflection in a body width compatible with all wide 5 and 5 x 5 style hubs. It is a direct replacement for all other Superlite style calipers. The 1.88" / 1.75" piston sizes provide the largest effective piston clamping area of any model in the Superlite series. The differential bore pattern uses the pressure variance between the bore sizes to compensate for the natural temperature changes across the face of the pad and the natural tendencies for the pad to "self load" on the leading edge. The split balance of the pad loading promotes even pad wear in the higher temperature applications. SL4 models use one piece stainless steel pistons for their low heat transfer properties and their high resistance to corrosion.

Front Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.88" / 1.75"	1.25"	WB120-7568-FS	WB120-7569-FS

Rear Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.88" / 1.75"	1.25"	WB120-7568-RS	WB120-7569-RS

STRANGE 4-PISTON CALIPER KITS

Strange 4-piston directional caliper provides superior strength at only 2.70 lbs. The 1.750" and 1.625" OD stainless steel pistons assure optimal pad wear. Strange 4-piston Billet non-directional caliper further increases bridge strength providing a firmer pedal feel. All four stainless steel pistons are 1.750" and are longer which creates 7% more clamping force and provides more piston stability. Strange S-Series non-directional caliper is equipped with 1.750" OD stainless steel pistons and are designed to fit .430" thick S-Series rotor. Every Strange caliper is internally ported and include square o-rings to assist in piston retraction and fluid retention. Kits include calipers, pads, and necessary hardware.

Kit Includes • Four Piston Aluminium Directional Calipers with Stainless Steel Pistons – B5002 / B5004 • Aluminium bodies drastically reduce weight • Pistons are 1.625" & 1.750" to vary pressure on the pads decreasing pad taper • Stainless steel pistons are corrosion resistant • Anti-rattle clips reduce brake pad vibration and noise. Bolt Kit • Four 3/8"-24 x 1.125" grade 8 bolts • Four 3/8" ID .125" thick washers • Sixteen 3/8" ID .025" thick stainless steel alignment shims High Heat Metallic Brake Pads – B5022 • Provides the highest resistance to brake fade • Recommended for vehicles going over 150 MPH in the 1/4 mile • Pad residue on rotor surface dramatically reduced compared to hard metallic pads • Not for vehicles requiring starting-line cold holding capabilities (Brake hoses and lines are not included) 4-Piston Brake Kit with Metallic Pads

STB1853

Brake Pads

Wilwood brake pad compounds are the results of three decades of experience and continual development to provide optimised braking and driver feel for all types of motor sport and competition applications. This selection guide is intended to provide general characteristics and applications for each compound. On track testing and driver evaluation however, will always remain the determining factor to final pad selection.

Compound Guideline:

A - Oval Track & Road Race
B - Sprint Cars & Drag
E - Drag Race, Dirt Track & Rally
Q - Street Rods (Low Dust)
BP10 - Performance Street
BP20 - Extreme Duty Street/Track

Caliper	Pad Type	Compound	Part No.
Billet Narrow Dynalite	7816	CM	WB150-14346K
Dynapro Radial Mount	7816	CM	WB150-14346K
Dynapro Lug Mount	7816	CM	WB150-14346K
Dynalite Single	6812	CM	WB150-14354K
Dynapro Single	6812	CM	WB150-14354K
Billet Dynalite S/Inlet	6812	H	WB15H-10644K
Dynapro Dust Boost	6812	H	WB15H-10644K
Dynapro Lug Mount	6812	H	WB15H-10644K
Narrow Dynapro Radial Mount	6812	H	WB15H-10644K
Audi A4 & A6 1998-03	D340	BP-10	WB150-9184K
Billet Dynapro Single	6812	Q	WB15Q-10144K
Billet Spot	-	BP-10	WB150-1251K
Camaro 67-81 1-Piston	D52	BP-10	WB150-8939K
Chevelle 69-77	D52	BP-10	WB150-8939K
Chev Monte Carlo 70-77	D52	BP-10	WB150-8939K
Chev Nova 69-79	D52	BP-10	WB150-8939K
Dynalite Single Floater	6812	BP-10	WB150-9756K
Dynalite Single Floater	7012	Q	WB15Q-6823K
Dynalite Single Floater	7012	BP-10	WB150-8937K
Dynalite Single Floater	7012	BP-20	WB150-9412K
Dynalite Single Floater	7012	Purple	WB150-9683K
Dynalite w/ Cotter Pin	7112	A	WB15A-5734K
Dynalite w/ Cotter Pin	7112	E	WB15E-6096K
Dynalite w/ Cotter Pin	7112	Q	WB150-6824K
Dynalite w/ Cotter Pin	7112	BP-10	WB150-8850K
Dynalite w/ Cotter Pin	7112	BP-20	WB150-9413K
Dynalite w/ Bridge Bolt	7812	B	WB15B-9836K
DynaliteL w/ bridgebolt	7812	BP-10	WB150-9136K
DynaPro, NDL	7816	A	WB15A-7263K
DynaPro, NDL	7816	E	WB15A-7266K
DynaPro, NDL	7816	CM	WB150-10290K
SL6R	7420	Q	WB15Q-6829K
Superlite II, III, LC-GT	7320	A	WB15A-5735K
Superlite-4/6 Forged	7420	A	WB15A-5938K
Superlite-4/6 Forged	7420	BP-10	WB150-8854K
Superlite-4/6 Forged	7420	BP-20	WB150-9416K
S/Lite-4/6 Forged, Thin	7420	BP-10	WB150-8855K
Wilwood DLS, Strange.	7012	Q	WB15Q-6823K-1

Miscellaneous Parts

Caliper Bleed Screw Assembly	WB220-0627
Caliper Shim Kit 3/8" ID x 0.032" Thick	WB240-4384
Caliper Shim Kit 7/16" ID x 0.032" Thick	WB240-4384
Caliper Cotter Pin 1/8" x 3.0" (10 pk.)	WB180-0055
Caliper Cotter Pin 1/8" x 3.5" (10 pk.)	WB180-0056
Caliper Retaining Pins 0.134" x 2.4" (4 pk.)	WB180-3862
Caliper O-Ring Kit, 1.88"/1.75" (4 pk.)	WB130-2427
Caliper O-Ring Kit, 1.75" (4 pk.)	WB130-2655
Caliper O-Ring Kit, 1.38" (4 pk.)	WB130-2658
Caliper O-Ring Kit, 1.62", 1.12", 1.12" (6 pk.)	WB130-5972
Front Hub Replacement Dust Cap	WB270-2158
Front Hub Dust Cap O-Ring	WB211-1674
Rotor to Hat Bolt Kit 5/16-24 x 0.75" (8 pk.)	WB230-0150
Rotor to Hat Bolt Kit 5/16-18 x 0.75" (8 pk.)	WB230-0233D
Rotor to Hat Bolt Kit 5/16-18 x 1.00" (6 pk.)	WB230-3328
Rotor to Hub Bolt Kit 3/8-18 x 1.00" (5 pk.)	WB230-3829
Slotted Rotor to Hat Bolt Kit 5/16-24 x 1.25" (8pk)	WB230-5567
Caliper O-Ring Kit, 1.250" (4 Pk.)	WB130-2479
Rotor to Rotor Adaptor Bolt Kit, 5/16-24 12 PT, 6 Bolt With T-Nuts	WB230-9752
Rotor and Hat Register Adaptor Ring 2.882" O.D	WB300-11338
Rotor and Hat Register Adaptor Ring 2.000" O.D	WB300-11339
Pad Retainer Clip for Dynapro Lug Mount & Narrow Dynapro .81" Rotor	WB300-9634

DISC Rotors

Replacement disc rotors are available for all Wilwood brake kits as well as for a wide variety of custom and motor sport applications. For complete specs and dimensions, please refer to the Wilwood catalogue or website.

Superlite 6 Big Brake Front Kits

12.90" GT Series Rotor - RH	WB160-6833
12.90" GT Series Rotor - LH	WB160-6834
12.90" SRP Series Rotor - RH	WB160-6835
12.90" SRP Series Rotor - LH	WB160-6836
13.06" GT Series Rotor - RH	WB160-8165
13.06" GT Series Rotor - LH	WB160-8166
13.06" SRP Series Rotor - RH	WB160-7898
13.06" SRP Series Rotor - LH	WB160-7899
14.00" GT Series Rotor - RH	WB160-8398
14.00" GT Series Rotor - LH	WB160-8399
14.00" SRP Series Rotor - RH	WB160-8396
14.00" SRP Series Rotor - LH	WB160-8397

Dynalite Pro Series Front Kits

10.75" HP Series Rotor	WB160-5839
10.75" SRP Series Rotor - RH	WB160-7097
10.75" SRP Series Rotor - LH	WB160-7098
11.75" HP Series Rotor	WB160-5841
11.75" SRP Series Rotor - RH	WB160-7101
11.75" SRP Series Rotor - LH	WB160-7102
11.75 SRP Series Rotor - RH	WB160-7101-BK
11.75 SRP Series Rotor - LH	WB160-7102-BK

Dynalite Big Brake Front Kits

12.19" HP Series Rotor	WB160-5843
12.19" SRP Series Rotor - RH	WB160-7103
12.19" SRP Series Rotor - LH	WB160-7104

Dynalite Drag Front Kits

10.75" Solid Rotor	WB160-3305
10.75" Drilled Rotor	WB160-3306
11.75" Solid Rotor	WB160-3201

Dynalite Drag Rear Axle Kits

11.44" Solid Rotor	WB160-0201
11.44" Drilled Rotor	WB160-1601

Dynalite Pro Series Rear Axle Kits

12.19" Solid Rotor	WB160-5844
12.19" Drilled Rotor RH	WB160-7105
12.19" Drilled Rotor LH	WB160-7106

Superlite 4R Rear Parking Brake Kits

12.90" GT Series Rotor - RH	WB160-6833
12.90" GT Series Rotor - LH	WB160-6834
12.90" SRP Series Rotor - RH	WB160-6835
12.90" SRP Series Rotor - LH	WB160-6836
11.75" Solid Rotor	WB160-3201

GT 48 Rotors (Spec 37)

11.75" X 1.21" GT 48 Curved Vain - RH	WB160-13499
11.75" X 1.21" GT 48 Curved Vain - LH	WB160-13500

Ultraight Rotors

Ultraight HP 32 Vane, 8-Bolt x 7" Mount	WB160-5843
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SRP Rotors

14" X 1.1" SRP Black, 12-Bolt x 8.75" Mount R/H	WB160-8400-BK
14" X 1.1" SRP Black, 12-Bolt x 8.75" Mount L/H	WB160-8401-BK
12.19" X 0.81" SRP Black, Rotor & Hat R/H	WB160-9814-BK
12.19" X 0.81" SRP Black, Rotor & Hat L/H	WB160-9815-BK

HD 48 Curved Vane Rotor

13.00" X 1.25" HD 48 Curved Vain - RH, 12" x 8.75" B/C	WB160-12786
13.00" X 1.25" HD 48 Curved Vain - LH, 12" x 8.75" B/C	WB160-12787



DISC BRAKES AUSTRALIA

DBA Slotted Series

DBA slotted series rotors have the same features as our standard series with the added benefit of specially machined slots on the disc face. The directional slotted design efficiently clears dust while creating a better friction and cleaner disc service. DBA slotted rotors are designed for performance street vehicles and are also suitable for towing and offroad vehicles. To order slotted rotors, use the standard part number with the suffix "SL" for left hand and "SR" for right hand.

DBA Gold Series

DBA Gold series disc rotors offer the same braking performance advantages of our Slotted series with the striking looks required to suit open style aftermarket wheels. Don't let your ugly standard brakes ruin the appearance of your shiny new wheels. Now you can dress up your brakes and improve performance at the same time. To order Gold series rotors use the standard series part number with the suffix "X"

DBA 4000 Series

DBA 4000 series disc rotors are the best choice for tough street and modified vehicles. Available as "XS" series cross drilled and slotted rotors or "6x6 wiper slot" series which incorporate DBA's unique wiper slot design and thermal stability profiling. To order 4000 series rotors put a 4 in front of the standard series part number and use the suffix "XS" for cross drilled, "SL" for slotted left hand or "SR" for slotted right hand. Some DBA rotors are not available in 4000 series. • Patented "Kangaroo Paw" ventilation design • Direct replacement • Thermal Stability Profiling (TSP) • Minimal bedding-in of rotors • Available in DBA's unique "wiper" slot design or cross drilled • Thermo-Graphic paint markings for temperature monitoring

DBA 5000 Series

Extensively tested in motorsport applications, the DBA 5000 series 2 piece design has proven its ability to provide efficient and consistent braking performance in these most extreme conditions. Coupled with DBA's unique 'Thermal Stability Profiling', these rotors provide a first class braking solution for both motorsport and street applications. To order 5000 series rotors put a 5 in front of the standard series part number, specify colour and use the suffix "XS" for cross drilled, "SL" for left hand or "SR" for right hand. For more information on all DBA brake rotors and help selecting the correct product for your vehicle please contact Rocket Sales on (02) 8825-1900 or visit our website www.rocketind.com



Pro Race Steel Rear Brake Kits

Strange Engineering has been the leader in drag racing brake kits since 1965 and is the only manufacturer of one piece forged steel brake rotors. The one piece design is far superior to common bolt together two piece rotors in weight reduction, strength and longevity. All Strange Pro Race rotors are slotted. Slotting was developed by Strange to minimize warpage, while maximizing weight reduction. Every kit features the sought after 4-piston directional caliper. The directional caliper accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625"OD stainless steel pistons to assure optimal pad wear and exceptional pedal/handle feel. Every Strange caliper is internally ported and include .100" square o-rings to assist piston retraction. Brake kit weighs only 23.70lbs. with soft pads.

Rear Brake Kit for Late Big Ford & STH1136 Housing Ends	STB1706WC
Rear Brake Kit for Small Ford, Mustang & STH1134 Housing Ends	STB1712WC
Rear Brake Kit for Early Big Ford & STH1135 Housing Ends	STB1708WC



STRANGE 4 Piston Calipers

The Strange 4-piston directional caliper accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625" OD stainless steel pistons to assure optimal pad wear and exceptional pedal/handle feel. Every Strange caliper is internally ported and include .100" square o-rings to assist piston retraction. The coalescing square o-rings provide excellent piston retraction as well as superior fluid retention. Kits include calipers, pads, and necessary hardware.

Caliper Kit with Soft Pads and Mounting Hardware - fits 5.250" Centre Mounts	STB1850
Caliper Kit with Metallic Pads and Mounting Hardware - fits 5.250" Centre Mounts	STB1855
O-Ring Kit for 1 x Strange 4-Piston Caliper	STB5109



STRANGE 2 Piston Calipers

The Strange 2-piston calipers are manufactured from aircraft quality aluminium and machined to exacting tolerances. This caliper kit is recommended for vehicles weighing under 2,600 lbs.

Caliper Kit with Soft Pads and Mounting Hardware - fits 3.250" Centre Mounts	STB1825
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STRANGE Single Piston Calipers

This single piston caliper kit employs a unique slider assembly that features internal Garlock bearings and precision ground sliders to prevent the caliper from binding and/or sticking, which is common with other brands. The caliper body is machined and lightened-satisfying the most weight conscious racer.

Caliper Kit w/ Soft Pads & Slider Assembly

STB1816



Brake Pads

Pad for Strange 2-Piston and 1-Piston Caliper - for Steel Rotors
Soft Pad for Strange 4-Piston Caliper
Metallic Pad for Strange 4-Piston Caliper
Pad for Wilwood 2-Piston Caliper
Soft Pad for Wilwood/JFZ 4-Piston Caliper

STB2510
STB5010
STB5020
STB3331
STB3325

Steel

Replacement Rotors

RH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.50" offset	STB2780
LH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.50" offset	STB2781
RH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.00" offset	STB2782
LH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.00" offset	STB2783
RH Heavy Duty 11.250" Slotted Rotor For Strange Rear Brakes - Not Floaters	STB2792
LH Heavy Duty 11.250" Slotted Rotor For Strange Rear Brakes - Not Floaters	STB2793



Replacement

Front Wheel Hubs

Front Hubs Hs 4.75 B/C with Bearings & Races	STB4154C
Front Hubs Hs 4.50 B/C with Bearings & Races	STB4154SP



Early FORD Wheel Cylinders

1940 FORD Master Cylinder	AHRP91A 2140
Suit 39-51 Ford Manual Brakes	AHRPLF8264
Early Ford Wheel Cylinder Left Front	AHRPLR8266
Early Ford Wheel Cylinder Left Rear	AHRPRF8265
Early Ford Wheel Cylinder Right Front	AHRPRR8267
Early Ford Wheel Cylinder Right Rear	AHRPRR8267



BRAKE LINE TOOLS



PROFESSIONAL SINGLE & DOUBLE FLARE TOOL KIT

The new AeroFlow Brake Flaring tool is the fastest way to get a professional single or double flare everytime! This easy to use flare tool comes with 6 assorted metric and imperial dies, including the popular 3/16" brake line which requires a double flare to meet ADR standards. This flaring tool produces convex and double flares to SAE and DIN standards in seconds while the smooth die does not mark the tubing. Comes with an easy carry case.

Features: • Easy to use • Perfect for brake or transmission lines • Create single or double flares • 6 assorted dies included • Carry case. Want to see how easy this tool is to use?

Check out the video www.youtube.com/aeroflowperformance

AF98-2048	Pro flaring kit. 4.76mm (3/16") to 9.52mm (3/8") tube single & double flare. Comes with 450 flare head & dies for brake lines.
AF59-2448	37° AN flare head and dies for flaring hardline to suit AN adapters. 4.76mm (3/16") to 12.7mm (1/2")
AF59-2449	Replacement handle only
AF59-2450	1/4" 45° tube clamp die replacement
AF59-2453	3/16" 45° tube clamp die replacement
AF59-2454	3/8" 45° tube clamp die replacement
AF59-2451	option 1 3/16" flare die replacement
AF59-2451	option 2 3/16" flare die replacement



SINGLE & DOUBLE FLARE TOOL This 45° tool will work with 3/16" and 4.75mm tubing. Single or double flare tubing in hard to access areas on vehicles or onsite.

AF98-2057



Flare Tool

This 37° or 45° tool will work with tubing from 3.17mm (1/8") right through to 19mm (3/4")

Part No	Description
AF98-2008	Flare Tool 45 degree (for use on brake lines)



Light Weight Tube Bender

A hand tool for precisely bending pipe, especially a little tweak during installation in that hard to get position. For pipe size 1/16 to 1/4. The tool is able to bend tube with tube nut installed

Part No	Description
AF98-2009BLK	Tube Bender



Hardline Pipe Cutter

Cut plastic, aluminium, copper or steel tubing without distorting or crushing. Cutter works with tubing from 1/8" up to 1-1/8" and has wide rollers for even tracking of cutter wheel, built in reamer for cleaning inside of tubing and an extra cutting wheel.

Part No	Description
AF98-2022	Hardline pipe cutting tool



PTFE (Teflon®) Hose Installation Tool

Assists in separating teflon inner liner from braided outer for fitting installation on teflon braided hose.

Part No	Description
AF98-2013	Suits -3 and -4 Hose
AF98-2014	Suits -6 and -8 Hose



200 Series Hose Cutter

This ultra-sharp hand held cutter has been designed to use on our 200 series hose. These cutters will not leave residue as other methods of cutting does.

Part No	Description
AF98-2016	Cuts -3 and -4 200 series teflon hose



Tube Straightener

Great for straightening out coiled aluminium, mild steel and stainless steel pipe for that professional finish.

Part No	Description
AF98-2018	Fits tube from 3/16" to 1/2"



Braided Flexline Kits

These premium grade-3AN flexline kits are suitable for all Wilwood calipers as well as other brands of calipers that use 1/8"-27 NPT inlet fittings. They include 3/8"-24 chassis fittings with retaining clips and 1/8"-27 NPT to -3AN 90° adapter fittings for the calipers. These flex lines are NOT street legal or ADR approved.

Universal 14" Line Kit, 3/8"-24 Chassis Fittings	WB220-7056
Universal 16" Line Kit, 3/8"-24 Chassis Fittings	WB220-7699
Universal 18" Line Kit, 3/8"-24 Chassis Fittings	WB220-8307

BRAKE HOSES & FITTINGS



200 Series Hose Specifications

Size	Inside Dia	Outside Dia	Operating Press	Burst Pressure
-3	9/64 in 3.5 mm	1/4 in 6.4 mm	4000PSI	12000PSI
-4	13/64 in 5.1 mm	21/64 in 8 mm	4000PSI	12000PSI

Note: Please ensure all hose is thoroughly cleaned out before use.

200 Series PTFE (Teflon®) Stainless Steel Braided Hose (suits brake fittings)

The AeroFlow 200 series hose has a PTFE inner liner with 308 stainless steel braid. It is a durable and professional hose that resists leaks and fumes. It is rated to up to 3000 PSI.

- Stainless steel outer cover for excellent abrasion resistance.
- Minimum temperature -70°C, Maximum temperature 250°C
- Recommended for Brake, E85, Alcohol, transmission, clutch, nitrous, power steering, oiling, hydraulics & vacuum applications.

Stainless Steel Braided Hose

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
-3	AF200-03-1M	AF200-03-2M	AF200-03-3M	AF200-03-4.5M	AF200-03-6M	AF200-03-15M	AF200-03-30M
-4	AF200-04-1M	AF200-04-2M	AF200-04-3M	AF200-04-4.5M	AF200-04-6M	AF200-04-15M	AF200-04-30M

BLACK Stainless Steel Braided Hose

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
-3	AF200-03-1MBLK	AF200-03-2M	AF200-03-3M	AF200-03-4.5M	AF200-03-6M	AF200-03-15M	AF200-03-30M
-4	AF200-04-1MBLK	AF200-04-2MBLK	AF200-04-3MBLK	AF200-04-4.5MBLK	AF200-04-6MBLK	AF200-04-15MBLK	AF200-04-30MBLK



200 SERIES STAINLESS STEEL COATED BRAIDED HOSE

With our brake line program AeroFlow now have a coated PTFE (Teflon) -3 hose. This high quality stainless hose has a PVC coating on it. It's available in Black and Clear and was designed to use with our ADR brake lines. It can also be used with our 200 series fittings.

AN	COLOR	1 Metre	2 Metres	3 Metres	6 Metres
-3	CLEAR	AF200-03-1MCC	AF200-03-2MCC	AF200-03-3MCC	AF200-03-6MCC
-3	BLACK	AF200-03-1MBLK	AF200-03-2MBLK	AF200-03-3MBLK	AF200-03-6MBLK

AN	COLOR	15 Metres	30 Metres	50 Metres	100 Metres
-3	CLEAR	AF200-03-15MCC	AF200-03-30MCC	AF200-03-50MCC	AF200-03-100MCC
-3	BLACK	AF200-03-15MBLK	AF200-03-30MBLK	AF200-03-50MBLK	AF200-03-100MBLK

200 Series Hose Specifications

AN	I.D.	O.D.	Operating Press	Burst Press
-3	9/64" 3.6mm	0.29 in 7.35mm	4000PSI 275.8 BAR	12000PSI 827.4 BAR

Coated Steel Brake Hard Line

AeroFlow offer seamless steel brake line for use with our stainless brake fittings. This product is an economical alternative that gives you a great chrome style high quality finish.

Part No	Size	Length
AF66-4316	4.76mm 3/16"	7.6M / 25ft

304 Stainless Steel Hard Line

AeroFlow offer seamless stainless hard line for use with our stainless brake fittings to give you a durable and professional finish.

Part No	Size	Length
AF66-3316	4.76mm 3/16"	7.6M / 25ft

Brake Fitting Kit

This fitting simplifies installation of a line lock, proportioning valve, pressure switch etc by allowing you to tap into existing 3/16 brake line. 1/8 NPT brass fitting.

Part No	Description
AF375-02	Universal Line-Lock Brake Fitting Kit

S/S 3/16 Hard Line Tube Nut

Part No	Description
AF390-03	3/16" Hardline to -3

Note: Tube sleeve incorporated in nut.

An Stainless Steel Tube Nuts

Part No	Description
AF818-03-SS	3/16" hardline to -3. Sold in pairs

An Stainless Steel Tube Sleeves

Part No	Description
AF819-03-SS	3/16 hardline use with AF819-03-SS. Sold in pairs

S/S Inverted Flare Union

Part No	Description
AF372	3/8" - 24 Thread
AF373	M10 x 1mm Thread

S/S Inverted Flare Tube Nut

Part No	Description
AF364	3/8" - 24 to 3/16" Hardline
AF374	7/16" - 20 to 3/16" Hardline
AF365	7/16" - 24 to 3/16" Hardline
AF366	M10 x 1.0 to 3/16" Hardline
AF371	M10 x 1.25 to 3/16" Hardline
AF367	M12 x 1.0 to 3/16" Hardline
AF376	M12 x 1.25 to 3/16" Hardline
AF377	M12 x 1.5 to 3/16" Hardline
AF368	1/2" - 20 to 3/16" Hardline
AF369	9/16" - 18 to 3/16" Hardline
AF370	9/16" - 20 to 3/16" Hardline

S/S Hose End Sockets

Part No	Description
AF298-03	-3
AF298-04	-4

Weld-On Lifesaver

These weld-on or braise-on hose ends can be fitted to hardline in order to connect with 200 & 250 series hose.

Part No	Description
AF260-03	Fits -3 200 Series Hose
AF260-04	Fits -4 200 Series Hose

Straight S/S Male Hose End

Part No	Description
AF220-03	3/8"-24 to -3 Teflon Hose
AF221-03	M10 x 1.0mm to -3 Teflon Hose

S/S Male Flare Union

Part No	Description
AF360-03	Male -3 to Male -3 Short
AF360-04	Male -4 to Male -4 Short
AF360-06	Male -6 to Male -6 Short
AF360-08	Male -8 to Male -8 Short
AF338-03	Male -3 to Male M12 x 1.25

Straight S/S Bulkhead

Part No	Description
AF320-03	-3AN Stainless Straight Bulkhead
AF320-04	-4AN Stainless Straight Bulkhead

-3 AN 45 Degree S/S Bulkhead

Part No	Description
AF321-03	-3 AN Stainless 45 Degree Bulkhead
AF321-04	-4 AN Stainless 45 Degree Bulkhead

-3 AN 90 Degree S/S Bulkhead

Part No	Description
AF323-03	-3AN Stainless 90 Degree Bulkhead
AF323-04	-4AN Stainless 90 Degree Bulkhead

AN S/S TEE

Part No	Description
AF327-03	-3AN Stainless Tee
AF327-04	-4AN Stainless Tee

-3 AN S/S TEE Bulkhead

Part No	Description
AF324-03	-3AN Stainless TEE Bulkhead
AF324-04	-4AN Stainless TEE Bulkhead

S/S Bulkhead Nut

Part No	Description
AF325-03	-3AN Stainless Bulkhead Nut
AF325-04	-4AN Stainless Bulkhead Nut

S/S TEE Block with Mount Tab

Part No	Description
AF328-03	-3 Teflon Ends All Sides

S/S TEE Block with Mount Tab

Part No	Description
AF328-03-03	-3 Teflon end TEE with -3AN Male on Side

S/S TEE Block with Mount Tab

Part No	Description
AF326-03	-3AN Male All Sides

S/S TEE Block

Part No	Description
AF329-01	-3AN Male with 3/8" - 24 Inverted Flare on Run

S/S Straight Banjo (Short)

Part No	Description
AF210-03	10mm (3/8") Banjo to -3 Teflon Hose
AF213-03	11.2mm (7/16") Banjo to -3 Teflon Hose

S/S Banjo with Double Ends

Part No	Description
AF210-03-03	10mm (3/8") Double-ended Banjo to -3 Teflon Hose
AF215-03	11.2mm (7/16") Double-ended Banjo to -3 Teflon Hose

S/S Straight Banjo (Long)

Part No	Description
AF210-03L	10mm (3/8") Banjo to -3 Teflon Hose End
AF213-03L	11.2mm (7/16") Banjo to -3 Teflon Hose End

S/S 20° & 30° Banjo

Part No	Description	Radius
AF211-03	10mm (3/8") Banjo to -3 Teflon Hose End	30°
AF212-03	10mm (3/8") Banjo to -3 Teflon Hose End	20°
AF216-03	11.2mm (7/16") Banjo to -3 Teflon Hose End	20°

S/S 45° Banjo

Part No	Description	Radius
AF208-03	10mm (3/8") Banjo to -3 Teflon Hose End	45°
AF209-03	11.2mm (7/16") Banjo to -3 Teflon Hose End	45°

S/S 90° Banjo

Part No	Description	Radius
AF219-03	10mm (3/8") banjo to -3 teflon hose end	90°
AF219-04	10mm (3/8") banjo to -4 teflon hose end	90°
AF218-03	11.2mm (7/16") banjo to -3 teflon hose end	90°
AF218-04	11.2mm (7/16") banjo to -4 teflon hose end	90°

S/S Straight Short Banjo to Male AN

Part No	Description
AF310-03	10mm (3/8") Banjo to -3AN Male
AF310-04	10mm (3/8") Banjo to -4AN Male
AF311-03	11.2mm (7/16") Banjo to -4AN Male
AF311-04	11.2mm (7/16") Banjo to -4AN Male
AF721-03SS	12mm (9/16") Banjo to -4AN Male
AF330-04	14mm (9/16") Banjo to -4AN Male

S/S Straight Long Banjo to Male AN

Part No	Description	Radius
AF310-03L	10mm (3/8") banjo to -3AN male	Straight
AF310-04L	10mm (3/8") banjo to -4AN male	Straight
AF311-03L	11.2mm (7/16") banjo to -3AN male	Straight
AF311-04L	11.2mm (7/16") banjo to -4AN male	Straight
AF314-03	12mm banjo to -3AN male	Straight
AF314-04	12mm banjo to -4AN male	Straight
AF720-06SS	14mm banjo to -6AN male	Straight

S/S 20° Banjo to AN

Part No	Description	Radius
AF312-03	10mm (3/8") Banjo to -3AN Male	20°
AF316-03	11.2mm (7/16") Banjo to -3AN Male	20°

S/S 45° Banjo to AN

Part No	Description	Radius
AF332-03	10mm (3/8") Banjo to -3AN Male	45°
AF332-04	10mm (3/8") Banjo to -4AN Male	45°
AF335-03	11.2mm (7/16") Banjo to -3AN Male	45°
AF335-04	11.2mm (7/16") Banjo to -4AN Male	45°
AF336-03	12mm Banjo to -3AN Male	45°
AF336-04	12mm Banjo to -4AN Male	45°

S/S 90° Banjo to AN

Part No	Description	Radius
AF313-03	10mm (3/8") Banjo to -3AN Male	90°
AF313-04	10mm (3/8") Banjo to -4AN Male	90°
AF319-03	11.2mm (7/16") Banjo to -3AN Male	90°
AF319-04	11.2mm (7/16") Banjo to -4AN Male	90°
AF309-03	12mm Banjo to -3AN Male	90°
AF309-04	12mm Banjo to -4AN Male	90°

S/S Banjo Short with Double AN

Part No	Description
AF310-03-03	10mm (3/8") Double-ended Banjo to -3AN
AF310-04-04	10mm (3/8") Double-ended Banjo to -4AN
AF311-03-03	11.2mm (7/16") Double-ended Banjo to -3AN
AF311-04-04	11.2mm (7/16") Double-ended Banjo to -4AN
AF312-03-03	12mm Double-ended Banjo to -3AN
AF312-04-04	12mm Double-ended Banjo to -4AN

S/S Banjo Long with Double AN

Part No	Description
AF310-03-03L	10mm (3/8") Double-ended Banjo to -3AN
AF311-03-03L	11.2mm (7/16") Double-ended Banjo to -3AN

S/S Banjo Bolt

AF303-03	1/8" BSPP 22.5mm
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S/S Banjo Bolts

Part No	Tread	Length
AF300-03	3/8" - 24 UNF	20mm
AF300-03L	3/8" - 24 UNF	25mm
AF300-04	7/16" - 20 UNF	25mm
AF300-04L	7/16" - 20 UNF	30mm
AF303-04	7/16" - 24	20mm
AF303-04L	7/16" - 24	25mm
AF379-04	1/2" - 20	30mm
AF301-02	M8 x 1.0mm	20mm
AF301-03	M10 x 1.0mm	20mm
AF301-03L	M10 x 1.0mm	25mm
AF302-03	M10 x 1.25mm	20mm
AF302-03L	M10 x 1.25mm	25mm
AF304-03	M10 x 1.5mm	20mm
AF315-04	M12 x 1.0mm	30mm
AF316-04	M12 x 1.25mm	30mm
AF317-04	M12 X 1.5mm	30mm

S/S Double Banjo Bolts

Part No	Description	Length
AF305-03	3/8" - 24	31mm
AF305-03L	3/8" - 24	40mm
AF318-04	7/16" - 20	30mm
AF318-04L	7/16" - 20	38.5mm
AF306-03	M10 x 1.00mm	30mm
AF306-03L	M10 x 1.00mm	38mm
AF306-04L	M12 x 1.00mm	38mm
AF307-04L	M12 x 1.25mm	39mm
AF307-03	M10 x 1.25mm	30mm
AF307-03L	M10 x 1.25mm	39mm
AF308-03	M10 x 1.5mm	38mm
AF308-04L	M10 x 1.5mm	38mm

S/S Male Flare**Union with 1/8" Port**

Part No	Description
AF334-03	-3AN union with 1/8" NPT port
AF334-04	-4AN union with 1/8" NPT port

S/S Female Round Tee Block

Part No	Description
AF378	3 x 3/8"-24 Convex tee with mount tab

S/S Inverted Female Tee Block

Part No	Description
AF385	3 x 3/8"-24 Inverted seat

S/S Inverted Female Tee Block**1/8" NPT on side**

Part No	Description
AF386	2 x 3/8"-24 Inverted seat 1 x 1/8"-27 on side.

S/S Inverted Female Tee Block 1/8" Npt On Side

Part No	Description
AF386	2 x 3/8"-24 inverted seat , 1 x 1/8"-27 on side

Strange Brake Fitting

STP2356
Strange Brake Fitting 1/2-20 to -3AN Flare. Suit B3360/3359

STP2357

Strange Brake Fitting -3AN to 9/16-20 Adaptor

S/S NPT & BSP Male to AN

Part No	Description
AF380-03	1/8" NPT to Male -3
AF380-04	1/8" NPT to Male -4
AF380-04-03	1/4" NPT to Male -3
AF380-04-04	1/4" NPT to Male -4
AF384-03	1/8" BSP to Male -3
AF384-04	1/8" BSP to Male -4
AF384-04-03	1/4" BSP to Male -3
AF384-04-04	1/4" BSP to Male -4

S/S 45° NPT Male to AN

Part No	Description
AF382-03	1/8" NPT to Male -3
AF382-04	1/8" NPT to Male -4
AF382-04-03	1/4" NPT to Male -3
AF382-04-04	1/4" NPT to Male -4

S/S 90° NPT Male to AN

Part No	Description
AF381-03	1/8" NPT to Male -3
AF381-04	1/8" NPT to Male -4
AF381-04-03	1/4" NPT to Male -3
AF381-04-04	1/4" NPT to Male -4

S/S BANJO LONG WITH DOUBLE AN

Part No	Description
AF310-03-03L	10mm (3/8") double-ended banjo to -3AN
AF311-03-03L	11.2mm (7/16") double-ended banjo to -3AN

S/S FEMALE NPT to AN

Part No	Description
AF370-03SS	Female 1/8" NPT to Male -3
AF370-04SS	Female 1/8" NPT to Male -4

1/8" NPT to Female -3

Part No	Description
AF916-03-02-SS	1/8" NPT to Female -3 stainless steel

M12 with 1/8" Port

Part No	Description
AF912-M12-01SS	M12 x 1.25 pipe reducer to female 1/8" NPT
AF912-M12-02SS	M12 x 1.5 pipe reducer to female 1/8" NPT

45° FEMALE to MALE 1/8" NPT

Part No	Description
AF915-02SS	Female to male 1/8" NPT S/Steel

90° FEMALE to MALE 1/8" NPT

Part No	Description
AF914-02SS	Female to male 1/8" NPT S/Steel

AN S/S 1/8 BSPT Female Tee

Part No	Description
AF835-02SS	1/8" BSPT Female Tee with male on side.

AN S/S TEE WITH NPT ON SIDE

Part No	Description
AF825-03SS	-3AN stainless tee with 1/8" NPT on side.

AN S/S TEE WITH 1/8" NPT ON RUN

Part No	Description
AF826-03SS	-3AN stainless tee with 1/8" NPT on run.

S/S Inverted Flare Adapter

Part No	AN	Size
AF340-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF347-03	-3	3/8" - 24 Long
AF341-03	-3	7/16" - 24
AF341-04	-4	7/16" - 24
AF342-03-03	-3	1/2" - 20
AF343-03-03	-3	9/16" - 18
AF348-03-03	-3	9/16" - 20
AF344-03	-3	M10 x 1.0mm
AF345-03	-3	M10 x 1.25mm
AF337-03	-3	M10 x 1.5mm

S/S Washer Seal Adapters

Part No	AN	Size
AF350-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF353-03	-3	7/16" - 20
AF353-04	-4	7/16" - 20
AF355-03	-3	7/16" - 24
AF355-04	-4	7/16" - 24
AF368-03	-4	1/2" - 20
AF351-03	-3	M10 x 1.0mm
AF351-04	-4	M10 x 1.0mm
AF352-03	-3	M10 x 1.25mm
AF352-04	-4	M10 x 1.25mm
AF356-03	-3	M10 x 1.5mm
AF356-04	-4	M10 x 1.5mm
AF357-03	-3	M12 x 1.0mm
AF357-04	-4	M12 x 1.0mm
AF358-03	-3	M12 x 1.25mm
AF358-04	-4	M12 x 1.25mm
AF359-03	-3	M12 x 1.5mm
AF359-04	-4	M12 x 1.5mm

S/S Dual Seat Adapter

Part No	AN	Size
AF340-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF344-03	-3	M10 x 1.0mm
AF351-04	-4	M10 x 1.0mm
AF345-03	-3	M10 x 1.25mm
AF346-03-03	-3	M12 x 1.0mm
AF357-03	-3	M12 x 1.0mm
AF357-04	-4	M12 x 1.0mm



1/8" NPS to -3AN

Part No	Description
AF354-03	1/8" NPS washer seal to -3AN (Suits Wilwood Calipers)



1/8" BSPP to -3AN

Part No	Description
AF387-03	1/8" BSPP washer seal to -3AN (Suits Wilwood Calipers)



Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF177-03	Alloy Crush Washer	-3AN	10mm - 3/8"
AF177-04	Alloy Crush Washer	-4AN	11mm - 7/16"
AF177-05	Alloy Crush Washer		12mm - 1/2"
AF177-06	Alloy Crush Washer	-6AN	14mm - 9/16"
AF177-07	Alloy Crush Washer		13mm - 3/64"
AF177-08	Alloy Crush Washer	-8AN	19mm - 3/4"
AF177-10	Alloy Crush Washer	-10AN	22mm - 7/8"
AF177-12	Alloy Crush Washer	-12AN	27mm
AF177-16	Alloy Crush Washer	-16AN	33mm
AF177-KIT	Aluminium Washer -3AN to -16AN		KIT CONTAINS 10 OF EACH SIZE

Metric Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF171-06	Alloy Crush washer	6mm	
AF171-08	Alloy Crush washer	8mm	
AF171-10	Alloy Crush washer	10mm	
AF171-12	Alloy Crush washer	12mm	
AF171-14	Alloy Crush washer	14mm	
AF171-16	Alloy Crush washer	16mm	
AF171-18	Alloy Crush washer	18mm	
AF171-20	Alloy Crush washer	20mm	
AF171-22	Alloy Crush washer	22mm	
AF171-24	Alloy Crush washer	24mm	
AF171-KIT	Aluminium washer M6 to M24		KIT CONTAINS 10 OF EACH SIZE

BSPP Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF172-01	Alloy Crush washer	3.17mm	1/8"
AF172-02	Alloy Crush washer	6.35mm	1/4"
AF172-03	Alloy Crush washer	9.53mm	3/8"
AF172-04	Alloy Crush washer	12.7mm	1/2"
AF172-05	Alloy Crush washer	15.87mm	5/8"
AF172-06	Alloy Crush washer	19.05mm	3/4"
AF172-KIT	Aluminium washer 1/8" to 3/4"		KIT CONTAINS 10 OF EACH SIZE

Concave Seat Olive Inserts (5 Pack)

Description
Brass Olive Insert for Concave Seat -3AN
For use with AF232-03 & AF236-03



AF299-01



PTFE Hose Olive Inserts (5 Pack)

Part No	Description
AF299-03	Brass Olive Insert Brass -3AN
AF299-03D	Alloy Olive Insert Alloy Suit -3AN
AF299-03SS	SS Olive Insert Brass -3AN
AF299-04	Brass Olive Insert Brass -4AN
AF299-04D	Alloy Olive Insert Alloy Suit -4AN
AF299-04SS	SS Olive Insert Suit -4AN
AF299-06D	Alloy Olive Insert Alloy Suit -6AN
AF299-08D	Alloy Olive Insert Alloy Suit -8AN



Straight S/S Hose Ends

This fitting simplifies installation of a line lock, proportioning valve, pressure switch etc by allowing you to tap into existing 3/16 brake line. 1/8 NPT brass fitting.

Part No	Description	Radius
AF201-03	-3AN to -3 Teflon Hose End	Straight
AF201-04	-4AN to -4 Teflon Hose End	Straight
AF201-04-03	-4AN to -3 Teflon Hose End	Straight
AF204-03	M10x 1.0 to -3 Teflon Hose End	Straight

45° S/S Hose Ends

Part No	Description	Radius
AF202-03	-3AN to -3 Teflon Hose End	45°
AF202-04-03	-4AN to -3 Teflon Hose End	45°
AF202-04	-4AN to -4 Teflon Hose End	45°



90° S/S Hose Ends

Part No	Description	Radius
AF203-03	-3AN to -3 Teflon Hose End	90°
AF203-04-03	-4AN to -3 Teflon Hose End	90°
AF203-04	-4AN to -4 Teflon Hose End	90°



45° S/S Female Coupler

Part No	Description	Angle
AF132-03SS	-3AN to -3 Swivel Nut	45°
AF132-04SS	-4AN to -4 Swivel Nut	45°



45° S/S Female to Male

Part No	Description	Angle
AF142-03SS	-3AN to -3 Swivel Nut	45°
AF142-04SS	-4AN to -4 Swivel Nut	45°



90° S/S Female to Male

Part No	Description	Angle
AF133-03SS	-3AN to -3 Swivel Nut	90°
AF133-04SS	-4AN to -4 Swivel Nut	90°



90° S/S Male to Female

Part No	Description	Radius
AF207-03	-3AN to -3 Swivel Nut	90°
AF207-04	-4AN to -4 Swivel Nut	90°



S/S Female To Male With 1/8 Port

This handy little adapter is an addition to our 140 series of female to male adapters with a 1/8" NPT port, perfectly designed to give more clearance and allow use of a gauge for pressure checking / testing. Applications include: Brake light switch, Pressure sensors, gauge ports and many more!

Part No	Description
-3	AF140-03-SS
-4	AF140-04-SS

1/8" NPT to Female -3

Part No	Description
AF916-03-02-SS	1/8" NPT to Female -3 stainless steel

Stainless Steel Female Coupler

Part No	Description
AF131-03SS	-3
AF131-04SS	-4
AF131-04-03SS	-4 to -3



Straight Steel Swivel Hose Ends

Part No	Description	Radius
AF201-03S	-3AN to -3 teflon hose end	Straight
AF201-04S	-4AN to -4 teflon hose end	Straight
AF201-06S	-6AN to -6 teflon hose end	Straight



45° Steel Swivel Hose Ends

Part No	Description	Radius
AF202-03S	-3AN to -3 teflon hose end	45°
AF202-04S	-4AN to -4 teflon hose end	45°
AF202-06S	-6AN to -6 teflon hose end	45°



90° Steel Swivel Hose Ends

Part No	Description	Radius
AF203-03S	-3AN to -3 teflon hose end	90°
AF203-04S	-4AN to -4 teflon hose end	90°
AF203-06S	-6AN to -6 teflon hose end	90°



QUICK RELEASE BRAKE FITTINGS



Quick Release Aluminium Fittings

Aeroflow's quick release fittings are a market break through. These light weight fittings are made from billet 6061-T6 aluminium. They are double anodized to safe guard your fittings against corrosion. They have been tested up to 15000psi and are a perfect choice for brake or clutch lines connecting by hands in seconds. These fittings are designed for leak free release. Aeroflow's quick release fittings are also available with a heavy duty Titanium body.

NOT suitable for fuel or oil.

Part No	Description
AFQR103-03	Quick Release -3 EPDM Seal Black/Silver Alloy (Brake)



Quick Release Titanium Fittings

Part No	Description
AFQR104-03	Quick Release -3 EPDM Seal Black Titanium (Brake)

Quick Release Stainless Steel Fittings

Part No	Description
AFQR105-03	Quick Release -3 EPDM Seal Black Stainless (Brake)

NOTE: For use in brake applications must use fittings with EPDM seal.



Quick Release Light Weight Titanium Fittings

Part No	Description
AFQR104-03SD	Quick Release -3 EPDM Seal Titanium (Brake)

NOTE: For use in brake applications must use fittings with EPDM seal.

-3AN Universal Preassembled Hose Assembly

Universal hose assemblies are assembled from 200 Series PTFE stainless steel PVC coated braided hose with stainless steel hose ends. The hose ends are meticulously crimped to eliminate leakage. Can be installed on any hydraulic brake or clutch system.

NOTE: These lines are not DOT or ADR approved.



PRE-CRIMPED LINES Banjo to Straight 3/8" banjo to -3AN straight

AF30-1500	9" (228.5mm) long line
AF30-1500BLK	9" (228.5mm) long line
AF30-1501	12" (305mm) long line
AF30-1501BLK	12" (305mm) long line
AF30-1502	15" (381mm) long line
AF30-1502BLK	15" (381mm) long line
AF30-1503	16" (406mm) long line
AF30-1503BLK	16" (406mm) long line



Pre-Crimped Lines 90° To Straight -3AN straight to -3AN 90°

AF30-1600	9" (228.5mm) long line
AF30-1600BLK	9" (228.5mm) long line
AF30-1601	12" (305mm) long line
AF30-1601BLK	12" (305mm) long line
AF30-1602	15" (381mm) long line
AF30-1602BLK	15" (381mm) long line
AF30-1603	16" (406mm) long line
AF30-1603BLK	16" (406mm) long line



Pre-Crimped Lines Straight To Straight -3AN female fittings both ends.

AF30-1700	9" (228.5mm) long line
AF30-1700BLK	9" (228.5mm) long line
AF30-1701	12" (305mm) long line
AF30-1701BLK	12" (305mm) long line
AF30-1702	15" (381mm) long line
AF30-1702BLK	15" (381mm) long line
AF30-1703	16" (406mm) long line
AF30-1703BLK	16" (406mm) long line

S/S 19mm Female Inverted Flare to -3 Hose End

Description	Size	Part No
19mm Hex with Retainer Clip Recess	3/8" - 24	AF230-03
19mm Hex with Retainer Clip Recess	7/16" - 20	AF234-03
19mm Hex with Retainer Clip Recess	M10 x 1.0	AF231-03
19mm Hex with Retainer Clip Recess	M10 x 1.25	AF232-03
19mm Hex with Retainer Clip Recess	M10 x 1.5	AF236-03

19mm Female Inverted Flare to Male AN

Part No	AN	Description	Size
AF270-03	-3	19mm Hex with Retainer Clip Recess	3/8" - 24
AF270-04	-4	19mm Hex with Retainer Clip Recess	3/8" - 24
AF271-03	-3	19mm Hex with Retainer Clip Recess	7/16" - 24
AF271-04	-4	19mm Hex with Retainer Clip Recess	7/16" - 24
AF272-03	-3	19mm Hex with Retainer Clip Recess	M10 x 1.0mm

S/S Brake C-clip

Part No	Description
AF230-00	Brake Retaining C-clip

Brake Hose Mounting Bracket

Part No	Description
AF230-01	bolt on brake hose mounting bracket 90o 2 Pack



S/S Through Frame Fittings

These fittings simplify the routing of brake lines through the frame for a neater and safer installation when building street rods, pro-street and race car chassis. Sold in pairs with 1/8" NPT at one end and -3AN on other.

2-3/8" long 1/8" NPT to -3AN AF285-03
2-3/8" long 2 Female x M10 x 1.0 AF285-02

Through Frame Fittings

Machined from 303-stainless steel. Available for 2" and 2-3/8" wide frame rails. Sold in pairs

-3AN x 1/8" NPT Short (2") BS66210
-3AN x 1/8" NPT Long (2-3/8") BS66310

Through The Frame Fittings

Here is a clever idea for those of you who consider brake line tabs a little unsightly. These stainless steel fittings are designed to go completely through boxed frame sections up to 2 1/4" wide and are fully adjustable for that perfect fit. 1/8"-NPT female to 3/8"-24 inverted flare.

Through Frame Brake Fittings AHRP62713

Pro Style Hose or Wire Clamps

Part #	Description
RPCR6085	3/16" 4.5 mm
RPCR6086	1/4" 6 mm
RPCR6087	5/16" 7.7 mm
RPCR6088	3/8" 9.5 mm

Billet Specialties Line Clamps

Part #	Description
BS65110	3/16" 4.5 mm
BS65210	1/4" 6 mm
BS65310	5/16" 7.7 mm
BS65410	3/8" 9.5 mm
BS65510	1/2" 12.7 mm

3/16" S/S Hardline Clamps

Part No	Description
AF300-00	3/16" Hardline Clamps 12 Pack

Kugel Combo Brake Line Clamps

KK6521701 3/16" x 3/8" Combos - 6 Pack
The 3/16" x 3/8" Combos, are made of heavy gauge stainless steel. Each package includes both stainless steel 10/32 button head allen screws

KK6523701 5/16" x 3/8" Combos - 6 Pack
The 5/16" x 3/8" Combos are made of heavy gauge stainless steel. Each package includes both stainless steel 10/32 button head allen screws

Dual S/S Hardline Clamps

Part No	Description
AF300-06-01	3/16" & 3/8" hardline Clamps 6 Pack
AF300-06-05	5/16" & 3/8" hardline Clamps 6 Pack

3/16" S/S Hardline Clamps

Part No	Description
AF300-00	3/16" hardline Clamps 12 Pack

Billet P - Clamps 10 Packs To Suit 3/16" Hard Line

Part No	Colour
AF157-03-10	Blue
AF157-03R-10	Red
AF157-03BLK-10	Black
AF157-03S-10	Silver

HANDBRAKES & ACCESSORIES



TSM Pinion-Mounted Emergency Brake Kit

This emergency brake kit is easy to install. Mechanically activated assembly is completely independent from your main braking system. Each kit includes pinion mounted rotor assembly, mechanical Airheart 175 style caliper, girdles, handle, an adjustable length emergency brake cable and all necessary hardware.

Part No.	Rear End	Description	U-Bolt Spacing
TSM6000	9" Ford 1310	Bolt-On 5/16" U-Bolt	1 7/16" x 2 29/32"
TS6060	9" Ford 1330	Bolt-On 5/16" U-Bolt	1 9/16" x 3 1/4"
TSM6081	9" Ford 1350	1350 After Market Yoke	1.66 X 3.185
TSM6100	Half/brand, Winters	Bolt-On 5/16" U-Bolt	1 7/16" x 2 29/32"
TSM6695		Jag	OME Flange 2" x 2 3/8"



EMERGENCY BRAKE JUNCTION BRACKET

Our Emergency brake junction bracket makes installation of brake cables easy. If you don't want to deal with your existing frame brackets or if they have been removed, our junction bracket replaces existing frame brackets and brings cables to one central location.

E-B-EZ200



E-STOPP HAND BRAKE SYSTEM

The E-Stopp push button emergency brake is the perfect e-brake for custom vehicles and winner of the 2012 NSRA new safety product of the year. It not only frees up room on the chassis and in the cab but doubles as an anti-theft device when the button is hidden. It works with any kind of brake system that can accept an e-brake cable and can mount anywhere on the chassis that you have room. The kit comes with the actuator, the control box w/ switch and wire connectors all at an affordable price.

E-STOPP



HANDBRAKE LEVER ASSEMBLIES

WILWOOD Hydraulic Handbrake Lever Assemblies provide a lightweight, high-leverage component for drift cars, drag race cars, rally cars, or any application where hand-actuation of one or more brake callipers is employed. Hand brakes can be configured as stand-alone circuits with dedicated Reservoirs and auxiliary callipers, or set up as a pass-through system to operate brake callipers that are also actuated by the foot brake master cylinder.

- Lightweight forged aluminium 11:1 ratio "H" beam lever with ergonomic full-length grip
- Choice of vertical or horizontal static lever configuration
- Accepts any vertical flange master cylinder with 2.25" mounting centres
- Use with integral or remote reservoir master cylinders for stand-alone systems
- Use with GS-style, remote-feed master cylinders for pass-through systems
- Durable e-coat finish for long-lasting good looks and resistance to corrosion or oxidation

Description	Part No.
Horizontal Hand Brake Lever Assembly, 11:1 Ratio	WB340-14768
Vertical Hand Brake Lever Assembly, 11:1 Ratio	WB340-14769



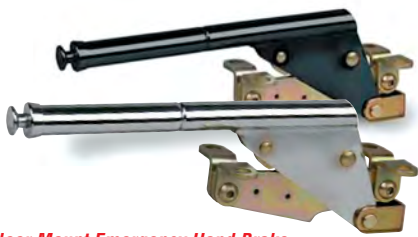
Under-Dash Foot Operated Emergency Brake

Lokar Under-Dash Foot Operated Emergency Brake gives you ease of operation along with a clean, out of the way emergency brake. There are no cables entering through the firewall. It fits in a space as small as 9" from the firewall to dash.

Features:

- Billet Aluminium Construction
- Adjustable 9" to 13" firewall to dash
- Measures 10" from the pivot point to the bottom of the foot pad.
- Dash to firewall adjustable bracketry
- Various location mounting capability
- Hidden gears and mechanisms for clean finish
- Application for finished and unfinished cars
- Complete with instructions and all hardware
- Connector Cables sold separately
- Rubber stop for quiet pedal return
- Heat treated gears

Description	Part No.
Billet Foot Brake with Ball Milled Pad	LK-EFB-9000
Billet Foot Brake with Rubber Insert in Pad	LK-EFB-9001
Billet F/Brake with Windowed Arm, Ball Milled Pad	LK-EFB-9002
Billet Foot Brake with Windowed Arm, Rubber Insert	LK-EFB-9003



Floor Mount Emergency Hand Brake

Floor Mount Emergency Hand Brake is chromed steel and designed after the automotive industry standards. Ratchet cut gear plate and lock are heat treated for strength and safety. Special feature includes 4-point mounting capabilities for floor mount or side mounting for personal applications. Comes complete with clevis for installation with Lokar emergency brake cables. Cables are sold separately. Lever has been designed with durability in mind. Hand brake measures 10" from end to end.

Description

Floor Mount Emergency Hand Brake
Black Vinyl Boot with Polished Stainless Ring
Black Vinyl Boot with Billet Aluminium Ring
Black Floor Mount Emergency Hand Brake

Part No.
LK-EHB-7000F
LK-70-EHBF
LK-70-BHBF
LK-XEHB-7000F

Transmount Emergency Hand Brake

Chromed Steel Transmount Emergency Hand Brake is designed after the automotive industry standard. Ratchet cut gear plate and lock are heat treated for strength and safety. The geometrical design of the lever allows for comfortable leverage operation. Levers are available in 11" and 16" lengths to complement Lokar's Automatic Transmission Shifter.

Mounting hardware for use with Lokar Automatic Transmission Shifter is included with Transmount Cable Kits and is used with the built-in mounting bracketry included with the shifter kits.

Description

11" Transmount Emergency Hand Brake
16" Transmount Emergency Hand Brake
Black Vinyl Boot with Polished Stainless Ring
Black Vinyl Boot with Billet Aluminium Ring

Part No.
LK-EHB-7011
LK-EHB-7016
LK-70-EHBT
LK-70-BHBT



Under-Dash Hand Operated Emergency Brake

Lokar's Under-Dash Hand Operated Emergency Brake gives you ease of operation along with a clean, out of the way emergency brake. There are no cables entering through the firewall. It fits in a space as small as 9" from the firewall to dash.

Ratchet cut gear plate and lock are heat treated for strength and safety. The lever has been designed with durability in mind. The one piece design of the lever with a pistol grip and trigger allows for comfortable leverage operation.

Features: • Adjustable from 9" to 15" dash to firewall • Measures 13" from the pivot point to the bottom of the grip. • Dash to firewall adjustable bracketry • Various location mounting capability • Simple installation with universal mounting system • Pistol grip with trigger release • No welding necessary • Yellow zinc plated brackets • Connector Cables sold separately • Complete with instructions and all hardware

• Available in brushed or chromed finish

Description

Billet Aluminium Under-Dash Hand Brake
Chromed Billet Alloy Under-Dash Hand Brake

Part No.
LK-EHB-9200
LK-EHB-9201



Emergency Brake Warning Indicator Switch Kit

Tired of driving off with your brake on? Then, it's time to check out the Lokar Emergency Brake Warning Indicator Switch Kit. The Emergency Brake Warning Switch Kit functions your dash light or buzzer to alert you when your emergency brake is engaged. Designed for use with Lokar Floor Mount Hand Brake, Part No. LK-EHB-7000F. Switch mounts to existing holes on gear plate on Floor Mount Hand Brake.

Kit Includes:

- Micro Switch
- Warning indicator trigger
- Two electrical terminals
- E-clip and pin
- Two stainless mounting bolts
- Two Nyloc nuts

Description

Emergency Brake Warning Indicator Switch Kit

Part No.
LK-EHB-7001



Universal Emergency Brake Cables

Designed for use with Lokar's floor mount or trans mount hand brakes, and in conjunction with Lokar's connector cables for under-dash hand brakes. Kits come equipped with quality one-piece aluminium adjusters and aluminium ferrule to eliminate fraying of stainless housing. Outer housing is designed with specially extruded liner for extended life of the cable. Design allows rear end backing plate fittings to be removed without removing brake cables. Lokar cables also feature adjustable cable lock and clevis. Kit is complete with cable bracket and spacers and includes two 8 foot outer housings that "U-Cut-to-Fit" and are available in stainless or black housing. Application fits 8" and 9" Ford, Chevy and Chrysler drum and disc brakes.

Description

Cables for Floor Mount Hand Brake - Black
Cables for Floor Mount Hand Brake - Stainless
Cables for Trans Mount Hand Brake - Black
Cables for Trans Mount Hand Brake - Stainless
Cables for Jaguar
Floor Mount Hand Brake - Stainless

Part No.
LK-EC-80FU
LK-EC-80FHT
LK-EC-80TU
LK-EC-80THT
LK-EC-80JAGHT

Connector Cables

Lokar Connector Cables are designed to mount directly to the Under-Dash foot operated and hand operated emergency brakes and connect up with Lokar Universal Brake Cables. Cables are "U-Cut-to-Fit" and are 6 foot in length. Available in black or stainless housing.

Description

For Under Dash H/Brakes - Black
For Under Dash H/Brakes - Stainless

Part No.
LK-EC-8001U
LK-EC-8001HT

Hand Brake Clevis Kits

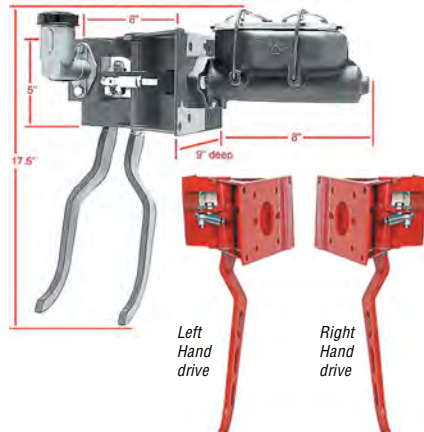
Lokar Clevis Kits adapt Lokar Emergency Brake Cable Kits for 1984 to 1987 Corvette, 1988 and later Corvette, Jag rear with Wilwood, Wilwood Disc, Wilwood Ford Explorer style with internal hub rears, and Baer brakes.

Description

Wilwood Clevis Kit
Corvette Clevis Kit 1984-87
Corvette Clevis Kit 1988-on
Ford Explorer Clevis Kit

Part No.
LK-EC80WC
LK-EC80CC
LK-EC80WC
LK-EC81FC

PEDAL ASSEMBLIES



Reverse 90° Under Dash

Clean Floor, No Exhaust Worries, Out of Sight... are just a few reasons to use our reverse 90° under dash setup. Shown above with measurements is our Reverse 90° Under Dash brake with clutch configuration example. Below are some common setups that we put together, since each situation may vary, please contact Rocket with any questions or custom requests. Note: Supplied brake M/C are for Disc/Disc applications & clutch M/C is 3/4" bore.

KK5100701 - 90° Brake Pedal Assembly Bare Left Hand Drive
KK5100701RHD - 90° Brake Pedal Assembly Bare Right Hand Drive
KK5120701RHD - 90° Brake & Clutch Pedal Assembly Bare Suits Right Hand Drive

Single Pedal Brake Setup RPUDPEDAL

Under Dash Pedal Assemblies

Universal reverse mount 90 degree under dash brake pedal system to suit GM 7" dual diaphragm, Gemini and Datsun booster and master cylinder setups.

- Clean Floor area.
- No Exhaust worries
- Out of sight
- Comes in Dual Pedal Set Up or Single Pedal Setup.



PEDAL ASSEMBLIES

Floor Mount Single Master Cylinder Pedal - Brake or Clutch

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

Floor Mount Single Brake or Clutch Pedal 6:1 WB340-1289

Floor Mount Dual Master Cylinder Brake Pedal with Balance Bar

This is one of racing's most popular pedals for mounting two brake master cylinders with a bias balance bar. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Dual Brake Pedal w/ Balance Bar 6:1 WB340-1285

Forward Swing Dual Master Cylinder Brake Pedal

This swinging mount pedal assembly mounts two single outlet brake master cylinders in a forward position outside the firewall. It features a lightweight aluminium frame, with a high strength reinforced I-Beam style forged 7:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. The balance bar incorporates a positive detent stop every full turn to maintain adjustment position and driver awareness. A pin and clevis pushrod attachment system provides highest possible degree of misalignment angle for bind free operation through the entire range of travel. The balance bar can be locked in place with the included jam nut, or used with an optional remote cable for quick on-track adjustments. This pedal accepts any Wilwood vertical mount flange single outlet master cylinders that are ordered separately by style and bore size **Forward Swing Dual Master Cylinder Brake Pedal 7:1 WB340-13832**

Floor Mount Clutch / Brake Pedal

This floor mount pedal assembly mounts a single brake or clutch master cylinder in a forward position outside the firewall. It features a lightweight aluminium frame, with a high strength reinforced I-Beam style forged 6:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. This pedal accepts any Wilwood vertical mount flange single or tandem outlet master cylinder. Horizontal mount flange master cylinders require an adapter kit. Master cylinders are ordered separately by style and bore size **Floor Mount Single Master Cylinder Clutch / Brake Pedal 6:1 WB340-13833**

Forward Swing Mount Single Master Cylinder Pedal

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

Single Mount Brake or Clutch Pedal 7:1 WB340-1290

Reverse Swing Mount Pedals

This swinging mount pedal assembly mounts a single brake or clutch master cylinder in a reverse position inside the firewall. It features a lightweight aluminum frame, with a high strength reinforced I-Beam style forged 6:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. This pedal accepts any Wilwood vertical mount flange single or tandem outlet master cylinder. Horizontal mount flange master cylinders require an adapter kit. Master cylinders are ordered separately by style and bore size.

Reverse Swing Mount Pedal
Single Master Cylinder 6:1 WB340-13574



Forward Swing Mount Dual Master Cylinder Brake Pedal with Balance Bar

This popular pedal mounts two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Dual Mount Brake Pedal w/ Balance Bar 7:1 WB340-1287



Reverse Swing Mount Dual Master Cylinder Brake Pedal with Balance Bar

This pedal mounts two brake master cylinders with a bias balance bar and positions the master cylinders inside the firewall and away from engine heat. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Two ratios are offered to suit mounting and leverage requirements.

Reverse Dual Brake Pedal
w/ Balance Bar 6.25:1 WB340-5181



Reverse Swing Mount Brake & Clutch Pedal WITH BALANCE BAR

Wilwood's new Adjustable Reverse Mount Pedal assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall, away from engine heat. It features all aluminum frame and forged aluminum pedal arms with ladder style construction. Pedal pads are of special adjustable design that allows fine-tuning of the pedal location and clearance. Also included with the assembly: mounting studs, hardware, new clevis and pivot pin balance bar assembly to provide smooth and accurate settings of the brake pedal bias. The balance bar can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. With a 6.25 to 1 pedal ratio on both clutch and brake pedals. Triple Brake & Clutch W/Balance Bar 6.25:1 WB340-11299



Forward Swing Mount Triple Master Cylinder Clutch & Brake Pedal with Balance Bar

This pedal assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Triple Clutch & Brake Pedal
w/ Balance Bar 6.25:1 WB340-3950



Remote Brake Bias Adjuster

Wilwood's Remote Balance Bar Cable Adjuster is used with balance bars to adjust front-to-rear brake bias during changing race conditions. The highly visible bright blue knob features a special bi-directional detent control providing the driver with positive adjustment feedback. The assembly comes with two label faces for either front-to-rear or rear-to-front adjustment. Standard 3/8-24 thread fits Wilwood and most commonly used balance bars.

Remote Brake Bias Adjuster WB340-4990



Reverse Swing Mount Triple Master Cylinder Clutch & Brake Pedal with Balance Bar

This assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall and away from engine heat. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Three ratio options are offered to suit mounting and leverage requirements.

Triple Clutch & Brake Pedal
w/ Balance Bar 5.1:1 WB340-3342



Forward Swing Mount Brake & Clutch Pedal With Balance Bar

This swinging mount pedal assembly combines the brake and clutch pedals in one unit with the master cylinders in a forward position outside the firewall. It features a lightweight aluminum frame, with high strength reinforced I-Beam style forged 6.25:1 ratio pedal arms. The non-skid waffled pedal pads can be laterally adjusted for driver preference or clearance as necessary. The balance bar incorporates a positive detent stop every full turn to maintain adjustment position and driver awareness. A pin and clevis pushrod attachment system provides highest possible degree of misalignment angle for bind free operation through the entire range of travel. The balance bar can be locked in place with the included jam nut, or used with an optional remote cable for quick on-track adjustments. This pedal accepts any Wilwood vertical mount flange single outlet master cylinders that are ordered separately by style and bore size.

Forward swing assembly with balance bar 6.25:1 WB340-11295



SWING MOUNT TANDEM BRAKE AND CLUTCH PEDAL

Wilwood's new Swing Mount Tandem Brake and Clutch Assembly simplifies installing a tandem outlet, single pushrod brake master cylinder in conjunction with a hydraulic clutch master cylinder in a forward position outside the firewall. It features a lightweight aluminum frame, with high strength reinforced I-Beam style forged pedal arms in either 6.25:1 or 7.00:1 ratios. The non-skid waffled pedal pads can be laterally adjusted for driver preference or clearance as necessary. Will fit most tandem cylinders available with 3.25 horizontal bolt spacing. Pedal base has additional mount points for vertical mount 2.50" spacing tandem master cylinders using 5/16-18 studs (not supplied with pedal assembly). Clutch master cylinder mount is also a 2.50" vertical mount and will use most popular single outlet cylinders.

Pedal Assembly, Forward Mount, 6.25:1, Tandem WB340-14360

Pedal Assembly, Forward Mount, 7:1, Tandem WB340-14360



MASTER CYLINDERS, VALVES & BOOSTERS



Brake Boosters

Double diaphragm brake booster, fits most GM cars and trucks. Allows use of taller valve covers. Some modifications may be required.
7" Diameter - Chrome
7" Diameter - Zinc
8" Diameter - Chrome
8" Diameter - Zinc



RPCR3907
RPCR3907X
RPCR3908
RPCR3908X

Brake Booster Mounting Brackets

Chrome plated booster mounting brackets. Fits most GM cars & trucks.
Horizontal Brake Booster Brackets
Angled Brake Booster Brackets



Brake Booster Mounting Bracket Kit

Chrome plated booster mounting bracket kit for 7" and 8" Chrome booster. Includes pushrod extension and clevis.
Horizontal Brake Booster Bracket Kit RPCR3918

Billet Booster Valve

21mm 13/16" hole

Description

Polished Billet aluminium with -6AN
Black Billet aluminium with -6AN
Polished Billet aluminium with 3/8" barb
Black Billet aluminium with 3/8" barb



Part No
AF350-00
AF350-00BLK
AF350-01
AF350-01BLK

Brake Residual Pressure Valve

Perfect for retaining line pressure in brake lines. Available in 2psi or 10psi and can be installed inline. 1/8" NPT threads.

Part No **Colour** **Description**
AF387-02 Blue 2 PSI Residual Valve
AF387-10 Red 10 PSI Residual Valve



Brake Proportioning Valve

Delivers precise pressure metering and strength from a compact Billet design. Pressure adjustments range from 100-1000 PSI. This adjustment allows you to fine tune the front to rear braking balance.

Part No **Colour** **Description**
AF64-3042 Polished 1/8" NPT Ports
AF64-3042BLK Black 1/8" NPT Ports



BRAKE OR CLUTCH

RESERVOIR

Aeroflow's master cylinder remote reservoirs hold 120ml / 4oz and will allow you to mount the brake/clutch fluid fill wherever you need to in your already crowded engine compartment. They are available in polished finish or Black anodised, they are supplied with a male -3AN adapter and the reservoir features a female 9/16-18 thread in the base of the reservoir giving you an option for mounting directly to master cylinder. Also available Single mounting bracket AF66-2046 or dual AF66-2246, both brackets available in polished or Black finish. Dimensions 110mm (4") tall, 63.5mm (2-1/2") diameter.

Size O.D. **Black** **Polished**
2-1/2 inch AF64-2150BLK AF64-2150



BILLET FILTER BRACKETS

Size I.D. **Black** **Polished**
1-1/4 inch AF66-2049BLK AF66-204
2 inch AF66-2045BLK AF66-2045
2-1/2 inch AF66-2046BLK AF66-2046



DUAL BILLET FILTER BRACKETS

Aeroflow dual bracket is perfect for mounting your fuel filters or reservoirs side by side for a neat compact mounting option, available in polished and black anodised finish. Suits Aeroflow AF66-2043 PRO FILTER available in Blue, Black and Silver anodised finish and Aeroflow AF64-2150 Billet Reservoir available in polished and black anodised.

Size I.D. **Black** **Polished**
2-1/2 inch AF66-2246BLK AF66-2246



Chrome Master Cylinder

Universal GM style dual port chrome plated master cylinder.
• 1" Bore w/ Shallow Hole • 3/8" Ports on Both Sides
Chrome Master Cylinder TUF2020NA



Polished aluminium Master Cylinder

Universal GM style dual port polished aluminium master cylinder.
• 1" or 1-1/8" Bore w/ Shallow Hole
• 9/16" & 1/2" Ports on Left Side
Polished Aluminium - 1" Bore TUF2023NA
Polished Aluminium - 1-1/8" Bore TUF2027NA
Chromed Aluminium - 1" Bore TUF2023NC
Chromed Aluminium - 1-1/8" Bore TUF2027NC





Aluminium Brake Master Cylinder

1" Bore Smoothed Chromed RPCR3500
1-1/8" Bore Smoothed Chromed RPCR3501
Girlock M/Cylinder Single 3/4" Single Clutch Style RPCR3795
Girlock M/Cylinder Single 1" Single Brake Style RPCR3797

BS248830
Billet master cylinder cover polished.



Mustang Chrome Master Cylinder

This brand new chrome plated master cylinder's is an exact copy of the original. Fits 1967 -74 Ford Mustangs with power brakes. Suits front disk and rear drum only.

1967-74 Mustang Chrome Master Cylinder TUF2017NA

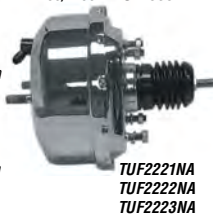
Extension Rod & Clevis Kit

Universal pushrod extension & clevis kit for Tuff Stuff universal brake boosters.
Extension Rod & Clevis Kit TUF4750



Proportioning Valve Kits

Chrome plated proportioning valves including bracket and fittings.
Proportioning Valve for 2020 - Disc/Drum TUF2301NA
Proportioning Valve for 2018, 2071 - Disc/Drum TUF2302NA
Proportioning Valve for 2018, 2071 - Disc/Disc TUF2303NA



Chrome Brake Boosters

Universal chrome plated vacuum boosters. Most applications will require modifications. Mounting brackets and extension rods are available separately.

7" Diameter, Single Diaphragm TUF2221NA
7" Diameter, Dual Diaphragm TUF2222NA
8" Diameter, Dual Diaphragm TUF2223NA



Booster Mounting Brackets

Chrome plated mounting brackets for Tuff Stuff universal brake boosters.

Universal GM 1955-58 Brackets (Horizontal) TUF4652A
Universal GM 1955-64 Brackets (Angled) TUF4651A
Universal GM 1967-72 Brackets (Angled) TUF4650A



Chrome Master Cylinder

Chrome GM Corvette style dual reservoir brake master cylinder.

• Ports on Left Side
• 1-1/8" Bore
RPCR3905



MASTER CYLINDER COVER

Chrome cover with bail Suit ford/AMC 68-70
MG5274



Chassis Engineering

Remote Fill Tank

Milled aluminium tank for remote filling of master cylinder. Includes adapters for cylinder. All fittings are 1/8" pipe. Can be connected with hose or braided line. Use with remote fill master cylinder.



CHEAS-2060

Billet Clutch

Reservoir

•Machined from 6061-T6 billet aluminium
•Replaces the stock GM plastic clutch reservoir for hydraulic clutches
•Accepts an 1/8" NPT to AN Fitting
•Includes mounting bracket, 5/16" nickel plated hose barb fitting
•Can be used for many custom applications



Description

Billet Clutch Reservoir

Part No.
RING99000-4501N

MUSTANG BRAKE

RESERVOIR COVER

Fits over the factory plastic brake reservoir and can be installed in just minutes. Fabricated from .100" thick Aluminium TIG Welded. Corners improves under-hood appearance. Can be polished, chromed, powder coated, painted or left as is for a race look



Description
Brake Reservoir Cover, Mustang 2015-Up

Part Number
M074256



Master Cylinders & Valves



Combination Remote Master Cylinder Kit

Precision machined from high strength aluminium, this kit includes both small and large size reservoirs which can be mounted directly on the master cylinder or remotely mounted for more convenient service access. Standard mounting bolt hole configurations provide easy applications for racing and off road vehicles, specialty cars, recreation and industrial vehicles.

Combination M/C Kit, 1.2" Stroke - 5/8" Bore	WB260-3372
Combination M/C Kit, 1.1" Stroke - 3/4" Bore	WB260-3374
Combination M/C Kit, 1.1" Stroke - 13/16" Bore	WB260-5920
Combination M/C Kit, 1.2" Stroke - 7/8" Bore	WB260-3376
Combination M/C Kit, 1.0" Stroke - 1" Bore	WB260-3378
Combination M/C Kit, 1.0" Stroke - 1-1/8" Bore	WB260-3380
Rebuild Kit - 5/8" Bore	WB260-3880
Rebuild Kit - 3/4" Bore	WB260-3881
Rebuild Kit - 13/16" Bore	WB260-5921
Rebuild Kit - 7/8" Bore	WB260-3882
Rebuild Kit - 1" Bore	WB260-3883
Rebuild Kit - 1-1/8" Bore	WB260-3884
Reservoir 10.7 oz for remote kit	WB260-5751
Reservoir 4.0 oz for remote kit	WB260-5752



Compact Remote Master Cylinder

Compact master cylinders are the perfect solution for club sport racers, small open wheel cars, or any other custom application where there is limited space for the master cylinder and fluid reservoir. These aluminium cylinders with remote fill reservoirs (sold separately) feature a full 1.4" of stroke to accommodate short pedal ratios, small brake calipers, and hydraulic clutch actuation on space limited applications.

Compact Remote Master Cylinder - 5/8" Bore	WB260-6087
Compact Remote Master Cylinder - 3/4" Bore	WB260-6089
Remote Reservoir Kit, Small - 118ml (4.0 oz)	WB260-7577
Remote Reservoir Kit, Large - 316ml (10.7 oz)	WB260-8742



Compact Combination Remote Master Cylinder Kit

The Compact Combination Remote master cylinder kit features a remote or direct-mounted option for either small or large reservoir, and convenient 1/8" NPT outlets. Compared to full size combination master cylinders, the ultra short 3.37" compact body provides 2.16" of additional clearance between the mounting flange and the fluid outlet. A full 1.12" of piston stroke meets or exceeds the stroke capacity of most full size cylinders and the black E-Coated aluminium body resists corrosion and maintains a durable long lasting finish.

Compact Combination M/Cyl Kit - 5/8" Bore	WB260-10371
Compact Combination M/Cyl Kit - 3/4" Bore	WB260-10372
Compact Combination M/Cyl Kit - 13/16" Bore	WB260-10373
Compact Combination M/Cyl Kit - 7/8" Bore	WB260-10374
Compact Combination M/Cyl Kit - 1" Bore	WB260-10375
Compact Combination M/Cyl Kit - 1-1/8" Bore	WB260-10376
Rebuild Kit - 5/8" Bore	WB260-10513
Rebuild Kit - 3/4" Bore	WB260-10514
Rebuild Kit - 13/16" Bore	WB260-10515
Rebuild Kit - 7/8" Bore	WB260-10516
Rebuild Kit - 1" Bore	WB260-10517
Rebuild Kit - 1-1/8" Bore	WB260-10518

Integral Reservoir Compact Master Cylinder

This popular light weight, compact design is used for clutch and small master cylinder requirements and is well known for its dependability. It features a full 1.4" of stroke and an improved plastic screw-on filler cap which protects the fluid in the 41ml (1.4oz) reservoir.

Aluminium Master Cylinder - 5/8" Bore	WB260-2636
Aluminium Master Cylinder - 3/4" bore	WB260-1304



GS COMPACT MASTER CYLINDERS

Wilwood's new GS Compact Remote Master Cylinders are an all new rebuildable design featuring a high pressure die cast aluminium body with a protective e-coat finish. Remote cylinders feature a standard 7/16-20 threaded inlet. Internally, a refined return spring and piston assembly assures positive pressure control along with a quick and complete release



GS COMPACT

REMOTE MASTER CYLINDER

Description	Part No.
GS Compact Remote Master Cylinder 1/2" Bore - Black	WB260-15088
GS Compact Remote Master Cylinder 5/8" Bore - Black	WB260-15089
GS Compact Remote Master Cylinder .70" Bore - Black	WB260-15090
GS Compact Remote Master Cylinder 3/4" Bore - Black	WB260-15091
GS Compact Remote Master Cylinder 13/16" Bore - Black	WB260-15092



GS COMPACT INTEGRAL MASTER CYLINDER

Description	Part No.
GS Compact Integral Master Cylinder 5/8" Bore - Black	WB260-15096
GS Compact Integral Master Cylinder .70" Bore - Black	WB260-15097
GS Compact Integral Master Cylinder 3/4" Bore - Black	WB260-15098



Willwood Master Cylinder Adapter

These fittings convert the willwood master cylinder 11/16" -20 washer seal outlet to -3AN male nipple.

Allows use of Aeroflows remote reservoir AF64-2150

Part No	Description
AF740-03S Silver	11/16" -20 washer seal to -3AN
AF740-03BLK Black	11/16" -20 washer seal to -3AN



REMOTE TANDEM MASTER CYLINDER KIT

Wilwood's new Remote Tandem Master Cylinder w/ Pushrod is available in 4 bore sizes 7/8", 15/16", 1.00" and 1.12" and in two finishes: ball burnished and black e-coat. They're designed for mount flanges from 3.22" to 3.40", common measurements for most domestic cars and trucks from the mid-1960s to present, and offer fluid outlet ports on both sides of the bore. The stroke is set at 1.12" with a volume ratio of 2:1 between the primary and secondary chambers. Machined from high-pressure die castings, each master cylinder weighs only 3lbs, a 75% weight savings over most cast iron OE type master cylinders. We also offer our combination proportioning valve kit, which includes brackets and stainless lines specifically for use with these master cylinders, see PN 260-14248 for a retrofit kit.

Description	Part No.
Remote Tandem Master Cylinder Kit, 7/8" Bore - Black	WB260-14241-BK
Remote Tandem Master Cylinder Kit, 7/8" Bore - Ball Burnished	WB260-14241-P
Remote Tandem Master Cylinder Kit, 5/16" Bore - Black	WB260-14242-BK
Remote Tandem Master Cylinder Kit, 5/16" Bore - Ball Burnished	WB260-14242-P
Remote Tandem Master Cylinder Kit, 1.0" Bore - Black	WB260-14243-BK
Remote Tandem Master Cylinder Kit, 1.0" Bore - Ball Burnished	WB260-14243-P
Remote Tandem Master Cylinder Kit, 1-1/8" Bore - Black	WB260-14244-BK
Remote Tandem Master Cylinder Kit, 1-1/8" Bore - Ball Burnished	WB260-14244-P

Combination**Remote Tandem Master Cylinder**

This versatile, lightweight master cylinder provides single pushrod activation of two separate brake fluid circuits. The cylinder features 50/50 output from a 1.00" bore with 1.10" stroke. It is a great match for Wilwood's Bolt-On Disc Brake Kits, systems configured from OE components, and a variety of industrial Applications. This pedal can be bolted directly to Wilwood's single mount pedals. The kit is shipped complete with the master cylinder, two 118ml (4 Oz) fluid reservoirs that can be mounted directly on the master cylinder or remotely mounted and all necessary hardware including 30 inches of hose for remote mounting.

Combination Tandem Master Cylinder - 1" Bore WB260-7563

High Volume**Aluminium Master Cylinder**

Wilwood High-Volume aluminium master cylinders have the highest fluid capacity of any integral reservoir design. With a total capacity of 242ml (8.2oz), there is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events. With 1-7/16" of piston travel, there is plenty of margin when used with large four or six piston calipers.

High Volume Alum. Master Cylinder - 3/4" Bore **WB260-6764**

High Volume Alum. Master Cylinder - 7/8" Bore **WB260-6765**

High Volume Alum. Master Cylinder - 1" Bore **WB260-6766**

Rebuild Kit - 3/4" Bore **WB260-6898**

Rebuild Kit - 7/8" Bore **WB260-6899**

Rebuild Kit - 1" Bore **WB260-6900**

Tandem Master Cylinder

Made from durable lightweight aluminium with a large capacity plastic reservoir and dual outlet bores, this master cylinder utilizes standard O.E.M. internal components. Standard factory mounting bolt holes can be adapted to racing pedal assemblies with an optional mounting adapter bracket (including push rod and dust boot). This lightweight (2.5 pounds) reliable master cylinder is used for Drag Racing, Late Model Stock Cars, Street Rod and Off Road applications. Available as a master cylinder & reservoir only or it kit form with boot, Pushrod & retainer. Features a 1.35" stroke and 1-1/16" bore.

Master Cylinder (NO Boot, Pushrod or Retainer) WB260-4893

Master Cylinder Kit (w/ Boot, Pushrod & Retainer) WB260-4894

Bracket Adapter Kit (to Single Brake Pedal) WB250-3677

MASTER CYLINDER CAP

Replacement plastic Girling Style Master Cylinder Reservoir Cap with Dot 3 fluid markings. Baffle style with seal. Durable nylon construction with a black coloration. Works with all Wilwood master cylinder reservoirs with "Girling" size threads. Girling & Remote Reservoir Master Cylinder Cap **WB330-15081**

Aluminium Tandem Chamber Master Cylinder

High-pressure die casting of a premium alloy produces a high-capacity body that is lightweight, looks great, and has the durability for competition. The mounting flange is slotted to accommodate installation on bolt centres between 3.22" and 3.40". That makes it a simple bolt-on to many OE mounts including the popular Chrysler, Corvette, GM, and Ford Mustang master cylinder bolt patterns. The body also features two through-hole mounts on 6.40" centres for side mounting to frame members or other secure elements of the chassis. A total piston stroke of 1.10" is distributed at a 2:1 volume ratio between the primary and secondary chambers.

Tandem Master Cylinder - 7/8" Raw **WB260-9439**

Tandem Master Cylinder - 7/8" Polished **WB260-9439-P**

Tandem Master Cylinder - 7/8" Black **WB260-9439-BK**

Tandem Master Cylinder - 15/16" Raw **WB260-13375**

Tandem Master Cylinder - 15/16" Polished **WB260-13375-P**

Tandem Master Cylinder - 15/16" Black **WB260-13375-BK**

Tandem Master Cylinder - 1" Raw **WB260-8555**

Tandem Master Cylinder - 1" Polished **WB260-8555-P**

Tandem Master Cylinder - 1" Black **WB260-8555-BK**

Tandem Master Cylinder - 1 1/8" Raw **WB260-8556**

Tandem Master Cylinder - 1 1/8" Polished **WB260-8556-P**

Tandem Master Cylinder - 1 1/8" Black **WB260-8556-BK**

Replacement Lid Diaphragm Gasket **WB210-8458**

Replacement Lid **WB330-8573**

Universal Master Cylinder Pushrod Kit

Wilwood's Universal Brake Pedal Pushrod Kit allows many common configurations for custom installation of power boosters or manual master cylinders. Adjustable length kit contains all the necessary components for pedal engagement and height adjustment for most common types of installations. Kit includes: adjustable length pushrods, unions, clevis, eyelet and retainer.

WB330-13914

Master Cylinders

The Strange dual inline master cylinder is ideal for sportsman classes requiring four wheel braking. Assuming the rear wheels are equipped with 4-piston calipers; the 1.032" bore master cylinder should be used if 2-piston or single piston calipers are used for the front two wheels. The 1.125" bore master cylinder will allow optimum volume and pressure for vehicles using 4-piston calipers for the front two wheels. Strange master cylinders are supplied with mounting hardware and hard line fittings.

1.125" Bore Master Cylinder

1.032" Bore Master Cylinder

Replacement Cap

STB3359

STB3360

STM/CAP

Fast Fill**Master Cylinder**

The Strange fast fill master cylinder allows for maximum consistency and a pedal/handle feel which is unparalleled.

Designed for two wheel braking applications, the lightweight (body= .780 lb.- w/reservoir = .960 lb.) forged aluminium body features a premium grade banjo fitting for plumbing adaptability. The remote reservoir is machined from billet aluminium-not plastic. The reservoir is designed to resist heat and will not easily melt away like plastic. The remote feature enables the builder to eliminate external residual valves and its compact design grants freedom during mounting and plumbing.

Fast Fill Remote Master Cylinder

Replacement Cap

STB3362

STM/CAP

STRANGE FUNNY CAR & PRO MOD DUAL IN-LINE**MASTER CYLINDER**

The B3370 Master Cylinder is for professional racers who demand the best foundation for superior four wheel braking. The fast fill design allows the rear calipers to achieve exceptional caliper pressure with minimum pedal/handle travel. The body design further ensures maximum rigidity, while minimizing weight. The B3370 is self-proportioned, which in most cases eliminates the use of an external proportioning valve.

• Dual In-line Fast Fill Master Cylinder

• 6061-T6511 billet aluminium body

• Hard anodized with PTFE coating

• 1.123" primary bore initially moves a large volume of fluid to the rear brakes

• .875" secondary bore takes over and applies high pressure to the rear brakes

• Internal pop-off valve regulates this transition

• 1.123" third bore supplies fluid only to the front brakes

• Design eliminates the need for a proportioning valve

• Brake line banjo fittings with male 3 AN ends

• 3 AN brake fluid inlet fittings

• Side mount .375" holes on 3.750" centers

Funny Car & Pro Mod Dual In-Line Master Cylinder

Flange Kit to Suit STB3370

STB3370

STB3364S

Master Cylinder Bleeding Kit

Wilwood's Master Cylinder Bench Bleeding kit contains all fittings and hoses to properly bench bleed your master cylinder, either tandem or single outlet. Bench bleeding is a necessary to assure that system is completely bled and free from trapped air.

Master Cylinder Bleeding Kit WB260-11593

Shutoff Valve

This valve can be used as a brake shut-off. When energized, the valve will block pressure from reaching downstream.

The valve does not prevent fluid from returning to the master cylinder. This eliminates the possibility of trapping pressure when activating the valve. Requires a 12 Volt, 5 amp (recommended) fused power source through a toggle switch. Warning: Not a line lock assembly. Not for street use. Please read instruction sheet available at www.wilwood.com

Shut Off Valve

WB260-9921

Proportioning Valve

Wilwood's new Combination Proportioning Valve substantially simplifies mounting, plumbing, wiring and brake proportioning adjustments on vehicles with custom brake systems. The combination block maintains full isolation between front and rear fluid circuits and can be used in conjunction with any tandem outlet or dual mount master cylinder assemblies. The rear circuit has a single inlet and single outlet with the adjustable proportioning valve. The front circuit has a single inlet with two outlets. It can be run as a single outlet with one outlet plugged, or used to split the plumbing on its way to the front calipers.

4 Way Proportioning Valve

WB260-11179

Combination Proportioning Valve**Mounting Bracket Kit**

Wilwood finally has an elegant answer to the question,

"Where do I

mount my

Combination

Proportioning

Valve?"

with their new

Mounting Bracket Kit.

• Specifically designed to work in conjunction with Wilwood Aluminum Tandem Master Cylinders (P/N's 260-8555, 260-8556, 260-9439, 260-12900 or 260-13375), in manual or boosted system applications. Kit includes:

• Stainless steel fluid tubes are precision bent with preinstalled stainless tube nuts for a simple bolt-on installation between the Combination Proportioning Valve and the Wilwood Tandem Master Cylinder.

• Stainless steel button head fasteners thread into the black e-coated L/H bracket for a simple installation and years of durable, rust-free performance. This complete Mounting Bracket Kit includes all the mounting hardware, plus a Combination Proportioning Valve, 260-11179.

Mounting Bracket Kit with Combination

Proportioning Valve,

with L/H Bracket

WB260-13190

with R/H Bracket

WB260-15048

Proportioning Valves

The new generation of adjustable proportioning valves combines the latest refinements in manufacturing processes and materials to deliver precise pressure metering and unyielding strength from a compact and lightweight forged billet design. Pressure adjustments range from 100-1000 PSI and provide for a maximum decrease of 57% in line pressure, the most of any available valve. This adjustment lets you fine tune the front to rear braking balance by proportionally decreasing the rear (or in some cases the front) brake line pressure. Can also be used to adjust individual front wheel braking in dirt track applications. Valves weigh only 5.2 ounces (knob), 6.1 ounces (lever), and have two .25" side mounting holes spaced 1.00" apart. Standard in and out ports are 1/8-27 NPT.

Knob Style Proportioning Valve

Lever Style Proportioning Valve

WB260-8419

WB260-8420

Adjustable Proportioning Valve

This replaces OEM, non-adjustable proportioning valves or is added to aftermarket vehicles. Normally, in a drag race vehicle, the adjustable proportioning valve is installed into the front brake line. The front brakes are adjusted, reducing pressure until a desired front to rear distribution is created. Street vehicles usually install the valve into the rear brake line, to reduce rear brake pressure. The adjustable proportioning valve does not increase the given line pressure- it only reduces the amount of pressure to the caliper. The STB3369 is threaded 1/8"-NPT.

Adjustable Proportioning Valve

STB3369

COMBINATION PROPORTIONING VALVE BRACKET KIT

L/H combination prop valve bracket kit installation for remote tandem master cylinders **WB220-14247**

Residual Pressure Valves

These in-line pressure valves retain a minimum brake line pressure to help eliminate excessive pedal travel in both disc and drum brake systems. The two pound valve is used in disc brake applications where the master cylinder is mounted below the horizontal plane of the calipers and fluid drain back occurs from gravity and vibration. With drum brakes, a ten pound valve is used to compensate for return spring tension in the drums.

2 lb Residual Pressure Valve	WB260-1874
2 lb Residual Pressure Valve w/fittings	WB260-3278
10 lb Residual Pressure Valve	WB260-1876
10 lb Residual Pressure Valve w/fittings	WB260-3279
1/8-27 Double Ended Brass Fitting (each)	WB220-2415
1/8-27 to 3/8-24 Tube Adapter (4pk)	WB220-0628

External Residual Valves

External residual valves are installed as close as possible to the master cylinder when the master cylinder is below the calipers or when drum brakes are used. The external residual valve traps fluid from the valve to the brake caliper allowing for a quicker pedal. Drum brakes must have a 10lbs. residual valve to operate properly. Some disc brake applications require a 2lb. residual valve. Each external residual valve is manufactured from billet aluminium and is tapped 1/8"-NPT into both ends.

External Pressure Valve, Male/Female 2lbs	STB3366
External Pressure Valve, Male/Female 10lbs	STB3367

BRAKE FLUID

WILWOOD Dot Five Brake Fluid

Wilwood FIVE is a highly refined silicone brake fluid, formulated to preserve the looks and reliability on classic vehicles and show cars. Its non-hygroscopic blend blocks moisture absorption to inhibit internal system corrosion. It is paint friendly and will not harm most custom finishes should a spill or leak occur.

WB290-11084	DOT 5 Brake Fluid
WB290-11083	Pack of 24 bottles

WILWOOD Hi-Temp® 570 Racing Brake Fluid

Wilwood's specially formulated Hi-Temp® 570 Racing Brake Fluid has a minimum 570° F dry boiling point to withstand the severe heat requirements of automotive racing. Hi-Temp® 570's low viscosity allows easy bleeding of your brake system, eliminating aeration of the brake fluid caused by foaming due to excessive pumping of the pedal. Hi-Temp® 570 comes in convenient 12 ounce containers hermetically sealed to guarantee against unwanted absorption of moisture which can drastically lower the fluids boiling point (fluid from larger containers tends to become contaminated with moisture, lowering its boiling point and making it unsuitable for racing applications).

WB290-0632 Wilwood Hi-Temp® 570 Single Bottle

EXP 600 Plus Super

High-Temp Racing Brake Fluid

EXP 600 Plus is a highly refined blend developed for extreme performance under the high heat and extreme pressure of professional motorsports.

What's in a number? EXP 600 Plus has tested to 626 degrees F with a wet boiling point of 417 F. These numbers far exceed any DOT or SAE specifications. **What's the real test?**

It is true that racing fluids need to have high boiling points. It is also true that fluids need to have low moisture affinity to slow the natural absorption rate of water vapor. But the true test of any fluid is how well it resists aeration and compressibility after it has been heated and pressure cycled a few hundred times. The real test is at the track. EXP has proven to maintain firm pedal feel and quick response, long after others have failed.

Note: For optimum performance, EXP 600 Plus should not be diluted with any other brake fluids. Add new fluid to a clean system.

WB290-6209 Wilwood Hi-Temp® 600 Single Bottle

REDLINE DOT 4 Brake Fluid

DOT 4 brake fluid formulated with a precise mixture of Borate Esters and Glycol Ethers, plus moisture and corrosion inhibitors. Utilizing quality raw materials yields a superior fluid resistant to absorption and retention of moisture while providing the best protection against extreme temperatures.

Blendable with DOT 3, DOT 4 and DOT 5.1 fluids, RL-600 increases ABS cycle times for more responsive and consistent pedal feel.

For passenger vehicles, as well as racing car and motorcycles, track day project cars and other motorsport activity.

RL-600 REDLINE DOT 4 Brake Fluid

BRAKE SWITCHES

Universal Brake

Light Switches

Universal brake light switches, available in 2 or 4 terminal configurations.

Brake Light Switch - 2 Terminal	PW80172
Brake Light Switch - 4 Terminal	PW80176

Low Pressure

Brake Light Switch

Universal low pressure brake light switch.

Supplied with plug in pigtail. 1/8" NPT Thread.

Low Pressure Brake Light Switch	PW80174
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VACUUM TANKS

Brake Vacuum Reservoir Tank

Dimensions: 6.75"x170mm Tall, 5"x125mm long.

Polished Spun Alloy Tank with Fittings and Mounts **AF77-1018**

Black Spun Alloy Tank with Fittings and Mounts **AF77-1018BLK**

ELECTRIC VACUUM PUMPS



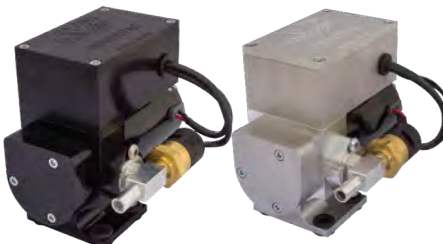
Twin Piston Vacuum Pump Kit

Engines with modifications such as aggressive cam profiles commonly have little to no vacuum, the AeroFlow Vacuum pump ensures that you always have maximum vacuum available for your brakes so you can always deliver max stopping assistance, bang for buck safety is never over rated. The twin piston design is what sets AeroFlow's vacuum pump apart. It gets to vacuum much faster than single piston vacuum pumps most commonly found in the market. Vacuum pumps are even more critical when running large multi piston calipers. Pump can be mounted on any plane to suit your application.

- 50% more vacuum than a diaphragm style pump.
- 20% less noise and vibration, similar to that of a performance electric fuel pump.

Kit includes vacuum pump with 9.52mm (3/8") fittings, 900mm (2ft 11-3/8") of vacuum hose 9.52mm (3/8") I.D., wiring loom, check valve, clamps, fuse, relay and vacuum pressure sensor. Twin Piston Vacuum Pump Kit **AF49-1050**

Replacement inline check valve **AF59-1050**



12 VOLT ELECTRIC VACUUM PUMP

For vehicles using engine combinations that provide little or no manifold vacuum required for braking. When vacuum drops below 15 in. of vacuum the CVR Electric Vacuum Pump activates and increases the vacuum level to 20 in. of vacuum. Complete self-contained unit. Simply connect the positive/negative power and the unit will regulate the vacuum level itself.

NOTE: Unit can be mounted in any position.

• Patent Pending Design - Superior To Anything On The Market Today

- Precision machined
- Black hard anodized for extended wear and corrosion resistance
- Cast aluminium construction
- 20% less noise and vibration, similar to a performance electric fuel pump
- 50% more vacuum than diaphragm style pump
- Self-contained electronics for ease of installation
- Built-in relay with low amperage lead can be connected straight to key switch
- 12 volt, 6 amp draw
- Weight - 5.5 lbs.

Cast Aluminium	CVRVP655
Black Anodized	CVRVP665



CVR Electric Cast Body Vacuum Pump

VP555 contains same features as VP612. The pump is set to turn on when vacuum drops below 15 in. of vacuum, the pump activates and increases the brake vacuum level to 20 in. of vacuum.

Self contained unit with no need for wiring of relays and switches! Simply connect the positive/negative power and the unit will regulate the vacuum level itself.

• Economical version of VP612 • Unit can be mounted in any position • Unit draws 6 amps • Replacement Vac Switch CVRVS-19

Cast Body Vacuum Pump **CVRVP555**



LINE LOCKERS



Roll Control

Used primarily in drag racing to provide positive locking action to the front wheels of race cars, reducing the chance of "Rolling the Lights" and producing more effective "Burn Outs" for heating up the tyres. Rigorous testing has proved a 1/100,000 of a second release time and vibration tests have seen up to 30 G's applied without mechanical failure. Adaptable to most domestic and import hydraulic brake systems.

- Stainless steel valve assembly for ultimate corrosion resistance
- Fully enclosed epoxy molded electrical coil for reliability
- Attractive finned aluminium housing helps dissipate heat
- Wider lightweight base provides better mounting stability
- 150 micron screen filtered ports to prevent contamination
- Field serviceable for cleaning or rebuilding
- Extra threaded port for separate bleeder or pressure gauge
- Kit includes solenoid valve, snap-action switch, indicator light, 4-amp fuse, mounting screws and installation instructions
- 12-volt negative ground systems only.

Roll Control Kit	HU1745000
Roll Control Rebuild Kit	HU5671500



AF49-4078

AF49-4076

Launch Control Kit

AeroFlow's Launch Control (also known as: Roll/Stage/Brake Control, Line Lock, Roll Stop and Anti-Roll). AeroFlow's 12 Volt 2-Port Launch Control is designed to be installed into the vehicles existing brake system and can be used on either the front or rear brakes (Not for split or diagonal brakes). They are intended primarily as brake-locking devices for Drag Racing.

AF49-4076	Launch control line lock KIT (Includes Solenoid)
AF49-4075	Launch control line lock solenoid ONLY
AF49-4077	Button assembly momentary button style RED button
AF49-4078	Button assembly on/off style switch GREEN button



Anti-Roll Line Locker Kit

Brake line locks are used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping in the lights. The Moroso Anti-roll design has better holding power than any other unit currently available and will work in applications with ABS. Kit contains a heavy duty push button switch, switch bracket, coiled wire, rebuildable line-lock valve, fuse holder, and indicator light. **NOTE:** Continuous use of solenoid for more than 30 seconds will damage the coil.

Anti-Roll Line Locker Kit **MO44050**

Roll Control Installation Kit

The Roll/Control Installation Kit is designed to be used in conjunction with most brake holding devices on vehicles with imperial fittings. This kit contains brake lines and various brass fittings, connectors, adapters, unions and plugs necessary for an easy installation.

Roll Control Installation Kit HU5671510



Launch Control

The B&M Launch Control is a sophisticated device which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on a uphill grade. This high quality solenoid can be used on either the front or rear brakes of your vehicle and can handle pressure spikes up to 1500 psi or maintain constant pressure of 400 psi.

- The choice for performance & dependability
- Can control the front and rear brakes
- Can be used as a brake locking device for drag racing or as a hill holding device for street use
- Can be used with buttons & switches found earlier in catalogue

Launch Control Solenoid Only

BM46075

Launch Control Kit with Wiring & Button

BM46076

BRAKE PRESSURE GAUGES

STRANGE Brake Pressure Gauge

The STP2360 verifies pressure and is essential for trouble shooting brake system problems. The Strange pressure gauge makes it easier to determine appropriate changes in pedal ratio or to select the proper master cylinder bore size. Each gauge is shipped with a bleeder adapter for further convenience.

Brake Pressure Gauge STP2360



WILWOOD Brake Pressure Gauge

This easy to read two inch diameter non-hazing face allows for quick brake line pressure checks from 0-1,500 PSI with 20 PSI graduations and accuracy to 1.5%. Permits reliable brake bias setup and brake system troubleshooting. It is durable and corrosion resistant.

Brake Pressure Gauge WB260-0966



CROSS MEMBERS



AHRP Front Crossmember

This stamped steel front crossmember, with stock-location radiator mounts, lowers your rod 1 inch. The centre has a 7-degree rake to eliminate shackle bind and improve caster adjustment.

Suit 1928 - 32 Ford AHRP60611



Front Crossmember with Radiator Mounts

Replacement crossmember welds in. Includes new radiator mounts. Car will sit slightly lower.

CHEAU-2234



1933-34 Replacement X-Member Kit

Formed channel X-member gives excellent rigidity for fiberglass or steel bodies. Ideal for open cars but works well under closed cars too. Fits stock or repro frames. X-member is opened up for transverse clearance.

CHEAT-2034 X-Rails

CHEES-2134 Centre Trans Mount for TH350 & others



Universal Transmission Crossmembers

These crossmembers support most standard and automatic transmissions in open channel frames with frame rail widths between 26" to 36". Just cut the crossmember to fit the frame rail distance. The universal design allows you to position your engine and transmission exactly where you need them. They are built using sturdy .114" wall thickness tubing and are available with or without the transmission mount. Complete kits include a transmission mount for use GM transmissions, but they also allow the use of Ford style mounts for Ford transmissions.

Description		Without Mount	With Mount
Universal Transmission	Straight	TD4538	TD4558
Universal Transmission	3" Drop	TD4539	TD4559
Universal Transmission	6" Drop	TD9424	TD9444
TH-700, 4L60E & T56	Straight	TD6538	TD6558
TH-700, 4L60E & T56	3" Drop	TD6539	TD6559



CHASSIS & COMPONENTS

Chassis are available in Base and Complete configurations many other options are available please call for full specs and pricing. Pro Street Chassis & Air Spring Chassis also available.

Base Chassis Include:

- Complete Front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal • Complete Rear Suspension
- New Currie 9" Rear-End Housing with NEW Axles

Complete Chassis Include:

- Complete front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal
- Complete Rear Suspension • Booster & Master Cylinder Filled
- New Currie 9" Rear-End Housing with NEW Axles • Rear Brakes
- Front & Rear Spreader Bars on 1932 Chassis • Brake Lines (optional) • Anti Roll Bars (Optional)

From a bare frame to a complete chassis, Total Cost Involved can provide you with a chassis that will fit your needs.

1928-31 Model A FORD Base Chassis Packages

TOT101-1220-02 28-31	Base IFS Chassis Chrome/Stainless Pkg
TOT101-1220-00 28-31	Base IFS Chassis Plain Pkg
TOT101-1220-01 28-31	Base IFS Chassis Chrome Pkg
TOT101-1210-00 28-31	Base Dropped Axle Chassis Plain Pkg
TOT101-1210-01 28-31	Base Dropped Axle Chassis Chrome Pkg
TOT101-1210-02 28-31	Base Dropped Axle Chassis Chrome/ Stainless Pkg

1928-31 Model A FORD Complete Chassis Packages

TOT101-1200-00 28-31	Econo Chassis Raised/Narrowed
TOT101-1215-00 28-31	Complete Dropped Axle Chassis Plain Pkg
TOT101-1215-01 28-31	Complete Dropped Axle Chassis Chrome Pkg
TOT101-1215-02 28-31	Complete Dropped Axle Chassis Chrome Stainless Pkg
TOT101-1225-00 28-31	Complete IFS Chassis Plain Pkg
TOT101-1225-01 28-31	Complete IFS Chassis Chrome Pkg
TOT101-1225-02 28-31	Complete IFS Chassis Chrome/Stainless Pkg

1932 FORD Base Chassis Packages

TOT102-1220-02	32 Base IFS Chassis Chrome/Stainless Pkg
TOT102-1220-00	32 Base IFS Chassis Plain Pkg
TOT102-1220-01	32 Base IFS Chassis Chrome Pkg
TOT102-1210-00	32 Base Chassis Dropped Axle Plain Pkg
TOT102-1210-01	32 Base Chassis Dropped Axle Chrome Pkg
TOT102-1210-02	32 Base Chassis Dropped Axle Chrome/ Stainless Pkg

1932 FORD Complete Chassis Packages

TOT102-1215-00	32 Complete Dropped Axle Chassis Plain Pkg
TOT102-1215-01	32 Complete Dropped Axle Chassis Chrome Pkg
TOT102-1215-02	32 Complete Dropped Axle Chassis Chrome /Stainless Pkg
TOT102-1225-00	32 Complete IFS Chassis Plain Pkg
TOT102-1225-01	32 Complete IFS Chassis Chrome Pkg
TOT102-1225-02	32 Complete IFS Chassis Chrome/Stainless Pkg
TOT102-1285-00	32 Complete IFS Air Spring Chassis Plain Pkg
TOT102-1285-02	32 Complete IFS Air Spring Chassis 4-Link Rear Chrome/Stainless

1933-34 FORD Base Chassis Packages

TOT103-1210-02	33-34 St Axle Chrome/Stainless Pkg
TOT103-1210-00	33-34 St Axle Plain Pkg
TOT103-1210-01	33-34 St Axle Chrome Pkg
TOT103-1220-00	33-34 IFS Plain Package
TOT103-1220-01	33-34 IFS Chrome Pkg
TOT103-1220-02	33-34 IFS Chrome/Stainless Pkg

1933-34 FORD Complete Chassis Packages

TOT103-1215-00	33-34 Complete Dropped Axle Chassis Plain Pkg
TOT103-1215-01	33-34 Complete Dropped Axle Chassis Chrome Pkg
TOT103-1215-02	33-34 Complete Dropped Axle Chassis Chrome/Stainless Pkg
TOT103-1225-00	33-34 Complete IFS Chassis Plain Pkg
TOT103-1225-01	33-34 Complete IFS Chassis Chrome Pkg
TOT103-1225-02	33-34 Complete IFS Chassis Chrome/Stainless Pkg
TOT103-1285-00	33-34 Complete IFS Air Spring Chassis Plain Pkg
TOT103-1285-01	33-34 Complete IFS Air Spring Chassis Chrome Pkg
TOT103-1285-02	33-34 Complete IFS Air Spring Chassis Chrome/Stainless Pkg



Universal Engine Crossmembers

Trans-Dapt universal fit, crossmember style motor mount kits fit a wide variety of cars and trucks with open frame rails and straight front axles. Clearance should be double checked on 4WD pickups, trucks and passenger vehicles with independent suspension. To use this universal fit crossmember, simply measure the distance between the frame rails, cut the cross tube to fit, and bolt or weld the end caps to the cross pipe. Made with Heavy-Duty .114" thick tubing and supplied complete with rubber cushioned engine mounts.

Description	Part No.
Chev Small Block Universal Crossmember	TD4840
Chev Big Block Universal Crossmember	TD4841
Ford Small Block Universal Crossmember	TD4849
Ford 351c Universal Crossmember	TD4997
Ford Big Block 429-460 Universal Crossmember	TD9413

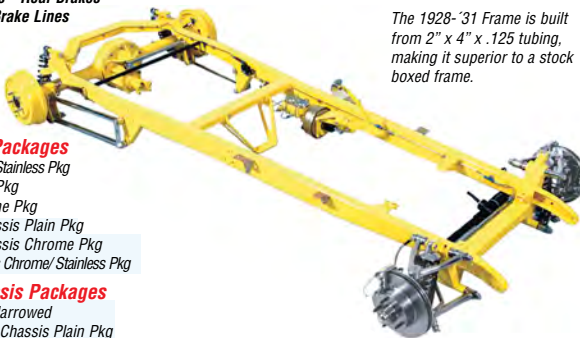


2" x 3" Dropped Crossmember

Fabricating a rear frame on a Pro Street or Drag Race car is easier and more professional with Competition Engineering's Dropped Crossmember. The sturdy 2" x 3" x .083" steel Crossmember is mandrel bent on computer-controlled equipment, providing uniform wall thickness and exact profile dimensions. The 60" length and full 3.5" drop-centre-profile makes this crossmember an ideal front attachment point on virtually any chassis design. Use with Competition Engineering's Formed Rear Frame Rails No. MOC3060, MOC3062 or any other suitable frame rail kit.

2" x 3" Dropped Crossmember

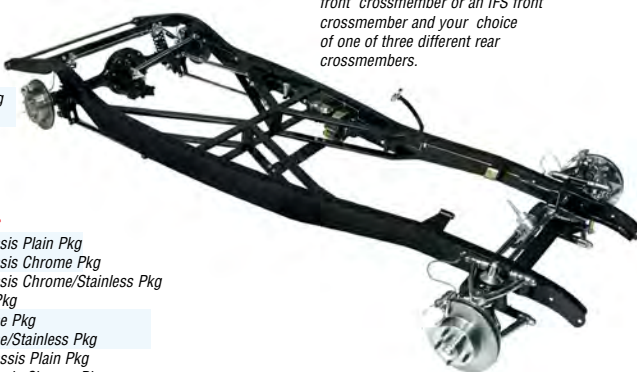
MOC3061



The 1928-'31 Frame is built from 2" x 4" x .125 tubing, making it superior to a stock boxed frame.



Total Cost Involved Engineering offers a completely engineered custom tailored chassis for your dream Deuce that provides the best foundation.



The 1933-'34 frames feature full-length boxed rails with rectangular X-members for strength and rigidity. Available with a 1" dropped stock style front crossmember or an IFS front crossmember and your choice of one of three different rear crossmembers.