



Race-Proven Driveline Performance

CLUTCHES
BELLOUSINGS
STARTERS
DRIVESHAFTS

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Welcome To Quarter Master®



RACE-PROVEN DRIVELINE PERFORMANCE MOVES EVERY APPLICATION FORWARD

Quarter Master® driveline products have enjoyed a history of track-proven, race-winning results for over 50 years. Now as the Quarter Master® story continues, not only do our parts continue to dominate on the racetrack, they also are outperforming the competition on the street. From part-numbered clutch kits for late model Mustangs and LS vehicles, to groundbreaking components for imports like the Mitsubishi Evo and Subaru WRX, Quarter Master® has every corner of the performance industry covered. We can even build custom parts for applications as diverse as Nissans, Porsches, BMWs, Vipers, Volkswagens and more.



Today, all Quarter Master® components are designed with the knowledge and experience gathered from our close relationships with racers, builders and enthusiasts. Products include multi-plate clutches, aluminum, steel and carbon fiber driveshafts, quick-change gears, starters, hydraulic release bearings and many others. Each part is created with cutting-edge software, such as SOLIDWORKS modeling and FEA, and is built utilizing state-of-the-art engineering techniques. An experienced staff utilizes CNC machining and sophisticated gear-cutting and broaching equipment to build all Quarter Master® parts. Each and every one is then held to the toughest quality standards in order to outlast and outrun the competition.



Furthermore, our tech support team is unmatched in the industry, and our service and repair department can keep you on the track or road. If a driveline component features the Quarter Master® logo, you can rest assured that it is built to exceed the user's need for reliability, high performance and durability.

Whether it's on the straightaways, in and out of the turns or just between stoplights, our driveline products are designed to provide the maximum performance edge.

Selecting A Clutch

Factors For Clutch Unit Selection

The best clutch for your application isn't always the lightest, the biggest or smallest, or the least or most expensive. There are a variety of factors that determine which clutch unit to choose. Be sure to take all of these into account before picking out your new clutch.

- **Horsepower & Torque**
- **Vehicle Weight, Tire Type, Engine Type**
- **Driveline - Transmissions & Final Gear**
- **Rules Package**

Lightweight applications can utilize lighter, smaller clutches, but they are more susceptible to heat build-up. Heavier clutches with more discs, on the other hand, are more durable and withstand more abuse from heat, but they have a higher moment of inertia. The key is to find the best balance for your application.

To learn how to order a custom clutch, see pg. 72.

For more information on MOI and torque capacity, turn to pg. 74.

Terminology

PARTS OF A CLUTCH

Button Flywheel - Takes the place of a standard-type flywheel. Used for cover-mounted ring gear and flexplate applications, it results in a lighter assembly and lower MOI.

Clutch Cover - A cover which encases the clutch plates.

Cover-Mounted Ring Gear - Mounted with clutch bolts. The starter drive gear engages the ring gear to crank the engine.

Friction Discs - Made of various types of friction material – come into contact with both the flywheel and the pressure plate to create the force required to turn the transmission.

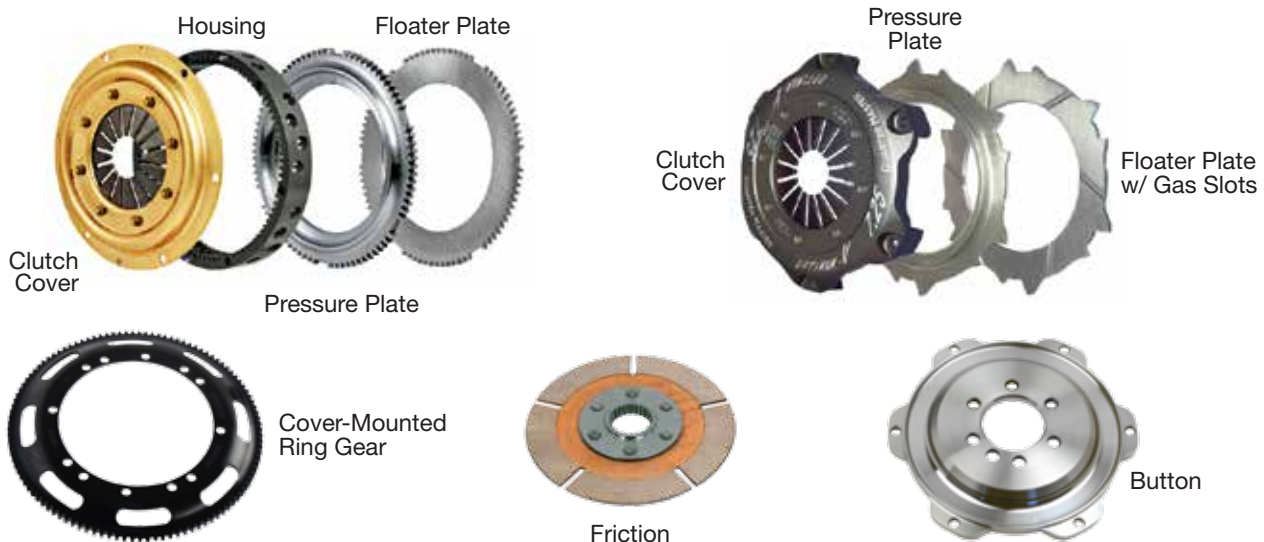
Floater Plate - Acts as an intermediate driving plate between the clutch discs on multi-disc units.

Flywheel - When the clutch is pressed, the flywheel utilizes friction against the clutch plate to determine the amount of force that the clutch is capable of handling.

Gas Slots - Slots that provide additional cooling to the internal clutch components.

Housing - Connects engine to the transmission and houses the clutch assembly.

Pressure Plate - Uses spring pressure to press the clutch disc against the flywheel and allows it to transmit a driving force through the assembly.





V-DRIVE + RALLY-V

The perfect option for budget-minded circle track, road course and off-road racers.

- Open cover design
- High torque capacity w/ long service life
- Lightweight, durable & affordable



OPTIMUM-V

The most trusted race clutch in the world – used in a wide range of top-level racing series.

- Maximum cooling & least wear
- Dependable performance in shifting



OPTIMUM ULTRA-V

Designed with the lightest components available for the weight-conscious racer running an asphalt Late Model.

- Lower weight & MOI than competition
- High torque-holding capacity
- Easy to upgrade from Optimum-V



OPTIMUM-RR

Built for muscle car and import applications that demand strength and durability.

- Quick & smooth shifts
- Superior cooling properties
- Developed from road racing technology
- Enhanced durability



OPTIMUM-SR™

A true racing clutch with factory driving characteristics for GM LS and Mustang applications.

- Significantly lighter than stock
- Proprietary spring technology
- Legal for race & street use



PRO SERIES

The staple of the clutch lineup – perfect for road courses, speedways and short tracks.

- Steel or aluminum cover designs
- Works with variety of friction discs
- Closed housing



STREET STOCK

Developed for racing classes where competitors must run a stock-type, single-disc clutch.

- Durable steel pressure plate
- Noticeable weight reduction
- Increased performance on track

Clutches

V-DRIVE + RALLY-V



Racers looking for a clutch that offers the best balance of performance, durability and affordability don't need to look any further. The V-Drive series of clutches from Quarter Master® features an open design for cleaner and cooler operations. In addition, these clutches significantly reduce the moment of inertia (MOI) for lightweight power transfer. Top-quality friction material ensures reliability in the harshest racing conditions, while the light weight of the clutch provides superior performance.

- 6-Leg open cover design offers strength & effective heat dissipation
- Perfect for sportsman circle track, road course & off-road racers
- Delivers ideal balance of light weight, proven durability & value
- Premium internal friction material for high torque capacity
- Racer rebuildable frictions & floaters provide long service life

Complete V-Drive Clutch Kits With Button Flywheel

EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)

Description	2-Disc		3-Disc	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	28517080	298108	38517080	398108
1-5/32" x 26-Spline	28517090	298158	38517090	398158

CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)

Description	2-Disc		3-Disc	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	28517180ZZ	298103ZZ	38517180ZZ	398103ZZ
1-5/32" x 26-Spline	28517190ZZ	298153ZZ	38517190ZZ	398153ZZ

CHEVY LS (INTERNALLY BALANCED)

Description	2-Disc		3-Disc	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	28517780	29817780	38517780	39817780
1-5/32" x 26-Spline	28517790	29817790	38517790	39817790

FORD (NEUTRAL BALANCE)

Description	2-Disc		3-Disc	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	28530280	298308	38530280	398308
1-5/32" x 26-Spline	28530290	298358	38530290	398358

V-Drive Clutch Without Button Flywheel

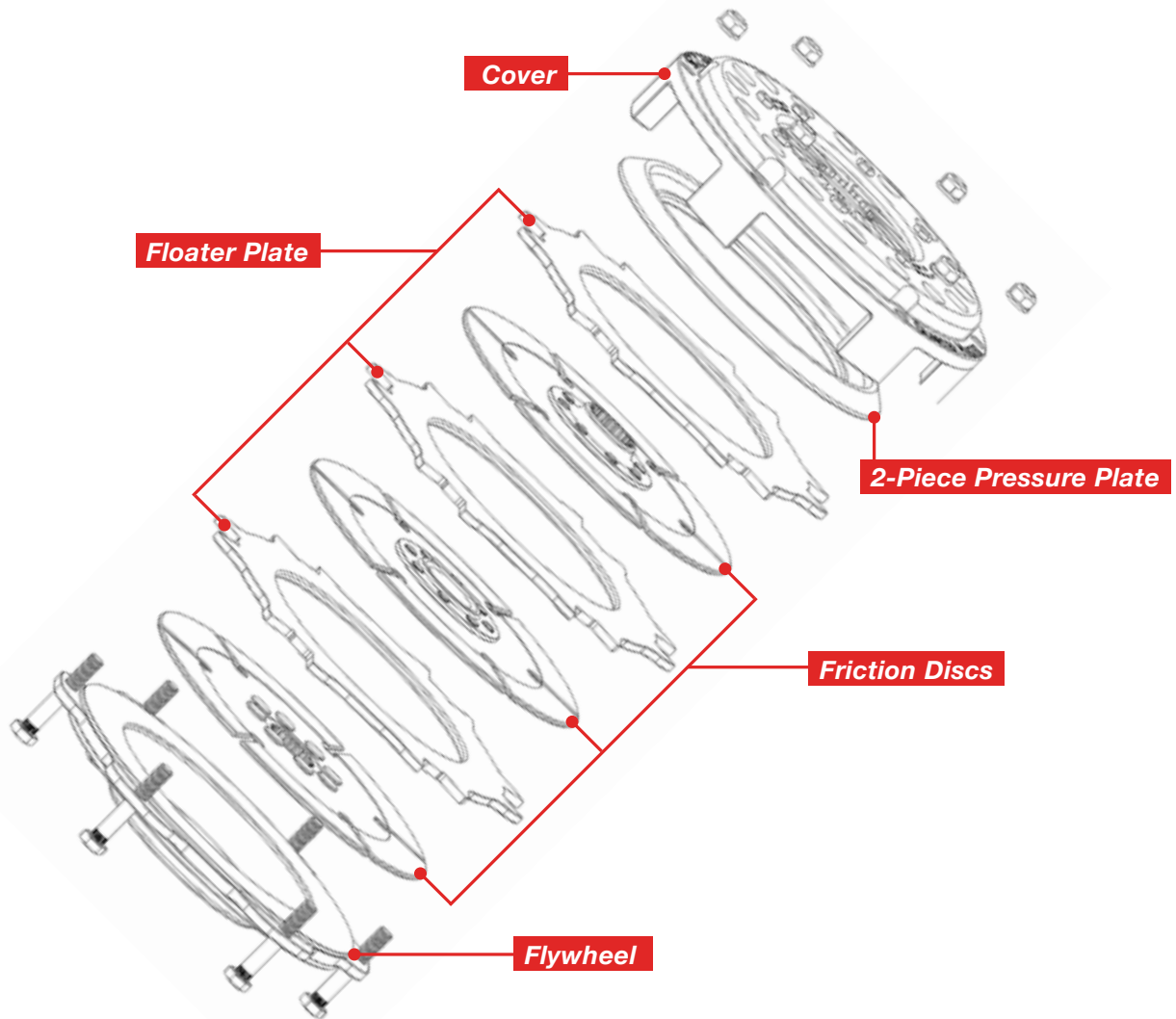
CLUTCH ONLY

Description	2-Disc		3-Disc	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	285080	298000	385080	398000
1-5/32" x 26-Spline	285090	298050	385090	398050

Note: One-disc options also available.

Clutches

V-DRIVE + RALLY-V



Rally-V Clutch Without Button Flywheel

CLUTCH ONLY

Description	1-Disc		2-Disc*	
	5.5" Clutch	7.25" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	185080RY	198080RY	285080RY	298080RY
1-5/32" x 26-Spline	185090RY	198090RY	285090RY	298090RY

* When using 2-disc rally clutch a 3-disc cover must be used

Replacement Components

V-DRIVE & RALLY-V CLUTCH			New Specification		Discard Specification		Allowable Warp	
Components	5.5" Clutch	7.25" Clutch	5.5"	7.25"	5.5"	7.25"	5.5"	7.25"
Cover Assembly, 2-Disc	205400	208500	.885"	.900"	—	—	—	—
Cover Assembly, 3-Disc	305400	308500	1.110"	1.262"	—	—	—	—
Pressure Plate, 2-Disc	105501	209501	.534"	.534"	.528"	.528"	.006"	.006"
Pressure Plate, 3-Disc	105501	309501	.534"	.605"	.528"	.598"	.006"	.006"
2-Pc. Pressure Plate, 2- or 3-Disc	—	108501*	—	—	—	—	—	—
Floater Plate	105506	508506	.180"	.180"	.177"	.177"	.006"	.006"
Bolt Kit, 2-Disc	205508	209508	—	—	—	—	—	—
Bolt Kit, 3-Disc	305508	309508	—	—	—	—	—	—

Note: For friction replacement, please reference pg. 20.

* When using 2-piece pressure plate, an extra part #508506 floater plate is required

Clutches

OPTIMUM-V

Whether it's competing in the NASCAR Cup Series or on the toughest road courses, the Optimum-V is the most trusted race clutch in the world. With an innovative open cover design that delivers maximum durability and the industry's lowest moment of inertia for a metallic clutch, the Optimum-V should be your only choice when you want peace of mind that you are racing with the latest in clutch technology.

- 6-Leg design with gas slots provides maximum cooling
- Extremely light for both quicker starts & deeper braking
- Bronze-sintered metallic frictions resist wear & heat for maximum performance
- Integrated wear pins hold clearances for longer cover life (5.5" only)
- Completely rebuildable internals & one-piece aluminum cover



4-Disc options also available.

Complete Clutch Kits With Button Flywheel

EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	21317080	27517080	29714080	37417090	37517080	39714080
1-5/32" x 26-Spline	21317090	27517090	29714090	37417090	37517090	39714090

CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	21317180ZZ	27517180ZZ	29717180ZZ	37417180ZZ	37517180ZZ	39717180ZZ
1-5/32" x 26-Spline	21317190ZZ	27517190ZZ	29717190ZZ	37417190ZZ	37517190ZZ	39717190ZZ

CHEVY LS (INTERNALLY BALANCED)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	27417780	27517780	29717780	37417780	37517780	39717780
1-5/32" x 26-Spline	27417790	27517790	29717790	37417790	37517790	39717790

FORD (NEUTRAL BALANCE)

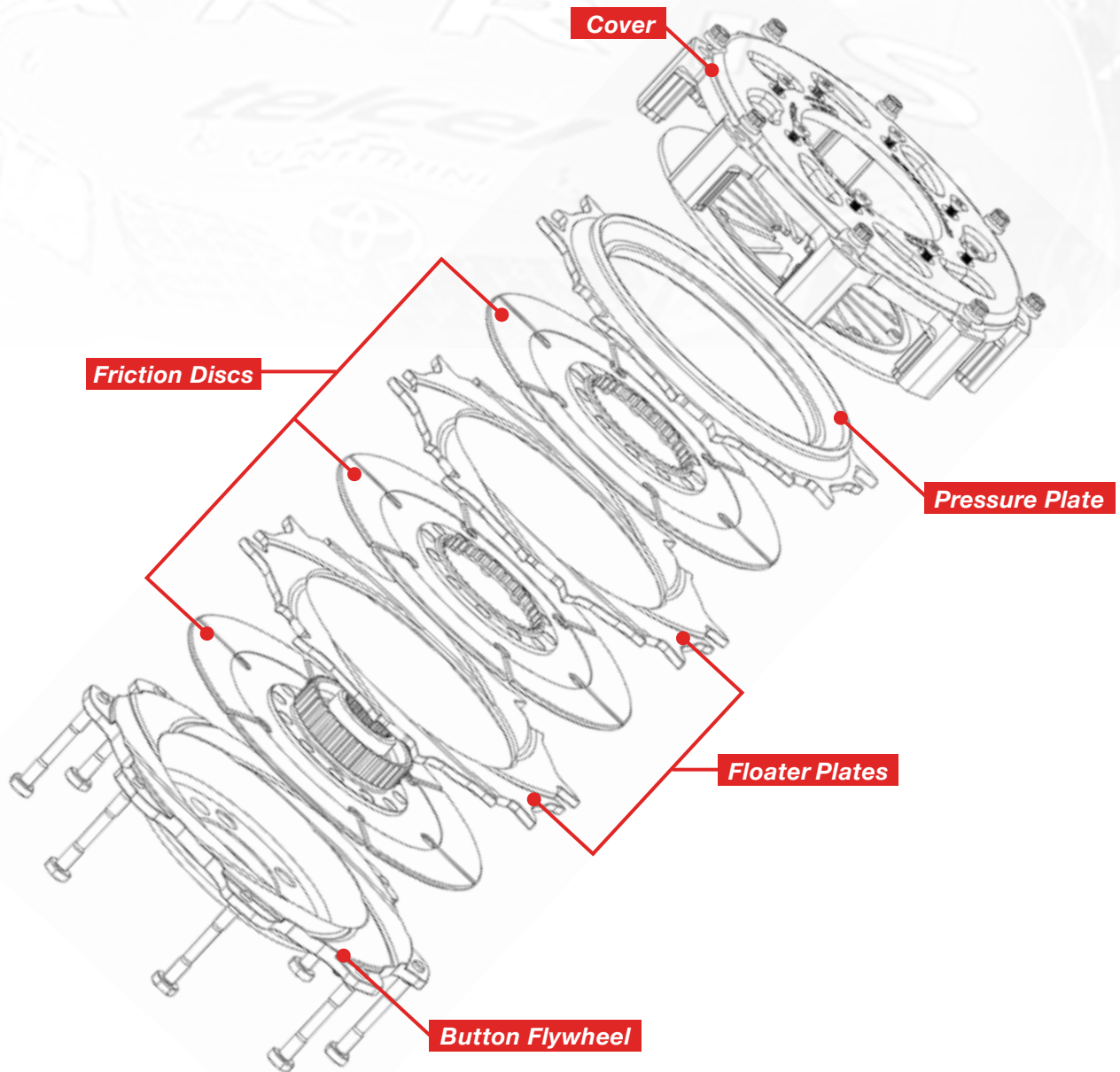
Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	21330280	27530280	29734080	37430280	37530280	39734080
1-5/32" x 26-Spline	21330290	27530290	29734090	37430290	37530290	39734090

Clutch Without Button Flywheel

CLUTCH ONLY

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	213080	275080	297000	374080	375080	397000
1-5/32" x 26-Spline	213090	275090	297050	374090	375090	397050

Note: One-disc options also available.



Replacement Components

OPTIMUM-V CLUTCH				New Specification			Discard Specification			Allowable Warp		
Components	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5"	5.5"	7.25"	4.5"	5.5"	7.25"	4.5"	5.5"	7.25"
Cover Assembly, 2-Disc	213504	275600	218500	—	—	—	—	—	—	—	—	—
Cover Assembly, 3-Disc	313504	375600	318500	—	—	—	—	—	—	—	—	—
Pressure Plate, 2-Disc	113501	175401	108506	.498"	.534"	.604"	.493"	.528"	.599"	.005"	.006"	.006"
Pressure Plate, 3-Disc	113501	175401	108505	.498"	.534"	.604"	.493"	.528"	.599"	.005"	.006"	.006"
Floater Plate	113506	175406	508507	.180"	.180"	.180"	.177"	.177"	.177"	.005"	.006"	.006"
Bolt Kit, 2-Disc	204508	275508	—	—	—	—	—	—	—	—	—	—
Bolt Kit, 3-Disc	304508	375508	—	—	—	—	—	—	—	—	—	—

Note: For friction replacement, please reference pg. 20.

Clutches

5.5" OPTIMUM ULTRA-V

5.5" Optimum Ultra-V Clutches from Quarter Master® are available in both two- and three-disc systems. Specifically designed for the weight-conscious racer running an asphalt Super, Limited or Crate Late Model, the clutches feature significant advantages over those offered by other manufacturers, including lower overall weight and low moment of inertia (MOI).

- Lower overall weight & MOI than competing models
- A revised & lightened one-piece chromemoly ring gear adds to the clutch's overall weight reduction
- Increased holding capacity is rated at over 1200 ft./lbs., making it capable of holding more power
- Easy to upgrade existing Optimum-V Clutches to Ultra-V



Complete 5.5" Clutch Kits With Button Flywheel

EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)

Description	2-Disc	3-Disc
1-1/8" x 10-Spline	27517080UL	37517080UL
1-5/32" x 26-Spline	27517090UL	37517090UL

CRATE CHEVY 602/604 (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)

Description	2-Disc	3-Disc
1-1/8" x 10-Spline	27517780UL	37517780UL
1-5/32" x 26-Spline	27517790UL	37517790UL

LS1 CHEVY ENGINE S25 CRATE

Description	2-Disc	3-Disc
1-1/8" x 10-Spline	27517780UL	37517780LSUL
1-5/32" x 26-Spline	27517790UL	37517790LSUL

FORD (NEUTRAL BALANCE)

Description	2-Disc	3-Disc
1-1/8" x 10-Spline	27530380UL	37530380UL
1-5/32" x 26-Spline	27530390UL	37530390UL

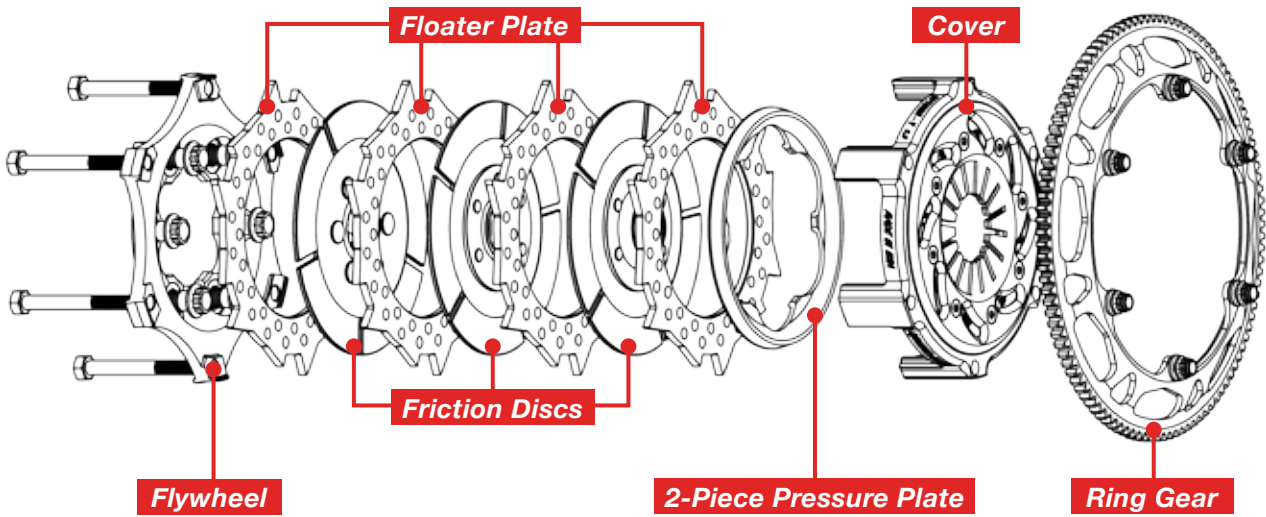
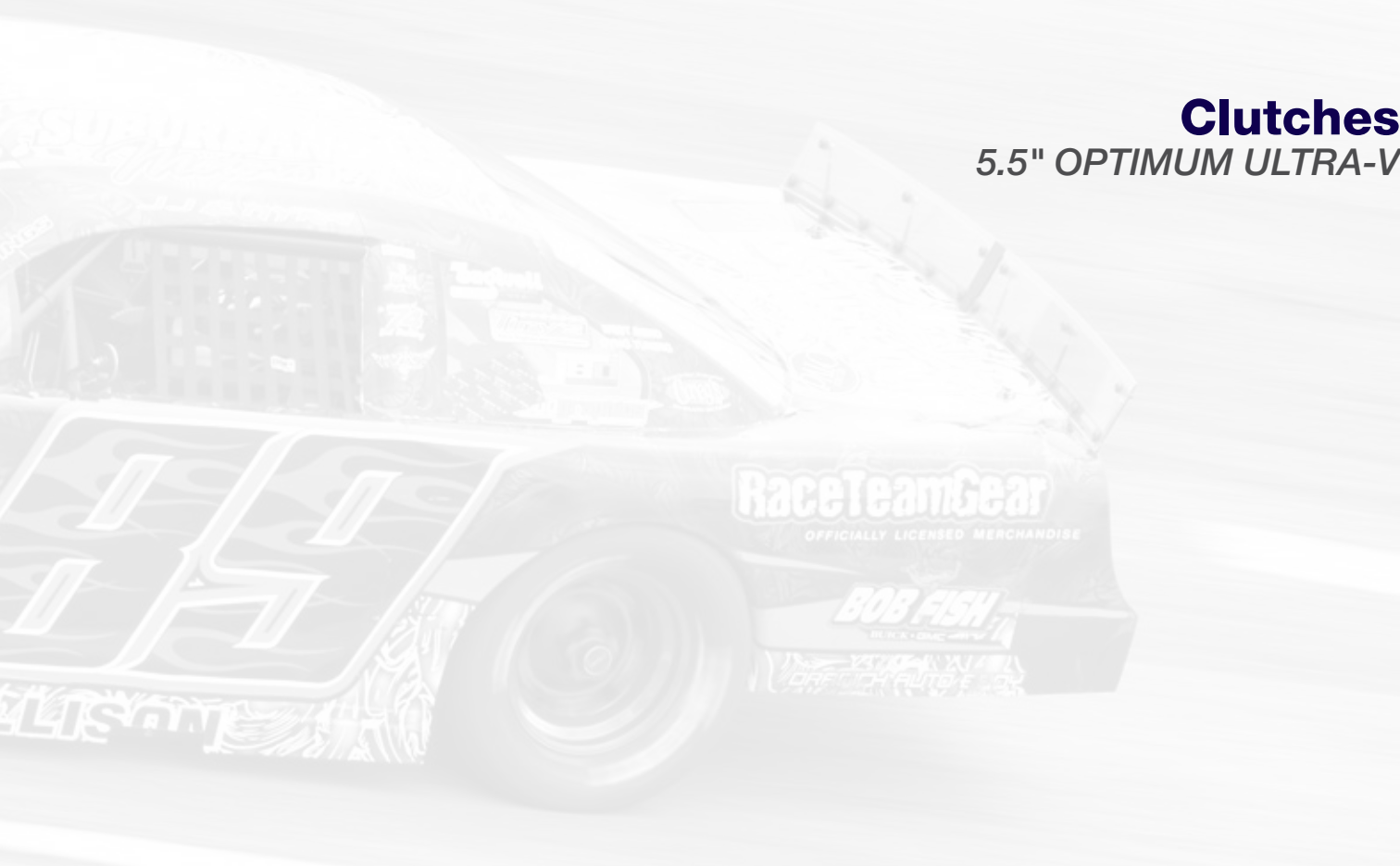
Clutch Without Button Flywheel

CLUTCH ONLY

Description	2-Disc	3-Disc
1-1/8" x 10-Spline	275080UL	375080UL
1-5/32" x 26-Spline	275090UL	375090UL

Clutches

5.5" OPTIMUM ULTRA-V



Replacement Components

OPTIMUM ULTRA-V CLUTCH		New Specification	Discard Specification	Allowable Warpage
Components	5.5" Clutch	5.5"	5.5"	5.5"
Cover Assembly, 2-Disc	275600	—	—	—
Cover Assembly, 3-Disc	375600	—	—	—
2-Piece Pressure Plate	175501	.534"	.528"	.006"
Floater Plate	175407	.180"	.177"	.006"
Bolt Kit, 2-Disc	275508UL	—	—	—
Bolt Kit, 3-Disc	375508UL	—	—	—
Ring Gear	110018UL	—	—	—

Note: For friction replacement, please reference pg. 20.

Clutches

7.25" OPTIMUM-RR



The latest in purebred race-clutch technology has arrived. Designed to fulfill the wishes of every Mustang, Corvette and Camaro road racer, the Optimum-RR series of clutches from Quarter Master® feature a NASCAR-derived 7.25" two- or three-disc clutch which is rebuildable and optimized for strength without compromising weight or moment-of-inertia. Each clutch also utilizes the latest in gear-drive technology, with .104" race or .250" rally friction material that allows for quick, smooth shifts. Slotted pressure plate and floater plates allow for better gas evacuation and superior cooling. The complete kit includes the Optimum-RR Clutch with button flywheel, Tri-Lite Hydraulic Release Bearing and adapter, and all necessary hardware, including clutch fasteners and replacement flywheel bolts. Corvette and Camaro racers will need to supply a factory-style flexplate, available at any GM dealership (GM Part Number: 12602448).

- NASCAR-derived clutch unit is durable enough to withstand the increased demands of race applications
- High-performance gear drive discs provide quick & smooth shifts
- Slotted pressure & floater plates aid gas evacuation & provide superior cooling properties
- Tri-Lite Release Bearing replaces troublesome production unit for more reliable service
- Offered as a complete kit

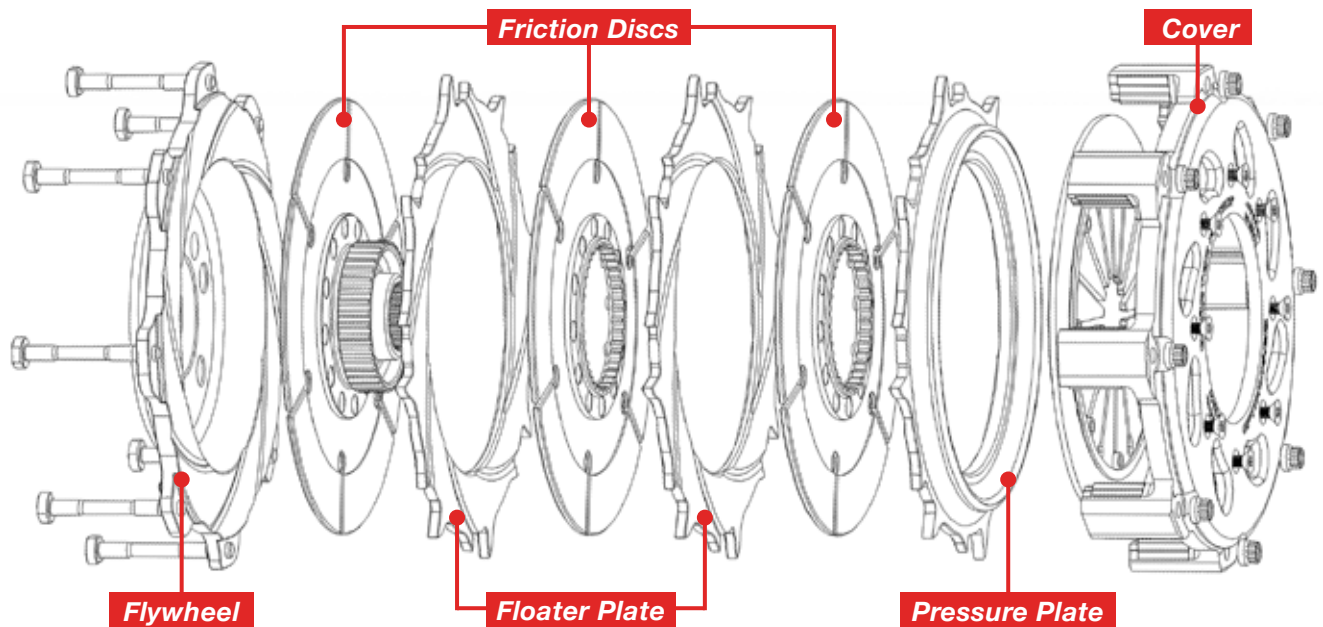
Complete 7.25" Clutch Kits With Button Flywheel and Tri-Lite Release Bearing

CORVETTE, 1997-2004			
Description	2-Disc	3-Disc	
.104 Race Friction Pac	—	38815190TL	
.250 Rally Friction Pac	28815190TLR	—	
CORVETTE, 2005-2012			
Description	2-Disc	3-Disc	
.104 Race Friction Pac	—	38815191TL	
.250 Rally Friction Pac	28815191TLR	—	
CAMARO, 2010-2014			
Description	2-Disc	3-Disc	
.104 Race Friction Pac	—	38815190TLC	
.250 Rally Friction Pac	28815190GRT	—	
MUSTANG, 2008-2014			
Description	2-Disc	3-Disc	
.104 Race Friction Pac	—	38836190TL	
.250 Rally Friction Pac	28836190TLR	—	

Note: Bearing retainer not included.

Clutches

7.25" OPTIMUM-RR



Replacement Components

OPTIMUM-RR CLUTCH		New Specification	Discard Specification	Allowable Warpage
Components	7.25" Clutch	7.25"	7.25"	7.25"
Cover Assembly, 2-Disc, Rally	318700RR	—	—	—
Cover Assembly, 3-Disc	318700RR	—	—	—
Pressure Plate, 2-Disc, Rally	108707C	.604"	.599"	.006"
Pressure Plate, 3-Disc	108707	.604"	.599"	.006"
Floater Plate, 2-Disc, Rally	508707C	.180"	.177"	.006"
Floater Plate, 3-Disc	508707	.180"	.177"	.006"
Bolt Kit, 2-Disc, Rally	650065	—	—	—
Bolt Kit, 3-Disc	650065	—	—	—
Disc Pac Rally .250, 2-Disc	266690RYM	—	—	—
Disc Pac Standard .105, 3-Disc	366790B	—	—	—

Clutches

PRO SERIES

The staple of the Quarter Master® clutch lineup, the Pro Series is proven to offer unsurpassed performance and durability for racing and endurance applications. This closed-style clutch is available with steel and aluminum* covers as well as an assortment of different friction discs. Pro Series Clutches greatly reduce moment of inertia, making them the perfect option for road, speedway and short track racing.

- Available with either steel or aluminum* cover designs
- Great for road racing, speedway & short track applications
- Weighs just 12 lbs. for 2-disc & 13.5 lbs. for 3-disc



Complete Clutch Kits With Button Flywheel

EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	29417080	29517080	299108	39417080	39517080	399108
1-5/32" x 26-Spline	29417090	29517090	299158	39417090	39517090	399158

CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	29417180ZZ	29517180ZZ	299103ZZ	39417180ZZ	39517180ZZ	399103ZZ
1-5/32" x 26-Spline	29417190ZZ	29517190ZZ	299153ZZ	39417190ZZ	39517190ZZ	399153ZZ

CHEVY LS (INTERNALLY BALANCED)

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	29417780	29519080	29919080	39419080	39519080	39919080
1-5/32" x 26-Spline	29417790	29519090	29919090	39419090	39519090	39919090

FORD (NEUTRAL BALANCE)

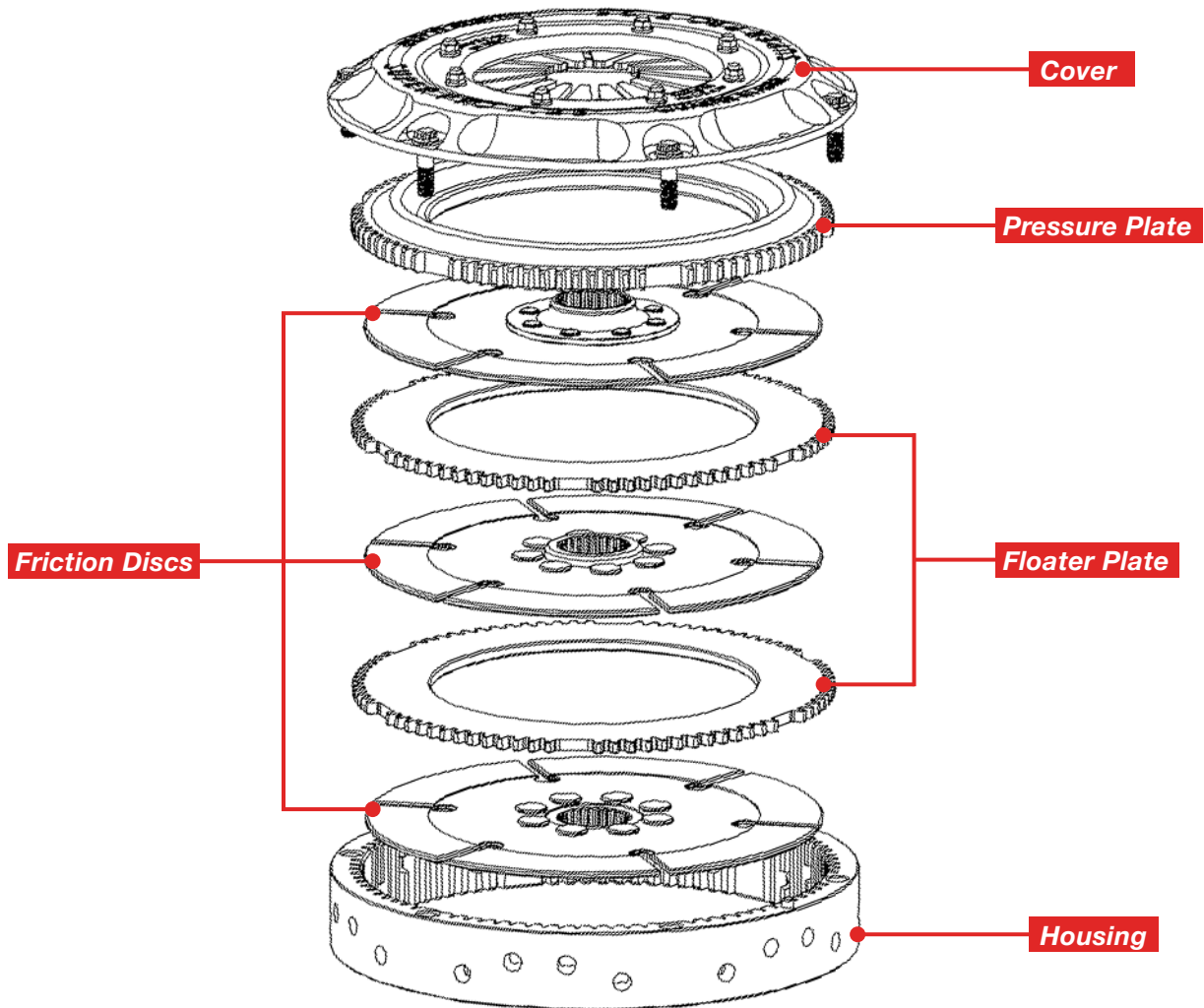
Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	29430280	29530280	299308	39430280	39530280	399308
1-5/32" x 26-Spline	29430290	29530290	299358	39430290	39530290	399358

Clutch Without Button Flywheel

CLUTCH ONLY

Description	2-Disc			3-Disc		
	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5" Clutch	5.5" Clutch	7.25" Clutch
1-1/8" x 10-Spline	294080	295080	299000	394080	395080	399000
1-5/32" x 26-Spline	294090	295090	299050	394090	395090	399050

Note: One-disc options also available.



Replacement Components

PRO SERIES CLUTCH				New Specification			Discard Specification			Allowable Warpage		
Components	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5"	5.5"	7.25"	4.5"	5.5"	7.25"	4.5"	5.5"	7.25"
Cover Assembly, Alum.	104504	105504	309505	—	—	—	—	—	—	—	—	—
Cover Assembly, Steel	104500	105500	309500	—	—	—	—	—	—	—	—	—
Housing, 2-Disc	204503	205503	206503	.885"	.885"	.900"	—	—	—	—	—	—
Housing, 3-Disc	304503	305503	306503	1.170"	1.110"	1.262"	—	—	—	—	—	—
Pressure Plate, 2-Disc	104501	105501	209501	.498"	.534"	.534"	.493"	.528"	.528"	.005"	.006"	.006"
Pressure Plate, 3-Disc	104501	105501	309501	.498"	.534"	.605"	.493"	.528"	.598"	.005"	.006"	.006"
Floater Plate	104506	105506	509506	.180"	.180"	.180"	.177"	.177"	.177"	.005"	.006"	.006"
Bolt Kit, 2-Disc	204508	205508	209508	—	—	—	—	—	—	—	—	—
Bolt Kit, 3-Disc	304508	305508	309508	—	—	—	—	—	—	—	—	—

Note: For friction replacement, please reference pg. 20.

Clutches

10.4" STREET STOCK

10.4" Street Stock Clutch and Flywheel packages were developed for racing classes where competitors must run a stock-type, single-disc clutch. These clutches' cutting-edge features translate into the lowest possible moment of inertia and deliver a performance increase that can be felt on the track.

- **Steel-faced aluminum pressure plate provide strength & durability**
- **Lightweight steel flywheels create noticeable weight reduction**



Complete 10.4" Clutch Kits With Flywheel

CLUTCH AND FLYWHEEL ASSEMBLIES WITH NODULAR IRON PRESSURE PLATE

Description	Organic Friction Disc		Heavy-Duty Friction Disc	
	Solid Hub	Sprung Hub	Solid Hub	Sprung Hub
Chevy 153T 1-1/8" x 10-Spline Early Crank – 2pc Seal	192100	192105	192110	192115
Chevy 153T 1-5/32" x 26-Spline Early Crank – 2pc Seal	192150	192155	192160	192165
Chevy 153T 1-1/8" x 10-Spline Late Model – 1pc Seal	192102	192106	192111	192116
Chevy 153T 1-5/32" x 26-Spline Late Model – 1pc Seal	192152	192156	192161	192166
Chrysler 130T 1-1/8" x 10-Spline 8-Bolt Crankshaft	192200	192005	192210	192215
Chrysler 130T 1-1/8" x 10-Spline 6-Bolt Crankshaft	192201	192206	192211	192216
Chrysler 130T 1-5/32" x 26-Spline 8-Bolt Crankshaft	192250	192255	192260	192265
Chrysler 130T 1-5/32" x 26-Spline 6-Bolt Crankshaft	192251	192256	192261	192266
Ford 157T 1-1/8" x 10-Spline Not Externally Balanced SBF	192300	192305	192307	192309
Ford 157T 1-1/16" x 10-Spline Not Externally Balanced SBF	192310	192315	192320	192325
Ford 157T 1-5/32" x 26-Spline Not Externally Balanced SBF	192350	192355	192360	192365

CLUTCH AND FLYWHEEL ASSEMBLIES WITH ALUMINUM PRESSURE PLATE

Description	Organic Friction Disc		Heavy-Duty Friction Disc	
	Solid Hub	Sprung Hub	Solid Hub	Sprung Hub
Chevy 153T 1-1/8" x 10-Spline Early Crank – 2pc Seal	191100	191105	191110	191115
Chevy 153T 1-5/32" x 26-Spline Early Crank – 2pc Seal	191150	191155	191160	191165
Chevy 153T 1-1/8" x 10-Spline Late Model – 1pc Seal	191101	191106	191111	191116
Chevy 153T 1-5/32" x 26-Spline Late Model – 1pc Seal	191151	191156	191161	191166
Chrysler 130T 1-1/8" x 10-Spline 8-Bolt Crankshaft	191200	191205	191210	191215
Chrysler 130T 1-1/8" x 10-Spline 6-Bolt Crankshaft	191201	191206	191211	191216
Chrysler 130T 1-5/32" x 26-Spline 8-Bolt Crankshaft	191250	191255	191260	191265
Chrysler 130T 1-5/32" x 26-Spline 6-Bolt Crankshaft	191251	191256	191261	191266
Ford 157T 1-1/8" x 10-Spline Not Externally Balanced SBF	191300	191305	191307	191309
Ford 157T 1-1/16" x 10-Spline Not Externally Balanced SBF	191350	191355	191360	191365

Clutches

10.4" STREET STOCK



Replacement Components

10.4" REPLACEMENT DISCS (BY SPLINE SIZE)

Description	Organic Friction Disc		Heavy-Duty Friction Disc	
	Solid Hub	Sprung Hub	Solid Hub	Sprung Hub
1-1/8" x 10-Spline Steel Core 2.9 Lbs Organic w/ Solid Hub	101290	101390	101490	101590
1-1/16" x 10-Spline Steel Core 2.9 Lbs Organic w/ Solid Hub	101291	101391	101491	101591
1 x 23-Spline Dodge/Chrysler	101293	101393	101493	101593
1-5/32" x 26-Spline	101295	101395	101495	101595
1-1/8" x 10-Spline Aluminum Core 2.1 Lbs Organic w/ Solid Hub	101190	—	—	—
1-5/32" x 26-Spline Aluminum Core 2.1 Lbs Organic w/ Solid Hub	101195	—	—	—

10.4" FLYWHEELS

Description	Part #
Chevy 153-Tooth	501100
Chevy 153-Tooth Late Model	501101
Ford 157-Tooth	501300
Chrysler 130-Tooth 8-Bolt	501200
Chrysler 130-Tooth 6-Bolt	501201

SERVICE PARTS

Description	Part #
28 in-oz Balance Weight for Ford Flywheels with Bolts	512029
50 in-oz Balance Weight for Ford Flywheels with Bolts	512051
Chevy Throwout Bearing for Mechanical Linkage	101130
Clutch Cover Assembly w/ Iron Pressure Plate	101500
Clutch Cover Assembly w/ Steel-Faced Aluminum Pressure Plate	101504

Clutches

7.25" OPTIMUM-RR IMPORT

Drawing on an extensive, race-winning heritage, Quarter Master® has developed 7.25" 6- and 8-leg billet clutches to perform in a broad range of Mitsubishi Evo VIII, IX, X, DSM and Subaru WRX STI street performance and racing platforms. The two-disc, pull-to-push conversion clutches and included hydraulic bearing kits (if applicable) provide dependable performance in shifting, pedal feel and torque-holding capacity. The 8-leg version also utilizes a steel leg for added durability. These Optimum-RR Clutches can be used in stock, street/strip, drag, drifting, rally and road racing applications.

- Open design allows for more efficient cooling, even during extended periods of race or street/strip use
- Low MOI gear drive friction design creates both quicker & smoother shifts
- Completely rebuildable pressure plate & floaters ensure a long, worry-free service life
- Provide a perfect balance of light weight, race-proven durability & high value
- Kit components include clutch, flywheel & release bearing (if applicable)

Complete 7.25" Clutch Kits With Flywheel (6-Leg Cover)

MITSUBISHI DSM*		
Description	6-Bolt Kit	7-Bolt Kit
Complete Clutch-Flywheel Assembly with Gear Drive Hubs	298540	298541
<i>Kit Components</i>		
Clutch Unit, 7.25", 2D, Rally, No Discs	298XXXRY	298XXXRY
Disc Pac, 7.25", 2D, Rally, Hard Hub, 7/8 x 20	226041RYS	226041RYS
Disc Pac, 7.25", 2D, Rally, Gear Drive, 7/8 x 20	266641RY	266641RY
Bolt Kit, 7.25", 2D, Rally (3D,STD)	309507	309507
Flywheel, 7.25"	506540	50641

MITSUBISHI LANCER EVOLUTION		
Description	5-Speed Transmission	6-Speed Transmission
Complete Clutch-Flywheel Assembly with Gear Drive Hubs	298543635	298543636
<i>Kit Components</i>		
Clutch Unit, 7.25", 2D, Rally, No Discs	298XXXRY	298XXXRY
Disc Pac, 7.25", 2D, Rally, Hard Hub, 1 x 23	226063RYS	226063RYS
Disc Pac, 7.25", 2D, Rally Gear Drive, 1 x 23	266663RY	2666663RY
Bolt Kit, 7.25", 2D, Rally (3D,STD)	309507	309507
Flywheel, 7.25"	509543	509403
Hydraulic Release Bearing, 5-SPD	710045	740165
Hydraulic Release Bearing, Adapter, 6-SPD	—	710042

SUBARU WRX STI	
Description	5- & 6-Speed Transmission
Complete Clutch-Flywheel Assembly with Gear Drive Hubs	29870067
<i>Kit Components</i>	
Clutch Unit, 7.25" , 2D, Rally, No Discs	298XXXRY
Disc Pac, 7.25", 2D, Rally, Hard Hub, 1 x 23	226067RYS
Bolt Kit, 7.25", 2D, Rally (3D,STD)	309507
Flywheel, 7.25/8.5"	509700
Hydraulic Release Bearing	710043

Replacement Components

6-LEG COVER	
Description	Part #
Cover Assembly, White Spring	308500
Pressure Plate	108502
Floater Plate	508506

* Components also available for Eagle Talon.

Clutches

7.25" OPTIMUM-RR IMPORT

Evo 8/9 Street Performance Clutch Kits w/ Lightweight Flywheel Also Available

Complete 7.25" Clutch Kits With Flywheel (8-Leg Cover)

MITSUBISHI LANCER EVOLUTION - RACE VERSION		
Description	5-Speed Transmission	6-Speed Transmission
Clutch Unit, 7.25", 2D, Rally, 8-Leg	28954463	28954463
Clutch Unit, 7.25", 2D, Rally, 8-Leg, w/ Hydraulic Release Bearing	289544635	289544636
MITSUBISHI LANCER EVOLUTION - STREET VERSION		
Description	5-Speed Transmission	6-Speed Transmission
Clutch Unit, 7.25", 2D, Rally, 8-Leg, Gear Drive Evo 8/9	28962P163	28962P163
Clutch Unit, 7.25", 2D, Rally, 8-Leg, w/ Hydraulic Release Bearing Evo 8/9	28962P1635	28962P1636
Clutch Unit, 7.25" Rally, 8-Leg, Gear Drive Evo 10	2897P263	—
Clutch Unit, 7.25", 2D, Rally, 8-Leg, w/Hydraulic Release Bearing Evo 10	2897P2635	—
SUBARU WRX STI		
Description	5- & 6-Speed Transmission	
Clutch Unit, 7.25", Rally, 8-Leg, w/ Hydraulic Release Bearing - Race Version	28928R67	
Clutch Unit, 7.25", Rally, 8-Leg, w/ Hydraulic Release Bearing - Street Version	28928P67	

Replacement Components

8-LEG COVER		
Description	Mitsubishi	Subaru
Cover Assembly, 8-Leg	208600	208600
Leg, Individual, Replacement (Each - 8 Required)	208606	208606
Pressure Plate, 8-Leg	108707C	108707C
Floater Plate, 8-Leg	508707C	508707C
Disc Pac, 7.25", 2D, Rally, Gear Drive, 1 x 23	266663RY	266667RY
Disc Pac, 7.25", 2D, Race, Gear Drive, 1 x 23	266663RY1	—
Light (Race) Flywheel, 7.25"	509544	82000R
Heavy (Street) Flywheel, 7.25"	6200P1	82000P
Hydraulic Release Bearing, 5-SPD	710045	—
Hydraulic Release Bearing, 6-SPD	740165	710043
Hydraulic Release Bearing Adapter, 6-SPD	710042	710123
Bolt, Leg, Replacement (Each - 16 Required)	650022	650022

Note: Clutch kits available for most popular Japanese applications.

Clutches

10.4" OPTIMUM-SR™



Built with organic or sintered iron friction discs for both GM LS and Ford Mustang applications, these revolutionary 10.4" one- and two-disc clutch kits from Quarter Master® include a true racing clutch with factory driving characteristics to replace the stock component. Each clutch and flywheel kit incorporates engineering know-how derived from the rich Quarter Master® racing heritage. However, they can also easily be used for street driving. The two-disc kits are designed for up to 1400 horsepower and 1000 ft./lbs. of torque. The single-disc options can hold up to 700 horsepower and 500 ft./lbs. of torque.

- **Less rotating mass is significantly lighter than the stock unit**
- **Legal in Pirelli World Challenge & Continental Tire Series; can easily be used for street driving**
- **Billet construction with proprietary spring technology & 100% re-buildable design for years of service**
- **Compatible with OE hydraulic bearings**

Complete 10.4" Clutch Kits

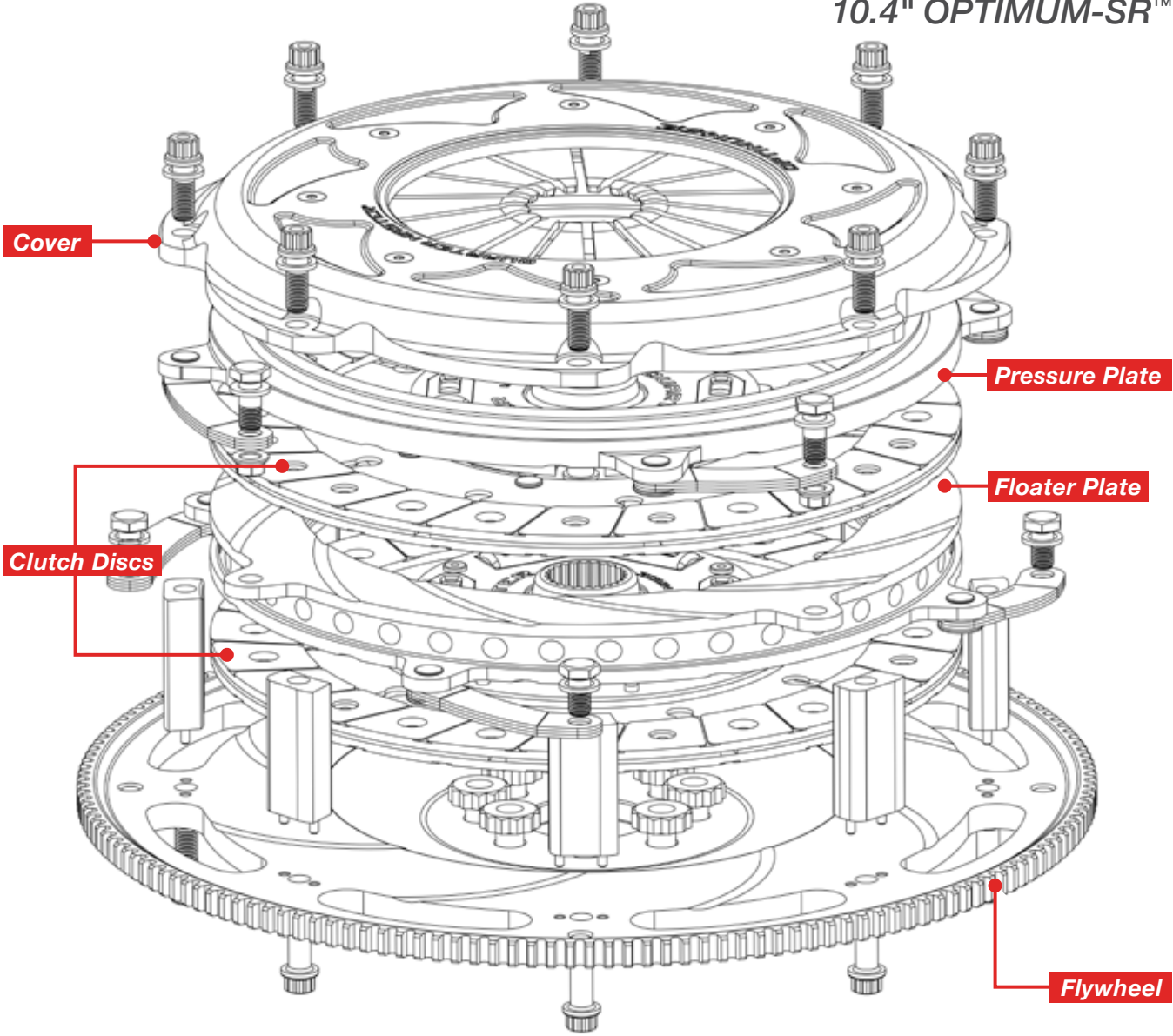
OPTIMUM-SR 10.4" ONE-DISC CLUTCH KITS				Components		
Applications	Model	1-Disc Clutch Kits	Clutch Flywheel Assembly	Release Bearing Kit	Bearing Adapter	Alignment Tool
Chevrolet Corvette C5 (Base & Z06)	1997-2004	121592-R	121050190-R	742002	—	660091
Chevrolet Corvette C6 (Base & Z06)	2005-2013	121591-R	121050190-R	742011	—	660091
Chevrolet Camaro SS	2012-2015	121590-R	121050190-R	742011	730009	660091
Ford Mustang GT (Stock Release Bearing)	2011-2014	—	126050191-R	—	730029	660060
Ford Mustang GT	2011-2014	126591-RS	126050191-R	713401	730129	660060
Ford Mustang Boss 302 (Stock Release Bearing)	2012-2013	—	126050191-R	—	730029	660060
Ford Mustang Boss 302	2012-2013	126591-RS	126050191-R	713401	730129	660060

OPTIMUM-SR 10.4" TWO-DISC CLUTCH KITS				Bearing Components		
Applications	Model	2-Disc Clutch Kits	Clutch Unit	Release Bearing Kit	Bearing Adapter	Alignment Tool
Chevrolet Corvette C5 (Base & Z06)	1997-2004	221592-R	221050192-R	713403	730024	660090
Chevrolet Corvette C6 (Base & Z06)	2005-2013	221591-R	221050190-R	742002	—	660090
Chevrolet Corvette C6 ZR1	2009-2013	221593-R	221050191-R	742002	—	660090
Chevrolet Camaro SS	2010-2012	221590-R	221050190-R	742001	730019	660090
Ford Mustang GT	2011-2014	226591-R	226050191-R	742101	730029	660060
Ford Mustang Boss 302	2012-2013	226591-R	226050191-R	742101	730029	660060
Ford Mustang GT500* (Stock Release Bearing)	2007-2014	226590-R	226050190-R	—	730029	660092
Ford Mustang GT500*	2007-2014	226590-RS	226050190-R	742101	730029	660092

*Customers with GT500 cars must swap to a GT master cylinder.

Clutches

10.4" OPTIMUM-SR™



Replacement Components

COMMON COMPONENTS & ACCESSORIES			
Components	1-Disc	2-Disc	
Pressure Plate, 10.4" (Assembly)	900850	900851	
Floater Plate, 10.4" (Assembly)	—	900751	
LS COMPONENTS & ACCESSORIES			
Components	1-Disc	2-Disc	
Cover Assembly, 10.4"	900150	900150	
Bolt Kit, 10.4", Street, LS-based (Except LS9)	505023	505023	
Bolt Kit, 10.4", Street, LS9	505024	505024	
Bolt Kit LSX	505025	505025	
MUSTANG COMPONENTS & ACCESSORIES			
Components	1-Disc	2-Disc	
Cover Assembly, 10.4"	900150	900150	
Bolt Kit - GT/GT500	505026	505026	

Note: Flywheel available for LSX engines.

Clutches

COMPONENTS



Friction Disc Packs

Quarter Master® Friction Disc Packs feature an advanced friction formula developed from rigorous testing and feedback in the NASCAR Sprint Cup Series. The increased torque capacity gives the driver a better clutch pedal feel, thereby improving drivability. Performance is also improved due to the increased coefficient of friction. Each disc pack comes standard in our clutch products and is available with one, two or three discs. They can also be used in competing products using .105"-thick frictions.

- Disc packs with improved friction formula for racing applications
- Friction formula developed from years of extensive testing with the worlds top race teams
- Increased torque capacity provides better clutch pedal feel
- Heavy-duty frictions are utilized for improved durability

DISC PACKS	New Specification			Discard Specification			Allowable Warpage					
	Friction Discs	4.5" Clutch	5.5" Clutch	7.25" Clutch	4.5"	5.5"	7.25"	4.5"	5.5"	7.25"		
2-Disc, 1-1/8" x 10-Spline	224080	225080	226080	.105"	.105"	.105"	.105"	.095"	.095"	.105"	.006"	.006"
2-Disc, 1-5/32" x 26-Spline	224090	225090	226090	.105"	.105"	.105"	.105"	.095"	.095"	.105"	.006"	.006"
3-Disc, 1-1/8" x 10-Spline	324080	325080	309390	.105"	.105"	.105"	.105"	.095"	.095"	.105"	.006"	.006"
3-Disc, 1-5/32" x 26-Spline	324090	325090	309395	.105"	.105"	.105"	.105"	.095"	.095"	.105"	.006"	.006"
2-Disc, 1-1/8" x 10-Rally	—	225080RY	226080RY	—	—	.250"	—	—	.235"	—	—	.006"
2-Disc, 1-5/32" x 26-Rally	—	225090RY	226090RY	—	—	.250"	—	—	.235"	—	—	.006"

*To find spline size, refer to P71.

Service Kits For 5.5" & 7.25" Clutches

During inspection, racers and builders examine the friction discs but often overlook the importance of the pressure plate and floater plates contained within the housing. While these parts don't suffer as high a wear rate as the friction disc, they are still susceptible to wear. Because reliability is paramount in motorsports, without full attention to all of the components within the unit, you may be doomed to the sidelines prematurely.

To avoid these failures, Quarter Master® created service kits for its extensive line of 5.5" and 7.25" multi-disc clutches. These service kits allow you to change your used internal components, which will restore the holding capacity of the clutch, improve pedal feel and drivability and increase torque capacity. These kits include the appropriate disc packs with the latest friction material, floaters, pressure plates, flange nuts and washers for each application. An affordable alternative to replacing a clutch, service kits are a great way to ensure competitiveness on the track.



- Replace often overlooked internal components rather than replacing entire clutch unit
- Include all appropriate disc packs with latest friction material, floaters, pressure plates & hardware
- Restore holding capacity of clutch, improve pedal feel & drivability and increase torque capacity
- Available for Quarter Master® 5.5" & 7.25" Pro Series, V-Drive & Optimum-V 2- or 3-Disc Clutches

SERVICE KITS	V-Drive Clutch Units		Optimum-V Clutch Units		Pro Series Clutch Units	
	Friction Discs	5.5"	7.25"	5.5"	7.25"	5.5"
2-Disc, 1-1/8" x 10-Spline	28508016	29808016	27508016	29708016	29508016	29608016
2-Disc, 1-5/32" x 26-Spline	28509016	29809016	27509016	29709016	29509016	29609016
3-Disc, 1-1/8" x 10-Spline	38508016	39808016	37508016	39708016	39508016	39608016
3-Disc, 1-5/32" x 26-Spline	38509016	39809016	37509016	39709016	39509016	39609016

Button-Style Flywheels

Button-Style Flywheels from Quarter Master® are engineered for use with rear-mount bellhousings and cover-mounted ring gear assemblies and/or flexplates. They are designed and manufactured in-house, using stringent quality control methods to ensure excellent product performance and availability. Quarter Master® carries Button-Style Flywheels to fit all 4.5", 5.5" and 7.25" V-Drive, Pro Series, Optimum-V and Optimum Ultra-V Clutch Units.



EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch Unit	—	505170SC	509110SC
Optimum-V Clutch Unit	—	575170	509140
Pro Series Clutch Unit	504170	505170SC	509110SC
Optimum Ultra-V Clutch Unit	—	575170UL*	—
CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch Unit	504171	505171SCZZ	509113SCZZ
Optimum-V Clutch Unit	504171ZZ	575171ZZ	509113SCZZ
Pro Series Clutch Unit	504171SCZZ	505171SCZZ	509113SCZZ
Optimum Ultra-V Clutch Unit	—	575171SCZZUL*	—
GM LS			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch Unit	504177	575177SC	509127
Optimum-V Clutch w/ Flexplate	504177	575177	509150
Pro Series Clutch Unit	504177	575177SC	509127
Optimum RR Clutch Unit	—	—	509151
FORD (NEUTRAL BALANCE)			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch Unit w/ Aluminum Bellhousing	—	505302SC	509311SC
V-Drive Clutch Unit w/ Magnesium Bellhousing	—	505303SC	509311SC
V-Drive Clutch Unit w/ Aluminum Bellhousing	—	575302	509340
V-Drive Clutch Unit w/ Magnesium Bellhousing	—	505303SC	509340
Pro Series Clutch Unit w/ Aluminum Bellhousing	504302	505302SC	509311SC
Pro Series Clutch Unit w/ Magnesium Bellhousing	504302	505303SC	509311SC
Optimum Ultra-V Clutch Unit w/ Aluminum Bellhousing	—	575302UL	—
Optimum Ultra-V Clutch Unit w/ Magnesium Bellhousing	—	575303UL*	—
Optimum RR Modular Clutch Unit	—	—	509361
DODGE			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch Unit	—	505190SC	509211SC
Optimum-V Clutch Unit	—	575190	509211SC
Pro Series Clutch Unit	—	505190SC	509211SC

* When ordering a 5.5" Ultra-V button-style flywheel, an extra part #175407 floater plate must be used.

Clutches

COMPONENTS

Ring Gears & Spacers

These Ring Gears and Spacers are manufactured specifically to work with Quarter Master® Ultra-Duty™ Starters, Reverse-Mount Bellhousings and V-Drive, Optimum-V, Optimum Ultra-V and Pro Series Clutches. Available for 4.5", 5.5" and 7.25" clutches, Quarter Master® Ring Gears will ensure you never get left behind due to improper starter alignment.



110-TOOTH RING GEARS			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
V-Drive Clutch	110019	110018	110010
Optimum-V Clutch	—	110018	310020
Optimum Ultra-V Clutch	—	110018UL	—
Pro Series Clutch	110019	110018	110010
V-Drive/Optimum-V/Pro Series Clutch, HD	—	110018HD*	—

RING GEAR SPACERS			
Application	4.5" Clutch	5.5" Clutch	7.25" Clutch
Spacer, 2-Disc	—	1100182D	— **
Spacer, 2-Disc, w/ Midplate	—	1100182M	1100103M
Spacer, 3-Disc, w/ Midplate	—	1100183M	1100103M

* Heavy-Duty part #10018HD recommended for systems with locked out distributors

** Invert ring gear (Part #110010) for use with 2-disc 7.25" clutch unit.

Flexplates

Quarter Master® Flexplates for Ford and Chevy applications are engineered to withstand the stresses of modern, high-RPM racing engines and high-stall torque converters. All flexplates from Quarter Master® are designed to mesh perfectly with a corresponding Ultra-Duty™ Starter for a reliable start every time. They can be used with 4.5", 5.5", 7.25" and 8.25" clutches



FLEXPLATES FOR BLOCK-MOUNTED STARTER APPLICATIONS		
Description	Lightweight	Ultra Lightweight
Early Chevy, Two-Piece Rear Main Seal, Neutral Balance, 153-Tooth*	509121	509180
Crate Chevy, One-Piece Rear Main Seal, Neutral Balance, 153-Tooth*	509171	509181
Ford, Neutral Balance, 157-Tooth*	509322	—

* Engine balance is matched by using the appropriate button-style flywheel for application.

Race Clutch Hydraulic Fluid

Engineered by Quarter Master® and Endure Performance Lubricants™, Race Clutch Hydraulic Fluid is specially formulated to maintain viscosity (thickness) in extreme temperature race and hardcore performance applications that specify DOT 3 hydraulic brake fluid. Containing a proprietary mixture of lubricants and corrosion inhibitors, Race Clutch Hydraulic Fluid provides a solid pedal feel and consistent pedal actuation while maximizing the life of all seals and o-rings in the clutch master cylinder and throw-out bearings.



Description	Part #
Race Clutch Hydraulic Fluid, 12 oz. Bottle	30100
Race Clutch Hydraulic Fluid, Case of 12	30100CS

Release Bearings & Bearing Retainers



Tri-Lite Hydraulic Release Bearings

Tri-Lite Hydraulic Release Bearings weigh a mere 1.3 pounds. They are CNC-machined from billet aluminum and hard-coat anodized for corrosion and wear resistance. Tri-Lite Bearings can be ordered with or without a return spring, and there is no shimming required. Simply tell us which clutch system is being used in order to choose the properly sized piston for your application. Pistons available in .100" increments to work with a range of applications. **Tri-Lite II Hydraulic Release Bearings featuring a return spring are also available.**

TRI-LITE HYDRAULIC RELEASE BEARINGS		Replacement		
Description	Bearing Assembly	Bearing & Sleeve	Bearing Only	Seal Kit
Bearing Assembly, Tri-Lite, 1.65" Piston/2.80" Overall Length	730165	731165	105030	730101
Bearing Assembly, Tri-Lite, 1.75" Piston/2.90" Overall Length	730175	731175	105030	730101
Bearing Assembly, Tri-Lite, 1.85" Piston/3.00" Overall Length	730185	731185	105030	730101
Bearing Assembly, Tri-Lite, 1.95" Piston/3.10" Overall Length	730195	731195	105030	730101
Bearing Assembly, Tri-Lite, 2.05" Piston/ 3.20" Overall Length	730205	731205	105030	730101
Bearing Assembly, Tri-Lite, 2.15" Piston/3.30" Overall Length	730215	731215	105030	730101
Bearing Assembly, Tri-Lite, 2.25" Piston/3.40" Overall Length	730225	731225	105030	730101
Bearing Assembly, Tri-Lite, 2.35" Piston/3.50" Overall Length	730235	731235	105030	730101
Bearing Assembly, Tri-Lite, 2.45" Piston/3.60" Overall Length	730245	731245	105030	730101
Bearing Assembly, Tri-Lite, 2.55" Piston/3.70" Overall Length	730255	731255	105030	730101

Replacement Components

Description	Part #
Body, Bearing	730001
Fitting, -3 to -3AN	710009
Bleed Screw, #3	720011
Fitting, -2 to -3AN	710015
Bleed, Line, -3 Straight, Female	710016

Description	Part #
O-Ring, Body	730007
Wiper Seal, Body	730008
O-Ring, -2AN	730010
Supply Line, Hydraulic Release Bearing	730012

740-Series Hydraulic Universal Release Bearing

These bearings are machined from billet aluminum and black anodized for corrosion resistance. They use the same internal design as the Tri-Lite bearing, making them easily adapted to most transmissions. The same piston bearing assemblies that are used in the Tri-Lite can be used for these bearings.

Overall Length	Part #
1.650"	740165
1.750"	740175



Release Bearings & Bearing Retainers

710-Series Hydraulic Floating Throwout Bearings

Hydraulic Floating Throwout Bearings have been the standard in short track racing for years. Each of these release bearings features a radius-faced bearing with a reduced contact radius for ease of clutch pedal and return spring. This minimizes continuous contact of the bearing and clutch spring fingers. They are universally adaptable and can be used with Quarter Master® and OE-style bellhousings (requires ball stud in bellhousing).



710-SERIES HYDRAULIC FLOATING THROWOUT BEARINGS		Replacement		
Description	Bearing Assembly	Bearing & Sleeve	Bearing Only	Seal Kit
Bearing Assembly, All 5.5" & 7.25" Clutches, 1.75" Contact	710200	710104	105031	710101
Bearing Assembly, 2.00" Contact	710100	710103	106030	710101
Bearing Assembly, 5.5" w/ Low Ground Clearance Bellhousing	710400	710107	105031	710101
Bearing Assembly, 7.25" w/ Low Ground Clearance Bellhousing	710300	710106	106030	710101

Description	Part #
Body, Bearing	710001
Piston, Bearing	710002
O-Ring	710003
Return Spring	710004
Spring Washer	710005
Spiro-Lock	710006

Description	Part #
O-Ring	710007
O-Ring, -3AN	710008
Fitting, -3 to -3AN	710009
Bleed Screw, #3	710011
Shim Kit	710102

721-Series Hydraulic Street Release Bearings

Quarter Master® Hydraulic Street Release Bearings are designed to be used with OE-style clutches that require the use of a flat bearing face. These bearings work with today's high-pressure clutch systems and are universally adaptable with most rear-wheel-drive transmissions, but may require slight modification for some specific applications.



721-SERIES HYDRAULIC STREET RELEASE BEARINGS		Replacement		
Description	Bearing Assembly	Bearing & Sleeve	Bearing Only	Seal Kit
Bearing Assembly, Street, 10.5" & Larger, Flat Face	721100	—	106033	721101

Description	Part #
Body, Bearing	721001
Piston	721002
O-Ring, Small	721128
O-Ring, Large	721225
Fitting, -3 to -3AN	710009
O-Ring, -3AN	710008

Description	Part #
Bleed Line, Bearing, -3 Straight, Female	710016
O-Ring, Retainer	720005
Bleed Screw, #3	720011
Supply Line, Hydraulic Release Bearing	730012
Shim Kit	720102

Release Bearings & Bearing Retainers

Mechanical Release Bearings

Quarter Master® Mechanical Release Bearings are designed to be used with multi-plate clutches, reducing the contact radius and maintaining the correct spring to bearing clearances.

Application	5.5" Clutch	7.25" Clutch
Chevy, 2-Disc Clutch	235170	209130
Chevy, 3-Disc Clutch	335170	309130
Ford, 2-Disc Clutch	235302	209330
Ford, 3-Disc Clutch	335302	309330



Clutch Ball Studs

Quarter Master® carries a wide range of stock ball studs to replace essential pieces that have been lost or broken. Replacement ball studs are available for Chevy mechanical linkage, Ford mechanical linkage, Ford floating bearing and aluminum ball stud-no fork applications.

Application	Part #
Chevy, Mechanical Linkage	110005
Ford, Mechanical Linkage	110007
Ford, With Hydraulic Bearing	110008
Aluminum Ball Stud Race Bearing Only Reverse Mount	110017



Bearing Retainers

Bearing Retainers correctly position your bearing to keep it square with the transmission. This eliminates the need to shim transmission bolts, which makes for a sturdy, efficient drivetrain.

Description	Part #
Retainer, T-101/T-10 Transmission	710108
Retainer, T-101/T-10 Transmission, Ford O.D.	710111
Retainer, Muncie Transmission	710110
Retainer, Jerico Transmission, GM O.D.	710112
Retainer, Jerico Transmission, GM O.D., X-Case (Heavy-Duty)	710118
Retainer, Jerico Transmission, Ford O.D., X-Case (Heavy-Duty)	710114



Billet Bearing Retainers/Carriers For LS Clutch Slave Cylinders

Made of durable steel, these retainers are designed to be a direct replacement for the plastic bearing retainers that can easily wear and fail in stock clutches.

Description	Part #
Retainer, GM T6060 6-Speed Transmission (Stock Replacement)	730050
Retainer, GM T6060 6-Speed Transmission (Ft. Integral Dust Boot)	730053



Ultra-Duty™ Starters



Bert/Brinn replacement #114170

Ultra-Duty™ Starters

Many racers buy inferior starters in hopes of saving money. As a result, failures are a common problem for both street enthusiasts and racers at the track. Ultra-Duty™ Starters are hand assembled and engineered with high-quality parts, which makes them a more durable, reliable component that will save you money in the long run by outlasting several cheap models.

Made with premium components that are blueprinted, assembled and tested at the Quarter Master® facility, these starters are available for popular Chevy, Ford and Dodge applications. Every 1.4kW and 2.0kW unit includes gear-reduction engineering for increased torque, a CNC-machined adapter mount for precise flywheel fit and a unique pinion gear with a lightweight head to enable tighter tolerances in run-out for efficient flywheel engagement. These starters also utilize a heavy-duty solenoid and ball bearing construction that withstands the temperatures and demands of high-compression engines.

- Designed for Chevy, Ford & Dodge radical street & race engine applications
- Units with massive 1.4kW or 2.0kW of cranking power easily start high-compression engines
- Heavy-duty solenoid & bearing assembly to endure harsh operating conditions & high temperatures
- Custom adapter mounts accurately locate pinion gear for fit with flywheel
- Every hand-assembled Ultra-Duty™ Starter is fully dyno-tested & performance certified

ULTRA-DUTY™ STARTERS		Replacement Components			
Description	Part #	Drive Assembly w/ Pinion Gear	Pinion Gear Only	Pinion Return Spring	Starter "Super Solenoid"
Reverse-Mount, Reverse Rotation, Alum. & Mag. Bellhousing	114260	114262	114263	114045	114004SS
Reverse-Mount, Reverse Rotation, 2.0kW, Low Ground Clearance	114626	114262	114263	114045	114004SS
Reverse-Mount, Reverse Rotation, Clutchless Trans., 110T Flywheel	114267	114268	114175	114045	114004SS
Reverse-Mount, Reverse Rotation, Clutchless Trans., 91T Flywheel	114267B	114292	114037	114045	114004SS
Reverse-Mount, Standard Rotation, Clutchless Trans., 65T Flywheel	114170	114174	114003	—	114004SS
Reverse-Mount, Reverse Rotation, Clutchless Trans., Old Style	114180	—	114182	114045	114004SS
Reverse-Mount, Standard Rotation, Bert/Brinn Replacement	114170	114174	114003	—	114004SS
Block-Mount, Standard Rotation, Chevy, 153T/168T Flexplate	114280	114283	114289	114044	114004SS
Block-Mount, Standard Rotation, GM LS	115177	—	—	—	—
Block-Mount, Standard Rotation, Ford, 157T Flexplate	114300	114283	114289	114044	114004SS



Reverse-Mount Bellhousings

Quarter Master® Reverse-Mount Bellhousings are engineered with a durable, clam-style shape that strengthens stress bearing points and decreases spline wear. These FEA-software-designed bellhousings eliminate flexing, provide proper clutch alignment and decrease wear on internal transmission components. CNC-machined with stiffening ribs on top, Quarter Master® Reverse-Mount Bellhousings offer state-of-the-art performance and long-lasting durability.

Description	Chevy	Ford	Dodge
Aluminum, Reverse-Mount Starter, 5.5" & 7.25" Clutches	110100R	110300R	110200R
Magnesium, Reverse-Mount Starter, 5.5" & 7.25" Clutches	110150R	110350R	110250R

Clutchless Transmission Bellhousings

Quarter Master® Clutchless Transmission Bellhousings are the best solution for racers utilizing popular Bert/Brinn transmissions. Available in magnesium and aluminum, these high-strength bellhousings are engineered to work with top- and side-mount oil pump systems, as well as reverse rotation starters. The modern, CAD design provides the ultimate combination of fatigue resistance and overall light weight.

- Accommodates top- & side-mount oil pump systems
- CNC-machined for unmatched tolerances & quality
- Available with Bert & Brinn style idler gear

Description	Chevy	Ford	Dodge
Aluminum, Reverse-Mount Starter, For Bert, Brinn & Falcon Trans.	110120	110320	—
Magnesium, Reverse-Mount Starter, For Bert, Brinn & Falcon Trans.	110115	110315	110215

OE-Diameter Block-Mount Starter Bellhousings

Quarter Master® championship-winning bellhousings will accommodate some stock diameter flywheels and block-mount starters. They are CNC-machined for the best parallelism and concentricity, and they can be used with either the Tri-Lite or Floating Throwout Bearings. The bellhousings are available for many Chevrolet, Ford and Dodge V8 applications.

Description	Chevy	Ford	Dodge
Aluminum, Block-Mount Starter, 5.5" & 7.25" Clutches – 153-Tooth	110104	—	—
Aluminum, Block-Mount Starter, 5.5" & 7.25" Clutches – 157-Tooth 1-2" Belts w/Mounts	—	110302	—
Magnesium, Block-Mount Starter, 5.5" & 7.25" Clutches – 153-Tooth w/ Mounts	110107R	—	110206
Magnesium, Block-Mount Starter, 5.5" & 7.25" Clutches – 153-Tooth 7/16" Bolts w/ Mounts	—	110305M	—
Magnesium, Block-Mount Starter, 5.5" & 7.25" Clutches – 153-Tooth 7/16" Bolts w/ Mounts w/ Chevy Trans	—	110308C	—

Steel Bellhousings

Quarter Master® Steel Bellhousings accommodate stock diameter flywheels and provide clearance for the use of a traditional block mount starter. These race-proven steel bellhousings are precision CNC-machined to ultra-tight tolerances and are designed for use with the Tri-Lite and Floating Hydraulic Race Bearing. These bellhousings are available for Chevy and Ford applications.

Description	LW-Chevy	Chevy-Ford	Dodge
Steel 5.5" & 7.25" Clutches	110440	110432	—

Bellhousing Kits

5.5" ALUMINUM

Quarter Master® offers a wide variety of aluminum bellhousing kits using 5.5" and 7.25" diameter clutches. Designed with the latest FEA software, the aluminum bellhousing is the stiffest component possible designed to improve the stress-bearing points. The design greatly improves clutch-spline wear, eliminates flexing, ensures proper clutch alignment to the transmission and pilot bearing, and decreases wear on internal transmission components.

This bellhousing offers superior ground clearance and ergonomics, allowing increased passage for various header configurations. Other significant features include lightweight CNC-machining and stiffening ribs on top of the bellhousing for increased durability.

Kits are designed with Pro Series, V-Drive or Optimum-V Clutches. Numerous splines and configurations are also available. In addition to these options, the kits can be configured with either a Tri-Lite Hydraulic or floating throwout bearing.

KITS INCLUDE:

- Reverse-mount starter bellhousing
- Clutch assembly with button and ring gear
- Ultra-Duty™ Reverse Rotation Starter
- Tri-Lite or floating hydraulic release bearing
- Race Clutch Hydraulic Fluid

Note: Also available with 4.5" diameter clutches.

Note: When using mid-plate an M must be placed at end of kit part# to ensure correct pistons, ring gear spacer & bolt kit.

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10028580	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10028581	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10028590	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10038591	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10038580	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10038581	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10038590	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10038591	110100R	114260	730215	2.15"	3.30"
OPTIMUM-V, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100275080	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100275081	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100275090	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100275091	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100375080	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100375081	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100375090	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100375091	110100R	114260	730215	2.15"	3.30"
PRO SERIES, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029580	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029581	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029590	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029591	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039580	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039581	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039590	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039591	110100R	114260	730215	2.15"	3.30"

Bellhousing Kits

5.5" ALUMINUM



ALSO AVAILABLE:

The Rear-Mount Starter Bellhousing Kit with Left-Side Dry Sump Oil Pump Mount creates superior weight balance. GM part number #10038591DS – other kits are available for a variety of clutch sizes to fit a large number of applications.

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505170SC	110018	1100182D	505001	30100	660081
285080	505170SC	110018	1100182D	505001	30100	660081
285090	505170SC	110018	1100182D	505001	30100	660091
285090	505170SC	110018	1100182D	505001	30100	660091
385080	505170SC	110018	1100183M	505001	30100	660081
385080	505170SC	110018	1100183M	505001	30100	660081
385090	505170SC	110018	1100183M	505001	30100	660091
385090	505170SC	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575170	110018	1100182M	505001	30100	660081
275080	575170	110018	1100182M	505001	30100	660081
275090	575170	110018	1100182M	505001	30100	660091
275090	575170	110018	1100182M	505001	30100	660091
375080	575170	110018	1100183M	505001	30100	660081
375080	575170	110018	1100183M	505001	30100	660081
375090	575170	110018	1100183M	505001	30100	660091
375090	575170	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
295080	505170SC	110018	1100182M	505001	30100	660081
295080	505170SC	110018	1100182M	505001	30100	660081
295090	505170SC	110018	1100182M	505001	30100	660091
295090	505170SC	110018	1100182M	505001	30100	660091
395080	505170SC	110018	1100183M	505001	30100	660081
395080	505170SC	110018	1100183M	505001	30100	660081
395090	505170SC	110018	1100183M	505001	30100	660091
395090	505170SC	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" ALUMINUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 5.5" ALUMINUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10028580ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10028581ZZ	110000R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10028590ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10028591ZZ	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10038580ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10038581ZZ	110000R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10038590ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10038591ZZ	110100R	114260	730215	2.15"	3.30"	

OPTIMUM-V, 5.5" ALUMINUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100275080ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100275081ZZ	110100R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100275090ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100275091ZZ	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100375080ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100375081ZZ	110100R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100375090ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100375091ZZ	110100R	114260	730215	2.15"	3.30"	

PRO SERIES, 5.5" ALUMINUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029580ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029581ZZ	110100R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029590ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029591ZZ	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039580ZZ	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039581ZZ	110100R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039590ZZ	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039591ZZ	110100R	114260	730215	2.15"	3.30"	

GM LS (w/ 6-Bolt Crankshaft)

V-DRIVE, 5.5" ALUMINUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10028580LS	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10028581LS	110000R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10028590LS	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10028591LS	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10038580LS	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10038581LS	110000R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10038590LS	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10038591LS	110100R	114260	730185	1.85"	3.00"	

OPTIMUM-V, 5.5" ALUMINUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100275080LS	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100275081LS	110100R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100275090LS	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100275091LS	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	100375080LS	110100R	114260	710200	—	—	
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	100375081LS	110100R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	100375090LS	110100R	114260	710200	—	—	
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	100375091LS	110100R	114260	730185	1.85"	3.00"	

Bellhousing Kits

5.5" ALUMINUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505171SCZZ	110018	1100182M	505001	30100	660081
285080	505171SCZZ	110018	1100182M	505001	30100	660081
285090	505171SCZZ	110018	1100182M	505001	30100	660091
285090	505171SCZZ	110018	1100182M	505001	30100	660091
385080	505171SCZZ	110018	1100183M	505001	30100	660081
385080	505171SCZZ	110018	1100183M	505001	30100	660081
385090	505171SCZZ	110018	1100183M	505001	30100	660091
385090	505171SCZZ	110018	1100183M	505001	30100	660091
275080	575171ZZ	110018	1100182M	505001	30100	660081
275080	575171ZZ	110018	1100182M	505001	30100	660081
275090	575171ZZ	110018	1100182M	505001	30100	660091
275090	575171ZZ	110018	1100182M	505001	30100	660091
375080	575171ZZ	110018	1100183M	505001	30100	660081
375080	575171ZZ	110018	1100183M	505001	30100	660081
375090	575171ZZ	110018	1100183M	505001	30100	660091
375090	575171ZZ	110018	1100183M	505001	30100	660091
295080	505171SCZZ	110018	1100182M	505001	30100	660081
295080	505171SCZZ	110018	1100182M	505001	30100	660081
295090	505171SCZZ	110018	1100182M	505001	30100	660091
295090	505171SCZZ	110018	1100182M	505001	30100	660091
395080	505171SCZZ	110018	1100183M	505001	30100	660081
395080	505171SCZZ	110018	1100183M	505001	30100	660081
395090	505171SCZZ	110018	1100183M	505001	30100	660091
395090	505171SCZZ	110018	1100183M	505001	30100	660091

GM LS (w/ 6-Bolt Crankshaft)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505177SC	110018	1100182M	505007	30100	660081
285080	505177SC	110018	1100182M	505007	30100	660081
285090	505177SC	110018	1100182M	505007	30100	660091
285090	505177SC	110018	1100182M	505007	30100	660091
385080	505177SC	110018	1100183M	505007	30100	660081
385080	505177SC	110018	1100183M	505007	30100	660081
385090	505177SC	110018	1100183M	505007	30100	660091
385090	505177SC	110018	1100183M	505007	30100	660091
275080	575177	110018	1100182M	505007	30100	660081
275080	575177	110018	1100182M	505007	30100	660081
275090	575177	110018	1100182M	505007	30100	660091
275090	575177	110018	1100182M	505007	30100	660091
375080	575177	110018	1100183M	505007	30100	660081
375080	575177	110018	1100183M	505007	30100	660081
375090	575177	110018	1100183M	505007	30100	660091
375090	575177	110018	1100183M	505007	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" ALUMINUM

GM LS (w/ 6-Bolt Crankshaft) *continued*

PRO SERIES, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029580LS	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029581LS	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029590LS	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029591LS	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039580LS	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039581LS	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039590LS	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039591LS	110100R	114260	730185	1.85"	3.00"

Ford (Neutral Balance)

V-DRIVE, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30028580	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30028581	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30028590	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30028591	110300R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30038580	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30038581	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30038590	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30038591	110300R	114260	730215	2.15"	3.30"

OPTIMUM-V, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	300275080	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	300275081	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	300275090	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	300275091	110300R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	300375080	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	300375081	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	300375090	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	300375091	110300R	114260	730215	2.15"	3.30"

PRO SERIES, 5.5" ALUMINUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30029580	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30029581	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30029590	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30029591	110300R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30039580	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30039581	110300R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30039580	110300R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30039591	110300R	114260	730215	2.15"	3.30"

Bellhousing Kits

5.5" ALUMINUM

GM LS (w/ 6-Bolt Crankshaft) *continued*

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
295080	505177SC	110018	1100182M	505007	30100	660081
295080	505177SC	110018	1100182M	505007	30100	660081
295090	505177SC	110018	1100182M	505007	30100	660091
295090	505177SC	110018	1100182M	505007	30100	660091
395080	505177SC	110018	1100183M	505007	30100	660081
395080	505177SC	110018	1100183M	505007	30100	660081
395090	505177SC	110018	1100183M	505007	30100	660091
395090	505177SC	110018	1100183M	505007	30100	660091

Ford (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505302SC	110018	1100182M	505001	30100	660081
285080	505302SC	110018	1100182M	505001	30100	660081
285090	505302SC	110018	1100182M	505001	30100	660091
285090	505302SC	110018	1100182M	505001	30100	660091
385080	505302SC	110018	1100183M	505001	30100	660081
385080	505302SC	110018	1100183M	505001	30100	660081
385090	505302SC	110018	1100183M	505001	30100	660091
385090	505302SC	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575302	110018	1100182M	505001	30100	660081
275080	575302	110018	1100182M	505001	30100	660081
275080	575302	110018	110182M	505001	30100	660091
275090	575302	110018	1100182M	505001	30100	660091
375080	575302	110018	1100183M	505001	30100	660081
375080	575302	110018	1100183M	505001	30100	660081
375090	575302	110018	1100183M	505001	30100	660091
375090	575302	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
295080	505302SC	110018	1100182M	505001	30100	660081
295080	505302SC	110018	1100182M	505001	30100	660081
295090	505302SC	110018	1100182M	505001	30100	660091
295090	505302SC	110018	1100182M	505001	30100	660091
395080	505302SC	110018	1100183M	505001	30100	660081
395080	505302SC	110018	1100183M	505001	30100	660081
395090	505302SC	110018	1100183M	505001	30100	660091
395090	505302SC	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" ALUMINUM

Dodge (Neutral Balance)

V-DRIVE, 5.5" ALUMINUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20028580	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20028581	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20028590	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20028591	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20038580	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20038581	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20038590	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20038591	110200R	114260	730185	1.85"	3.00"
OPTIMUM-V, 5.5" ALUMINUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	200275080	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	200275081	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	200275090	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	200275091	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	200375080	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	200375081	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	200375090	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	200375091	110200R	114260	730185	1.85"	3.00"
PRO SERIES, 5.5" ALUMINUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20029580	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20029581	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20029590	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20029591	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20039580	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20039581	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20039590	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20039591	110200R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" ALUMINUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029880	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029881	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029890	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029891	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039880	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039881	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039890	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039891	110100R	114260	730185	1.85"	3.00"

Bellhousing Kits

5.5" ALUMINUM

Dodge (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505190SC	110018	1100182M	505001	30100	660081
285080	505190SC	110018	1100182M	505001	30100	660081
285090	505190SC	110018	1100182M	505001	30100	660091
285090	505190SC	110018	1100182M	505001	30100	660091
385080	505190SC	110018	1100183M	505001	30100	660081
385080	505190SC	110018	1100183M	505001	30100	660081
385090	505190SC	110018	1100183M	505001	30100	660091
385090	505190SC	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575190	110018	1100182M	505001	30100	660081
275080	575190	110018	1100182M	505001	30100	660081
275090	575190	110018	1100182M	505001	30100	660091
275090	575190	110018	1100182M	505001	30100	660091
375080	575190	110018	1100183M	505001	30100	660081
375080	575190	110018	1100183M	505001	30100	660081
375090	575190	110018	1100183M	505001	30100	660091
375090	575190	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
295080	505190SC	110018	1100182M	505001	30100	660081
295080	505190SC	110018	1100182M	505001	30100	660081
295090	505190SC	110018	1100182M	505001	30100	660091
295090	505190SC	110018	1100182M	505001	30100	660091
395080	505190SC	110018	1100183M	505001	30100	660081
395080	505190SC	110018	1100183M	505001	30100	660081
395090	505190SC	110018	1100183M	505001	30100	660091
395090	505190SC	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" ALUMINUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509110SC	110010	1100103M	505001	30100	660081
298000	509110SC	110010	1100103M	505001	30100	660081
298050	509110SC	110010	1100103M	505001	30100	660091
298050	509110SC	110010	1100103M	505001	30100	660091
398000	509110SC	110010	1100103M	505001	30100	660081
398000	509110SC	110010	1100103M	505001	30100	660081
398050	509110SC	110010	1100103M	505001	30100	660091
398050	509110SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" ALUMINUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal) *continued*

OPTIMUM-V, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029780	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029781	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029790	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029791	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039780	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039781	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039790	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039791	110100R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029980	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029981	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029990	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029991	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039980	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039981	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039990	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039991	110100R	114260	730185	1.85"	3.00"

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029880ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029881ZZ	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029890ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029891ZZ	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039880ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039881ZZ	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039890ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039891ZZ	110100R	114260	730185	1.85"	3.00"
OPTIMUM-V, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029780ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029781ZZ	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029790ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029791ZZ	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039780ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039781ZZ	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039790ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039791ZZ	110100R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" ALUMINUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029980ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029981ZZ	110100R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029990ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029991ZZ	110100R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039980ZZ	110100R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039981ZZ	110100R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039990ZZ	110100R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039991ZZ	110100R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" ALUMINUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal) *continued*

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
297000	509140	310020	1100103M	505001	30100	660081
297000	509140	310020	1100103M	505001	30100	660081
297050	509140	310020	1100103M	505001	30100	660091
297050	509140	310020	1100103M	505001	30100	660091
397000	509140	310020	1100103M	505001	30100	660081
397000	509140	310020	1100103M	505001	30100	660081
397500	509140	310020	1100103M	505001	30100	660091
397050	509140	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
299000	509110SC	110010	1100103M	505001	30100	660081
299000	509110SC	110010	1100103M	505001	30100	660081
299050	509110SC	110010	1100103M	505001	30100	660091
299050	509110SC	110010	1100103M	505001	30100	660091
399000	509110SC	110010	1100103M	505001	30100	660081
399000	509110SC	110010	1100103M	505001	30100	660081
399050	509110SC	110010	1100103M	505001	30100	660091
399050	509110SC	110010	1100103M	505001	30100	660091

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509113SCZZ	110010	1100103M	505001	30100	660081
298000	509113SCZZ	110010	1100103M	505001	30100	660081
298050	509113SCZZ	110010	1100103M	505001	30100	660091
298050	509113SCZZ	110010	1100103M	505001	30100	660091
398000	509113SCZZ	110010	1100103M	505001	30100	660081
398000	509113SCZZ	110010	1100103M	505001	30100	660081
398050	509113SCZZ	110010	1100103M	505001	30100	660091
398050	509113SCZZ	110010	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
297000	509113SCZZ	310020	1100103M	505001	30100	660081
297000	509113SCZZ	310020	1100103M	505001	30100	660081
297050	509113SCZZ	310020	1100103M	505001	30100	660091
297050	509113SCZZ	310020	1100103M	505001	30100	660091
397000	509113SCZZ	310020	1100103M	505001	30100	660081
397000	509113SCZZ	310020	1100103M	505001	30100	660081
397500	509113SCZZ	310020	1100103M	505001	30100	660091
397050	509113SCZZ	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
299000	509113SCZZ	110010	1100103M	505001	30100	660081
299000	509113SCZZ	110010	1100103M	505001	30100	660081
299050	509113SCZZ	110010	1100103M	505001	30100	660091
299050	509113SCZZ	110010	1100103M	505001	30100	660091
399000	509113SCZZ	110010	1100103M	505001	30100	660081
399000	509113SCZZ	110010	1100103M	505001	30100	660081
399050	509113SCZZ	110010	1100103M	505001	30100	660091
399050	509113SCZZ	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" ALUMINUM

GM LS (w/ 6-Bolt Crankshaft)

V-DRIVE, 7.25" ALUMINUM BELLHOUSING KITS

	Description	Part #
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029880LS
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029881LS
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029890LS
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029891LS
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039880LS
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039881LS
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039890LS
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039891LS

Kit Components

Bellhousing	Starter	Bearing		
		Assembly	Piston Length	Overall Length
110100R	114260	710200	—	—
110100R	114260	730215	2.15"	3.30"
110100R	114260	710200	—	—
110100R	114260	730215	2.15"	3.30"
110100R	114260	710200	—	—
110100R	114260	730185	1.85"	3.00"
110100R	114260	710200	—	—
110100R	114260	730185	1.85"	3.00"

PRO SERIES, 7.25" ALUMINUM BELLHOUSING KITS

2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10029980LS
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10029981LS
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10029990LS
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10029991LS
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	10039980LS
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	10039981LS
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	10039990LS
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	10039991LS

Kit Components

110100R	114260	710200	—	—
110100R	114260	730215	2.15"	3.30"
110100R	114260	710200	—	—
110100R	114260	730215	2.15"	3.30"
110100R	114260	710200	—	—
110100R	114260	730185	1.85"	3.00"
110100R	114260	710200	—	—
110100R	114260	730185	1.85"	3.00"

Ford (Neutral Balance)

V-DRIVE, 7.25" ALUMINUM BELLHOUSING KITS

	Description	Part #
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30029880
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30029881
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30029890
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30029891
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30039880
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30039881
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30039890
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30039891

Kit Components

Bellhousing	Starter	Bearing		
		Assembly	Piston Length	Overall Length
110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"

OPTIMUM-V, 7.25" ALUMINUM BELLHOUSING KITS

2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30029780
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30029781
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30029790
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30029791
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30039780
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30039781
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30039790
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30039791

Kit Components

110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"

PRO SERIES, 7.25" ALUMINUM BELLHOUSING KITS

2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30029980
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30029981
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30029990
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30029991
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	30039980
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	30039981
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	30039990
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	30039991

Kit Components

110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730215	2.15"	3.30"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"
110300R	114260	710200	—	—
110300R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" ALUMINUM

GM LS (w/ 6-Bolt Crankshaft)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509127	110010	1100103M	505007	30100	660081
298000	509127	110010	1100103M	505007	30100	660081
298050	509127	110010	1100103M	505007	30100	660091
298050	509127	110010	1100103M	505007	30100	660091
398000	509127	110010	1100103M	505007	30100	660081
398000	509127	110010	1100103M	505007	30100	660081
398050	509127	110010	1100103M	505007	30100	660091
398050	509127	110010	1100103M	505007	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509113SCZZ	110010	1100103M	505007	30100	660081
299000	509113SCZZ	110010	1100103M	505007	30100	660081
299050	509113SCZZ	110010	1100103M	505007	30100	660091
299050	509113SCZZ	110010	1100103M	505007	30100	660091
399000	509113SCZZ	110010	1100103M	505007	30100	660081
399000	509113SCZZ	110010	1100103M	505007	30100	660081
399050	509113SCZZ	110010	1100103M	505007	30100	660091
399050	509113SCZZ	110010	1100103M	505007	30100	660091

Ford (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509311SC	110010	1100103M	505001	30100	660081
298000	509311SC	110010	1100103M	505001	30100	660081
298050	509311SC	110010	1100103M	505001	30100	660091
298050	509311SC	110010	1100103M	505001	30100	660091
398000	509311SC	110010	1100103M	505001	30100	660081
398000	509311SC	110010	1100103M	505001	30100	660081
398050	509311SC	110010	1100103M	505001	30100	660091
398050	509311SC	110010	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
297000	509340	310020	1100103M	505001	30100	660081
297000	509340	310020	1100103M	505001	30100	660081
297050	509340	310020	1100103M	505001	30100	660091
297050	509340	310020	1100103M	505001	30100	660091
397000	509340	310020	1100103M	505001	30100	660081
397000	509340	310020	1100103M	505001	30100	660081
397500	509340	310020	1100103M	505001	30100	660091
397050	509340	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509311SC	110010	1100103M	505001	30100	660081
299000	509311SC	110010	1100103M	505001	30100	660081
299050	509311SC	110010	1100103M	505001	30100	660091
299050	509311SC	110010	1100103M	505001	30100	660091
399000	509311SC	110010	1100103M	505001	30100	660081
399000	509311SC	110010	1100103M	505001	30100	660081
399050	509311SC	110010	1100103M	505001	30100	660091
399050	509311SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" ALUMINUM

Dodge (Neutral Balance)

V-DRIVE, 7.25" ALUMINUM BELLHOUSING KITS		<i>Kit Components</i>					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20029880	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20029881	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20029890	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20029891	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20039880	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20039881	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20039890	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20039891	110200R	114260	730185	1.85"	3.00"
OPTIMUM-V, 7.25" ALUMINUM BELLHOUSING KITS		<i>Kit Components</i>					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20229780	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20229781	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20229790	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20229791	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20229780	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20239781	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20239790	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20239791	110200R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" ALUMINUM BELLHOUSING KITS		<i>Kit Components</i>					
2-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20229980	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20229981	110200R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20229990	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20229991	110200R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Aluminum, Floating Throwout Bearing	20239980	110200R	114260	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	20239981	110200R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Aluminum, Floating Throwout Bearing	20239990	110200R	114260	710200	—	—
	1-5/32" x 26-Spline, Aluminum, Tri-Lite Release Bearing	20239991	110200R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" ALUMINUM

Dodge (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509211SC	110010	1100103M	505001	30100	660081
298000	509211SC	110010	1100103M	505001	30100	660081
298050	509211SC	110010	1100103M	505001	30100	660091
298050	509211SC	110010	1100103M	505001	30100	660091
398000	509211SC	110010	1100103M	505001	30100	660081
398000	509211SC	110010	1100103M	505001	30100	660081
398050	509211SC	110010	1100103M	505001	30100	660091
398050	509211SC	110010	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
297000	509211SC	310020	1100103M	505001	30100	660081
297000	509211SC	310020	1100103M	505001	30100	660081
297050	509211SC	310020	1100103M	505001	30100	660091
297050	509211SC	310020	1100103M	505001	30100	660091
397000	509211SC	310020	1100103M	505001	30100	660081
397000	509211SC	310020	1100103M	505001	30100	660081
397500	509211SC	310020	1100103M	505001	30100	660091
397050	509211SC	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509211SC	110010	1100103M	505001	30100	660081
299000	509211SC	110010	1100103M	505001	30100	660081
299050	509211SC	110010	1100103M	505001	30100	660091
299050	509211SC	110010	1100103M	505001	30100	660091
399000	509211SC	110010	1100103M	505001	30100	660081
399000	509211SC	110010	1100103M	505001	30100	660081
399050	509211SC	110010	1100103M	505001	30100	660091
399050	509211SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" MAGNESIUM

Quarter Master® Magnesium Bellhousing Kits are available with 5.5" and 7.25" diameter clutches. The strongest and lightest options available, magnesium bellhousings are built utilizing FEA software. The components' ribbed, clam-shell shape provides stiffness and reduced stress in critical points with no addition to the overall weight. This design also greatly reduces clutch-spline wear, eliminates flexing, improves clutch alignment and decreases wear on internal transmission components. The CAD-designed and CNC-machined bellhousings provide enhanced fit and performance along with superior weight savings.

Kits come with Pro Series, V-Drive or Optimum-V clutches. Numerous splines and configurations are available. In addition to these options, the kits can be configured with either a Tri-Lite Hydraulic or floating throwout bearing.

KITS INCLUDE:

- Reverse-mount starter bellhousing
 - Clutch assembly with button and ring gear
 - Ultra-Duty™ Reverse Rotation Starter
 - Tri-Lite Release or floating throwout bearing
 - Race Clutch Hydraulic Fluid
- * Also available in 4.5" diameters

ALSO AVAILABLE:

The Rear-Mount Starter Bellhousing Kit with Left-Side Dry Sump Oil Pump Mount creates superior weight balance. Kits are available for a variety of clutch sizes to fit a large number of applications.

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15028580	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15028581	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15028590	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15028591	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15038580	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15038581	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15038590	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15038591	110150R	114260	730185	1.85"	3.00"
OPTIMUM-V, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	150275080	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	150275081	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	150375090	110150R	114360	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	150275091	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	150375080	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	150375081	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	150375090	110150R	114360	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	150375091	110150R	114260	730185	1.85"	3.00"
PRO SERIES, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15029580	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029581	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Thruout Bearing	15029590	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029591	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15039580	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039581	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15039590	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039591	110150R	114260	730185	1.85"	3.00"

Bellhousing Kits

5.5" MAGNESIUM



Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505170SC	110018	1100182M	505001	30100	660081
285080	505170SC	110018	1100182M	505001	30100	660081
285090	505170SC	110018	1100182M	505001	30100	660091
285090	505170SC	110018	1100182M	505001	30100	660091
385080	505170SC	110018	1100183M	505001	30100	660081
385080	505170SC	110018	1100183M	505001	30100	660081
385090	505170SC	110018	1100183M	505001	30100	660091
385090	505170SC	110018	1100183M	505001	30100	660091
275080	575170	110018	1100182M	505001	30100	660081
275080	575170	110018	1100182M	505001	30100	660081
275090	575170	110018	1100182M	505001	30100	660091
275090	575170	110018	1100182M	505001	30100	660091
375080	575170	110018	1100183M	505001	30100	660081
375080	575170	110018	1100183M	505001	30100	660081
375090	575170	110018	1100183M	505001	30100	660091
375090	575170	110018	1100183M	505001	30100	660091
295080	505170SC	110018	1100182M	505001	30100	660081
295080	505170SC	110018	1100182M	505001	30100	660081
295090	505170SC	110018	1100182M	505001	30100	660091
295090	505170SC	110018	1100182M	505001	30100	660091
385080	505170SC	110018	1100183M	505001	30100	660081
395080	505170SC	110018	1100183M	505001	30100	660081
385090	505170SC	110018	1100183M	505001	30100	660091
395090	505170SC	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" MAGNESIUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 5.5" MAGNESIUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15028580ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15028581ZZ	110150R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15028590ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15028591ZZ	110150R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15038580ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15038581ZZ	110150R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15038590ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15038591ZZ	110150R	114260	730185	1.85"	3.00"	

OPTIMUM-V, 5.5" MAGNESIUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	150275080ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	150275081ZZ	110150R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	150275090ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	150275091ZZ	110150R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	150375080ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	150375081ZZ	110150R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	150375090ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	150375091ZZ	110150R	114260	730185	1.85"	3.00"	

PRO SERIES, 5.5" MAGNESIUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15029580ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029581ZZ	110150R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15029590ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029591ZZ	110100R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15039580ZZ	110150R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039581ZZ	110150R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15039590ZZ	110150R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039591ZZ	110100R	114260	730185	1.85"	3.00"	

Ford (Neutral Balance)

V-DRIVE, 5.5" MAGNESIUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35028580	110350R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35028581	110350R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35028590	110350R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35028591	110350R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35038580	110350R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35038581	110350R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35038590	110350R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35038591	110350R	114260	730185	1.85"	3.00"	

OPTIMUM-V, 5.5" MAGNESIUM BELLHOUSING KITS				Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing			
					Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35027580	110350R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35027581	110350R	114260	730215	2.15"	3.30"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35027590	110350R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35027591	110350R	114260	730215	2.15"	3.30"	
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35037580	110350R	114260	710200	—	—	
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35037581	110350R	114260	730185	1.85"	3.00"	
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35037590	110350R	114260	710200	—	—	
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35037591	110350R	114260	730185	1.85"	3.00"	

Bellhousing Kits

5.5" MAGNESIUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505171SCZZ	110018	11000182M	505001	30100	660081
285080	505171SCZZ	110018	1100182M	505001	30100	660081
285090	505171SCZZ	110018	1100182M	505001	30100	660091
285090	505171SCZZ	110018	1100182M	505001	30100	660091
385080	505171SCZZ	110018	1100183M	505001	30100	660081
385080	505171SCZZ	110018	1100183M	505001	30100	660081
385090	505171SCZZ	110018	1100183M	505001	30100	660091
385090	505171SCZZ	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575171ZZ	110018	1100182M	505001	30100	660081
275080	575171ZZ	110018	1100182M	505001	30100	660081
275090	575171ZZ	110018	1100182M	505001	30100	660091
275090	575171ZZ	110018	1100182M	505001	30100	660091
375080	575171ZZ	110018	1100183M	505001	30100	660081
375080	575171ZZ	110018	1100183M	505001	30100	660081
375090	575171ZZ	110018	1100183M	505001	30100	660091
375090	575171ZZ	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
295080	505171SCZZ	110018	1100182M	505001	30100	660081
295080	505171SCZZ	110018	1100182M	505001	30100	660081
295090	505171SCZZ	110018	1100182M	505001	30100	660091
295090	505171SCZZ	110018	1100182M	505001	30100	660091
395080	505171SCZZ	110018	1100183M	505001	30100	660081
395080	505171SCZZ	110018	1100183M	505001	30100	660081
395090	505171SCZZ	110018	1100183M	505001	30100	660091
395090	505171SCZZ	110018	1100183M	505001	30100	660091

Ford (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505303SC	110018	1100182M	505001	30100	660081
285080	505303SC	110018	1100182M	505001	30100	660081
285090	505303SC	110018	1100182M	505001	30100	660091
285090	505303SC	110018	1100182M	505001	30100	660091
385080	505303SC	110018	1100183M	505001	30100	660081
385080	505303SC	110018	1100183M	505001	30100	660081
385090	505303SC	110018	1100183M	505001	30100	660091
385090	505303SC	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575303	110018	1100182M	505001	30100	660081
275080	575303	110018	1100182M	505001	30100	660081
275080	575303	110018	1100182M	505001	30100	660091
275090	575303	110018	1100182M	505001	30100	660091
375080	575303	110018	1100183M	505001	30100	660081
375080	575303	110018	1100183M	505001	30100	660081
375090	575303	110018	1100183M	505001	30100	660091
375090	575303	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" MAGNESIUM

Ford (Neutral Balance) *continued*

PRO SERIES, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35029580	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35029581	110350R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35029590	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35029591	110350R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35039580	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35039581	110350R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35039580	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35039591	110350R	114260	730185	1.85"	3.00"

Dodge (Neutral Balance)

V-DRIVE, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25028580	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25028581	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	25028590	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25028591	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25038580	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25038581	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	25038590	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25038591	110250R	114260	730185	1.85"	3.00"

OPTIMUM-V, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	250275080	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	250275081	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	250375090	110250R	114360	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	250275091	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	250375080	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	250375081	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	250375090	110250R	114360	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	250375091	110250R	114260	730185	1.85"	3.00"

PRO SERIES, 5.5" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25029580	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25029581	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Thruout Bearing	25029590	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25029591	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25039580	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25039581	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Thruout Bearing	25039590	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25039591	110250R	114260	730185	1.85"	3.00"

Bellhousing Kits

5.5" MAGNESIUM

Ford (Neutral Balance) *continued*

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
295080	505303SC	110018	1100182M	505001	30100	660081
295080	505303SC	110018	1100182M	505001	30100	660081
295090	505303SC	110018	1100182M	505001	30100	660091
295090	505303SC	110018	1100182M	505001	30100	660091
395080	505303SC	110018	1100183M	505001	30100	660081
395080	505303SC	110018	1100183M	505001	30100	660081
395090	505303SC	110018	1100183M	505001	30100	660091
395090	505303SC	110018	1100183M	505001	30100	660091

Dodge (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
285080	505190SC	110018	1100182M	505001	30100	660081
285080	505190SC	110018	1100182M	505001	30100	660081
285090	505190SC	110018	1100182M	505001	30100	660091
285090	505190SC	110018	1100182M	505001	30100	660091
385080	505190SC	110018	1100183M	505001	30100	660081
385080	505190SC	110018	1100183M	505001	30100	660081
385090	505190SC	110018	1100183M	505001	30100	660091
385090	505190SC	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
275080	575190	110018	1100182M	505001	30100	660081
275080	575190	110018	1100182M	505001	30100	660081
275090	575190	110018	1100182M	505001	30100	660091
275090	575190	110018	1100182M	505001	30100	660091
375080	575190	110018	1100183M	505001	30100	660081
375080	575190	110018	1100183M	505001	30100	660081
375090	575190	110018	1100183M	505001	30100	660091
375090	575190	110018	1100183M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
295080	505190SC	110018	1100182M	505001	30100	660081
295080	505190SC	110018	1100182M	505001	30100	660081
295090	505190SC	110018	1100182M	505001	30100	660091
295090	505190SC	110018	1100182M	505001	30100	660091
385080	505190SC	110018	1100183M	505001	30100	660081
395080	505190SC	110018	1100183M	505001	30100	660081
385090	505190SC	110018	1100183M	505001	30100	660091
395090	505190SC	110018	1100183M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" MAGNESIUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15029880	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029881	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15029890	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029891	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15039880	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039881	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15039890	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039891	110150R	114260	730185	1.85"	3.00"
OPTIMUM-V, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15029780	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029781	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15029790	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029791	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15039780	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039781	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15039790	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039791	110150R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15029980	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029981	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15029990	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029991	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Race Release Bearing	15039980	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039981	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Race Release Bearing	15039990	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039991	110150R	114260	730185	1.85"	3.00"

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15029880ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029881ZZ	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15029890ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029891ZZ	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15039880ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039881ZZ	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15039890ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039891ZZ	110150R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" MAGNESIUM

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509110SC	110010	1100103M	505001	30100	660081
298000	509110SC	110010	1100103M	505001	30100	660081
298050	509110SC	110010	1100103M	505001	30100	660091
298050	509110SC	110010	1100103M	505001	30100	660091
398000	509110SC	110010	1100103M	505001	30100	660081
398000	509110SC	110010	1100103M	505001	30100	660081
398050	509110SC	110010	1100103M	505001	30100	660091
398050	509110SC	110010	1100103M	505001	30100	660091
297000	509140	310020	1100103M	505001	30100	660081
297000	509140	310020	1100103M	505001	30100	660081
297050	509140	310020	1100103M	505001	30100	660091
297050	509140	310020	1100103M	505001	30100	660091
397000	509140	310020	1100103M	505001	30100	660081
397000	509140	310020	1100103M	505001	30100	660081
397050	509140	310020	1100103M	505001	30100	660091
397050	509140	310020	1100103M	505001	30100	660091
299000	509110SC	110010	1100103M	505001	30100	660081
299000	509110SC	110010	1100103M	505001	30100	660081
299050	509110SC	110010	1100103M	505001	30100	660091
299050	509110SC	110010	1100103M	505001	30100	660091
399000	509110SC	110010	1100103M	505001	30100	660081
399000	509110SC	110010	1100103M	505001	30100	660081
399050	509110SC	110010	1100103M	505001	30100	660091
399050	509110SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509113SCZZ	110010	1100103M	505001	30100	660081
298000	509113SCZZ	110010	1100103M	505001	30100	660081
298050	509113SCZZ	110010	1100103M	505001	30100	660091
298050	509113SCZZ	110010	1100103M	505001	30100	660091
398000	509113SCZZ	110010	1100103M	505001	30100	660081
398000	509113SCZZ	110010	1100103M	505001	30100	660081
398050	509113SCZZ	110010	1100103M	505001	30100	660091
398050	509113SCZZ	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" MAGNESIUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal) *continued*

V-DRIVE, 7.25" MAGNESIUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15029780ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029781ZZ	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15029790ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029791ZZ	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15039780ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039781ZZ	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15039790ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039791ZZ	110150R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" MAGNESIUM BELLHOUSING KITS			Kit Components				
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15029980ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15029981ZZ	110150R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15029990ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15029991ZZ	110150R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	15039980ZZ	110150R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	15039981ZZ	110150R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	15039990ZZ	110150R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	15039991ZZ	110150R	114260	730185	1.85"	3.00"

Ford (Neutral Balance)

V-DRIVE, 7.25" MAGNESIUM BELLHOUSING KITS			Kit Components				
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35029880	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35029881	110350R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35029890	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35029891	110350R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35039880	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35039881	110350R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35039890	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35039891	110350R	114260	730185	1.85"	3.00"
OPTIMUM-V, 7.25" MAGNESIUM BELLHOUSING KITS			Kit Components				
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35029780	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35029781	110350R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35029790	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35029791	110350R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35039780	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35039781	110350R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35039790	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35039791	110350R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" MAGNESIUM BELLHOUSING KITS			Kit Components				
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35029980	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35029981	110350R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35029990	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35029991	110350R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	35039980	110350R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	35039981	110350R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	35039990	110350R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	35039991	110350R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" MAGNESIUM

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal) *continued*

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509113SCZZ	310020	1100103M	505001	30100	660081
298000	509113SCZZ	310020	1100103M	505001	30100	660081
298050	509113SCZZ	310020	1100103M	505001	30100	660091
298050	509113SCZZ	310020	1100103M	505001	30100	660091
398000	509113SCZZ	310020	1100103M	505001	30100	660081
398000	509113SCZZ	310020	1100103M	505001	30100	660081
398050	509113SCZZ	310020	1100103M	505001	30100	660091
398050	509113SCZZ	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509113SCZZ	110010	1100103M	505001	30100	660081
299000	509113SCZZ	110010	1100103M	505001	30100	660081
299050	509113SCZZ	110010	1100103M	505001	30100	660091
299050	509113SCZZ	110010	1100103M	505001	30100	660091
399000	509113SCZZ	110010	1100103M	505001	30100	660081
399000	509113SCZZ	110010	1100103M	505001	30100	660081
399050	509113SCZZ	110010	1100103M	505001	30100	660091
399050	509113SCZZ	110010	1100103M	505001	30100	660091

Ford (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509311SC	110010	1100103M	505001	30100	660081
298000	509311SC	110010	1100103M	505001	30100	660081
298050	509311SC	110010	1100103M	505001	30100	660091
298050	509311SC	110010	1100103M	505001	30100	660091
398000	509311SC	110010	1100103M	505001	30100	660081
398000	509311SC	110010	1100103M	505001	30100	660081
398050	509311SC	110010	1100103M	505001	30100	660091
398050	509311SC	110010	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
297000	509340	310020	1100103M	505001	30100	660081
297000	509340	310020	1100103M	505001	30100	660081
297050	509340	310020	1100103M	505001	30100	660091
297050	509340	310020	1100103M	505001	30100	660091
397000	509340	310020	1100103M	505001	30100	660081
397000	509340	310020	1100103M	505001	30100	660081
397050	509340	310020	1100103M	505001	30100	660091
397050	509340	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509311SC	110010	1100103M	505001	30100	660081
299000	509311SC	110010	1100103M	505001	30100	660081
299050	509311SC	110010	1100103M	505001	30100	660091
299050	509311SC	110010	1100103M	505001	30100	660091
399000	509311SC	110010	1100103M	505001	30100	660081
399000	509311SC	110010	1100103M	505001	30100	660081
399050	509311SC	110010	1100103M	505001	30100	660091
399050	509311SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

7.25" MAGNESIUM

Dodge (Neutral Balance)

V-DRIVE, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
	Description	Part #	Bellhousing	Starter	Bearing		
					Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25029880	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25029881	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	25029890	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25029891	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	25039880	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	25039881	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	25039890	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	25039891	110250R	114260	730185	1.85"	3.00"
OPTIMUM-V, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	20629780	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	20629781	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	20629790	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	20629791	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	20629780	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	20639781	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	20639790	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	20639791	110250R	114260	730185	1.85"	3.00"
PRO SERIES, 7.25" MAGNESIUM BELLHOUSING KITS		Kit Components					
2-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	20629980	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	20629981	110250R	114260	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	20629990	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	20629991	110250R	114260	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Magnesium, Floating Throwout Bearing	20639980	110250R	114260	710200	—	—
	1-1/8" x 10-Spline, Magnesium, Tri-Lite Release Bearing	20639981	110250R	114260	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Magnesium, Floating Throwout Bearing	20639990	110250R	114260	710200	—	—
	1-5/32" x 26-Spline, Magnesium, Tri-Lite Release Bearing	20639991	110250R	114260	730185	1.85"	3.00"

Bellhousing Kits

7.25" MAGNESIUM

Dodge (Neutral Balance)

Clutch Assembly & Components				Additional Components		
Clutch Unit	Clutch Assembly			Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear	Ring Gear Spacer*			
298000	509211SC	110010	1100103M	505001	30100	660081
298000	509211SC	110010	1100103M	505001	30100	660081
298050	509211SC	110010	1100103M	505001	30100	660091
298050	509211SC	110010	1100103M	505001	30100	660091
398000	509211SC	110010	1100103M	505001	30100	660081
398000	509211SC	110010	1100103M	505001	30100	660081
398050	509211SC	110010	1100103M	505001	30100	660091
398050	509211SC	110010	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
297000	509211SC	310020	1100103M	505001	30100	660081
297000	509211SC	310020	1100103M	505001	30100	660081
297050	509211SC	310020	1100103M	505001	30100	660091
297050	509211SC	310020	1100103M	505001	30100	660091
397000	509211SC	310020	1100103M	505001	30100	660081
397000	509211SC	310020	1100103M	505001	30100	660081
397500	509211SC	310020	1100103M	505001	30100	660091
397050	509211SC	310020	1100103M	505001	30100	660091
Clutch Assembly & Components				Additional Components		
299000	509211SC	110010	1100103M	505001	30100	660081
299000	509211SC	110010	1100103M	505001	30100	660081
299050	509211SC	110010	1100103M	505001	30100	660091
299050	509211SC	110010	1100103M	505001	30100	660091
399000	509211SC	110010	1100103M	505001	30100	660081
399000	509211SC	110010	1100103M	505001	30100	660081
399050	509211SC	110010	1100103M	505001	30100	660091
399050	509211SC	110010	1100103M	505001	30100	660091

* When not using mid-plate, 2-disc clutch requires spacer part # 1100182D.

Bellhousing Kits

5.5" STEEL

Many Late Model and SportMod classes mandate the use of an OEM-diameter steel flexplate, T-10 style transmission and a steel bellhousing. Utilizing clutches with a low moment of inertia, these Quarter Master® Steel Bellhousing Kits deliver improved acceleration and corner deceleration, yet still give you the maximum durability and rules legality you require.

Quarter Master® Steel Bellhousing Kits feature a CNC-machined, lightweight steel bellhousing to ensure concentricity between the engine and transmission for reduced wear, a scalloped flexplate to reduce the moment of inertia and a 2- or 3-disc clutch with a balanced button flywheel. Each kit is available with either a Tri-Lite Release or Floating Throwout Bearing. The balanced button flywheel complements the flexplate, as it provides the lightest clutch system with the lowest MOI for your performance dollar.

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43028580	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43028581	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43028590	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43028591	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43038580	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43038581	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43038590	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43038591	110440	730185	1.85"	3.00"
OPTIMUM-V, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43027580	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43027581	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43027590	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43027591	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43037580	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43037581	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43037590	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43037591	110440	730185	1.85"	3.00"

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43028580ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43028581ZZ	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43028590ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43028591ZZ	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43038580ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43038581ZZ	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43038590ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43038591ZZ	110440	730185	1.85"	3.00"
OPTIMUM-V, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	Overall Length
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43027580ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43027581ZZ	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43027590ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43027591ZZ	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43037580ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43037581ZZ	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43037590ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43037591ZZ	110440	730185	1.85"	3.00"

* Use starter #114280.

Bellhousing Kits

5.5" STEEL



KITS INCLUDE:

- Lightweight steel bellhousing
- Clutch assembly with button and ring gear
- Lightweight flexplate
- Tri-Lite Release or floating throwout bearing
- Race Clutch Hydraulic Fluid

Note: Also available with 4.5" diameter clutches.

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Flexplates			
285080	505170SC	509121	505001	30100	660081
285080	505170SC	509121	505001	30100	660081
285090	505170SC	509121	505001	30100	660091
285090	505170SC	509121	505001	30100	660091
385080	505170SC	509121	505001	30100	660081
385080	505170SC	509121	505001	30100	660081
385090	505170SC	509121	505001	30100	660091
385090	505170SC	509121	505001	30100	660091
Clutch Assembly & Components			Additional Components		
275080	575170	509121	505001	30100	660081
275080	575170	509121	505001	30100	660081
275090	575170	509121	505001	30100	660091
275090	575170	509121	505001	30100	660091
375080	575170	509121	505001	30100	660081
375080	575170	509121	505001	30100	660081
375090	575170	509121	505001	30100	660091
375090	575170	509121	505001	30100	660091

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Ring Gear			
285080	505171SCZZ	509171	505001	30100	660081
285080	505171SCZZ	509171	505001	30100	660081
285090	505171SCZZ	509171	505001	30100	660091
285090	505171SCZZ	509171	505001	30100	660091
385080	505171SCZZ	509171	505001	30100	660081
385080	505171SCZZ	509171	505001	30100	660081
385090	505171SCZZ	509171	505001	30100	660091
385090	505171SCZZ	509171	505001	30100	660091
Clutch Assembly & Components			Additional Components		
285080	575171ZZ	509171	505001	30100	660081
285080	575171ZZ	509171	505001	30100	660081
285090	575171ZZ	509171	505001	30100	660091
285090	575171ZZ	509171	505001	30100	660091
375080	575171ZZ	509171	505001	30100	660081
375080	575171ZZ	509171	505001	30100	660081
375090	575171ZZ	509171	505001	30100	660091
375090	575171ZZ	509171	505001	30100	660091

Bellhousing Kits

5.5" STEEL

Ford (Neutral Balance)

V-DRIVE, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
Description		Part #	Bellhousing	Bearing		
			Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43328580	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43328581	110432	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43328590	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43328591	110432	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43338580	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43338581	110432	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43338590	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43338591	110432	730185	1.85"	3.00"
OPTIMUM-V, 5.5" STEEL BELLHOUSING KITS*		Kit Components				
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43327580	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43327581	110432	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43327590	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43327591	110432	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43337580	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43337581	110432	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43337590	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43337591	110432	730185	1.85"	3.00"

* Use starter #114300.

Bellhousing Kits

7.25" STEEL

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

V-DRIVE, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
Description		Part #	Bellhousing	Bearing		
			Assembly	Piston Length	Overall Length	
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43029880	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43029881	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43029890	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43029891	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43039880	110440	710200	—	—
	1-1/8" x 10-Spline, Aluminum, Tri-Lite Release Bearing	43039881	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43039890	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43039891	110440	730185	1.85"	3.00"
OPTIMUM-V, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43029780	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43029781	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43029790	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43029791	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43039780	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43039781	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43039790	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43039791	110440	730185	1.85"	3.00"

* Use starter #114280.

Bellhousing Kits

5.5" STEEL

Ford (Neutral Balance)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Flexplates			
285080	505302SC	509322	505001	30100	660081
285080	505302SC	509322	505001	30100	660081
285090	505302SC	509322	505001	30100	660091
285090	505302SC	509322	505001	30100	660091
385080	505302SC	509322	505001	30100	660081
385080	505302SC	509322	505001	30100	660081
385090	505302SC	509322	505001	30100	660091
385090	505302SC	509322	505001	30100	660091
Clutch Assembly & Components			Additional Components		
275080	575302	509322	505001	30100	660081
275080	575302	509322	505001	30100	660081
275090	575302	509322	505001	30100	660091
275090	575302	509322	505001	30100	660091
375080	575302	509322	505001	30100	660081
375080	575302	509322	505001	30100	660081
375090	575302	509322	505001	30100	660091
375090	575302	509322	505001	30100	660091

Bellhousing Kits

7.25" STEEL

Early Chevy (Internally Balanced, Two-Piece Rear Main Seal)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Spline Alignment Tool (Sold Separately)
	Button-Style Flywheel	Flexplate			
298000	509110SC	509121	505001	30100	660081
298000	509110SC	509121	505001	30100	660081
298050	509110SC	509121	505001	30100	660091
298050	509110SC	509121	505001	30100	660091
398000	509110SC	509121	505001	30100	660081
398000	509110SC	509121	505001	30100	660081
398050	509110SC	509121	505001	30100	660091
398050	509110SC	509121	505001	30100	660091
Clutch Assembly & Components			Additional Components		
297000	509140	509121	505001	30100	660081
297000	509140	509121	505001	30100	660081
297050	509140	509121	505001	30100	660091
297050	509140	509121	505001	30100	660091
397000	509140	509121	505001	30100	660081
397000	509140	509121	505001	30100	660081
397500	509140	509121	505001	30100	660091
397050	509140	509121	505001	30100	660091

Bellhousing Kits

7.25" STEEL

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

V-DRIVE, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43029880ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43029881ZZ	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43029890ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43029891ZZ	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43039880ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43039881ZZ	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43039890ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43039891ZZ	110440	730185	1.85"	3.00"
OPTIMUM-V, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43029780ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43029781ZZ	110440	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43029790ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43029791ZZ	110440	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43039780ZZ	110440	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43039781ZZ	110440	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43039790ZZ	110440	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43039791ZZ	110440	730185	1.85"	3.00"

*Use starter #114280.

Ford (Neutral Balance)

V-DRIVE, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
	Description	Part #	Bellhousing	Bearing		
				Assembly	Piston Length	
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43329880	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43329881	110432	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43329890	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43329891	110432	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43339880	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43339881	110432	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43339890	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43339891	110432	730185	1.85"	3.00"
OPTIMUM-V, 7.25" STEEL BELLHOUSING KITS*		Kit Components				
2-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43329780	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43329781	110432	730215	2.15"	3.30"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43329790	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43329791	110432	730215	2.15"	3.30"
3-Disc	1-1/8" x 10-Spline, Steel, Floating Throwout Bearing	43339780	110432	710200	—	—
	1-1/8" x 10-Spline, Steel, Tri-Lite Release Bearing	43339781	110432	730185	1.85"	3.00"
	1-5/32" x 26-Spline, Steel, Floating Throwout Bearing	43339790	110432	710200	—	—
	1-5/32" x 26-Spline, Steel, Tri-Lite Release Bearing	43339791	110432	730185	1.85"	3.00"

*Use starter #114300.

Bellhousing Kits

7.25" STEEL

Crate Chevy (Externally Balanced, One-Piece Rear Main Seal)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Flexplates			
298000	509113SCZZ	509171	505001	30100	660081
298000	509113SCZZ	509171	505001	30100	660081
298050	509113SCZZ	509171	505001	30100	660091
298050	509113SCZZ	509171	505001	30100	660091
398000	509113SCZZ	509171	505001	30100	660081
398000	509113SCZZ	509171	505001	30100	660081
398050	509113SCZZ	509171	505001	30100	660091
398050	509113SCZZ	509171	505001	30100	660091
Clutch Assembly & Components			Additional Components		
297000	509113SCZZ	509171	505001	30100	660081
297000	509113SCZZ	509171	505001	30100	660081
297050	509113SCZZ	509171	505001	30100	660091
297050	509113SCZZ	509171	505001	30100	660091
397000	509113SCZZ	509171	505001	30100	660081
397000	509113SCZZ	509171	505001	30100	660081
397500	509113SCZZ	509171	505001	30100	660091
397050	509113SCZZ	509171	505001	30100	660091

Ford (Neutral Balance)

Clutch Assembly & Components			Additional Components		
Clutch Unit	Clutch Assembly		Flywheel Bolt Kit	Race Clutch Hydraulic Fluid	Splines Alignment Tool (Sold Separately)
	Button-Style Flywheel	Flexplates			
298000	509311SC	509322	505001	30100	660081
298000	509311SC	509322	505001	30100	660081
298050	509311SC	509322	505001	30100	660091
298050	509311SC	509322	505001	30100	660091
398000	509311SC	509322	505001	30100	660081
398000	509311SC	509322	505001	30100	660081
398050	509311SC	509322	505001	30100	660091
398050	509311SC	509322	505001	30100	660091
Clutch Assembly & Components			Additional Components		
297000	509340	509322	505001	30100	660081
297000	509340	509322	505001	30100	660081
297050	509340	509322	505001	30100	660091
297050	509340	509322	505001	30100	660091
397000	509340	509322	505001	30100	660081
397000	509340	509322	505001	30100	660081
397500	509340	509322	505001	30100	660091
397050	509340	509322	505001	30100	660091

Bellhousing Kits

CLUTCHLESS

Clutchless Bellhousing Kits

Quarter Master® now offers a turn-key driveline kit with either a magnesium or aluminum bellhousing for dirt racers running the popular Bert/Brinn transmissions. These bellhousings are CNC-machined and accommodate both top- and side-mount oil pump locations. Quarter Master® Clutchless Bellhousings feature our 91-tooth flywheel, which eliminates the idler gear starter assembly.*

- Completely CNC-machined to ensure a perfect fit every time
- Designed to accommodate top or side oil pump mounts
- Compatible with Ultra-Duty™ Reverse Rotation Starter with 91-tooth flywheel, eliminating need for idler gear components
- Lightweight pump brackets tie into the bellhousing for unmatched pump support and strength



Complete Bellhousing Kits For Clutchless Transmissions

Description	Aluminum Bell	Magnesium Bell
EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	120509124TM	115509124TM
CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	120509134TM	115509134TM
GM LS		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	-	115509136TM
FORD (NEUTRAL BALANCE)		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	320509134TM	315509134TM
FORD FR9		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	-	315509134TM45
TOYOTA		
Top Mount Oil Pump, No Idler, 91-Tooth Alum. Flywheel w/ Reverse Starter	-	115509745TM

Description	Chevy	Ford
REPLACEMENT ITEMS FOR CLUTCHLESS TRANSMISSIONS		
Bellhousing, Aluminum	110120	110320
Bellhousing, Magnesium	110115	110315
Flywheel, 91-Tooth (New Style)	509139B	509323B
Flywheel, 65-Tooth	609124	609323
Flywheel, Counterweight, Crate Motor	180171	—
Drivehub, Assembly, w/ 22-Tooth Pump Gear (New Style)	180129	180331
Drivehub, Assembly, Crate Motor, w/ 22-Tooth Pump Gear	180134	—
Drivehub, Assembly, No Pump Gear	180123	181122
Starter, Quarter Master® Bell, Reverse Rotation	114267B	114267B
Starter, Quarter Master® Bell, Standard Rotation	114170	114170
Starter, Bert/Brinn Replacement, Standard Rotation	114170	114170
Starter Adapter	114176	114376
Oil Pump Bracket Kit, Peterson Pump (Universal)	117600	117600
Oil Pump Bracket Kit, KSE/KRC Pump	117603	117603
Oil Pump Bracket Kit, New Peterson Pump	117612	117612
Oil Pump Bracket Kit, Wulff/Barnes Pump	117619	117619
Flywheel Bolts	505004	505014
Flywheel Bolts, Crate Motor	505012	—
Starter Support Brackets	114256	114256
Flywheel Bolts, LS	505019	—

Bellhousing Kits

LOW GROUND CLEARANCE



Low Ground Clearance Bellhousing Kits

This kit maximizes downforce by allowing the nose of the car be as low to the track as possible. The additional ground clearance is achieved through a smaller ring gear and a flat-bottom bellhousing that makes it flush with the bottom of the tightest-fitting dry-sump oil pans. The bellhousing also features both internal and external strengthening ribs to maximize strength and stiffness. The kit is designed for circle track or road racers using 5.5" clutches. Kits featuring either magnesium or aluminum bellhousings are available for all popular applications.

Complete LGC Bellhousing Kits

Description	2-Disc	3 -Disc
EARLY CHEVY (INTERNALLY BALANCED, TWO-PIECE REAR MAIN SEAL)		
V-Drive, Aluminum Bellhousing	LGC10028591	LGC10038591
Optimum-V, Aluminum Bellhousing	LGC100275091	LGC100375091
Optimum Ultra-V, Aluminum Bellhousing	LGC100275091UL	LGC100375091UL
V-Drive, Magnesium Bellhousing	LGC15028591	LGC15038591
Optimum-V, Magnesium Bellhousing	LGC150275091	LGC150375091
Optimum Ultra-V, Magnesium Bellhousing	LGC150275091UL	LGC150375091UL
CRATE CHEVY (EXTERNALLY BALANCED, ONE-PIECE REAR MAIN SEAL)		
V-Drive, Aluminum Bellhousing	LGC10028591ZZ	LGC10038591ZZ
Optimum-V, Magnesium Bellhousing	LGC150275091ZZ	LGC150375091ZZ
Optimum Ultra-V, Magnesium Bellhousing	LGC15027591ZZUL	LGC15037591ZZUL
GM LS		
Optimum-V, Aluminum Bellhousing	LGC100275091LS	LGC100375091LS
Optimum V, Magnesium Bellhousing	LGC150375091LS	LGC150375091LS
FORD (NEUTRAL BALANCE)		
V-Drive, Aluminum Bellhousing	LGC30028591	LGC30038591
Optimum-V, Aluminum Bellhousing	LGC300275091	LGC300375091
Optimum Ultra-V, Aluminum Bellhousing	LGC300275091UL	LGC300375091UL
V-Drive, Magnesium Bellhousing	LGC35028591	LGC35038591
Optimum-V, Magnesium Bellhousing	LGC350275091	LGC350375091
Optimum Ultra-V, Magnesium Bellhousing	LGC350275091UL	LGC350375091UL
Description	Chevy	Ford
REPLACEMENT ITEMS FOR LGC BELLHOUSING KITS		
Bellhousing, Aluminum	210100R	210300R
Bellhousing, Magnesium	210150R	210350R
LGC Ring Gear, 99T	110089	110089
Starter 2.0 kW	114626	114626
Debris Shield	110516	110516

Driveshafts

STEEL/ALUMINUM



Steel Driveshafts

Quarter Master® Steel Driveshafts feature unsurpassed strength and smooth, vibration-free performance. Quality material selection, precise tolerances, careful attention to detail during assembly and a balance spec to less than .125 inch-ounces separate the best from the rest.

Steel driveshafts are a popular choice due to the material's versatility, high strength and economical performance. Shorter, lighter weight driveshafts utilize a .065" tube wall with standard 1310 u-joints, while for a heavy-duty, longer and higher horsepower option we recommend using a .083" tube wall and 1330 or 1350 u-joints. U-joints are available in 3", 3.5" and 4" widths.

Description	Steel
Driveshaft, 39" Length, C-C	189390
Driveshaft, 39-1/2" Length, C-C	189392
Driveshaft, 40" Length, C-C	189400
Driveshaft, 40-1/2" Length, C-C	189402
Driveshaft, 41" Length, C-C	189410
Driveshaft, 41-1/2" Length, C-C	189412
Driveshaft, 42" Length, C-C	189420
Driveshaft, 42-1/2" Length, C-C	189422
Driveshaft, 43" Length, C-C	189430

C-C = Center-to-center distance.

Description	Steel
Driveshaft, 43-1/2" Length, C-C	189432
Driveshaft, 44" Length, C-C	189440
Driveshaft, 44-1/2" Length, C-C	189442
Driveshaft, 45" Length, C-C	189450
Driveshaft, 45-1/2" Length, C-C	189452
Driveshaft, 46" Length, C-C	189460
Driveshaft, 46-1/2" Length, C-C	189462
Driveshaft, 47" Length, C-C	189470
Driveshaft, 48" Length, C-C	189480



Aluminum Driveshafts

Our revolutionary Aluminum Driveshafts are built with a two-part, weld-free assembly process that eliminates the distortion and loss of heat-treat strength caused by welding. Hardcoat-anodized, forged-aluminum end yokes are interference fit to O.D. ground 3.0" O.D. x .120" wall aerospace aluminum tube. A heavy-duty 1310 u-joint and quality slip yoke are then installed. Finally, the assembly is computer balanced. These shafts weigh 40 percent less than their steel counterparts.

Description	Aluminum
Driveshaft, 39" Length, C-C	188390
Driveshaft, 39-1/2" Length, C-C	188392
Driveshaft, 40" Length, C-C	188400
Driveshaft, 40-1/2" Length, C-C	188402
Driveshaft, 41" Length, C-C	188410
Driveshaft, 41-1/2" Length, C-C	188412
Driveshaft, 42" Length, C-C	188420
Driveshaft, 42-1/2" Length, C-C	188422
Driveshaft, 43" Length, C-C	188430
Driveshaft, 43-1/2" Length, C-C	188432

Description	Aluminum
Driveshaft, 44" Length, C-C	188440
Driveshaft, 44-1/2" Length, C-C	188442
Driveshaft, 45" Length, C-C	188450
Driveshaft, 45-1/2" Length, C-C	188452
Driveshaft, 46" Length, C-C	188460
Driveshaft, 46-1/2" Length, C-C	188462
Driveshaft, 47" Length, C-C	188470
Driveshaft, 47-1/2" Length, C-C	188472
Driveshaft, 48" Length, C-C	188480

C-C = Center-to-center distance.



Carbon Fiber Driveshafts

Carbon Fiber Driveshafts for Dirt Late Models offer maximum weight reduction and decreased MOI that provides for more immediate acceleration and deceleration in and out of the corners. The directionally oriented space-grade carbon maximizes torsional strength, which equates to the ability to perform under the most extreme conditions in the highest operating RPM range. Finished with a smooth, non-load bearing composite outer layer and lightweight, black-anodized billet aluminum ends using standard 1310 u-joints, Quarter Master® Carbon Fiber Driveshafts are the strongest, lightest and most durable driveshafts available for Dirt Late Models. These driveshafts are also available in white for those series, sanctioning bodies and tracks that require a white driveshaft.

Description	Part #
Driveshaft, Carbon, 34", C-C	190340
Driveshaft, Carbon, 35", C-C	190350
Driveshaft, Carbon, 35-1/2", C-C	190352
Driveshaft, Carbon, 36", C-C	190360
Driveshaft, Carbon, 36-1/2", C-C	190362
Driveshaft, Carbon, 37", C-C	190370
Driveshaft, Carbon, 38", C-C	190380
Driveshaft, Carbon, 38-1/2", C-C	190382
Driveshaft, Carbon, 39", C-C	190390
Driveshaft, Carbon, 39-1/2", C-C	190392
Driveshaft, Carbon, 40", C-C	190400

C-C = Center to center distance.

- Carbon fiber material offers maximum weight reduction & decreased MOI for more immediate acceleration & deceleration on the dirt track corners
- Directionally oriented carbon maximizes torsional strength to improve performance in race conditions
- Non-load-bearing outer layer improves safety
- Available in standard black or white versions

Procedures For Measuring Driveshaft Length

To measure driveshaft length, first raise the car off the ground, being very careful to ensure that the normal vehicle weight is supported by the rear suspension (suspension is not at full droop or unnecessarily compressed).

Take the slip yoke that the driveshaft will be assembled to and insert it all the way into the tailshaft housing of the transmission. Now pull it out 3/4" to 1". This will be the free play that all driveshafts need when the suspension moves through its full range of travel. Now, carefully measure the distance between the centers of the front and rear u-joints.

Round off this measurement to the nearest 1/2" increment. This is the length for your new Quarter Master® driveshaft. Always measure twice; Quarter Master® is not responsible for incorrect measurements.

For circle track cars with a quick-change rear end, only A, B and C need to be known. All specifications need to be measured if your car is equipped with a Ford 9" rear end.

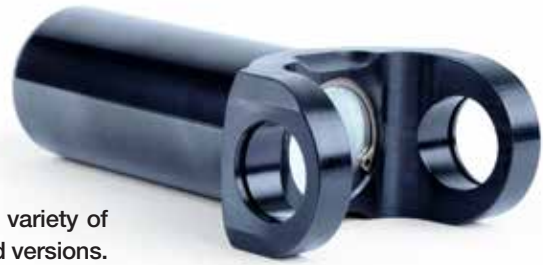


DRIVESHAFT ORDER SPECIFICATIONS

- A. Center-to-center distance: _____
- B. Type of transmission: _____
- C. Type of rear end: _____
- D. Rear u-joint cap diameter: _____
- E. Measurement across rear u-joint caps: _____

Hardware

DRIVESHAFT COMPONENTS



Slip Yokes

Quarter Master® Slip Yokes fit most popular domestic applications in a variety of u-joint sizes. They are also available in extended lengths and heat-treated versions.

SLIP YOKES		Measurements	
Description	Part #	Overall Length	Slip Length
Yoke, 31 Spline/1310 Joints, Tailshaft w/ Roller Bearing	188555	5-5/8"	4"
Yoke, 31 Spline/1310 Joints, Tailshaft w/ Bushing	188545	5-5/8"	4"
Yoke, 31 Spline/1310 Joints, Tailshaft w/ Bushing, Heat-Treated	188545HT	5-5/8"	4"
Yoke, 27 Spline/1310 Joints	188535	5-1/2"	3-3/8"
Yoke, 27 Spline/1330 Joints, Extra Length	188552	6-3/4"	4-1/2"

U-Joints

Quarter Master® carries a variety of high-performance and Ultra-Duty™ U-Joints specifically designed tough enough to stand up to today's demanding race applications.



U-JOINTS		Measurements	
Description	Part #	Cross Cap	Cap Diameter
U-Joint, 1310-1310 Series, Greasable	187153	3-1/4"	1-1/16"
U-Joint, 1310-1310 Series, Non-Greasable	187495	3-1/4"	1-1/16"
U-Joint, 1310-1330 Series	187134	3-5/8"	1-1/16"
U-Joint, 1310-1350 Series	187358	3-5/8"	1-3/16"
U-Joint, 1310-Ford 9", Small	187675	3-7/32"	1-1/8"
U-Joint, 1310-Ford 9", Large	187999	3-5/8"	1-1/8"



Cambered Drive Flanges

Cambering a solid rear axle-housing increases the tire contact patch with the track surface, thereby improving handling and lowering lap times. The axle tube assembly is machined with the desired amount of camber in it. Once the hub assembly is mounted on the offset snout and axle tube, the drive flange is no longer perpendicular to the axle spline. The Quarter Master® Camber Flange uses a floating crown gear, which eliminates binding better than a standard crowned axle shaft.

CAMBERED DRIVE FLANGES		Components		
Description	Assembly Part #	End Cap	Retainer Ring	Crown Gear
Drive Flange, Wilwood, Wide 5, 5-Bolt	176320	176302	176098	176099
Drive Flange, Wilwood, Wide 5, 8-Bolt	176310	176302	176098	176099
Drive Flange, Howe, 5 x 5	176400	176402	176098	176405

Flywheel Bolt Kits

Flywheel Bolt Kits from Quarter Master® feature custom ARP bolts that fit applications perfectly every time. No guesswork or measurements needed.

FLYWHEEL BOLT KITS		Measurements
Description	Part #	Length
All Chevy, Ford & Dodge, 6-Bolt Crankshaft	505001	0.990"
Dirt Bellhousing Kits, Internal & Neutral Balance Engines	505004	1.260"
Dirt Bellhousing Kits, External Balance Engines	505012	1.375"
Chevy, LS-based Engines (Metric)	505007	0.990"
Ford, Crank Bolt Kit	505014	1.945"



Clutch Bolt Kits

When rebuilding or servicing a clutch, you sometimes need to replace lost or broken bolts. To ensure proper fitment and save time, Quarter Master® carries bolt kits to fit any size and disc configuration of Optimum V, V-Drive and Pro Series Clutches.

CLUTCH BOLT KITS			
Description	V-Drive	Optimum-V	Pro Series
5.5" Clutch Bolt Kit, 2-Disc	205508	275508	205508
5.5" Clutch Bolt Kit, 3-Disc	305508	375508	305508
7.25" Clutch Bolt Kit, 2-Disc	209508	207507	209508
7.25" Clutch Bolt Kit, 3-Disc	309508	307507	309508



Pilot Bushings

Pilot bushings connect and support the end of the transmission input gear to the crankshaft when the clutch disc is released. Failure to use the proper pilot bushing can severely damage your transmission. Quarter Master® Pilot Bushings are manufactured to tight tolerances for uncompromising performance.

PILOT BUSHINGS			
Description	Part #	Description	Part #
Chevy	110011	Ford w/ GM Transmission	110012
Chevy, Extended Length	110013		



Spline Alignment Tools

Steel alignment tools are held to tighter tolerances than their plastic counterparts. The results are more consistent clutch disc alignment, especially in two- or three-disc applications. Durable steel construction ensures that this will be the last alignment tool you will ever need.



STEEL CLUTCH SPLINE ALIGNMENT TOOLS				
Common Applications	Spline Diameter	Spline Count	Pilot Diameter	Part #
Nissan	1"	24	0.590"	660050
2011-2014 Ford Mustang V6, GT, Boss 302 (MT82)	1"	23	0.688"	660060
GM 4 Speeds (Muncie, Saginaw, Borg Warner)	1 1/8"	10	0.590"	660081
Late Model GM (T56/TR6060)	1 5/32"	26	0.590"	660091
2007-2013 Mustang GT500 (TR6060) (T56/TR6060)	1 5/32"	26	0.688"	660092

Quick-Change Gears

Ultra-Duty™ Quick-Change Gears

Over sixty years of gear manufacturing know-how went into designing Quarter Master® Ultra-Duty™ Quick-Change Gears. Starting with the highest-quality E9310 aircraft steel, we precision hob them to AGMA Class B Tolerances to produce a true involute tooth form for a high contact ratio. After a proprietary heat-treatment process, all gears are hand-roll tested and inspected. These quick change gears are specifically designed to run smoother and last longer than any other on the market. They are available with 64 gear ratios in 10-spline for Sprint Cars and Late Models, and 42 gear ratios in 6-spline for Midgets.

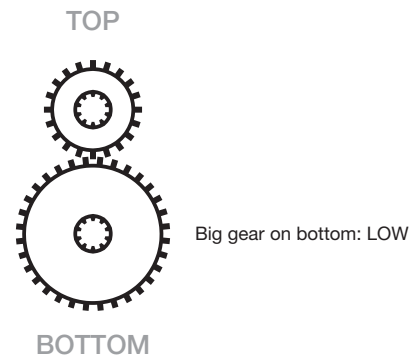
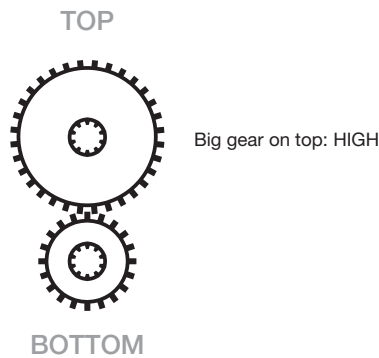


Part Number	Set #	# Of Teeth	Spur Ratio	4.11		4.86	
				Hi	Lo	Hi	Lo
911000	1	27/27	1.00	4.11	4.11	4.86	4.86
911029	1Q	35/36	1.029	4.23	4.00	5.00	4.72
911037	2	27/28	1.037	4.26	3.96	5.04	4.68
911045	5	22/23	1.045	4.30	3.93	5.08	4.65
911053	15	19/20	1.053	4.33	3.91	5.11	4.61
911074	26	27/29	1.074	4.42	3.83	5.22	4.52
911091	6	22/24	1.091	4.48	3.77	5.30	4.45
911095	6Q	21/23	1.095	4.50	3.75	5.32	4.44
911105	25	19/21	1.105	4.54	3.72	5.37	4.39
911115	12	26/29	1.115	4.59	3.69	5.42	4.35
911130	7	23/26	1.130	4.65	3.64	5.49	4.30
911143	7Q	21/24	1.143	4.70	3.60	5.55	4.25
911160	17	25/29	1.160	4.77	3.54	5.63	4.19
911174	8Q	23/27	1.174	4.83	3.50	5.70	4.14
911182	8	22/26	1.182	4.86	3.48	5.74	4.11
911190	19	21/25	1.190	4.89	3.45	5.78	4.08
911200	9Q	25/30	1.200	4.93	3.43	5.83	4.05
911211	9	19/23	1.211	4.98	3.40	5.88	4.01
911227	11	22/27	1.227	5.05	3.35	5.96	3.96
911238	3	21/26	1.238	5.09	3.32	6.01	3.92
911250	13	24/30	1.250	5.14	3.29	6.07	3.89
911261	18	23/29	1.261	5.18	3.26	6.12	3.85
911273	18Q	22/28	1.273	5.23	3.23	6.18	3.82
911278	4Q	18/23	1.278	5.25	3.22	6.21	3.80
911286	20Q	21/27	1.286	5.29	3.20	6.24	3.78
911292	4	24/31	1.292	5.31	3.18	6.27	3.76
911304	20	23/30	1.304	5.36	3.15	6.34	3.72
911318	22	22/29	1.318	5.42	3.12	6.40	3.68
911333	16	18/24	1.333	5.48	3.08	6.48	3.64
911350	10	20/27	1.350	5.55	3.05	6.56	3.60
911364	34	22/30	1.364	5.61	3.01	6.62	3.56
911381	34Q	21/29	1.381	5.68	2.98	6.71	3.52
911391	14	23/32	1.391	5.72	2.95	6.76	3.49
911400	14Q	20/28	1.400	5.76	2.94	6.80	3.47
911409	35	22/31	1.409	5.79	2.92	6.84	3.45
911421	32	19/27	1.421	5.84	2.89	6.90	3.42
911435	32Q	23/33	1.435	5.90	2.87	6.97	3.39
911450	24	20/29	1.450	5.96	2.84	7.04	3.35
911471	36	17/25	1.471	6.05	2.80	7.14	3.30

CONT. ON NEXT PAGE

Ultra-Duty™ Quick-Change Gears *cont.*

Part Number	Set #	# Of Teeth	Spur Ratio	4.11		4.86	
				Hi	Lo	Hi	Lo
911476	37	21/31	1.476	6.07	2.78	7.17	3.29
911500	23	22/33	1.500	6.17	2.74	7.29	3.24
911524	21	21/32	1.524	6.26	2.70	7.40	3.19
911533	21Q	15/23	1.533	6.30	2.68	7.45	3.17
911550	27	20/31	1.550	6.37	2.65	7.53	3.13
911563	43	16/25	1.563	6.42	2.63	7.59	3.11
911579	28	19/30	1.579	6.49	2.60	7.67	3.08
911591	28Q	22/35	1.591	6.54	2.58	7.73	3.05
911600	29	20/32	1.600	6.58	2.57	7.77	3.04
911611	39	18/29	1.611	6.62	2.55	7.83	3.01
911625	30	16/26	1.625	6.68	2.53	7.90	2.99
911632	40	19/31	1.632	6.71	2.52	7.92	2.98
911650	41	20/33	1.650	6.78	2.49	8.01	2.94
911667	31	18/30	1.667	6.85	2.47	8.10	2.91
911684	33Q	19/32	1.684	6.92	2.44	8.18	2.88
911700	33	20/34	1.700	6.99	2.42	8.26	2.86
911714	31A	14/24	1.714	7.05	2.40	8.33	2.83
911733	30A	15/26	1.733	7.13	2.37	8.42	2.80
911750	50Q	16/28	1.750	7.19	2.35	8.50	2.78
911765	51Q	17/30	1.765	7.25	2.33	8.57	2.75
911778	52Q	18/32	1.778	7.31	2.31	8.63	2.73
911786	53Q	14/25	1.786	7.34	2.30	8.67	2.72
911800	54Q	15/27	1.800	7.40	2.28	8.74	2.70
911813	55Q	16/29	1.813	7.45	2.27	8.80	2.68
911875	57Q	16/30	1.875	7.71	2.19	9.11	2.59



Gear Ratios

$(\text{Ratio} \times \text{MPH}) / (\text{Tire Diameter}) \times 336 = \text{RPM}$ or $\text{Ratio} = (\text{RPM} \times \text{Tire Diameter}) / (\text{MPH} \times 336)$

TO DETERMINE FINAL DRIVE

$(\text{Number of Teeth Top Gear}) / (\text{Number of Teeth Bottom Gear}) \times \text{Ring \& Pinion} = \text{Final Drive}$

TO DETERMINE RPM CHANGE

$(\text{RPM}) / (\text{Gear Ratio}) \times (\text{New Ratio}) = \text{New RPM}$

Quick-Change Gears

6-Spline Midget Quick-Change Gears



NOTE:

To calculate a final drive ratio for a ring and pinion set that is not on this gear chart, simply multiply the spur ratio times the ring and pinion ratio. Example: a #5 gear set with a 1.238 spur ratio x a 3.78 ring and pinion equals a 4.68 (rounded) low final drive ratio.

Part #	Set #	# Of Teeth	Spur Ratio	3.78		4.11		4.33		4.56		5.13	
				Hi	Lo	Hi	Lo	Hi	Lo	Hi	Lo	Hi	Lo
921000	1	30/30	1	3.78	3.78	4.11	4.11	4.33	4.33	4.56	4.56	5.13	5.13
921043	2	23/24	1.043	3.94	3.62	4.29	3.94	4.52	4.15	4.75	4.37	5.35	4.91
921057	2A	35/37	1.057	3.99	3.57	4.35	3.89	4.58	4.10	4.82	4.31	5.42	4.85
921087	3	23/25	1.087	4.11	3.47	4.47	3.78	4.71	3.99	4.95	4.19	5.57	4.72
921118	3B	17/19	1.118	4.22	3.38	4.59	3.68	4.84	3.88	5.09	4.08	5.73	4.59
921136	3A	22/25	1.136	4.29	3.32	4.67	3.62	4.92	3.81	5.18	4.01	5.82	4.51
921182	4	22/26	1.182	4.46	3.20	4.86	3.48	5.12	3.67	5.38	3.85	6.06	4.34
921200	4Q	20/24	1.200	4.53	3.15	4.93	3.43	5.20	3.61	5.47	3.80	6.15	4.27
921238	5	21/26	1.238	4.68	3.05	5.09	3.32	5.36	3.50	5.64	3.68	6.35	4.14
921263	5A	19/24	1.263	4.77	2.99	5.19	3.25	5.47	3.43	5.75	3.61	6.47	4.06
921286	6	21/27	1.286	4.86	2.94	5.29	3.20	5.57	3.37	5.86	3.54	6.59	3.99
921313	24Q	16/21	1.313	4.96	2.88	5.40	3.13	5.69	3.30	5.98	3.47	6.73	3.90
921333	25	15/20	1.333	5.04	2.83	5.48	3.08	5.78	3.25	6.07	3.42	6.83	3.84
921353	7Q	17/23	1.353	5.11	2.79	5.56	3.04	5.86	3.20	6.16	3.37	6.93	3.79
921375	23	16/22	1.375	5.19	2.75	5.65	2.99	5.96	3.15	6.26	3.31	7.05	3.73
921400	8	20/28	1.400	5.29	2.70	5.76	2.94	6.07	3.10	6.38	3.25	7.18	3.66
921421	22	19/27	1.421	5.37	2.66	5.84	2.89	6.16	3.05	6.47	3.21	7.28	3.61
921438	9	16/23	1.438	5.43	2.63	5.91	2.86	6.23	3.01	6.55	3.17	7.37	3.57
921467	10	15/22	1.467	5.54	2.58	6.03	2.80	6.36	2.95	6.68	3.11	7.52	3.49
921500	11	20/30	1.500	5.67	2.52	6.17	2.74	6.50	2.89	6.83	3.04	7.69	3.42
921526	12	19/29	1.526	5.76	2.47	6.27	2.69	6.61	2.84	6.95	2.98	7.82	3.36
921536	13	28/43	1.536	5.80	2.46	6.31	2.68	6.65	2.82	7.00	2.97	7.87	3.34
921565	14	23/36	1.565	5.91	2.41	6.43	2.63	6.78	2.77	7.13	2.91	8.02	3.27
921600	15	15/24	1.600	6.04	2.36	6.58	2.57	6.93	2.71	7.29	2.85	8.20	3.20
921625	16	16/26	1.625	6.14	2.32	6.68	2.53	7.04	2.67	7.40	2.80	8.33	3.15
921647	16Q	17/28	1.647	6.22	2.29	6.77	2.50	7.14	2.63	7.50	2.77	8.44	3.11
921667	17	27/45	1.667	6.30	2.27	6.85	2.47	7.22	2.60	7.59	2.73	8.54	3.08
921706	18	17/29	1.706	6.44	2.21	7.01	2.41	7.39	2.54	7.77	2.67	8.74	3.00
921727	18Q	22/38	1.727	6.52	2.19	7.10	2.38	7.48	2.51	7.87	2.64	8.85	2.97
921750	18A	16/28	1.750	6.61	2.16	7.19	2.35	7.58	2.48	7.97	2.60	8.97	2.93
921786	19	14/25	1.786	6.74	2.12	7.34	2.30	7.74	2.43	8.13	2.55	9.15	2.87
921800	20	15/27	1.800	6.80	2.10	7.40	2.28	7.80	2.41	8.20	2.53	9.23	2.85
921824	27Q	17/31	1.824	6.89	2.07	7.50	2.25	7.90	2.38	8.31	2.50	9.35	2.81
921850	28Q	20/37	1.850	6.99	2.04	7.61	2.22	8.02	2.34	8.43	2.46	9.48	2.77
921880	21	25/47	1.880	7.10	2.01	7.73	2.19	8.15	2.30	8.56	2.42	9.64	2.73
921900	29Q	20/38	1.900	7.18	1.99	7.81	2.16	8.23	2.28	8.65	2.40	9.74	2.70
921950	26	20/39	1.950	7.37	1.94	8.02	2.11	8.45	2.22	8.88	2.34	9.99	2.63
922000	30	24/48	2.000	7.55	1.89	8.22	2.06	8.67	2.17	9.11	2.28	10.25	2.56
922043	31	23/47	2.043	7.72	1.85	8.40	2.01	8.85	2.12	9.31	2.23	10.47	2.51
922087	32	23/48	2.087	7.88	1.81	8.58	1.97	9.04	2.08	9.51	2.18	10.70	2.46
922200	33	15/33	2.200	8.31	1.72	9.04	1.87	9.53	1.97	10.02	2.07	11.28	2.33
922278	34Q	18/41	2.278	8.60	1.66	9.36	1.80	9.87	1.90	10.38	2.00	11.67	2.25

* Please note Hi = big gear on top.

T-Shirts

These cotton t-shirts are the perfect choice for showing off your Quarter Master® pride in style at any event, or even just for working in your shop.

Description	Part #
Logo	QMI100(Size)
Circle Track	QMI200(Size)



Front

Back

QMI100



Back

Front

QMI200

Hat

This baseball-style hat keeps the sun out of your eyes and lets other drivers know whose driveline products power your vehicle on the track or the street.

Description	Part #
Racing Hat	QMI075



Tomar™ Powersports Clutches

The newest member of the COMP Performance Group™, Tomar™ Racing Clutches by Quarter Master® is the industry-leading kart and mini MX clutch manufacturer. With vast experience and cutting-edge technology, including the latest CAD 3D modeling and FEA technology, Tomar™ is the most trusted name in 2- and 4-cycle, wet- and dry-design kart clutches, as well as in mini MX racing wet-design clutches. Tomar™ also offers a variety of ancillary products such as tools, installation kits, gear sprockets and other accessories. Tomar™ has built its name on superior products backed by personalized, one-on-one service and technical support offered directly to racers, as well as through an established dealer network. Today, Tomar™ and Quarter Master® have a shared mission to be industry leaders with products that provide racers with what they need most – exceptional on-track performance.



Custom Clutches

MADE-TO-ORDER PERFORMANCE

Made-to-order clutch and flywheel builds allow virtually any application to harness the performance built into every Quarter Master® component. These custom pieces are achieved by drilling a special crankshaft pattern into a blank but-ton flywheel. To get started building the made-to-order parts for your race car or street machine, the techs at Quarter Master® will need to ask you a few questions:

1. What type of driving will be primarily done with this application – race, street, strip or some combination thereof?
2. What is your engine type, torque and power output?
3. What type of transmission/gearbox are you running?
4. Will a stock starter location be used?
5. Are there any space limitations in the bellhousing?

FRICITION MATERIAL SELECTION

Selecting the proper friction material is vital. Frictions let parts function properly within the clutch system. A variety of materials are available, each with their own benefits based upon the application they will be used in.

BRONZE-SINTERED METALLIC

Used in most multi-plate clutches for short track and road racing; material designed to "lock-up" vs. slip

Quarter Master® offers two compounds – premium and standard

Premium used in NASCAR Big Three and standing-start road racing

RALLY

.250" Thick vs. .104"

Designed for maximum abuse and longevity

Available in one compound

CARBON

Popular for tuner markets

Great drivability

Great wear

Premium material

ORGANIC

Used in street application for 7.25" and 10.4" units

Offers the most drivability

Works well with sprung-driven hub

IRON-SINTERED

Used in 10.4" performance applications

Material allows SOME slip of clutch for modulation

Can be used with sprung drive hub

DIAPHRAGM SPRING SELECTION

The higher the torque capacity of your application, the greater the pressure you will need. This chart serves as a guide to help you determine which color spring is your best option.

Spring	Clamp Force (PSI)	Release Force (lb)	Color Code
AAA	3000-3300	800-875	White
AA	2500-2700	670-700	Blue
A	2300-2500	610-670	Grey
B	2100-2300	575-610	Yellow
C	1900-2100	500-575	Orange
D	1700-1900	475-500	Tan
E	1500-1700	400-450	Green

Using a press with a 5,000-10,000 psi max. pressure gauge and .560" diameter hydraulic piston, measure the maximum gauge pressure needed to compress the spring over center and compare to the available ranges listed above. All measurements are taken with the spring in a free standing state using a standard 7.25", 2-3/8" bearing on a pressure plate with a 6.250" diameter pivot.

If the spring is not found to be within a particular range, re-set the spring by overloading to the next lower rating level.

Custom Clutches

SPLINE SELECTION

To choose the proper clutch spline for your application, match up the below list to the spline number, size and tooth count on the left. If you are unsure or need to choose between options, it is a good practice to count and take a measurement before selecting.

Spline Number	Spline Size	Tooth Count	Applications
10	3/4"	17	Saab, Fiat X1/9, Fiat 128
12	18.8mm	18	Ford Fiesta
13	19.7mm	18	Honda
15	18.7mm	14	Opel Kadett, Manta, Ascona 2000
17	19.3mm	18	Saab
20	25/32"	18	Nissan
26	7/8"	19	Alfa Romeo, Guila/Alfetta
28	13/16"	18	Simca, Matra Bagheera, Puegeot 205
31	13/16"	19	Honda, 73-87 Civic
32	13/16"	24	Volkswagen, Vauxhall
34	27/32"	19	Toyota Corolla
35	22mm	28	VW
37	35mm	10	BMW 850 Ci, '02+ M3
38	7/8"	6	Ferrari, Maserati, Fiat
40	7/8"	10	Sprite, Triumph, Mopar
41	7/8"	20	Ford, Super V, Formula Atalantic, S2000
42	24.4mm	23	Audi
43	7/8"	21	Honda CRX 1988 & newer
44	22mm	26	Renault R9, R11
48	23mm	22	Saturn
49	23.3mm	17	Dodge Neon
50	15/16"	21	Toyota, Lotus Europa, Espirit
53	29/32"	21	Toyota 1600
58	24.7mm	24	Lotus Elise
59	1"	6	Ferrari, Maserati
60	1"	10	Volvo, Triumph, Alfa Romeo, early Hewland
61	25mm	14	Vega, Pontiac, Spice, New Mini
62	1"	22	Mazda, Volvo
63	1" (30°)	23	Ford, BL, Mopar (UK), Porsche, Mazda, Mitsubishi, Getrag
64	1"	24	Nissan
65	1-1/32"	24	Acura, Honda
70	1-1/16"	10	Ford, Abarth, ZF Transmission
80	1-1/8"	10	GM, Jaguar, Hewland, Ford GT-40, ZF Transmission, March, AMC
81	29mm	21	Toyota 2000, Early Supra, Celica
82	29mm	10	BMW, ZF Transmission, XTRAC
90	1-5/32"	26	GM, Hewland, Jerico, Lola, Viper, Tex, Richmond
91	1-1/4"	29	NASCAR
93	1" (45°)	23	Mopar
94	1-3/16"	18	Mopar Hemi Spline
98	1-1/4"	10	Ferrari, Triumph, TR6, GT6
99	1-3/8"	10	Ford

Moment Of Inertia (MOI) Vs. Weight

EXPLAINED

What Is Moment Of Inertia (MOI)?

Moment of Inertia, or MOI, is a measurement of how much energy it takes to spin an object. The heavier or larger the object in diameter, the harder an object is to accelerate or decelerate. If two objects are the same weight and one is half the diameter of the other, then the smaller diameter object will accelerate and decelerate faster with less overall energy being used. This translates to a faster acceleration coming out of a turn, and a faster deceleration going into the next turn. Faster acceleration = speed advantage over the competition. Reducing MOI does not increase horsepower, but it does make horsepower more effective.



CHECK THE RULEBOOKS!

Before you purchase any clutch system, always refer to your sanctioning body's rulebook. Most sanctioning bodies indicate the minimum clutch diameter permitted for the friction/driven discs. Furthermore, some sanctioning bodies specify the number of discs allowed and the type of friction material, including metallic and carbon/carbon. Verify the clutch diameter, number of discs, flywheel or flexplate alloy and the minimum diameter of the friction/driven discs before purchasing a clutch system.

Maximum Performance Or The Right Performance Combined With Reliability, Durability And Value?

Now that you understand the importance of MOI, you might be inclined to choose the smallest diameter clutch available, but choosing the smallest assembly is not always best...

Smaller clutch = less radial friction surface = more heat and higher rate of wear

If you drive a light clutch around the paddock area, you will be operating the engine at a low RPM, which will cause it to stall easily. You will rev higher and slip more while driving in the paddock, resulting in a higher rate of wear of the clutch components. If you don't have a crew to help push, or a winch to get the car on the trailer, consider the best clutch setup for performance, reliability, durability and value.

Torque Capacity

The torque capacity for a clutch is the clutch's highest ultimate torque rating, or the maximum torque that can be applied on a continual basis and still maintain a normally expected fatigue life. **To size a peak-torque-capacity clutch to your application, multiply the engine's peak torque by 1.25 and choose a clutch that has as much or more torque capacity.** It is important to choose a clutch with more torque capacity than needed to avoid slippage.

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NEW

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COMP  **CAMS**

FAST
FUEL AIR SPARK TECHNOLOGY

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Powerhouse



Mix & Match For Desired Performance Level

GM LS3 LSX_R[™] 102MM INTAKE RUNNER SETS

Two new state-of-the-art runner sets build upon our patented removable runner design. LSX_R[™] 102mm Intake Manifolds from FAST[™] now have the capability to shift torque and horsepower gains to a higher RPM than the original version, making them the most flexible options on the market.

In addition to the original FAST[™] LSX_R[™] 102mm Intake Manifold & Runner Set, High HP and Race versions are now available. These manifolds and complementing runners are designed specifically for LS3, L99, L76 and L92* engines that are built for high-performance applications. The High HP Runner Set is based on Daytona Prototype intakes and utilizes newly designed runners. They are shorter and straighter than previous market offerings, specifically to improve high-RPM horsepower and torque in vehicles with added performance modifications. The High HP version has been proven to make 20+ additional horsepower over the original LSX_R[™] manifold with a 500-1000 RPM shift up in peak horsepower on LS3 performance engines. The Race Runner Set features a short and straight runner design that rivals aluminum four-barrel intakes for horsepower potential. This manifold setup utilizes a race runner engineered for all-out high-RPM performance. It is ideal for vehicles with serious performance modifications and race converters. The Race version provides a 35+ horsepower gain with a 500-1000 RPM upward shift in peak horsepower for all-out race vehicles.

- **Standard runners can be used w/ stock or mild vehicles; High HP & Race runners are shorter & straighter than conventional to improve high-RPM HP & torque**
- **High HP option makes 20+ HP over original LSX_R[™] manifolds, Race setup makes 35+ HP**
- **Interchangeable runners allow manifold to be configured as original, High HP or Race**

The runners are interchangeable and available in kits so manifolds may be configured as the original LSX_R[™] with standard street runners, or the new High HP or Race models. FAST[™] LSX_R[™] Intake Manifolds are available in a popular black finish and are compatible with all FAST[™] Big Mouth Throttle Bodies[™] and fuel rails.

*L92 requires engine accessory modifications.

DESCRIPTION	PART #
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (Standard)	146102B
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (High HP)	146103B
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (Race)	146104B
LSX _R [™] 102mm Runner Set Only (Standard)	146053
LSX _R [™] 102mm Runner Set Only (High HP)	146070
LSX _R [™] 102mm Runner Set Only (Race)	146071



Standard - High HP - Race



XFI SPORTSMAN™ BLOW-THROUGH SUPERCHARGER EFI SYSTEM

Blow-through applications that are traditionally carbureted now have the option to utilize an EFI setup. This XFI Sportsman™-based system replaces the carburetor with an easy-to-install EZ-EFI 2.0® throttle body. It supports up to 15 psi of boost and 1000 horsepower on gasoline, making it twice as powerful as any other single throttle body blow-through product on the market.

DESCRIPTION	PART #
XFI Sportsman™ Blow-Through Supercharger EFI System	303001BT

XFI SPORTSMAN™ ROOTS BLOWER DUAL QUAD EFI SYSTEM

A complete EFI system for a 2 x 4 blower setup is now available in one part number. This kit is designed to replace outdated carburetor technology on top of a Roots-style blower in either street or strip vehicles. It includes two EZ-EFI® Fuel four-barrel throttle bodies, with the rear version including TPS and IAC sensors. Each throttle body has four 87 lb./hr. injectors. The system includes all necessary sensors, Internal Datalogging and C-Com® software. It supports up to 15 psi of boost and 1000 horsepower at the crank on gasoline.

DESCRIPTION	PART #
XFI Sportsman™ Roots Blower Dual Quad EFI System	303002RB

KIT INCLUDES:

- XFI Sportsman™ ECU
- EZ-EFI 2.0® Fuel + Ignition Throttle Body w/ TPS, 87# Injectors @ 58 psi, 2 BAR MAP Sensor, Intake Air Temp Sensor and IAC
- Wide-Band O2 Sensor
- Throttle Body Wiring Harness
- Fuel Pressure Sensor Kit
- C-Com® Software

KIT INCLUDES:

- XFI Sportsman ECU
- (2) EZ-EFI® Fuel Throttle Bodies w/ TPS, 87# Injectors @ 58 psi, and IAC
- External 2 BAR MAP Sensor
- External Intake Air Temp. Sensor
- Wide-Band O2 Sensor
- Multi-Port Wiring Harness
- Fuel Pressure Sensor Kit
- C-Com® Software

EZ-EFI® MARINE

SELF-TUNING FUEL INJECTION SYSTEM

FAST™ EFI systems have dominated on land for over a decade and are now ready to take to the sea. The brand's new self-tuning EZ-EFI® Marine kit features the proven performance and reliability that comes standard in all of its self-tuning throttle body EFI systems. The marine system eliminates the poor cold starting and rough running often associated with carbureted boat engines, while improving overall performance, fuel economy and throttle response. Kits are available with or without an in-line fuel system, with packages designed specifically for Mercury Marine installation also available.

DESCRIPTION	PART #
EZ-EFI® Marine Base Kit, No Fuel System	30362-06KIT
EZ-EFI® Marine Master Kit, In-Line Fuel System	30363-06KIT
EZ-EFI® Marine Base Kit, No Fuel System, Mercury Marine	30364-06KIT
EZ-EFI® Marine Master Kit, In-Line Fuel System, Mercury Marine	30365-06KIT



Supports Up To 650 HP

RETRO-FIT

EZ-EFI® HAND-HELD

Users running the first-generation EZ-EFI® Fuel system now can upgrade to a color touchscreen. Serving as the Setup Wizard initially, it then becomes an electronic gauge screen. The hand-held has various advanced features including screen hide/sleep function, an intuitive user interface, expanded diagnostics and more detailed data screens.

DESCRIPTION	PART #
Retro-Fit EZ-EFI® Color Touchscreen Hand-Held	170633-06KIT



XFI 2.0™ PLUG & PLAY GM LS

DRY NITROUS SYSTEMS

A major component of XFI 2.0™ is its compatibility with nitrous. Now FAST™ has developed the only nitrous product line that allows the user to utilize this feature without any complicated wires or relays. Each system's wiring plugs directly into the XFI™ power-adder harness for ease of installation, and utilizes XFI™ solid-state relay for progressive control. Plate and multi-port kits are available for LS applications. Each contains everything needed to be installed on an LSX-style manifold. No precision tube bending or fitment is required. FAST™ XFI 2.0™ Plug & Play Dry Nitrous Systems support up to a 300-horsepower nitrous shot and are designed for drag race, street performance and marine race applications. More applications coming soon.

DESCRIPTION	PART #
XFI 2.0™ Plug & Play Dry Nitrous Multi-Port Kit (LSX™ Intake)	301400DP
XFI 2.0™ Plug & Play Dry Nitrous Plate Kit (GM LS)	301400PP



E7 CD IGNITION CONTROLLER

This high-output, race-specific digital unit is a high-energy, high-RPM, fully environmentally protected capacitive ignition. It is designed to allow the full performance of a race engine where high-compression, nitrous oxide and boosted applications are common. The ignition includes two built-in rev limiters, a tach output and 20 degrees of start/retard for less wear and easier starting. The fully digital design allows for much higher speed and accuracy of spark timing and rev limits than analog systems. The controller's composite enclosure saves weight, while an aluminum-finned, extruded heat sink improves heat dissipation. This unit is perfect for drag, circle track and boat race applications.



DESCRIPTION	PART #
E7 CD Ignition Controller	307222

HIGH-OUTPUT LS-STYLE XR-1A IGNITION COIL SET

This coil set is designed specifically for high-compression, naturally aspirated, boosted or nitrous-equipped applications making more than 1,000 horsepower. This horsepower range is far beyond the capabilities of OEM coils. The spark energy of the FAST™ coils is comparable to CDI (capacitive discharge ignition) systems without the need to convert. The Smart Coil design also requires no ignitor module. The FAST™ XR-1A LS-Style High-Output Ignition Coil Set delivers up to 44,000 volts, 103mJ of energy, and supports a maximum of 19 amps of current and 17 volts. It is designed to work with all OEM equipment, as well as FAST™ products that support coil-near-plug applications such as the XIM™ and EZ-LS™ Ignition Controllers.



DESCRIPTION	PART #
XR-1A LS-Style High-Output Ignition Coil Set (Set of 8 Coils w/Connectors)	30260-T8
XR-1A LS-Style High-Output Ignition Coil Set (Set of 8 Coils w/No Connectors)	30260-8

Available in single units (-1)

FIREWIRE® SPARK PLUG WIRES

Ultra-low resistance FireWire® Spark Plug Wires transfer the maximum amount of energy to the plugs. Their reactive-core construction effectively filters out "noise" generated by high-output ignition systems. Both silicone double-layer and sleeved versions featuring Kevlar-reinforced fiberglass mesh are available.



Available For All Popular Applications



THE ABSOLUTE LEADER IN VALVE TRAIN TECHNOLOGY



SHORT TRAVEL XD HYDRAULIC ROLLER LIFTERS

Certain engines respond better to a light preload because it recovers more quickly from any bad harmonics in the valve train. Others work better with a heavy preload because oil volume is reduced under the plunger, which increases lifter stiffness. COMP Cams® Short Travel Hydraulic Roller Lifters let you have the advantages of both light preload and reduced oil volume, producing the most stable and highest-revving hydraulic lifter available. COMP® now offers an XD version of these lifters that features a heavy-duty tool steel pushrod seat. This adds strength and durability in Xtreme Duty applications such as turbo drag cars and offshore powerboats.

MAKE	DESCRIPTION	DIAMETER	WEIGHT	SEAT HEIGHT	PART #
Chevrolet	Small Block Chevy 265-400	.842"	152g	2.66"	15853XD-16
	Big Block Chevy 396-454	.842"	150g	2.66"	15854XD-16
GM LS	LS Series (1997-Present)	.842"	145g	2.66"	15956XD-16
Chrysler	Gen III Hemi 5.7L, 6.1L, 6.4L	.842"	215g	3.05"	15820XD-16

Available in pairs (-2)

GM LS UPGRADED OEM ROCKER ARMS

Stock LS rocker arms can experience cageless needle bearing failure when loads are increased. COMP Cams® engineers have solved this problem with upgraded rockers featuring a stronger and more durable trunnion and captured bearing design. These upgraded versions increase each rocker's lift capacity and utilize caged roller bearings to improve valve train durability. The trunnions are secured by snap rings. The rockers feature a black-oxide finish and are available for LS1, LS3 and LS7 valve train geometries. A DIY upgrade kit is also available for users with stock rockers. It features a magnetic installation tool, and its cylindrical construction is perfect for use in an arbor press, bench vise or c-clamp.



DESCRIPTION	RATIO	PART #
GM LS Upgraded OEM Rocker Arms (LS1)	1.7	1477-16
GM LS Upgraded OEM Rocker Arms (LS3)	1.7	1478-16
GM LS Upgraded OEM Rocker Arms (LS7)	1.8	1479-16
GM LS OEM Rocker Arm Upgrade Kit & Installation Tool		13702TL-KIT

Available in single units (-1)

DIABLO SHIFTER™

Say hello to the most versatile shifter on the market. This versatile new street/race shifter includes all components needed for installation in nearly any GM, Ford or Chrysler. The fully configurable design allows the user to set up the shifter to utilize either a front- or rear-cable exit. The user can also configure for two-, three-, four- or even six-speed transmissions in both forward and reverse shift patterns. There is no longer a need to buy and replace parts if you are changing shift order/configuration, or changing transmissions entirely. The shifter can also be upgraded to a two-button design for controlling nitrous, transbrake or shift points. A die cast aluminum handle and injection-molded plastic cover make every unit ultra-durable and lightweight. Units are also available without a cover for console-mounting. The Diablo Shifter™ features patent-pending technology.

DESCRIPTION	PART #
Diablo Shifter™ w/ Cover	620001
Diablo Shifter™ w/ Cover (Includes Buttons)	620002
Diablo Shifter™ w/o Cover	620003
Diablo Shifter™ w/o Cover (Includes Buttons)	620004

Patent Pending



*Both Compliant With NHRA/IHRA
Reverse Lock-Out Regulations*

OUTLAW™ BLACKOUT SHIFTER

Total and accurate control of transmission gear selection is critical when choosing the right shifter. The TCI® Outlaw™ Blackout Shifter delivers that and more. It is rugged enough to handle both street and race duty, while featuring a sleek, black design that complements the interior of any car or truck. A cable and all hardware needed for proper installation are included. An optional, integrated two-button design allows for electronic shifting when used in conjunction with a TCI® EZ-TCU™. The durable, military-grade buttons ensure reliable engagement, allowing for consistent gear changes. The dual buttons can also be used for transbrake, line lock and nitrous activation. The shifter is designed for the most popular GM, Ford and Chrysler three- and four-speed transmissions.

DESCRIPTION	PART #
Outlaw™ Blackout Shifter w/ Cover - Powerglide	611323BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - Powerglide	611623BL
Outlaw™ Blackout Shifter w/ Cover - 4-Speed	611431BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - 4-Speed	611641BL
Outlaw™ Blackout Shifter w/ Cover - 3-Speed Forward	616331BL
Outlaw™ Blackout Shifter w/ Cover - 3-Speed Reverse Pattern	616332BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - 3-Speed Reverse Pattern	611632BL





Furnace-Brazed, Computer-Balanced & Hand-Assembled To Precise Tolerances

Bolt-Together Front Cover Allows For Easy DIY Stall Changes & Service

Single-Disc Lock-Up Clutch Features Woven-Carbon Friction Material

HDT™ Coating Prevents Corrosion & Dissipates Heat

50-Spline Clutch Hub

Billet Cover Provides Strength & Durability

SINGLE-DISC BOLT-TOGETHER TORQUE CONVERTERS

These new, high-stall torque converters feature woven-carbon friction and lock-up control technology which seamlessly applies the clutch. Each one has a removable billet front that allows access to the entire lock-up assembly, turbine, stator and bearings in the event of future vehicle modifications. The billet front is CNC-machined and made from pre-hardened steel. For added strength, TCI® engineers included a pre-hardened billet turbine hub, lock-up piston and 50-spline clutch hub. The converters are fully furnace-brazed, computer-balanced and hand-assembled to precise tolerances. TCI® Single-Disc Bolt-Together Torque Converters are available for GM 4L60E, GM 6L80 and Ford 6R80 applications.

- CNC-machined, bolt-together design allow for DIY maintenance & upgrades
- Woven-carbon friction can handle most punishing applications
- No tuning required
- High stall speeds
- Single-disc lock-up assembly

DESCRIPTION	PART #
Single-Disc GM 4L60E Bolt-Together Torque Converter (2800-2900 RPM Stall)	242991S
Single-Disc GM 4L60E Bolt-Together Torque Converter (3200-3300 RPM Stall)	242992S
Single-Disc GM 4L60E Bolt-Together Torque Converter (3600-3700 RPM Stall)	242993S
Single-Disc GM 4L60E Bolt-Together Torque Converter (4100-4200 RPM Stall)	242994S
Single-Disc GM 6L80 Bolt-Together Torque Converter (2600-2700 RPM Stall)	242972S
Single-Disc GM 6L80 Bolt-Together Torque Converter (2800-2900 RPM Stall)	242974S
Single-Disc GM 6L80 Bolt-Together Torque Converter (3100-3200 RPM Stall)	242976S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3100-3200 RPM Stall)	457000S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3400-3500 RPM Stall)	457010S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3700-3800 RPM Stall)	457020S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (4100-4200 RPM Stall)	457030S

29.2 FLEXPATES

BBC/SBC & GM LS APPLICATIONS

Heavy-duty billet flexplates from TCI® are like no other option on the market. They are made from a CNC-machined 4140 forging with a hobbed-on ring gear and can withstand more than 12,000 RPM. The flexplates are gas-nitrided for extra surface hardness and strength, and then e-coated for corrosion protection. Lightening holes reduce rotating mass and drop the overall weight.

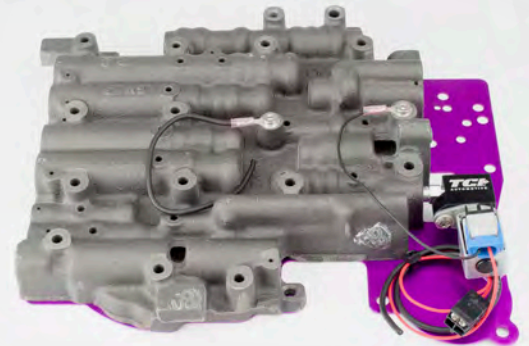
DESCRIPTION	PART #
GM LS1 29.2 Flexplate	399853
SBC/BBC 29.2 Flexplate, Internally Balanced	399870



GM 700R4 TRANSBRAKE VALVE BODY KIT

This new kit allows the user to stall the converter for optimal torque off the line. By pressing the transbrake button the user can engage first gear and reverse at the same time, locking the car in place. The user can then apply the throttle, reach optimum RPM, release the button and launch the car. This reduces reaction times and allows for quicker acceleration. This transbrake valve body also allows full boost to be obtained more quickly in a turbocharged engine while the vehicle is being staged. All necessary wires and connectors are included for installation.

DESCRIPTION	PART #
GM 700R4 Transbrake Valve Body Kit	376025
GM 700R4 Transmission w/ Transbrake Valve Body Kit	371500

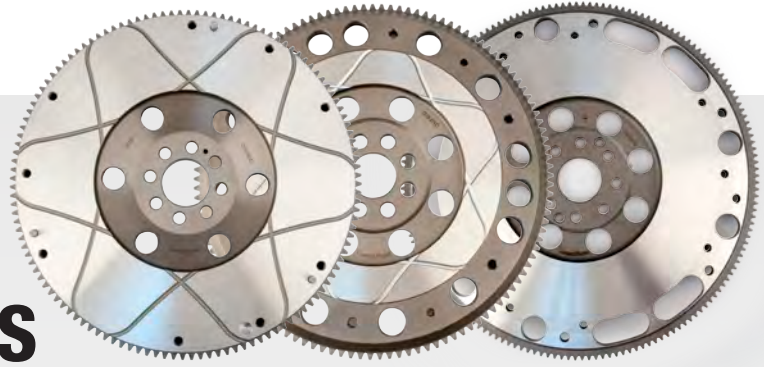


GM 4L80E/4L85E STOCK-DEPTH CHROME-PLATED TRANSMISSION PAN

The transmission pan has often been an overlooked part of the drivetrain—until now. This new chrome piece is the only stamped, stock-depth aftermarket pan available and is designed for optimal ground clearance. It resists corrosion, features a gasket and drain plug, and is embossed with the TCI® logo. It is an ideal dress-up component for customers running GM 4L80E/4L85E and TCI® 6x Six-Speed™ transmissions.

DESCRIPTION	PART #
GM 4L80E/4L85E Chrome-Plated Stock-Depth Transmission Pan	278011





ONE-PIECE CHROME MOLY LIGHTWEIGHT FORGED FLYWHEELS

These revolutionary flywheels provide reduced Moment of Inertia (MOI) and improved driveline response. The design utilizes a proprietary heat-treat and has passed burst testing up to 15,000 RPM. A lightweight design, verified using FEA, allows for optimal driveline acceleration and durability. The flywheel is made from a chrome moly steel forging, which is the best material on the market. A hobbled on ring-gear ensures ultimate flywheel strength.

DESCRIPTION	PART #
Ford Mustang 1996-2011 4.6, 5.0, 5.4L	QMB601
Ford Mustang 1996-2010 4.6L	QMB602
Ford Mustang 1986-1995 5.0L	QMB603
Ford Mustang 1986-1995 w/ 280Z counterweight) 5.0L	QMB604
Subaru Baja/Forester/Impreza/Legacy 1991-2005 2.0, 2.2, & 2.5L (Turbo)	QMM601
Subaru Forester/Impreza/Legacy 2005-2012 2.5L (Turbo)	QMM602

DESCRIPTION	PART #
Honda Acura Integra 2002-2008 2.0 & 2.4L	QMF601
Honda/Acura RXS/TSX/Accord/Civic 2.0 & 2.4L	QMF602
Mitsubishi Lancer Evo 2001-2006 2.0L	QMJ601
Mitsubishi Lancer Evo 2008-2012 2.0L (Turbo)	QMJ602
Nissan/Infiniti 350Z/G35 2003-2006 3.5L	QMK601
Nissan/Infiniti 350Z 2007-2008/370Z 2009-Present & G35 2007-2008/G37 2009-Present	QMK602

LIGHTWEIGHT FLEXPLATES

FORD COYOTE & GM LS

These new, lightweight machined flexplates are designed to serve as a bolt-on upgrade for increased strength and durability in racing and high-horsepower applications. They can be used with any Quarter Master® button clutch and provide the lowest MOI possible.

DESCRIPTION	PART #
Coyote Button Flexplate 2011+ 5.0L (GT) & 2007+ 5.4L (GT500) Mustangs	509176
LS Button Flexplate (GM Gen III & Gen IV)	509178



LGC BELLHOUSING KIT

This kit maximizes downforce by allowing the nose of the car to be as low to the track as possible. The additional ground clearance is achieved through a smaller ring gear and a flat-bottom bellhousing that makes it flush with the bottom of the tightest-fitting dry-sump oil pans. The bellhousing also features both internal and external strengthening ribs to maximize strength and stiffness. The kit is designed for circle track or road racers using 5.5" clutches. Kits featuring either magnesium or aluminum bell-housings are coming soon for all popular applications.

DESCRIPTION	PART #
Low Ground Clearance Bellhousing Kit, Chevy (Alum.)	LGC100375091



STEEL CLUTCH-ALIGNMENT TOOLS



DESCRIPTION	PART #
Steel Clutch-Alignment Tool 1" x 24-Spline (Nissan)	660050
Steel Clutch-Alignment Tool 1" x 23-Spline (Late Model Ford)	660060
Steel Clutch-Alignment Tool 1-1/8" x 10-Spline (GM)	660081
Steel Clutch-Alignment Tool 1-1/8" x 26-Spline (Late Model GM)	660091
Steel Clutch-Alignment Tool 1-1/8" x 26-Spline (Late Model Ford)	660092

- Steel design w/ tighter tolerances allows for dependable clutch alignment on first attempt
- Extra spline length ensures ample engagement in multiple-disc clutches
- Available for Ford, GM & Nissan applications



FORD 5.0L COYOTE PERIMETER PLATE BLACKOUT NITROUS SYSTEM™



This new perimeter plate provides a bolt-on performance upgrade for 2011+ Mustang GTs. Featuring a billet aluminum construction, it injects the fuel and nitrous mixture at the optimum angle, ensuring proper distribution within the intake plenum. Internal passages route the fuel and nitrous mixture throughout the perimeter plate, creating perfect atomization at the 12 injection ports. This system offers the maximum in power and safety for late model Mustang applications.

DESCRIPTION	PART #
Ford 5.0L Coyote Perimeter Nitrous Plate	82406
Ford 5.0L Coyote Perimeter Plate Blackout Nitrous System™ w/ Bottle	82411
Ford 5.0L Coyote Perimeter Plate Blackout Nitrous System™ w/o Bottle	824111



GM LS OEM ROCKER ARM TRUNNION UPGRADE TOOL



This tool was designed to simplify the trunnion upgrade process, and it is compatible with all stock LS rocker geometry. It can be used with an arbor press, bench vise or c-clamp, making it the most versatile option on the market for upgrading stock LS rockers. Powerhouse® engineers have designed the tool to allow an LS rocker trunnion upgrade in less than 30 minutes. A complete kit featuring the popular COMP Cams® LS Trunnion Upgrade Kit and this trunnion upgrade tool is also available.

DESCRIPTION	PART #
GM LS OEM Rocker Arm Trunnion Upgrade Tool	54702-TL