

# TERMS & CONDITIONS

# CONTENTS

**TERMS** C.O.D. or Credit Card. Axles and special built products require a deposit as do items requiring shipment by methods other than UPS. Credit Card usage will expedite order processing. We accept money orders, certified checks or official bank checks only for C.O.D. orders. UPS will no longer accept cash for C.O.D. shipments. If a C.O.D. delivery is refused we will not ship C.O.D. on future orders; prepayment will be required. We accept Visa, Master Card, American Express and Discover. All credit card orders must be shipped to the billing address of the card only.

**AXLE ORDERING** In the catalog there is a sample of the dimensions needed to place an axle order. Before phoning, read this carefully and familiarize yourself with the terminology and how measurements are to be taken. This will allow us to accurately complete your order, and lessen the chance of a costly mistake.

**SHIPMENTS** F.O.B. Louisville, Colorado (Denver-Boulder Metro Area). Unless otherwise specified UPS will be utilized.

**FOREIGN SHIPMENTS** Unless restricted by law, MW will ship to foreign customers. Full purchase price (in U.S. currency) must accompany order. No C.O.D. shipments. Name of desired freight carrier, and shipping method must be included with order. Unless specified UPS World Ship will be used.

**CLAIMS** Claims for damages, open or concealed, or shortages must be made within five (5) days of receiving an order. Damage claims should be made with the freight company first and shortage claims with Mark Williams Enterprises. In the event of a damaged package, keep all packaging boxes and materials. All shipments are accurately weighed before shipping. If there is a part shortage check the shipment weight to see if it matches the shipping weight. This is the first step to determining if parts were lost in transit.

**RETURNS** Axles, driveshafts, housings and specially produced parts cannot be returned! Other merchandise requires permission and is subject to a 15% handling charge. Shipping charges on returned items must be prepaid. MWE does not allow returns after 90 days.

**ORDERING** All orders are processed on an in-house computer. Customer numbers are generated from your zip code plus 2 computer assigned numbers. If possible, please use catalog part numbers and your customer number. Toll free order lines are open weekdays from 8:00 AM to 5:00 PM mountain time. Parts can be ordered 24 hours per day on line at [www.markwilliams.com](http://www.markwilliams.com).

**BACK ORDERS** All back orders will be shipped as soon as the item is restocked. If a back order is no longer wanted please call 1-800-525-1963 or 303-665-6901 and cancel the item(s).

**PRICES** Prices are subject to change without notice.

**WARNING** Modification of your car's chassis or driveline to enhance performance with the parts identified in this catalog may create a dangerous condition which could cause serious bodily injury. The buyer hereby expressly assumes all risks associated with any such modifications.

**DISCLAIMER OF WARRANTY** Seller disclaims any warranty express or implied with respect to the parts sold hereby whether as to merchantability, fitness for particular purpose, or any other matter.

**SPECIFICATIONS** Non-critical specifications are subject to change without notice.

8.8 Ford Components	36
9" Ford Rears and Components	32-35
A-Arm Front End Materials Kit	79
Alignment Bar, Rear Housing and Chassis	60, 86
Anti-Roll Assemblies	80
Axles, Hi- Torque & Truck, forged steel (rear)	5-6, 10
Axle Stud kits	8-9
Bearings, Rear Axle	5-6
Brake System Components	65-66
Brakes, Front, Steel	60-61
Brakes, Rear, Steel and Carbon Fiber	63-64
Brake Levers/Pedal	81
Chassis Blueprints	89-90
Chassis Tabs	84
Chromoly Tubing, Plate, and Tube Bends	85
Chevrolet 12-bolt Rears and Components	39-41
Computer Pickup Assemblies	74
Corvette Axle Kits and Componets	12-15
Couplers, Solid Splined Driveshafts,	77
Crackel-Safe Driveline Disconnects	87
CV Axle Shafts and Components	73, 87
Dana 60 Components	37-38
Driveshafts, steel, aluminum & carbon fiber	67-70
Driveshaft Internal Slip, Mustang & Hellcat	70
Drive shafts, Dragster CV Joints	87
Dzus Buttons, Tabs, Springs	84
Filler Caps and Bungs	58
Front Axles and Torsion Assemblies	79-80
Full Floater Assemblies	57-58
Gears, Ring and Pinions	19-24
Gear Oil	25
M-W Corrosion Inhibitor	27
Housing Ends and Retainers	59
Housing Street Weld on End Kits	6
Installation Kits for Gear Sets	19-24
Jaguar XK Axle Hub Kits	15
Lug Nuts and Washers	9
Labor Operations	43
Master Cylinders	66
MasterLine Components	88
Modular Axle Housings and Components	44-56
Mopar Components (8 3/4)	42
Morse Cables and Accessories	82
Motor Plates and Clamps	84
Olds /Pontiac Components	43
Off Road Driveline	10, 73
Pinion Depth Checker	26
Pinion Supports	31
Posi-traction and Locker Units	33, 36, 37
Promotional Items	90
Rear End Replacement Caps	34, 36, 38, 41
Rod Ends,Tube Adaptors and Jam Nuts	82-83
Spindles, front	79
Steering Boxes	79
Steering Wheels and Q/R Hubs	78
Torsion and Anti-Roll Assemblies	80-81
Thirddmembers Assemblies	27-29
Tools	26,86
Tube Adapters	83
Yokes, transmission and pinion	71-73



## RING GEAR CLEARANCE & HOUSING TEMPLATE



The Ring Gear Clearance Gauge is available to check the 9", 9-1/2" and 10" gear sets for clearance required for M-W 9" cases. Designed to eliminate the trial and error

The Housing Clearance Template will show the profile to clear 9-1/2" and 10" ring and pinions plus the 4.00" bore thirdmember clearance requirements. It also has a center slot for measuring pinion center to housing end, when narrowing or building a housing.

57486 Ring Gear Clearance Gauge .....14.00

57459 Housing Clearance Template .....15.00

## GEAR IMPROVEMENTS

### SUPRA-FIN SURFACE IMPROVEMENT

MW offers **Supra-Fin** surface finish improvement for ring and pinion sets. This fine micro finishing process reduces friction and eliminates the need for break-in procedures required to assure a long gear life. We exclusively protect the mounting and bearing surfaces so this process will not alter the installation fit.

SUPRA-FIN .....125.00

**Shot Peening** surface improvement decreases the likelihood of cracks forming on the gear. Nearly all fatigue cracks begin at the surface of the part. By overlapping the dimples of the media, Shot-Peening creates a compression zone at the surface of the part. This layer acts as a barrier to crack propagation. The peening process provides a considerable increase in part life.



### SHOT PEENING

PEEN-02 Shot Peen Gear Set .....95.00

### SUB ZERO TREATMENT

In addition to other gear improvement processes offered by Mark Williams, our **Sub Zero Treatment** process enhances gear wear characteristics. Cold treating a ring and pinion improves the metal crystal structure, decreasing the amount of retained austenite. This process can increase the gear life.

SUBZ Sub Zero Treatment .....50.00



MW offers a special **Ring Gear Lightening** service for 9" Ford, 12 bolt GM (4:88 to 6:20 ratio) and Dana 60 gears. This process is performed on a CNC lathe with special tooling to produce a generous radius and smooth finish. The result is a weight reduction of between 1/2 and 3-1/2 lbs. Some gears are factory lightened but we can remove additional weight in most cases.

### RING GEAR LIGHTENING

LRG Lighten ring gear. (with gear purchase) .....105.00

## TORCO GEAR OIL



Torco GL-6 Racing Gear oil has proven to be ideal for drag racing and oval track applications. SAE 85W-140 can be used when running a spool, posi-traction or open differentials. It provides superior adhesive strength and extreme anti-score protection. In addition, the Torco gear oil available from MW is specially blended to include the friction modifying additives required for most clutch type posi-traction units. Available by the quart or 12 quart case. **Look for the MW logo on the label.**

55-0030 Torco SAE 85-140 Gear Oil (1 qt) .....14.50

55-0040 Torco SAE 85-140 Gear Oil(12 qts) .....165.00

toll free  
**800-525-1963**

on the web  
**www.markwilliams.com**

## DIFFERENTIAL ASSEMBLY TOOLS

One of the handiest shop tools is the MW Bench Mule. The “Mule” is a very sturdy and versatile fixture capable of holding differentials, transmissions, cylinder heads, etc. for assembly. Being able to securely position your work is essential. With two axis adjustment and heavy duty steel construction the MW Bench Mule makes tough jobs much easier to handle. The standard arms will easily hold a thirdmember or transmission and can even hold a full size 12 bolt housing. Optional attachments include short arms for cylinder head assembly work. The 670 Spool holding attachment bolts to the vise arms to hold either a 35 or 40 spline spool while tightening the ring gear bolts. Another option is to utilize a regular bench vise and the 57492 Spool holder with both 35 and 40 tooth splines. Both these tools have the 35 spline side sized that so it will work with either 45° or 30° pressure angle splines.

650	Bench Mule	.....	354.00
670	Spool Holding Fixture (35 & 40 spline)	.....	125.00
680	Cylinder Head Holding Forks (6-3/8" centers)	.....	74.00
57492	Spool Holder, 35 & 40 spline (for vise)	.....	85.00



## SETTING THE PINION DEPTH

Pinion depth is easily the most important element of correctly setting up a ring and pinion. The T&D pinion depth checker, used by many leading shops and racers, is easy to use and allows you to precisely set pinion depth. This deluxe kit has the components required for checking the most popular rears including 10 & 12 Bolt GM, Dana 60, 8.8 & 9" Ford and 8 3/4 Mopar rears. All components are stored in the included plastic carrying case to prevent damage. This is a very popular item and it works very well on a large variety of rears. Unfortunately it will not work on Mark Williams aluminum and nodular cases due to the captive pilot bearing area. Use PCMW for MW cases.

PCD	T&D Deluxe Pinion Depth Checker	.....	545.00
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## PINION DEPTH CHECKER 9" CASES

MW 9" cases have increased material behind the pilot bearing. This prevents the use of the PCD pinion depth checker or similar tools that must have access to the tip of the pinion. There is an alternate method to obtain the shim required. All you need to know is the distance from the end of the pinion pilot stem to the flange of the support. With that value you can calculate the shim required. The 1" travel dial indicator and precision calibration standard are included. It can be used on any 9" case as long as the case is 6.00" (the normal distance) from the mounting flange to the spool centerline. This is a easier method to determine the correct shim.

PCMW	Pinion Depth Checker Tool	.....	152.00
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*Works with MW aluminum or nodular iron cases or other accurate cases. Works in 3.25 to 6.50 ratios*



## SPECIALTY SET-UP TOOLS

300-2	Safety Wire Twist Pliers, 9" length	.....	92.00
55-0002	Gear Marking Compound (small packet)	....	3.10
57485	Adjuster Wrench, 3.812 case	.....	75.80
57488	Coupler/Yoke Wrench	.....	184.00
57490	Adjuster Wrench, 3.062 & 3.250 cases	....	66.80
57493	Bearing Puller (standard pinion)	.....	297.00
57494	Bearing Puller (large pinion)	.....	245.00
57499	Backlash Indicator Kit (made in USA)	.....	151.47
90250	Slide Hammer (aluminum cap removal)	....	41.75

These tools include a wrench to hold either a female pinion coupler or 1350 series yoke while tightening/torquing the pinion nut, Sockets for back lash adjusters, Safety wire twist pliers, Backlash Dial Indicator kit and Pinion bearing pullers.





## HI-EFFICIENCY THIRDMEMBER ASSEMBLY

The Hi-Efficiency Thirdmember is a raised pinion version of the conventional 9" unit.

The ring and pinion gear has the same hypoid distance as a Dana 60™ and as a result, benefits from the same efficiency the Dana 60 is known for.

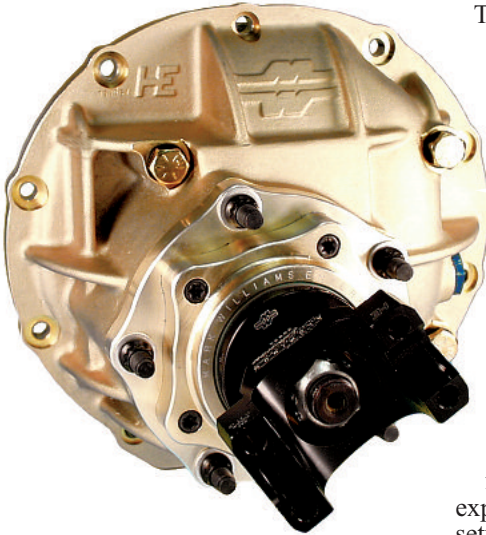
The ideal applications are lightweight cars (2200# max) and with power limited up to 1000 HP. The units have proven successfully in competition eliminator cars.

The aluminum housing features the thru-bolt design similar to the MW 9" aluminum case. It also features a double angular contact front pinion support for reduced friction. It will fit in the regular and modular 9" housing that are prepared to accept the 9-1/2" ring gears.

Pro Gears featuring 9310 alloy are used in the specially assembled thirdmembers. They all feature a 32-spline pinion for additional strength.

The following ratios are available: 4.77, 4.86, 5.00, 5.50, 5.67, 5.71, and 5.83. All units come with our 40-spline aluminum spool and your choice of a billet aluminum u-joint yoke or coupler. A computer pick-up ring is included.

The gears in the assembly features our Supra-Fin™ processing that reduces friction and eliminates material transfer normally found in the break-in process. Our expert assembly technicians meticulously assemble each unit documenting all critical settings.



- SUPRA-FIN™ POLISHED GEARS
- ALUMINUM PINION YOKE
- LOW-FRICTION SEAL
- ALUMINUM 40-SPLINE SPOOL
- SURE-LOCK™ ADJUSTER SYSTEM
- 32-SPLINE PINION INPUT

67410-XXX Hi-Efficiency Thirdmember Assembly . . . . .3080.00

*Specify ratio. 32-spline input, u-joint, yoke, or coupler.*

## HOUSING GASKETS AND TRANSPORTER

This gasket fits all 9" housings and allows for the clearance required for 9-1/2" and 10" increased diameter gears. It is coated with an EZ-Release seal ring that allows repetitive use. The 9"

Thirdmember transporter is the convenient way to store you spare Thirdmembers. These also double as a convent way to ship the thirdmembers with a double wall-shipping carton and foam pad.



57929 Thirdmember Gasket with EZ-Release -Seal . . . . .11.62

*Fit all 9" type housing with clearance for large gears*

57999 Transporter for 9" type Thirdmembers . . . . .102.40

*Makes keeping you spare thirdmember clean and dry easy.*

57999A Shipping Carton and two 12" x 12" x 1" pads . . . . .15.90

## CORROSION INHIBITOR

Mark Williams Enterprises has long used this product for the final step in our Black Oxide process. to prevent rust during the storage and shipping.

This product can also be used for keeping unpainted dragster chassis tubing from rusting. Regular application will keeps driveline parts corrosion free without plating or painting. Available in one quart bottles.



55-0085 Metal Guard 500 Corrosion Inhibitor, One quart bottle . . . . .16.00

55-0080 Metal Guard 500 Corrosion Inhibitor, One pint bottle) . . . . .8.00

toll free  
**800-525-1963**

on the web  
**www.markwilliams.com**

## MWE 9-1/2" Low Friction Ford Thirdmembers



Special ratio Pro Gears are available in specially prepared thirdmember assemblies. These assemblies feature MW designed 9-1/2" ratios produced by Velvet Drive (formerly Richmond Gear).

The ratios available in the 9310 alloy 32 spline pinion are: 5.11, 5.14, 5.17, 5.20, 5.25, 5.29, 5.33, 5.38, 5.43 and 5.50. This assembly can also be built with standard 9" and 9-1/2" Small 28 spline Pinion Pro-Gear ratios utilizing the same components.

The assemblies feature the Supra-Fin™ processing that reduces friction and eliminates material transfer normally found in the break-in process. We also use a Sub-Zero thermo-treatment to eliminate the possibility of retained austenite. Most assemblies feature 9-1/2" diameter gear with a 32 spline input (the same size as transmissions) eliminating an obvious weak link in the drive system.

We use a ceramic dual opposed angular contact bearing pinion support that is lighter, while reducing friction and adding rigidity to the pinion. A low drag pinion seal, used in conjunction with our aluminum pinion yoke reduces the pre-load drag to about 5 inch pounds.

The proven MW Thru-Bolt case features the Sure-lock™ adjuster system that makes other retention methods obsolete and prevents adjuster back out. All units include a computer pickup ring with one, two or four magnets. Our expert assembly technician meticulously assembles each unit documenting all critical settings.

- **POCKET LIGHTENED RING GEAR**
- **SUPRA-FIN™ FINISHED GEARS**
- **CERAMIC PINION SUPPORT BEARINGS**
- **ALUMINUM PINION YOKE**
- **LOW-FRICTION SEAL**
- **ALUMINUM 40 SPLINE SPOOL**
- **SURE-LOCK™ ADJUSTER SYSTEM**
- **32-SPLINE PINION INPUT 9-1/2" GEAR**
- **SUB-ZERO TREATED RING AND PINION**
- **LOW DRAG ASSEMBLY PROCEDURES**

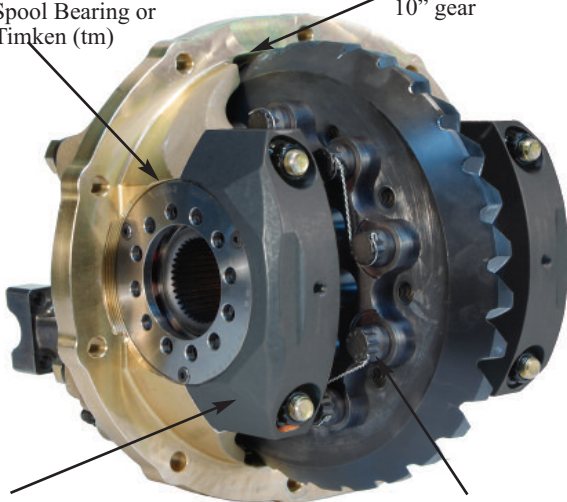
57022-XXX Low Friction 9-1/2" Thirdmember .....4637.00  
*5.11 thru 5.50 Ratio, Sub-Zero, Supra-Fin treated 9-1/2" gears, specify ratio required. 32 spline input.*

57022 Low Friction 9" & 9-1/2" Thirdmember .....POA  
*Units built with same component technology but ring and pinion gears will be 9" or 9-1/2" 28 spline input. 3.50 to 6.50 ratio 9310 gear. Prices vary with different ratios. Please call for pricing on specific ratios.*

## 10" SEVERE SERVICE FORD THIRDMEMBER

Oversize 4.000" Angular Contact Spool Bearing or Timken(Timken (tm) Bearings

Extra clearance for 10" gear



Aluminum or steel cap versions

Special ARP produced bolts with safety wire

The 10" ring and pinion gear sets have shown to dramatically increase gear life compared to 9" gears. Modifications have been made to the MW Aluminum thru bolt, (V revision and later) case to accommodate the larger gears. Additionally the main bearing bores have been increased to a 4.000" diameter bore that is paired with special M-W angular contact ball bearings. Tests have shown that the angular contact bearings are better at deflection control than tapered roller bearings. Thirdmember assemblies are available with 3.70 to 6.20 gear ratios. More new ratios are currently in development. One option available is full ceramic ball bearings. These thirdmembers are a drop in fit for MW Modular housings. Other housing may require clearance for the larger outside diameter gear.

57026 Thirdmember, 10" Pro Gear .....\*4075.00  
*10" ring and pinion, ball-taper support, steel caps, steel spool, 1480 or 1350 u-joint, 3.812" bore.Timken® bore tapered spool bearings*

57027 Thirdmember, 10" Pro Gear .....\*4475.00  
*10" ring and pinion, ball-ball support, aluminum caps, steel or aluminum spool, 1480 or 1350 u-joint, angular contact 4" bore spool bearings*

\*Prices can vary due to different pricing of ring and pinion gears sets from various manufacturers

**MARK WILLIAMS** Enterprises®



# 9" & 9-1/2" FORD THIRDMEMBERS



For over the past five decades, Mark Williams Enterprises has continually improved the effectiveness and reliability of our 9" Ford assemblies. We have introduced new and improved components, developed specialized tooling, and created detailed processes to ensure that our 9" Ford Thirdmembers are the best money can buy. We offer three different styles of thirdmember cases and several different types of pinion supports to cover almost any application. Assemblies can be built with nodular iron, lightweight aluminum, or rugged thru-bolt style aluminum with several bore sized to match the spool/carrier required. Pinion Supports are available with tapered bearings or angular contact ball bearings. The experts at Mark Williams can also assemble any of our Thirdmembers to meet your exact needs. We insure the accuracy of all critical operations by utilizing numerous specialized tools and applying over forty years of experience with 9" Ford carriers. Our attention to detail is reflected in every MW assembly and is evident even in the special transport containers supplied to ensure safe shipping and handling.

## DOOR CAR THIRDMEMBERS, U-JOINT YOKE

57003	Super Class/E.T. Bracket Assembly . . . . .	2830.00
	<i>Aluminum thru bolt case (3.250 bore), lightweight steel spool, MW 28 spline 1350 series pinion yoke, ball-tapered bearing support, 4:86 to 6:50 Richmond Gear 9" std. pinion Pro Gear. (58#)</i>	
57004	Street Rod Assembly . . . . .	2459.00
	<i>Aluminum light weight case (3.062 bore), Posi Unit, MW 1330 or 1350 pinion yoke, tapered pinion support, 3:00 to 6:50 Richmond Gear 9" 8620 gear. (70#)</i>	
57005	Street/Oval Track Assembly . . . . .	3093.00
	<i>Nodular iron case (3.062 bore), 28 or 31-spline Detroit Locker, MW 1330 or 1350 pinion yoke, tapered support, 3:00 to 6:50 Richmond Gear 9" 8620 gear. (75#)</i>	
57007	E.T. Bracket/Oval Track Assembly . . . . .	2463.00
	<i>Nodular iron case (3.250 bore), standard spool (28, 31, 35 or 40 spline), 1350 MW pinion yoke, tapered support, 3:00 to 6:50 Richmond Gear 9" 8620 gear. (72#)</i>	
57008	Super Class/E.T. Bracket Assembly . . . . .	2760.00
	<i>Aluminum thru bolt case (3.250 bore), 35 Spline lightweight steel spool, MW 35 spline 1350 series pinion yoke, ball-tapered bearing support, 3:40 to 4:86 Richmond Gear large pinion 9" Pro Gear. (58#)</i>	
57009	Pro Stock Assembly, Large Pinion . . . . .	2927.00
	<i>Aluminum thru bolt case (3.812 Bore), 40 spline aluminum spool, MW 35 spline 1350 series pinion yoke, ball-tapered bearing support, 3:40 Richmond Gear large pinion 9" Pro Gear.</i>	
57011	Pro Modified Assembly 9" . . . . .	2947.00
	<i>Aluminum thru bolt case (3.812 bore), 40 spline lightweight steel spool, MW 35 spline 1350 series pinion yoke, ball-tapered bearing support, 3:40 to 4:86 Richmond Gear large pinion 9" Pro Gear. (62#)</i>	
57014	9-1/2" Pro Stock Assembly . . . . .	3096.00
	<i>Aluminum thru bolt case (3.812 Bore), 40 spline aluminum spool, MW 1350 series pinion yoke, ball-tapered bearing support, 3.25 to 5.20 ratio Richmond Gear 9-1/2" Pro Gear.</i>	
57025	9-1/2" Pro Stock Assembly . . . . .	3494.00
	<i>Aluminum thru bolt case (3.812 Bore), 40 spline aluminum spool, MW 1350 series Aluminum pinion yoke, ball-tapered bearing support, 5.14 to 5.50 ratio 32 Spline MW 9-1/2" Pro Gear.</i>	

MW Aluminum Pinion Yoke . . . . .	Price on Request
57463 Case Modification for Internal Pump . . . . .	170.00
	<i>Allows usage of 57466 Internal Pump Kit</i>
CB Ceramic Bearing Upgrades . . . . .	Price On Request.
LRG Lighten Ring Gear . . . . .	105.00

57015	Pro Street Assembly . . . . .	3397.00
	<i>Aluminum thru bolt case (3.250 bore), 35 spline locker (nodular), MW 28 spline 1350 series pinion yoke, tapered bearing support, 3.00 to 6.50 ratio Richmond Gear 9" 8620 gear. (75#)</i>	
57019	Pro Stock Assembly . . . . .	2963.00
	<i>Aluminum thru bolt case (3.812 Bore), 40 spline aluminum spool, MW 28 spline 1350 series pinion yoke, ball-taper bearing support, 4:86 to 6.50 Richmond Gear 9" std. pinion Pro Gear.</i>	
57021	9-1/2 Pro Modified Assembly . . . . .	3348.00
	<i>Aluminum thru bolt case (3.812 bore), 40 spline lightweight steel spool, MW 35 spline 1350 series pinion yoke, ball-tapered bearing support, 1/2" ring gear bolts, 3.25 to 4:86 US Gear large pinion 9-1/2" Pro Gear. (68#)</i>	

## DRAGSTER/ALTERED THIRDMEMBERS, COUPLER

57001	Pro Dragster Assembly . . . . .	2824.00
	<i>Aluminum thru bolt case (3.250 bore), lightweight steel spool, 28 spline female pinion coupler, ball-tapered bearing support, 4.86 to 6.50 9" Richmond Gear std. pinion Pro Gear. (58#)</i>	
57002	Pro Dragster Assembly . . . . .	2731.00
	<i>Aluminum thru bolt case (3.250 bore), lightweight steel spool, 35 spline female pinion coupler, ball-tapered bearing support, 3:40 to 4:86 9" Richmond large pinion Pro Gear. (61#)</i>	
57010	Top Dragster Assembly . . . . .	2668.00
	<i>Aluminum thru bolt case (3.812 bore), 40 spline lightweight steel spool, 35 spline female pinion coupler, ball-tapered bearing support, 3:40 to 4:86 Richmond Gear large pinion 9" Pro Gear. (58#)</i>	
57012	Superlite Econo/Comp Assembly . . . . .	2170.00
	<i>Lightweight aluminum case (3.250 bore), 35 spline aluminum spool, ball-tapered bearing support, female pinion coupler, lightened 9" 8620 standard Gear. (49#)</i>	
57013	9-1/2" Alcohol Dragster-F/C Assy . . . . .	3237.00
	<i>Aluminum thru bolt steel cap case (3.812 bore), 40 spline lightweight steel spool, 35 spline female pinion coupler, ball-tapered pinion support, 1/2" ring gear bolts, Richmond Gear lrg pin. 9-1/2" Pro Gear. (62#)</i>	

## THIRDMEMBERS OPTIONS

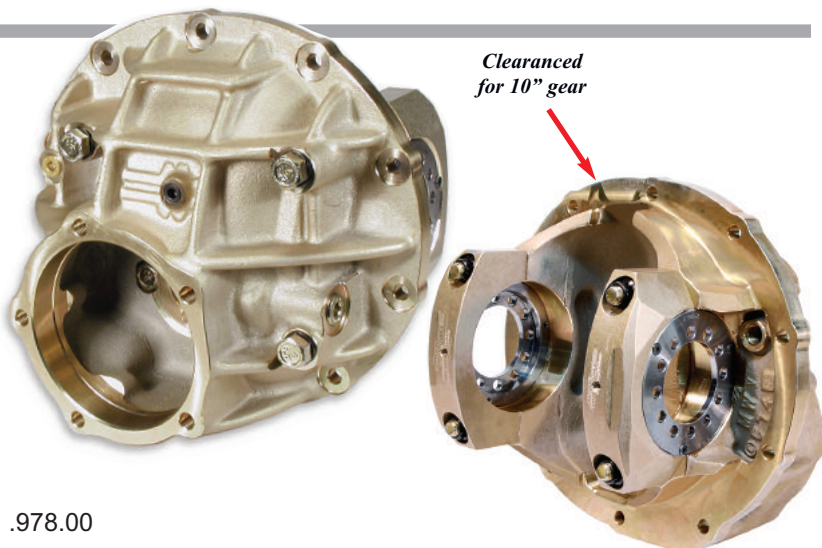
PEEN-02 Shot Peen Ring and Pinion . . . . .	95.00
SUBZ Gear Cold Process . . . . .	50.00
<b>Supra-Fin™</b> Ring and Pinion Surface Improvement	125.00
57999 Transport Carrier, 9" Ford . . . . .	102.40
	<i>No charge when purchasing Thirdmember</i>

toll free  
**800-525-1963**

on the web  
**www.markwilliams.com**

## 9" FORD CASES

**ALUMINUM THRU-BOLT** - This highly refined, heavy-duty unit has become the "standard" in champion caliber Drag Race cars. It weighs 11 lbs. less than our nodular iron carrier. The unique thru bolt design and the use of an ultra strong A206 alloy with engineered cross sections give it superior strength. The MW Thru-Bolt™ cases (The Original) with cap aligning bushings create better compressive strength and maintaining the main cap alignment. The pinion pilot-bearing bore utilizes an extra long bearing that is completely captive, retained by screw fasteners. 7075 aluminum or Steel caps are utilized with billet steel adjusters and 7/16" pinion support stud kit are included. Bore sizes available are 3.062", 3.250", 3.812" and new 4.00" bore. The 3.812" and 4.00" bore cases features "Grip-Lock™" adjusters lock system. All the MW thru bolt cases are cleared for 9-1/2" (9-1/4" actual diameter) through 10" (9-7/16" actual diameter) gears. Fluid passage ports for external and internal lubrication systems are pre-drilled.



57430 9" Ford Thru-Bolt Aluminum Case . . . . .978.00  
3.062" bore w/aluminum caps and adjusters. 16.5 lbs.

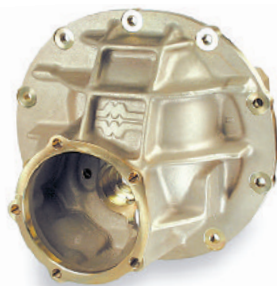
57440 9" Ford Thru-Bolt Aluminum Case . . . . .969.00  
3.250" bore w/aluminum caps and adjusters. 16.4 lbs.

57448 9" Ford 3.812" 9-1/2" & 10" Gear Case . . . .958.00  
3.812" bore thru bolt case w/aluminum caps and adjusters. (3.812" bore size for spools and carriers with 2-1/4" ID bearings) 16.2 lbs.

57448-95S Ford Big Bore 9-1/2" & 10" Gear Case .1251.00  
Same as 57448 but with steel billet caps. 19.6 lbs.

57458 9-1/2" & 10" Ford 4" Bore, Aluminum Caps .1052.00  
For 4.00 bore angular contact ball main bearings, 15.9 lbs.

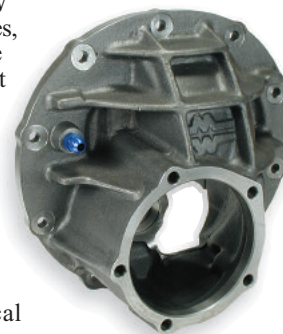
57458-10S 9-1/2" & 10" Ford 4" Bore, Steel Caps .1120.00  
For 4.00 bore angular contact ball main bearings, 19.4 lbs.



**LIGHT WEIGHT ALUMINUM** - The MW Light Weight case is based on the MW nodular case design and is cast from the same material used in the MW thru-bolt cases, but does not have the additional reinforcing and heavier walls of a thru-bolt case. The case should only be used in lighter drag racing and street applications. The MW Light Weight case is 5 lbs. lighter than a thru-bolt case and over 15 lbs. lighter than an OEM nodular case. It can also be used in street or oval track applications.

57415 9" Ford Light Weight Case . . . . .692.00  
3.062" bore with aluminum caps and adjusters. 11.5 lbs.

57425 9" Ford Light Weight Case . . . . .692.00  
3.250" bore with aluminum caps and adjusters. 11.5 lbs.



### NODULAR IRON

- The MW nodular iron case features a improved case design that provides necessary reinforcement in all critical areas, yet is comparable in weight to a stock unit while lighter than competitors. Each MW nodular iron case comes with billet steel caps with ARP studs and nuts. Billet steel adjusters with studs for the pinion assembly. 3.062" or 3.250" bore sizes available.

57460 9" Ford MW Nodular Case . . . . .664.00  
3.062" bore with steel caps and adjusters. 29 lbs.

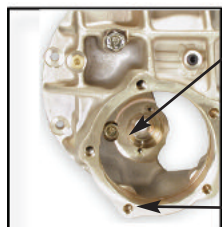
57470 9" Ford MW Nodular Case . . . . .664.00  
3.250" bore with steel caps and adjusters. 29 lbs.

57465 9" Ford MW NASCAR Case . . .695.00  
3.062" bore with pump mounts and fluid ports. Load bolt provision, 3/8-16 threads for pinion support, lightened main caps. 27.7 lbs.

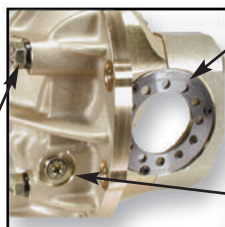
57465 NASCAR Case



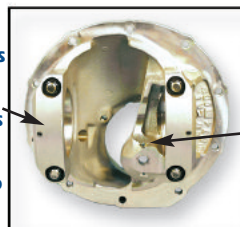
## THRU-BOLT FEATURES



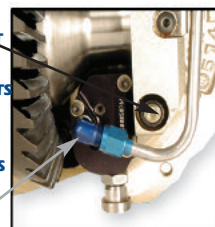
**POSITIVE PILOT BEARING RETENTION**  
**THRU-BOLT CONSTRUCTION**  
**7/16 THREADS IN CASE**



**GRIP-LOCK™ STEEL ADJUSTERS**  
**7075 T651 ALUMINUM CAPS**  
**THREADED FOR OPTIONAL LOAD BOLT**



**GRADE 9 BOLTS WITH ALIGNMENT BUSHINGS AND REDUCED HEX NUTS**  
**PILOT BEARING REMOVAL HOLES**  
**SHOWN WITH INTERNAL PUMP**



**MARK WILLIAMS Enterprises®**



## 9" FORD ALUMINUM PINION SUPPORT



57620

57680

MW offers several models of pinion support assemblies for 9", 9-1/2" and 10" differentials. The MW upgraded pinion support uses Timken® tapered bearings that have much higher load capacity than the OEM units. Part numbers 57620 and 57630 feature dual tapered bearings and improved strength. The next improvement increased RPM limits to match requirements of higher revving motors by upgrading to a rear angular contact ball bearing. This eliminated issues with the large rear tapered bearing lowering maximum RPM's. An added bonus is the frictional drag verses load applied is improved with rear angular contact bearings. The newest assemblies feature a dual angular contact ball bearings. These units have a special front bearing and retainer that allow the race to be removed for setting the preload. A common upgrade for angular contact bearing is to change to ceramic balls that are stiffer, lighter, and have an increased RPM rating. All supports require input yoke match wider bearing assembly. Stock yokes can be shortened to fit.

### 28 Spline Input 9"- 9-1/2" Gear

47675 Pinion Bearing Housing, Ball/Ball . . . . .482.00  
9" & 9-1/2" Ford 28 spline pinion gears, with dual angular contact bearings. .

57620 Pinion Bearing Housing Assy Taper/Taper . .387.00  
9" Ford standard 28 spline pinion gears, with tapered bearings.

57670 Pinion Bearing Housing Assy, Ball/Taper . .432.00  
9" Ford standard 28 spline pinion gears, with angular contact rear bearing. Timken® tapered front.

### 32 Spline Input - 9-1/2" Gear

57675 Pinion Bearing Housing Assy, Ball/Taper . .421.00  
MW 32 spline pinion gears, with angular contact rear bearing, Timken® tapered front.

### 35 Spline Input 9"- 9-1/2" Gear

47680 Pinion Bearing Housing, Ball/Ball . . . . .482.00  
9" & 9-1/2" Ford 35 spline large pinion Pro gears, with dual angular contact bearing.

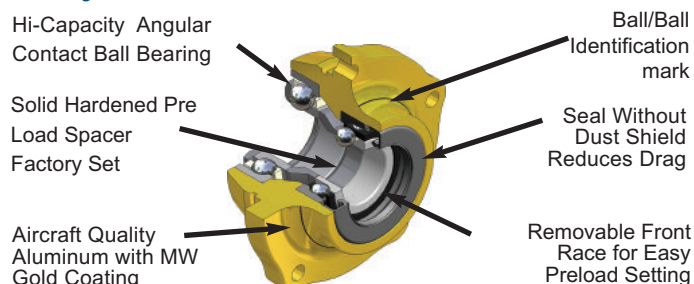
57630 Pinion Bearing Housing, Taper/Taper . . . . .380.00  
9" Ford 35 spline large pinion Pro gears, with tapered bearings.

57680 Pinion Bearing Housing Assy, Ball/Taper . .432.00  
9" & 9-1/2" Ford 35 spline large pinion Pro gears, with angular contact rear bearing Timken® front

### 35 Spline Input 10" Gear

47679 Pinion Bearing Housing Assy, Ball/Ball . . .760.00  
10" Ford 35 spline pinion Pro gears, with dual angular contact bearings

57679 Pinion Bearing Housing Assy, Ball/Taper . .585.00  
10" Ford 35 spline large pinion Pro gears, with angular contact rear bearing, Timken® front.



47XXX Series Supports

## 9" FORD CERAMIC BEARING PINION SUPPORTS

CB-47675 Ceramic Ball/Ball Pinion Support . . . . .905.00  
9" & 9-1/2" Ford 28 spline pinion Pro gears, with dual ceramic angular contact bearings. Requires MW yoke or coupler.

CB-47679 Ceramic Ball/Ball Pinion Support . . . . .1205.00  
10" Ford 35 spline pinion Pro gears, with dual ceramic angular contact bearings.

CB-47680 Ceramic Ball/Ball Pinion Support . . . . .905.00  
9" & 9-1/2" Ford 35 spline large pinion Pro gears, with dual ceramic angular contact bearing.

CB-57670 Ceramic Ball /Tapered Bearing . . . . .744.00  
For 9" Ford standard 28 spline pinion gears, with ceramic angular contact rear bearing. Timken® tapered front.

CB-57675 Ceramic Ball /Tapered Bearing . . . . .744.00  
For MWE 32 spline pinion gears, with ceramic angular contact rear bearing, Timken® tapered front.

CB-57679 Ceramic Ball /Tapered Bearing . . . . .920.00  
For 10" Ford 35 spline large pinion Pro gears, with ceramic angular contact rear bearing, Timken® tapered front.

CB-57680 Ceramic Ball /Tapered Bearing . . . . .720.00  
For 9" & 9-1/2" Ford 35 spline large pinion Pro gears, with angular contact rear bearing. Timken® tapered front.

## 9" FORD NODULAR PINION SUPPORT

57690 Nodular Iron Ball Bearing Pinion Support . . . . .432.00  
Ball angular contact rear bearing Timken® tapered front, Pre-Set.

CB-57690 Nodular Iron Ceramic Ball Bearing Pinion Support . . . . .755.00  
Ceramic balls angular contact rear bearing Timken® tapered front, Pre-Set



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**800-525-1963**

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**www.markwilliams.com**

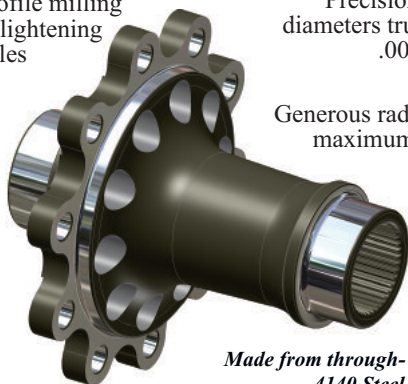


## 9" FORD SPOOLS

Profile milling  
& lightening  
holes

Precision ground  
diameters true within  
.001" T.I.R.

Generous radiuses for  
maximum rigidity



Made from through-hardened  
4140 Steel

53125

There is more to a spool than meets the eye. It not just a pretty part, but one of the key components that influence ring and pinion life. Our product has a reliable ratio of strength to weight. MW steel and aluminum spools are in-house produced from our exclusive forging tools that create superior grain flow for maximum strength. MW steel spools are produced from 4140 alloys and through hardened, resulting in steel strength that is the same at the core as at the surface.

Our aluminum spools are produced from 7075 aluminum and feature the MW gold coating. The bearing diameters and ring gear register are precisely controlled utilizing CNC grinders. Custom tooling grinds all three critical diameters on the same centers. The ring gear diameter is precisely controlled, assuring the proper press fit to the ring gear. Controlling these factors while manufacturing a spool is extremely important for improving maximum gear life.

### Light Weight Spools

53145	9" Ford Light Weight Spool	.....365.00
	MW 35-spline, L/W milled for stock case, 2.983" or 3.062" bore, weight 8.75 lbs.	
53148	9" Ford Light Weight Spool	.....365.00
	MW 35-spline, L/W milled 3.250" case, weight 9 lbs.	
53125	9" Ford Light Weight Spool	.....365.00
	Light weight profile milled steel spool (40 spline), 3.812 bearings with 1/2" ring gear bolts, 3.812" case, 10 lbs	

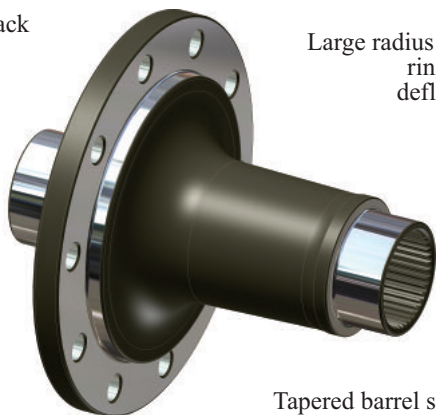
### Light Weight Spools

53127	9" Ford Light Weight Spool	.....365.00
	Light weight profile milled steel spool (40 spline), 3.812 bearings, 7/16" ring gear bolts, 3.812" case, 10 lbs.	
53137	9" Ford Light Weight Spool	.....365.00
	MW 40-spline, L/W milled, 3.250" bore case, large bore wheel bearings and proper housing ends are required, weight 8.5 lbs	
53138	9" Ford Light Weight Spool	.....365.00
	Summers type 35-spl., L/W milled, weight 9 lbs. (Dana type spline)	
53147	9" Ford Light Weight Spool	.....365.00
	Strange type 35-spline, (Dana spline) weight 9 lbs.	

## STANDARD STEEL SPOOLS

Tapered back  
profile for  
increased  
stiffness

Large radius limits  
ring gear  
deflection



53136

Tapered barrel section  
increases rigidity

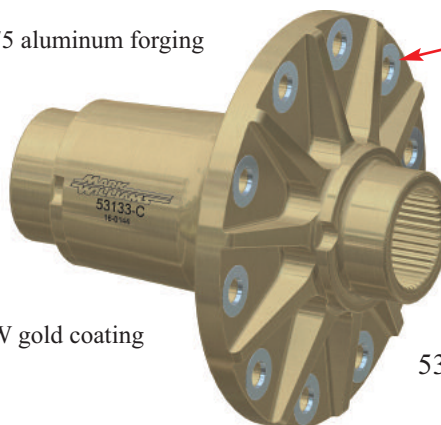
### Standard Spools

53139	9" Ford Standard Spool	.....310.00
	Stock type 28-spline, weight 10 lbs.	
53144	9" Ford Standard Spool	.....310.00
	Stock type 31-spline, weight 11 lbs.	
53140	9" Ford Standard Spool	.....310.00
	MW 35-spline for stock case, 2.893" or 3.062" bore, 11 lbs.	
53146	9" Ford Standard Spool	.....310.00
	MW 35-spline 3.25" case, weight 12 lbs.	
53136	9" Ford Standard Spool	.....310.00
	MW 40-spline, requires 3.250" bore case and large bore wheel bearing with proper housing ends. weight 11 lbs.	

## ALUMINUM SPOOLS

7075 aluminum forging

Hardened  
washer  
for ring  
gear bolt  
seat



MW gold coating

Stiffening  
back ribs

53133

### Aluminum Spools

53135	9" Ford Aluminum Spool	.....473.00
	Aluminum spool (35 spline), requires 3.250" bore case weight 4.9 lbs.	
53133	9" Ford Aluminum Spool	.....473.00
	Aluminum spool (40 spline), 3.812" bearings. Requires 3.812 bore case, 57448 weight 5.5 lbs.	
53149	9" Ford Aluminum Spool	.....473.00
	For Strange 35-spline axles.	

**MARK WILLIAMS** Enterprises®

## 9" FORD LOCKERS & POSI-TRACTION



57311



187S-35C



187S-17B



DPI-35

The 9" Ford has several ways to go when an increased traction differential is required. Mark Williams stocks several different types, the Detroit Locker, the Truetrac®, the DPI Gold Track, and the Ford Clutch Posi.

**DETROIT LOCKER™** is offered for popular 9" Ford applications (28, 31, and 35-spline). These units are designed to provide power to both wheels even in those situations where one tire loses traction. Detroit Lockers™ will also compensate for differences in wheel speed when turning corners by letting the wheel with the larger turning radius overrun and unlock from the other wheel. The 35 spline unit is popular for Pro-Street application, requiring a large axle spline and can be used for drag racing.

**CLUTCH POSI-TRACTION** are the most common and are used in the original rears. Smooth quiet action relies on spring pressure and friction in the clutch plates to increase driving traction. Quietest for street rod applications.

**TRUETRAC™ OR GOLD TRACK™** differentials do not use friction plates, but rather the wedging action of separating spiral pinion gears. This type of differential is unique in that it increases traction, but does not affect the steering, and there are no friction plates to wear. It allows normal differentiation without adverse effect on steering, or chattering when cornering. Only when there is a loss of traction, will power transfer occur. The worm drive differential offers moderate strength.

187S-13A 9" Ford 28 spline Detroit Locker™ . . . . .781.76

187S-17B 9" Ford 31 spline Detroit Locker™ . . . . .781.76

187S-35C 9" Ford 35 spline Locker . . . . .854.00

*Requires 3.812" or 3.250 case. with 2.0 ID bearings*

57311 9" Ford Posi Unit (31 spline) . . . . .402.00

*Clutch type posi-traction (Motorsports type).*

57315 9" Ford Eaton™ (35 spline) . . . . .762.00

*Unit requires 3.812" or 3.250 case. with 2.0 ID bearings*

DPI-35 9" Ford Gold Track (35 spline) . . . . .1234.00

*Unit requires 3.812" or 3.250 case. with 2.0 ID bearings*

## 9" FORD AXLE & SPOOL PACKAGE



50100 Hi-Torque Axles



Drive Stud Kit and Washers



Wheel Bearings and Lock Rings



9" Spool 35 or 40 Spline



Bearing Retainers

The MW 9" Ford Axle/Spool Package includes a pair of custom built standard Hi-Torque axles (any length/35 or 40 spline combination), axle bearings, bearing retainer plates, standard steel spool and a complete 5/8 drive stud kit with Snap-Lock™ washers. This kit allows you to have the top of the line axle and spool kit and get all the right parts the first time.

HI-K12 Axles/Spool/Bearing/Retainer/Stud Kit . . . . .1300.00

**Call for additional savings on a lightweight components package.**

**toll free**  
**800-525-1963**

**on the web**  
**www.markwilliams.com**



## 9" FORD COMPONENTS



This is a list of the most common replacement parts for 9" type differentials. We have many parts and components available that are not included in this listing. Give us a call for items not listed. We are never too busy to help you find the smallest part you require. We take pride in helping you get the right parts when you need them.

39008	MW 9" Ford Pinion Yoke	195.00
	<i>28-spline, 4340 steel for 1350 series U-joint.</i>	
39011	MW 9" Ford Pinion Yoke	210.00
	<i>35-spline, 4340 steel for 1350 series U-joint.</i>	
39025	9" Ford Pinion Yoke 1330 Ford Joint	195.00
	<i>4340 steel for Ford 1330 series joint 3-5/8 x 1-1/8" for MW support.</i>	
5000-181	Retaining Ring For MW Ford Case	1.25
53124	9" Ford Spool Bearings 3.812 O.D.	89.04
53141	9" Ford Spool Bearings, 2.893 O.D.	52.36
53142	9" Ford Spool Bearings, 3.062 O.D.	61.48
53143	9" Ford Spool Bearings, 3.250 O.D.	60.32
57407	Pinion Stud Kit for MW Cases 7/16"	52.24
57408	Pinion Stud Kit for MW Case 3/8"	57.96
57449	Load Bolt Kit for MW Case	49.00
57500	Heavy-Duty Adjusters, 3.062 bore	58.16
57502	Replacement Cap, 2.893" bore (ea)	180.00
57503	Replacement Cap, 3.062" bore (ea)	169.00
57510	Shim, Spool/Carrier (pr)	48.15
	<i>For 9" Ford Spool/Carrier in a 3-1/4" case.</i>	
57550	Heavy-Duty Adjusters, for 3.250 bore (pr)	81.00
57560	Heavy-Duty Adjusters, for 3.812 bore (pr)	96.00
57570	Adjuster Adapter (pr)	106.00
	<i>To use 3.062" bearing in a 3.25" case, (best method).</i>	
57602	Pinion Bearing Sleeve	19.00
	<i>For rear bearing of 57600/57620 Pinion Bearing Housing.</i>	
57603	Solid Pre-Load Spacer	19.50
	<i>For 57600, 57610, 57620 and 57630 (machining required).</i>	
57604	Shim, Yoke/Coupler	13.50
	<i>For use with 39008 or 40300 with stock 9" Ford pinion housing.</i>	
57609	Stud Kit, 9" Ford Pinion Support	57.57
	<i>For stock and non MW cases.</i>	

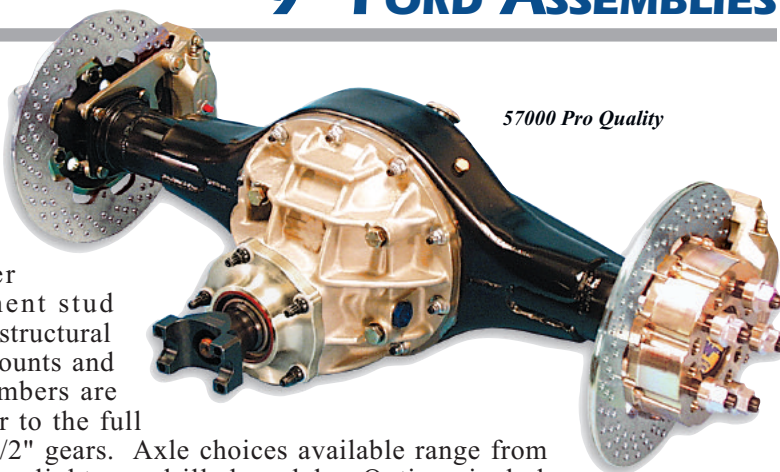
57608	Bolt Kit 9" Ford Pinion Support	6.30
	<i>For Cases with 3/8-16 threads</i>	
57900	Ring Gear Bolt Set Thin 3/4 wench (7/16")	48.00
	<i>Drilled for safety wire (use ARW77 washers w/Strange spool)</i>	
57901	Gasket, 9" Ford Thirdmember	5.20
57929	10" Gear Ford 9" Thirdmember Gasket	11.62
	<i>Profile to clear 10" gears EZ-Release reusable gasket.</i>	
57902	Pinion Nut, 9" Ford (standard pinion)	5.25
57903	Pinion Nut, 9" Ford (35 spline pinion)	6.50
57904	Seal, 9" Ford Pinion (standard pinion)	17.43
57905	Seal, 9" Ford Pinion (35 spline pinion)	21.90
57906	Adjuster Locks, stock type (pr)	5.80
57907	Pinion Pilot Bearing (OE type bearing)	21.60
57908	Pilot Bearing Retainer (for stock case)	10.00
57909	Crush Sleeve (stock support)	10.00
57912	Seal, 9" Ford Pinion (40 spline pinion)	39.78
	<i>For 57650 or 12" pinion support Viton high temperature compound.</i>	
57913-10	Thirdmember Stud Kit (10 ea.)	81.35
	<i>Thirdmember to housing attachment bolts, nuts and washers.</i>	
57914	Pinion Pilot Bearing, .812" Long	23.53
	<i>For MW thru bolt cases.</i>	
57916	9" Pinion Depth Shims .005"-.015"	23.60
	<i>MW alum. shims. 2ea.-.005, .007 &amp; 1 ea.-.010, .012, .015.</i>	
57940	Ring Gear Bolt set Thin 3/4 wrench(1/2")	82.10
	<i>Thin head 3/4" 12 point with safety wire drilled</i>	

### Angular Contact Spool Bearings

53210	Angular Contact Spool Bearings 3.812" OD	172.24
	<i>3.812" OD x 2.250" inside (9" Ford 3.812 case and Dana 60)</i>	
53220	Angular Contact Spool Bearings 4.000" OD	210.00
	<i>4.00" OD x 2.250" inside (9" Ford 57458 case)</i>	
CB-53220	Ceramic AC Spool Bearings 4.000" OD	664.15
	<i>4.00" OD x 2.250" inside (9" Ford 57458 case)</i>	

## 9" FORD ASSEMBLIES

The steel housing MW 9" rear end assemblies are custom produced to suit your individual application. MW's years of experience assures you that the finished product will match your exact requirements. Each assembly starts with a brand **NEW** large 9" Ford center. 3" x 1/4" wall 4130 chromoly tubes are installed and given extensive internal supports. The thirdmember mounting flange is reinforced at the attachment stud locations. MW housing ends are installed after all structural welding is completed, including any suspension mounts and or rear brace, to assure true alignment. Thirdmembers are available from the economical nodular iron carrier to the full competition thru bolt aluminum case with 9 or 9-1/2" gears. Axle choices available range from the standard MW Hi-Torque axles to the trick Superlight gun drilled models. Options include Carbon/Carbon disc brakes and other weight saving components. The assemblies below are a few popular combinations, call for a quote on a package that is best suited to your application.



57000 Pro Quality

### 57000 9" Ford Complete Pro Quality Rear . . . . .7206.00

*Aluminum thirdmember with thru bolt case, L.W. steel spool, Pro Gears, ball bearing pinion support and MW yoke, Super-Light gun drilled 40 spline axles with bearings and drive stud kit. Housing with 4130 tubes and brace. MW Disc brake kit with drilled steel rotors are also included.*

### 57060 9" Ford Complete Locker Rear . . . . .5413.00

*Nodular iron thirdmember, 31 or 35 spline locker, 8620 gears, MW tapered bearing pinion support and MW Ford pinion yoke, standard Hi-Torque axles with bearings and 1/2" wheel studs (less brakes). 31 or 35-spline locker same price .*

### 57050 9" Ford Complete M/L Economy Rear . . . .4381.00

***MasterLine** Nodular iron thirdmember, standard spool, 8620 gears, MW tapered bearing pinion support and MW Ford pinion yoke, standard **MasterLine** axles with bearings and 1/2" wheel studs (less brakes). Add \$750.00 for optional housing brace.*

### 57090 9" Ford Pro-Street Rear (less center) . . . .4942.00

*New 9" Ford housing with rear brace installed. Includes MW Pro Street Axles, wheel bearings, 5/8" drive stud kit and MW vented disc brakes. Specify wheel to wheel width, bolt pattern and number of splines ( same dimensions as required on axles). Complete rear less thirdmember assembly.*

## 9" FORD STEEL HOUSINGS



57220

Mark Williams offers several steel 9" Ford housings. Housings with 3" diameter tubes are built with brand new coil spring centers, 4130 tubes with internal bracing and MW housing ends. MW also offers bolt-in housings for some popular applications that are built from stock tube housings with all required suspension mounts. All housings have a lube fill cap, drain, housing vent, and thirdmember studs installed. We can install custom brackets to any of these housings for an additional charge. If you are going to install your mount brackets in the car, we can build the housing with the ends tacked on, so it can be returned for final housing end installation. This will eliminate the welding distortion caused by the bracket installation process.

### 57120 9" Ford housing with mounts . . . . .1673.00

*Fits '82-'92 Camaro/Firebird. Includes torque arm mount (no brace).*

### 57130 9" Ford housing with mounts . . . . .1442.00

*Fits '78-'79 Mid size GM passenger car .*

### 57140 9" Ford housing with mounts . . . . .1491.00

*Fits '79-'93 Ford Mustang with Quad shock mounts.*

### 57150 9" Ford Floater Housing . . . . .2702.00

*9" center with 4130 tubes, rear brace, filler cap and bung, vent and floater spindles installed. Large tubed housing.*

### 57160 9" Ford Housing with Mounts . . . . .1617.00

*Fits '64-'72 Mid size GM passenger car*

### 57200 9" Ford Large Tube Housing . . . . .1251.00

*9" center with 3" 4130 tubes, filler cap and bung, vent and choice of any MW housing ends. No brace.*

### 57220 9" Ford Large Tube Housing . . . . .2065.00

*9" center with 3" 4130 tubes, rear brace, filler cap and bung, vent and choice of any MW housing ends.*

**Check out the Modular 9" housing in this catalog. Many quality minded builders are opting for the advanced modular rears available with a variety of housing ends and mounting brackets. Sometimes the Modular is a better cost value than the steel housings.**

**toll free**  
**800-525-1963**

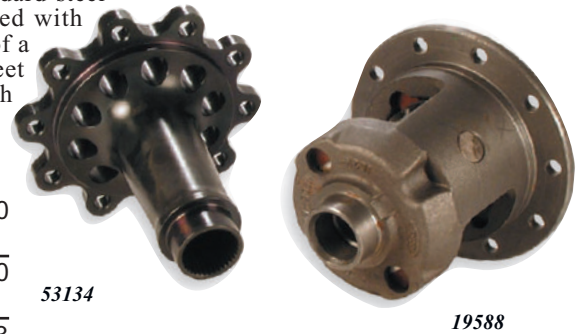
**on the web**  
**www.markwilliams.com**



## 8.8 COMPONENTS SPOOL AND POSI-TRACTION

For drag race applications Mark Williams offers a pair of steel spools, standard steel and lightweight steel, both with MW 35 splines. These spools can be used with either MW Hi-Torque axles or MW's **MasterLine** axles. Both require the use of a MW "C" clip eliminator kit or updating to weld on housing ends. For street applications the Eaton™ 31 spline posi-traction is the good choice. With carbon fiber clutches and 400 lbs. preload this unit delivers the most torque to the rear wheels yet still gives excellent drivability.

53132	8.8" Ford 35 Spline Spool	310.00
	<i>Must use 57900 ring gear bolt kit, 14#</i>	
53134	8.8" Lightweight Ford Spool	365.00
	<i>Must use 57900 ring gear bolt kit, 11#</i>	
19588	8.8" Eaton™ Posi-Traction (31 Spline)	615.63
	<i>31 spline with 400 lbs preload clutch, for 3.08 and up ratios</i>	



53134

19588

## 8.8 HOUSING ENDS - C-CLIP ELIMINATOR KITS



58510

59260

When preparing the 8.8" Ford rear for serious power the first modification is to eliminate the possibility of wheel loss with axle failure. The first method is to utilize a C-Clip Eliminator kit. The kit is designed to bolt on to the standard housing end with some modification. The second method is to install our replacement housing ends. Changing housing ends is the best method, especially if you need to narrow track width.

58510	8.8 Ford Housing Ends (pr)	240.00
	<i>For 3.150" O.D. bearing with bolt kit for backing plate.</i>	
59250	8.8 Ford C-Clip Eliminator Kit	251.00
	<i>For MW axles with 1.564" I.D. ball bearings.</i>	
59260	8.8 Ford Street/Strip C-Clip Eliminator. Kit	278.46
	<i>For MW axles with 1.564" I.D. Timken® tapered roller bearings. Best kit for street applications.</i>	

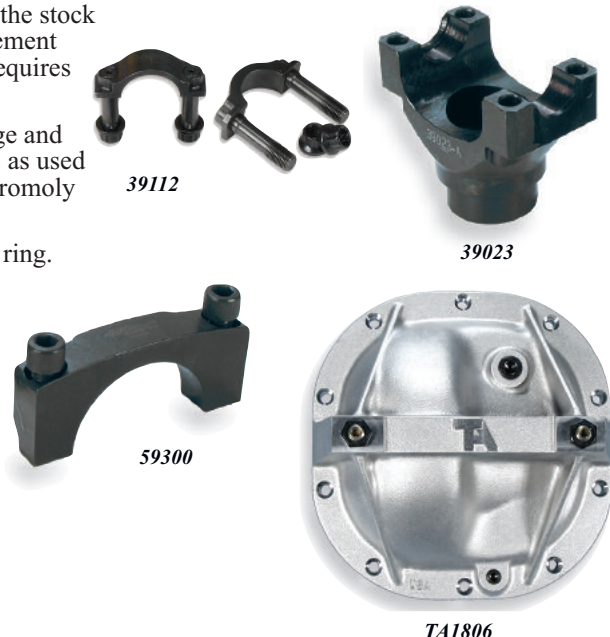
## 8.8 BILLET CAP AND YOKE

One of the most common causes of rear end failure can be traced to the stock rear end caps. To cure this problem, MW offers a billet steel replacement cap that has an increased cross section and heat treated hardware. Requires simple milling or surfacing in rod cap grinder to install.

Our 1350 series pinion yoke eliminates the circular companion flange and allows the use of a 1350 series U-Joint and high strength driveshafts as used in all other drag race cars. Driveshafts are available in mild steel, chromoly or aluminum with transmission yokes for all popular models.

The 39023 pinion yoke can be used with a 3-3/16" magnetic pickup ring.

59300	8.8" Ford Steel Main Cap (ea)	93.00
	<i>Requires milling of cap parting line to install</i>	
39023	MW 8.8" Ford Pinion Yoke	195.00
	<i>For 1350 series joint for 39112 U-bolts</i>	
39112	2nd Gen 1350 U-Bolt cap kit	97.00
	<i>For MW 1350 Series Pinion Yokes</i>	
TA1806	TA Cast Aluminum Cover	251.81
57140	9" Ford Mustang Bolt In Housing	1491.00
	<i>An option to consider is the 9" housing that has bolt in mounting brackets installed. see page 33 for more information</i>	



39112

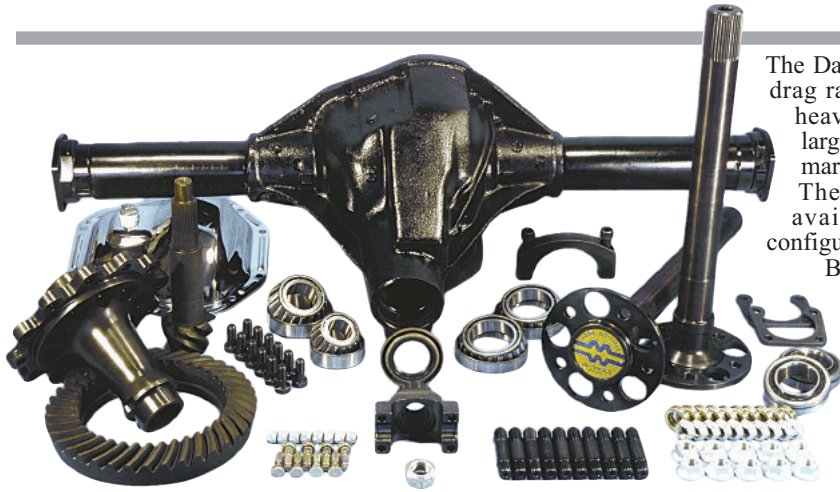
39023

59300

TA1806

**MARK WILLIAMS** Enterprises®

## DANA 60 ASSEMBLIES



The Dana 60 series rear end has, for many years, been one of drag racing's most popular differentials, mainly due to the heavy-duty nature of the unit itself. The Dana features a large 9-3/4" diameter ring gear and the availability of after-market 8620 or 9310 alloy gears with ratios of 3.54 to 7.17! The Dana is the only passenger O.E.M. rear that was available with 35 spline axles in the original factory configuration. The main drawback to the Dana is the weight.

By comparison, a complete Dana 60 is approximately 35# heavier than a 9" with a braced steel housing. A newly designed center casting has threaded adjusters for the carrier/spool bearing and pad for the Mopar type pinion snubber. The one piece center casting creates stiffness not found in thirdmember type rears. The Dana 60 offers excellent strength and reliability for the dollar. MW has a complete array of specialized components to further improve a Dana 60.

**56002 Dana 60 Pro-Quality Rear** .....4384.00  
*Complete with Standard axles, bearings, lightweight spool (35 or 40 spline), choice of Pro-Gears, Center housing with threaded adjusters, MW pinion yoke, with 4130 steel tubes, MW housing ends, wheel bearings and 5/8" thread drive stud kit. (less brakes)*

**56050 Dana 60 Economy Rear** .....3790.00  
*Complete with axles, bearings, standard spool (35 or 40 spline), choice of 8620 gears, MW 1350 series pinion yoke, Center housing with threaded adjusters 4130 tubes with any MW housing end and 1/2" screw in wheel studs. (less brakes)*

**56060 Dana 60 Rear with Detroit Locker** .....4508.00  
*Complete with axles, bearings, Detroit Locker, 35 or 40 spline, choice of 8620 gears, stock pinion yoke, Center housing with threaded adjusters. 4130 tubes with any MW housing end and 1/2" screw in wheel studs. (less brakes)*

**56100 Dana 60 Housing** .....1400.00  
*Dana 60 Housing with 3" x .25" 4130 steel tubes. Includes housing ends. New center casting width is built to customer specs. Includes a new Strange center housing with threaded adjusters*

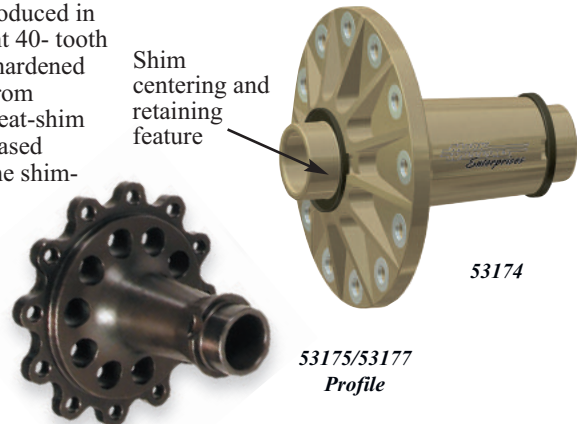
## DANA 60 SPOOLS

MW offers three different spools for the Dana 60 rear axle. Steel spools are produced in the 35-tooth MW version that has the 45° pressure angle spline, and the current 40-tooth 45° pressure angle spline. The aluminum spool features a 40 tooth spline and hardened washers for the bolt seat. The washers prevent deformation of the aluminum from torquing the ring gear bolts. Another feature of the aluminum spool is a steel seat-shim retainer. This innovation keeps the preload shims centered and allows an increased radius for the bearing seat. It also allows the bearing remover to pull against the shim-retainer, preventing the destruction of the shims during setup.

**53174 Dana 60 Aluminum Spool** .....599.00  
*MW 40-spline, aluminum, must have 45mm bore axle bearings weight 8 lbs.*

**53175 Dana 60 Steel Spool** .....549.00  
*MW 35-Spline, L/W profile milled, (proper housing wheel bearings that controls axle movement is required) weight 17 lbs.*

**53177 Dana 60 Steel Spool** .....549.00  
*MW 40 Spline, L/W profile milled steel 15 lbs.*



## DANA 60 LOCKER

The Dana 60 Locker features both 35 and 40 spline axle gears and will accept 4.10 to 7.17 ratio, (4 series) gears. The 40 spline locker is a new item and is available for 3.73-4.30 ratios and 4.56-7.17 ratio. MW 40 spline axles for our spool will also fit the new Locker

**225S-23A Detroit Locker** .....756.00  
*Dana 60 rear 35-Spline (for 4.10 to 7.17 gear)*

**225S-40A Detroit Locker** .....699.00  
*40 Spline for 3.73-4.10 ratio gears*

**225S-40B Detroit Locker** .....699.00  
*40 Spline for 4.88-7.17 ratio gears*

**TA1812 TA Dana 60 rear cover** .....203.00  
*The TA rear cover strengthens the housing and provides support to the main caps. Steel replacement caps are recommended as the first upgrade on O.E.M. Dana type rears.*

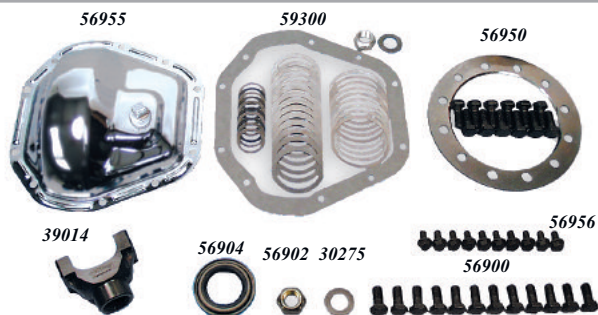


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## DANA 60 COMPONENTS



30275	Dana 60 Pinion Nut Washer	2.25
39014	MW Dana 60 Pinion Yoke 1350 joint <i>29-spline, 4340 steel for 1350 series U-joint</i>	195.00
39091	MW Dana 60 Pinion Yoke 1410 joint <i>29-spline, 4340 steel for 1410 high misalignment series U-joint</i>	304.00
53171	Spool Bearings, Dana 60	99.00
53172	Pinion Bearing Set, Dana 60	112.38
56900	Dana 60 Ring Gear Bolt Kit	40.00
56901	Dana 60 Cover Gasket	9.45

56902	Dana 60 Pinion Nut	5.80
56904	Dana 60 Pinion Seal	30.05
56910	Dana 60 Shim Kit <i>Pinion depth and pre-load shims, spool shims, gasket, pinion nut and washer.</i>	89.84
56940	Axle Gear,(ea.) <i>For Dana 60 Powr-Loc™ with 35 splines.</i>	149.06
56950	Ring Gear Spacer <i>Dana 60 for using 4.56 to 7.17 gear on 3.54 to 4.10 carrier.</i>	63.50
56955	Dana 60 Chrome Cover	43.95
56956	Dana 60 Cover Bolt Kit (10 pcs)	15.60



56960 Power-Lock™ Kit

56960	Powr-Lock™ Kit Dana 60 or 70 <i>Clutches, axle and spider gears, spider gear pin for 35 spline Powr Lock™ posi traction. Converts 23 spline carriers to 35.</i>	645.42
83-1034	Gear Installation Kit, Dana 60 <i>Shims (carrier, pinion depth, and preload), pinion nut, carrier bearings, pinion bearings, ring gear bolts, pinion nut and washer, gear marking compound and gasket.</i>	251.39

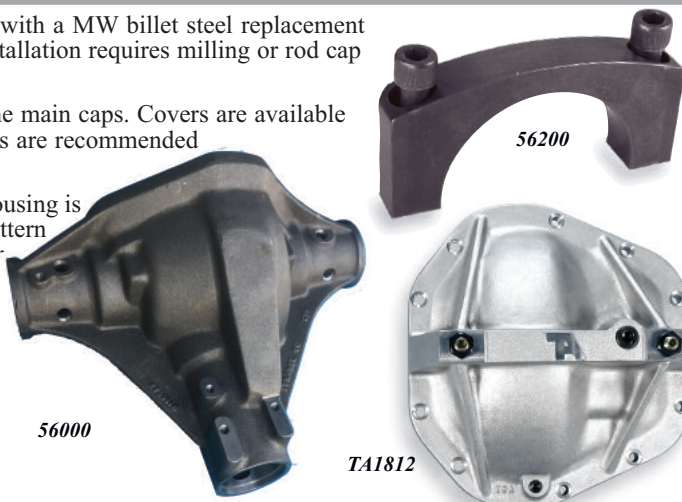
## DANA CENTER COVER & CAP

Replace one of the most common component failures on a Dana 60 with a MW billet steel replacement cap. The Dana 60 typically only requires one on the drivers side. Installation requires milling or rod cap grinding on the parting line of the cap.

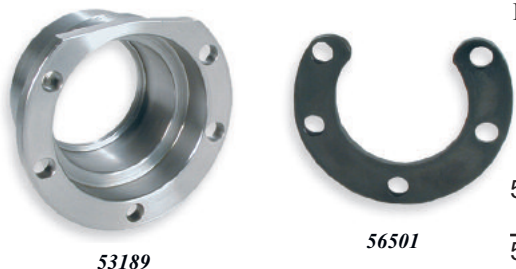
The TA rear cover strengthens the housing and provides support to the main caps. Covers are available as an upgrade to complete rears, or separately. Steel replacement caps are recommended as the first upgrade on O.E.M. Dana type rears.

The Strange reproduced center housing that is used for the Dana 60 housing is available for special projects. It features threaded adjusters and bolt pattern for the pinion snubber like were available on the Mopar-Chrysler Hemi Cars in the seventies.

56200	Dana 60 Steel Main Cap w/fasteners (ea)	98.00
888	Labor (cap installed by MW Ent.) (ea)	75.00
TA1812	TA Rear Cover	258.85
56000	Center Housing for Dana 60	553.00



## MOPAR HOUSING ENDS AND RETAINERS



53189

56501

Replacement Mopar ends are produced that utilizes a larger 3.150 O.D. bearing. The 53189 end allow the advantage of the larger bearing bore, (up to 45mm) wheel bearings that increase the axle strength. If you are using aftermarket drag race disk brakes we recommend using our 58580 housing ends. It is the most straightforward end that all the dimensions are standardized. It also has the advantage that the caliper can be mounted in four different clock angels if needed.

53189	Mopar Housing Ends, (pr) <i>For Mopar brakes using 58503, 58504 and 58505 axle bearing.</i>	160.00
56501	Mopar Bearing Retainers, (pr) <i>For 53189 and 53188 Mopar housing ends.</i>	32.00

**MARK WILLIAMS Enterprises®**

## GM 12 BOLT ASSEMBLIES



58000-RL Light Weight for GM "F" Body

suspension brackets. Three basic units are available; configurations include street/strip with Eaton™ Posi-Traction units, standard drag race with 35 spline steel spool and lightweight 35-spline aluminum spool. Bolt in models are available for ALL popular GM cars including the F- body with torque arm mounts.

MW Disc brake can be added to any model rear end. If using an MW Disk Brake kit, the rear will include our 58580 housing ends that take advantage of large 45mm bore bearings with inboard housing seals for a double seal. With its favorable hypoid distance and overall weight, the 12 Bolt is a good choice for applications with moderate power where friction loss and weight are important.

Additional performance improvements are available including Ring and Pinion Supra-Fin™ surface improvement finishing.



'64-'72 "A" Body



'67-69 Camaro Mono  
Spring Mounts



71275 Disk Brake Option

58060-S Complete GM 12 Bolt Street/Strip pkg . . .4245.00

*With Masterline Axles, Eaton posi, 8620 gears (no brakes)*

58000-R Complete GM 12 Bolt Drag Race pkg . . .4502.00

*With 35 Spline Hi-Torque axles, spool Pro Gears (no brakes)*

58000-RL Complete GM 12 Bolt Light Wt Drag . . .5018.00

*With MW Lightweight Aluminum Spool and Superlight Hi-Torque Gun drilled (11/16") Axles, Pro Gears, TA Cover (No Brakes).*

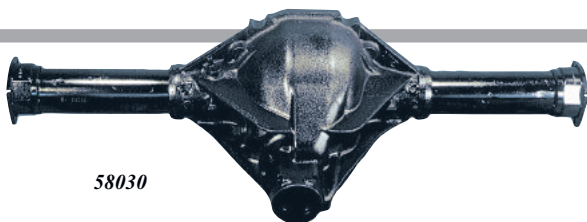
71270 4 Caliper Disc Brake Kit . . . . .2043 .00

*Drilled rotors for 58580 Symmetrical housing ends, Lightened Rotors*

71250 2 Caliper Disc Brake Kit . . . . .1475.00

*Drilled Rotors (or Solid)*

## GM 12 BOLT HOUSING



58030

MW offers DTS Express (KTRE) bare housings. Both utilize 4130 tubes and can be assembled with your choice of housing ends. The housings are produced with the stock carrier bore size 3.062" and the oversize 3.250" bore that will accommodate the MW aluminum 35 spline spool. For the builder who wants to fabricate the suspension mount in the car it makes sense to get the bare housing. We can tack weld the ends so they can be removed to install slide over brackets, and reinstall after welding.

58025 12 Bolt Bare 3.062" bore Housing . . . . .1662.00

*DTS housing, 4130 tubes and any MW housing ends, 3.062" bore. Suspension mounts can be installed at an extra charge. Price will be based on the application.*

58030 12 Bolt Bare 3.250" bore Housing . . . . .1662.00

*DTS housing with 4130 tubes and any MW housing ends. 3.250" bore. Suspension mounts can be installed at an extra charge. Price will be based on the application.*

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## GM 12 BOLT SPOOLS

53130 10-Bolt 8.5" Chevrolet Spool .....310.00  
*MW 35-spline 1970 or later 10 bolt, weight 14 lbs.*

53158 12-Bolt Aluminum Spool .....654.00  
*MW 35 spline, housing must be bored to 3.250" Includes 58925 shim kit and 53161A bearing kit. (\$198.00 separate ) 5.3 lbs.*

53160 12-Bolt Chevrolet Spool .....310.00  
*MW 35-spline, weight 14 lbs.*

53164 12-Bolt Chevrolet Spool .....310.00  
*30-spline, All 12 Bolt spools requires C-clip Eliminator kit or weld on housing ends, weight 14 lbs.*



53160



53158



53165

53165 12-Bolt Chevrolet Spool .....365.00  
*MW 35-spline, L/W milled, weight 11 lbs.*

53265 12-Bolt Chevrolet Spool 3-1/4 Bore .....365.00  
*MW 35-spline, L/W milled, for 3-1/4 bore housing11.1 lbs.*

## 12 BOLT POSI-TRACTION



**EATON**

Eaton® Posi Performance Differentials

Mark Williams stocks Eaton™ posi-traction units for 10 and 12 Bolt GM applications. All Eaton™ units feature carbon fiber clutches.

19554 12 Bolt Eaton™ Posi-Traction (Series 3) . . .598.20  
*30 spline with 400 lb. clutch preload. For 3.08 to 4.10 ratios.*

19555 12 Bolt Eaton™ Posi-Traction .....648.40  
*30 spline with 400 lb. clutch preload. For 4.10 and up ratios.*

19556 12 Bolt Eaton™ Truck Posi-Traction .....648.46  
*30 spline with 400 lb. clutch reload. For 3.73 and up ratios.*

19557 8.5 10 Bolt Eaton™ Posi-Traction .....509.91  
*28 spline with 400 lb. clutch preload. For 2.73 - 5.57 ratios.*

914A575 12 Bolt Eaton™ Truetrac .....566.00  
*33 spline For 4.10 to 6.14 ratios.*

914A576 12 Bolt Eaton™ Truetrac .....566.00  
*33 spline For 3.08 to 3.90 ratios.*

## GM HOUSING ENDS & RETAINERS

58400 G.M. Housing Ends, (pr) .....166.00  
*Full size 12 Bolt, Chevrolet Impala, Biscayne and 1/2-ton pickup, for 58503, 58504 or 58505 sealed axle bearings.*

58410 Full Size GM Bearing Retainers (pr) .....32.00  
*For MW 58400 Full Size GM housing end*

58560 G.M. Housing Ends, (pr) .....175.96  
*Mid-size 10/12 Bolt, for 58506 Timken® tapered roller axle bearings and seals.*

58600 G.M. Housing Ends (pr) .....143.00  
*Mid-size 10/12 Bolt, for 58503, 58504 or 58505 sealed axle bearings.*

58230 Standard GM Bearing Retainers (pr) .....32.00  
*For MW 58600 10 and 12-bolt housing ends.*



58600



58230

## GM C-CLIP ELIMINATOR KITS

These simple and handy kits are the perfect way to eliminate pesky Chevrolet C-clips. The kits also qualify as an accepted Safety Hub. They are easily installed on stock 10/12 Bolt axle tubes (after housing end is trimmed with a common hack saw) and accommodate large Ford style oversize bore sealed axle bearings. The press fit of the bearing and lock ring along with steel retainer plate hold the axle in place. There is a BIG DIFFERENCE in the MW C-Clip Eliminator kits when compared to our competitors. Our kits are steel, not troublesome aluminum. Our design leaves a round section of the housing, to align the bearing and carry the weight. Others rely on the bolt that is threaded into aluminum to align and carry the weight of the car. All MW C-clip kits include detailed installation instructions and mounting hardware.

58250 C-Clip Eliminator Kit .....225.00  
*Small 10/12-Bolt, for MW axles with 1.625" I.D. bearings.*

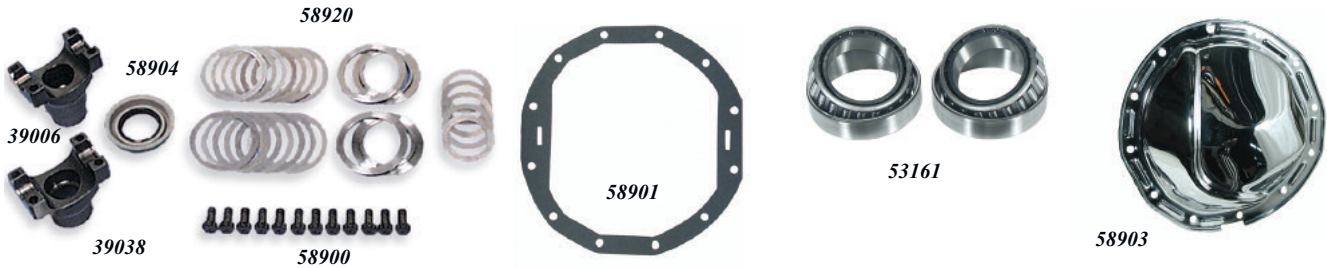
58350 C-Clip Eliminator Kit .....276.00  
*Full size 12-Bolt and 1/2 ton pick-up, for use with MW axles 1.625" I.D. bearing.*



58250 kit

**MARK WILLIAMS Enterprises®**

## GM 12 Bolt Components



39006	MW 12 Bolt Pinion Yoke (3.875 long)	.....	.215.00
39038	MW 12 Bolt Pinion Yoke (2.875 long)	.....	.204.00
58903	Chrome Cover, 12 Bolt	.....	.33.80
53161	12 Bolt Spool Bearings (3.062 OD)	.....	.62.52
53161A	12 Bolt Bearings for Alum. Spool (3.250 OD)	.....	87.52
53162	12 Bolt Chevrolet Pinion Bearing Set	.....	.66.22
58901	12 Bolt Rear Cover Gasket	.....	.5.20

58904	12 Bolt Chevrolet Pinion Seal	.....	.17.43
58920	12 Bolt Complete Shim Kit	.....	.86.65
<i>Assortment of pinion depth, carrier shims.</i>			
58925	12 Bolt Carrier Shim Kit (3.250" bore)	.....	.95.00
<i>Special inner shim with assortment of standard carrier shims.</i>			
<i>Must be used with 53158 spool and 53161A bearing kit.</i>			
58900	12 Bolt Chevrolet Ring Gear Bolt Kit	.....	.44.41
<i>3/8-24 Thin Head 12 Point Hex</i>			

## MW 12 Bolt Improvements

The MW designed pinion put has improved the OEM crimping design that destroys the pinion threads. Made from alloy steel and 100% machined with hardened washer, our design fixes the problem associated with OEM parts.

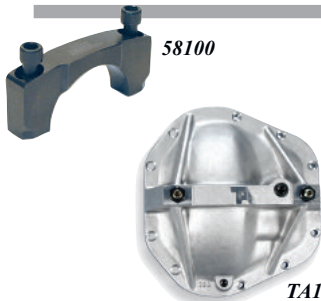
58918	Nut, 12 Bolt Pinion with Washer	.....	.44.40
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Until now, 12 bolt rears have been forced to rely on a standard crush sleeve. The MW solid preload spacer is CNC machined from 4140 steel and heat treated. Spacers are long and must be trimmed to the required length

58905	12 Bolt Solid Pre Load Spacer	.....	.47.00
<i>Requires machining to set the preload.</i>			



## 12 Bolt Billet Cap & Cover



One of the most common causes of rear end failure can be traced to the stock rear end caps. To cure this problem, MW offers a billet steel replacement cap that has an increased cross section and heat treated hardware. **Simple milling required to install.**

58100	12 Bolt Chevrolet Steel Main Cap (ea)	.....	.70.00
888	Labor (cap installed by MW Ent.) (ea)	.....	.75.00
TA1810	TA Cast Cover for 12 bolt GM car rears	.....	.252.81

## 12 Bolt Axle & Spool Package



The MW 12 Bolt Axle/Spool Package includes a pair of custom built standard Hi-Torque axles (any length/spline combination), complete c-clip eliminator kit w/bearings, standard steel spool and a complete 5/8" drive stud kit. This kit allows you to have the top of the line axle and spool kit and get all the right parts the first time.

HI-K14	12 Bolt Axle/Spool/C-Clip Eliminator Package	.....	.1350.00
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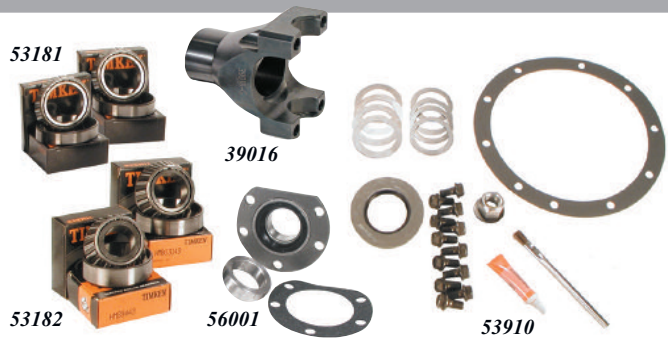
*Call for additional savings on a lightweight components package.*

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## 8-3/4 MOPAR COMPONENTS



39016	MW 8-3/4" Mopar Pinion Yoke	210.00
	10-spline, 4340 steel for 1350 series U-joint	
53181	8-3/4" Mopar Spool Bearings	69.08
	3.265" bore stock case (for MW spool)	
53182	Pinion Bearing Set	144.28
	8-3/4" Mopar, 1-3/4" pinion diameter, 742 case	
53900	8-3/4" Mopar Ring Gear Bolt Kit (L H)	35.00
53901	8-3/4" Mopar Rear Gasket	5.20
53902	8-3/4" Mopar Pinion Nut	3.75
53904	8-3/4" Mopar Pinion Seal, 1-3/4"	53.95

53905	8-3/4" Mopar Pinion Seal, 1-7/8"	26.10
53910	Pinion Shim Kit (742 Case)	59.60
	742 Case 8-3/4" Mopar, 1-3/4" pinion. Includes pinion depth and preload shims, pinion seal, and marking compound, pinion nut, washer.	
83-5310-S	Installation Kit, 8-3/4" Mopar (742 Case)	196.60
	742 case with 1-3/4" pinion. Includes pinion depth and preload shims, pinion nut and washer, pinion seal, stock posi carrier bearings, pinion bearings, ring gear bolts, gear marking compound, and gasket.	
53920	Pinion Shim Kit (489 Case)	56.74
	489 case 8-3/4" Mopar, 1-7/8" pinion (tapered pinion). Includes pinion depth shims, crush sleeve, pinion seal, pinion nut / washer, gasket, and marking compound.	
83-1037	Installation Kit, 8-3/4" Mopar (742 Case)	196.36
	742 case with 1-3/4" pinion. Includes pinion depth and preload shims, pinion nut and washer, pinion seal, stock posi carrier bearings, pinion bearings, ring gear bolts, gear marking compound, and gasket.	
83-1031	Installation Kit, 8-3/4" Mopar	167.67
	489 case with 1-7/8" Pinion. Includes pinion depth shims, crush sleeve, pinion nut and washer, pinion seal, spool bearings (with 2.00" bore), pinion bearings, ring gear bolts, marking compound, gasket.	
56001	Mopar Non-Adjustable Axle Bearings (pr)	96.65
	2.875" O.D., 1.562" I.D. for stock ends w/retainer	
56003	Mopar Non-Adjustable Axle Bearings (pr)	111.71
	2.875" O.D., 1.562" I.D. for stock ends w/retainer, spiral lock	

## 8-3/4 MOPAR SPOOLS



53179	8-3/4" Mopar Aluminum Spool	594.40
	MW 35-spline, weight 5.2 lbs.	
53180	8-3/4" Mopar Spool	341.00
	MW 35-Spline, 14 Lbs.	
53186	8-3/4" Mopar Spool	341.00
	Stock type 30-spline, weight 14 lbs.	
53187	8-3/4" Mopar Spool	365.00
	MW 35-spline, L/W profile milled, weight 11.2 lbs.	

## 8-3/4 MOPAR BILLET CAP

As with most rears, the stock caps are a weak link of the 8 3/4 Mopar. MW now offers a billet steel cap that is pre-bored and threaded. Caps are easily installed with a simple milling operation. Caps include Grade 8 hardware.

53950	8 3/4 Mopar Billet Cap(ea).	133.50
53960	Heavy Duty Adjusters (pr)	67.50
	CNC Machined Billet Steel	



## 8-3/4 MOPAR AXLE & SPOOL PACKAGE

The MW 8 3/4 Mopar axle/spool package includes a pair of custom built standard Hi-Torque axles (any length/spline combination), 56003 axle bearings, standard steel spool, and a complete 5/8 drive stud kit. This kit allows you to have the top of the line axle and spool kit and get all the right parts the first time.

HI-K13	8-3/4 Mopar Axle Spool kit	1300.00
	Hi-Torque axles, spool, wheel bearings, retainers, drive stud kit	

Call for additional savings on a lightweight components package



**MARK WILLIAMS** Enterprises®

## '57-'64 OLDS-PONTIAC COMPONENTS



The '57-'64 Olds-Pontiac rear end is still enjoying some popularity in drag racing. These rears were fairly popular in the past and have been used in surprising numbers that is why Mark Williams Enterprises continues to manufacture and stock many of the hard to find pieces needed to assemble and strengthen this rear.

39018	MW '57-'64 Olds Pinion Yoke	195.00
	<i>13 spline, 4340 steel for 1350 series U-joint.</i>	
53153	Olds/Pont '57-64 Aluminum Spool	550.00
	<i>35 Spline MW Spline 2.00 ID Bearing with hard bolt seat washers</i>	
53150	Olds/Pont '57-64 Steel Spool	549.00
	<i>35 Spline MW Spline 2.00 ID Bearing</i>	
53151	'57-'64 Olds-Pontiac Spool Bearings	72.36
53152	'57-'64 Olds Rear Gasket	7.50
58500	Olds-Pontiac Housing Ends (pr)	124.00
	<i>For 58503, 58504 or 58505 axle bearings with seal provision</i>	
58910	'57-'64 Olds-Pontiac Shim Kit	32.50
	<i>Pinion depth shims and crush preload spacer.</i>	
83-5810	Gear Installation Kit '57-'62 Olds	247.09
	<i>Pinion depth shims, crush sleeve, spool &amp; pinion bearings, seal, pinion nut and gear marking compound.</i>	
83-5810-S	Gear Installation Kit '57-'67 Olds	226.74
	<i>Pinion depth shims, crush sleeve, spool &amp; pinion bearings, seal, pinion nut and gear marking compound. For MW Spool.</i>	

## OLDS-PONTIAC BILLET CAP



Main cap breakage is a major problem with the '57-'64 Olds. Mark Williams now offers a superior strength billet cap that is pre-bored and threaded. Caps are easily installed with a simple fly cut milling operation.

58502	'57-'64 Olds-Pontiac Cap (ea)	112.00
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## OLDS-PONTIAC AXLE & SPOOL PACKAGE



The MW Olds-Pontiac Axle/Spool Package includes a pair of custom built standard Hi-Torque axles (any length with 35 spline spool), axle bearings, bearing retainer plates, standard steel spool and a complete 5/8 drive stud kit.

HI-K15	Olds-Pontiac Axle spool Kit	1525.00
	<i>Axles, spool, wheel bearings, retainers and drive stud kit.</i>	

## SHOP LABOR OPERATIONS



444	Re-Drill MW Axles (only)	340.00
	<i>Bolt pattern change or enlarge for 5/8 drive studs. Requires heat-treating. Bearings and studs must be removed (bearing lock rings can not have been tack welded). New bearings required. Can't be performed on axles that have studs welded or holes that have been damaged</i>	

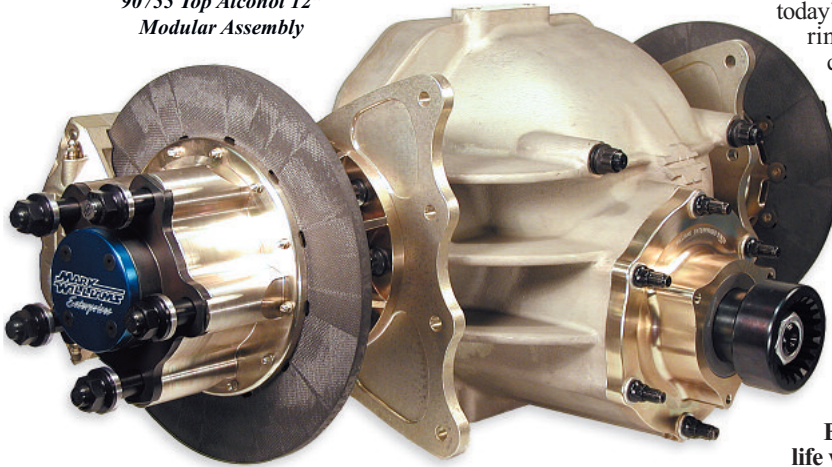
555	Magnaflux and Inspect Axles (pr)	50.00
	<i>Bearings and studs must be removed for thorough inspection. Lock ring can not have been tack welded. MW axles only.</i>	
666	Thirdmember Type Gear Set Up	300.00
	<i>9" Ford, 8 3/4 Mopar or Early Olds-Pontiac.</i>	
666-11	MW 12" Gear Set Up	800.00
	<i>Mark Williams 12"</i>	
777	Salisbury Type Gear Set Up	425.00
	<i>Dana 60, 10 or 12 bolt Chevrolet or 8.8 Ford.</i>	
888	MW Main Cap Installation (ea)	75.00
	<i>Dana 60, 12 bolt Chevrolet, 9" Ford, 8-3/4" Mopar and '57-64 Olds/Pontiac.</i>	
999	Install Housing Ends (labor only)	385.00
	<i>Narrow housing or re-align housing ends.</i>	
91110	Broach Pinion for MW Pump Drive	138.00
	<i>Add 3/8" hex pinion shaft to drive modular fluid pump.</i>	

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90755 Top Alcohol 12"  
Modular Assembly



The Mark Williams 12" Modular rear end has been designed to handle the harsh treatment of today's Top Alcohol and Pro Modified cars. This assembly is based on a ring and pinion designed from a clean sheet. It is not like other competitor's efforts to make a stronger unit where their designs are based on existing housing limitations. This unit has the proper proportioning ratios of housing strength and bearing capacity that make it a superior unit.

Features include an 12" Pitch diameter ring gear and 40 spline pinion shaft. The gears are designed with a 12" pitch diameter.

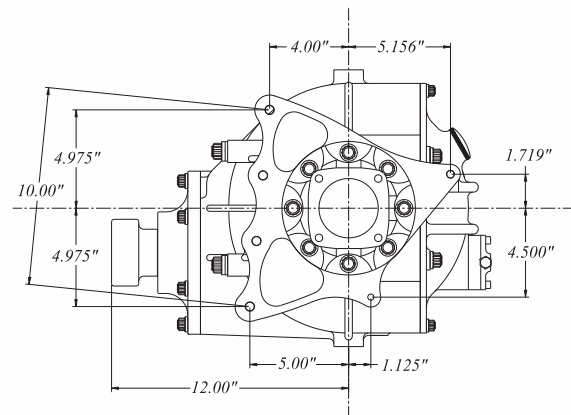
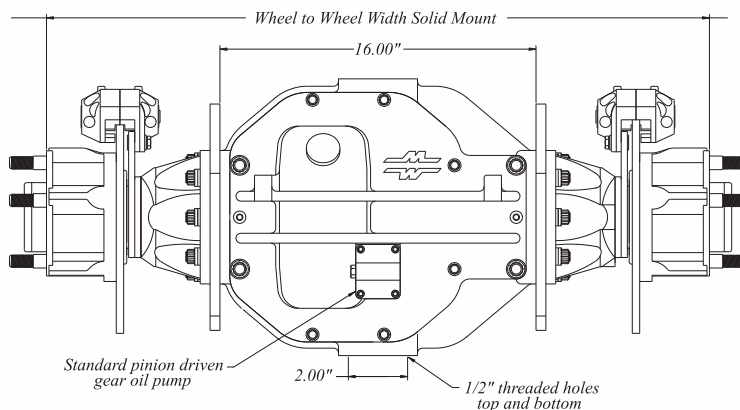
. The gear selection are 2.91, 3.20, 3.70, 3.89, 4.10, 4.29, 4.57, 4.71 and 5.83 ratios.

We currently have the ability to produce special ratios by using our in house the gear blanks.

The special gear ratios can be delivered in approximately 8 weeks.

**Best of all we are so confident in the extended ring and pinion life we warranty the gears against breakage for 2 years.**

The housing can be used with Hi-Torque flange axles as well as the MW Floater Hubs. The unique design allows easy removal of the rear cover to inspect the ring gear, while the removable pinion support gives access to the pinion gear. With the beefy 12" gears, the use of premium materials, and features carried over from the other MW race proven modular rears, the MW 12" offers unmatched strength and reliability.



## MODULAR 12" ASSEMBLIES

90000 12" Modular Center Section . . . . .	11,360.00
<i>Fully assembled center section with MW 12" gear, 40 spline aluminum spool, ball-taper pinion support, coupler and hardware. Center section only, use this if you have an existing 9" modular rear and want to upgrade to an 12" gear.</i>	
90750 Complete 12" Modular Steel Brake Assembly . . . . .	17,486.00
<i>Complete 90000 center section with MW 12" gear, 40 spline aluminum spool, ball-taper pinion support, coupler and hardware, and end bells. MW full floater with 40 spline axles. Aluminum solid mount brackets. Includes MW 4 piston calipers and lightened steel brake rotors. 210#</i>	
90755 Complete 12" Modular Carbon/Carbon Assembly . . . . .	18,328.00
<i>Complete 90000 center section with MW 12" gear, 40 spline aluminum spool, ball-taper pinion support, coupler and hardware, and end bells. MW full floater with 40 spline axles. Aluminum solid mount brackets. Includes MW 4 piston calipers and carbon/carbon brake rotors and pads. 198#</i>	

See charts on pages 54 and 55 for solid mount widths and floater spindle combinations. Call for pricing on special widths and combinations.

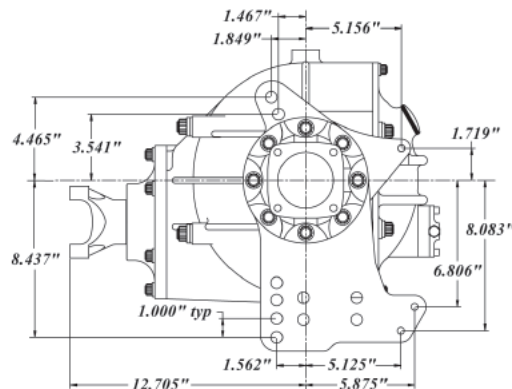
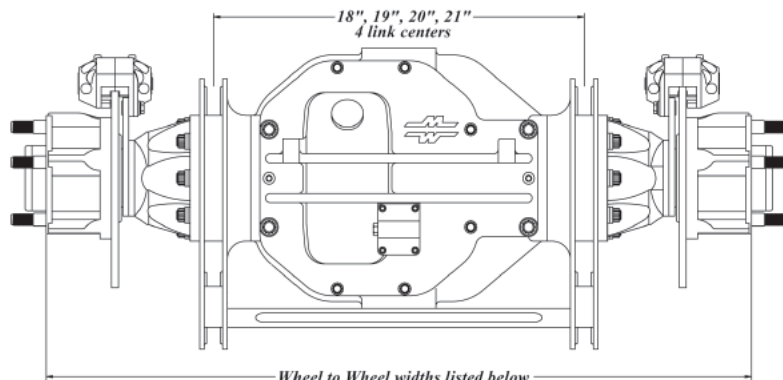
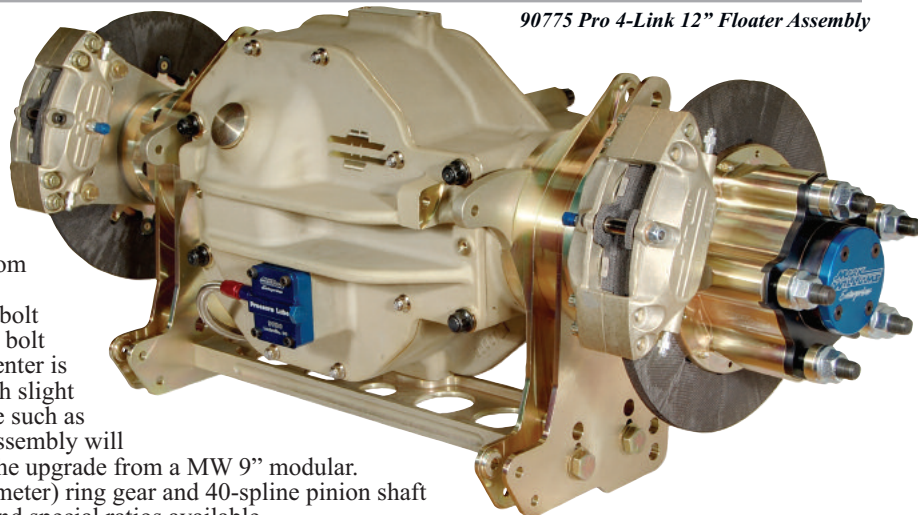
## 12" Pro 4-LINK



Pro Mod and Nitro Coupe racers have an option when it comes to rear end assemblies. Ring and pinion life for the 9" Ford type rears can be a constant issue. The 12" Modular make those issues a thing of the past. The 12" Pro 4-link rear from Mark Williams represents a massive gear life improvement for high horsepower 4-link drag race cars such as Pro Mods and Nitro Coupes.

At the heart is a rugged center module that is cast from the same tough aircraft alloy used in all MW cast aluminum components. It also incorporates the thru bolt design carried with a strength enhancing cover. The bolt pattern on the mounting faces on both sides of the center is the same as MW's 9" modular rear. This means, with slight modification, all the existing MW modular hardware such as 4 link brackets, lower tie bar, end bells and floater assembly will bolt directly to this new 12" assembly, simplifying the upgrade from a MW 9" modular. The gear set features an 11" diameter (12" pitch diameter) ring gear and 40-spline pinion shaft are all produced in the USA with the most popular and special ratios available.

90775 Pro 4-Link 12" Floater Assembly



## MODULAR 12" Pro 4-LINK ASSEMBLIES



90780 Pro-Mod 4-Link carbon floater  
with 4130 steel brackets

- 90770 Complete 12" Mod 4 Link Assembly . . .17, 658.00  
Complete 90020 center with MW full floating 40 spline axles, lightened steel brakes, aluminum 4-link brackets, end bells and axles. (18" centers, 35-1/2" wheel to wheel).
- 90775 Complete 12" Mod 4 Link Assembly . . .20,360.00  
Complete 90020 center with MW full floating 40 spline axles, carbon/carbon brakes, aluminum 4-link brackets, end bells and axles. (18" centers 35-1/2" wheel to wheel).

90780 Complete 12" Mod 4 Link Assembly . . .16,598.00  
Uses 4130 steel 4-link brackets, MW steel brake disc full floater assembly with lightened brake discs, end bells and axles. (17-1/4" centers 34-5/8" wheel to wheel).

90785 Complete 12" Mod 4-Link Assembly . . .20,814.00  
Uses 4130 Steel 4-Link brackets, full floater assembly with MW carbon/carbon disc brakes, end bells and axles. (17-1/4" centers 34-5/8" wheel to wheel).

90020 12" Modular Center Section . . .11,145.00  
Fully assembled center casting with gears, spool, pinion support, yoke and hardware. For easy swaps.

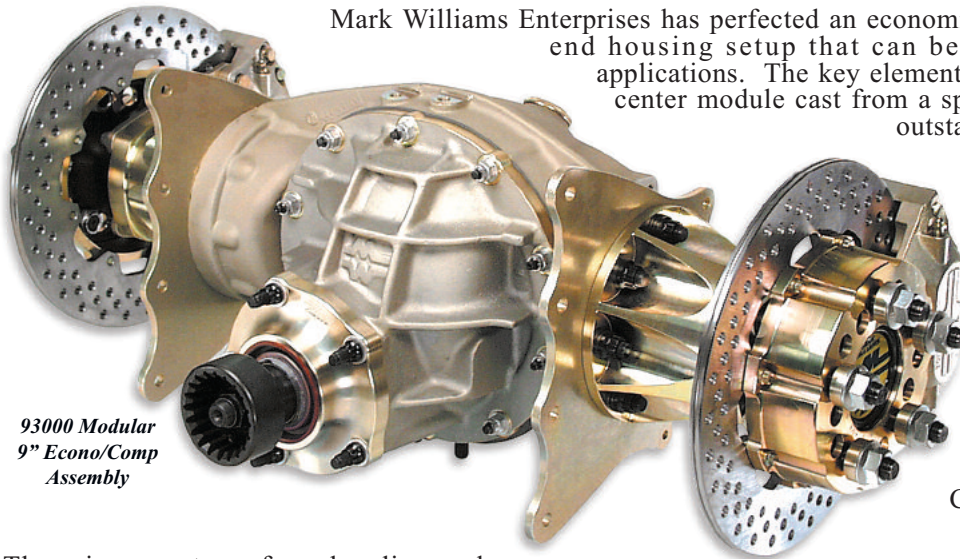
91100 Lube Pump Assembly . . .645.00  
Bolts to rear cover on solid or 4 link rear. Includes pump shaft and all plumbing. A must on Top Alcohol and Pro Mod cars Included in all assemblies..

See charts on pages 54 and 55 for 4-link widths and floater spindle combinations. Special narrow steel 4-link as above can be special built. Call for pricing on special widths and combinations.

toll free  
**800-525-1963**

on the web  
**www.markwilliams.com**





93000 Modular  
9" Econo/Comp  
Assembly

Mark Williams Enterprises has perfected an economical modular 9" Ford aluminum rear end housing setup that can be used for drag racing and street applications. The key element is the reinforced aluminum housing center module cast from a special grade aerospace alloy with an outstanding tensile strength of 60,000 psi (30% higher than 6061). The modular concept allows a variety of end bells and mounting brackets to suit your particular application. Price wise, the MW Modular stacks up favorably to the considerable re-working needed to make OEM units useable, or even the labor intensive fabricated steel housings. But the most important consideration is that the MW Modular housing is a completely CNC machined assembly and is extremely accurate.

There is zero stress from bending and welding typical to sheet metal rears. This assures you of an accurate housing that is properly aligned for optimum internal efficiency. The modular unit is also upgrade-able. If, at a later date a class change requires full floating hubs or the width needs to be changed, the appropriate end bells can be bolted on, eliminating cutting and welding. The newest addition to our modular line is the Econo/Comp 4 link housing (shown at right, recommended for LIGHT DUTY dragster and altered applications). It incorporates mild steel 4 link brackets and spacers along with a tubular lower tie bar. These new components make it easier than ever to convert a MW modular solid mount dragster housing to a 4-link set-up. This Modular rear is intended for lightweight Dragster and Altered applications that are less than 1800# and 800 HP. See part number 97780 page 47 for higher powered applications.



92400 Econo/Comp  
4-Link Housing

## 9" Econo/Comp Housings with Brackets

92000 Econo/Comp 9" Solid Mount Housing . . . .2409.00  
9" center section with 5/16" mounting brackets and standard end bells, symmetrical brake mount pattern., (26" wide for 32 1/8" wheel to wheel width). Call for additional widths and applications

92400 Econo/Comp 9" 4 Link Housing . . . . .3024.00  
With 3/16" mild steel 4 link brackets, tubular tie bar and standard end bells w/ symmetrical brake mount pattern, (4-link centers 17-1/4" ) with a 34" wheel to wheel width). Other widths available.

## 9" Econo/Comp Complete Assemblies

93000 Complete Econo/Comp Solid Rear . . . . .6608.00  
Lightweight aluminum carrier, 35-spline aluminum spool, lightened standard 8620 gears, MW axles (gun-drilled), bearings, drive studs, MW disc brake kit with drilled rotors, 92000 housing. Assembled weight 133 lbs.

93400 Complete Econo/Comp 4 Link Rear . . . . .7492.00  
Lightweight aluminum carrier, 35-spline aluminum spool, lightened standard 8620 gears, MW axles (gun-drilled), bearings, drive studs, MW disc brake kit with drilled rotors, 92400 housing. Assembled weight 149 lbs.

93050 Complete Econo/Comp Solid Rear . . . . .9276.00  
Lightweight aluminum carrier, 35-spline aluminum spool, lightened standard 8620 gears, MW axles (gun-drilled), bearings, drive studs, MW disc brake kit with Carbon/Carbon brakes, 92000 housing. Assembled weight 121 lbs.

93450 Complete Econo/Comp 4 Link Rear . . . . .9430.00  
Lightweight aluminum carrier, 35-spline aluminum spool, lightened standard 8620 gears, MW axles (gun-drilled), bearings, drive studs, MW disc brake kit with Carbon/Carbon brakes, 92400 housing. Assembled weight 137 lbs.