

Race Ready!

Save Time & Hassles With A Thirdmember Assembled By M-W's Expert Technicians...

All M-W Thirdmembers are assembled to exacting specifications by M-W's staff of experienced technicians and thoroughly checked prior to shipping. They're ready to bolt in and run! Or, if you prefer to do your own rear end setups, M-W has a full compliment of essential premium quality components, tools and fixtures. Call toll-free today!

LIGHTWEIGHT ALUMINUM SPOOLS

Our standard steel spools are **\$240** and profile milled versions (about 25% lighter) are **\$290**. Reinforced "big bore" aluminum pro models weigh under 5 lbs. and are designed for use with 35 or 40-spline axles are **\$345**. Spools also available for 8-3/4" Mopar, Dana "60" and 12-bolt Chevrolet.

WIDE SELECTION OF 9" CARRIERS

M-W offers several options when it comes to carriers for 9" Ford rears. These include our nodular iron carriers, which are vastly superior to OEM units (**\$387**), a lightweight aluminum version (**\$426**), plus rugged Pro-style designs with draw-through cap bolts at **\$575** (3.062" or 3.250" bore). The aluminum Pro carriers are also available with big 3.812" bore caps to accommodate new style spools. These are priced at **\$625**. Cases can also be machined for internal lubrication.

SPECIALY LIGHTENED RING GEARS

There are significant performance advantages to be achieved through elimination of unnecessary rotational weight in the rear end. We can remove 2-3 pounds of performance-robbing weight. The cost is **\$85** with a new gear purchase from M-W, or **\$100** if you supply your own gears. This operation is also available for Dana "60" and 12-bolt Chevy (4.88 to 6.20 ratios only).

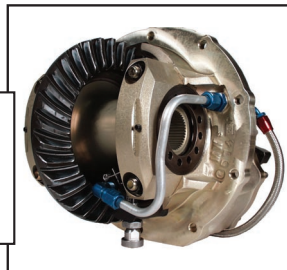
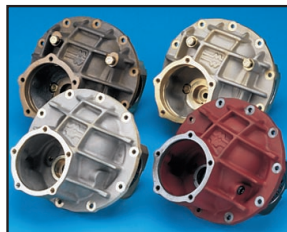
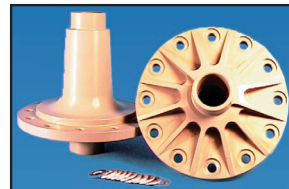
MICRO FINISHED GEARS

M-W now offers the highly effective Supra-Fin™ surface micro-finish process for ring and pinion sets. This reduces surface friction and eliminates the need for break-in procedures, and results in a longer gear life. We protect the mounting and bearing surfaces so this process will not alter the installation fit.

INTERNAL DIFFERENTIAL PUMP

Internally mounted pressure lube pump helps overcome oil starvation problems. This compact pump scavenges lubricant from the bottom-rear area of the axle housing and feeds the front pinion support, as well as a stream of lubricant to the ring and pinion contact area. This optional pump is mounted to the M-W thirdmember case (requires special machining). There are no external lines or drives to reconnect when changing a thirdmember. Can be retrofitted to any existing M-W aluminum case. #57466 Internal Oil Pump Kit **\$460**

Supra-Fin™
surface improvement



All M-W Thirdmember assemblies feature RICHMOND gears and TIMKEN bearings



FREE

Transport carrier and Torco Gear Lube with each assembly



PRO STOCK ASSEMBLY- LARGE PINION

Includes Pro-series aluminum carrier with draw-through bolts, aluminum spool (40-spline), M-W 1350-series forged steel yoke, ball bearing style pinion support and large pinion Richmond Pro gears. #57009 - **\$2010**. Add \$620 for titanium yoke, and \$1905 for titanium spool upgrade. Add \$145 for aluminum yoke.

PRO STOCK ASSEMBLY - STANDARD PINION

Includes Pro-series aluminum carrier with draw-through bolts, aluminum spool (40-spline), M-W 1350 yoke, ball bearing pinion support and standard pinion Richmond 9310 Pro gears (4.86 to 6.50 ratios). Weighs 55 lbs. #57019 - **\$1958**. Add \$620 for titanium yoke upgrade and \$1905 for titanium spool. Add \$145 for aluminum yoke.

"SUPER" CATEGORY ASSEMBLY - STANDARD PINION

Features through-bolt aluminum carrier (3.250" bore), profile milled 35 or 40-spline steel spool, M-W 1350 yoke, ball bearing pinion support and standard pinion Richmond 9310 Pro gears (4.86 to 6.50 ratios). #57003 - **\$1868**

"SUPER" CATEGORY ASSEMBLY - LARGE PINION

Comes with through-bolt aluminum carrier (3.250" bore), profile milled 35 or 40-spline steel spool, M-W 1350 yoke, ball bearing pinion support and large pinion Richmond 9310 Pro gears (3.20 to 4.86 ratios). #57008 - **\$1901**

E.T. BRACKET ASSEMBLY

Includes a nodular iron (3.062 or 3.250" bore) carrier, standard steel spool (specify 28, 31, 35 or 40-spline), M-W 1350 series yoke, tapered bearing pinion support and Richmond 8620 gears (3.00 to 6.50 ratios). #57007 - **\$1525**

"PRO STREET" ASSEMBLY

This assembly is intended for heavy-duty street use. Features a nodular iron (3.250" bore) case, 35-spline Detroit Locker, M-W 1350-series yoke, tapered bearing pinion support and Richmond 8620 gears (3.00 to 6.50 ratios). #57015 - **\$2125**

PRO MOD ASSEMBLY - 9.5" RING GEAR!

Comes with an aluminum carrier (3.812" bore), steel spool (40-spline), M-W 1350 yoke, ball bearing pinion support, special 9-1/2" diameter ring gear and Richmond 9310 Pro gears (4.11, 4.29 and 4.57 ratios). #57021 - **\$2150**

MasterLine THIRDMEMBER ASSEMBLY

MasterLine thirdmembers are assembled at Mark Williams Ent. using a tough MasterLine nodular iron case, Timken® bearings, an M-W aluminum tapered bearing pinion support, and 1350 series pinion yoke. MasterLine thirdmembers are shipped ready to run. ML-906 Thirdmember assembly with 35 spline spool; any MasterLine gear set (ratio 3.50 to 6.50) for **\$1296**.



LOW FRICTION FORD THIRDMEMBERS

Designed for racers who want to improve ETs, M-W's exclusive 9.5" Ford Low Friction Thirdmembers feature an aluminum case, lightened ring gear and 32-spline pinion that have been micro-polished (Supra-Fin™ process) and Sub-Zero thermo-treated, ceramic pinion support bearings, low-drag seal, aluminum spool and pinion yoke, angular contact spool bearings and Sure-Lock™ adjusters. They are available with 9-1/2" Pro Stock gears (5.00 to 5.17 ratios) fully assembled and ready to run for **\$4275**, and can be exchanged for a rebuilt thirdmember with all-new gears from **\$1068** at M-W's NHRA race trailer or the factory. M-W Low Friction Thirdmembers are also available with all popular 9" Ford gears (standard pinion) to 6.50. Call for details.



ASK ABOUT NHRA TRACKSIDE EXCHANGE PROGRAM

MARK WILLIAMS

AD CODE
01-382

All Products Designed, Tested and Manufactured In House...in the USA



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