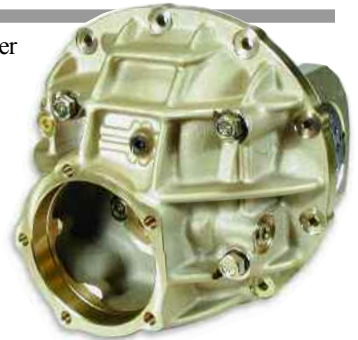


9" FORD CASES

ALUMINUM THRU-BOLT - This highly refined, heavy-duty unit has become the "standard" in champion caliber Drag Race cars. It weighs 11 lbs. less than our nodular iron carrier. The unique thru bolt design and the use of an ultra strong A206 alloy with engineered cross sections give it superior strength. The MW Thru-Bolt™ cases with cap aligning bushings create better compressive strength and maintaining the main cap alignment. The pinion pilot-bearing bore utilizes an extra long bearing that is completely captive, retained by screw fasteners. 7075 aluminum or Steel caps are utilized with billet steel adjusters and 7/16" pinion support stud kit are included. Bore sizes available are 3.062", 3.250", 3.812" and new 4.00" bore. The 3.812" and 4.00" bore cases features "Grip-Lock"™ adjusters lock system. All the M/W thru bolt cases are cleared for 9-1/2" (9-1/4" actual diameter) thru 10" (9-7/16" actual diameter) gears. Fluid passage ports for external and internal lubrication systems are pre-drilled.



57430 9" Ford Thru-Bolt Aluminum Case678.00
3.062" bore w/aluminum caps and adjusters. 16.5 lbs.

57440 9" Ford Thru-Bolt Aluminum Case709.00
3.250" bore w/aluminum caps and adjusters. 16.4 lbs.

57448 9" Ford 3.812" 9-1/2" -10" Gear Case753.00
3.812" bore thru bolt case w/aluminum caps and adjusters. (3.812 bore size for spools and carriers with 2-1/4" ID bearings) 16.2 lbs.

57448-95S 9" Ford Big Bore 9-1/2" -10" Gear Case . .856.00
Same as 57448 but with steel billet caps. 19.6 lbs.

57458 9 1/2"-10" Ford 4" Bore, Aluminum Caps813.00
For 4.00 bore angular contact ball main bearings, 15.9 lbs.

57458-10S 9 1/2"-10" Ford 4" Bore, Steel Caps923.00
For 4.00 bore angular contact ball main bearings, 19.4 lbs.



LIGHT WEIGHT ALUMINUM - The MW Light Weight case is based on the MW nodular case design and is cast from the same material used in the MW thru-bolt cases, but does not have the additional reinforcing and heavier walls of a thru-bolt case. The case should only be used in lighter drag racing and street applications. The MW Light Weight case is 5 lbs. lighter than a thru-bolt case and over 15 lbs. lighter than an OEM nodular case. It can also be used in street or oval track applications.

57415 9" Ford Light Weight Case514.00
3.062" bore with aluminum caps and adjusters. 11.5 lbs.

57425 9" Ford Light Weight Case514.00
3.250" bore with aluminum caps and adjusters. 11.5 lbs.



57465 NASCAR Case

NODULAR IRON - The MW nodular iron case features a improved case design that provides necessary reinforcement in all critical areas, yet is comparable in weight to a stock unit while lighter than competitors. Each MW nodular iron case comes with billet steel caps with ARP studs and nuts. Billet steel adjusters with studs for the pinion assembly. 3.062" or 3.250" bore sizes available.

57460 9" Ford MW Nodular Case514.00
3.062" bore with steel caps and adjusters. 29 lbs.

57470 9" Ford MW Nodular Case514.00
3.250" bore with steel caps and adjusters. 29 lbs.

57465 9" Ford MW NASCAR Case605.00
3.062" bore with pump mounts and fluid ports. Load bolt provision, 3/8-16 threads for pinion support, lightened main caps. 27.7 lbs.

INTERNAL LUBRICATION



Internal lubrication pumps pressure feed oil to areas that become starved from acceleration forces. The pump is internally mounted to the thirdmember case (special machining required). Circle track applications use the pump for flow to an oil cooler with the return flow providing cooling and lubrication.

57466 Internal Oil Pump Kit495.00
Pump mounts to pinion pilot bearing area, includes hard line and case fitting. (external lines extra)

57463 Case Modifications for Pump170.00
Machining required to mount internal pump. 57465 and 57448-95P are pre machined for pump. (not required for 57465 case)

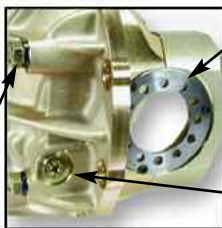
THROUGH-BOLT FEATURES



POSITIVE PILOT BEARING RETENTION

THRU-BOLT CONSTRUCTION

7/16 THREADS IN CASE



GRIP-LOCK™ STEEL ADJUSTERS

7075 T651 ALUMINUM CAPS

THREADED FOR OPTIONAL LOAD BOLT



GRADE 9 BOLTS WITH ALIGNMENT BUSHINGS AND REDUCED HEX NUTS

PILOT BEARING REMOVAL HOLES

OPTIONAL INTERNAL PUMP

