Terms & Conditions

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.

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.

Contents

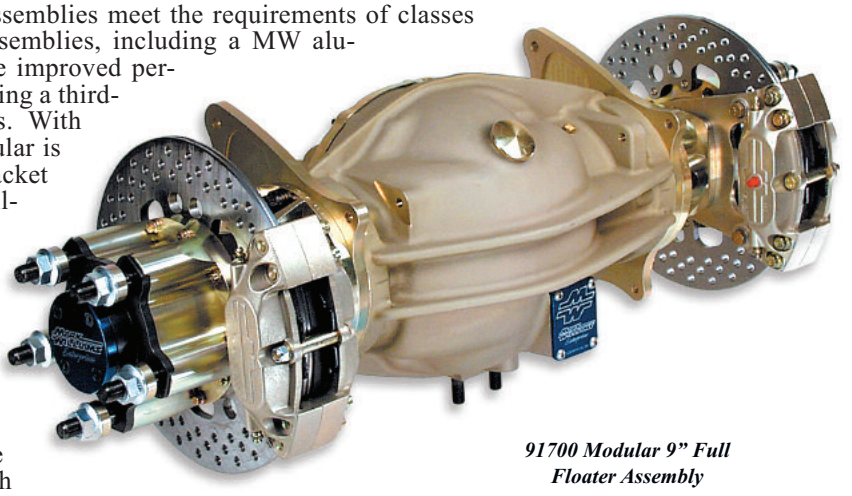
MARK WILLIAMS Enterprises®

9" Full Floater

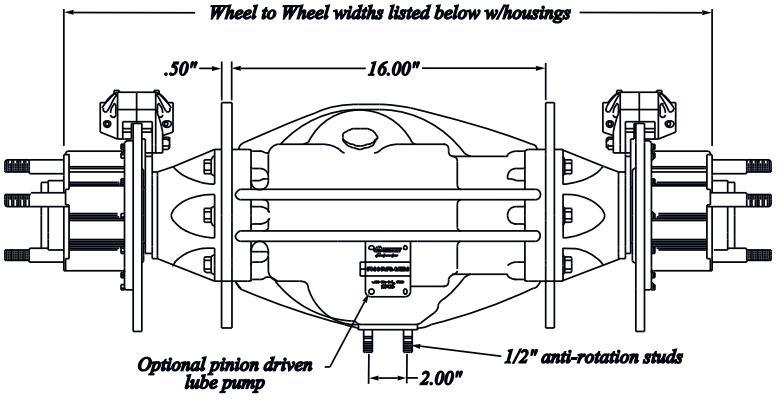
MW Modular

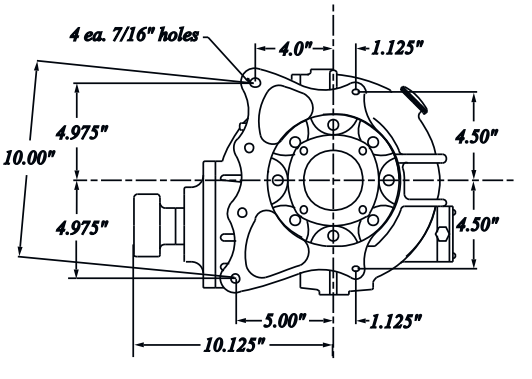
MW's full floater 9" Ford Aluminum Modular assemblies meet the requirements of classes that must have full floating hubs. Complete assemblies, including a MW aluminum thirdmember, offer reliability and provide improved performance due to precise component alignment. Being a thirdmember type rear, it's a snap to change gear ratios. With the 9", 9-1/2" and 10" ring and pinions, the Modular is suited for Top Dragster, Competition and Bracket Class applications. Thirdmembers are now available with 9-1/2" and 10" diameter ring gear (in select ratios) for added strength.

The MW floater unit incorporates sealed ball bearings (self lubricating) for minimum drag. The Floater hubs are available with a 5" or 5-1/2" bolt circle. Complete rears include full floater assemblies with a one-piece axle, (standard width only) and a large pinion thirdmember. Steel or Carbon/Carbon Disc Brakes are available for superior stopping power along with substantial weight savings.



91700 Modular 9" Full Floater Assembly





Modular 9" Floater Housings

94700-31 Modular Floating Housing w/Spindles . . .2819.00
Housing with Series II spindles and 1/2" thick pocket-milled brackets (31 1/8" wheel to wheel).

94700-33 Modular Floating Housing w/Spindles . . .2855.00
Housing with Series II spindles and 1/2" thick pocket-milled brackets (33 1/8" wheel to wheel). 50 lbs.

94700-37 Modular Floating Housing w/Spindles . . .2890.00
Housing with Series II spindles and 1/2" thick pocket-milled brackets (37 1/8" wheel to wheel).

Modular 9" Floater Assemblies

91700 Full Floating Mod. Aluminum Rear 8196.00
Floater with 1/2" mount brackets for 5" x 5 or 5 1/2" x 5 B.C, complete with Series II spindles, 57010 thirdmember (any ratio), brake assembly with lightened discs, MW calipers, one-piece axle, width 33-1/8" wheel to wheel, assembly weight 164 lbs.

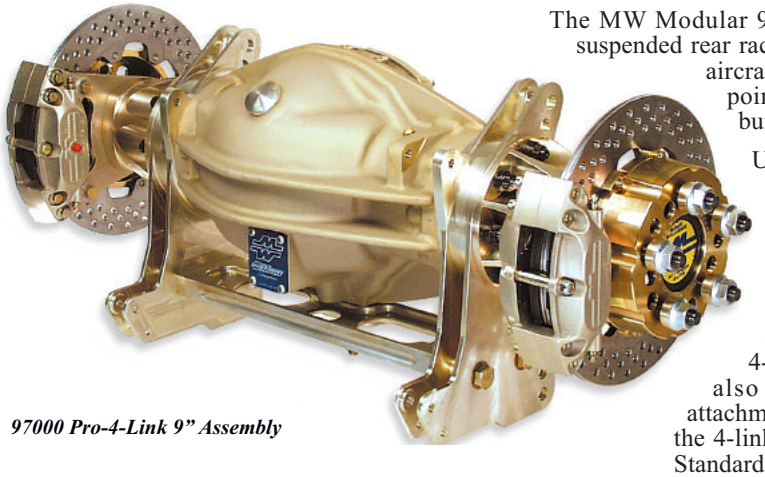
91750 Full Floating Mod. Aluminum Rear 10,996.00
Same as 91700 but with MW carbon/carbon brakes, assembly weight 152 lbs.

See pages 54 & 55 for components to make non-standard width housings. Or call 800-525-1963!

All Modular Housings accept thirdmembers with 10" ring gears without modifications!

MW Modular

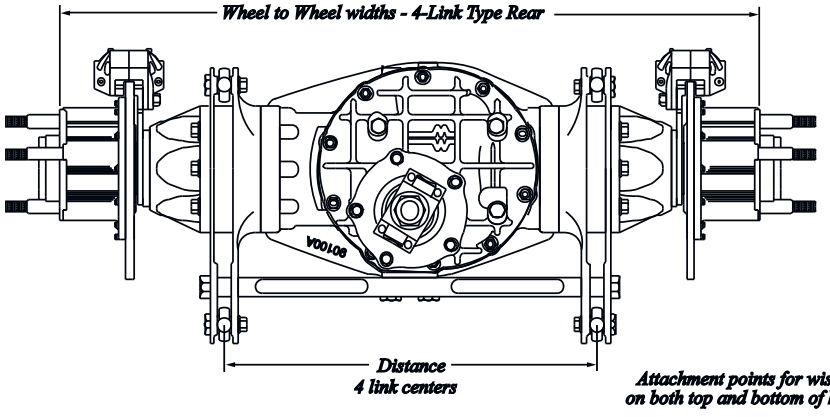
9" Pro 4-Link

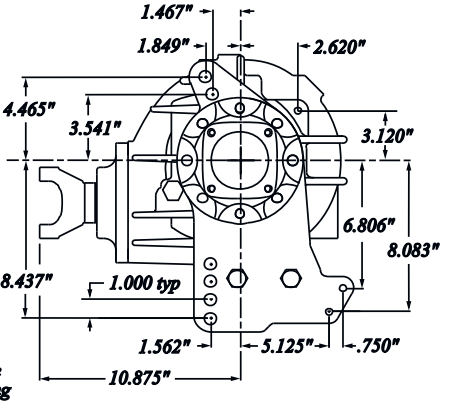


97000 Pro-4-Link 9" Assembly

The MW Modular 9" Pro 4-link housing is an outstanding choice for the suspended rear racecar. All 4 link brackets are CNC machined from 7075 aircraft alloy aluminum. The layout of the 4-link attachment points is the same as used by the leading pro stock chassis builders.

Units are available in both floater and flange type axle configurations. Unique design features include indexing lugs on each 4-link bracket that positively lock inner and outer brackets to each other and to the housing. This insures perfect alignment of all components and eliminates the possibility of the housing and thirdmember shifting between the brackets. To further strengthen the assembly, aluminum cross tie bar is used to secure the 4-link brackets to the bottom of the housing. The housing also has provisions for either upper or lower wishbone attachment along with shock and wheelie bar mounts. Holes in the 4-link brackets accommodate rod ends with 5/8" cross-holes. Standard housing has a 37" wheel-to-wheel width and 20" 4 link centers. Others widths are available (see charts on page 54 & 55).





Attachment points for wishbone on both top and bottom of housing

9" Modular Pro 4-Link Housings

96000 Mod 4-Link Flange Axle Housing 4181.00

Modular housing, aluminum 4-link brackets 37" wheel to wheel, 20" 4-link centers for flange type axles. See chart on pages 54-55 for other 4 link centers and wheel to wheel widths. (Other widths avail with extra charge).

98700 Mod 4-Link Full Floater Housing 4980.00

Modular Floater housing, aluminum 4-link brackets, 36-5/8" wheel to wheel, 20" 4-link centers for Full Floater kit. Call for other 4 link centers and wheel widths. (Other widths available with extra charge)

9" Modular Pro 4-Link Assemblies

97000 Complete Modular 4-Link Flange Rear . .11,732.00

3.812 bore H-D 10" ring gear aluminum thirdmember with 40 spline steel spool, Pro-gears, 50500 gun-drilled 40 spline flange axles, MW brakes with lightened rotors, 37" wheel to wheel and 20" 4 link centers standard. (Other widths available at extra charge) 160 Lbs.

97050 Complete Modular 4-Link Flange Rear . .13,662.00

Same as 97000 but with MW carbon/carbon brakes.

99700 Complete Modular 4-Link Floater Rear . .12,389.00

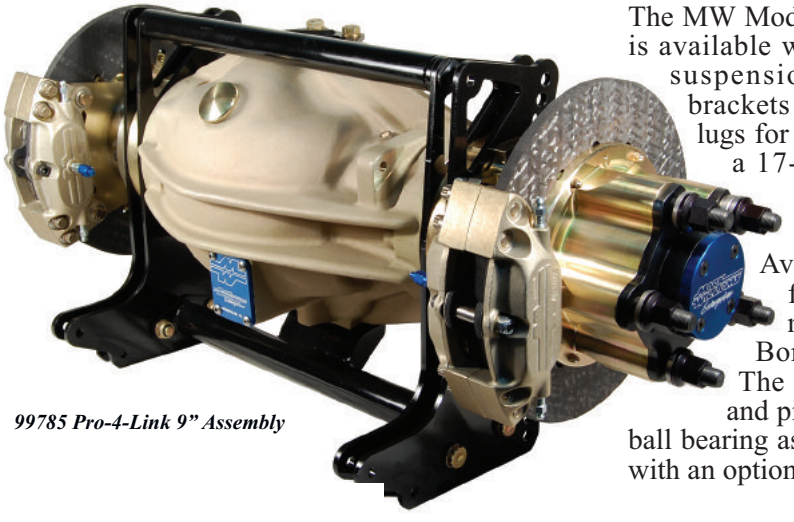
Large bore H-D aluminum 10" thirdmember with 40 spline steel spool, Pro-gears, gun drilled 40 spline axles, MW brakes with lightened rotors, 36-5/8" wheel to wheel and 20" aluminum 4-link brackets. (Other widths available at extra charge) 185 Lbs

99750 Complete Modular 4-Link Rear 15,305.00

Same as 99700 but with MW carbon/carbon brakes.

The models listed are typical assemblies. We can build you a rear to suite your individual requirements with a different thirdmember and axle\brake combinations. We can supply a drawing of the available 4-link bolt patterns upon request. Different configurations are available. Call for a quotation on a rear with the options that meets your requirements.

9" Pro 4-Link

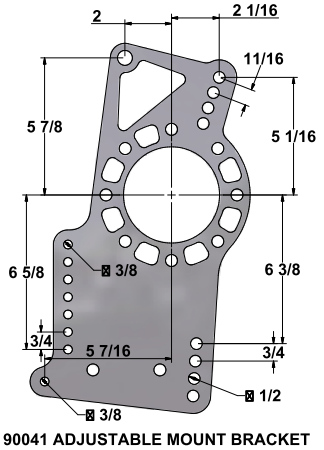


99785 Pro-4-Link 9" Assembly

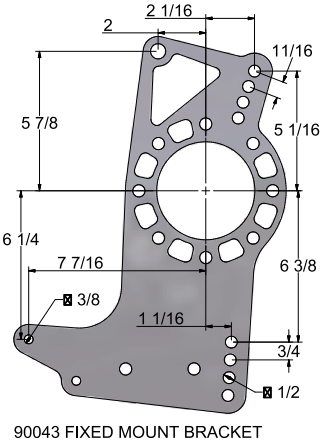
The MW Modular 9" 4-link housing is available with 4130 steel 4-link suspension mounts. The steel brackets feature the key alignment lugs for extra strength. The result is a 17-1/4" 4-link center distance plus the added durability of steel brackets.

90039 Coil Over Shock Mount

Available with coil-over spring mounts, that are fixed or adjustable with aluminum shock mounting brackets. Housings accept the 4.00" Bore MW thirdmembers without modifications. The complete rears are available with the 10" ring and pinion that can include the 100% angular contact ball bearing assembly. 4-link centers can be as narrow as 16" with an optional modified (14-3/8") center housing.



90041 ADJUSTABLE MOUNT BRACKET



90043 FIXED MOUNT BRACKET

98780 Floater Housing 17-1/4" 4-Link centers

9" Modular Pro Steel 4-Link Housings

96780 Mod Steel 4-Link Flange Axle Housing . . .4025.00
Modular housing, Fixed 4130 steel brackets 34" wheel to wheel, 17-1/4" 4-link centers for flange type axles. See chart on page 53 wheel to wheel widths.(Other widths available with extra charge).

98780 Mod Steel 4-Link Full Floater Housing . . .4648.00
Modular Floater housing, 1/4" 4340 fixed 4-link brackets, 34 5/8" wheel to wheel, 17-1/4" 4-link centers for Full Floater kit. Call for other 4 link centers and wheel widths. (Other widths available with extra charge)

9" Modular Pro Steel 4-Link Assemblies

97780 Complete Steel 4-Link Flange Rear 10,696.00
4.00 bore H-D aluminum thirdmember all ball bearings with 40 spline steel spool, 10" Pro-gears, 50500 gun drilled 40 spline flange axles, MW brakes with lightened rotors, 34" wheel to wheel with 17-1/4" Steel 4 link centers standard. (Other widths available at extra charge)

97785 Complete Steel 4-Link Flange Rear 13,506.00
Same as 97780 but with MW carbon/carbon brakes.

All Modular Housings accept thirdmembers with 10" ring gears without modifications!

99780 Complete Modular 4-Link Floater Rear . .11,946.00
Large bore 10" H-D aluminum thirdmember with 40 spline steel spool, 10" Pro-gears, gun drilled 40 spline floater axles, Steel disc brakes with lightened rotors, 34-5/8" wheel to wheel with 17-1/4" Steel 4 link centers standard. (Other widths available at extra charge)

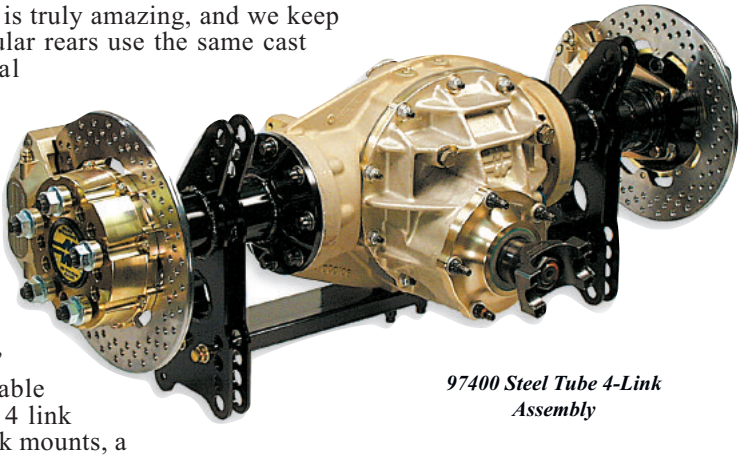
99785 Complete Modular 4-Link Rear 14,746.00
Same as 99780 but with MW carbon/carbon brakes.

90039 Adjustable Coil Over Shock Mounts brackets and mounts add $117.59

MW Modular

9" Steel Tube

The versatility of the MW 9" Ford aluminum modular rear is truly amazing, and we keep expanding the possible combinations. All steel tube modular rears use the same cast aluminum center, and either steel end bells or special aluminum end bells attached to 3" chromoly axle tubes. Steel tubes allow installation of 4 link or ladder bar brackets, spring pads, or any other combination available with a traditional housing. In addition, steel tubes allow for much wider housing widths than the aluminum configurations. This opens up many new applications for the MW modular housing. Using steel end bells, 4-link housings can be built with MW laser cut 4-link brackets made from 1/4"" thick steel plate. The 4-link attachment points on these brackets are similar to our aluminum brackets and accommodate 5/8" cross-hole rod end. Other mounting holes for the adjustable shock mounts and wheelie bar mounts are 3/8" diameter. 4 link centers can be as narrow as 21". To add rigidity to the 4 link mounts, a 1" X 3" steel cross tube is used to tie the 4-link brackets to the bottom of the housing.



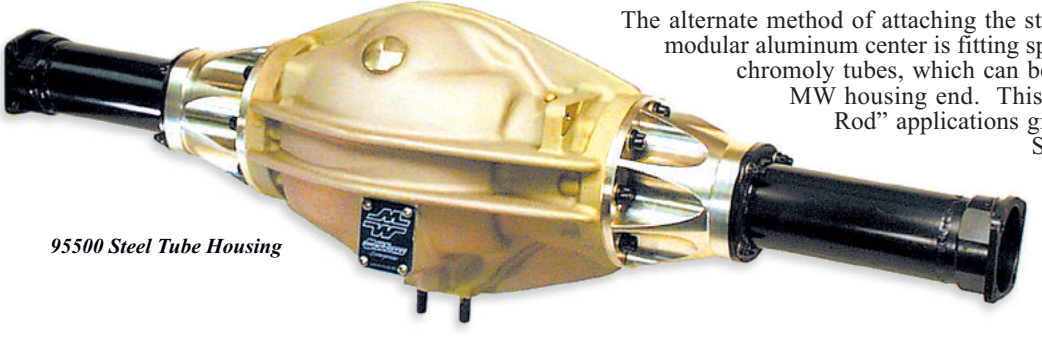
97400 Steel Tube 4-Link Assembly

Modular 9" Steel Tube 4-Link Housings

96400 Steel Tube Modular 4-Link Housing 3230.00
Any width housing, any 4-Link center to centers (min. 21"), 3" X .250" wall 4130 steel tubes with steel end bells with choice of MW housing ends.

97400 Steel Tube Modular 4-Link Assembly 8160.00
Complete with Aluminum thru bolt case, 40 spline axles, lightweight steel spool, 9" Pro Gear, Steel 4-Link brackets, with tie bar, MW disc brakes, drive studs, 1350 series pinion yoke, any housing width, any width 4-Link centers (21" minimum).

Modular 9" Steel Tube Assemblies



95500 Steel Tube Housing

The alternate method of attaching the steel tubes to the MW 90000-series modular aluminum center is fitting special aluminum end bells to the 3" chromoly tubes, which can be built to any length and with any MW housing end. This method is best suited for "Street Rod" applications giving the rear a more hi-tech look. Suspension, wheelie bar, and spring mounts can be attached to the tubes at the discretion of the builder just as with a normal steel 9" housing. The most obvious benefit is the ability to use the interchangeable, easy-to-maintain 9" Ford thirdmember.

95000 Steel Tube Modular Street Assembly 6150.00
With aluminum end bells and 4130 tubes, your spring/suspension mounts. Any make housing ends. Pro-Street axles with Timken wheel bearings. Includes lightweight aluminum thirdmember and 31 spline posi, minimum of 38" housing width (less brakes).

95500 Steel Tube Modular Housing 2736.00
3" diameter tubes with end bells for street/strip use. Spring pad or suspension mount installation is additional.

The models listed are typical assemblies. We can build you a rear to suite your individual requirements with a different thirdmember and axle\brake combinations. We can supply a drawing of the available 4-link bolt patterns upon request. Different configurations are available. Call for a quotation on a rear with the options that meets your requirements.

Mark Williams Enterprises®

12 Bolt Econo/Comp

MW Modular

MW's 12 bolt Econo/Comp modular aluminum housing is ideal for many dragster/altered applications. The center casting is only 14" wide. When used with standard end bells the housing width is 24". This gives a wheel to wheel width of 30 1/8" allowing for the narrow rear tread width that is popular today with a number of dragster chassis builders. Other widths are available. See page 54&55 for choices. This is easily done through the use of different end bells. The 12 Bolt ring and pinion has also become popular due to its reduced internal friction. This improved efficiency frees up horsepower and becomes more beneficial in lightweight cars or lower horsepower cars.

93012 Modular 12 Bolt Econo/Comp Assembly

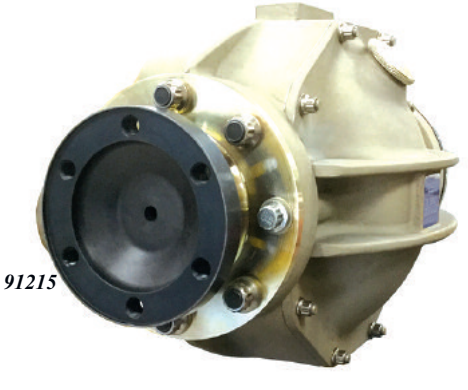
93412 Econo/Comp 4-Link Housing shown without axles

For suspended dragsters we offer the Econo/Comp 4 link housing (shown at left). It incorporates special steel 4 link brackets and aluminum 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. Another important factor is the weight of the assembly. At 122 lbs. with drilled steel rotors, the Modular 12 Bolt can easily save 10 lbs. over a 9" Ford. For the super weight conscience racer, additional weight savings of roughly 15 lbs. is possible through the use of an aluminum spool, lightened gear, and MW carbon/carbon disc brakes.

12 Bolt Econo/Comp Assemblies

93012 12 Bolt Econo/Comp Assembly 6333.00
35 spline aluminum spool, lightened Pro ring and pinion gears, MW axles (gun drilled), bearings, drive studs, MW disc brake kit with drilled rotors, 92012 solid mount housing. Assembled weight 122 lbs.

93052 12 Bolt Pro Econo/Comp Assembly 9134.00
Same as 93012 but with MW carbon/carbon brakes. Assembled weight 112 lbs.



91215

93412 12 Bolt Econo/Comp 4-Link Assembly 7062.00
35 spline aluminum spool, lightened Richmond Pro ring and pinion gears, MW axles (gun drilled), bearings, drive studs, MW disc brake kit with drilled rotors, 4 link housing. Assembled weight 138 lbs.

93452 12 Bolt Mod Econo/Comp Assembly 9862.00
Same as 93412 but with MW carbon/carbon brakes. Assembled weight 128 lbs.

91215 12 Bolt Center for IRS 3102.00
Center with Posi or Truetrac gears with Axles for CV joints.

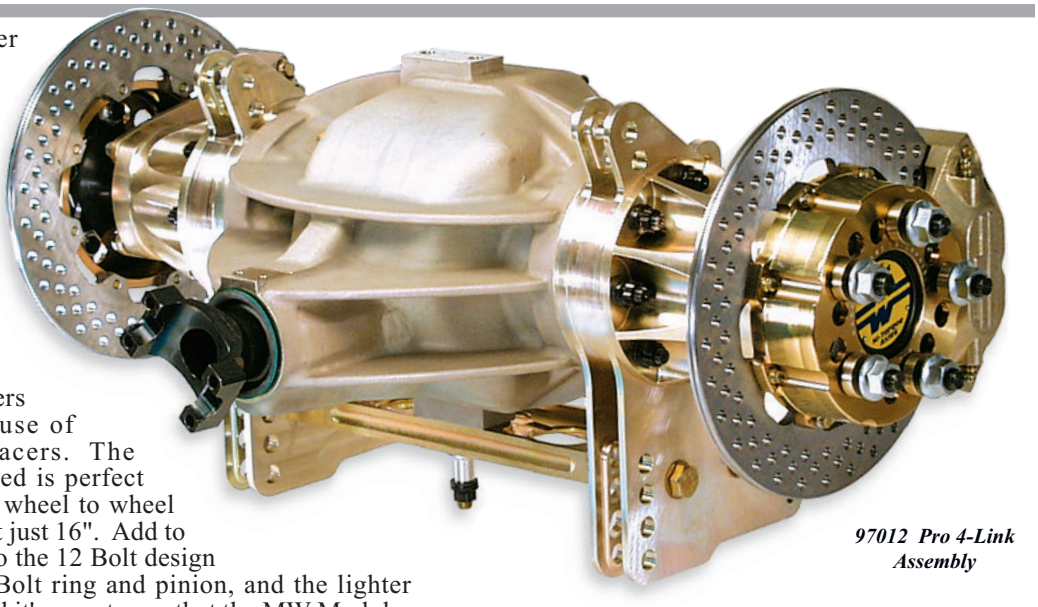
The 12 Bolt Modular center section is available as a ridged-mount center section featuring CV stub axles for independent rear suspension applications. Call an MW Technical representative for more information.

MW Modular

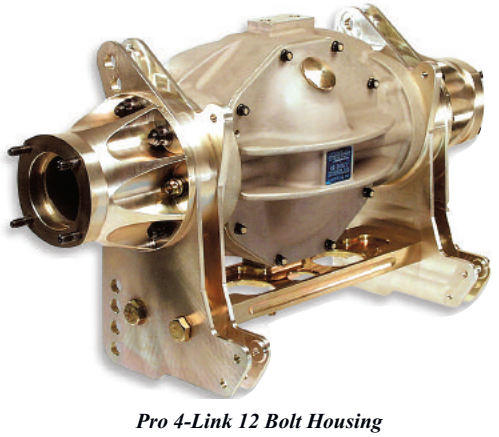
12 Bolt Pro 4-Link

With the current trend in Super Comp toward suspended dragsters and altereds, the MW Modular 12 Bolt Pro 4 Link housing is the answer. The Pro 4 link housing offers many benefits over mounting a steel 12 bolt housing with suspension brackets.

MW's innovative modular design allows for a wide range of housing configurations. Housing width and 4 link centers can be adjusted through the use of different end bells and/or spacers. The housing in the assembly pictured is perfect for dragster applications with a wheel to wheel width of 33" and 4 link centers at just 16". Add to this all of the MW refinements to the 12 Bolt design increased efficiency of the 12 Bolt ring and pinion, and the lighter assembly weight vs a 9" Ford and it's easy to see that the MW Modular 12 Bolt really meets the needs of light weight race cars.



97012 Pro 4-Link Assembly



Pro 4-Link 12 Bolt Housing for fanged Axles

Design Features:

Inspection/fill plug in cover, a drain hole/plug in bottom of housing

Threaded spool-carrier adjustment

Cover locks on inside edge and uses an O-ring seal to eliminate gaskets and leaks.

Thru bolts into cover

Caps supported by housing wall

12 Bolt Pro 4-Link Assemblies

97012 12 Bolt Pro 4-Link Assembly 8934.00

With aluminum billet 4-link brackets, aluminum end bells, 35 spline aluminum spool, US Pro-gears, gun-drilled axles, MW disc brakes with drilled rotors. Standard 35" wheel to wheel. 138 lbs.

97512 12 Bolt Pro 4-Link Assembly 11,734.00

Same assembly as 97012 shown at left but equipped with a MW carbon/carbon brake kit. 128 lbs.

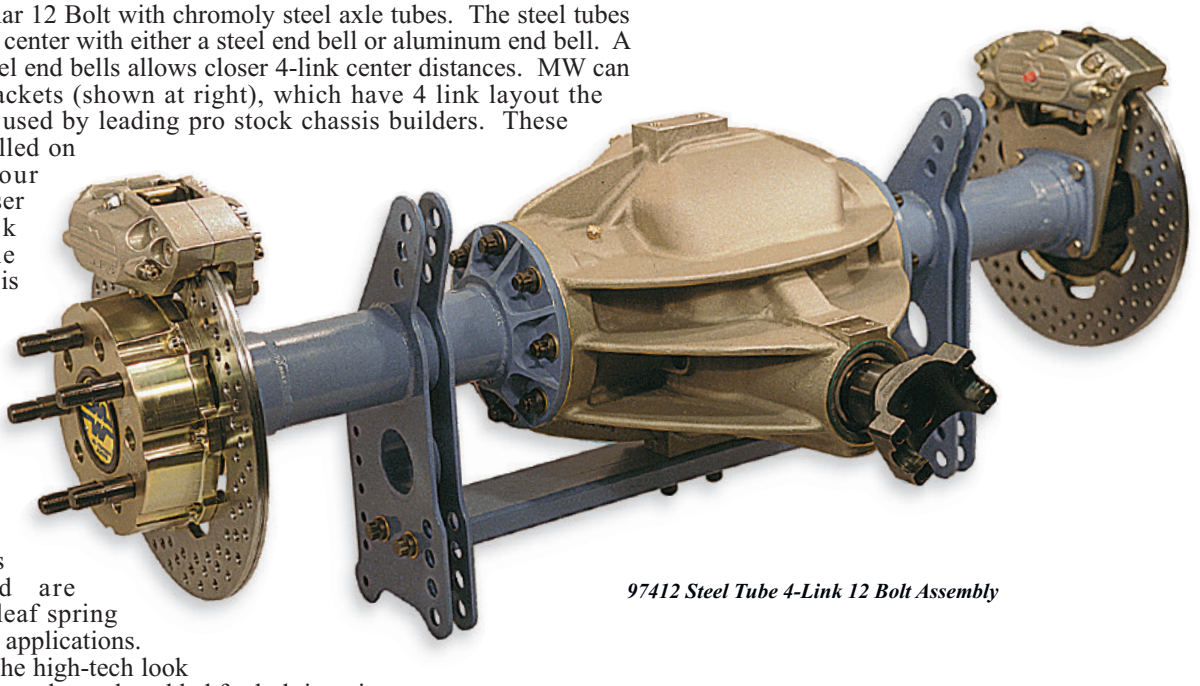
See pages 54 & 55 for a complete list of the housing widths and 4 link center combinations available using different end bells and/or spacers.

Mark Williams Enterprises®

12 Bolt Steel Tube Rears

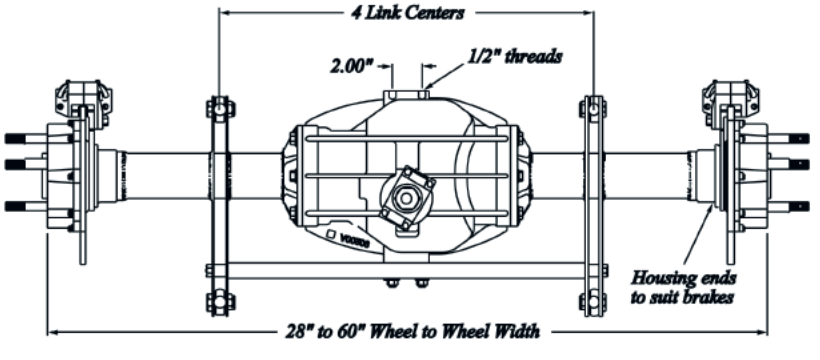
MW Modular

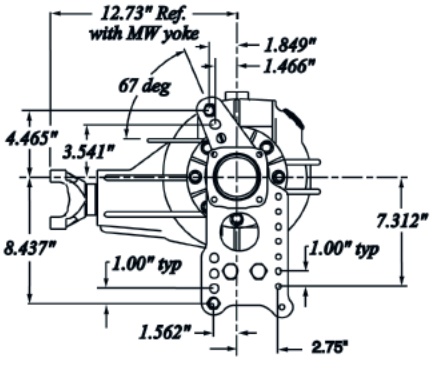
MW offers the Modular 12 Bolt with chromoly steel axle tubes. The steel tubes can be attached to the center with either a steel end bell or aluminum end bell. A housing built with steel end bells allows closer 4-link center distances. MW can supply the 4 link brackets (shown at right), which have 4 link layout the similar to the layout used by leading pro stock chassis builders. These brackets can be installed on the centers of your choice. They are laser cut from 1/4" thick steel plate. The hole size for the rod ends is 5/8", other mounting holes for shock and wheelie bar mounts are 3/8" diameter. The 1" X 3" tubular steel tie bar is added to stabilize the 4 link brackets.



97412 Steel Tube 4-Link 12 Bolt Assembly

Aluminum end bells are available and are normally used with leaf spring applications for street applications. This method adds to the high-tech look of the housing. Spring pads can be added for bolt in units.





12 Bolt Steel Tube Assemblies

95412 12 Bolt Steel Tube Assembly 5360.00

*12 Bolt modular housing with **steel end bells** and housing ends to suit brakes, MasterLine axles 30 spline Eaton posi, 8620 street gears (3.08 - 4.88 ratios), 1350 pinion yoke, fully assembled. (less brakes)*

97412 12 Bolt Steel Tube 4-Link Assembly 7034.00

Complete with Hi-Torque 35 spline axles, lightweight steel spool, US Pro Gear, Steel 4-Link brackets, with rectangular tie bar, MW disc brakes (Drilled Rotors), drive studs, 1350 pinion yoke, any desired housing width, any width 4-Link centers .

Mark Williams can also install customers supplied ladder bar or 4 link brackets, shock mounts, wheelie bar mounts, spring pads etc. on steel tube housings. Call for pricing and more information on a housing to fit your exact needs.

CONFIGURATIONS

MW Modular

FLANGE AXLE END BELLS

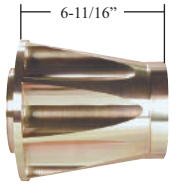
90110

90118

90122

90124

90140

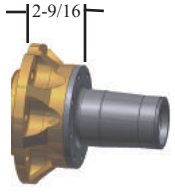


90150

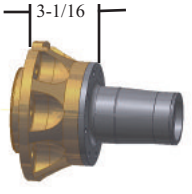
9" OR 12" SOLID MOUNT REAR	32 1/8" WHEEL TO WHEEL	32 1/8" WHEEL TO WHEEL	31 1/8" WHEEL TO WHEEL	30 1/8" WHEEL TO WHEEL	34 1/8" WHEEL TO WHEEL	36 1/8" WHEEL TO WHEEL
9" OR 12" 4 LINK 17-1/4" CENTERS	34" WHEEL TO WHEEL	34" WHEEL TO WHEEL	33" WHEEL TO WHEEL	32" WHEEL TO WHEEL	36" WHEEL TO WHEEL	38" WHEEL TO WHEEL
9" OR 12" 4 LINK REAR 18" CENTERS	35" WHEEL TO WHEEL	35" WHEEL TO WHEEL	34" WHEEL TO WHEEL	33" WHEEL TO WHEEL	37" WHEEL TO WHEEL	39" WHEEL TO WHEEL
9" OR 12" 4 LINK REAR 19" CENTERS	36" WHEEL TO WHEEL	36" WHEEL TO WHEEL	35" WHEEL TO WHEEL	34" WHEEL TO WHEEL	38" WHEEL TO WHEEL	40" WHEEL TO WHEEL
9" OR 12" 4 LINK REAR 20" CENTERS	37" WHEEL TO WHEEL	37" WHEEL TO WHEEL	36" WHEEL TO WHEEL	35" WHEEL TO WHEEL	39" WHEEL TO WHEEL	41" WHEEL TO WHEEL
9" OR 12" 4 LINK REAR 21" CENTERS	38" WHEEL TO WHEEL	38" WHEEL TO WHEEL	37" WHEEL TO WHEEL	36" WHEEL TO WHEEL	40" WHEEL TO WHEEL	42" WHEEL TO WHEEL
9" OR 12" 4 LINK REAR 22" CENTERS	39" WHEEL TO WHEEL	39" WHEEL TO WHEEL	38" WHEEL TO WHEEL	37" WHEEL TO WHEEL	41" WHEEL TO WHEEL	43" WHEEL TO WHEEL
12 BOLT SOLID MOUNT REAR	30 1/8" WHEEL TO WHEEL	30 1/8" WHEEL TO WHEEL	29 1/8" WHEEL TO WHEEL	28 1/8" WHEEL TO WHEEL	32 1/8" WHEEL TO WHEEL	34 1/8" WHEEL TO WHEEL
12 BOLT 4 LINK REAR 16" CENTERS	33" WHEEL TO WHEEL	33" WHEEL TO WHEEL	32" WHEEL TO WHEEL	31" WHEEL TO WHEEL	35" WHEEL TO WHEEL	37" WHEEL TO WHEEL
12 BOLT 4 LINK REAR 17" CENTERS	34" WHEEL TO WHEEL	34" WHEEL TO WHEEL	33" WHEEL TO WHEEL	32" WHEEL TO WHEEL	36" WHEEL TO WHEEL	38" WHEEL TO WHEEL
12 BOLT 4 LINK REAR 18" CENTERS	35" WHEEL TO WHEEL	35" WHEEL TO WHEEL	34" WHEEL TO WHEEL	33" WHEEL TO WHEEL	37" WHEEL TO WHEEL	39" WHEEL TO WHEEL
12 BOLT 4 LINK REAR 19" CENTERS	36" WHEEL TO WHEEL	36" WHEEL TO WHEEL	35" WHEEL TO WHEEL	34" WHEEL TO WHEEL	38" WHEEL TO WHEEL	40" WHEEL TO WHEEL
12 BOLT 4 LINK REAR 20" CENTERS	37" WHEEL TO WHEEL	37" WHEEL TO WHEEL	36" WHEEL TO WHEEL	35" WHEEL TO WHEEL	39" WHEEL TO WHEEL	41" WHEEL TO WHEEL

***THE MW MODULAR** rear can be configured for flange axles or floater hubs to meet any requirement. These charts list the most popular configurations. In addition some of the modular rears used for front motor applications can use spacers between the housing and the mounting brackets to align the attachment point closer to the chassis rails.*

MARK WILLIAMS Enterprises®



90323



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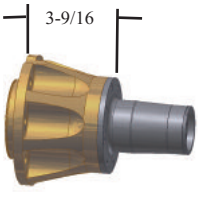

90320

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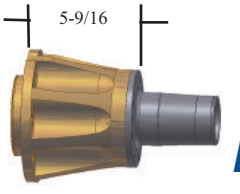
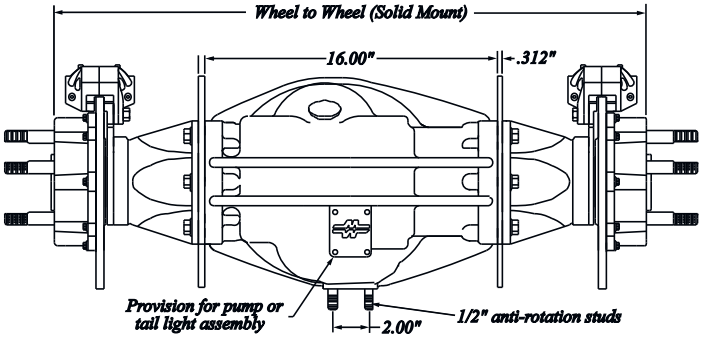


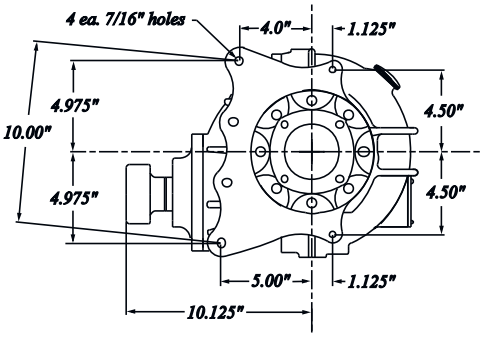
90321

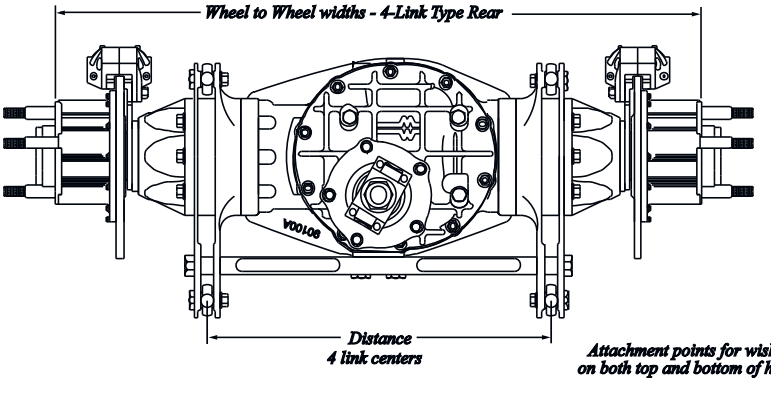
SERIES II FLOATER END BELLS

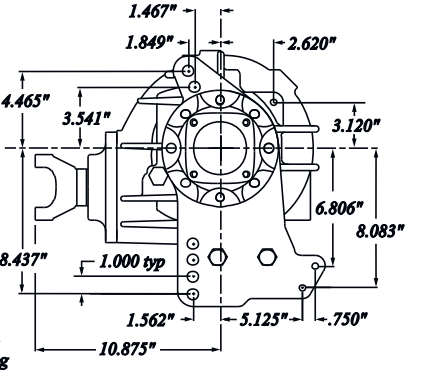
31-1/8 WHEEL TO WHEEL	32-1/8 WHEEL TO WHEEL	33-1/8 WHEEL TO WHEEL	35-1/8 WHEEL TO WHEEL	37-1/8 WHEEL TO WHEEL	9" OR 12" SOLID MOUNT REAR
32-5/8 WHEEL TO WHEEL	33-5/8 WHEEL TO WHEEL	34-5/8 WHEEL TO WHEEL	36-5/8 WHEEL TO WHEEL	38-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK 17-1/4" CENTERS
33-5/8 WHEEL TO WHEEL	34-5/8 WHEEL TO WHEEL	35-5/8 WHEEL TO WHEEL	37-5/8 WHEEL TO WHEEL	39-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK REAR 18" CENTERS
34-5/8 WHEEL TO WHEEL	35-5/8 WHEEL TO WHEEL	36-5/8 WHEEL TO WHEEL	38-5/8 WHEEL TO WHEEL	40-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK REAR 19" CENTERS
35-5/8 WHEEL TO WHEEL	36-5/8 WHEEL TO WHEEL	37-5/8 WHEEL TO WHEEL	39-5/8 WHEEL TO WHEEL	41-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK REAR 20" CENTERS
36-5/8 WHEEL TO WHEEL	37-5/8 WHEEL TO WHEEL	38-5/8 WHEEL TO WHEEL	40-5/8 WHEEL TO WHEEL	42-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK REAR 21" CENTERS
37-5/8 WHEEL TO WHEEL	38-5/8 WHEEL TO WHEEL	39-5/8 WHEEL TO WHEEL	41-5/8 WHEEL TO WHEEL	43-5/8 WHEEL TO WHEEL	9" OR 12" 4 LINK REAR 22" CENTERS

All dimensions are in inches. Solid mount widths are shown with 1/2" brackets.. 17-1/4" 4-Link centers is with 1/4" steel brackets. Call for special widths.





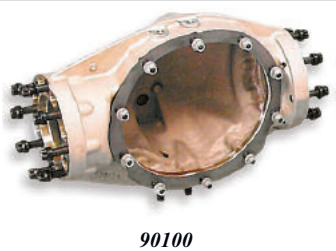




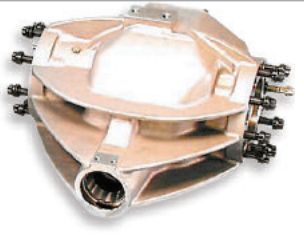
Attachment points for wishbone on both top and bottom of housing

MW Modular

Components



90100



90200

90100 9" Ford Modular Center 1322.00
Includes all studs, nuts and washers for end bells and center section, filler cap, vent and pump block off plate. Specify the thickness of the end bells or 4-link brackets to determine the proper end bell stud.

90200 12 Bolt Main Modular Center 1247.00
With all studs, nuts and washers for end bells, main caps, adjusters and cast rear cover with filler cap and vent. Specify the thickness of the end bells or 4-link brackets to determine the proper end bell stud.

Solid Mount and 4-Link Brackets

All modular brackets for solid mount applications are CNC machined from 7075-T6 billet aluminum plate. 1/2" brackets are pocket milled on both sides. Steel 4 link brackets are laser cut 1/4" 4130 and NC milled to mate to keyed spacers .

90012 1/2" Mount Bracket (12" Mod) (ea.) 175.00

90115 5/16" Mount Bracket (ea.) 166.00

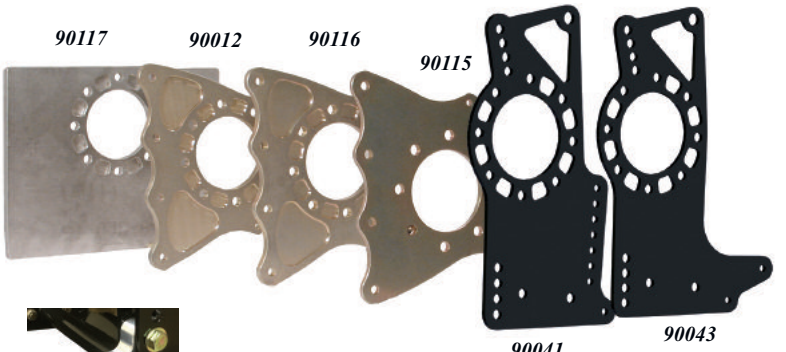
90116 1/2" Mount Bracket (9" Mod.) (ea.) 162.00

90117 1/2" Mount Bracket, Blank (ea.) 155.00
14" X 12", hole center is 3" in, semi-finished plate

90041 4-Link Bracket Adjustable Height (ea) . .175.00
For 90039 shock mount , 1/4" thick 4130 material

90043-I 4-Link Bracket Fixed Height (ea) 175.00
1/4" 4130 material for 17-1/4" narrow 4-link centers

90039 Adjustable Coil Over Mount Kit 117.50
for the 90041 4-link bracket kit (pr)



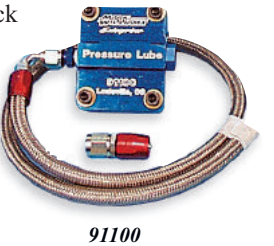
90039

Fluid Pump Assembly

Mark Williams 9" and 12" Modular rears are set up to accept a fluid pump to circulate rear end lubricant from the back of the housing forward to the pinion bearings and the gear contact area to extend bearing and ring and pinion life. Pump is driven off the rear of the pinion shaft. Pump assembly includes pump shaft, required fittings, braided hose, and fasteners.

91100 Pressure Lubrication Pump Assembly 645.00
Pump drive requires 3/8 hex in pinion shaft (see below).

91110 Broach Hex Drive in Pinion (labor only) 138.00



91100

Spacers, Seals & Tail Light

90108 Rear Cover for Tail Light 42.00
Replaces standard pump block off plate.

90127 End Bell Axle Seal 10.20
Fits into center casting before end bell is installed

96020 1/2" Thick Keyed Spacer (ea.) 192.00
Keyed spacers can be used to change 4 link centers and/or housing width on modular housings. Requires special studs.

96022 1" Thick Keyed Spacer (ea.) 204.00
Keyed spacers can be used to change 4 link centers and/or housing width on modular housings. Requires special stud

96022-XXX Special Thick Outboard Spacer (ea.) . . . . . .POA

96022-3375

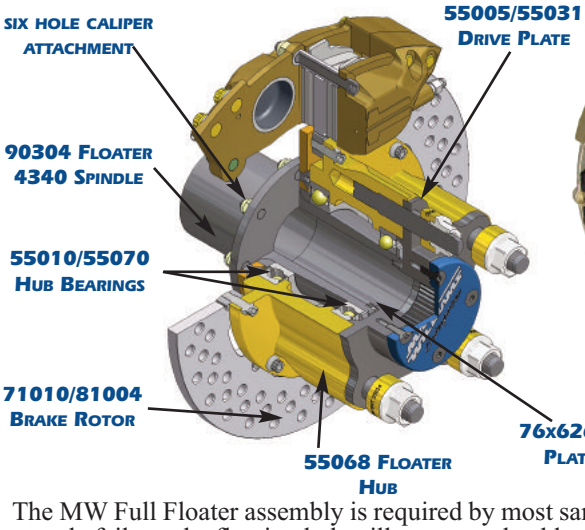
96022-1000

90127

90108

90109

Full Floater Hub Kits



95XXX Floater Assembly

The MW Full Floater assembly is required by most sanctioning bodies for Fuel, Alcohol, and Pro Modified racecars. In the event of an axle failure, the floating hub will prevent wheel loss. An added performance advantage is that the wheel alignment is maintained under high acceleration load situations, preventing a "toe in" condition. The Series II floater assemblies feature a handful of new improvements. A larger inside bearing allows thicker spindle cross-section preventing crack propagation under severe tire-shake conditions. The forged aluminum hub has improved stud retention with deeper counter-bores and longer threads engagement. Hubs are available with either 4-3/4", 5" or 5-1/2" X 5 hole bolt circle. Spindles are produced from forged 4340 chrome-nickel-molybdenum steel and heat-treated. Floater axles are available in the standard 4340 or 300M, solid or gun-drilled. Drive plates are 40-spline and heat-treated alloy steel or aluminum drive pates with steel spline insert as a option.

Kits are available with conventional steel rotors or carbon-carbon setups that feature our Slot-Drive™ rotor attachment technology. Upgrade options include ceramic wheel bearings and four caliper brake kits. The floater kits are also available with long spindles, or without spindles to fit modular housings already equipped with spindles.

Standard Floater Kits

Kits Without Spindles

95475 Full Floater Hub Assembly 3334.00
40 spline axles, 4-3/4' x 5 hole bolt pattern, Less floater spindles.

95750 Full Floater Hub Assembly 3334.00
40 spline axles, 5" x 5 hole bolt pattern. Less floater spindles.

95850 Full Floater Hub Assembly 3334.00
40 spline axles, 5-1/2" x 5 hole bolt pattern. Less floater spindles.

Complete Kits

95470 Full Floater Hub Assembly 4397.00
40 spline axles, 4-3/4" x 5 hole bolt patter

95700 Full Floater Hub Assembly 4397.00
40 spline axles, 5" x 5 hole bolt pattern.

95800 Full Floater Hub Assembly 4397.00
40 spline axles, 5-1/2" x 5 hole bolt pattern.

Carbon/Carbon Floater Kits

95485 Full Floater Hub Assembly, Carbon 6250.00
40 spline axles, 4-3/4" x 5 hole bolt pattern. Less floater spindles.

95450 Full Floater Hub Assembly, Carbon 6250.00
40 spline axles, 5" x 5 hole bolt pattern. Less floater spindles.

95570 Full Floater Hub Assembly, Carbon 6250.00
40 spline axles, 5-1/2" x 5 hole bolt pattern. Less floater spindles.

95480 Full Floater Hub Assembly, Carbon 7308.00
40 spline axles, 4-3/4" x 5" bolt pattern.

95400 Full Floater Hub Assembly, Carbon 7308.00
40 spline axles, 5" x 5 hole bolt pattern.

95555 Full Floater Hub Assembly, Carbon 7308.00
40 spline axles, 5 x 5" bolt pattern.

Floater Kit Options

11-3/8" Diameter Disc for 15" Wheels . . . . . .P.O.A.

Dual Caliper Option (4 Caliper) . . . . . .P.O.A.

Titanium Wheel Studs . . . . . .P.O.A.

Aluminum Lug Nuts . . . . . .P.O.A.

300M Material Axle Shafts gun drilled . . . . . .P.O.A.

Floater Axles (non-standard lengths*) . . . . . .P.O.A.

Long Spindle Upgrade . . . . . .P.O.A.

Ceramic Bearing upgrade . . . . . .P.O.A.

Aluminum Drive Plates upgrade . . . . . .P.O.A.

** Stocked axle lengths are for 32" to 38" wheel to wheel*

Floater Components

The MW unique ball bearing floater design, is easily identified by the large snap ring that retains the hub. This is a very successful drag race design and is race proven. We stock most everything you need for repair and/or replacement, or to update your current floater assembly.

55066 MW Floater Hub for Steel Rotor (ea) 575.00
5" bolt circle, less bearings and wheel studs Series II design.

55068 MW Floater Hub for Steel Rotor (ea) 595.00
5-1/2" bolt circle, less bearings and wheel studs Series II design.

55080 MW Floater Hub for Steel Rotor (ea) 595.00
4-3/4" bolt circle, less bearings and wheel studs Series II design.

55067 MW Carbon/Carbon Floater Hub (ea) 630.00
5" bolt circle, less bearings and wheel studs Series II design .

55090 MW Carbon/Carbon Floater Hub (ea) 630.00
4-3/4" bolt circle, less bearings and wheel studs Series II design .

55069 MW Carbon/Carbon Floater Hub (ea) 630.00
5 1/2" bolt circle, less bearings and wheel studs Series II design .

90304 Floater Spindle, Short Series II (ea) 540.00
Short spindle 7-7/16" over all length 3-1/32" length from flange.

90337 Floater Spindle, Long Series II (ea) 762.00
Long spindle 12-916" over all length, 8-1/8" length from flange.

55005 40 Spline Drive Plate Steel 5" BC (ea(ea) . .265.00

55085 40 Spline Drive Plate Steel 4-3/4" BC (ea) .265.00

55031 40 Spline Drive Plate, Steel 5 1/2" BC (ea) .265.00

55025 40 Spline Drive Plate Alum 5" BC (ea) 345.00

55026 40 Spline Drive Plate Alum 5-1/2" BC (ea) .345.00

55008-40-XX Floater Axle Shafts, std. lengths (pr) .632.00
Fits range widths from 32" to 38" wheel to wheel 4340 gun drilled

55008CG Floater Axle Shafts Gun-Drilled (pr) 722.00
4340 material gun drilled custom lengths

55008M Floater Axle Shafts, (pr) 920.00
300M material solid (custom made) up to 20".

55008MG Floater Axle Shafts, (pr) 1010.00
300M material 7/8" Gun drilled (custom made) up to 20".

55010 Floater Hub Bearing, Outer (ea) 84.25
Double sealed ball bearing, 1 per hub.

55070 Floater Hub Bearing, Inner (ea) 108.89
Series II large inner, double sealed Ball Bearing .

55018 40 Spline Drive Plate Cover (ea) 38.00

93061 Floater Wheel Stud (ea) 12.50
5/8-18 thd. 4.2" over all, 2" shoulder protrudes 11/16" from drive plate.

71010 Brake Rotor Steel(ea) 179.00
Slot drive mounting pattern, 11-3/4" diameter with lightening holes.

90305 Single Caliper Mount Bracket (ea) 70.00
For Series II spindle, 11 3/4" rotor with a single caliper.

95023 Dual Caliper Mount Bracket (ea) 119.00
For Series II spindle, 11 3/4" rotor with dual calipers.

95029 Dual Caliper Mount Bracket (ea) 119.00
For Series II spindle, 11 3/8" rotor with dual calipers, for 15" wheels

76X6261 40 Spline Drive Plate Seal (ea) 12.50

3100-255 Spindle Retaining Ring (ea) 4.65

The parts listed are for current kits. Call for help with older parts`.

Billet Wheel Spacers

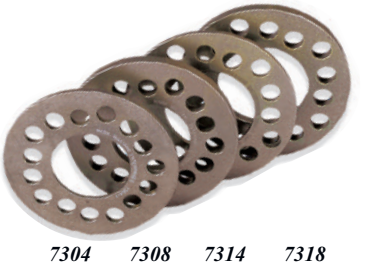
7304 1/4" Wheel Spacers (pr) 70.00
4-1/2", 4-3/4" & 5" x 5 hole patterns, for 11/16" drive studs.

7308 1/2" Wheel Spacers (pr) 98.00
4-1/2", 4-3/4" & 5" x 5 hole patterns, for 11/16" drive studs.

7314 1/4" Wheel Spacers for Floater (pr) 76.00
4-3/4", 5" & 5 1/2" x 5 hole patterns, for 11/16" drive studs.

7318 1/2" Wheel Spacers for Floater (pr) 98.00
4-3/4", 5" & 5 1/2" x 5 hole patterns, for 11/16" drive studs.

MW wheel spacers are available in 1/4" and 1/2" thicknesses and are produced from billet aircraft grade aluminum (not cast). All spacers are drilled for use with 11/16" diameter drive studs. All popular wheel bolt patterns are available. The 7304 and 7308 center hole clears a 3-1/16" register. The 7314 and 7318 clears a 3-1/2" floater drive plate.



7304 7308 7314 7318

Filler Caps and Bungs

MW offers two sizes of filler caps and weld bungs. Either suitable for many different applications, including rear end, valve cover, fuel tanks, etc. Filler cap weld bungs are available in steel or aluminum. Popular size fuel line aluminum weld bungs, drain plug w/bung and screw-in housing vents are also available.

2403 -6 Tank Weld Bung, (Aluminum), (3/8) 10.30

2404 -8 Tank Weld Bung, (Aluminum), (1/2) 11.64

5014 Rear Drain Fitting (3/8" pipe thread) 12.36

5015 Rear Filler Cap, Gold, (Alum) 18.15

5016 Rear Filler Weld Bung, (Steel) 14.00

5018 Rear Filler Weld Bung, (Aluminum) 11.50

5019 Vent Plug Rear Housing (1/4" pipe thread) . . .8.50

5020 Fuel Tank Weld Bung, (Aluminum) 12.25

5030 5020 5040 5022 5019 5021

5015 5018 5016 2404 2403 5014

5021 Vent Plug Rear Housing (1/8" pipe thread) . . .8.10

5022 -16 Fuel Line Weld Bung (Aluminum) 17.50

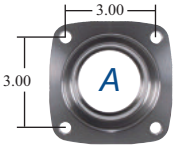
5030 Fuel Tank Cap (Aluminum) 32.00

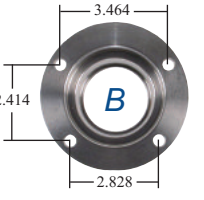
5040 Fuel Tank Filler Weld Bung, (Steel) 14.00
Also used for a large rear axle filler/inspection port.

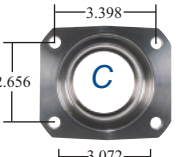
MW manufactures a full line of weld on housing ends. Most of our housing ends are CNC machined from **4130 heat treated forgings** and are designed to butt weld to the housing tube. The bolt patterns match the most popular brake assemblies. All MW housing ends are 2" long and have **provisions for inboard seals** that eliminates the possible gear oil leakage through the axle bearings. This extra length also reduces distortion problems of the bearing bore from final welding.

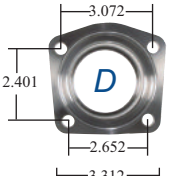
All Pro Street Housing ends use Timken® bearings and special outboard seals. Alignment tools are available to properly install the housing ends (page 59).

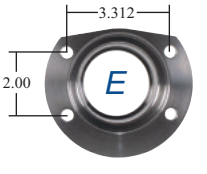
58599 for 3.346 85mm Bearing

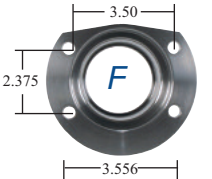


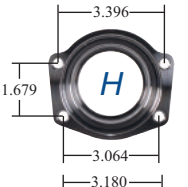


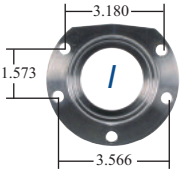












NOTE: WE RECOMMEND USING THE SYMMETRICAL 58580 OR 58599 HOUSING ENDS FOR ALL DRAG RACE APPLICATIONS USING AFTERMARKET DISC BRAKES.

SYMMETRICAL

58599 Symmetrical Ends (pr) 135.00
For 3.346 85 mm O.D. 58509 bearings. This is the housing end and bearing combination used by the top Chassis builders. With the inboard seal it eliminates fluid leakage issues.The mating bearing is a standard industrial bearing that is stronger the common 3.150 Ford-Olds type bearing.2" long fig. A

58580 Symmetrical Ends (pr) 135.00
For all 3.150 O.D. bearings.with a .826 (31mm) wide outer race, internal seal provision2" long. fig. A

58585 Pro-Street Symmetrical Ends,(pr) .160.00
For 58506S Timken® unit bearings.with that with 58516 outer seal and uses 58515 internal seal 2" Long fig. A

58595 Ends for 85mm Wide bearing (pr)...232.00
For 58508 Double Row wide bearing 2.25" for seal

OLDS/PONTIAC

58500 Olds/Pontiac (pr) 124.00
For all 3.150 O.D. bearings. fig. B 2" Long

58501 Olds/Pontiac Retainers (pr) 29.00

CHEVROLET

58400 Full Size GM (pr) 166.00
For all 3.150 O.D. bearings. fig. C 2" Long

58410 Full Size GM Retainers (pr) 32.00

58230 Standard GM Retainers (pr) 32.00

58600 Standard GM (pr) 143.00
For all 3.150 O.D. bearings. fig. D 2" Long

58560 Standard GM Pro Street (pr) 175.96
For 58506 Timken® unit bearings. fig. D 2" Long

FORD

57800 Small Ford (pr) 124.00
For all 3.150 O.D. bearings. fig. E 2" Long

57801 Small Ford Retainers (pr) 29.00

57802 New Style Ford Retainers (pr) 29.00

57804 Large Ford Retainers (pr) 29.00

57805 Lincoln Retainer (pr) 29.00

57810 Small Ford Pro Street (pr) 124.00
For 58506 Timken® unit bearings. fig. E 2" Long

57820 Large Ford 1/2" Holes Pro Street .124.00
For 58506 Timken® unit bearings. Pair fig. F 2" Long

57830 Large Ford 1/2" Holes (pr) 130.00
For all 3.150 O.D. bearings. fig. F 2" Long

57840 Lincoln 3/8" Holes (pr) 160.00
For all 3.150 O.D. bearings. fig. F2" Long

57850 Lincoln 3/8" Holes Pro Street (pr) 140.00
For 58506 Timken® unit bearings. fig. F 2" Long

57860 New Style Ford (pr) 130.00
For all 3.150 O.D. bearings. fig. G 2" Long

58510 8.8 Ford (pr) 240.00
For all 3.150 O.D. bearings. Includes 3/8" backing plate studs. fig. H2" Long

58511 8.8 Ford Retainers (pr) 32.00

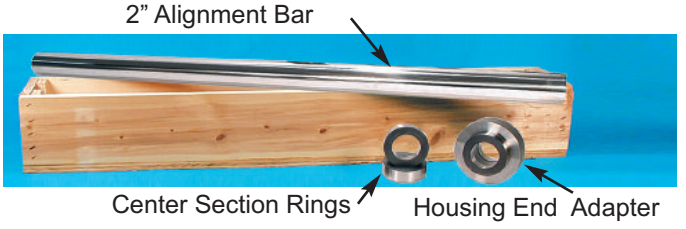
MOPAR

53188 Mopar Pro Street (pr) 198.00
For 58506 Timken® unit bearings. fig. I 2" Long

53189 Mopar (pr) 160.00
For all 3.150 O.D. bearings. fig. I 2" Long

56501 Mopar Retainers (pr) 32.00

Housing Narrowing Tools



300F Housing End Alignment Ford/Ford Kit	.698.00
300M Housing End Alignment Ford/Mopar Kit	.698.00
300S Housing End Alignment 85mm 3.349 Brng. Kit	.698.00

The basic kit contains an alignment bar 39-1/2” long (one), a pair of differential centering rings and one housing end aligning sleeve. The kits are supplied with a choice of different bar centering rings (one pair) and housing end adapters (one). Extra rings and sleeves can be purchased to allow narrowing and truing all popular differentials.

Housing End adapters

302	3.150” and 2.875” Diameters	.253.00
	Large Ford Olds-Pontiac (80mm) and Mopar (73mm)	
303	3.150” and 2.834” Diameters	.253.00
	Large Ford Olds-Pontiac (80mm) and Mustang (72mm)	
310	3.349” and 3.150” Diameters	.253.00
	Symmetrical ends (85 mm) & Large Ford Olds-Pontiac (80mm)	

The MW housing alignment tools are the most accurate way to narrow a rear end housing. It is the tool of choice for all the prominent chassis builders. The alignment bar has a large 2” diameter that is heat treated, hard chromed, and precision ground for durability and precise fit to the mating components. By utilizing a hard-chromed surface we can have a close clearance to the rings without a problem of galling to the mating parts. Alignment sleeves and center rings are produced from thru hardening steel, heat treated, honed, then outside diameters are ground on precision arbors. The quality of this tool will allow many years of accurate performance.

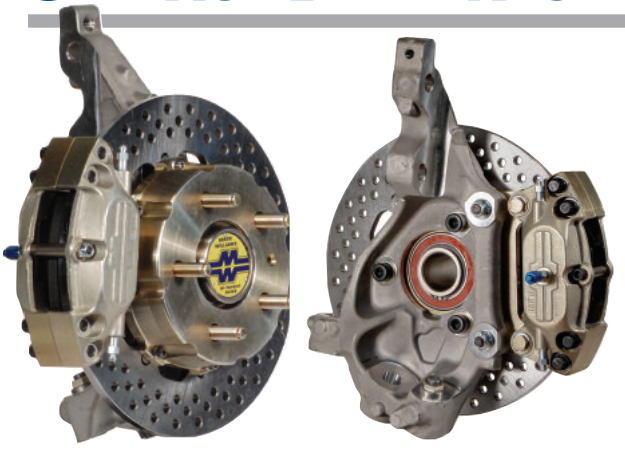
As a added feature, one end of the housing end tool has a 2-1/2” diameter to align the end of a 3” x 1/4 wall housing tube, for tack welding. Kits are shipped in a wooden container that is ideal for storage.

304	Floater Alignment Sleeve	.367.00
	M-W Series II floater spindles.	

Bar Centering Rings

305	Center Section Alignment Rings	210.00
	Dana 60, 3.812” O.D.	
306	Center Section Alignment Rings	.210.00
	Ford 9”, 3.250” O.D.	
307	Center Section Alignment Rings	.210.00
	12-bolt, 8.8” Ford and Ford 9”, 3.062” O.D.	
308	Center Section Alignment Rings	.210.00
	Mopar 8-3/4”, 3.265” O.D.	

Unit Hub Brake Kits



75530 Disc Kit with 75538 Hub and Spindle Modifications

Mark Williams Enterprises now has a high quality front brake kit available for the Generation 5 GM cars that utilize a Unit Front Hub design. Kit features Slot-Drive ™ disc attachment system that is produced from rust resistant stainless steel. This design allows components to thermally expand and contract without creating warping stress common in other systems. This precision kit features heat-treated large diameter steel alloy rotors. The lightening holes reduce rotating weight and create a fresh friction surface on the brake pads ensuring optimal stopping surfaces. All brackets are made from 7075 grade aircraft aluminum alloy and feature a gold finish. The MW brake kit maintains the original track width to preserve the original steering geometry. Our kit features four piston MW calipers with internal porting.

75530	GM Gen 5 Disc brake kit	.1492.00
	Requires spindle modifications for caliper and rotor hat clearance. See service Bulletin # SB0090 for modifications required.	
75530-MOD	Modify Customers Spindles (pr)	.60.00

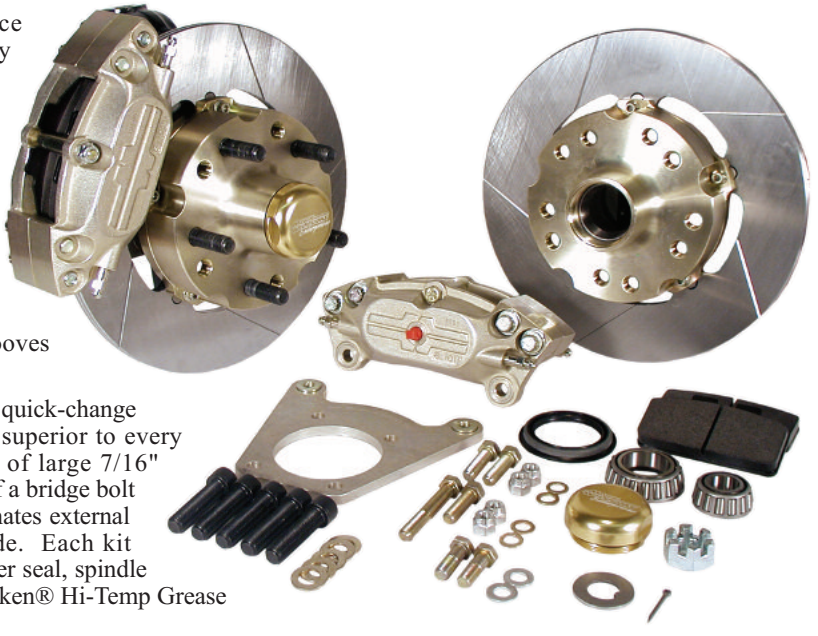
Super Light Gen 5 Camaro Hub

For the COPO cars. This is a direct replacement for the heavy and high drag OEM unit bearing hub. Designed for maximum weight savings and reduction of drag, this unit features triple low drag bearings, an aircraft aluminum housing, and a lightened, heat treated aircraft alloy hub. The rotating torque is 75% less than the OEM assemblies. Our alloy steel hub features an extensive internal tulip profile for maximum weight reduction.
A weight savings of 6 pounds per vehicle is obtained.

75538	Gen 5 GM Hub Assembly	.1612.00
	4-3/5 x 5 Pattern, Choice of 1/2-20 x 2” or 3” long wheel studs	

Front Disc Brake Kits

The integral hub design incorporates a one piece hub/brake hat and is produced from aircraft alloy aluminum. The larger mounting diameter utilizes the Slot-Drive™ attachment system that reduces rotor distortion. The integral hub design directs the heat from the brake rotor to the wheel, the largest heat sink. The hubs are double drilled with 4-1/2" and 4-3/4" bolt patterns to fit the most popular wheels. 1/2"-20 X 2" (3" available) wheel studs are standard as are the billet aluminum dust caps with o-ring seals. The special alloy 10-1/2" diameter steel rotors are stress relieved, double disc ground in MW's facility and features cleaning grooves that act to clean the surface of the brake pads.



The heart of all Mark Williams brake kits is the MW quick-change caliper. The bridge strength of the MW caliper is superior to every other caliper on the market today due to the use of large 7/16" fasteners connecting the caliper halves and the use of a bridge bolt on the 4-piston caliper. Internal fluid porting eliminates external lines and allows calipers to be used on either side. Each kit includes Timken® tapered roller bearings, CR® inner seal, spindle nut and washer and all of the required fasteners. Timken® Hi-Temp Grease is recommended.

General Motors Integral Hub Kits

75150 Early Camaro/Chevelle 4 Piston Kit . . . . . .1813 .00
'67-'69 Camaro/Firebird '67-'72 Chevelle '68-'74 Nova (all drum spindles, spindle modifications required).

75250 Late GM "F" Body 4 Piston Kit 2170.00
'93-'00 Camaro/Firebird Includes MW spindle

75840 Camaro/Chevelle 4 Piston Kit 1614.00
'70-'76 Camaro/Firebird '73-'76 Chevelle '75-'76 Nova Spindle

75850 3rd Generation Camaro 4 Piston Kit 1746.00
'82-'92 Camaro/Firebird

75860 Corvette 4 Piston Kit 2320.00
'84 Corvette w/ aluminum Upright

75870 Corvette 4 Piston Kit . . . . . .1886 .00
'69-'82 Corvette '68-'72 Chevy Pass. w/disc brakes

75950 GM "G" Body/S-10 4 Piston Kit . . . . . .1886 .00
'94-'00 Chevy S-10 '79-'87 Monte Carlo and Malibu
'79-'87 Grand Prix

Ford Kits

75350 Late Pinto/Mustang II 4 Piston Kit 1668.00
'74-'78 Mustang II '74-'80 Pinto

75450 Early Pinto 4 Piston Kit 1641.00
'71-'72 Pinto (drum brakes)

75460 Mustang 4 Piston Kit 1729.00
'70 Mustang/Falcon/Fairlane ,71-'74 Comet (drums)

75650 Early Mustang 4 Piston Kit 1730.00
'67-'69 Mustang '66-'69 Comet (drum)

75655 '64 Fairlane T/B 4 Piston Kit 1729.00
'64-'65 Fairlane

75750 Late Mustang 4 Piston Kit* 1690.00
'79 Mustang 4&6 cyl '80 All '81 Spindle Modifications Required

75760 '78-81 Mustang 4 Piston Kit 1903.00
'79-'81 Mustang 4 & 6 cylinder

75770 '87-'92 Mustang 4 Piston Kit 1684.00
8 cylinder strut

75000-S Special Application Brake kits . . . . . .P.O.A
We can produce some special kits Priced On Application (P.O.A.)

Mopar Kits

75500 "A" Body 4 Piston Kit 1896.00

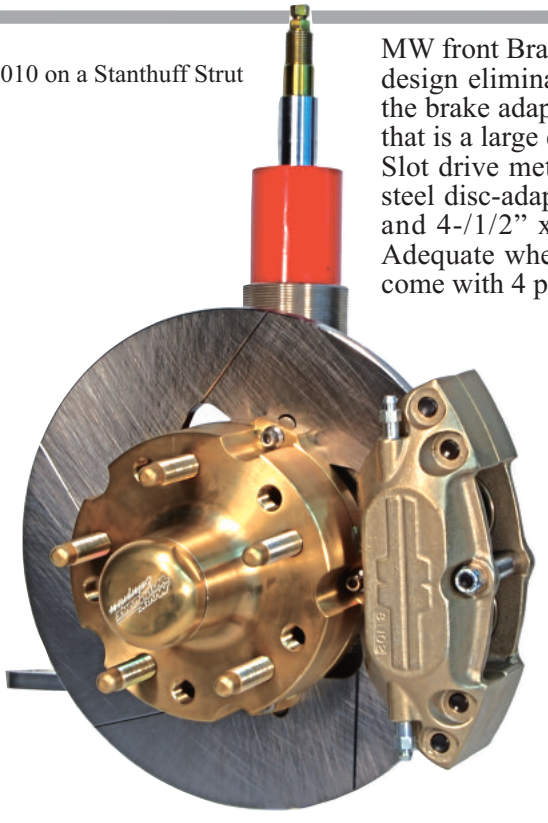
75540 Challenger 4 Piston Kit 1366.00
2009 Challenger Unit Hub type Kit

75550 "A" Body 4 Piston Kit 1588.00

75570 "E" Body 4 Piston Kit 1820.00

Note: To assure the proper fit we require the spindles for Mopar Kits to be sent for variation and factory installation. We have found there are so many variations, this method is the only way we can assure a proper installation.

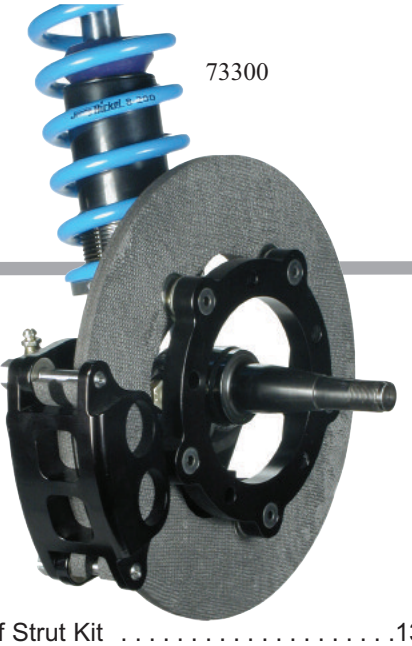
Racing Strut Integral Hub Kits



75010 on a Stanthuff Strut

MW front Brake kit for Drag Race Struts that utilize bolt on wheels. This superior design eliminates using a heavy factory hub. The one-piece design incorporates the brake adaptor in the hub. The heat path from the rotor is directed to the wheel that is a large energy absorbing mass. The disc is attached with the exclusive MW Slot drive method. This feature reduces the Disc warping common to one piece steel disc-adaptor and ridged bolted methods. Integral hub is design with 4-3/4" and 4-/1/2" x 5 hole bolt pattern, 1/2-20 threads for screw in wheel studs. Adequate wheel clearance is allowed with a 10-1/2" diameter steel disc. All kit come with 4 piston MW Calipers.

75000	Strange Sportsman Strut 2 Piston Kit	1488.00
75010	Santhuff Strut 4 Piston Kit	1488.00
75030	Bickel Super Stock Strut 4 Piston Kit	1424.00
75040	Bickel Strut 2 Piston Kit	1424.00
75050	Strange Sportsman Strut 4 Piston Kit	1513.00
75070	Art Morrison Strut 4 Piston Kit	1750.00



73300

Spindle Mount Wheel Kits

MW's floating brake rotor solves the installation problems associated with fixed rotor kits. Mark Williams now offers several kits that are direct bolt-on to aftermarket style front struts. Also included are kits designed for MW Anglia/P&S style front spindles, plus the Strange adjustable Dragster/FC spindle.

All kits feature designs that use a solid mounted billet aluminum two piston caliper, billet aluminum rotor adapter, and unique, patented, USP 6,988,598 B2, floating brake rotor (available in steel or carbon fiber). With this design, run-out on the back of the wheel is not critical. Please note that your MW dragster spindles must be sent to the factory for bracket installation or are available new with the mounting tabs installed.

73000 Spindle Mount Kit 1447.00
MW front spindles. This kit requires spindles be sent to factory for bracket installation, part #31250

73100 Carbon Spindle Mount Kit 3327.00
MW front spindles with carbon rotors and pads. This kit requires spindle bracket installation, part # 31250

73200 Strange Spindle Mount Kit 1576.00
Strange aluminum funny car spindles. With steel rotors.

73300 Lamb/JBRC Strut Kit 1340.00
Lamb or JBRC front struts with steel rotors.

73350 Santhuff Strut Kit 1340.00
Santhuff struts. With steel rotors.

73400 Carbon Kit Lamb/JBRC Strut Kit 3327.00
Lamb or JBRC struts with carbon rotors and pads.

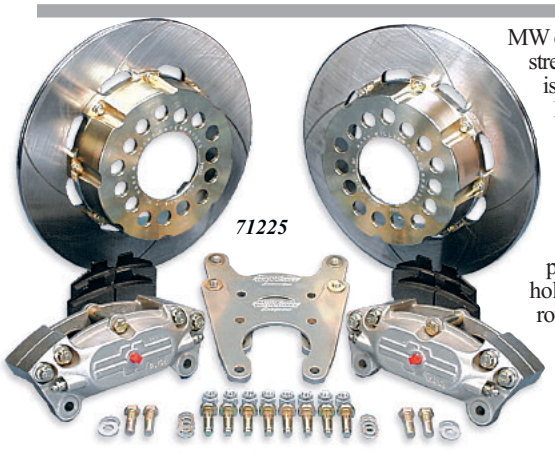
73450 Carbon Kit Santhuff Strut 3327.00
Santhuff struts. With carbon rotors and pads.

73500 Carbon Kit Strange F/C Spindle 3450.00
Strange Adjustable F/C Spindles with carbon rotors and pads

31250 Install Tabs On MW Spindle 135.00
Labor to install caliper mounting tabs on MW spindles

Use the Disc Brake Calculator to calculate the pressures and master cylinder sizes petal ratios required to optimize your Disc Brake system. The calculators are at **www.markwilliams.com/calculators.html OR click on Technical/Calculators**

Rear Disc Brake Kits

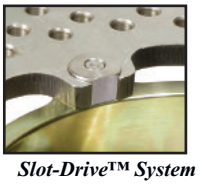


71225

MW calipers are exceptionally strong, compact, with superior bridge strength over similar products. The material used in MW calipers is stronger than common 6061 aluminum billet calipers. All MW calipers use four 7/16" diameter body fasteners plus a 5/16" diameter bridge bolt in an effort to maximize the calipers rigidity. MW calipers utilize a 3/8" hex bleeder screws in each end, no right and left hand calipers. Internal fluid passages eliminating external damage prone lines.

81100

Caliper mounts are billet 7075-T6 aluminum, Adapter rotor "hats" are proprietary alloy aluminum, triple drilled with 4-1/2", 4-3/4 and 5" X 5 holes drilled to accept 5/8" (11/16" shoulder) drive studs. The brake rotors are abrasive resistant steel that is double disc ground to be flat and parallel. All the required mounting hardware and MW calipers with linings are included. The Slot Drive™ rotor attachment system is a major improvement for prolonging brake rotor life. Disc cupping is eliminated with this exclusive attachment method.



Slot-Drive™ System

Ford Brake Kits

71525 Solid Steel Disc Brake Kit 1495.00
Large Ford housing ends with 1/2" bolts.

71550 Drilled Steel Disc Brake Kit 1520.00
Large Ford housing ends with 1/2" bolts.

71825 Solid Steel Disc Brake Kit 1495.00
Small Ford housing ends with 3/8" bolts.

71850 Drilled Steel Disc Brake Kit 1520.00
Small Ford housing ends with 3/8" bolts.

71325 Solid Steel Disc Brake Kit 1520.00
New Style Ford Ends with 3/8" bolts.

71350 Drilled Steel Disc Brake Kit 1520.00
New Style Ford Ends with 3/8" bolts.

Chevrolet Kits

71725 Solid Steel Disc Brake Kit 1448.00
GM mid-size MW 58600 housing ends.

71750 Drilled Steel Disc Brake Kit 1475.00
GM mid-size MW 58600 housing ends.

71925 Solid Steel Disc Brake Kit 1480.00
Stock housing ends with MW "C" clip eliminator kit.

71950 Drilled Steel Disc Brake Kit 1475.00
Stock housing ends with MW "C" clip eliminator kit.

Olds/Pontiac Kits

71125 Solid Steel Disc Brake Kit 1448.00
Olds-Pontiac housing ends.

71150 Drilled Steel Disc Brake Kit 1475.00
Olds-Pontiac housing ends.

Mopar Kits

71625 Solid Steel Disc Brake Kit 1495.00
Mopar housing ends. Caliper mounts require modifications when using MW 53189 ends.

71650 Drilled Steel Disc Brake Kit . . . . . .1520 .00
Mopar housing ends. Caliper mounts require modifications when using MW 53189 ends.

Symmetrical End Kits

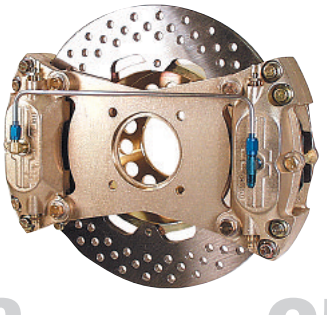
71225 Solid Steel Disc Brake Kit 1448.00
MW 58580 Symmetrical housing ends, 3.150 bearing.

71250 Drilled Steel Disc Brake Kit 1475.00
MW 58580 Symmetrical housing ends, 3.150 bearing.

71230 Solid Steel Disc Brake Kit 1448.00
Heavy Duty Symmetrical housing ends, with 3.347" OD bearing.

71280 Drilled Steel Disc Brake Kit 1475.00
Heavy Duty Symmetrical housing ends, with 3.347" OD bearing.

71270 Dual Caliper Kit with Cross Drilled Rotor, Fits MW 58580 Symmetrical Housing Ends



71290 Drilled Steel Disc Brake Kit 1475.00
For 15" bead-lock wheels. Fits MW 58580 housing ends.

4 Caliper Brake Kits

71260 Solid Steel Disc Brake Kit, 4 Caliper 2018.00
MW 58580 Symmetrical housing ends. Four calipers.

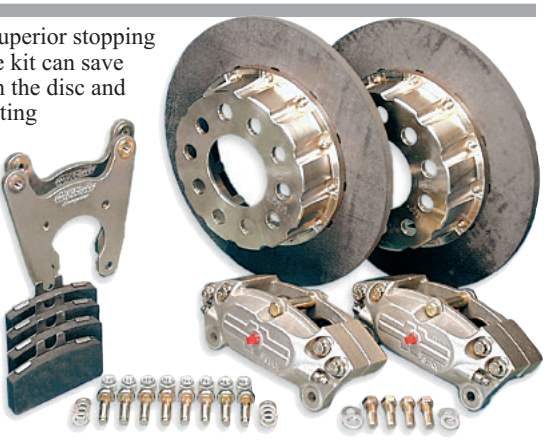
71270 Drilled Steel Disc Brake Kit, 4 Caliper 2043.00
MW 58580 Symmetrical housing ends. Four calipers.

71275 Drilled Steel Disc Brake Kit, 4 Caliper 2043.00
MW 58580 Symmetrical housing ends. Four calipers. for 15" Beadlock wheel applications.

Some kits are available with a dual caliper configuration. Those configurations are designed to give extra holding power at the starting line. For information on brake performance, master cylinder size requirements with pedal rations calculations go to:www.markwilliams.com click on Technical/Brake Tech

Carbon/Carbon Brakes

MW Carbon/Carbon brakes offer the advantage of an extremely light-weight rotor with superior stopping ability. When compared to a standard kit with drilled steel rotors, a Carbon/Carbon brake kit can save you as much as 10 lbs of rotating weight. Carbon/Carbon brakes are unique because both the disc and friction pad are made of the same material, and do not suffer brake fade at elevated operating temperatures. The square drive lug system allows for the expansion of the aluminum mounting hat without applying pressure to the rotor. MW brakes are produced from 2D PAN knit Carbon Fiber MW Carbon/Carbon kits include MW race proven 4 piston calipers with hard Teflon-Anodized pistons, Carbon brake pads with Titanium heat shields, billet aluminum mounting brackets, and all the required fasteners.



Brake Technology has changed dramatically over the past few years and Mark Williams Enterprises is in the forefront.

81200 Carbon/Carbon Brake Kit 4285.00
Fits MW 58580 or Lamb symmetrical type housing ends. 4-1/2", 4-3/4" and 5" bolt circle. Saves 12 lbs. over standard brake kit.

81250 Carbon/Carbon Kit for 15" wheels 4285.00

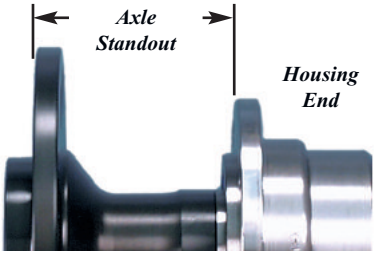
81280 Carbon/Carbon Brake Kit 4285.00
Fits Heavy Duty ends with 3.346 O.D. bearing 58595, 58598 and 58599 ends.

All Mark Williams 71000 series single caliper rear brake kits (see page 62) can be purchased as carbon/carbon for an additional charge

Brake System Tech

Caliper Alignment, Clearance & Position

Axle stand out controls the alignment of the brake system and as a result is very critical. To check stand out first verify that the housing ends are perfectly aligned. Install axles and check axle standout (face of axle flange to face of housing end) as accurately as possible. See the chart below for stand out dimensions for MW brake kits. Stand out should be + .015 of the dimension listed. Shims are available to correct the alignment. 71009 shim goes between the axle flange and brake hat that will move the disc outward .015". 71018 shim goes between the caliper and mount and will move the caliper inboard .015". Misalignment can cause caliper mount deflection, and is one of the causes of a "spongy" pedal. Install wheels to make sure caliper to wheel clearance is adequate on the diameter and face of the wheel. To bleed, the calipers they must be positioned at 3:00 or 9:00 o'clock. This allows the bleeder to be at the highest point of the piston cavity, ensuring that all air is removed from system.



Symmetrical ends	2.834"
Olds ends	2.834"
Large Ford ends	2.500"
Small Ford ends	2.500"
GM 10-12 Bolt ends	2.812"
Mopar ends	2.500"

Pedal Ratio & Master Cylinder

The master cylinder bore size influences the obtainable brake line pressure. Recommended master cylinder size when using two typical 4-piston calipers only in the rear is a single outlet, 7/8" bore master cylinder. If single piston front brakes are used in conjunction with two 4-piston calipers in the rear a dual outlet, tandem 1" bore master cylinder is recommended. When using 4-piston calipers front and rear a dual outlet, 1-1/32" bore master cylinder is recommended. Mounting the master cylinder to a frame rail or roll bar is recommended to ensure a solid mount. With the correct master cylinder in place the pedal ratio must be great enough to produce 1200-psi system pressure under severe braking conditions. A pedal ratio verses line pressure calculator is available on the Mark Williams website, www.markwilliams.com. We recommend using a pressure gauge connected to the system to verify the maximum available pressure before running the car. If the desired pressure cannot be easily attained the pedal ratio must be increased until the minimum pressure of 1000 psi is easily reached.

Brake Lines & Fluid

Aircraft AN-3 brake lines and fittings are recommended. Only stainless steel braided teflon hose, stainless or seamless steel tubing (3/16" x .028") should be used for brake lines. Lines should be secured to chassis rails to resist vibration and routed in such a way to avoid possible contact with wheels, tires and other moving parts. Joining hard line and braided line or "T"s should be done using a bulkhead fitting and a small tab welded to the chassis. Long runs should be done with hard tubing to avoid expansion of flexible line. The amount of flexible braided hose in the system should be kept to a minimum. See page 64 for AN -3 fittings and brake line. Use of DOT 4 or 5.1 fluid with a high boiling point and lubrication for seals and pistons is recommended. Do not use (DOT5) silicone fluids.

Trouble Shooting

Spongy Pedal Poor Stopping:

A) Air in system. Bleed brakes, making sure that the bleed valve is the highest point.

B) Disc warped (saucer shaped). Replace.

C) Calipers not square with disc. Check housing end alignment, both concentricity and squareness.

D) Linings worn on taper. Make sure that caliper is centered over the rotor and the caliper bracket is not deflecting.

E) Master cylinder bore too small. Match master cylinder to the system.Check the line pressure.

F) Master cylinder deflection. Stiffen master cylinder mounts

G) Pedal ratio wrong, low or high pressure

Brakes are locked up after run:

The piston in the master cylinder is not being allowed to return to the start location. The pressure relief hole is exposed to zero the line pressure. Re-adjust the linkage so that the piston completely returns. Make sure there is a positive stop on the pedal or lever. Do not rely on the retaining ring in the master cylinder for the pedal stop.

Excessive pad wear, disc shows excess heat:

A) System pressure is too low causing a longer pressure applied time to stop. Pressure needs to be high enough to allow wheel lock at any time. Check the ability of the system to generate 1200 PSI.

B) Pistons sticking in caliper, clean and overhaul calipers. Annual maintenance is required.

Brake Kit Components

All of the components that make up Mark Williams brake kits are available individually. The main components are listed below and on the following page. If there is a part that is not shown please call and a MW tech will help you find the parts.

2 & 4 Piston Calipers

MW calipers are all manufactured in house and are cast from the same alloy as the MW 9" Ford cases that has a higher tensile strength than 6061 used in most billet calipers on the market. Pistons are machined from billet aluminum and are Teflon-Hard coat anodized.

81100 MW Quick Change 4 Piston Caliper (ea) .214.00
For 5/16" to 3/8" thick rotor, no linings6

81100PR MW Quick Change 4 Piston Calipers (pr) .520.00
For 5/16" to 3/8" thick rotor, with non-asbestos 81133 linings.

82100 MW Quick Change 4 Piston Caliper (ea) . . .214.00
For .812" thick vented rotor, no lining.

82100PR MW Quick Change Calipers (pr) 520.00
For .812" thick vented rotor, with non-asbestos 81133 linings.

83100 MW Single Piston Caliper (ea) 165.00
For 5/16" to 3/8" thick rotor, no linings.

83100PR MW Single Piston Calipers (pr) 395.00
For 5/16" to 3/8" thick rotor, with linings.

Brake Hats & Rotors

MW brake hats are CNC machined in house from a special aircraft alloy. All hats clear a 3.062" register and are machined to accept MW 5/8" drive studs. Hats locate on a 6.248" maximum axle flange diameter.

71022 Brake Disc Hat (ea) 148.00
For 70000 series brakes. With 4 1/2", 4 3/4" and 5" patterns.

81001 Carbon Brake Disc Hat (ea) 222.00
For 80000 series outboard mount disc brake.

71010 Steel Brake Rotor Slot-Drive (ea) 179.00
With lightening holes 11-3/4" Dia, for 71000 series kit.

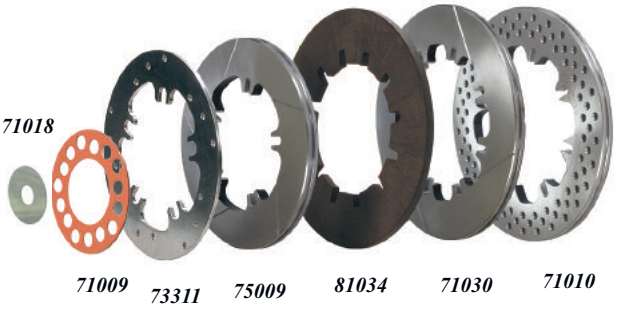
71030 Steel Brake Rotor Slot-Drive (ea) 169.00
With cleaning grooves 11-3/4" Dia, for 71000 series kit.

71009 0.015" Rotor Shim 3.00
To move disc out for fine adjustments. 4-3/4" & 4-1/2" x 5 patterns

71034 Front Brake Slot Drive Hardware Kit 79.00
Slot drivers and fasteners both sides (recommended with new rotors)

71035 Rear Brake Slot Drive Hardware Kit 124.00
Slot drivers and fasteners both sides (recommended with new rotors)

73311 Steel Floating Brake Rotor (ea) 186.00
For 73000 series kit (.325 thick).



73104 Carbon Floating Brake Rotor (ea) 992.00
For 73100 & 73400 brake kits. (Not shown)

75009 Steel Brake Front Rotor Slot-Drive(ea) 156.00
With cleaning grooves. For 75000 series kit with slot drive attachment.

81034 Carbon Brake Rotor (ea) 1379.00
For 81000 series brake kit , flange axle and floater kits, .437 thick.

81033 Carbon Brake Rotor (ea) 1379.00
For 15" brake kits , flange axle and floater kits, .437 thick.

81132 Brake Pad for 15" kits 23.00

71018 0.015" Caliper Shim 0.60
To move caliper out for fine adjustments. Goes between caliper and mounting bracket.

Brake Linings

73004 Lining, MW Front Caliper (ea) 24.36
For MW 2 piston billet front caliper in spindle mount kits.

73109 Carbon/Carbon Lining (ea) 211.58
For MW 73002 floating front caliper. (Not shown)

81035 Carbon/Carbon Lining (ea) 183.00
Includes Titanium steel backing plate, both disc diameters

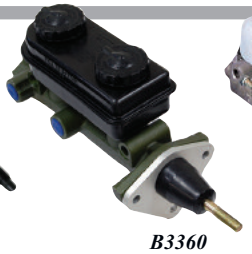
81133 Ferodo Hi-Friction DS3000 Lining (ea) 23.00
For MW 81100,82100 caliper, Ferodo non-asbestos high friction this in the normal lining shipped with brake kits.

81136 Bushing for 81133 Linings, (ea) 10.00
Use with 81133 lining in JFZ or Wilwood calipers One for two linings.

83120 Lining, 2 Piston Front Caliper (ea) 19.58

Brake System Components


81105


B3360


74-875U


9-1841A


9-1841B


9-888


260-8419

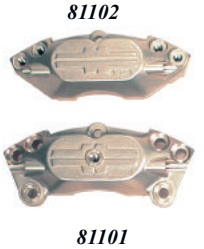
Whatever your application MW has the correct master cylinder for the job. We stock single outlet cylinders for 2 caliper systems as well as the popular tandem, dual outlet master cylinders for 4 wheel braking systems.

B3359	1 1/8" Dual Master Cylinder	.174.00
B3360	1 1/32" Dual Master Cylinder	.174.00
81105	Caliper Pressure Test Gauge	.80.00
	Recommended Checking pressure settings at the wheel. Invaluable troubleshooting aid	
9-888	Residual Pressure Valve	.52.50
	2 lb. Lamb for use with M-W, JFZ or Wilwood calipers	
74-750U	3/4" Tilton Master Cylinder Kit	.104.90
	Accepts side or flange mounting with remote or fixed reservoir and -3 outlet fitting.	
74-875U	7/8" Tilton Master Cylinder Kit	.104.90
74-100U	1" Tilton Master Cylinder Kit	.104.90
9-1841A	Lamb 9/16" Banjo Fitting	.44.00
9-1841B	Lamb 1/2" Banjo Fitting	.44.00
260-8419	Brake proportioning valve, knob adj.	.63.50

Caliper & Master Cylinder Parts

6446	Bleed Screw, 1/4" Thread *(ea)*	.1.65
9400	Bleed Screw, 3/8" Thread *(ea)*	.1.65
75099	Dust Cap Socket *(ea) (Front Brake)*	.59.64
75002	Front Hub Dust Cap *(ea) (Front Brake)*	.46.00
81101	MW Caliper Half, Inboard	.96.00
811EX	Rebuilt MW Caliper *(Exchange)*	.134.72
81102	MW Caliper Half, Outboard	.96.00
81104	MW Caliper Bridge Bushing *(ea)*	.7.92
81103	Piston, For MW Caliper *(ea)*	.13.00


81103


81102


83102


75099

81101

83101

75002


1208811 81104 9402

81170	O-Ring Kit for One MW Caliper	.8.50
83101	MW Caliper Half, Inboard	.62.00
83102	MW Caliper Half, Outboard	.62.00
1208811	Overhaul Kit-3/4" Airheart Cylinder	.46.80

Brake Lines and Fittings


1100


1110


1120


2511


2083


2610


2921


2949


2048


2050


3556


2815


2769


2808


2060


2187


3750


3669


3554


FM10324-03


10100-03


10324-03


0300 0187X028

Correctly plumbing your brake system is very important to brake performance. Quality components are the first step in doing it right. AN-3 is the recommended size for a brake system and MW stocks everything you will need. *(Note flares must be 37°)*

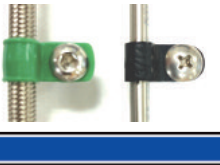
0187X028	-3 Stainless Tubing *(ft)*	.11.22
	3/16" X .028" tube, for the long brake line runs	
0300	-3 Stainless Hose *(ft)*	.4.75
	3/16" PTFE brake line hose per foot	
1100	-3 Straight Hose End	.9.90
1110	-3 45 Degree Hose End	.12.75
1120	-3 90 Degree Hose End	.18.70
2048	-4 to -3 Straight Union	.3.75
2050	-3 Straight Union	.2.75
2060	-3 Union Tee	.7.55
2083	1/8" Pipe Nipple	.2.53
2187	-3 Tee Fitting	.8.50
	3/16" tee with 1/8" pipe on the side	
2511	-3 Straight Adapter	.2.25
	3/16" hose end to 1/8" pipe (caliper fitting)	
2513	-4 Straight Adapter	.1.40
	-4 JIC to 1/4" NPT	
2610	-3 90 Degree Adapter	.4.75
	3/16" hose to 1/8" pipe 90 elbow	
2769	-3 Bulkhead Straight	.4.50
2808	-3 Bulkhead Tee	.15.50
2815	-3 Bulkhead Tee	.12.95
	Bulkhead on the run.	
2921	-3 Bolt For Banjo	.4.05
2949	-3 Banjo Brake Adapter	.7.50
3554	-3 Tube Flair Nut, *(6)*	.4.95
3556	-3 Bulkhead Nut, *(2)*	.3.25
3642	-3 Banjo Gasket, *(2)*	.0.75
3669	-3 Tube Sleeve, *(6)*	.4.45
3750	Line Clamp-Hose 3/16 *(6)*	.1.86
	for stainless steel tube pack of 6	
3755	Line Clamp-Tubing 1/4 *(6)*	.1.80
	for Teflon Braded hose pack of 6	
10324-03	Inverted Flare Adapter	.6.25
	AN -3 to 3/16" inverted flare. For OEM lines	
10100-03	Inverted Flare Adapter	.8.65
	AN -3 to 10mm inverted flare. For OEM lines.	
FBM2945	-3 to Fe. 10mm Concave	.14.00
FM10324-03	Invert. Flare Adapter	.8.25

Swedged Brake Lines


-1 end
-2 end
-3 end
0300-x-x Line

Order Line with (dash) end fitting for each end. Base line is 12" long add $4.75 for each additional foot length.

0300-1-1	Straight X Straight	.26.50
0300-1-2	Straight X 45°	.29.00
0300-1-3	Straight X 90°	.32.00
0300-2-2	45° X 45°	.34.50
0300-2-3	45° X 90°	.34.50
0300-3-3	90° X 90°	.40.12

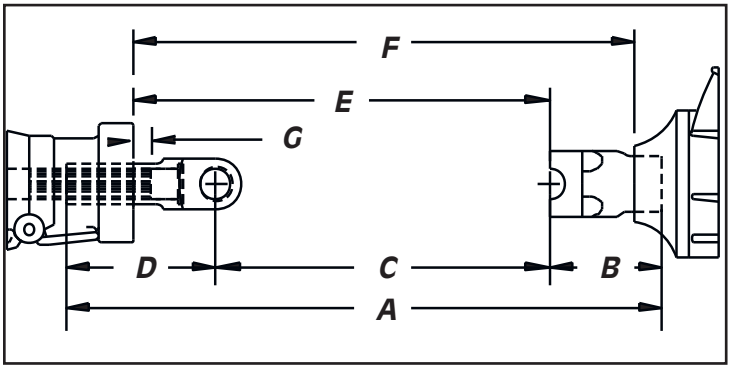


Clean it up with 3750-3755 clamps

Driveshaft Assemblies

Many of the nation's leading drag racers rely on Mark Williams's driveshafts and for good reason. MW has been building race-winning driveshafts for over 50 years and offers a driveshaft for nearly every application. From the 4130 chromoly shafts capable of handling Pro Mod/Nitro Coupe power to the lightweight 7075 aluminum shafts for Pro Stock, Comp, Super Stock or any application where rotating weight is a concern. All work, from fabrication to balancing, is done in-house at MW's plant and you can be assured of unmatched quality and prompt delivery. Most MW Driveshafts meet the SFI 43.1 specifications.

When placing an order for Mark Williams driveshaft assemblies please refer to the diagram below for the required dimensions. The "E" dimension is the preferred measurement but remember your 1350 or 1480 series pinion yoke must be in place when measuring, (our pinion yoke might not the same length as stock yokes). If ordering by the "C" dimension, the MW transmission yoke should be used. Our trans yoke lengths may not be the same as a stock yoke. The "E" dimension can be used but make sure you have the pinion yoke you will utilize.



A End of trans yoke to end of pinion yoke.

B End of pinion yoke to U joint center.

C U joint center to U joint center.

D End of trans yoke to U joint center.

E Trans seal to U joint center.

F Trans seal to pinion seal.

G Trans seal to end of output shaft.

Chromoly & Mild Steel

When it comes to a bulletproof driveline the Mark Williams chromoly driveshaft is the strongest. A chromoly shaft is 75% stronger than commonly used 1020 DOM material. To ensure the quality of the material, the 4130 condition HT tubing used is manufactured by domestic mills to meet the MIL-6736-B-HT-125 specification. The perfect companion to MW's chromoly tubing is the MW produced, 4130 forged weld yokes used in each assembly. These weld yokes are produced in-house to exacting tolerances to provide the proper press fit in the chromoly tube. MW weld yokes and chromoly tubing are assembled using a specially built alignment/assembly fixture, then carefully joined using an automated cold wire TIG process. Precision 1350 or 1480 series U-joints are then installed along with the forged, 100% machined 4340 heat-treated transmission yoke. Each assembly is High-Speed electronically spin balanced at a RPM that represents operating speed, to G30 industry tolerances.

The finished product is a driveline capable of handling today's most powerful vehicles. (Prices are less transmission yoke.) All 4130 Chromoly driveshafts meets and exceeds the SFI Spec 43.1.

39850 Chromoly Driveshaft

Steel Shafts

For many applications shaft weight is not a factor. For most bracket cars consistency is the goal so the performance advantage of lighter materials is usually not important.

SFI FOUNDATION INC.
SFI SPEC 43.1

39650 Mild Steel Driveshaft Assembly 469.00
3-1/2" O.D. x .065 DOM mild steel shaft, Spicer weld yokes and lube for life 1350 series U-joints.

39640 Mild Steel Driveshaft Assembly 475.00
4" O.D. x .083 DOM mild steel shaft, Spicer weld yokes and lubed for life 1350 series U-joints.

39800 3" Chromoly Driveshaft Assembly 577.00
3" O.D. x .083 4130 chromoly shaft. MW 4130 forged steel weld yokes and lubed for life 1350 series U-joints. SFI 43.1

39850 3-1/2" Chromoly Driveshaft 681.00
3-1/2" O.D.. x .083 4130 chromoly shaft. MW 4130 forged steel weld yokes and lubed for life 1350 series U-joints. SFI 43.1

39880 3-1/2" Chromoly Driveshaft 1480 Joint 730.00
3-1/2" .083" wall 4130 HT Tube, Precision U-Joints for high Powered applications. SFI 43.1.

Caution: *Steel with the smaller diameters has the lowest critical speed properties. For long shafts it is necessary to use a large diameter for high RPM requirements. Check the speed chart page 74 before ordering*

Aluminum Accu-Bond™ Driveshafts

39550 7075 Aluminum Driveshaft

SFI FOUNDATION INC.
SFI SPEC 43.1

Mark Williams Accu-Bond™ aluminum driveshafts are custom built with the super tough 7075 or 6061 aluminum tubing and fitted with special MW forged or Billet 7075-T6 end yokes. The end yokes are mated to the tubing using our patented, (USPS 7,485,045 B2) Accu-Bond™ bonding process. This allows the end fittings to be produced from high-grade 7075 aluminum, increasing the strength (the normal weak link of any aluminum driveshaft). In addition, the use of aluminum allows a 50% weight reduction compared to a steel shaft.

All shafts are high-speed balanced to G30 specifications in relation to the actual operating speeds on MW's high-speed balancer. Balance weights are attached with our unique system of bolt-on balance weights. Accu-Bond™ shafts are available in both 3 1/2" and 4" diameters. The 4" diameter should be used for longer shafts to avoid critical speed limitations (the rpm at which the shaft wants to "jump rope") . The combination of the larger diameter and high strength of 7075 materials allow for a thinner wall thickness, resulting in a very light assembly. The 7075 shaft is ideal for applications where weight and critical speed are an issue. The 6061 Accu-Bond™ driveshaft is an economical alternative to the 7075-bonded shaft. This shaft has slightly lower operating speeds and ultimate strength compared to the 7075 shaft, but is adequate for most high-powered applications. Prices are less transmission yoke, which is required for proper balancing. All Accu-Bond 7075 and 6061 driveshafts are SFI 43.1 certified.

39555 Accu-Bond™ 7075 Driveshaft 952.00
3-1/2" O.D. x .110" 7075 aluminum, MW forged 7075-T6 end yokes and cold forged precision 1350 series U-joints. Meets SFI 43.1

39985 Accu-Bond™ 6061 Driveshaft 897.00
3-1/2" O.D. x .125" 6061-T6 aluminum tube, MW forged 7075-T6 end yokes and cold forged precision 1350 series U-joints. Meets SFI 43.1

39550 Accu-Bond™ 7075 Driveshaft 995.00
4" O.D. x .100" 7075 aluminum tube, MW forged 7075-T6 end yokes and cold forged precision 1350 series U-joints. Meets SFI 43.1

39560 Accu-Bond™ SSG, 1350 joint Driveshaft . .852.00
4" O.D. x .100" SSG 6062 aluminum tube, billet 7075-T6 end yokes and cold forged precision 1350 series U-joints.

Carbon Fiber Driveshafts

39100 Carbon Fiber Driveshaft

SFI FOUNDATION INC.
SFI SPEC 43.1

Carbon Fiber Shafts

In keeping with the advances in driveline technology, Mark Williams Enterprises offers a carbon fiber driveshaft assembly. The special Mark Williams aluminum end yokes are manufactured to extremely tight tolerances for a precise fit into to the carbon fiber tube. The end yokes are then installed in the carbon fiber tube using a proprietary, patented bonding system. A custom built assembly fixture ensures perfect alignment or "phasing" of the end yokes during this process. MW's precision 1350 series U-joints, are installed along with the transmission yoke and the assembly is electronically balanced using the race proven bolt-on weight system. The stiffness of the carbon fiber material allows for higher critical speeds thus making it ideal for longer applications such as Pro Stock Trucks etc. Price is less transmission yoke. MW carbon fiber driveshafts are SFI 43.1 certified when using a MW Yoke.

1) Higher critical speed rating over aluminum shafts

2) Can be used for extremely long shafts at high RPM.

3) Best power to shaft weight rating.

39155 Carbon Fiber Driveshaft . . . . . .1575 .00
4.1" O.D. Carbon Fiber shaft, MW 7075-T6 forged aluminum end yokes and cold forged precision 1350 series U-joints. meets SFI 43.1.

Driveshaft Testing

Our torsion testing ability is unparalleled in the industry. We are involved in special design and manufacturing processes for all types of driveline applications. Our in house torsion testing machine allows testing of all types of maximum torsion and cycle load tests.

Each Accu-Bonded™ shaft is load and cycle tested to assure performance quality before shipping. A certificate of test accompanies each shaft. As a support service we will perform proof testing for any MW produced driveshaft free of charge.