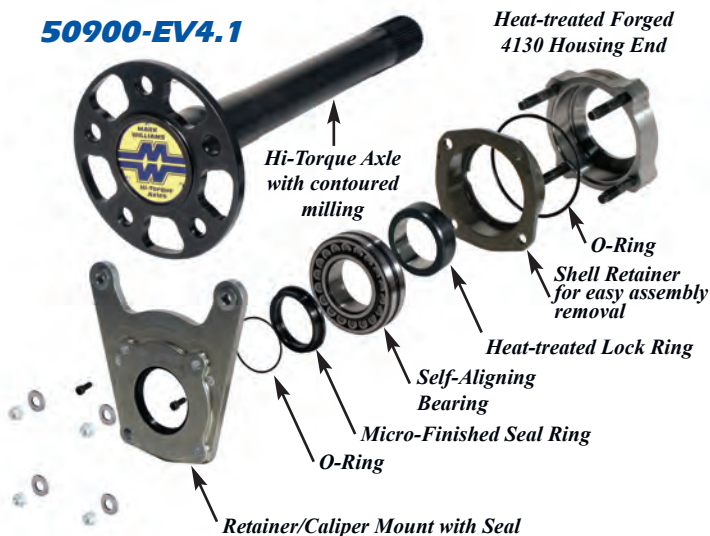


EVOLUTION-4.1™ AXLE SYSTEM

50900-EV4.1



The tremendous torque loads generated by a Pro Stock Car during acceleration can actually distort the rear end housing, bend the axle and generate side-loads on the axle bearings. Not only does this hamper performance, but it can lead to axle "walk-out" and potential breakage. Now Mark Williams Enterprises introduces the Evolution-4.1™ axle, which employs a rugged self-aligning bearing to compensate for any housing distortion. This solution retains the integrity of a one piece forged axle, superior to competitors two-piece designs, without paying a 12 lb. weight penalty! A convenient package is available from M-W to convert your rear end to an Evolution-4.1™ setup. It includes heat-treated Chromium-Molybdenum steel housing ends to accommodate the bearings, shell retainers for easy installation and removal of the system from the housing end, heavy-duty self-aligning bearings, special retainer/caliper mounts with low drag seals, and a pair of axles. You can get an Evolution-4.1™ package with either 4340 axles or 300M axles. Newer axles (serial #27482-on) can be converted to this setup. Call toll-free for details on adapting Evolution-4.1™ technology to your race car!

STANDARD BEARINGS



These standard sealed ball bearings have been the norm for many years when using Large Ford, Olds/Pontiac or Symmetrical housing ends. As axles increased in size (up to 40 spline) the bearing bores were changed to accept the larger shafts. The outside diameter has remained 3.150" while the inside diameter has increased to 1.772" (45mm). The result is a less than desirable cross section thickness due to the increased bore.

OVERSIZE BEARINGS



To handle higher loads being put on axle bearings, oversized sealed ball bearings are now in use. While the I. D. remains 1.772" (45mm) the O. D. is now 3.346". The increase in diameter allows for larger balls and thicker bearing races. These new bearings are available in a single row or double row configurations, as well as with an optional extra cost upgrade to ceramic balls.

SELF-ALIGNING BEARINGS



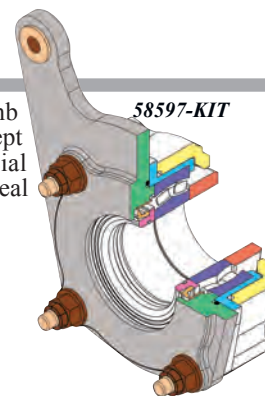
A key component of the new M-W Evolution-4.1™ axle technology is the double row of spherical bearings in angled concave races. The load capacity of these bearings is several times greater than conventional bearings. They can accommodate axle movement associated with housing flex without frictional resistance from binding bearings — which in turn eliminates bearing "walk off."

EVOLUTION-4.1™ HOUSING END KITS

The Evolution-4.1™ housing end kit contains all the parts required to convert the MW Symmetrical, Lamb Standard or Olds type axles to the spherical-aligning bearings. The housing ends are 1-1/2" long and will accept butt-welding to a 3" or 3-1/4" diameter tube. The kit includes the standard backing plate bolt kit and special hardened axle lock rings. Axles with serial number 27482 or later can be used as these have the necessary seal surface ground behind the bearing and increased straight section length for the wider bearing and lock ring.

58577-Kit Evolution-4.1™ Housing End Kit1239.70
For MW 11-3/4" Disc Brakes

58577-Kit B Evolution-4.1™ Housing End Kit1239.70
For Lamb 11-7/16" Disc Brakes



EVOLUTION-4.1™ AXLE KITS

Kits include a new pair of Hi-Torque™ axles with your Evolution-4.1™ end kit. The Superlight option is good for 26% weight savings over regular Hi-Torque axles. The Ultimate option saves an additional 13% over the Superlights, and are made from 300M material. (Wheel studs extra)

50600-EV4.1 Evolution-4.1™ Kit w/ Axles1929.10
Includes 4340 Hi-Torque Axles. For MW 11-3/4" Disc Brakes

50900-EV4.1 Evolution-4.1™ Kit w/ Axles2355.50
Includes 300M Hi-Torque Axles. For MW 11-3/4" Disc Brakes

50600-EV4.1 B Evolution-4.1™ Kit w/ Axles1929.10
Includes 4340 Hi-Torque Axles. For Lamb 11-7/16" Disc Brakes

50900-EV4.1 B Evolution-4.1™ Kit w/ Axles2355.50
Includes 300M Hi-Torque Axles. For Lamb 11-7/16" Disc Brakes

