

SERVICE BULLETIN

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Bulletin #74 page 1 of 1 57448 Case Main Cap Cracking June 5, 2000

PART NUMBER EFFECTED:	DESCRIPTION
57448.....	3.812 bore Aluminum Case caps without Counter Bored Hole for thru bolt nut and washer. Cases with the caps in question were manufactured up to March 1997. Caps with the improved design are part number 57446 with an A thru E revision. These caps were not stamped with part numbers until June of 2000. Comparing to the photo contained in this bulletin will identify the caps in question.

BULLETIN SCOPE:
We have had instances of cracks developing in the corner where the main nut and washer grips the cap. We recommend inspection of this area on a regular basis to detect the start of any cracks and to prevent a catastrophic failure. These cracks have occurred on Aluminum Thru Bolt Cases with the 3.812" bore only, part number 57448. Thru Bolt Cases with steel caps P/N 57448-95S, and cases with 3.250" bore P/N 57440, and 3.062" bore P/N 57430, have a larger cross sections and have not displayed this cracking problem.

INSPECTION REQUIRED:
Before running check area "A" for any cracks developing in the milled corner. It may be necessary to use a magnifying glass to detect the cracks. We also recommend using a dye penetrate inspection to detect cracks not visible to the eye. Dye penetrate inspection kits are available from Mark Williams, part number 406. This inspection should be repeated after every 5-10 runs for cars that are included in the SEVERE DUTY CATEGORY.

CAUSE FOR REJECTION :
Any cap that shows signs of cracking should be retired from service. There is no satisfactory repair procedure to the existing cap that will correct this problem. The case should be replaced with one that has the later style caps. The individual caps cannot be replaced as they are align bored as an assembly.

SEVERE DUTY CATEGORY:
These cracks have developed in drag race vehicles that use a clutch transmission combination. These would include Pro Modified, Alcohol Dragster, Funny Cars, Un-blown Fuel Dragster, IHRA/NHRA Pro Stock Cars and Pro Stock Trucks. Cars in these classes or having similar performance parameters should consider replacing their case with one that has the later style cap when the next ring and pinion is changed. The inspection phase should be repeated every 5-10 runs.

