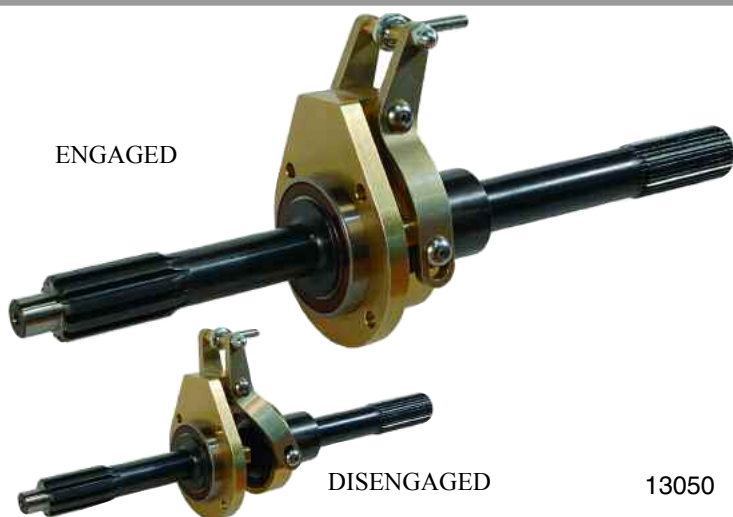


CAKCEL SAFE DISCONNECT



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 Cackel-Safe Disconnect1475.00

DRIVESHAFT SAFETY LOOPS

Our driveshaft safety loop attaches directly to the differential third member, eliminating tubular structures that attach to the chassis. By fixing the loop to the rear end the chances that the driveshaft will crash into the loop are reduced.

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 Assembly295.00
9" Thirdmember, for 7/16 stud size

90725 Drive Shaft Loop Assembly295.00
11" MODular rear, 7/16" stud size



Anti-Rotation Bracket Assy - 8 3/4 Chrysler

Designed to create the required mount plate for the rear axle rotation and drive shaft cover mounting for Front Engine Dragsters. Produced from 1/8" 4130 steel and bolted to the two existing holes in the 8 3/4" Chrysler differentials utilized in early Dragster construction. The stock thirdmember require the addition of two or three 3/8" - 16 threaded holes to mount this product. Jig welded by TIG process with three 5/16" diameter flange holes for mounting rotation device plates and drive shaft covers.



13010 Anti-Rotation Bracket 8-3/4 Mopar102.50

Steering Bell Crank

Designed for Front Engine Dragster steering applications. Produced from 4130 normalized steel. Features 3/8" holes on 5" arm. Bolt centers are 90 degrees apart, but can be drilled to produce different ratios. Utilizes ball bearings with races machined in to both 4130 parts. The kit includes o-ring seal, AN quality fastener, castellated nut, and cotter key. Chassis mounting bracket is formed to weld 1-1/4" to 1-1/2" diameter tubing.



13020 Bell Crank Steering Assy.82.50

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www.markwilliams.com