

CLASSIC RACING CORVETTE PARTS

Mark Williams has expanded into the Corvette replacement parts for the serious racer. We have engineered several new products that increase the strength and reliability for the C2 and through C4 series Corvette drivelines. The most vulnerable parts for the C2 and C3 are from the use of the 17-spline axles in both wheel hubs and the inboard flange yokes. We've increased the spline size in both of these components to a larger and modern 30-spline design. The larger spline profile greatly increases strength. The axles feature forged 300M materials, and with in-house heat-treating and shot peening a truly dependable part has been created. We are committed to producing the highest quality parts for the serious vintage Corvette racers

CORVETTE C2 AND C3 AXLE HUB KITS



This kit for C2/C3 ('63-'82) Corvettes improves the yoke-shaft torsional strength by upgrading the spline to a more modern and stronger 31 tooth involute profile. The axle flange (spindle), is produced from a 4340 aircraft alloy forging. The flange (spindle) is double heat-treated for improved ultimate strength and shot peened for improved cycle life.

The universal joint yoke replaces the two parts of the original design, eliminating the 4-bolt flange. The splined yoke is through hardened steel and features removable heat-treated billet caps that simplify installation. The universal joint cap is attached with ARP fasteners and the bolt heads are drilled for safety wire locking. The axle-shaft features a 1"-20 thread that increases the strength of the entire system. The axles come installed with 1/2"-20 x 3"

ARP wheel studs that feature a nut-aligning quick start. 2" long studs are an option. Studs are installed with a threaded connection into the axle flange. The flanges have a second pattern with 5/16"-18 threads that can be used to secure the brake disc. The kit comes with all the parts required for assembly, including Timken® bearings and SKF-CR seals. Sold as a kit for both sides. Installation and service instructions can be found on our website, Service Bulletin #0115.

50230-KIT Corvette C2-C3 Rear Axle Wheel Hub\$3164.00
Complete Next-Step rear wheel kit with standard length axle shafts and 1350 series universal joints. 3" or optional 2" long 1/2-20 wheel studs. Machining of the bearing preload spacer is required for proper pre-load.

CORVETTE C2 AND C3 REAR INBOARD YOKE SHAFTS



The C2 and C3 Corvette's differential comes from the factory with a 17-spline inboard flange yoke that is prone to failure. This super strong 300M version has the spline updated to a stronger 30-tooth involute profile. It features through hardening heat-treating process and shot peening. The inner yoke shaft features a billet u-joint cap (p/n 50237) that attaches with studs and a 12-point ARP nut.

The standard Corvette posi-traction is modified by slightly increasing the bore size, and changing to 30-spline axle gears that are common to 12-bolt GM posi-traction units. A simple machining operation to the original posi-traction case is required. With this change, a standard GM C-clip is used to retain the yoke shafts. New Eaton™ posi-traction units with all required modifications are available, part number 19670-MOD. Kit price is per pair. Installation and service instructions can be found on our website, Service Bulletin #0111.

****NOTE**** These yoke shafts WILL NOT work with C2/C3 Corvettes that have been modified to use a GM 12-Bolt posi & special gear (eg. Tom's). For those 12-Bolt modified Corvettes, use p/n 50248-KIT, which includes the driver's side (p/n 50248) and passenger's side (p/n 50249) inner yoke shafts.

50245-KIT Corvette C2-C3 Rear Inner Yoke Shaft Kit (pair)\$2100.00
Replaces the factory 17-spline differential yoke axle shaft. Must use 30 spline axle gears originally used in the 12 bolt GM differential. Modifications are required to the Posi-Traction carrier in order to clear the large splines.

MARK WILLIAMS Enterprises®