

# Race Ready!

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

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

### LIGHTWEIGHT ALUMINUM SPOOLS

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



### WIDE SELECTION OF 9" CARRIERS

M-W offers several options when it comes to carriers for 9" Ford rears. These include our nodular iron carriers, which are vastly superior to OEM units (\$387), a lightweight aluminum version (\$456), plus rugged Pro-style designs with draw-through cap bolts at \$575 (3.062" or 3.250" bore). The aluminum Pro carriers are also available with big 3.812" bore caps to accommodate new style spools. These are priced at \$625. Cases can also be machined for internal lubrication.



### SPECIALLY LIGHTENED RING GEARS

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



### MICRO FINISHED GEARS

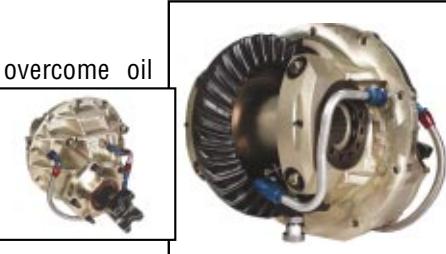
M-W now offers the highly effective Supra-Fin™ surface micro-finish process for ring and pinion sets. This reduces surface friction and eliminates the need for break-in procedures, and results in a longer gear life. We protect the mounting and bearing surfaces so this process will not alter the installation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

**Supra-Fin™**  
surface improvement



### INTERNAL DIFFERENTIAL PUMP

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



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

RICHMOND GEAR    TIMKEN

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1

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### PRO STOCK ASSEMBLY - LARGE PINION

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

### PRO STOCK ASSEMBLY - STANDARD PINION

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

### "SUPER" CATEGORY ASSEMBLY - STANDARD PINION

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

### "SUPER" CATEGORY ASSEMBLY - LARGE PINION

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

### E.T. BRACKET ASSEMBLY

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

### "PRO STREET" ASSEMBLY

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

### PRO MOD ASSEMBLY - 9.5" RING GEAR!

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

### MasterLine THIRDMEMBER ASSEMBLY

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



### LOW FRICTION FORD THIRD MEMBERS

Designed for racers who want to improve ETs, M-W's exclusive 9.5" Ford Low Friction Thirdmembers feature an aluminum case, lightened ring gear and 32-spline pinion that have been micro-polished (Supra-Fin™ process) and Sub-Zero thermo-treated, ceramic pinion support bearings, low-drag seal, aluminum spool and pinion yoke and Sure-Lock™ adjusters. They are available with 9-1/2" Pro Stock gears (5.00, 5.11, 5.14, 5.17, 5.25, 5.29 and 5.33 ratios) fully assembled and ready to run for \$4275, and can be exchanged for a rebuilt thirdmember with all-new gears for \$1068 at M-W's NHRA race trailer or the factory. M-W Low Friction Thirdmembers are also available with all popular 9" Ford gears (standard pinion) to 6.50. Call for details.



3 NEW  
RATIOS!

ASK ABOUT  
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