

IMPORT DRIVELINE & BRAKES

**HONDA/ACURA
PROFESSIONAL
STRENGTH
DRIVE LINE**



60100-AP

The stress of any serious increases in horsepower can spell instant doom for OEM Honda and Acura drivelines often with near-catastrophic results. Even mild power-adders like a "50-shot" nitrous kit can lead to broken CV joints, shafts, etc. Attempts have been made to remedy this situation by firms offering "after-market" products manufactured from supposedly higher grade materials but these too have failed with alarming regularity. This prompted a number of racers to contact Mark Williams Enterprises for a solution, and after a year of extensive R&D here it is! Starting with a "clean sheet of paper," M-W engineers have developed a "bulletproof" hub-to-hub driveline that incorporates absolutely no factory parts! The interior shafts are substantially beefier than OEM, with the spline 45% larger than the factory intermediate shaft! They're also forged from a superior Tri-alloy material and austempered for optimum ductility (same process as M-W Hi-Torque racing axles). CV joints are also significantly larger than stock and of a high angle design. A large 15-plunge style CV joint replaces the factory "tripod" style inner joint, and a forged steel spool ensures equal power transfer with absolute reliability. Outer shafts are made from 300M material. What's more, the components have been machined to reduce weight wherever possible, with the net result being an incredibly strong driveline at the lightest possible weight. The finishing touch comes in the way of racing brakes with 11-3/4" drilled steel rotors, aluminum hats and 4-piston aluminum calipers. Complete packages are available for all popular Honda/Acura applications.

FORGED 4140 SPOOL

- Lightened flange to reduce rotating mass
- Accepts OEM Ring Gear Bolts
- Intermediate Shaft
- Increased shaft size results in a 73% increase in overall strength
- Positive Retention eliminates snap rings
- CV Flanges are incorporated into the shaft to make a superior strength single piece shaft

HALF SHAFT ASSEMBLY

- Increased shaft size results in a 75% increase in overall strength
- Half Shaft is made from 300m aircraft alloy and thru-hardened
- Large Size 15 Plunge Style CV Joints replace factory "tripod" joint
- Outer flange is mated to a High Angle CV Joint to allow better articulation
- Wheel flange available with dual 4 hole metric patterns or dual standard 5 hole patterns

DISC BRAKES

- Custom mounting brackets insure seamless installation
- Aluminum hat dissipates rotor heat quickly
- 4 piston MW aluminum brake calipers
- 11-3/4" diameter brake rotor (must use 15" Wheels)
- Hi Friction Ferodo Pads

60100-AP	Accord/Prelude Driveline and Brake System	.5045.00
<i>Complete system for Accord/Prelude trans including spool, intermediate shafts, half shafts with CV joints, outer wheel flanges, drive stud kit and MW brake kit with MW calipers and drilled steel rotors</i>		
60100-LS	Honda/Acura LS Driveline and Brake System	.5045.00
<i>Complete system for Honda LS trans including spool, intermediate shafts, half shafts with CV joints, outer wheel flanges, drive stud kit and MW brake kit with MW calipers and drilled steel rotors</i>		
60100-GSR	Honda/Acura GSR Driveline and Brake System	.5045.00
<i>Complete system for Honda GSR trans including spool, intermediate shafts, half shafts with CV joints, outer wheel flanges, drive stud kit and MW brake kit with MW calipers and drilled steel rotors</i>		

WE HAVE PRODUCED MANY SPECIAL ENGINEERED DRIVE LINE SOLUTIONS THAT UTILIZE CONSTANT VELOCITY DRIVING SYSTEMS. SOME OF THE MODELS THAT HAVE BEEN PRODUCED INCLUDE PANTERA AXLES AND CV DRIVESHAFTS, DODGE VIPER SPOOL AND AXLE SYSTEMS, MAZDA AXLE AND SPOOL SYSTEMS. WE DO CUSTOM DESIGN DRIVE SYSTEMS FOR UNUSUAL APPLICATIONS. EXTRA ENGINEERING AND PROGRAMMING CHARGES WILL APPLY.

MITSUBISHI 3/S OUTPUT SHAFT



Made from 300M, the 3SI-25 output shaft is designed to handle increased horsepower in your 3/S application. Our shaft is designed to replace the original transfer case output shaft in AWD Stealth and 3000 GT cars with 2nd generation transmissions. The 3SI-225S is a 300m upgrade to the stock transfer case spool. Weak splines in the spool will no longer be an issue.

3SI-25	Transfer case 25 spline output shaft	.596.00
3SI-18	Transfer case 18 spline output shaft	.596.00
SI-225S	Transfer case spool (2nd gen. trans.)	.298.00

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www.markwilliams.com