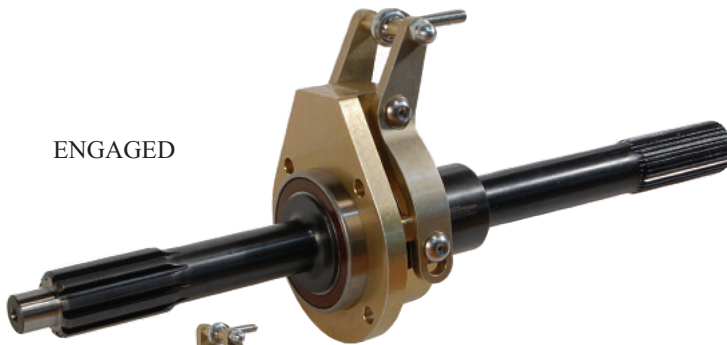
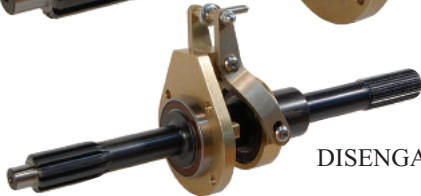


## CLACKLE-SAFE DISCONNECT

ENGAGED



DISENGAGED



When attached to the bell housing, this device allows the driver to disconnect the output shaft from the driveshaft and safely run the car without having to hold in the clutch pedal. This eliminates the possibility of a foot slipping of the pedal and reduces wear on the clutch springs. All normal driveline couplers stay engaged and do not rotate while the engine is running. The sliding coupler, output shaft, and driveshaft are made of heat-treated alloy steel, while the bearing retainer and fork assembly are machined from billet aluminum. The output shaft and driveshaft are custom made to the length required for your car depth and engine location.

13050 Clackle-Safe Disconnect . . . . .1752.00

## CV DRAGSTER DRIVE SHAFT



39371 CV Drive Assembly Powerglide-9" Ford . . .1600.00  
For 27 spline output. 28 or 35 spline 9" rear

39372 CV Drive Assembly Powerglide-9" Ford . . .1600.00  
For 32 spline output. 28 or 35 spline 9" rear

39360 CV Drive Long Tailhousing Flange . . . . .725.00  
For 32 spline (only)mid length Powerglide Tail housing

39373 CV Drive Long Tailhousing Assy . . . . .1412.00  
For 32 spline mid length Powerglide Trans & 9" rear.

This kit includes everything required to convert to a CV shaft. The 7075 aluminum transmission housing that bolts to the transmission is 27-spline. The CV joints are race-prepped with our Supra-Fin™ isotropic super finishing process and lightened. The CV is assembled and pre-lubed. The CV joint includes retaining cups and high-speed boots with gaskets that keep the lubricant in place. The center drive-shaft is produced from 300M material and shot peened. The CV 9" differential pinion flange is included and available in the 28 and 35-spline configurations. All exposed steel parts are finished with a Cerakote ceramic coating for rust prevention.

The 39373 assemblies are for mid length tail housing with a 32-spline output and longer engine to transmission distances.

The center shafts are made to fit your specific chassis-engine-transmission combination, and the assembly is delivered ready for bolt-in installation. See Service Bulletin 113 for length ordering information or call 800-525-1963 .

## DRIVESHAFT SAFETY LOOPS

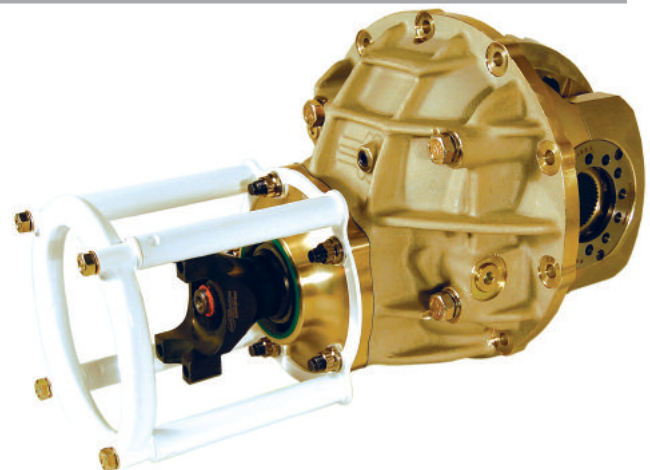
Our driveshaft safety loop attaches directly to the differential third member, eliminating tubular structures that attach to the chassis.

The front section loop is removable by four retaining bolts allowing easy drive shaft removal. The open design allows removal of the rear universal retaining bolts that are impossible to remove with enclosed tube designs. Constructed from 4130 material this satisfies the NHRA rule requirements for a "retainer loop 360 degrees of enclosure".

Available for both 9" Ford and MW 11" differentials

57625 Drive Shaft Loop Assembly . . . . .295.00  
9" Thirdmember, for 7/16 stud size

90725 Drive Shaft Loop Assembly . . . . .310.00  
11" Modular rear, 7/16" stud size



toll free  
**800-525-1963**

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