

MOROSO**Easy Grip Quick Fastener Wrench**

Featuring an easy grip handle and redesigned zinc coated steel shank, the blade is contoured to fit inside the 1/4-turn fastener without stripping the slot.

MO71606

Quick Fastener Washers

Quick fastener washers protect your car's finish from scratches. A must for the conscientious car owner.

Pack of 25.
MO71610**Panel Spring Adjuster Tool**

The hassle of adjusting panel fastener springs is over. No more adjusting with a screwdriver or gripping with a pair of pliers. PANELfast's Panel Spring Adjuster is the right tool for the job. The panel spring adjuster is quick and easy to use, light weight and durable. It pulls the spring evenly like a panel button fastener would so you do not create any kinks or breaks in the spring. Has the ability of pushing or pulling the spring with an even amount of pressure and tension applied.

PAN7602

**Triple X Race Co****XXX Front End Hardware Kit**

Kit includes thrust bearings & washers, all grade 8 spindle bolts, rotor bolts steering arm bolts & grease zerks.

TXRC-SC-FE-0002



SPP Radius Rod to Front Axle Bolt
1/2-20 x 1-1/4"
SPPHHS0020-1250A



SPP Titanium 9/16 Hex Radius Rod - Axle Bolt
1/2-20 x 1.250"
SPPRH500-20-1250

**DMI TETRIS Front Hubs**

The newest and lightest hub DMI offer. These are the coolest hubs available!

DMI-SRC1964

HUB SETS**DMI Black Widow Front Hubs**

Increased material in the web of the hub and substantial perimeter weight savings make it the strongest hub available. Suit Weld and Sander wheels.

Black Widow Hub Set (Black)
Black Widow Right Front Hub (Black)
Black Widow Left Front Hub (Black)

DMI-SRC1971
DMI-SRC1968X
DMI-SRC1969X

DMI Hub Replacement Parts

Angular Contact Bearings
Oil Seal
Bearing Kit
Threaded Dust Cap
Wheel Stud Kit
Lug Nut

DMI-SRC1984X
DMI-SRC1988
DMI-SRC1990
DMI-SRC1995A
DMI-SRC1999
DMI-SRC1999A

**Winters Complete Hub Set Gold**

RS-WIN-3980 SET

**Winters Complete Hub Set Black**

RS-WIN-3980B SET

FRONT AXLES**XXX 50" x 2-1/4" Front Axle**

Jig fabricated chromoly axles, suitable for Triple X or Maxim style cars. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly
- Wall Thickness: .120"
- Right Front King Pin: 12"/10"
- Left Front King Pin: 10"/9"
- Offset: 1" Left
- Weight: 14.5 lb

Chrome – TXRC-SC-FA-0002
Black – TXRC-SC-FA-0008

**XXX 50" x 2-1/2" Light Weight Front Axle**

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly
- Wall Thickness: .095"
- Right Front Kin Pin: 12"/10"
- Left Front King Pin: 10"/9"
- Offset: 1" Left
- Weight: 13.2 lb

Chrome – TXRC-SC-FA-0004
Black – TXRC-SC-FA-0010

**XXX Wingless Coil Over 52" x 2 1/4" Front Axle**

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly • Wall Thickness: .120"
- Right Front King Pin: 12"/10" • Left Front King Pin: 10"/9"
- Offset: 3" Right • Width: 52" • Weight: 16.5 lbs

Chrome TXRC-SC-FA-0200

**HRP 50" x 2-1/2"****Light Weight Front Axle**

Complete with a threaded panhard bar stud, aero tube uprights and threaded shock studs.

Technical Specs

- Material: 4130 Chromoly • Wall Thickness: .095"
- Left Front Caster: 10° • Right Front Caster: 12°

HRP-8041

**DMI Gold Widow Front Hubs**

Increased strength in the web of the hub where you need it most matched with substantial weight savings around the perimeter make it not only the strongest, but also the lightest hub available.

DMI-SRC1971G

**WELD Racing Magnum Front Hubs**

All hubs are forged aluminium and CNC machined for an outstanding finish. Hubs are supplied complete. Available with 3 – lug rotor provision for left front, or without. Offered in black or traditional gold anodising.

Left Front Hub Gold
Right Front Hub Gold
Left Front Hub Black
Right Front Hub Black

WEC8088-LT
WEC8088-RT
WEC8088B-LT
WEC8088B-RT

WELD Hub Replacement Parts

Stud & Lug Nut Kit
Bearing Kit
Hub Oil Seal
Billet Dust Cap
Gold Billet Dust Cap
Black Billet Dust Cap

WEC0223
WEC0229-B
WEC0321
WEC0323
WEC0323
WEC0323B



Countersunk (WELD)
SPPCS375-16-1250



Hex Head (DMI / WINTERS/ SANDER)
SPPBH375-16-1250



Titanium Lug Nut 3/8-16 Hex
SPPFLTN-375-16

**Billet Aluminium Dust Cap Oil Plug**

Replacement billet dust cap and O-ring for a Midget/Sprint

3-Spoke Ultra Hub or Magnum Hub.

WEC0323-OIL Gold with oiling hole
WEC0323B-OIL Black with oiling hole
WEC0323 Gold standard
WEC0323B Black standard

SCI Oil Fill Dust Cap

Save yourself some time on your sprint car and midget race program with this Oil Fill Dust Cap. The oil filled dust covers are designed for performance and time savings on maintenance.

This kit comes with everything you need to convert your standard Weld and MPD front hubs from grease to oil. The specially designed dust cover works with an O-ring to create a great sealing surface in the hub to prevent oil leaking out of the front side of the hub.

RS-SCI-1200SET

Sprint Hub Bearing Spacer

These adjustable bearing spacers for Sprint and Midget race car front hubs will increase your wheel spin by over 1200%. They can be used with standard tapered roller bearings or angular contact ball bearings.

These spacers will increase how freely your car rolls, putting more horsepower to the track and decreasing corner drag.

Patented Adjustable Bearing Spacers increase wheel spin by over 1200%. Installing MPD bearing spacers will increase how freely your car rolls, putting more horsepower to the track and decreasing corner drag. Spacers can be used with standard tapered roller bearings, angular contact ball bearings. Once adjusted for your hub, you simply lock down your spindle nut for a perfect set of freewheeling bearings

MPD-013607



FRONT END SET UP TIPS

Note: These instructions are specific to a 87/40 car.

Put Front Axle in the Car

1. Put the front end in the car, using a 3" block on the left side, and a 4" block on the right side.
2. Make the two right front radius rods the same length. Make the (single) left front radius rod (approx) 1/2" shorter than the right side rods. Leave the jamb nuts loose.
3. Hook up all three radius rods, and the panhard bar (tightening all nuts/bolts enough so none of them are loose).

Offset Front Axle 1" To The Left

- a. Offset the axle 1" to the left by:
 - a) Pick a side, and measure from the king pin (center) to a straight edge that runs vertically from the top rail to the bottom rail.
 - b) With the other side, measure from the king pin (center) to a straight edge that runs vertically from the top rail to the bottom rail.
 - c) Increase/Decrease the length of the panhard bar until the measurement on the left side is 1" more than the measurement on the right side.

Square The Front Axle

5. Determine the amount of desired right side lead. A good starting point for most tracks is 1/4". This will vary depending on driver preference and track shape/size.
6. With the right side of the car, measure from the leading edge of the motor plate to the back edge of the front axle. This measurement will vary depending on front axle diameter as follows:
 - 2 1/4" Front Axle = 45 7/8"
 - 2 1/2" Front Axle = 45 3/4"
 Adjust the right side radius rods evenly (each rod turned the same amount) until the above measurement is achieved.

Note: Another method to accomplish the same result is measure 14" from the center of the right front torsion tube, to the center of the front axle.
7. With the left side of the car, measure from the leading edge of the motor plate to the back edge of the front axle. This measurement will vary depending on front axle diameter and amount of desired lead as follows:
 - 2 1/4" Front Axle = 45 7/8" - (amount of desired lead)
 - 2 1/2" Front Axle = 45 3/4" - (amount of desired lead)
 As an example, for 1/4" lead, the measurements would be (depending on the size of the front axle):
 - 2 1/4" Front Axle = 45 7/8" - 1/4" = 45 5/8"
 - 2 1/2" Front Axle = 45 3/4" - 1/4" = 45 1/2"
 Adjust the left side radius rod until the correct measurement is achieved. **Note:** Another method to accomplish the same result is measure 14" from the center of the right front torsion tube, to the center of the front axle.
8. Repeat steps 6 and 7 until both measurements are correct. It's important to note this will take multiple attempts, as the opposite side measurement will change each time an adjustment is made.

Set the Caster

9. Measure the (current) angle of the car front and back by putting a angle finder on the bottom rail.
10. Mark the top of the right front radius rods with a sharpie (and any other pencil, pen, etc).
11. Place the angle finder on the right front steering arm.
12. Adjust the radius rods until the angle finder reads between 6 and 10 degrees, compensating for the (current) angle of the car. The exact amount of caster will vary depending on driver preference. A good starting point is 8 degrees.

To adjust the caster, turn the right front radius rods exactly opposite amounts. This can be accomplished by keeping track of the number of turns done to the top rod, and doing the opposite on the bottom rod. Use the marks on the radius rods done in step 10 as a guide.

By turning the top and bottom right side radius rods equal and opposite amounts, you will not alter the squaring of the front axle, just the caster.

Set the Toe

13. Determine the amount of toe required. This is a driver preference, usually between 1/8" and 1/4". A good starting point is 3/16".
14. Loosen the jamb nuts on the tie rod.
15. Putting a tape measure through the frame (close to the radiator air box), measure the distance between the left side and right side wheel beads at the inside bead at the back of the wheel (the portion of the wheel "most" towards the back of the car).
16. Putting a tape measure through the frame (close to the torsion tubes), measure the distance between the left side and right side wheel beads at the inside bead at the front of the wheel (the portion of the wheel "most" towards the front of the car).
17. Adjust these measurements by turning the tie rod in/out until the front measurement is 3/16" (or the desired amount of toe) larger than the back measurement.
18. Repeat steps 15 to 17 until the desired amount of toe is reached.
19. Tighten the tie rod jamb nuts.

Recheck and Tighten

20. Recheck all the of the measurements above to ensure nothing moved during squaring. If any measurement is not accurate, undo all the steps, and restart the entire process at step 4.
21. Once all measurements are correct, tighten all jamb nuts (being careful not to move anything until all jamb nuts are tight).

KING PINS



DMI King Pins

Precision machined .859" diameter, available in steel and titanium with machined finish flange at one end.
Steel King Pin - .50 lbs.
Titanium King Pin - .27 lbs.
King Pin Cap - Short (Black)

DMI-SRC2039
 DMI-SRC2059
 DMI-SRC2045BK

King Pin Thrust Bearing Kit

DMI-SRC2003



WINTERS Steel King Pin

RS-WINT6476-02

WINTERS Titanium King Pin

RS-WINT6476-02T



King Pin Shims

King Pin Shim .030"
 King Pin Shim .005"
 King Pin Shim .007"
 King Pin Shim .010"
 King Pin Shim .015"

MPD-014202
 MPD-014204
 MPD-014205
 MPD-014206
 MPD-014207

SPINDLES



DMI Front Spindles

2024-T3 Aluminium Front Spindles. Available with steel or titanium snout. All snouts are Rockwell tested for hardness. "Trick" Spindle lock nut kit allows for finer adjustments.

Straight Steel Snout Spindle
Straight Steel Snout Spindle - Black
Straight Titanium Snout Spindle
Spindle Lock Nut Kit
45° Grease Zerk
King Pin Bush

DMI-SRC2000
 DMI-SRC2000BK
 DMI-SRC2020
 DMI-SRC1997
 DMI-SRC2005
 DMI-SRC2035



DMI Spindle Nut Wrench

For removing dust cap from DMI GoldStar front hubs, and adjusting DMI Spindle Nuts.
 DMI-SRC1998



MPD Front Spindles

Made of aircraft quality solid billet aluminium. Radiused on the outer edges to reduce weight and less prone to cracks. 10° King pin inclination, and honed bushes for a bind free fit.
Lite Weight Spindle
 MPD01400SHLT

BY SPECIAL ORDER ONLY

MPD Spindle Nut Kit

Includes all hardware.
 MPD-01420KLT



WINTERS Forged Spindles

Forged spindles have increased strength and durability at a great price. Tumble polished finish or black anodised, and supplied with a spindle lock nut kit.

Polished
Black Anodised
WINTERS Spindle Lock Nut Kit

RS-WINT3622P
 RS-WINT3622BK
 RS-KRP2377



HRP Winters Style Spindle Wrench

Suitable for Winters spindle nuts only.
 HRP-6100



LOW PROFILE Grease Zerk

Suitable for any spindle, low profile gives more clearance around the axle and steering arms.

Supplied in a pack of six.
Grease Zerks
Grease Gun Needle

RS-KRP343
 RS-GN



STEERING PUMPS

KSE Power Steering Pumps

The most efficient, lightest and in the smallest package! Weighing in at 2.5 lbs, it is the lightest pump on the market. Fits all makes of Sprint and Midget chassis. It has the same bolt pattern and mounting as all KSE power steering pumps.



- Tear drop timed porting and large #10 inlet eliminates cavitation up to 10,000 engine RPM.
- 3000 PSI pressure capability with non-sticking poppet type relief valve set at 1400 PSI. Made possible by rigid construction and zero tolerance clearances with thermal expansion of only 0.0001 @ 200°F.
- Every KSE pump is flow and pressure tested to strict specifications.
- Carburized 8620 shaft with 3/8" hex drive male input and female output.
- Accepts all popular fuel pumps.

HPD Pump Counterclockwise Rotation
HPD Pump Drive Shaft
HPD Pump Adapter
HPD Seal Kit

KSC1068-002
 KSC1027
 KSC1067
 KSC1069

Able to be used with raised or standard cam engines. Allows easy removal of power steering and fuel pump as one unit.
 KSC1043



Adjustable to work on standard raised cam motors. Designed to work with KSE HPD and standard pumps
 RS-LRBP5BM-DS

SPP Steer Pump to Motor Plate Bolts
 3/8"-16 x .700"
 SPP018



SWEET MFG POWER STEER PUMP

The Sweet P/S Pump is All new technology makes this new power steering pump hold up in the toughest conditions. It's flow control valve makes the steering both smooth and consistent from green to checkered.
Pump SWE306-10300



Sweet Pump Replacement Parts:

Pump Rear Cover SWE321-41040
Drive Shaft SWE321-41043
Drive Socket SWE321-41044
-10AN Banjo Fitting SWE321-41053
Internal Rotating Kit SWE321-81000
Seal Kit SWE321-81010
Pump Adapter SWE325-30040

