

2020



Welcome to the 2020 Diversified Machine Inc. Product Guide. This edition not only show cases the latest DMI and Bulldog offerings, but celebrates DMI's 20th Anniversary serving the Motorsports industry. We began producing the DMI product line in 2001 and proudly displayed our modest product line and twelve page catalog that December at the Performance Racing Industry Trade Show. And here we are. Twenty years later. Two thousand and twenty. Thousands of products. Thousands of races. 7,300+ days of waking up thinking how we can make a product better, stronger, and faster. 7,300+ days of asking ourselves how can we do better? How can we make something easier for our customers? How can we be the best company we can be? And over those 7,300+ days we've experienced plenty of victories and suffered a few defeats. We made a lot of friends and sadly we lost a few of them too. As The Grateful Dead said, "What a long strange trip it's been."

I'd love to tell you that in 2001 we had this grand plan. Actually, we were too naïve for that. LOL. But what we did have was a competitive spirit, a hard work ethic, and some talent. Seven people remain from the original 13 employees pictured in the back of the original 2001 catalog. That's pretty cool.

Two of those folks are owners, Jim and Tammy Haines. In 2001, Jim's mind never stopped thinking of a way to make something better, safer or faster. Fast forward to 2020 and nothing has changed. He's still the same thinker and inventor. We brainstorm some ideas as a group and Jim refines them and figures out how it's going to work. And Tammy? She still has to make the money work. While we're having fun thinking of the next new product we want to make or machine we want to buy, Tammy gets to stress about the rising costs of insurance, paying for the 18 skids of castings we just got in and wondering what we're going to talk her into next. They say teamwork makes the dream work and Jim and Tam have been great leaders for our team. I started at DMI in July of 2001. My qualifications were showing up every day and knowing a lot of people in the industry. LOL. I picked up the phone, dialed some numbers, and lucky for me, some people answered. We were off the ground and taking flight. And like Jim's never resting mind, my desire to pick up the phone is as strong today as 2001. If I'm not on the other line, I'll take the call, and if you have to leave a message I do my best to get back to you. I love acquiring new customers, seeing our racers' successes and helping people achieve their goals. Not pictured in the 2001 catalog is my wife, Jennifer. Technically, Jennifer started at the company in 2004. But that's a little mis-leading since she is Jim and Tammy's daughter and has been here since day one. We've worked together since her start in 2004 and have been husband and wife since 2007. Jennifer manages the office, handles inventory management, assists customers and works with our freight and packaging providers. Most importantly, she keeps me sane. Again, teamwork makes the dream work.

Another original employee still with us is Adrian Shaffer. A successful sprint car driver, Adrian has worn many hats with the company. Machinist, quick change rear assembler, sales/office and now assistant to our O.M. He was DMI's first 20 year employee. If something needs done, Adrian can do it. He's been a great asset to the company and has been a vital part in the development and design of our line. Two other original employees are Scott McComsey and Brent McComsey. Scott sets-up and runs machines in our mill department and brother Brent sets-up and runs lathes. We can't thank them enough for their 20 years of dedication to our company. The seventh and final employee from the original catalog still with us is Matt Klunk. Matt did take a hiatus for a few years but returned in 2017. Matt runs the shipping department and we're glad he decided to come home. Another employee who wasn't with us in 2001 but has certainly devoted their time to us is operations manager, John Flory. John started with the company in 2004 and has been operations manager for the last 10 years. Along with the responsibilities as operations manager, John has been the lead designer on all products since 2010. John has elevated our design, research and development processes, and machining capabilities with his expertise. There have been many other employees past and present. Every one of them has contributed to the growth and success of the company. We're proud of the 30+ employees that currently make up the DMI work force and that so many have dedicated such a large part of their lives to living this dream with us.

The message I want you to take from the words above are that family and teamwork are what make DMI... DMI. When you choose to purchase and use DMI products, you become part of our family. When you choose to purchase and use DMI products you gain every one of our employees as a teammate. We will work with you to achieve the goal. And every customer is important regardless of the goal. Whether we're working with the guy trying to qualify for his first race or the superstar trying to win the biggest race of the year, we do whatever we can to provide you and your team the opportunity to succeed. We want you to be as proud to use DMI products as we are to have you using them. We'll win together, we'll lose together, but through it all, we'll remain together. Thanks for choosing DMI and have a safe and winning season.




Owners:
Jim & Tammy Haines



Assistant O.M. & Tech Support:
Adrian Shaffer



Operations Manager:
John Flory



Chiefette of Media Relations:
Mandee Pauch



Sales Manager:
Dave Ely
Customer Service:
Jennifer Ely

VISION STATEMENT

At DMI our vision is to create a relationship with our customers where they know not only are they a valued customer but a part of the DMI family. We want the customer to know that their successes are our successes. We will do everything we can to prove to the customer that they made the right choice entrusting DMI with their safety, providing them a fair value and offering the highest performing components available in motorsports today, tomorrow and in the future.

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SS1

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BULLDOG
Quick Change



XR3

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BULLDOG
Quick Change

CT1

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BB-1

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XR-1

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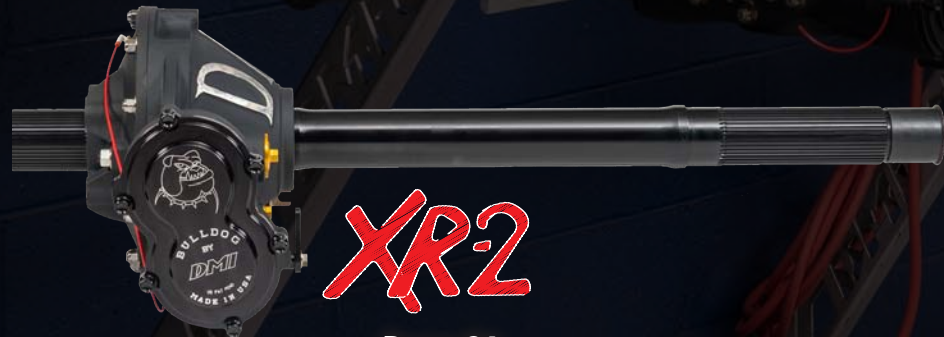
EZ
SERIES

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XR2

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EZ Series

EZ
SERIES



- EZCT1 - 4.12
- EZIMCA - 4.12 PRO
- EZCT1 - 4.86
- EZIMCA 4.86
- EZSSI - 4.86
- EZIMCA 4.86 PRO
- EZIMCA - 4.12



The Bulldog EZ Series rears are the newest members of the premier Quick Change Rear lineup in motorsports. Any CT-1, SS-1 or IMCA series rear can utilize the ingenious EZ bell and tube system. The modular design offers superior strength, unmatched versatility and simplifies tube replacement.

Superior Strength:

Shallow aluminum side bells increase side bell rigidity by almost 75%! Less flex = more traction. Heavy duty tube collars remain straight and true in the hardest of crashes. Tubes are held to the bell by (6) Grade L9 hardened 7/16" studs.

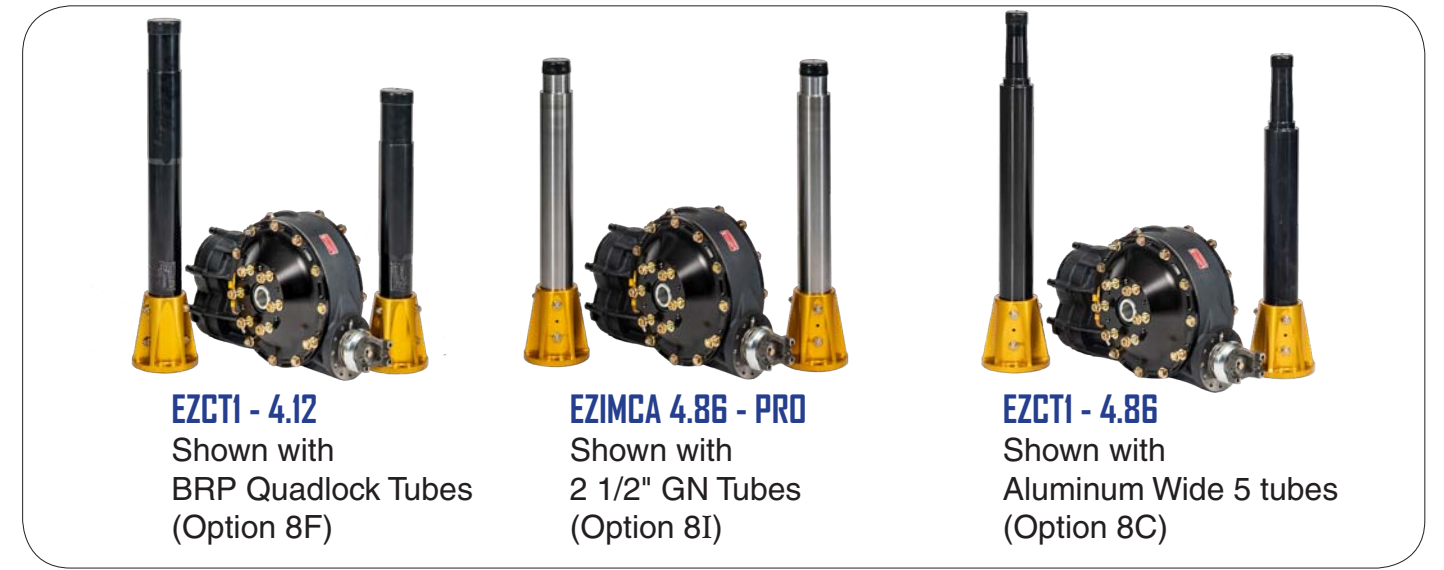
Unmatched Versatility:

Want to try a different tube? Loosen the nuts, remove the tube and install the new tube in under ten minutes. The spare tube can be a complete assembly. Brakes, hub, and birdcage can be mounted prior to tube swap. So easy a caveman can do it!

Simple Tube Replacement:

The rear does not even need to be removed from the car. The rear is sealed in the side bell. When the tube assembly is removed it is a dry process. No more fighting with a large bell at the press removing the old tube. Press availability an issue? No problem. Carry a spare tube and collar assembly and get back on track... fast!

EZ Series



EZCT1 - 4.12
Shown with
BRP Quadlock Tubes
(Option 8F)

EZIMCA 4.86 - PRO
Shown with
2 1/2" GN Tubes
(Option 8I)

EZCT1 - 4.86
Shown with
Aluminum Wide 5 tubes
(Option 8C)

EZ Series is available on CT-1 or SS-1 Quick Change Rears. See the CT-1 or SS-1 rear information in the catalog for more details on rear features, specifications, and available options. All IMCA series rears are also available with the EZ bells and tubes.



Innovative rear design allows for UPS ground shipping and offers substantial savings in freight costs. Additionally, this method of shipping and stocking rears saves dealers money while offering more inventory options. Stock the center box and multiple styles of tubes in various lengths. Cover all the classes with one rear center.



The Behrents No.3 driven to victory by Mat Williamson in the grueling OCFS \$100k to win Centennial 200 utilized the EZCT-1 to get to victory lane

SS-1

SSI-4.12
Bulldog SS-1 4.12
Complete Rear
(Less Tubes)
68 lbs.

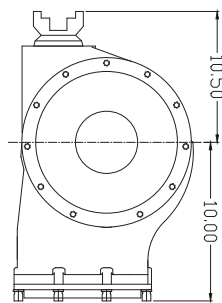


The Bulldog SS-1 features a lightweight 8" 4.12 ring and pinion. We started with a blank screen and put over two years of design and development into producing the shortest, quickest and strongest full size appearing rear. The rear features reduced rotating and unsprung weight and additional fuel cell clearance. Ultralight 8" ring gear and mini pinion assembly is over 2 ½ lbs. lighter straight out of the box than a standard 10" gear set. The Bulldog Super Short -1 is the shortest rear available from any manufacturer. The rear is more than 1.5" shorter than our already industry leading CT-1 rear. The rear utilizes our standard side bells and tubes as well as standard 10 spline quick change gears. The pinion is supported by one piece pinion bearing cup and revolutionary pinion nose support. Crate cars and lower horsepower applications will see the largest difference in acceleration and deceleration. There are short rears and then there is Bulldog Super Short!

Standard Features Include:

- O-Ringed Aluminum Gear Cover
- 100% Magnesium Castings
- Breather Assembly
- Bell to Tube Thru Bolts
- Magnetic Drain Plug
- 8" Ring and Pinion produced by the finest Italian Gear Manufacturer
- Correct Length Thru Bolts for your Application
- All Rears Built Standard with Low Drag Seals
- Heat Treated Super Short Lower Shaft
- 5 qts Bulldog Blood Oil

Dimensions:



Side-by-Side Comparison CT-1 & SS-1



Popular SS-1 Options More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating	
1-A	Black Thermal Coating - 6 Rib
1-B	Black Thermal Coating - 8 Rib
1-E	Black Thermal Coating - Center Only
Option 2- Ring & Pinion	
2-A	Lightened Ring Gear
2-B	ASF Ring & Pinion
2-C	ASF / Lightened Ring and Pinion
Option 3- Lower Shaft	
3-D	Heavy Duty Lower Shaft
3-E	Gundrilled Lower Shaft
3-F	Gundrilled Lower Shaft w/ Aluminum End Yoke
Option 4- Seal Plate	
4-A	Front Seal Plate - Standard
4-B	Front Seal Plate - w/o 2 Counterbores
4-C	Front Seal Plate - w/o Counterbores
Option 5- Side Bells	
5-A	8-Rib Side Bells - Both Sides
Option 6- Low Drag & Bearings	
6-A	Low Drag w/Teflon Lip Seals and Severe Duty Bearings
6-B	Low Drag w/Teflon Lip Seals and Severe Duty Bearings w/Seal Plate Seal
6-L	Low Drag w/Teflon Lip Seals and Severe Duty Bearings - PROglide treated

6-M Low Drag w/Teflon Lip Seals and Severe Duty Bearings w/Seal Plate Seal - PROglide treated

Option 7- Thru Bolts	
7-C	Dirt Late Model Thru Bolts
7-D	Dirt Modified Thru Bolts for Left Side Panhard
Option 8- Tubes	
8-A	Include SmartTube Style Tubes - Specify Lengths
8-B	Include Splined Teo Style Tubes - Specify Lengths
8-C	Include Wide 5 Tubes - Specify Lengths
8-D	Include Aluminum 8-Bolt Tubes - Specify Lengths
8-E	Include H.D. Wide 5 Tubes - Specify Lengths
8-F	Include SmartTube Style Tubes - BRP Quadlock - Specify Lengths
8-G	Include Steel Wide 5 Tubes - Specify Lengths
8-I	Steel GN 2.5 Tubes - Specify Lengths
8-J	Moly GN 2.5 Tubes - Specify Lengths
8-K	Steel SmartTube Style Tubes - Specify Lengths
8-L	Aluminum Thin Flange 8 Bolt Tubes - Specify Lengths
8-M	Aluminum Deuce N' Half Tubes - Specify Lengths
8-N	Steel Thin Flange 8 Bolt Tubes - Specify Lengths
Option 9- Spool	
9-A	Ultralight Aluminum Spool



Doug Coby
NASCAR Modified Tour Champion



Billy Pauch Jr
New Egypt Speedway Modified Champion

CT-1

CT1-4.86

Bulldog CT-1
4.86 Complete
Rear (Less Tubes)
72 lbs.

CT1-4.12

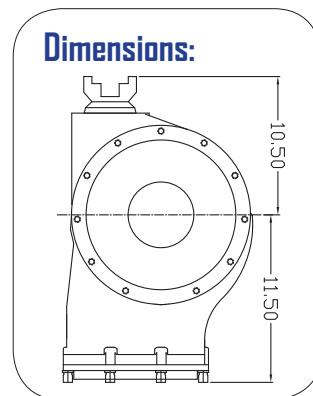
Bulldog CT-1
4.12 Complete Rear (Less
Tubes)
72 lbs.



The Bulldog CT-1 is the workhorse of the closed tube rear market. Precision machining ensures trueness and accuracy unmatched by the competition. Installed tubes feature zero run-out. Internal and external ribs combine to offer the strongest side bells available. The elimination of side bell flex provides a more free rolling rear under load. The CT-1 rear is stronger, truer and more user friendly than any other conventional closed tube rear. Since being introduced in 2010, the Bulldog CT-1 has won every major event and championship in short track racing on dirt and asphalt. Additional success has been achieved in the Trans-Am Series, drifting, and can be found under many of the coolest street rods on the planet!

Standard Features Include:

- O-Ringed Aluminum Gear Cover
- 100% Magnesium Castings
- Breather Assembly
- Bell to tube thru bolts
- Magnetic drain plug
- Correct length Thru Bolts for your application
- 10 AN Port for fill can
- Timken® Pinion Bearings
- Heat Treated Lower Shaft
- Three side bell studs per side allow for easy removal without complete disassembly
- 5 qts Bulldog Blood Oil



Popular CT-1 Options

More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating

- 1-A Black Thermal Coating - 6 Rib
- 1-B Black Thermal Coating - 8 Rib
- 1-E Black Thermal Coating - Center Only

Option 2- Ring & Pinion

- 2-A Lightened Ring Gear
- 2-B ASF Ring & Pinion
- 2-C ASF / Lightened Ring and Pinion

Option 3- Lower Shaft

- 3-D Heavy Duty Lower Shaft
- 3-E Gundrilled Lower Shaft
- 3-F Gundrilled Lower Shaft w/ Aluminum End Yoke

Option 4- Seal Plate

- 4-A Front Seal Plate - Standard
- 4-B Front Seal Plate - w/o 2 Counterbores
- 4-C Front Seal Plate - w/o Counterbores

Option 5- Side Bells

- 5-A 8-Rib Side Bells - Both Sides

Option 6- Low Drag & Bearings

- 6-A Low Drag w/Teflon Lip Seals and Severe Duty Bearings
- 6-B Low Drag w/Teflon Lip Seals and Severe Duty Bearings w/Seal Plate Seal
- 6-L Low Drag w/Teflon Lip Seals and Severe Duty Bearings - PROglide treated

- 6-M Low Drag w/Teflon Lip Seals and Severe Duty Bearings w/Seal Plate Seal - PROglide treated

Option 7- Thru Bolts

- 7-C Dirt Late Model Thru Bolts
- 7-D Dirt Modified Thru Bolts for Left Side Panhard

Option 8- Tubes

- 8-A Include SmartTube Style Tubes - Specify Lengths
- 8-B Include Splined Teo Style Tubes - Specify Lengths
- 8-C Include Wide 5 Tubes - Specify Lengths
- 8-D Include Aluminum 8-Bolt Tubes - Specify Lengths
- 8-E Include H.D. Wide 5 Tubes - Specify Lengths
- 8-F Include SmartTube Style Tubes - BRP Quadlock - Specify Lengths
- 8-G Include Steel Wide 5 Tubes - Specify Lengths
- 8-I Steel GN 2.5 Tubes - Specify Lengths
- 8-J Moly GN 2.5 Tubes - Specify Lengths
- 8-K Steel SmartTube Style Tubes - Specify Lengths
- 8-L Aluminum Thin Flange 8 Bolt Tubes - Specify Lengths
- 8-M Aluminum Deuce N' Half Tubes - Specify Lengths
- 8-N Steel Thin Flange 8 Bolt Tubes - Specify Lengths

Option 9- Spool

- 9-A Ultralight Aluminum Spool



Mike Cope Race Cars
Trans Am TA2 Series Championship Team



Stewart Friesen



Mike Harrison
UMP National Modified Champion



Chris Madden

IMCA / UMP / USMTS MODIFIED REARS

The **SATURDAY NIGHT SPECIAL**

- 100% MAGNESIUM CENTER SECTION & BELLS • O-RINGED REAR COVER W/HEAVY DUTY BEARINGS
- MAGNETIC DRAIN PLUG • FRONT SEAL PLATE • INSPECTION PLUG & FILL LEVEL PLUG
- BREATHER ASSEMBLY • ALUMINUM SPOOL • CORRECT LENGTH CENTER HARDWARE
- BELL TO TUBE HARDWARE • 10 AN FITTING FOR FILL CAN
- PRECISION GROUND HEAT TREATED LOWER SHAFT

The **CT-1**



Complete Rear Less Tubes Includes 5 Quarts High Performance Bulldog Blood Gear Oil

Available In 4.12 or 4.86 Ratios

Complete Rear w/Tubes Includes 5 Quarts High Performance Bulldog Blood Gear Oil



The **CT-1**

OPTIONAL

- ✓ HOLLOW AXLES
- ✓ SOLID AXLES

Complete Rear w/Tubes, Hubs & Rotors Includes 5 Quarts High Performance Bulldog Blood Gear Oil



The **CT-1**

OPTIONAL

- ✓ HOLLOW AXLES
- ✓ SOLID AXLES

Bulldog has always tried to make things as easy as possible. When IMCA legalized quick changes we took the opportunity to create two rears to simplify the ordering process. The rears are the same high quality CT-1 rears found on the previous pages. Additionally, the rears can be ordered with the new EZ bells and tubes found on page eight and nine. We offer the rears without tubes or with tubes so you can use the hubs and rotors from your Ford® 9" or complete with tubes, hubs and rotors. All the rears are available with solid or hollow axles. The Saturday Night Special is the rear geared to the no frills racer. The Professional Series features the most popular options chosen by racers looking to leave no stone un-turned. Either rear is more than capable of winning the IMCA Super Nationals!

ALL PROFESSIONAL SERIES REARS INCLUDE SATURDAY NIGHT SPECIAL FEATURES PLUS:



The **CT-1**

Complete Rear Less Tubes Includes 5 Quarts High Performance Bulldog Blood Gear Oil



Available In 4.12 or 4.86 Ratios

Complete Rear w/Tubes Includes 5 Quarts High Performance Bulldog Blood Gear Oil



The **CT-1**

OPTIONAL

- ✓ HOLLOW AXLES
- ✓ SOLID AXLES

Complete Rear w/Tubes, Hubs & Rotors Includes 5 Quarts High Performance Bulldog Blood Gear Oil



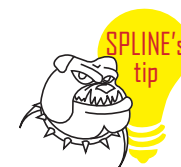
The **CT-1**

OPTIONAL

- ✓ HOLLOW AXLES
- ✓ SOLID AXLES



The myth that quick change rears rob horsepower is just that...a myth! A 9" rear utilizes a hypoid ring and pinion. Hypoid ring and pinions run hotter and consume more power than the spiral bevel ring and pinions used in a quick change. Some efficiency is lost through the quick change gears but it doesn't surpass the inefficiency of the 9". When the ability to fine tune your gear ratio is taken into account the choice is obvious - quick change all the way!



Consider using steel Smart Tube style tubes in place of 2.5" GN. The hub uses an inverted drive flange requiring shorter axles- Smart Tube style is lighter, stronger and cheaper!

2.5" GN 5 on 5 Tube to Axle conversion

Tube Length	Axle Length
22"	28.5"
23"	29.5"
24"	30.5"
25"	31.5"
26"	32.5"
27"	33.5"
29"	35.5"

A 60" centered Rear utilizes two 24" tubes. A rear with 2" offset would use a 22" and 26" for its tube lengths.

Important CT-1 Information

Tube To Axle Conversions	
2-½ GN Tube	Overall Tube Length + 6.5" = Axle length
Smart Tube Style Tube	Overall Tube Length +5.44" = Axle Length
Wide 5 Tube	Overall Tube Length +6.5" = Axle Length
8 Bolt Tube	Overall Tube Length +13.5" = Axle Length

Popular Wide 5 Tube Lengths		
Chassis	LS Tube	RS Tube
Mastersbilt, Warrior, Moyer Victory Circle	28.125"	29.125"
Pierece & MBH	28.125"	28.125"
XR1 Rocket, Club 29	25.625"	30.125"
Lazer, Barry Wright, Bloomquist	27.125"	29.125"
Capital, Longhorn, Pre XR1 Rocket, Pre 2014 Lazer	26.625"	30.125"

Popular SmartTube Style Tube Lengths		
	LS Tube	RS Tube
Northeast DIRT Modified, Bicknell, Troyer, Hig	20.188"	28.060"
Teo, PMC	22.188"	28.060"

Wide 5 vs. SmartTube Style	
Axle length	Smart Tube Style Axle Length = Wide 5 Axle Length - 3"
Tube Length	Smart Tube Style Tube Length = Wide 5 Tube Length - 2"

2.5" GN Snout vs. SmartTube Style	
Axle length	SmartTube Style Axle Length=2.5" GN Axle Length-1"
Tube Length	SmartTube Style Tube Length= 2.5" GN Tube Length+.25"

Important Specs

- Side Bell Nuts- 35 ft./lbs.
- Threaded Ring Gear- 60 ft./lbs. w/ Red threadlocker
- Pinion Retainer Bolts- 25 ft./lbs.
- Front Seal Plate Bolts- 35 ft./lbs.
- Front Yoke Bolt- 35 ft./lbs. with minimum blue threadlocker
- Pinion Backlash- .004-.008
- Rotational Pinion Preload (No Spool) - 25 in/lbs. @ 70° F
- Rotational Pinion Preload (Complete Assembly) - 35 in/lbs. @ 70° F
- Starting recommendations for Shims CT-1 Left .024" Right .055"
- Starting recommendations for Shims SS-1 Left .035" Right .035"
- Starting recommendations for EZCT-1 Left .032" Right .038"
- Starting recommendations for EZSS-1 Left .045" Right .040"

Approximate Tube Weights (Weights may vary by tube length)

Description	Weight
SmartTube Steel	11.5 lbs.
Steel 2.5 GN	13.5 lbs.
Moly 2.5 GN	11 lbs.
SmartTube Alum	5 lbs.
Steel Wide 5	12.5 lbs.
Aluminum Wide 5	6 lbs.
Aluminum Deuce N' Half	6.5 lbs.
Heavy Steel Deuce N' Half	38.5 lbs.
Heavy Steel 2.5 GN	31.5 lbs.
Heavy Steel SmartTube	36.5 lbs.
Heavy Steel Wide 5	20 lbs.

Weight Savings of Some Popular Options

CT-1 4.86 w/o tubes = 72 lbs.

Description	Savings
4.12 Ring & Pinion	.75 lbs.
EDM Ring Gear	.80 lbs.
9" Ring Gear	2.82 lbs.
Aluminum Yoke	1.37 lbs.
Gundrilled Lower Shaft	1.10 lbs.
Ultra-Light Aluminum Spool	.57 lbs.

All SmartTube Style Axle Tubes Built for Northeast DIRT Modified that require the birdcage timing set are installed at 0° unless requested otherwise.

All tubes insert into bell 5". When determining tube length, measure from end of tube to face of tube opening in bell and add 5".

Important CT-1 Information

EDM Ring Gear

EDM ring gears decrease weight and increase flex. Ring gear bolts should be replaced and torqued to 60ft. lbs. using blue threadlocker every 500 laps when using an EDM ring gear. EDM ring gears are not recommended in high horsepower (800+) applications.

Angular Contact Pinion Pack

Angular contact pinion packs are available in place of standard issue Timken® tapered roller bearings. Angular contact pinion packs offer a 33% reduction in drag when NEW. After two races tapered rollers are just as free and offer superior strength. Angular contact pinion bearings require frequent inspection. Check play by grabbing pinion shaft, if play is present the bearing pack needs to be replaced. Timken® tapered roller bearings are perfect for this application and virtually bullet proof. Angular contact bearings WILL need to be replaced sometime. Choose the pinion bearing that's best for you.



Accelerated Surface Finishing is an isotropic superfinishing process that hones and refines the critical surfaces of components. This is not a plating or coating process, but a true substrate surface enhancement that dramatically increase part life and performance.



All bearings are available with PROglide treatment. PROglide provides friction reduction. Utilizing nano particles that act as sponges for oil PROglide has achieved unimaginable results. The process adds no tolerance to the material being treated therefore the limits are nearly endless. Are you ready to ride the Glide?

Loaded Pinion Removal

Heat area around the pinion until the pinion is able to freely be removed. DO NOT concentrate heat around the pinion nose bearing.

Loaded Pinion Installation

Heat area around the pinion until the pinion freely drops in to the center. DO NOT concentrate heat around the pinion nose bearing support.

Closed Tube Rear Set-Up

After installing pinion allow rear to return to room temperature. (70° F) Adjust pinion nut until 25 in/lbs rotational preload is achieved without spool. Lubricate Posi retainer O-ring and install Posi-Lock retainer on pinion nut using finger pressure only. Rotate retainer if needed to align locking splines. Attach right sidebell to center using three installed studs. Torque to 35 ft./lbs. Rotate right side down and install loaded spool with check bearings and recommended starting shims (See page 16 under Important Specs). Install left side bell and torque three studs to 35ft/lbs. Verify pinion backlash to be .004-.008 minimum when checked on 10 spline tooth of pinion, using dial indicator. Adjust spool shims accordingly until desired amount of pinion backlash is achieved. Once desired amount of pinion backlash is achieved, verify rotation pinion preload to be 35 in/lbs. with spool installed. Once set-up is complete, remove side bells. Install side bell o-rings and install spool seals utilizing red loctite. Remove spool checking bearings carefully while maintaining shim stacks. Install spool bearings using press. Re-install right side bell, bell and tube spool seal. Drop Spool into center. Lube left spool seal and install bell with ring gear back stop in place. Torque side bells to 35 ft/lbs. Tighten ring gear backstop against ring gear and back off 1/8 turn. Jam ring gear backstop nut. **IF YOU DON'T KNOW - CALL!!!!**

Closed Tube Center Sections | Side Bells | Components

Center Sections



RRC-1000
Magnesium Center Section
RRC-1000-01
Magnesium Center Section-Thermal Coated
RRC-0900
Magnesium SS-1 Center Section
RRC-0900-01
Magnesium SS-1 Center Section - Thermal Coated

Side Bells



RRC-1102 Magnesium Left Side 6-Rib Bell
RRC-1103 Magnesium Right Side 6-Rib Bell
RRC-1107 Magnesium Left Side 8-Rib Bell
RRC-1108 Magnesium Right Side 8-Rib Bell
RRC-1102-01 Magnesium Left Side 6-Rib Bell-Thermal Coated
RRC-1103-01 Magnesium Right Side 6-Rib Bell - Thermal Coated
RRC-1107-01 Magnesium Left Side 8-Rib Bell - Thermal Coated
RRC-1108-01 Magnesium Right Side 8-Rib Bell - Thermal Coated



RRC-5000 EZ Series Billet Left Side Bell
RRC-5000 EZ Series Billet Right Side Bell
RRC-5400 EZ Series Tube Base

Center and Side Bell Components

RRC-1034
Breather Assembly

RRC-1010
Large Inspection Plug

RRC-1015
Large Inspection Plug O-Ring

RRC-1016
Fill Level Plug

RRC-1017
Fill Level Plug O-Ring

RRC-1105
Side Bell O-Ring

RRC-1110
Side Bell Stud

RRC-1116
Steel XL Sidebell Stud for Panhard Mount

RRC-1127
Side Bell Flange Nut

RRC-1130
Side Bell Washer

RRC-1031
Magnetic " NPT Drain Plug

RRC-1032
-8 Port to -10 Union

RRC-1037
-8 Port Plug

RRC-1038
O-Ring for -8 Port Fitting

RRC-1117
Bolt Kit for 6 Rib Bell to Tube

RRC-1145
Back Stop Washer

RRC-1140
Back Stop Set Screw

RRC-1136
Ring Gear Back Stop Assy.

RRC-1033
-8 Port to -10 Union

RRC-1037
-8 Port Plug

RRC-1038
O-Ring for -8 Port Fitting

RRC-1117
Bolt Kit for 6 Rib Bell to Tube

RRC-1140
Back Stop Set Screw

RRC-1135
Ring Gear Back Stop

RRC-1180
Detent for CT-1 Side Bell to Tube

RRC-1016
Fill Level Plug

RRC-1017
Fill Level Plug O-Ring

RRC-1031
Magnetic " NPT Drain Plug

RRC-1032
-8 Port to -10 Union

RRC-1037
-8 Port Plug

RRC-1038
O-Ring for -8 Port Fitting

RRC-1117
Bolt Kit for 6 Rib Bell to Tube

RRC-1145
Back Stop Washer

RRC-1140
Back Stop Set Screw

RRC-1135
Ring Gear Back Stop

RRC-1180
Detent for CT-1 Side Bell to Tube

RRC-1010
Large Inspection Plug

RRC-1015
Large Inspection Plug O-Ring

RRC-1016
Fill Level Plug

RRC-1017
Fill Level Plug O-Ring

RRC-1031
Magnetic " NPT Drain Plug

RRC-1032
-8 Port to -10 Union

RRC-1037
-8 Port Plug

RRC-1038
O-Ring for -8 Port Fitting

RRC-1117
Bolt Kit for 6 Rib Bell to Tube

RRC-1145
Back Stop Washer

RRC-1140
Back Stop Set Screw

RRC-1135
Ring Gear Back Stop

RRC-1180
Detent for CT-1 Side Bell to Tube

RRC-1105
Side Bell O-Ring

RRC-2100
Deluxe GN Tube Seal for Moly Tube

RRC-1124 5"
RRC-1125 5.5"
RRC-1126 6"
RRC-1128 6.5"
RRC-1129 7"

RRC-1104
Side Bell Axle Seal

RRC-1104T
Side Bell Axle Seal - Teflon Lip

RRC-1170 PG
RRC-1170REM
Side Bell Race

Closed Tube Spools | Components

Spools & Lockers



RRC-1270 Aluminum Spool
RRC-1271 Aluminum Spool - Ultralight
RRC-1269 Bulldog BITE Locker by GFS
RRC-5100 EZ Series CT-1 Aluminum Spool
RRC-5101 EZ Series CT-1 Aluminum Spool - Ultralight

Spool Bearings & Shims



RRC-1272 .010 Spool Shim
RRC-1273 .012 Spool Shim
RRC-1274 .015 Spool Shim
RRC-1275 .020 Spool Shim
RRC-1277 .006 Spool Shim
RRC-1276 Spool Shim Kit
RRC-1173 PG Side Bell Bearing for Aluminum Spool - Severe Duty
RRC-1172 PG Side Bell Bearing - Steel Spool
RRC-1171 PG Side Bell Bearing - Alum. Spool
RRC-1173REM Side Bell Bearing for Aluminum Spool - REM® Finish

Front Seal Plate Assembly

RRC-1011
Bolt for CT-1 Seal Plate to Center

RRC-1011A
Bolt for CT-1 Seal Plate to Center

RRC-1012
Washer for CT-1 Seal Plate to Center

RRC-1001
Front Seal Plate

RRC-1001B
Front Seal Plate w/o 2 Counterbores

RRC-1001C
Front Seal Plate w/o Counterbores

RRC-1003
Seal O-Ring for CT-1 Seal Plate

RRC-1002
Front Seal for CT-1 Seal Plate

RRC-1007
Spirallock for CT-1 Seal Plate

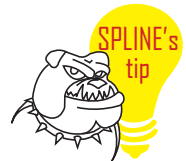
RRC-1004
O-Ring for CT-1 Seal Plate Flange

RRC-1002T
Front Seal for CT-1 Seal Plate - Teflon Lip

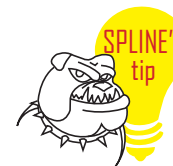


All bearings are available with PROglide treatment. PROglide provides friction reduction. Utilizing nano particles that act as sponges for oil PROglide has achieved unimaginable results. The process adds no tolerance to the material being treated therefore the limits are nearly endless. Are you ready to ride the Glide?

Look for the icon throughout the catalog for availability.



To remove a bent tube from a bell, press tube out from back side. Ensure bell is free from any defects. To install new tube, heat bell until tube slips freely into place. Drill tube and install bolts. If specific tube orientation is required due to birdcage placement, utilize DMI's tube detent system. It makes proper placement a snap!



Never use an EDM lightened ring gear and ultralight aluminum spool. Ultralight spools need to be carefully monitored for cracking between the holes and EDM ring gears have increased flex. The combination of the two can result in premature failures.

Closed Tube Rear Covers | Lower Shafts | Components

Rear Covers and Components



RRC-1386B
Billet Alum.
Rear Cover
w/ Bearings -
Black

RRC-1390
Gear Cover
Bearing
Retainer

RRC-1350 PG
Rear Cover
Bearing

RRC-1391
Bolt for Gear
Cover Retainer

RRC-1355
Rear Cover
Stud

RRC-1345
Silicone
Sealing Ring
for Gear Cover
RRC-1340
Steel Insert
Rear Cover
Gasket

RRC-1361
Rear Cover
Nut - Black
RRC-1361B
Rear Cover
Nut - Blue
RRC-1361G
Rear Cover
Nut -Gold



RRC-1373
Vault Lock
Quick Change
Rear Cover

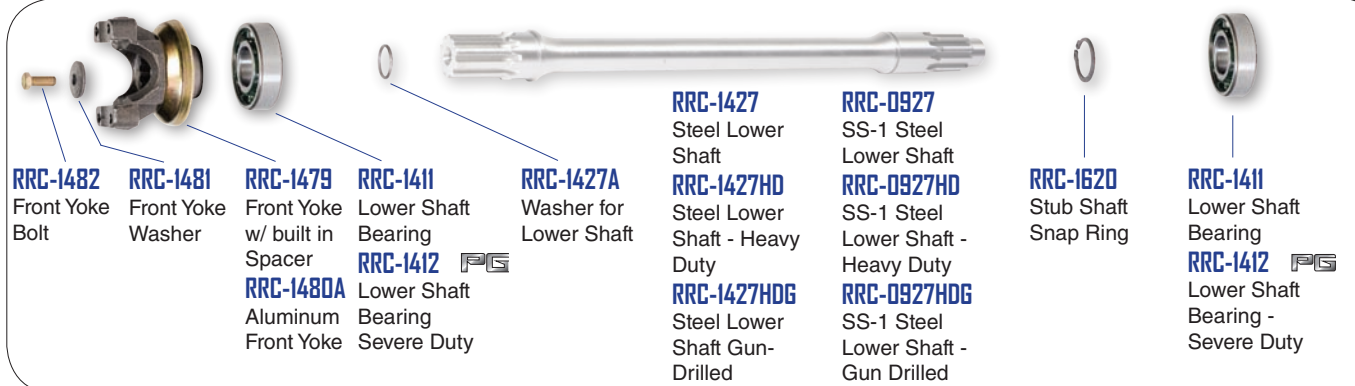
Spline has done it again! A product so revolutionary and awesome, it will change the industry. No more timely gear changes- with the Vault Lock Quick Change Cover, gear changes take only seconds. One ¼ turn off, change gears and a ¼ turn on. Done! Vault Lock Cover fits all popular brands of rears.



Bulldog Rear Nuts are the shortest in the industry and provide more fuel cell clearance than any other manufacturer.



Lower Shaft and Components Assembly



RRC-1482
Front Yoke
Bolt

RRC-1481
Front Yoke
Washer

RRC-1479
Front Yoke
w/ built in
Spacer
RRC-1480A
Aluminum
Front Yoke

RRC-1411
Lower Shaft
Bearing
RRC-1412 PG
Lower Shaft
Bearing
Severe Duty

RRC-1427A
Washer for
Lower Shaft

RRC-1427
Steel Lower
Shaft
RRC-1427HD
Steel Lower
Shaft - Heavy
Duty
RRC-1427HDS
Steel Lower
Shaft Gun-
Drilled

RRC-0927
SS-1 Steel
Lower Shaft
RRC-0927HD
SS-1 Steel
Lower Shaft -
Heavy Duty
RRC-0927HDS
SS-1 Steel
Lower Shaft -
Gun Drilled

RRC-1620
Stub Shaft
Snap Ring

RRC-1411
Lower Shaft
Bearing
RRC-1412 PG
Lower Shaft
Bearing -
Severe Duty



Bulldog CT Lower Shafts are now precision ground. Standard lower shafts are heat treated and rated To 700 HP. If you're looking to save weight- go Gun-Drilled!

Closed Tube Ring & Pinions | Components

10" Ring & Pinion Assembly



RRC-1366
Posi-Lock
Retainer

RRC-1367
Posi-Lock
O-Ring

RRC-1369
Posi-Lock
Nut - Right
Hand

RRC-1368
Pinion
Washer

RRC-1311 PG
Timken® Big
Pinion Bearing
RRC-1311A
Superior Big
Pinion Bearing
RRC-1311REM
Timken® Big
Pinion Bearing
REM® Finish

RRC-1312 PG
Big Pinion
Bearing
Race
RRC-1312REM
Big Pinion
Bearing
Race

RRC-1311 PG
Timken® Big Pinion
Bearing
RRC-1311A
Superior Big Pinion
Bearing
RRC-1311REM
Timken® Big Pinion
Bearing ASF Finish

RRC-1310 PG
Small
Pinion
Bearing

RRC-1301
Ring Gear
Bolt
RRC-1301X
ARP Super
Strength Ring
Gear Bolt

RRC-1302
Ring Gear
Washer

Angular Contact
RRC-1313
Angular Contact
Pinion Bearing
Assembly

RRC-1300	4.12 Ring & Pinion - 12.75 lbs.
RRC-1300-02	4.12 EDM Ring & Pinion
RRC-1300-02-05	4.12 EDM / ASF Ring & Pinion
RRC-1300-05	4.12 ASF Ring & Pinion
RRC-1300D	9" 4.12 ASF / EDM Ring & Pinion
RRC-1300E	9" 4.12 ASF / EDM Ring & Ultralight Pinion
RRC-1300SG	4.12 Ring & Pinion - Super G Finish

RRC 1305	4.86 Ring & Pinion - 13.55 lbs.
RRC-1305-02	4.86 EDM Ring & Pinion
RRC-1305-02-05	4.86 EDM / ASF Ring & Pinion
RRC-1305-05	4.86 EDM O.D. & I.D / Polish Ring & Pinion
RRC-1305D	9" 4.86 ASF / EDM Ring & Pinion
RRC-1305E	9" 4.86 ASF / EDM Ring & Ultralight Pinion
RRC-1305SG	4.86 Ring & Pinion - Super G Finish

8" Ring & Pinion Assembly



RRC-0966
Posi-Lock
Retainer

RRC-1367
Posi-Lock
O-Ring

RRC-0969
Posi-Lock
Nut - Right
Hand

RRC-1368
Pinion
Washer

RRC-1311 PG
Timken® Big
Pinion Bearing
RRC-1311A
Superior Big
Pinion Bearing
RRC-1311REM
Timken® Big
Pinion Bearing
REM® Finish

RRC-0912 PG
Big Pinion
Bearing
Race
RRC-0912REM
Big Pinion
Bearing
Race

RRC-1311 PG
Timken® Big Pinion
Bearing
RRC-1311A
Superior Big Pinion
Bearing
RRC-1311REM
Timken® Big Pinion
Bearing REM®
Finish

RRC-0910 PG
Small
Pinion
Bearing

RRC-1301
Ring Gear
Bolt
RRC-1301X
ARP Super
Strength Ring
Gear Bolt

RRC-1302
Ring Gear
Washer

8" ring gear with light weight option - 5.3 lbs.

RRC-1303	4.12 Ring & Pinion - 10.12 lbs.
RRC-1303-02	4.12 EDM Ring & Pinion
RRC-1303-02-05	4.12 EDM / ASF Ring & Pinion
RRC-1303-05	4.12 ASF Ring & Pinion
RRC-1303-SG	4.12 Super G Ring & Pinion

R & P Components



RRC-1330
2 Bolt Locking Tab

RRC-1315
Pinion Bearing
Spacer

RRC-1320
Pinion Retainer
Flange

RRC-1300SG, RRC-1303SG AND RRC-1305SG RING & PINION FEATURE THE SUPER G Treatment. SUPER G treatment dramatically increases ring and pinion life in mega horsepower 410 winged sprint cars. SUPER G ring and pinions are highly recommended for any application that sees severe abuse. For more ring & pinion information see page 17. For weight-saving information see page 16.

Closed Tube Wide 5 Tubes & Accessories

Aluminum Wide 5 Tubes



RRC-2275- (length)
Spindle Style Aluminum Axle Tube

Stocking Lengths*

25.625"	28.125"
26.625"	29.125"
27.125"	30.125"

Approximate Weight - 6 lbs.

*All tubes stocked in black- other colors available on special request

Aluminum Deuce 'N Half Wide 5 Tubes



Deuce N' Half Tubes provide the largest snout of any tube on the market and still utilize a conventional Wide 5 Hub with no modifications needed other than swapping out races. Deuce N' Half tubes offer a remarkable 62% increase in strength. Do NOT confuse Deuce N' Half tubes with other companies 1 ton tubes – Deuce N' Half are a ton better!

RRC- 2279- (length)
Deuce N' Half Spindle Style Aluminum Axle Tube

Stocking Lengths*

25.625"	28.125"
26.625"	29.125"
27.125"	30.125"

Approximate Weight - 6.5 lbs.

All tubes stocked in black – other colors available on special request.

Steel Wide 5 Style Tubes



RRC- 2290- (length)
Steel Wide 5 Tube

Stocking Lengths

25.625"	26.625"
27.12"	27.25"
29.25"	

Approximate Weight - 12.5 lbs.

RRC- 2295- (length)
Steel Wide 5 Tube - Mid Wt.

Approximate Weight - 20 lbs.

Closed Tube Wide 5 Tubes & Accessories

Steel Deuce 'N Half Wide 5 Tubes



RRC-2279- (length) H
Deuce N' Half Spindle Style HEAVY Steel Axle Tube

Stocking Lengths

25.625"	26.625"	27.125"
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Approximate Weight - 38.5 lbs.

Wide 5 Hub - Rear Assembly



CRC-3004
Wide 5 Hub Seal

CRC-3001 PG
Inner Bearing Wide 5 Hub

CRC-3000 PG
Inner Race - Wide 5 Hub

WIL-270-65138C
Wilwood Starlite 55 Hub - 5 Bolt - Black
WIL-270-6513C
Wilwood Starlite 55 Hub - 5 Bolt

CRC-3002 PG
Outer Race - Wide 5 Hub

CRC-3003 PG
Outer Bearing - Wide 5 Hub

BRP-320
Wide 5 Lock-Nut Kit

WIL-270-6732
Wilwood 5 Bolt Drive Flange for Wide

CRC-3005
Wide 5 Hub Seal - O-Ring Style



Deuce 'N Half (DNH) Wide 5 Hub - Rear Assembly



CRC-3006
DNH Wide 5 Hub Seal



CRC-3007
DNH Wide 5 Hub Seal - O-Ring Style

CRC-3009 PG
DNH Inner Bearing Wide 5 Hub

CRC-3008 PG
DNH Inner Race - Wide 5 Hub

WIL-270-65138C
Wilwood Starlite 55 Hub - 5 Bolt - Black
WIL-270-6513C
Wilwood Starlite 55 Hub - 5 Bolt

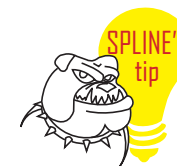
CRC-3010 PG
DNH Outer Race - Wide 5 Hub

CRC-3011 PG
DNH Outer Bearing - Wide 5 Hub

CRC-3014
DNH Wide 5 Lock-Nut Kit

CRC-3015
Wrench for Deuce n' a Half Trick Nut

WIL-270-6732
Wilwood 5 Bolt Drive Flange for Wide



To replace a tube- press out old tube. Check bell for straightness. Heat bell until new tube slips in. Wanna Save Time? Let DMI/ Bulldog send you a complete tube and bell assembly.

Closed Tube SmartTube Style Tubes & Accessories

Aluminum SmartTube Style Tubes



RRC-2200- (length)
SmartTube Style Axle Tube



RRC-2225- (length)
Quadlock SmartTube Style Axle Tube



RRC-2250- (length)
Splined SmartTube Style Axle Tube

Stocking Lengths*

20.188"	26.060"
22.188"	27.060"
24.125"	28.060"
24.625"	30.125"

All DMI SmartTube style tubes require RRC-2205 and RRC-2206.



RRC-2205
Steel Sleeve for Seal on SmartTube



RRC-2206
O-Ring for SmartTube Steel Sleeve

All tubes stocked in black – other colors available on special request.

SmartTube Style Hub Assembly

- CRC-1003** O-Ring Style Seal for DMI Style SmartTube w/ Steel Ring
- CRC-1004** O-Ring Style Seal for Bert SmartTube
- CRC-1001** Bearing for SmartTube Style Hubs - Bert I.D.
- CRC-1001REM** Bearing for SmartTube Style Hubs - Bert I.D. REM®
- CRC-1005** Race for SmartTube Style Hubs
- BER-CTD-001** Bert SmartTube Style Hub
- CRC-1005** Race for SmartTube Style Hubs
- CRC-1001** Bearing for SmartTube Style Hubs - Bert I.D.
- CRC-1001REM** Bearing for SmartTube Style Hubs - Bert I.D. REM®
- BRP-6230** BRP Locknut for SmartTube Style Tube
- BRP-345** Bicknell Drive Flange
- BRP-6231** Wrench for BRP Lock-Nut



All Bulldog SmartTube Style Tubes Utilize the RRC-2205 Steel Ring. The steel ring provides many benefits. One, it keeps hubs tight preventing brake fade. Two, it provides steel surface for the seal to ride. All Bulldog Smart Tube Style Tubes utilize 73 mm I.D. Bearings (2.874015"). DO NOT USE WINTERS 2.875" BEARINGS ON DMI TUBES!

Closed Tube Steel SmartTube Style Tubes & Accessories

Steel SmartTube Style Tubes



RRC-2201- (length)
SmartTube Style Axle Tube – Steel

Approximate Weight - 11.5 lbs.

RRC-2201- (length) H
SmartTube Style Axle Tube – HEAVY Steel

Approximate Weight - 36.5 lbs.

Stocking Lengths

22.25"	25.25"
23.25"	26.25"
24.25"	

All DMI SmartTube style tubes require RRC-2205 and RRC-2206.



RRC-2205
Steel Sleeve for Seal on SmartTube



RRC-2206
O-Ring for SmartTube Steel Sleeve

Ultimate SmartTube Style Large Bearing 5 on 5 Hub

- CRC-1003** O-Ring Style Seal for DMI Style SmartTube w/ Steel Ring
- CRC-1004** O-Ring Style Seal for Bert SmartTube
- CRC-1001** Bearing for SmartTube Style Hubs - Bert I.D.
- CRC-1001REM** Bearing for SmartTube Style Hubs - Bert I.D. REM®
- CRC-1005** Race for SmartTube Style Hubs
- CRC-2056A** Steel Drive Flange
- CRC-2057A** Brake Adaptor
- CRC-2050** Ultimate SmartTube Style Hub
- CRC-2059** Alum. Drive Flange
- BRP-6230** BRP Locknut for SmartTube Style Tube
- BRP-6231** Wrench for BRP Lock-Nut

Ultimate SmartTube Style Large Bearing 5 on 5 Hub is produced from billet steel. The inverted drive flange saves weight and adds strength. Billet fast start tapered studs offer enough length for wheel spacers. Modular brake rotor mount is strong and true. Used and recommended by 3x IMCA National Champion Jordan Grabouski



If you're looking to save weight on your modified then SmartTube is a great choice. SmartTube style saves over 3.25 lbs. of rotating weight between the billet hubs, inverted drive flanges and shorter axles. The tubes save an additional 4 lbs. The total weight savings by going SmartTube is almost 8 lbs. of unprung weight! Additionally, when utilizing a heavy left side tube to increase bite more gain percentage can be achieved with Smart Tube Style tubes.

Closed Tube 2.5" GN Style Tubes & Accessories

Steel 2.5" GN Style Tubes

[RRC-2285- \(length\)](#)
GN Steel Tube

Approximate Weight - 13.5 lbs.

[RRC-2285- \(length\) H](#)
GN HEAVY Steel Tube

Approximate Weight - 31.5 lbs.

[RRC-2286- \(length\)](#)
Moly GN Steel Tube with .125 wall

Approximate Weight - 11 lbs.



Stacking Lengths

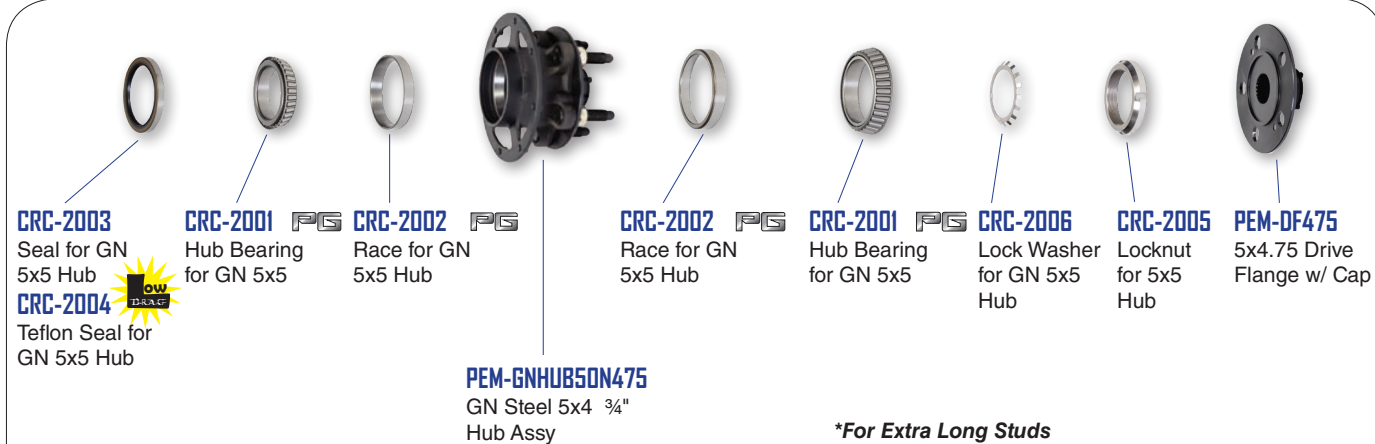
22"	26"
23"	27"
24"	29"
25"	

2.5" GN 5 on 5 Hub Assembly



***For Extra Long Studs**
PEM-WSPK
XL Studs for GN 5x5 Hub - 5pk.

2.5" GN 5 on 4 3/4 Hub Assembly



***For Extra Long Studs**
PEM-WSPK
XL Studs for GN 5x5 Hub - 5pk.

Closed Tube Miscellaneous Rear Tubes

8 Bolt Tubes



[RRC-2280- \(length\)](#)
Aluminum 8 Bolt Tube
[RRC-2260- \(length\)](#)
Aluminum Thin Flange 8 Bolt Tube
[RRC-2295- \(length\)](#)
Steel 8 Bolt Tube

Steel 8 Bolt Spindles

[RRC-2261- \(length\)](#)
8 Bolt Steel Spindle - .5 Camber
[RRC-2262- \(length\)](#)
8 Bolt Steel Spindle - 1.0 Camber
[RRC-2263- \(length\)](#)
8 Bolt Steel Spindle - 1.5 Camber



DMI can produce or get any style tube you desire. If you don't see the tube you require please ask your sales associate. Need a special length? Not a problem. Camber tubes? Not an issue. If it's the tube you need to win - DMI will make it happen!

Closed Tube 31 Spline Axles

Hollow 31 Spline Axles



RRC-2300- [\(length\)](#)

Stacking Lengths

25.5"	32.5"
27.5"	33.5"
28.5"	34.5"
29.75"	35.5"
30.5"	36.5"
31.5"	38.5"

DMI Hollow axles are produced from Made in the USA 4340 that is milled and heat treated to our exact specifications. All axles are turned to the correct outside dimensions for optimum traction and reliability. Don't be fooled by black magic axles that make false promises. Trust DMI axles for the best in reliability and performance.



Hollow 31 Spline Axles - Ultralight Crate



DMI Hollow Ultralight Axles are designed exclusively for the crate engine market. Using the same Made in the USA 4340 as our standard hollow axles, the ultralight axles feature a weight reducing smaller O.D. Get that crate to jump off the corner using the "NEW" ultralight hollow axles.

RRC-2325- [\(length\)](#)

Stacking Lengths

25.5"	32.5"
27.5"	33.5"
28.5"	34.5"
29.75"	35.5"
30.5"	36.5"
31.5"	38.5"

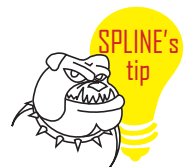
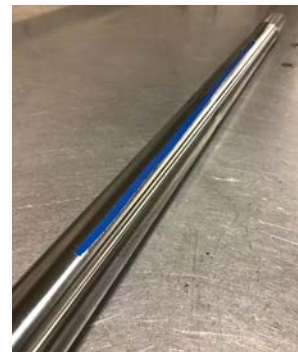
Solid 31 Spline Axles



RRC-2350- [\(length\)](#)

Stacking Lengths

25.5"	32.5"
27.5"	33.5"
28.5"	34.5"
29.75"	35.5"
30.5"	36.5"
31.5"	



Spline recommends replacing axles every 800-1000 laps. Paint a line on the axle when new and watch for twisting.

Closed Tube Frequently Asked Questions

Q What is the proper oil level for a Bulldog Rear and how do I fill it?

A The proper oil level varies dependant on the model. Below is a guide (all capacities are approximate)
EZ Series Rears - 2.5 qts.
CT-1 & SS-1 - 4qts
CT-1 w/ 9" Ring Gear - 4.5qts. (Must maintain max level in this unit or pinion life will be drastically reduced)

The correct method of filling the rear is through a fill can attached to the -10 AN fitting on the left side bell or through the large inspection plug on the right side bell. Remove the fill level plug on the right side bell located below the large inspection plug. Install fluid until oil runs out of fill level port. Re-install the fill level plug and add an additional 4-6 ounces of fluid. Re-install inspection plug. Both plugs only need to be "snug". Over-tightening will cause the plug(s) to stick.

Q What is the best oil for a Bulldog Rear?

A We highly recommend Bulldog Blood (see page. 52) We do not re-package someone else's oil. We spent a lot of time and effort testing different formulations. Our oil is blended to our proprietary specs. If Bulldog Blood isn't for you, we see good, consistent results from Driven 75w-110.

Q What type of quick change gears will work in a Bulldog Rear?

A Any 10 spline quick change gear will work in the standard Bulldogs. Bulldog recommends only quick change gears produced from 9310 steel. Inexpensive gears made using 8620 steel will fail. We do not recommend using helical cut gears. Always use gears with the machined lip facing out. Always install gears the same way. Never mix gear sets. Sets are machined as matched units.

Q How do I tell what ratio ring and pinion I have?

A You can call us with the serial number and we can see what the rear was built with. If it's a used rear, we strongly suggest checking the ratio and not relying on the build sheet. The easiest way to verify ring and pinion ratio is to remove the quick change gears. Install a mark on the tire at the 12 o'clock position. Install a mark on the pinion at the 12 o'clock position. Rotate the tire by hand 1 complete revolution. Count the pinion rotation as your turning the tire. If the pinion rotates just over four times, you have a 4.12. If the pinion rotates almost five times, you have a 4.86.

Q How often should a ring and pinion be replaced?

A The inspection plug in the right side bell is placed there for a reason. Weekly inspection of the pinion should occur. Ring gears seldom show wear. Rotate the pinion slowly while inspecting the pinion through the hole. Look at the drive side of the tooth. Small pits need to be monitored. Once you determine the pinion pits are excessive, replace the ring and pinion. As long as the unit looks pit-free, there isn't a life cycle. Use it!

Q What is the service life of a Bulldog Rear?

A Bulldog recommends a thorough inspection every 1,000 laps. Remove the left side bell and inspect spool and pinion. Spools should be replaced every 2,000 laps. Lower shafts should be replaced every 1,800-2,000 laps. Incorrect axle length as well as axles that provide increased twist effect service life. If a driveshaft failure occurs, the lower shaft, end yoke, and bolt should be replaced immediately.

Friction Fighter Sportsman Series Quick Change Gears



Friction Fighter Sportsman Series 10 Spline Quick Change Gears are produced from high strength 9310 alloy steel and precision hobbed. The gears are lightened and REM® polished. There isn't a nicer gear set available for the money.

FFSSQCG - set#
Friction Fighter Quick Change Gears



GEARCHART
24" x 18"
Laminated Gear Charts are available



#20 gear set weighs 4.74 lbs.

To Determine Final Drive (# top teeth) / (# bottom teeth) x R&P Ratio = Final Drive

To Determine RPM Change (Current RPM) / (Gear Ratio) x (New Gear Ratio) = New RPM
Example: 8200 5.42 5.56 8400

FFSSQCG 10 SPLINE GEAR RATIOS			
Gear Set	No. of Teeth	4.12 Ring & Pinion (8-33 Teeth)	4.86 Ring & Pinion (7-34 Teeth)
1	23/23	4.12 / 4.12	4.86 / 4.86
2G	24/23	3.95 / 4.30	4.66 / 5.07
15G	22/21	3.94 / 4.32	4.64 / 5.09
6	25/23	3.80 / 4.48	4.47 / 5.28
12	29/26	3.70 / 4.60	4.36 / 5.42
7	26/23	3.65 / 4.66	4.30 / 5.49
7G	24/21	3.61 / 4.71	4.25 / 5.55
8G	27/23	3.51 / 4.84	4.14 / 5.71
9G	24/20	3.44 / 4.95	4.05 / 5.83
11	27/22	3.36 / 5.06	3.96 / 5.96
13	25/20	3.30 / 5.16	3.89 / 6.08
4G	23/18	3.23 / 5.27	3.81 / 6.21
4	27/21	3.21 / 5.30	3.78 / 6.25
20	26/20	3.17 / 5.36	3.74 / 6.32
22	25/19	3.14 / 5.43	3.69 / 6.40
16	28/21	3.09 / 5.50	3.65 / 6.48
10	27/20	3.06 / 5.57	3.60 / 6.56
34	26/19	3.02 / 5.64	3.55 / 6.65
14	25/18	2.97 / 5.73	3.50 / 6.75
35	24/17	2.92 / 5.82	3.44 / 6.86
32	27/19	2.90 / 5.86	3.42 / 6.91
32G	26/18	2.85 / 5.96	3.36 / 7.02
37	28/19	2.80 / 6.08	3.30 / 7.16
23	27/18	2.75 / 6.19	3.24 / 7.29
21	26/17	2.70 / 6.31	3.18 / 7.43
43	28/18	2.65 / 6.42	3.13 / 7.56
28G	27/17	2.60 / 6.55	3.06 / 7.72
30	34/21	2.55 / 6.68	3.00 / 7.87
41	28/17	2.50 / 6.79	2.95 / 8.00
33G	27/16	2.45 / 6.96	2.88 / 8.20
31G	31/18	2.40 / 7.10	2.82 / 8.37
50	28/16	2.36 / 7.22	2.78 / 8.51

Friction Fighter Quick Change Gears



Simply stated Friction Fighter 10 Spline Quick Change Gears are the strongest, lightest, highest quality gears available. 9310 Ultra high strength steel, stone ground, cryogenic processed and REM® finished - The gear mesh area is only 1" wide eliminating friction.

FFQCG - set#
Friction Fighter Quick Change Gears



GEARCHART
24" x 18"
Laminated Gear Charts are available



#20 gear set weighs 4.23 lbs.

To Determine Final Drive (# top teeth) / (# bottom teeth) x R&P Ratio = Final Drive

To Determine RPM Change (Current RPM) / (Gear Ratio) x (New Gear Ratio) = New RPM
Example: 8200 5.42 5.56 8400

FFQCG 10 SPLINE GEAR RATIOS			
Gear Set	No. of Teeth	4.12 Ring & Pinion (8-33 Teeth)	4.86 Ring & Pinion (7-34 Teeth)
1	23/23	4.12 / 4.12	4.86 / 4.86
2G	24/23	3.95 / 4.30	4.66 / 5.07
15G	22/21	3.94 / 4.32	4.64 / 5.09
6	25/23	3.80 / 4.48	4.47 / 5.28
12	29/26	3.70 / 4.60	4.36 / 5.42
7	26/23	3.65 / 4.66	4.30 / 5.49
7G	24/21	3.61 / 4.71	4.25 / 5.55
8G	27/23	3.51 / 4.84	4.14 / 5.71
9G	24/20	3.44 / 4.95	4.05 / 5.83
11	27/22	3.36 / 5.06	3.96 / 5.96
13	25/20	3.30 / 5.16	3.89 / 6.08
4G	23/18	3.23 / 5.27	3.81 / 6.21
4	27/21	3.21 / 5.30	3.78 / 6.25
20	26/20	3.17 / 5.36	3.74 / 6.32
22	25/19	3.14 / 5.43	3.69 / 6.40
16	28/21	3.09 / 5.50	3.65 / 6.48
10	27/20	3.06 / 5.57	3.60 / 6.56
34	26/19	3.02 / 5.64	3.55 / 6.65
14	25/18	2.97 / 5.73	3.50 / 6.75
35	24/17	2.92 / 5.82	3.44 / 6.86
32	27/19	2.90 / 5.86	3.42 / 6.91
32G	26/18	2.85 / 5.96	3.36 / 7.02
37	28/19	2.80 / 6.08	3.30 / 7.16
23	27/18	2.75 / 6.19	3.24 / 7.29
21	26/17	2.70 / 6.31	3.18 / 7.43
43	28/18	2.65 / 6.42	3.13 / 7.56
28G	27/17	2.60 / 6.55	3.06 / 7.72
30	34/21	2.55 / 6.68	3.00 / 7.87
41	28/17	2.50 / 6.79	2.95 / 8.00
33G	27/16	2.45 / 6.96	2.88 / 8.20
31G	31/18	2.40 / 7.10	2.82 / 8.37
50	28/16	2.36 / 7.22	2.78 / 8.51

XR-1

XRI-4.86

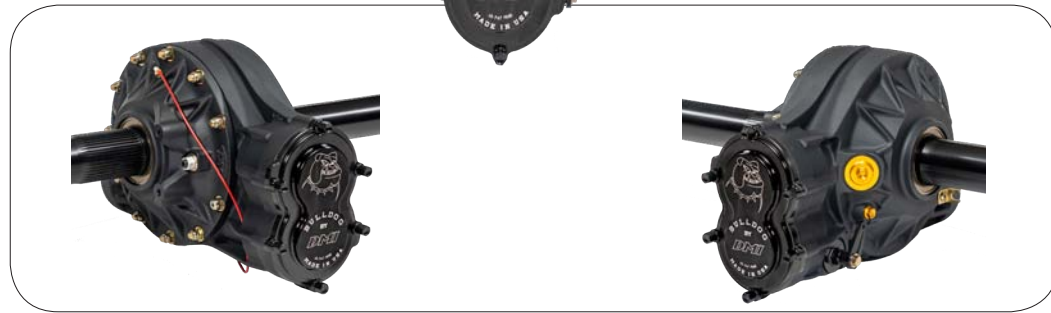
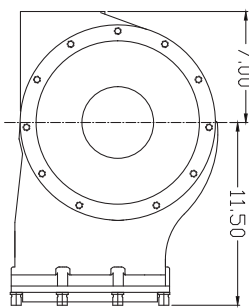
Bulldog XR-1
4.86 Complete Rear
82lbs.

XRI-4.12

Bulldog XR-1
4.12 Complete Rear
82lbs.



XR-1 Dimensions:



The Bulldog XR-1 is the original Bulldog Quick Change. Since being introduced in 2004, the Bulldog XR-1 has raised the bar in performance, reliability and durability. The XR-1 is chosen by some of the sport's top professionals. DMI's machine process ensures zero center section runout. New for 2020 - all axles feature 1" increased left side spline length to accommodate deeper offset wheels.

Standard Features Include:

- O-Ringed Aluminum Gear Cover
- Heat Treated Lower Shaft
- Breather Assembly
- Timken® Pinion Bearings
- Non twist one bolt shifter mount
- 3 quarts Bulldog Blood Oil
- Torque Tube Studs
- Center Section warranty
- Ease-Align Shifter Arm

Important Specs

Side Bell Nuts- 30 ft./lbs.
Threaded Ring Gear- 60 ft./lbs. w/ Red threadlocker
Pinion Retainer Bolts- 25 ft./lbs.
Pinion Backlash- .004-.008
Rotational Pinion Preload (No axle) - 25 in/lbs. @ 70° F
Rotational Pinion Preload (Complete Assembly) - 48 in/lbs. @ 70° F
Starting Recommendations for Shims Left- .080" Right - .160"

Weight Savings of Some Popular Options

XR-1 4.86 Std Rear = 82 lbs.

Description	Savings
4.12 Ring & Pinion	.75 lbs.
EDM Ring Gear	.80 lbs.
Titanium Lower Shaft (Internal 10-10)	1.18 lbs.
Titanium Hardware	.89 lbs.
2" I.D. Axle	2.27 lbs.

Important Driveline Lengths when using XR-1 with a 40" Engine Setback

Internal 10-10 Driveshaft – 29" w/ U-Joint Spring
DMI Style Swivel Coupler Driveshaft – 26.5" w/ U-Joint Spring
Winters Style Swivel Coupler Driveshaft – 27.5" w/o a U-Joint Spring
Torque Tube – 27"

Popular XR-1 Options

More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating

1-A Black Thermal Coating

Option 2- Ring & Pinion

2-A EDM Ring Gear

2-B REM® Ring & Pinion

2-C REM® / EDM Ring and Pinion

2-F Super G Ring and Pinion

Option 3- Lower Shaft

3-A Titanium Lower Shaft for Internal 10-10

3-B Swivel Spline Coupler - Steel Lower Shaft

3-C Swivel Spline Coupler - Titanium Lower Shaft

3-D Winters Style Swivel Coupler - Steel Lower Shaft

3-E Winters Style Swivel Coupler - Titanium Lower Shaft

3-J 32 Spline Coupler w/ Steel Lower Shaft

3-K 32 Spline Coupler w/ Titanium Lower Shaft

Option 4- Axles

4-A 2" I.D. Axle - 7068 Material

4-B 54-4 Beast Style Pavement Axle

4-F 2" I.D. Axle - 7068 Material - Split Bearing Style

4-H 4-H Split Bearing Style Axle

4-J 1.875" I.D. Axle for 31" RR Bar

4-K 2" I.D. Axle for 31" RR Bar

4-L 2" I.D. Split Bearing Style Axle for 31" RR Bar

4-M 1.875" I.D. Split Bearing Style Axle for 31" RR Bar

Option 6- Accessory Packs

6-A Accessory Pack

Option 7- Thru Bolts

7-A Titanium Bolt Kit

7-B Titanium Side Bell Studs Only

Option 8- Misc.

8-E PROglide Bearings



Brent Marks
2019 Williams Grove National Open Champ



Sheldon Haudenschild
World of Outlaws Winning Driver



Kyle Larson
The Nation's most versatile racecar driver



Mark Smith
National Winning 360 Driver



Damion Gardner
California's Non Wing King

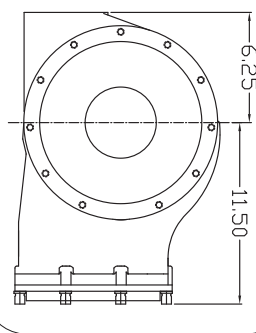
XR2



XR2-4.86
Bulldog XR-2
4.86 Complete
Rear
78lbs.

XR2-4.12
Bulldog XR-2
4.12 Complete Rear
78lbs.

XR-2 Dimensions:



Without Snout Adapter



The Bulldog XR-2 was introduced for the 2009 Season. The XR-2 uses the same proven internal components as the XR-1. The weight savings of the XR-2 comes from its unique futuristic housing design. The snout area is strengthened by the addition of internal casting material and external ribs. The XR-2 is the clear cut choice for the weight conscious racer who still demands reliability. New for 2020 - all axles feature 1" increased left side spline length to accommodate deeper offset wheels.

Standard Features Include:

- O-Ringed Aluminum Gear Cover
- Heat Treated Lower Shaft
- Breather Assembly
- Timken® Pinion Bearings
- Non twist one bolt shifter mount
- 3 quarts Bulldog Blood Oil
- Torque Tube Studs
- Ease-Align Shifter Arm
- Aluminum Front Snout Spacer for Internal 10-10

Important Specs

Side Bell Nuts- 30 ft./lbs.
Threaded Ring Gear- 60 ft./lbs. w/ Red threadlocker
Pinion Retainer Bolts- 25 ft./lbs.
XR-2 Snout Locking Ring- 70 ft./lbs.
XR-2 Front Spacer Plate Bolts- 35 ft./lbs.
Pinion Backlash- .004-.008
Rotational Pinion Preload (No axle) - 25 in/lbs. @ 70° F
Rotational Pinion Preload (Complete Assembly) - 48 in/lbs. @ 70° F
Starting Recommendations for Shims Left- .060" Right - .060"

Weight Savings of Some Popular Options

XR-2 4.86 Std Rear = 78 lbs.

Description	Savings
4.12 Ring & Pinion	.75 lbs.
EDM Ring Gear	.80 lbs.
Titanium Lower Shaft (Internal 10-10)	1.18 lbs.
Titanium Hardware	.89 lbs.
2" I.D. Axle	2.27 lbs.

Important Driveline Lengths when using XR-2 with a 40" Engine Setback

Internal 10-10 Driveshaft – 29" w/ U-Joint Spring
DMI Style Swivel Coupler Driveshaft w/ Snout Spacer – 26.5" w/ U-Joint Spring
Winters Style Swivel Coupler Driveshaft w/ Snout Spacer – 27.5" w/o a U-Joint Spring
Torque Tube w/ Snout Spacer – 27"
Internal DMI Style Swivel Coupler Driveshaft w/o Snout Spacer – 29.25" w/ U-Joint Spring
Internal Winters Style Swivel Coupler Driveshaft w/o Snout Spacer – 30.5" w/o a U-Joint Spring
Torque Tube w/o Snout Spacer – 28"

Popular XR-2 Options

More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating

1-A Black Thermal Coating

Option 2- Ring & Pinion

2-A EDM Ring Gear

2-B ASF Ring & Pinion

2-C ASF / EDM Ring and Pinion

2-F Super G Ring and Pinion

Option 3- Lower Shaft

3-A Titanium Lower Shaft for Internal 10-10

3-B Swivel Spline Coupler - Steel Lower Shaft

3-C Swivel Spline Coupler - Titanium Lower Shaft

3-D Winters Style Swivel Coupler - Steel Lower Shaft

3-E Winters Style Swivel Coupler - Titanium Lower Shaft

3-J 32 Spline Coupler w/ Steel Lower Shaft

3-K 32 Spline Coupler w/ Titanium Lower Shaft

Option 4- Axles

4-A 2" I.D. Axle - 7068 Material

4-B 54-4 Beast Style Axle

4-F 2" I.D. Axle - 7068 Material - Split Bearing Style

4-H 4-H Split Bearing Style Axle

4-J 1.875" I.D. Axle for 31" RR Bar

4-K 2" I.D. Axle for 31" RR Bar

4-L 2" I.D. Split Bearing Style Axle for 31" RR Bar

4-M 1.875" I.D. Split Bearing Style Axle for 31" RR Bar

Option 6- Accessory Packs

6-A Accessory Pack

Option 7- Thru Bolts

7-A Titanium Bolt Kit

7-B Titanium Side Bell Studs Only

Option 8- Misc.

8-E PROglide Bearings

Option 9- XR-2 Options Only

9-A Swivel Coupler w/ Steel Shaft & Snout Spacer

9-B Swivel Coupler w/ Titanium Shaft & Snout Spacer

9-C Winters Style Swivel Coupler w/ Steel Shaft & Snout Spacer

9-D Winters Style Swivel Coupler w/ Titanium Shaft & Snout Spacer



Aaron Reutzel
All Star Sprint Car Champion



Brady Bacon
USAC National Sprint Car Champion



Sam Hafertape Jr
ASCS National Champion



Logan Schucart
World of Outlaws Winning Driver

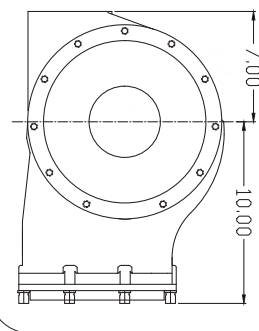


Logan Wagner
Port Royal Speedway Champion

XR-3

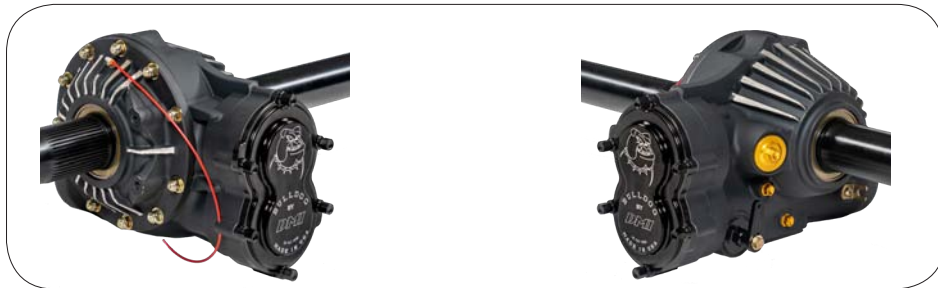


XR-3 Dimensions:



XR3-4.12

Bulldog XR-3
4.12 Complete Rear
78lbs.



The Bulldog XR-3 utilizes an 8" 4.12 ring and pinion that saves more than 2.5lbs compared to a conventional 10" gear. The XR-3 was developed using the latest computer F.E.A. technology to develop and engineer the rear. The rear is a direct replacement utilizing standard 10 spline quick change gears commonly used in full size rears along with conventional length driveline components. The rear offers an additional 2" of fuel cell clearance and 1.75" of seat clearance. The ring and pinion has been used successfully in applications up to 800 horsepower on both dirt and pavement. This rear is an excellent choice for RaceSaver®, 305 or 360 sprint car competitors. New for 2020 - all axles feature 1" increased left side spline length to accommodate deeper offset wheels.

Standard Features Include:

- O-Ringed Rear Cover
- Jack Pad
- Increased Oil Reservoir
- Temperature Reducing Cooling Fins
- Billet Aluminum Front Bearing Housing
- Heat Treated Lower Shaft
- Breather Assembly
- Non Twist One Bolt Shifter Mount
- 3 quarts Bulldog Blood Oil

Important Specs

Side Bell Nuts- 30 ft./lbs.
Threaded Ring Gear- 60 ft./lbs. w/ Red threadlocker
Pinion Retainer Bolts- 25 ft./lbs.
Pinion Backlash- .004-.008
Rotational Pinion Preload (No axle) - 25 in/lbs. @ 70° F
Rotational Pinion Preload (Complete Assembly) - 48 in/lbs. @ 70° F
Starting Recommendations for Shims Left- .062" Right - .062"

Weight Savings of Some Popular Options

XR-3 4.12 Std Rear = 78 lbs.

Description	Savings
EDM Ring Gear	1.75 lbs.
Titanium Lower Shaft (Internal 10-10)	1.18 lbs.
Titanium Hardware	.89 lbs.
2" I.D. Axle	2.27 lbs.

Important Driveline Lengths when using XR-3 with a 40" Engine Setback

Internal 10-10 Driveshaft – 29" w/ U-Joint Spring
DMI Style Swivel Coupler Driveshaft – 26.5" w/ U-Joint Spring
Winters Style Swivel Coupler Driveshaft – 27.5" w/o a U-Joint Spring
Torque Tube – 27"

Popular XR-3 Options

More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating

1-A Black Thermal Coating

Option 2- Ring & Pinion

2-A EDM Ring Gear

2-B ASF Ring & Pinion

2-C ASF / EDM Ring and Pinion

2-F Super G Ring and Pinion

Option 3- Lower Shaft

3-A Titanium Lower Shaft for Internal 10-10

3-B Swivel Spline Coupler - Steel Lower Shaft

3-C Swivel Spline Coupler - Titanium Lower Shaft

3-D Winters Style Swivel Coupler - Steel Lower Shaft

3-E Winters Style Swivel Coupler - Titanium Lower Shaft

3-J 32 Spline Coupler w/ Steel Lower Shaft

3-K 32 Spline Coupler w/ Titanium Lower Shaft

Option 4- Axles

4-A 2" I.D. Axle - 7068 Material

4-F 2" I.D. Axle - 7068 Material - Split Bearing Style

4-H Split Bearing Style Axle

4-J 1.875" I.D. Axle for 31" RR Bar

4-K 2" I.D. Axle for 31" RR Bar

4-L 2" I.D. Split Bearing Style Axle for 31" RR Bar

4-M 1.875" I.D. Split Bearing Style Axle for 31" RR Bar

Option 6- Accessory Packs

6-A Accessory Pack

Option 7- Thru Bolts

7-A Titanium Bolt Kit

7-B Titanium Side Bell Studs Only

Option 8- Misc.

8-E PROglide Bearings



Josh Weller
United Racing Club Champion



Jason Barney
Empire Super Sprints Champion

BB-1

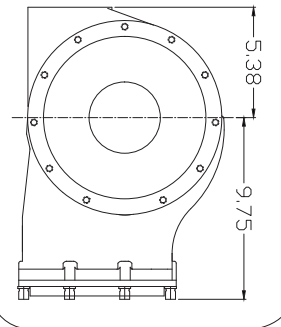


BB-3.78
Baby Bulldog 3.78
Complete Magnesium
Rear w/ 31 Spline
44-3 Axle
55lbs.

BB-4.33
Baby Bulldog 4.33
Complete Magnesium
Rear w/ 31 Spline
44-3 Axle
55lbs.



BB-1 Dimensions:



The Baby Bulldog is the strongest rear made for midget racing. Compared to other rears on the market, the Baby Bulldog offers strength, reliability, is user friendly and doesn't leak. 7068 aircraft aluminum makes a Baby Bulldog axle the strongest available - period! Take a walk through the pits and see that the BB-1 is the quick change midget rear chosen by more teams than any other brand.

Standard Features Include:

- Breather Assembly
- Heat Treated Lower Shaft
- Non-Twist One Bolt Shifter Mount
- O-Ringed Aluminum Gear Cover
- 3 Quarts Bulldog Blood Oil
- Torque Tube Studs
- 9/16" Hex on all Plugs

Important Specs

Side Bell Nuts- 30 ft./lbs.
Threaded Ring Gear- 60 ft./lbs. w/ Red threadlocker
Pinion Retainer Bolts- 25 ft./lbs.
Pinion Backlash- .004-.008
Rotational Pinion Preload (No axle) - 25 in/lbs. @ 70° F
Rotational Pinion Preload (Complete Assembly) - 48 in/lbs. @ 70° F
Starting Recommendations for Shims Left- .065" Right - .055"

Weight Savings of Some Popular Options

BB-1 4.33 = 55 lbs.

Description	Savings
EDM Ring Gear	.48 lbs.
Titanium Lower Shaft (Internal 10-10)	.81 lbs.
Titanium Hardware	.75 lbs.
36 Spline Axle	2.5 lbs.

Popular BB-1 Options More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating	
1-A	Black Thermal Coating
Option 2- Ring & Pinion	
2-A	EDM Ring Gear
2-B	ASF Ring & Pinion
2-C	ASF / EDM Ring and Pinion
Option 3- Lower Shaft	
3-A	Titanium Lower Shaft for Internal 10-10
3-D	Winters Style Swivel Coupler - Steel Lower Shaft
3-E	Winters Style Swivel Coupler - Titanium Lower Shaft
Option 4- Axles	
4-E	51-2 Beast Style - 36 Spline
4-F	44-3 - 36 Spline

Option 7- Thru Bolts	
7-A	Titanium Bolt Kit
7-B	Titanium Side Bell Studs Only
Option 8- Misc.	
8-E	PROglide Bearings



Keith Kunz Motorsports
Columbus, IN



Clauson-Marshall Racing
Fishers, IN



The Baby Bulldog Rear won the first race it ever ran. In December 2011 in DuQuoin, IL at the Battle at the Center Bryan Clauson drove to victory with the first Baby Bulldog we produced. This victory along with many other memories of Bryan's wins, his first start in the Indy 500 and his efforts in helping us develop products made Bryan an important part of the DMI family. Of course we miss seeing Bryan on the track but more importantly we miss the joy of working with him, growing with him and having a relationship with such a respectful and humble young man. #BCFOREVER

SM XR-1

SMXR1-4.12

Bulldog XR-1 4.12
Complete Rear
Super Mod Style

SMXR1-4.86

Bulldog XR-1 4.86
Complete Rear
Super Mod Style



The SMXR-1 is available for the ultra-tough supermodifieds. It's the first integral side bell rear available for Super Mods. The aircraft quality 7068 aluminum 60-19 axle offers superior strength over the competition. This rear was developed in conjunction with ACME Racing, many time MSA champions!

Standard Features Include:

- O-Ringed Aluminum Gear Cover
- Breather Assembly
- Non-Twist Shifter Mount
- 3 Quarts BullDog Blood
- Ease-Align Shifter Arm
- Front Seal Plate



Bulldog Quick Change Rears released the XR-1 rear at the 2004 Performance Racing Industry Show in Indianapolis. The XR-2 was introduced at the 2008 PRI Show in Orlando. 2009 saw the introduction of the CT-1 at IMIS in Indy. The Baby Bulldog made its debut in 2012 at IMIS and the BO5 was released in PRI's return to Indy in December 2013.

Popular SMXR-1 Options More options available- contact your DMI sales associate for a complete listing.

Option 1- Thermal Coating

1-A Black Thermal Coating

Option 2- Ring & Pinion

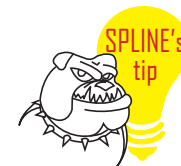
2-A EDM Ring Gear

2-B ASF Ring & Pinion

2-C ASF / EDM Ring and Pinion



ACME Racing
2019 winner Hy-Miler Supermodified Champions



When changing gears it's a perfect time to inspect rear cover bearings, pinion bearings and stub shaft bearings for wear or damage.

Important XR-1, XR-2, XR-3 & BB-1 Information

EDM Ring Gear

EDM ring gears decrease weight and increase flex. Ring gear bolts should be replaced and torqued to 60ft. lbs. using blue threadlocker every 500 laps when using an EDM ring gear. EDM ring gears are not recommended in high horsepower (800+) applications.



Accelerated Surface Finishing is an isotropic superfinishing process that hones and refines the critical surfaces of components. This is not a plating or coating process, but a true substrate surface enhancement that dramatically increase part life and performance.



All bearings are available with PROglide treatment. PROglide provides friction reduction. Utilizing nano particles that act as sponges for oil PROglide has achieved unimaginable results. The process adds no tolerance to the material being treated therefore the limits are nearly endless. Are you ready to ride the Glide?

Swivel Couplers

DMI style swivel couplers and Winters style swivel couplers must be serviced every 6-8 races. Disassemble, clean thoroughly, inspect and replace worn components. Pack liberally with DMI Swivel Coupler Lube (Part# DMI-SWILUBE) and install in coupler, insert seal and install snap ring ensuring engagement. On a Winters style the seal should be zip tied or safety wired to the driveshaft.

Shifter Mechanism

Proper shifter engagement / disengagement is critical to the service life of your Bulldog open tube rear. Bulldog highly suggests using DMI Strato Shifter Assembly SRC-2400. Strato Shifter releases all tension off rear internals when locked in gear. To set cable, place the rear in gear. Lock shifter in gear. Adjust nuts on cable until cable falls onto shifter arm quick disconnect with NO tension. Tighten jams. Lift handle to disengage rear. Remove cable from quick disconnect and ensure that shifter arm is fully out of gear. Reinstall cable onto arm and lock back in gear ensuring one last time the shifter is properly locked in gear.



DMI didn't guess when creating the specs every quick change rear is built to and we didn't copy the competitors. We rented racetracks, did extensive R&D and tested many different rotational pinion preloads and pinion backlash settings until we found the perfect one. DMI Bulldog Quick Changes are produced from 100% aircraft magnesium and that is a major factor in the specification we developed. We know our quick changes feel tight when new but trust us: They need to be that way to perform at their maximum potential.

Important XR-1, XR-2, XR-3 & BB-1 Information

Loaded Pinion Removal

Heat area around the pinion until the pinion is able to freely be removed.
DO NOT concentrate heat around the pinion nose bearing.

Loaded Pinion Installation

Heat area around the pinion until the pinion is able to freely drop into center.
DO NOT concentrate heat around the pinion nose bearing support.

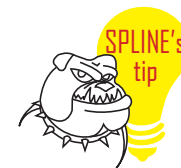
Open Tube Rear Set-Up

After installing pinion allow rear to return to room temperature. (70° F) Adjust pinion nut until 25 in./lbs. rotational preload is achieved without the spool. Lubricate posi-retainer o-ring and install posi-lock retainer on pinion nut using finger pressure only. Rotate retainer if needed to align locking splines. Install axle with starting shim recommendations found under the important specs section for the model rear being rebuilt. Install sidebell and tighten four nuts to 30 ft/lbs. Verify pinion backlash to be .004"-.008" minimum when checked on 10 spline tooth of pinion using dial indicator. Adjust spool shims accordingly until desired amount of pinion backlash is achieved. Once desired amount of pinion backlash is achieved verify rotation pinion preload to be 45in/lbs. Once set-up is complete remove side bell. Install side bell seal, o-rings and axle seals. Re-install side bell with ring gear back stop in place. Torque side bell nuts to 30 ft. /lbs. Tighten ring gear backstop against ring gear and back off 1/8 turn. Jam ring back stop nut.

IF YOU DON'T KNOW - CALL!!!!



If you don't feel comfortable rebuilding your own quick change rear DMI can do it for you. For \$99 plus parts we'll rebuild any brand open tube quick change rear. Need help with shipping? Skid up your rear and contact us to schedule a freight pickup. We'll share our carrier discount with you to keep your freight costs minimal. Allow two weeks in most cases. Faster turnaround available in emergency situations.



Use spray or dry graphite on axle nuts prior to installation. The graphite prevents sticking and doesn't attract dirt. When the car comes off the track, loosen axle nuts. Failure to loosen nuts on a 'hot' axle may result in axle nuts sticking.

Open Tube Center Sections | Side Bells | Components

Center Sections



RRC-1005
XR-1 Magnesium Rear Center Section
RRC-1005-01
XR-1 Magnesium Rear Center Section - Black Thermal Coated



RRC-1006
XR-2 Magnesium Rear Center Section
RRC-1006-01
XR-2 Magnesium Rear Center Section - Black Thermal Coated



RRC-0902
XR-3 Mag Center Section
RRC-0902-01
XR-3 Mag Center Section - Black Thermal Coated



RRC-4000
Baby Bulldog Mag Center Section
RRC-4000-01
Baby Bulldog Mag Center Section - Black Thermal Coated

Side Bells



RRC-1100
XR-1 Magnesium Side Bell w/ Brake Mount
RRC-1100-01
XR-1 Magnesium Side Bell w/ Brake Mount - Black Thermal Coated



RRC-1101
XR-2 Magnesium Sidebell w/ Brake Mount
RRC-1101-01
XR-2 Magnesium Side Bell w/ Brake Mount - Black Thermal Coated



RRC-0970
XR-3 Mag Side Bell
RRC-0970-01
XR-3 Mag Side Bell - Black Thermal Coated



RRC-4050
Baby Bulldog Mag Side Bell
RRC-4050-01
Baby Bulldog Mag Side Bell - Black Thermal Coated

XR-1, XR-2 and XR-3 Center and Side Bells Components



RRC-1034
Breather Assembly



RRC-1010
Large Inspection Plug
RRC-1015
Large Inspection Plug O-Ring



RRC-1016
Fill Level Plug
RRC-1017
Fill Level Plug O-Ring



RRC-1020
Small Inspection Plug
RRC-1025
Small Inspection Plug O-Ring



RRC-1030
3/8 Oil Drain Plug



RRC-1406
Locking Ring for XR-2 Snout
RRC-1407
Swivel Coupler Seal for XR-2 Lower Shaft
RRC-1408
O-Ring for XR-2 Locking Ring



RRC-1105
Side Bell O-Ring



RRC-1215 PG
Axle Bearing Race
RRC-1210 PG
Axle Bearing



RRC-1109
Short Side Bell Stud
RRC-1109T
Short Sidebell Stud - Titanium
RRC-1110
Side Bell Stud
RRC-1107
Side Bell Stud - Titanium



RRC-1120
Side Bell Locknut
RRC-1120A
Side Bell Locknut - Aluminum



RRC-1130
Side Bell Washer



RRC-1150
Back Stop Aluminum Nut
RRC-1146
Back Stop Washer for CT-1
RRC-1140
Back Stop Set Screw
RRC-1135
Ring Gear Back Stop



RRC-1008
XR-2 Snout Spacer
RRC-1008A
Washer for Alum. Snout Spacer
RRC-1008B
Bolt for Alum. Snout Spacer



RRC-1009
Silicone O-Ring for XR-2 Snout



RRC-1220
Axle Seal O-Ring
RRC-1217
Axle Seal

Tool



RRC-1900
Snout Locking Ring Wrench

Open Tube Components | Rear Covers

Baby Bulldog Center and Side Bell Components



RRC-4150
Baby Bulldog Ring Gear Backstop Jam
RRC-4140
Baby Bulldog Ring Gear Backstop



RRC-4215 PG
Baby Bulldog Axle Bearing Race
RRC-4220
Baby Bulldog Axle Seal O-Ring
RRC-4217
Baby Bulldog Axle Seal



RRC-1475
Baby Bulldog Side Bell Stud
RRC-4210 PG
Baby Bulldog Axle Bearing O-Ring
RRC-4998
Baby Bulldog Gear Spacer for 1" Wide Gears



RRC-1735
Washer for Shift Arm
RRC-4120
Baby Bulldog Side Bell Locknut
RRC-4105
Baby Bulldog Side Bell O-Ring

Rear Covers and Components



RRC-1386B
Billet Alum. Rear Cover w/ Bearings - Black



RRC-1390
Gear Cover Bearing Retainer



RRC-4386
Baby Bulldog and BO5 Rear Cover w/ Bearings



RRC-1350 PG
Rear Cover Bearing



RRC-1391
Bolt for Gear Cover Retainer



RRC-4390
Baby Bulldog and BO5 Rear Cover Bearing Retainer



RRC-1355
Rear Cover Stud



RRC-1345
Silicone Sealing Ring for Gear Cover



RRC-1340
Steel Insert Rear Cover Gasket



RRC-4350 PG
Baby Bulldog and BO5 Rear Cover Bearing



RRC-1361
Rear Cover Nut - Black



RRC-1361B
Rear Cover Nut - Blue



RRC-1361G
Rear Cover Nut - Gold

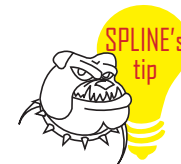


RRC-4345
Baby Bulldog and BO5 Silicone Sealing Ring for Gear Cover



RRC-1373
Vault Lock Quick Change Rear Cover

Spline has done it again! A product so revolutionary and awesome, it will change the industry. No more timely gear changes- with the Vault Lock Quick Change Cover, gear changes take only seconds. One ¼ turn off, change gears and a ¼ turn on. Done! Vault Lock Cover fits all popular brands of rears.



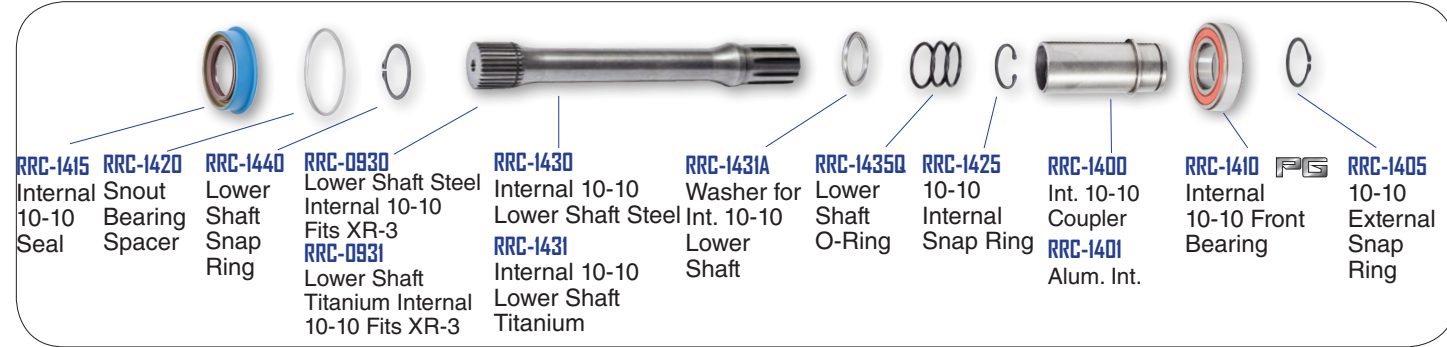
When changing gears it's a perfect time to inspect rear cover bearings, pinion bearings and stub shaft bearings for wear or damage.



Bulldog was the first to utilize an o-ring to seal the rear cover.

Open Tube Lower Shaft Assemblies

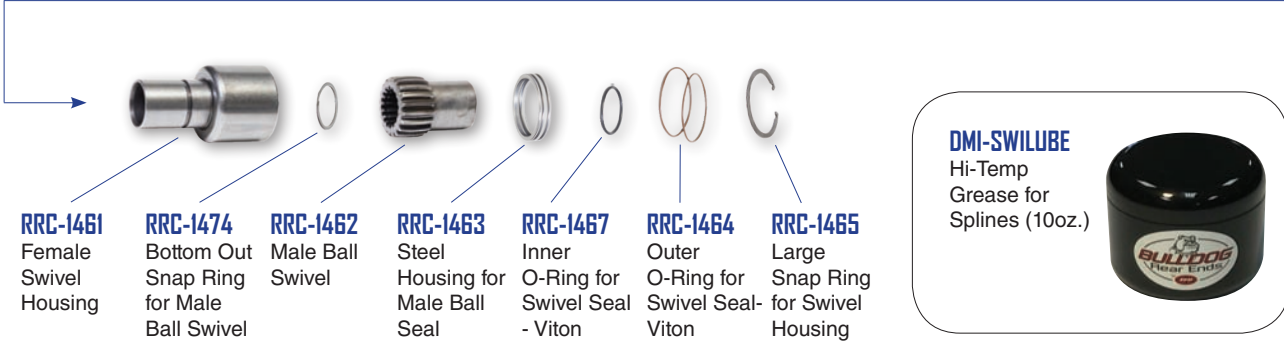
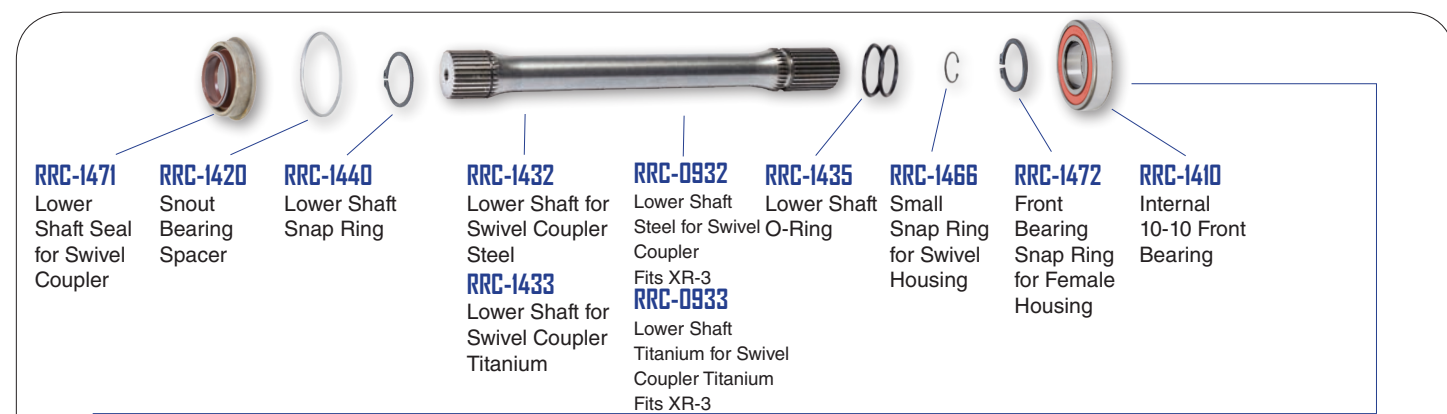
Internal 10-10 XR-1, XR-2 and XR-3



WP Style Swivel XR-1, XR-3 and XR-2 with Snout Adaptor



DMI Style Swivel XR-1, XR-3 and XR-2 with Snout Adaptor



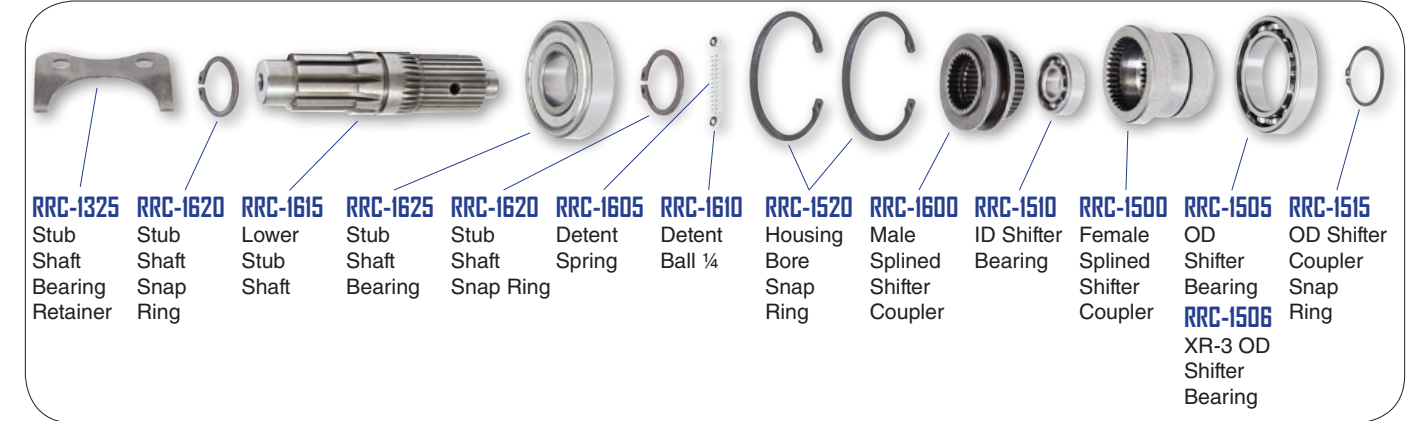
DMI-SWILUBE
Hi-Temp Grease for Splines (10oz.)



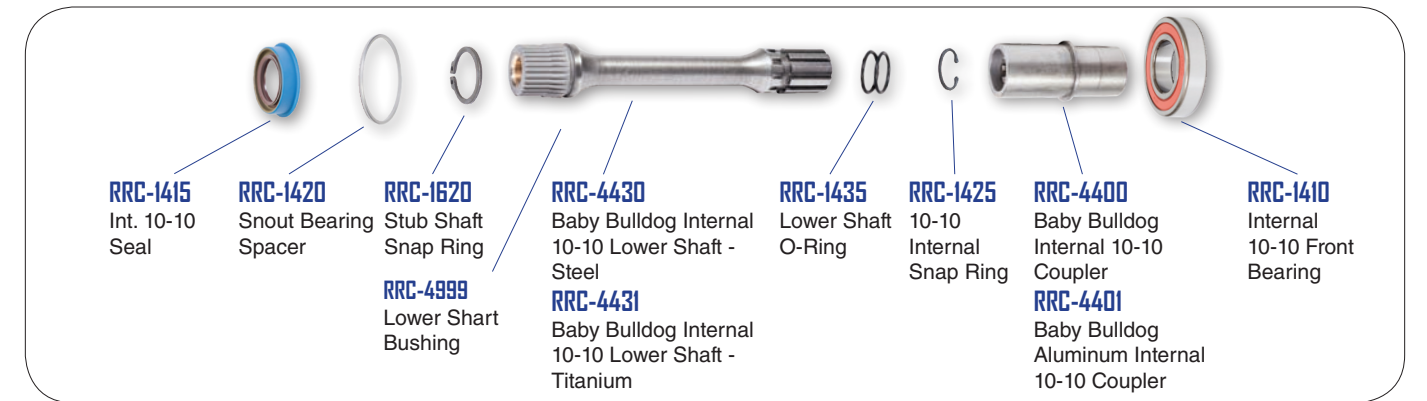
IMPORTANT NOTE: XR-2 with internal swivel couplers use RRC-1438 (steel) or RRC-1439 (titanium) lower shafts. The XR-2 internal swivel also does not use RRC-1420 Spacer.

Open Tube Lower Shaft Assemblies

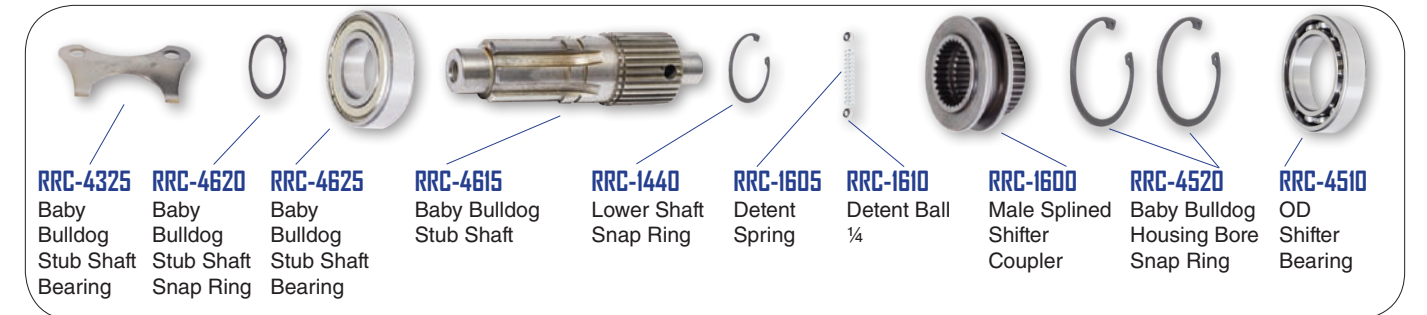
XR-1, XR-2 and XR-3 Stub Shaft and Shifter



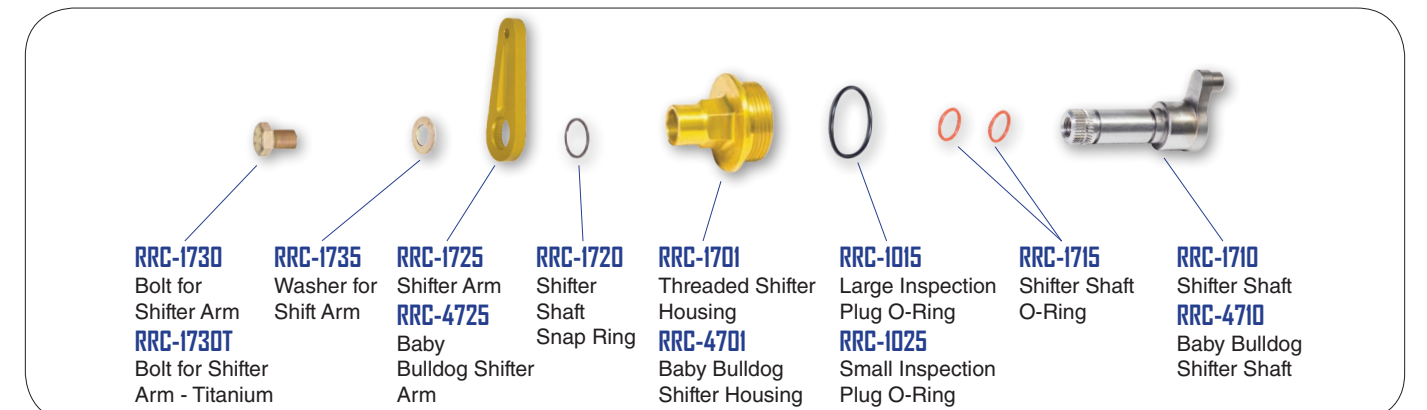
Baby Bulldog Internal 10-10



Baby Bulldog Stub Shaft

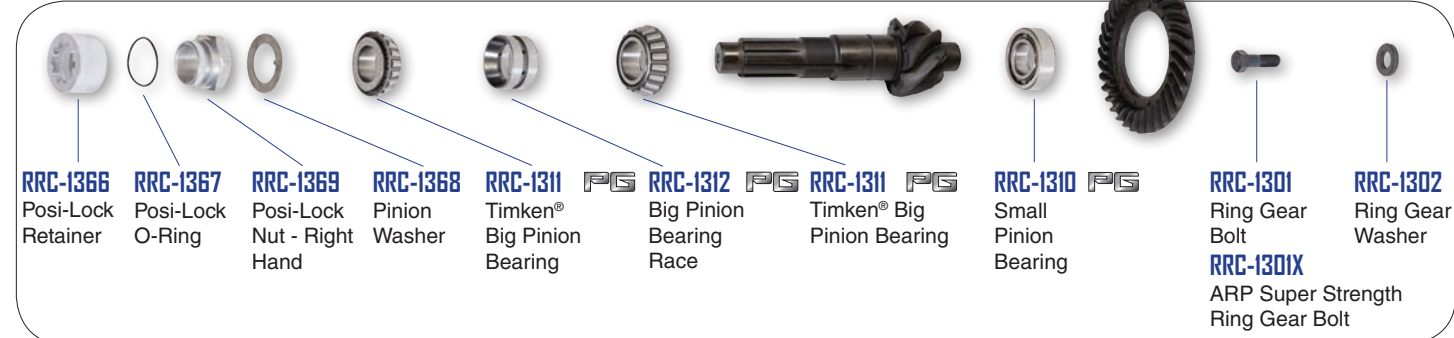


All Open Tube Shifter Assemblies



Open Tube Ring & Pinions

10" Ring & Pinion Assembly



RRC-1300	4.12 Ring & Pinion - 12.75 lbs	RRC-1305	4.86 Ring & Pinion - 13.55 lbs
RRC-1300-02	4.12 EDM Ring & Pinion	RRC-1305-02	4.86 EDM Ring & Pinion
RRC-1300-02-05	4.12 EDM / ASF Ring & Pinion	RRC-1305-02-05	4.86 EDM / ASF Ring & Pinion
RRC-1300-05	4.12 ASF Ring & Pinion	RRC-1305-05	4.86 EDM O.D. & I.D / Polish Ring & Pinion
RRC-1300SG	4.12 Ring & Pinion - Super G Finish	RRC-1305SG	4.86 Ring & Pinion - Super G Finish

RRC-1300SG AND RRC-1305SG RING & PINION FEATURE THE SUPER G Treatment. SUPER G treatment dramatically increases ring and pinion life in mega horsepower 410 winged sprint cars. SUPER G ring and pinions are highly recommended for any application that sees severe abuse. For more ring & pinion information see page 43

8" Ring & Pinion Assembly



RRC-1303	4.12 Ring & Pinion - 10.12 lbs	RRC-1303-05	4.12 ASF Ring & Pinion
RRC-1303-02	4.12 EDM Ring & Pinion	RRC-1303-SG	4.12 Black ASF Ring & Pinion
RRC-1303-02-05	4.12 EDM / ASF Ring & Pinion		

Baby Bulldog Ring & Pinion Assembly



RRC-4300	3.78 Baby Bulldog Ring and Pinion	RRC-4305	4.33 Baby Bulldog Ring and Pinion
RRC-4300-02	3.78 Baby Bulldog Ring and Pinion - EDM	RRC-4305-02	4.33 Baby Bulldog Ring and Pinion - EDM
RRC-4300-02-05	3.78 Baby Bulldog Ring and Pinion - EDM / ASF	RRC-4305-02-05	4.33 Baby Bulldog Ring and Pinion - EDM / ASF
RRC-4300-05	3.78 Baby Bulldog Ring and Pinion - ASF	RRC-4305-05	4.33 Baby Bulldog Ring and Pinion - ASF

Open Tube Axles | Components

Axle Bearings & Shims



Open Tube Axles



NEW FOR 2020
All axles produced with 1" more left side spline to accommodate deeper offset wheels

*XR-3 rears use the same axle as XR-1 rears

RRC-1200	Aluminum Axle 2" I.D. Long Splines w/ Spool	RRC-1212	Aluminum Axle 2" I.D. Long Splines w/ Spool - Split Bearing Style
RRC-1200-31	Aluminum Axle 2" I.D. Long Splines w/ Spool	RRC-1212HD	Aluminum Axle Long Splines w/ Spool - Split Bearing Style
RRC-1201	Aluminum Axle - Beast Style 54-4 w/ Spool	RRC-1212HD-31	Aluminum Axle 1.875" I.D. Long Splines w/ Spool - Split Bearing Style - 31" RS Torsion Bar
RRC-1201-31	XR-2 Aluminum Axle 2" I.D. Long Splines w/ Spool - 31" RS Torsion Bar	RRC-1212-31	Aluminum Axle 2" I.D. Long Splines w/ Spool - Split Bearing Style - 31" RS Torsion Bar
RRC-1202	XR-2 Aluminum Axle 2" I.D. Long Splines w/ Spool	RRC-1213	XR-2 Aluminum Axle 2" I.D. Long Splines w/ Spool - Split Bearing Style
RRC-1203	Super 60-19 Axle	RRC-1213-31	XR-2 Aluminum Axle 2" I.D. Long Splines w/ Spool - Split Bearing Style - 31" RS Torsion Bar
RRC-1204	Aluminum Axle - Beast Silver Crown Axle	RRC-1213HD	XR-2 Aluminum Axle Long Splines w/ Spool - Split Bearing Style
RRC-1205	Aluminum Axle 1.875" I.D. Long Splines w/ Spool	RRC-1213HD-31	XR-2 Aluminum Axle 1.875" I.D. Long Splines w/ Spool - Split Bearing Style - 31" RS Torsion Bar
RRC-1205-31	Aluminum Axle 1.875" I.D. Long Splines w/ Spool - 31" RS Torsion Bar	RRC-4200	31 Spline 44-3 Baby Bulldog Axle
RRC-1206	Custom Axle - 7075 Material	RRC-4201	31 Spline 44-1 Baby Bulldog Axle
RRC-1206HD	Custom Axle - 7068 Material	RRC-4202	36 Spline 44-3 Baby Bulldog Axle
RRC-1207	XR-2 Aluminum Axle - Beast Style 54-4 w/ Spool	RRC-4203	36 Spline 51-2 Baby Bulldog Axle
RRC-1208	XR-2 Aluminum Axle 1.875" I.D. Long Splines w/ Spool	RRC-4204	BO5 Aluminum Axle
		RRC-4205	BO5 Aluminum Axle - Split Bearing Style

Open Tube - Frequently Asked Questions

Q What is the proper oil level for a Bulldog Rear and how do I fill it?

A The proper oil level varies dependant on the model. Below is a guide (all capacities are approximate)
 XR-1, XR-2 and XR-3 - 2.5qts.
 Baby Bulldog - 2qts.
 The correct method of filling the rear is to remove the pinion inspection plug and the fill level plug located directly below the inspection plug. On all rears, both plugs are on the right side bell. Fill the rear until the fluid runs out the fill level hole. Re-install the fill level plug and add an additional 4-6 ounces of fluid. Re-install inspection plug. Both plugs only need to be “snug.” Over-tightening will cause the plug(s) to stick.

Q What is the best oil for a Bulldog Rear?

A We highly recommend Bulldog Blood (see page 52) We do not re-package someone else’s oil. We spent a lot of time and effort testing different formulations. Our oil is blended to our proprietary specs. If Bulldog Blood isn’t for you, we see good, consistent results from Driven 75w-110.

Q What type of quick change gears will work in a Bulldog Rear?

A Any 10 spline quick change gear will work in the standard Bulldogs. Bulldog recommends only quick change gears produced from 9310 steel. Inexpensive gears made using 8620 steel will fail. We do not recommend using helical cut gears. Always use gears with the machined lip facing out. Always install gears the same way. Never mix gear sets. Sets are machined as matched units.

Q How do I tell what ratio ring and pinion I have?

A You can call us with the serial number and we can see what the rear was built with. If it’s a used rear, we strongly suggest checking the ratio and not relying on the build sheet. The easiest way to verify ring and pinion ratio is to remove the quick change gears. Install a mark on the tire at the 12 o’clock position. Install a mark on the pinion at the 12 o’clock position. Rotate the tire by hand 1 complete revolution. Count the pinion rotation as your turning the tire. If the pinion rotates just over four times, you have a 4.12. If the pinion rotates almost five times, you have a 4.86.

Q How often should a ring and pinion be replaced?

A The inspection plug in the right side bell is placed there for a reason. Weekly inspection of the pinion should occur. Ring gears seldom show wear. Rotate the pinion slowly while inspecting the pinion through the hole. Look at the drive side of the tooth. Small pits need to be monitored. Once you determine the pinion pits are excessive, replace the ring and pinion. As long as the unit looks pit-free, there isn’t a life cycle. Use it!

Q How often should axles be replaced?

A Open tube aluminum axles should be replaced every 1000 laps.

WP Cross Reference - Open Tube & Closed Tube

Open Tube

DMI #	Description	WINTERS #	DMI #	Description	WINTERS #
RRC-1005	Magnesium Rear Center Section	K2225XHD	RRC-1325	Rear Cover - No Bearings	K6583
RRC-1010	Large Inspection Plug	5290	RRC-1330	2 Bolt Locking Tab	2374
RRC-1015	Large Inspection Plug O-Ring	7453	RRC-1335	Pinion Retainer Bolt	7110
RRC-1020	Small Inspection Plug	6857	RRC-1340	Rear Cover Gasket	6729HD
RRC-1025	Small Inspection Plug O-Ring	7454	RRC-1355	Rear Cover Stud	7802
RRC-1030	* NPT Allen Drain Plug	7111B	RRC-1360	Rear Cover High Nut	7794A
RRC-1100	Magnesium Side Bell w/Brake Mount	K6964-02	RRC-1366	Posi-Lock Retainer	6484
RRC-1105	Side Bell O-Ring	7403T	RRC-1367	Posi-Lock O-Ring	7445
RRC-1110	Side Bell Stud	2266	RRC-1368	Pinion Washer	5055
RRC-1120	Side Bell Locknut	7177N	RRC-1369	Posi-Lock Nut - RH	6485R
RRC-1125	Side Bell Bolt - Long	7117	RRC-1400	Internal 10-10 Coupler	6676
RRC-1126	Side Bell Bolt - Short	7787	RRC-1401	Aluminum Internal 10-10 Coupler	6676A
RRC-1130	Side Bell Washer	7178	RRC-1405	10-10 External Snap Ring	7657
RRC-1135	Ring Gear Back Stop	5010	RRC-1410	10-10 Front Bearing	7531
RRC-1140	Back Stop Set Screw	6149	RRC-1415	Internal 10-10 Seal	7242
RRC-1145	Back Stop Washer	7167	RRC-1420	Internal 10-10 Bearing Spacer	6680
RRC-1150	Back Stop Aluminum Nut	7137A	RRC-1425	10-10 Internal Snap Ring	7664
RRC-1200	Aluminum Axle 2" I.D. Long Splines w/Spool	5778UL	RRC-1430	Internal 10-10 Lower Shaft	6678-01
RRC-1201	Aluminum Axle - Beast Style 54-4	5778A-54-4	RRC-1431	Internal 10-10 Lower Shaft - Titanium	6678T
RRC-1205	Aluminum Axle 1.875" I.D. Long Splines w/Spool	5778L	RRC-1435	Lower Shaft O-Ring	7452
RRC-1210	Axle Bearing	7358	RRC-1440	Lower Shaft Snap Ring	7660
RRC-1215	Axle Bearing Race	7357	RRC-1444	External 10-10 Bearing	7383F
RRC-1217	Axle Seal	7224	RRC-1445	External 10-10 Lower Shaft	6249
RRC-1220	Axle O-Ring	7433	RRC-1447	External 10-10 Coupler	5987
RRC-1225	Axle Seal Spiral Lock	7626	RRC-1500	Female Splined Shifter Coupler	6252
RRC-1229	Rear Axle Shim Kit	6115	RRC-1505	O.D. Shifter Bearing	7391
RRC-1300	4.12 Ring and Pinion w/ Posi Lock	5715	RRC-1510	I.D. Shifter Bearing	7392
RRC-1301	Ring Bolt	7852	RRC-1515	O.D. Shifter Coupler Snap Ring	7673
RRC-1302	Ring Bolt Washer	7815	RRC-1520	Housing Bore Snap Ring	7636
RRC-1305	4.86 Ring and Pinion w/ Posi Lock	5401	RRC-1600	Male Splined Shifter Coupler	6265
RRC-1310	Small Pinion Bearing	7331	RRC-1605	Detent Spring	6318
RRC-1311	Big Pinion Bearing	7308	RRC-1610	Detent Ball	7347
RRC-1312	Big Pinion Bearing Race	7307	RRC-1615	Lower Stub Shaft	6250
RRC-1315	Pinion Bearing Spacer	5020	RRC-1616	Stub Shaft - Titanium	6250T
RRC-1320	Pinion Retainer Flange	6296A	RRC-1620	Stub Shaft Snap Ring	7637
RRC-1325	Stub Shaft Bearing Retainer	6267	RRC-1625	Stub Shaft Bearing	7390

Closed Tube

DMI #	Description	WINTERS #	DMI #	Description	WINTERS #
RRC-1000	CT-1 Magnesium Center Section	K5840	RRC-1172	CT-1 Side Bell Bearing for Steel Spool	7309
RRC-1001	Front Seal Plate for CT-1	5018-01ML	RRC-1270	CT-1 Aluminum Spool	5034-11A
RRC-1002	Front Seal for CT-1 Seal Plate	7204V	RRC-1271	CT-1 Aluminum Spool - Ultralight	5034-11UL
RRC-1002T	Front Seal Plate Teflon for CT-1	7204	RRC-1300	4.12 Ring & Pinion	5714
RRC-1003	Seal O-Ring for CT-1 Seal Plate	7474	RRC-1301	Ring Gear Bolt	7852
RRC-1004	O-Ring for CT-1 Seal Plate Flange	7413	RRC-1302	Ring Bolt Washer	7815
RRC-1007	Spirallock for Seal Plate	7652	RRC-1305	4.86 Ring & Pinion	5400
RRC-1010	Large Inspection Plug	5290	RRC-1310	Small Pinion Bearing	7331
RRC-1015	Large Inspection Plug O-Ring	7453	RRC-1311	Big Pinion Bearing - Timken	7308
RRC-1011	Bolt for CT-1 Seal Plate to Center	7110	RRC-1312	Big Pinion Bearing Race	7307
RRC-1011A	Bolt for CT-1 Seal Plate to Center - NCB	7101	RRC-1315	Pinion Bearing Spacer	5020
RRC-1012	Washer for CT-1 Seal Plate to Center	7114	RRC-1320	Pinion Retainer Flange	6296A
RRC-1102	CT-1 Magnesium Left Side Bell - 6 Rib	K1663-02	RRC-1330	2 Bolt Locking Tab	2374
RRC-1103	CT-1 Magnesium Right Side Bell - 6 Rib	K1663-01B	RRC-1335	Pinion Retainer Bolt	7110
RRC-1104	CT-1 Side Bell Axle Seal	7205	RRC-1355	Rear Cover Stud	7802
RRC-1105	Side Bell O-Ring	7403T	RRC-1361B	Rear Cover High Nut - Blue	7794ASB
RRC-1107	CT-1 Magnesium Left Side Bell - 8 Rib	K5016-02M	RRC-1366	Posi-Lock Retainer	6484
RRC-1108	CT-1 Magnesium Right Side Bell - 8 Rib	K5016-05	RRC-1367	Posi-Lock O-Ring	7445
RRC-1125	CT-1 5.5" Center / Side Bell Thru Bolt	7176	RRC-1368	Pinion Washer	5055
RRC-1127	CT-1 Side Bell Flange Nut	7177	RRC-1369	Posi-Lock Nut - RH	6485R
RRC-1130	Side Bell Washer	7178	RRC-1411	CT-1 Lower Shaft Bearing	7390
RRC-1135	Ring Gear Back Stop	5010	RRC-1427	CT-1 Steel Lower Shaft	5003
RRC-1140	Back Stop Set Screw	6149	RRC-1440	Lower Shaft Snap Ring	7660
RRC-1145	Back Stop Washer	7167	RRC-1480	CT-1 Front Yoke	5038
RRC-1150	Back Stop Aluminum Nut	7137A	RRC-1481	CT-1 Front Yoke Washer	5037
RRC-1170	CT-1 Side Bell Race	7310	RRC-1482	CT-1 Front Yoke Bolt	71094
RRC-1171	CT-1 Side Bell Bearing for Aluminum Spool	7340	RRC-1485	Aluminum Spacer for under CT-1 Front Yoke	6532

Bulldog Blood High-Performance Gear Oil



Bulldog Blood 75-90w Synthetic Racing Gear Oil is track tested to meet the high demands placed on today's ring and pinions. Bulldog Blood is a proprietary formula that features extreme pressure additives that aid in the prevention of micro-pitting and excessive wear. Bulldog Blood's non-foaming formula lowers operating temperature and is the only choice when it comes to high performance gear oil. The special additives in Bulldog Blood treat the metal and dramatically increases gear life.

As Spline says, "I NEED MY BLOOD!"

Bulldog1

Bulldog Blood - 1 gal.

Bulldog5

Bulldog Blood - 5 gal.

Bulldog5QT

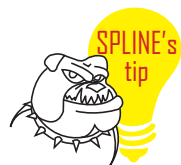
Bulldog Blood - 5 QT

BulldogCASE

Bulldog Blood - Case12 QTS

BulldogQT

Bulldog Blood - QT



We are frequently asked about the service life of Bulldog Blood. Quick change gears should be inspected weekly. If you replace the used fluid with new fluid everytime you have the rear cover off, you never need to do a complete oil change. If you are going to re-use the drained fluid we recommend doing a complete drop every 300 laps. If you do re-use the fluid NEVER strain it with a paint strainer. Ensure the fluid is clean of large debris and pour it back into the rear. Paint strainers remove the solid ingredients from the additive pack.



If you read the introduction to this catalog, you surely grasped the family aspect to our business. For us, family isn't defined by blood. Family is everyone that we get to share this crazy ride with. Our employees, our dealers, our teams, and certainly the drivers all hold an important place in our hearts and lives. We've been so fortunate to experience so many joys and memories with our extended family. From standing in victory lane to waiting out a rainy night in a trailer, the memories are abundant. However, we choose to play in a dangerous arena and sometimes our joys are replaced with sorrow. We have lost some "family members" over our time as a company. Jason Leffler. Kramer Williamson. Bryan Clauson. Dave Steele. Jason Johnson. We were fortunate enough to be part of each of their careers. They all passed doing something they loved. But the 2020 catalog is the first one being printed since we lost a very special member of the DMI family, Hoyt Gregory Hodnett. No racer was in more DMI ads, showcased more in the DMI catalog or an integral part of the growth of our company more than Greg.

Greg was a very talented racer. And a very intelligent man. But both qualities paled in comparison to Greg, "the human being." It was a privilege to have Greg as a friend. When I was battling my concussion issues, Greg frequently checked in. When we missed a race because my dad was ill, Greg called to make sure everything was ok. When I asked a racing question, Greg gave me an honest answer. At the end of my career I didn't race much and Greg always tried to help keep me up to date on the latest technology and trends. And to the company... Greg was great as well. He never flinched at being our test pilot. Again, because I didn't race often I'd frequently use Greg to R&D stuff. We knew he'd race it plenty! And after he raced it we'd have honest feedback and often some intelligent guidance from him about how we could make it better. Greg's contributions to the growth of DMI can not be overstated. Thank you Greg for being part of our family and the longtime loyalty you had for the DMI brands during your remarkable career. It sure would be nice to see you and Lethal Lee arguing about the feature set-up one more time...

Dave



600 Micro Rear Axles | Wheel Spacers | Axle Nuts

B = Also available in black

600 Micro Rear Axles



All Micro Axles are Black Anodized		Spline Length	
		Left	Right
LRC-1251	50" Universal Micro Axle - 1.75" Spline - Black Anodized Splines	18.75"	10.75"
LRC-1252	54.5" Universal Micro Axle - 1.75" Spline - Black Anodized Splines	18.5"	17.5"
LRC-1253	54.5" Universal Micro Axle - 1.75" Spline - Black Anodized Splines	18.375"	18.375"
LRC-1254	53" Universal Micro Axle - 2" Spline - Black Anodized Splines	18.5"	9.25"
LRC-1255	53" Universal Micro Axle - 2" Spline - Black Anodized Splines	18.375"	17.375"
LRC-1256	55.5" Universal Micro Axle - 1.75" Spline - Black Anodized Splines	18.5"	18.5"
LRC-1257	57" Universal Axle- 2" Spline- Black	16"	19.5"



DMI axles have always featured the industry's first large radius at the axle transition point. The radius provides extra strength where it's needed most. LRC-2598 radius spacers for axle shoulder are required before installing any other spacers.

600 Micro Wheel Spacers & Axle Nuts

LRC-2610	RH Alum. Axle Nut for 1.75" Axle - Black
LRC-2620	LH Alum. Axle Nut for 1.75" Axle - Black
LRC-2598	Radius Spacers for Axle Shoulder
LRC-2590	14 pc. 1.75" Axle Spacer Kit - Black



LRC-2590 Consists of:

4 LRC-2591	Inner Wheel Spacer for 1.75" Axle - .250" width	2 LRC-2595	Outer Tapered Wheel Spacer for 1.75" Axle - .500" width
2 LRC-2592	Inner Wheel Spacer for 1.75" Axle - .500" width	2 LRC-2596	Outer Tapered Wheel Spacer for 1.75" Axle - 1.50" width
2 LRC-2593	Inner Wheel Spacer for 1.75" Axle - 1" width	1 LRC-2597	Outer Tapered Wheel Spacer for 1.75" Axle - 2.50" width
1 LRC-2594	Inner Wheel Spacer for 1.75" Axle - 2" width		

600 Micro Components

B = Also available in black

600 Micro Race Components



LRC-1962	Black Tetris Micro RF Hub - Tapered Bearings
LRC-1962X	Black Tetris Micro RF Hub - Sealed Bearings
LRC-1963	Black Tetris Micro LF Hub - Tapered Bearings
LRC-1963X	Black Tetris Micro LF Hub - Sealed Bearings
LRC-1964	Black Tetris Micro Hub Set - Tapered Bearings
LRC-1964X	Black Tetris Micro Hub Set - Sealed Bearings
LRC-1979	Gold Micro Rear Wheel Center 1.75" Spline
LRC-1979-2	2" Gold Micro Rear Wheel Center
LRC-1979B	Black Micro Rear Wheel Center 1.75" Spline
LRC-1979B-2	2" Black Micro Rear Wheel Center
LRC-1984	Micro Hub Bearing Race
LRC-1984X	Micro Hub Ball Bearing
LRC-1986	Micro Hub Tapered Bearing

LRC-1986L	Micro Hub Tapered Bearing w/ Seal
LRC-1992	Micro Front Hub Bolt Kit
LRC-1992A	Button Head Cap Screw
LRC-1992B	5/16-18 Flange Nut
LRC-1994A	600 Micro Dust Cap O-Ring
LRC-2000	Micro Deluxe Aluminum Spindle B
LRC-2035	Kingpin Bushing for LRC-2000
LRC-2039	Micro Steel Kingpin w/Grease Zerk
LRC-2045	Retaining Clip for LRC-2039 King Pin
LRC-2100	Micro Steering Arm B
LRC-1996	Threaded Dust Cap
SRC-1998	Front Hub Dust Cap Wrench

Northeast Dirt Modified Components

Splined Roller Birdcages



CRC-4000	Splined Birdcage Assy. Right
CRC-4001	Splined Birdcage Assy. Left
CRC-4010	Birdcage Inner Plate
CRC-4011	Birdcage Outer Plate
CRC-4016	Birdcage Block for Splined DMI SmartTubes
CRC-4017	Caliper Mount for Splined DMI SmartTubes
CRC-4020	Birdcage Roller Assy.
CRC-4020A	Birdcage Roller
CRC-4020C	Birdcage Roller Shaft
CRC-4022	Birdcage Roller Locator Washer
CRC-4024	Birdcage Shock Mount
CRC-4025	Birdcage Shock Mount Spacer
CRC-4026	Birdcage Outer Spacer
CRC-4030	Birdcage Brake Mount Spacer Long
CRC-4031	Birdcage Brake Mount Spacer Short
CRC-4032	Birdcage Brake Mount for 11.75" Rotor
CRC-4033	Birdcage Brake Mount for 12.19" Rotor
CRC-4035	Bearing for Birdcage Roller

Solid Torsion Bar



Rates in Stock for 29" Solid

.875	.950
.900	.975
.925	1.000

DMI Solid Torsion Bars are produced from Made in the USA 4340 milled and heat treated to our specifications. No Black Magic. No Voodoo. Just a great high performing bar that handles the highly stressed DIRT Mod application.



Good record keeping is a must if you want your torsion bars to perform properly. The ultra soft spring rates of Northeast Dirt Modifieds coupled with the heavy weight of the cars really stress the torsion bars. Bars should be installed at least one day before set-up and scaling to ensure proper "break-in." Every 700-800 laps bars should be replaced.

Northeast Dirt Modified Driveline

Open Tube Driveline



SRC-2316	7075 Aluminum U-Joint Yoke
SRC-2335	Greaseable U-Joint Cross
SRC-2336	Gladiator U-Joint Cross
SRC-2339CT	Lightweight Steel U-Joint Yoke - No Spring/Washer
SRC-2342	Steel Billet U-Joint Yoke - Long
SRC-2464	6AL-4V Hollow Titanium Driveshaft 16-16 Spline - 18"
SRC-2465	6AL-4V Hollow Titanium Driveshaft 16-16 Spline - 20"
SRC-2466	Hollow Steel Driveshaft 16-16 Spline - 18"
SRC-2467	Hollow Steel Driveshaft 16-16 Spline - 20"
SRC-2468	Hollow Steel Driveshaft 16-16 Spline - 22"

32 Spline Open Tube Driveline



SRC-2316-32	7075 Aluminum U-Joint Yoke - 32 Spline
SRC-2335	Greaseable U-Joint Cross
SRC-2336	Gladiator U-Joint Cross
SRC-2342-32	Steel Billet U-Joint Yoke - 32 Spline
SRC-2466-32	Hollow Steel Driveshaft 32 Spline - 18"
SRC-2467-32	Hollow Steel Driveshaft 32 Spline - 20"
SRC-2468-32	Hollow Steel Driveshaft 32 Spline - 22"

32 Spline vs. 16 Spline

People often ask which spline count is better. It really comes down to personal preference. We see good results and benefits from both styles. Below are the weights for each and the yoke weights.

Description	Weight
Steel Yoke	2.07 lbs.
Aluminum Yoke	1.13 lbs.
16 Spline Hollow Steel Driveshaft	3.25 lbs.
32 Spline Hollow Steel Driveshaft	3.35 lbs.

Splined Rear Wheel Centers | Wheel Spacers | Axle Nuts

Splined Rear Wheel Centers



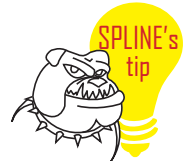
SRC-1979A	Black Widow Splined Rear Center for Weld/Sanders/Keizer/MPD
SRC-1979AG	Black Widow Splined Rear Center for Weld/Sanders/Keizer/MPD - Gold
MRC-1979	Midget Black Widow Alum. Splined Rear Wheel Center - 2" 31 Spline

Sprint Car Wheel Spacers & Axle Nuts

SRC-2589	3/8" Aluminum Axle Spacer - Tapered	SRC-2650	Rear Magnesium Axle Nut for All Axles - RH Thread
SRC-2590	10 pc. Aluminum Spacer Kit	SRC-2660	Rear Magnesium Axle Nut for All Axles - LH Thread
SRC-2590B	10 pc. Aluminum Spacer Kit - Black	SRC-2670	Rear Magnesium Axle Nut w/ Spacer for All Axles - RH Thread
SRC-2600	Magnesium 10 pc. Spacer Kit	SRC-2680	Rear Magnesium Axle Nut w/ Spacer for All Axles - LH Thread
SRC-2610	Rear Aluminum Axle Nut for All Axles - RH Thread		
SRC-2620	Rear Aluminum Axle Nut for All Axles - LH Thread		
SRC-2630	Rear Aluminum Axle Nut w/ Spacer for All Axles - RH Thread B		
SRC-2640	Rear Aluminum Axle Nut w/ Spacer for All Axles - LH Thread B		

SRC-2590 & SRC-2590B 10pc. Spacer Kits include:

2 SRC-2582	3/8" Aluminum Axle Spacer	1 SRC-2586	3/4" Aluminum Axle Spacer - Tapered
2 SRC-2583	3/4" Aluminum Axle Spacer	1 SRC-2587	1 1/2" Aluminum Axles Spacer - Tapered
2 SRC-2584	1" Aluminum Axle Spacer	1 SRC-2588	2" Aluminum Axle Spacer - Tapered
1 SRC-2585	2" Aluminum Axle Spacer		



Always make sure ALL your tapered outer spacers have splines in them. Years ago, un-splined outer spacers worked ok. They no longer work and WILL allow the wheel to come loose.

Wheel Spacers | Axle Nuts



MRC-2590 14pc. Spacer Kits include:

2 MRC-2580	1/2" Straight 31 Spline Spacer
2 MRC-2581	1 1/2" Straight 31 Spline Spacer
2 MRC-2582	2 1/2" Straight 31 Spline Spacer
1 MRC-2583	3 1/2" Straight 31 Spline Spacer

2 MRC-2585	1" Tapered 31 Spline Spacer
2 MRC-2586	1 1/2" Tapered 31 Spline Space
2 MRC-2587	2 1/2" Tapered 31 Spline Space
1 MRC-2588	3 1/2" Tapered 31 Spline Space

MRC Wheel Spacers & Axle Nuts

MRC-2500	Magnesium 1/4" Straight 36 Spline Spacer	MRC-2568	Magnesium 3 1/2" Tapered 31 Spline Spacer
MRC-2501	Magnesium 1/2" Straight 36 Spline Spacer	MRC-2569	Magnesium 1/2" Tapered 31 Spline Spacer
MRC-2502	Magnesium 1 1/2" Straight 36 Spline Spacer	MRC-2579	1/4" Straight 31 Spline Spacer
MRC-2503	Magnesium 2 1/2" Straight 36 Spline Spacer	MRC-2580	1/2" Straight 31 Spline Spacer
MRC-2504	Magnesium 3 1/2" Straight 36 Spline Spacer	MRC-2581	1 1/2" Straight 31 Spline Spacer
MRC-2505	Magnesium 1" Tapered 36 Spline Spacer	MRC-2582	2 1/2" Straight 31 Spline Spacer
MRC-2506	Magnesium 1 1/2" Tapered 36 Spline Spacer	MRC-2583	3 1/2" Straight 31 Spline Spacer
MRC-2507	Magnesium 2 1/2" Tapered 36 Spline Spacer	MRC-2584	1/2" Tapered 31 Spline Spacer
MRC-2508	Magnesium 3 1/2" Tapered 36 Spline Spacer	MRC-2585	1" Tapered 31 Spline Spacer
MRC-2509	Magnesium 1/2" Tapered 36 Spline Spacer	MRC-2586	1 1/2" Tapered 31 Spline Space
MRC-2520	1/4" Straight 36 Spline Spacer - Alum	MRC-2587	2 1/2" Tapered 31 Spline Space
MRC-2521	1/2" Straight 36 Spline Spacer	MRC-2588	3 1/2" Tapered 31 Spline Space
MRC-2522	1 1/2" Straight 36 Spline Spacer	MRC-2590	Midget 14pc. 31 Spline Spacer Kit
MRC-2523	2 1/2" Straight 36 Spline Spacer	MRC-2598	Midget Axle Radius Spacer
MRC-2524	3 1/2" Straight 36 Spline Spacer	MRC-2600	Midget 14pc. 31 Spline Spacer Kit Magnesium
MRC-2525	1/2" Tapered 36 Spline Spacer	MRC-2610	Midget Axle Nut- Right
MRC-2526	1" Tapered 36 Spline Spacer	MRC-2610B	Right Hand 31 Spline Axle Nut
MRC-2527	1 1/2" Tapered 36 Spline Space	MRC-2610H	Right Hand 31 Spline Axle Nut- Hard Anodized
MRC-2528	2 1/2" Tapered 36 Spline Space	MRC-2620	Midget Axle Nut- Left
MRC-2529	3 1/2" Tapered 36 Spline Space	MRC-2620B	Left Hand 31 Spline Axle Nut- Black
MRC-2530	Midget 14pc. 36 Spline Spacer Kit	MRC-2620H	LH 31 Spline Axle Nut- Hard Anodized
MRC-2540	Midget 14pc. 36 Spline Spacer Kit Magnesium	MRC-2630	Magnesium RH 31 Spline Axle Nut
MRC-2560	Magnesium 1/4" Straight 31 Spline Spacer	MRC-2640	Magnesium LH 31 Spline Axle Nut
MRC-2561	Magnesium 1/2" Straight 31 Spline Spacer	MRC-2650	RH 36 Spline Axle Nut- Aluminum
MRC-2562	Magnesium 1 1/2" Straight 31 Spline Spacer	MRC-2650B	RH 36 Spline Axle Nut - Black
MRC-2563	Magnesium 2 1/2" Straight 31 Spline Spacer	MRC-2660	LH 36 Spline Axle Nut- Aluminum
MRC-2564	Magnesium 3 1/2" Straight 31 Spline Spacer	MRC-2660B	LH 36 Spline Axle Nut- Black
MRC-2565	Magnesium 1" Tapered 31 Spline Spacer	MRC-2670	Right Hand 36 Spline Axle Nut - Magnesium
MRC-2566	Magnesium 1 1/2" Tapered 31 Spline Spacer	MRC-2680	Left Hand 36 Spline Axle Nut - Magnesium
MRC-2567	Magnesium 2 1/2" Tapered 31 Spline Spacer		

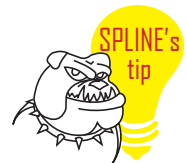
Front Hubs



DMI front hubs are produced from a domestic rotary forging. Rotary forging draws the grain of the material around the hub. Perfect for hubs and wheels because of the increased strength it provides.
DMI - there is a difference

SRC-1962LW	Tetris Flyweight Right Front Hub for SRC-2000	SRC-1987	Hub Bearing - Large
SRC-1963LW	Tetris Flyweight Left Front Hub for SRC-2000	SRC-1988	Hub Seal for SRC-1972
SRC-1964LW	Tetris Flyweight Front Hub Set for SRC-2000	SRC-1990	Bearing Kit 2 ea. Bearings, Races 1 Seal for SRC-1972
SRC-1968LW	L.W. Black Widow RF Hub	SRC-1991	Bearing Kit 2 ea. Bearings, Races 1 Seal for SRC-1973
SRC-1969LW	L.W. Black Widow LF Hub	SRC-1993	Front Rotor Bolt Kit
SRC-1971LW	L.W. Black Widow Front Hub Set	SRC-1994A	O-Ring for Front Hub
SRC-1984	Hub Bearing Race - Small	SRC-1995B	Threaded Front Hub Dust Cap
SRC-1984PG	Hub Bearing Race - Small - PROglide	SRC-1998	Spindle Nut Wrench
SRC-1985	Hub Bearing Race - Large	SRC-1999	Front Hub Bolt Kit
SRC-1986	Hub Bearing - Small		
SRC-1986PG	Hub Bearing - Small - PROglide		

All bearings are available with PROglide treatment. PROglide provides friction reduction. Utilizing nano particles that act as sponges for oil PROglide has achieved unimaginable results. The process adds no tolerance to the material being treated therefore the limits are nearly endless. Are you ready to ride the Glide?



SRC-1971LW L.W. Black Widow front hubs are built for midgets. DMI does NOT recommend using them on a sprint car.

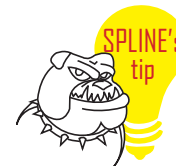
Spindles

B = Also available in black



DMI front spindles are the industry's benchmark for quality and performance. Sprint car spindles are manufactured using a Made in the USA 7075-T6 forging. Midget spindles are produced from billet 2024-T3 aluminum. Both steel and titanium snouts are machined in house.

MRC-2000	Aluminum Midget Spindle w/ Straight Steel Snout	SRC-2010	Aluminum Spindle w/Step Steel Snout
MRC-2020	Aluminum Midget Spindle w/ Titanium Snout	SRC-2020	Aluminum Spindle w/ Straight Titanium Snout
MRC-2035B	Midget Bottom King Pin Bushing	SRC-2030	Aluminum Spindle w/ Step Titanium Snout
MRC-2035T	Midget Top King Pin Bushing	SRC-2035	King Pin Bushing
MRC-2039	Midget Steel King Pin - .812	SRC-2039	Steel King Pin - .859
MRC-2059	Midget Titanium King Pin - .812	SRC-2045B	King Pin Cap - Short
SRC-1997S	Spindle Locknut Kit "Trick"	SRC-2055	King Pin Cap - Long
SRC-2000	Aluminum Spindle w/ Straight Steel Snout	SRC-2059	Titanium King Pin - .859
SRC-2003	Kingpin Bearing and Race Kit	SRC-1998	Spindle Nut Wrench



Front spindle nuts should be checked after the first race. Bearings should be checked every six races to ensure proper lubrication.



Titanium Snout Spindles and Titanium King Pins save 1.06 lbs. over steel units.

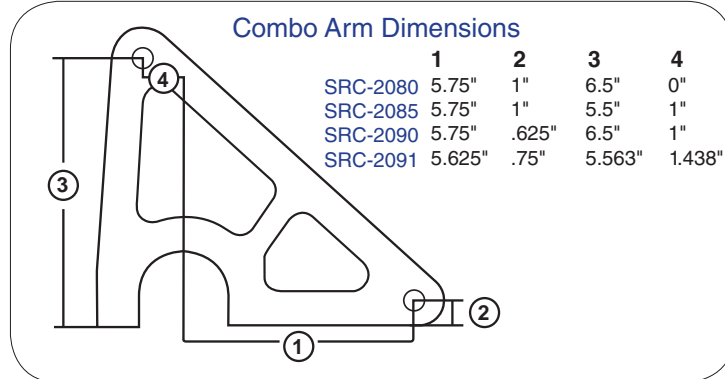
Steering Arms | Pitman Arms

B = Also available in black

Steering Arms



MRC-2080	Midget Combo Steering Arm
MRC-2085	Midget Wishbone Steering Arm
MRC-2100	Midget Single Steering Arm
SRC-2080	Combo Steering Arm - Standard
SRC-2085	Combo Steering Arm - 5.5" x 1" Forward
SRC-2090	Combo Steering Arm - 6.5" x 1" Forward
SRC-2091	Combo Steering Arm - Maxim Style
SRC-2095	.5" x .5" Aluminum Tapered Spacer
SRC-2100	Single Steering Arm for SRC-2080 & SRC-2085
SRC-2101	Single Steering Arm for SRC-2091
SRC-2110	Single Steering Arm for SRC-2090



Pitman Arms & Steering Mounts



SRC-2075	Aluminum Mount for Half Steering	SRC-2253	X-Long Lightweight Pitman Arm - Angle Broach
SRC-2230	Short Lightweight Pitman Arm	SRC-2255	X-Short Lightweight Pitman Arm - Angle Broach - 9"/10"
SRC-2235	Short Lightweight Pitman Arm - 1" Spline Angle Broach	SRC-2260	Long Lightweight Pitman Arm - Angle Broach
SRC-2240	Long Lightweight Pitman Arm	SRC-2280	Long Heavy Duty Pitman Arm
SRC-2250	Short Lightweight Pitman Arm - Angle Broach	SRC-2300	Long Heavy Duty Pitman Arm - Angle Broach

StratoShifter | Motor Plates

B = Also available in black

StratoShifter

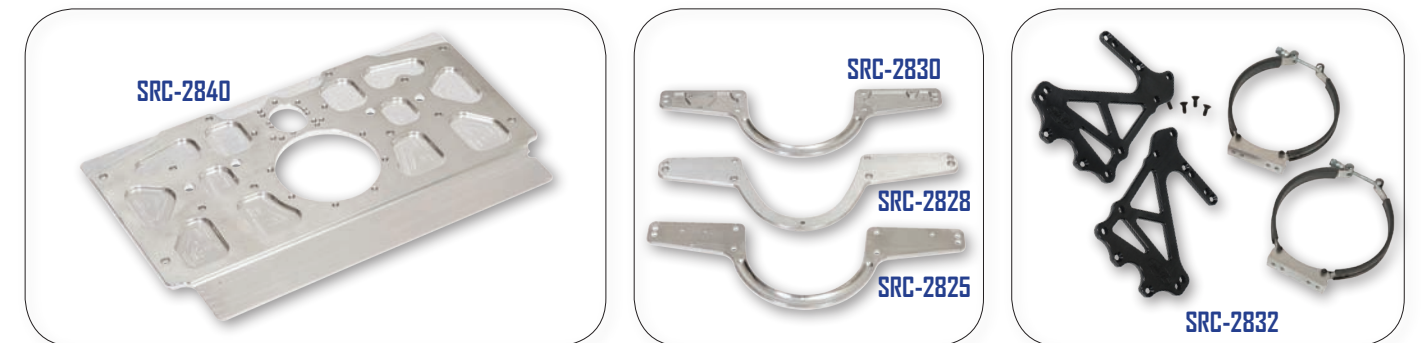


SRC-2400 StratoShifter includes cable and clamp.

*For shifter set-up procedure see page 42

SRC-2400	StratoShifter Assembly- Assembly includes cable, quick disconnect and all hardware.	SRC-2405XL	48" Shifter Cable for StratoShifter/Shurlock/Robison
SRC-2405	45" Shifter Cable for StratoShifter/Shurlock/Robison	SRC-2406	Shifter Cable Quick Disconnect
		SRC-2407	10/32 Female Rod End

Motor Plates



SRC-2825	Aluminum Front Motor Plate	SRC-2855	Aluminum Rear Motor Plate - Offset
SRC-2828	Aluminum Front Motor Plate - Offset	SRC-2860	Magnesium Rear Motor Plate
SRC-2830	Aluminum Front Motor Plate - Lightened	SRC-2870	Aluminum Rear Motor Plate - Lightened - J&J Style
SRC-2831	2 pc. Aluminum Motor Mount - 1 Side	SRC-2880	Magnesium Rear Motor Plate - J&J Style
SRC-2831-2	2 pc. Aluminum Motor Mount - Set	SRC-2890	Alum. Rear Motor Plate - Lightened - Maxim/Eagle Style Raised Rail
SRC-2832	2 pc. Aluminum Motor Mount w/ Dry Sump Tank Mounts		
SRC-2836	Dry Sump Tank Mounts - Set	SRC-2895	Mag Rear Motor Plate - Lightened - Maxim/Eagle Style Raised Rail
SRC-2840	Aluminum Rear Motor Plate - Lightened		
SRC-2850	Aluminum Rear Motor Plate		

Torque Balls | Tubes | Housings

B = Also available in black

Torque Balls



MRC-2380	Midget Torque Ball
SRC-2370XL	Aluminum Torque Ball - Extra Long
SRC-2380	Lightweight Aluminum Torque Ball
SRC-2385	Lightweight Aluminum Torque Ball for 3"(MPD) Tube

Did you know
All Torque Tubes are available with black anodized tubes to prevent wear. New improved hard-anodizing prevents torque ball galling.

Torque Tubes & Torque Ball Housings



MRC-2390	Midget Torque Tube	SRC-2390	Aluminum Torque Tube w/H.D. Base - 28"
MRC-2395	Midget Torque Tube - Sprint Car Style	SRC-2391	Aluminum Torque Tube w/H.D. Base - 32"
RRC-1490	.015 Torque Tube Shim	SRC-2392	Aluminum Torque Tube w/H.D. Base - 35"
RRC-1491	.030 Torque Tube Shim	SRC-2393	Aluminum Torque Tube w/L.W. Base - 28"
RRC-1492	.060 Torque Tube Shim	SRC-2394	Aluminum Torque Tube w/L.W. Base - 32"
RRC-2006	Torque Tube Stud Kit	SRC-2395	Aluminum Torque Tube w/L.W. Base - 35"
SEALSIT-TBS1A-07	Seals-It Driveline Seal - Mag Housing	SRC-2396	3" (MPD Style) Torque Tube w/L.W. Base - 28"
SEALSIT-TBS2A-07	Seals-It Driveline Seal - Steel Housing	SRC-2397	3" (MPD Style) Torque Tube w/H.D. Base - 28"
SRC-2306	Torque Ball Housing Stud and Highnut Kit for SRC-2308	SRC-2398	3" (MPD Style) Torque Tube w/L.W. Base - 32"
SRC-2307	Torque Ball Housing Stud and Highnut Kit for SRC-2305	SRC-2399	3" (MPD Style) Torque Tube w/H.D. Base - 32"
SRC-2309	Aluminum Hard Anodized Torque Ball Inserts		
SRC-2387	Big Unit XL Torque Tube Assy - 28"		
SRC-2388	Big Unit XL Torque Tube Assy - 32"		
SRC-2389	Big Unit XL Torque Tube Assy - 35"		

U-Joint Assemblies | Components



MRC-2320	Toyota Aluminum / Steel U-Joint Assy.	SRC-2355	2K11 H.D. Alum. U-Joint Assy. - Chevy & Mopar - Gladiator Cross
MRC-2321	Toyota Aluminum / H.D. Billet Steel U-Joint Assy.	SRC-2356	2K11 H.D. Steel/Alum. U-Joint Assy. - Chevy & Mopar - Greasable Cross
MRC-2322	Toyota Aluminum U-Joint Assy.	SRC-2357	2K11 H.D. Steel/Alum. U-Joint Assy. - Chevy & Mopar - Gladiator Cross
MRC-2323	Esslinger Aluminum / Steel U-Join Assy.	SRC-2358	2K11 H.D. Billet Steel/Alum. U-Joint Assy. - Greasable Cross
MRC-2324	Esslinger Aluminum / H.D. Billet Steel U-Joint Assy.	SRC-2359	2K11 H.D. Billet Steel/Alum. U-Joint Assy. - Gladiator Cross
MRC-2325	Esslinger Aluminum U-Joint Assy.		
SRC-2354	2K11 H.D. Aluminum U-Joint Assy. - Chevy & Mopar - Greasable Cross		

U-Joints Components



SRC-2315	7075 Aluminum U-Joint Base
SRC-2316	7075 Aluminum U-Joint Yoke
SRC-2327	U-Joint Spring, Washer & Snap Ring for all yokes
SRC-2335	Greaseable U-Joint Cross
SRC-2336	Gladiator U-Joint Cross
SRC-2339	Lightweight Steel U-Joint Yoke
SRC-2342	Steel Billet U-Joint Yoke - Long
SRC-2352	2K11 H.D. Aluminum U-Joint Base
MRC-2310	Toyota U-Joint Base
MRC-2311	Esslinger U-Joint Base

32 Spline Driveshafts | U-Joint Assemblies

Driveshafts



Ultra thin wall driveshaft with large OD provides strength and performance.

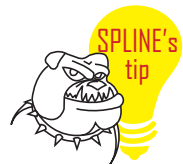
RRC-1455	WP Style Swivel Coupler Seal	SRC-2440-32	4340 Steel Tubular Driveshaft - 32" for 32 Spline Yoke
SRC-2430-32	4340 Steel Tubular Driveshaft - 30" for 32 Spline Yoke	SRC-2442-29-32	Hollow 29" WP Style Swivel Driveshaft w/ Ball for 32 Spline Yoke
SRC-2431-32	4340 Steel Tubular Driveshaft - 30" for 32 Spline Yoke and 32 Spline Coupler	SRC-2443	Titanium Washer for Ball Spline WP Style Driveshaft w/ Bolt
SRC-2432-32	4340 Steel Tubular Driveshaft - 32" for 32 Spline Yoke and 32 Spline Coupler	SRC-2444-32	Replacement Ball for WP Style Driveshaft - 32 Spline

U-Joint Assemblies



SRC-2316-32	7075 Aluminum U-Joint Yoke - 32 Spline
SRC-2320-32	7075 Aluminum U-Joint Assy - Chevy & Mopar - Greasable Cross - 32 Spline
SRC-2325-32	7075 Aluminum U-Joint Assy. - Chevy & Mopar - Gladiator Cross - 32 Spline
SRC-2342-32	Steel Billet U-Joint Yoke - Long - 32 Spline
SRC-2346-32	Billet Steel/Alum. U-Joint Assy. - Chevy & Mopar - Gladiator Cross - 32 Spline
SRC-2354-32	2K11 H.D. Alum. U-Joint Assy - Chevy&Mopar - Greasable Cross - 32 Spline
SRC-2355-32	2K11 H.D. Alum. U-Joint Assy - Chevy&Mopar - Gladiator Cross - 32 Spline
SRC-2359-32	2K11 H.D. Billet Steel/Alum. U-Joint Assy. - Gladiator Cross - 32 Spline
MRC-2321-32	Toyota Aluminum / H.D. Billet Steel U-Joint Assy. 32 Spline
MRC-2322-32	Toyota Aluminum U-Joint Assy. - 32 Spline
MRC-2324-32	Esslinger Aluminum / H.D. Billet Steel U-Joint Assy. -32 Spline
MRC-2325-32	Esslinger All Aluminum U-Joint Assy. -32 Spline

The SRC-2442-29-32 Driveshaft and SRC-2355-32 yoke is an excellent combination on a 410 winged sprint car. The increased o.d. of the shaft provides the strength. The extra large 1" i.d. provides the weight savings. When coupled with the SRC-2355-32 u-joint harmonics are limited, strength is increased and performance is achieved.



Aluminum Driveshafts



MRC-2430A	Aluminum Tubular Driveshaft - 24" 10-16 Spline
SRC-2430A	Aluminum Tubular Driveshaft - 30" 10-16 Spline
SRC-2431A-32	Aluminum Tubular Driveshaft - 30" 32 Spline
SRC-2442A-29	Aluminum tubular Driveshaft for WP Style Swivel - 29"
SRC-2442A-32-29	Aluminum tubular Driveshaft for WP Style Swivel - 32 Spline - 29"
RRC-1401	Aluminum Int. 32 Spline Coupler
RRC-1401-32	Aluminum Int. 10-10 Coupler

DMI is the only manufacturer to offer ultralight aluminum driveshafts. Developed for 305's, the driveshafts have been used in strong ASCS 360's without issue in certain situations. 305 - any track - any time. 360 - consult the experts at DMI and see if your situation could benefit from an aluminum driveshaft

Weight Comparison:

Description	Weight
Steel 10-16 Driveshaft with steel coupler	5.76 lbs.
Alum. 10-16 Driveshaft with alum. coupler	3.33 lbs.
Steel 32-32 Driveshaft with steel coupler	6.05 lbs.
Alum. 32-32 Driveshaft with alum. coupler	3.21 lbs.

Are you looking to save some rotating weight on your RaceSaver® 305? Stop looking. This is the ultimate driveline combination. **WARNING: THIS DRIVELINE MAY CAUSE YOUR HEAD TO SNAP BACK UNDER ACCELERATION!**

44 Spline Driveshafts | U-Joint Assemblies



ULTRALIGHT ALUMINUM



SRC-2414A	Aluminum 44 Spline DMI Style Swivel Driveshaft
SRC-2354-44	2K11 H.D. Alum. U-Joint Assy. - Chevy & Mopar - Greasable Cross - 44 Spline
SRC-2355-44	2K11 H.D. Alum. U-Joint Assy. - Chevy & Mopar - Gladiator Cross - 44 Spline
SRC-2413	Steel 44 Spline WP Style Driveshaft for 40" Car - 5.84lbs.
SRC-2413T	Titanium 44 Spline WP Style Driveshaft for 40" Car - 3.99lbs.
SRC-2413A	Aluminum 44 Spline WP Style Driveshaft for -40" car - 3.99 lbs.

DMI's 44 Bulldog Drive Shaft is the only choice for racers looking for an extra-large drive shaft. Originally tested during the 2016 racing season the 44 Bulldog is an ideal choice for teams looking to keep weight to a minimum but increase the strength of the driveline. We further tested throughout the 2017 season assuring the performance and dependability you've come to expect from DMI. The fabricated shaft is offered in titanium and a very affordably priced steel version. New for 2020 is a 7075-T6 billet aluminum version. Tested successfully during the 2019 season, the aluminum version offers an affordable choice and excellent durability. Precision turned to zero runout. High horsepower 410? No problem. This aluminum driveshaft will handle it with ease. All U-Joint assemblies come with our very strong 7075 Aluminum 2k11 base and yoke..

Standard Driveshafts | Fabricated Driveshafts



RRC-1455	WP Style Swivel Coupler Seal	SRC-2446-	Fab. Tubular D-Shaft for Swivel - 29.25"
SRC-2429	4340 Steel Tubular Driveshaft - 26.5"	29.25	
SRC-2430	4340 Steel Tubular Driveshaft - 30"	SRC-2446-30.5	Fab. Tubular D-Shaft for Swivel - 30.5"
SRC-2440	4340 Steel Tubular Driveshaft - 32"	SRC-2447-26.5	Fab. Tubular D-Shaft for Ext.10-10 - 26.5"
SRC-2441-29	Hollow 29" WP Style Swivel Driveshaft w/ Ball - Titanium	SRC-2450	4340 Steel Tubular Driveshaft - 35"
SRC-2442-29	Hollow 29" WP Style Swivel Driveshaft w/ Ball - Steel	SRC-2470	6AL-4V Tubular Titanium Driveshaft - 32"
SRC-2443	Titanium Washer for Ball Spline WP Style Driveshaft w/ Bolt	SRC-2480	6AL-4V Tubular Titanium Driveshaft - 30"
SRC-2444	Replacement Ball for WP Style Driveshaft	SRC-2481	4340 Steel Tubular Driveshaft for Swivel Coupler - 26.5"
SRC-2445-28	Fab. Tubular D-Shaft for Int. 10-10 - 28"	SRC-2482	4340 Steel Tubular Driveshaft for Swivel Coupler - 31"
SRC-2445-28.5	Fab. Tubular D-Shaft for Int. 10-10 - 28.5"	SRC-2483	4340 Steel Tubular Driveshaft for Swivel Coupler - 34.5"
SRC-2445-29	Fab. Tubular D-Shaft for Int. 10-10 - 29"	SRC-2485	6AL-4V Ti Tubular driveshaft for Swivel Coupler - 26.5"
SRC-2445-29.5	Fab. Tubular D-Shaft for Int. 10-10 - 29.5"	SRC-2486	6AL-4V Ti Tubular Driveshaft for Swivel Coupler - 31"
SRC-2445-30	Fab. Tubular D-Shaft for Int. 10-10 - 30"	SRC-2487	6AL-4V Ti Tubular Driveshaft for Swivel Coupler - 34.5"
SRC-2445-31.5	Fab. Tubular D-Shaft for Int. 10-10 - 31.5"		
SRC-2445-32	Fab. Tubular D-Shaft for Int. 10-10 - 32"		
SRC-2446-25.5	Fab. Tubular D-Shaft for Swivel - 25.5"		
SRC-2446-26.5	Fab. Tubular D-Shaft for Swivel - 26.5"		
SRC-2446-27.5	Fab. Tubular D-Shaft for Swivel - 27.5"		



A Titanium Driveshaft saves 1.21 lbs. over a Steel Driveshaft.

Driveline Frequently Asked Questions

Q What is the best U-Joint for me?

A It really depends on the class. Our all aluminum U-Joints are used successfully in all classes. Steel vs. aluminum yokes is just a personal preference.

Q How many races can I use my U-Joint assembly?

A With 410, 360 and midgets we recommend replacing U-Joint assemblies every engine freshen. 305's should not exceed fifty races with their assemblies. Our recommendations apply to all U-Joint assemblies.

Q How does the non-greasable crosses work?

A Excellent. We began using them in 2002. They offer many advantages. They are maintenance free. They keep the grease where it belongs. The cross is so well sealed the grease remains in the cross. The solid forged cross features much more strength than the cast hollow joints.

Q What is the best driveline grease?

A On the torque ball assembly a #2 high temp works well. Also 20-50 motor oil works well and doesn't attract as much grease. On the splines of the Driveshaft we recommend the DMI Swivel Coupler Lube (Part # DMI-SWILUBE). DO NOT USE NEVER-SEIZE.

Q How many races should I run on my driveshaft?

A Driveshafts should be replaced every thirty races under normal racing conditions. We recommend checking the driveshaft run out every five races. Run out should be less than .003". In the event of a violent crash or catastrophic engine failure the driveshaft should be replaced immediately.

Q How critical is driveshaft length?

A Driveshaft length is extremely critical. We have seen as little as .250" be a contributing factor in driveline and u-joint failures. Close is not going to get it done when cutting a driveshaft. Measure twice and cut once!! Do not think that a driveshaft cut for a 40" car will be ok to try in a 40.5" car. YOU WILL HAVE PROBLEMS!!!

Rods & Rod Ends



Rods & Rod Ends



AF-3	Aluminum Female 10/32 Rod End
AF-5	Aluminum Female 5/16 Rod End
ALRSM8B	FK Made in the USA 1/2 x 5/8 Aluminum RH Rod End
ALRSM8L	FK Made in the USA 1/2 x 5/8 Aluminum LH Rod End
AMT8-10B2	2pc. 1/2 x 5/8 RH Aluminum Rod End - Black
AMTL8-10B2	2pc. 1/2 x 5/8 LH Aluminum Rod End - Black
AMT8-10	3 pc. 1/2 x 5/8 Aluminum RH Rod End
AMTL8-10	3 pc. 1/2 x 5/8 Aluminum LH Rod End
HDM8-10	3 pc. 1/2 x 5/8 H.D. RH Rod End

HDML8-10	3 pc. 1/2 x 5/8 H.D. LH Rod End
JAM10	5/8 Steel Jam Nut RH - 3/4" Hex
JAM10L	5/8 Steel Jam Nut LH - 3/4" Hex
MM8-10	3 pc. 1/2 x 5/8 Moly RH Rod End
MM8-10R	2 pc. 1/2x5/8 RH Moly
MML8-10	3 pc. 1/2 x 5/8 Moly LH Rod End
RSM8	FK Made in the USA 1/2 x 5/8 HD RH Rod End
RSML8	FK Made in the USA 1/2 x 5/8 HD LH Rod End
RSMX8	FK Made in the USA 1/2 x 5/8 Moly RH Rod End



Superior Bearings has been servicing and producing bearings for the motorsports industry for over 30 years. Superior is known for their commitment to quality and fair pricing. Their SBS Rod Ends are a trusted name in the industry.



FK Rod Ends produce the highest quality Made in the USA Rod Ends in motorsports. Top Teams across the globe rely on the performance of FK to reach victory lane.



DMI offers both 2pc. and 3pc. rod ends. Both feature high quality and high strength.

Torsion Bars

T-REX
(Torsion Restraint EXpress)
System

NEW 7/8" Spline Torsion Bars



- LRC- _____ - 26 Standard Rate Hollow 7/8 "Torsion Bar - 26"
- LRC- _____ - 14.5 Standard Rate Solid 7/8 "Torsion Bar - 14.5"
- LRC- 1500 - T-Rex Locking End Plug for 7/8" Bar

Stocking Rates

26 " Hollow	14.5" Solid
.600	.550
.625	.575
.650	.600
.675	
.700	
.712	
.725	
.737	
.750	
.775	
.800	

You asked for it... DMI delivered.

The #1 requested NEW product over the last five years. DMI 7/8" Spline Torsion Bars are produced from the same high quality Made in the USA material as their big brother 1 1/8" spline bars. Using the same manufacturing processes, DMI has developed and proven over the last 20 years ensure you that a DMI T-Rex Torsion Bars are the most consistent, high performing springs on the planet. Buy DMI T-Rex Torsion Bars. Buy confidence.



Always put the arm on the side of the bar that shows the size. Also, bars should only be twisted in one direction. Therefore, a bar used in the right rear corner could only ever be used in the left front corner. Left rear bars could also be used in the right front.

Torsion Bars

T-REX
(Torsion Restraint EXpress)
System

SRC- (rate) -30



The T-Rex Torsion Restraint System is designed to prevent arms or stops from being pulled off the bar. It is the safest system available. A World of Outlaws approved torsion restraining device. T-Rex locking plugs come standard with all 30" Hollow T-Rex Torsion Bars.

SRC- -18	Standard Rate Hollow Torsion Bar - 18"	SRC- -30	Standard Rate Hollow Torsion Bar - 30"
SRC- -26	Standard Rate Hollow Torsion Bar - 26"	SRC- -30R	Standard Rate Hollow Anti-Rollbar - 30"
SRC- -27	Standard Rate Hollow Torsion Bar - 27"	SRC- -30S	Standard Rate Solid Torsion Bar - 30"
SRC- -29	Standard Rate Hollow Torsion Bar - 29"	SRC- -30TREX	Standard Rate Hollow Torsion Bar - 30" w/ TREX
SRC- -29S	Standard Rate Solid Torsion Bar - 29"	SRC-1500	T-Rex Locking End Plug

DMI T-Rex Torsion Bars are the industry leader in quality performance and consumer confidence. Our 4340 domestic material is supplied by the same producer for the last 20 years. Same for our heat treater. The manufacturing process hasn't changed at DMI. No different grade bars here... That makes no sense. DMI Makes one grade - the best. DMI bars - consistent from bar to bar and year to year. Put some spring in your step - choose DMI T-Rex Torsion Bars

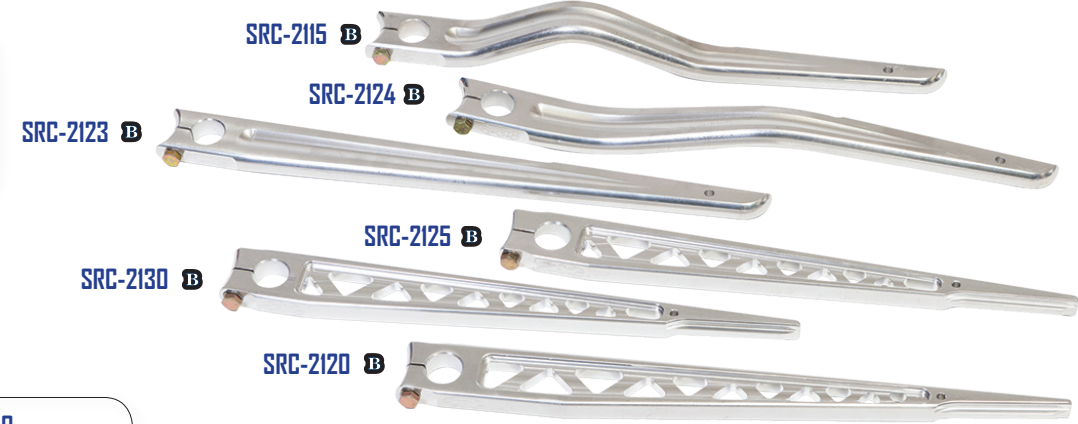
Rates in Stock

29" Solid	30" Hollow
.875	.750
.900	.775
.925	.800
.950	.825
.975	.850
1.000	.875
	.900
	.925
	.950
	.975
	1.000
	1.015
	1.025
	1.050
	1.065

Torsion Arms | Stops

B = Also available in black

Front Torsion Arms & Stops



Titanium Midget Torsion Stop
Wayyyy Cool!!

SRC-2115	Left Front Torsion Arm - "S" Bend	SRC-2150	Aluminum Torsion Stop - 2" Split
SRC-2120	Front Torsion Arm - Long	SRC-2160	Steel Torsion Stop - 1.75" Split
SRC-2121	Anti-Rollbar Stop	SRC-2170	Steel Torsion Stop - 2" Split
SRC-2122	Anti-Rollbar Left Front Arm (No Splines)	SRC-2180	6AL-4V Titanium Torsion Stop - 1.75" Split
SRC-2122A	Anti-Rollbar Right Front Arm	SRC-2190	6AL-4V Titanium Torsion Stop - 2" Split
SRC-2123	Heavy Duty Front Torsion Arm - Long	SRC-2210	Bronze Torsion Bushing for .095 Tubes
SRC-2124	Right Front Torsion Arm - 2" Bend	SRC-2211	Bronze Torsion Bushing for .120 Tubes
SRC-2125	Right Front Torsion Arm 10° Broach	SRC-2220	Plastic Torsion Bushing for .095 Tubes
SRC-2130	Front Torsion Arm - Short	SRC-2221	Plastic Torsion Bushing for .120 Tubes
SRC-2140	Aluminum Torsion Stop - 1.75" Split		

Rear Torsion Arms



SRC-2683	LW RR Torsion Arm - Twister Non - Wing	SRC-2689	LW LR Torsion Arm - L.W. Eagle/Maxim
SRC-2684	LW LR Torsion Arm - Twister Non - Wing	SRC-2689R	LW LR Torsion Arm - L.W. Eagle/Maxim - Reverse Tube
SRC-2685	LW RR Torsion Arm - Custom Dimensions + Labor	SRC-2689W	LW LR Torsion Arm - L.W. Woodring Sportsman
SRC-2685XL	LW RR Torsion Arm XL - Custom Dimensions + Labor	SRC-2690	LW LR Torsion Arm - Custom Dimensions + Labor
SRC-2686	LW RR Torsion Arm - Std. Eagle/Maxim	SRC-2690XL	LW LR Torsion Arm XL - Custom Dimensions + Labor
SRC-2687	LW RR Torsion Arm - L.W. Eagle/Maxim	SRC-2694	LW RR Torsion Arm - J&J 15"
SRC-2687R	LW RR Torsion Arm - L.W. Eagle/Maxim - Reverse Tube	SRC-2695	LW LR Torsion Arm - J&J 17"
SRC-2688	LW LR Torsion Arm - Std. Eagle/Maxim		

Birdcages

B = Also available in black

Birdcages



SRC-2553	6014 Birdcage Bearing	SRC-2576	Small Double Bearing Right Birdcage
SRC-2554	Birdcage Spirallock for 6014	SRC-2577	Small Double Bearing Left Birdcage
SRC-2570	Small Double Bearing Birdcage Set - Non Wing Dual Pickup	SRC-2578	5914 Birdcage Bearing - 32mm
SRC-2571	Small Double Bearing Right Birdcage - Non Wing Dual Pickup	SRC-2578A	5914 Birdcage Bearing - 28mm
SRC-2572	Small Double Bearing Left Birdcage - Non Wing Dual Pickup	SRC-2578AV	5914 Birdcage Bearing - 28mm VMAC Style
SRC-2573	D6014 Birdcage Bearing	SRC-2578V	5914 Birdcage Bearing - 32mm VMAC Style
SRC-2574	Replacement Birdcage Level	SRC-2578PG	5914 Birdcage Bearing - 32mm PROglide Treated
SRC-2575	Small Double Bearing Birdcage Set	SRC-2579	Birdcage Spirallock for 5914
		SRC-2581	Birdcage Caliper Mount

PROglide treated birdcage bearings increase bearing life by more than 800%! SRC-2578PG is the treated replacement birdcage bearing. All birdcages and birdcage sets are available with PROglide bearings. Ask your sales associate for more details.



SRC-2580	Steel Spacers to Convert Split Brg. Axle to Std.
SRC-2598	Right Birdcage Spacer
SRC-2599	Left Birdcage Spacer - Spline Saver
SRC-2601	Splined Left Side Birdcage Spacer
SRC-2602	Birdcage Spacer for 31" Torsion Bar



SRC-2601 Left Birdcage Spacer is splined to prevent axle wear on the splined bearing shoulder.

Fabricated Components

Front Axles



SRC-1910

SRC-1900	2.5" Front Axle - J&J Style
SRC-1905	2.375" Front Axle - Camber Split
SRC-1910	2.5" Front Axle - Eagle/Maxim Style
SRC-1920	52" Front Axle - Offset - Camber Split
SRC-1930	53" Front Axle - Offset - Camber Split

B = Also available in black

Jacobs Ladder Straps



SRC-2545HD **B**

SRC-2545L **B**
7.25" Ladder Strap

SRC-2545 **B**
7" Ladder Strap (standard)

SRC-2545S **B**
6.75" Ladder Strap

DMI is the first in the industry to offer different length Jacobs ladder straps. Varying length ladder straps have long been a secret adjustment teams make to change the rear roll centers and adjust the handling. Now it's available to everybody.

Heavy Duty Ladder Straps are perfect for tracks where you have to run the fence. Beat the fence and don't worry about breaking your straps. A must have to run the wall at Eldora!!!

Jacobs Ladders

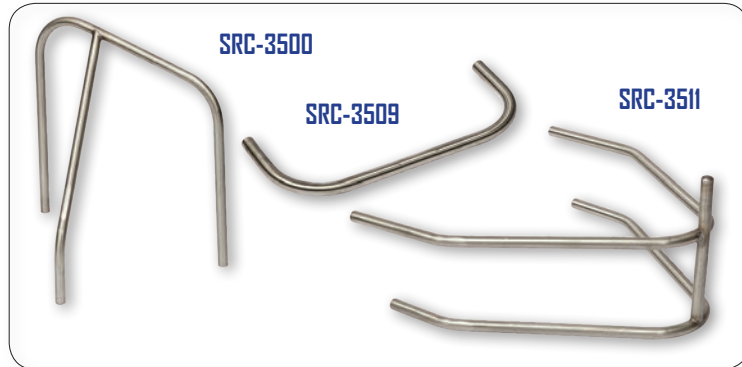


SRC-2530

SRC-2510

SRC-2505	4130 Steel Jacobs Ladder w/ Straps - 13.625"
SRC-2510	4130 Steel Jacobs Ladder w/ Straps - 14"
SRC-2515	4130 Steel Jacobs Ladder w/ Straps - 13.25"
SRC-2525	Titanium Jacobs Ladder w/ Straps - 13.25"
SRC-2530	Titanium Jacobs Ladder w/ Straps - 13.625"
SRC-2540	Titanium Jacobs Ladder w/ Straps - 14"
SRC-2545	Aluminum Jacobs Ladder Strap

Bumpers & Nerfs



SRC-3500

SRC-3509

SRC-3511

SRC-3500	Stainless RS Shorty Nerf Bar
SRC-3501	Stainless LS Shorty Nerf Bar
SRC-3502	Stainless LS Shorty Nerf Bar - Raised Rail
SRC-3503	Stainless RS Long Nerf Bar
SRC-3504	Stainless LS Long Nerf Bar
SRC-3505	Stainless LS Long Nerf Bar - Raised Rail
SRC-3506	Stainless RS Hoop Nerf Bar
SRC-3507	Stainless LS Hoop Nerf Bar
SRC-3508	Stainless LS Hoop Nerf Bar - Raised Rail
SRC-3509	Stainless Front Bumper
SRC-3510	Stainless Cow Catcher Front Bumper
SRC-3511	Stainless Rear Bumper

Wing Valve | Components | Fuel Valve

B = Also available in black

Wing Valve and Components



SRC-2921

SRC-2926

SRC-2920

SRC-2910

SRC-2900

SRC-2916 **B**

SRC-2915S **B**

SRC-2900	Straight Front Wing Post	SRC-2921	10" Wing Cylinder w/Heim
SRC-2910	Bent Front Wing Post	SRC-2922	12" Wing Cylinder w/Heim
SRC-2915S	Front Wing Straps - Bolt Style (set)	SRC-2923	Wing Cylinder Rod End
SRC-2916	Front Wing Straps - Dzus Style (set)	SRC-2926	Straight Top Wing Post w/Roller
SRC-2920	Hotwing Valve		

Fuel Valve



SRC-1000
Fuel Shut-Off Valve

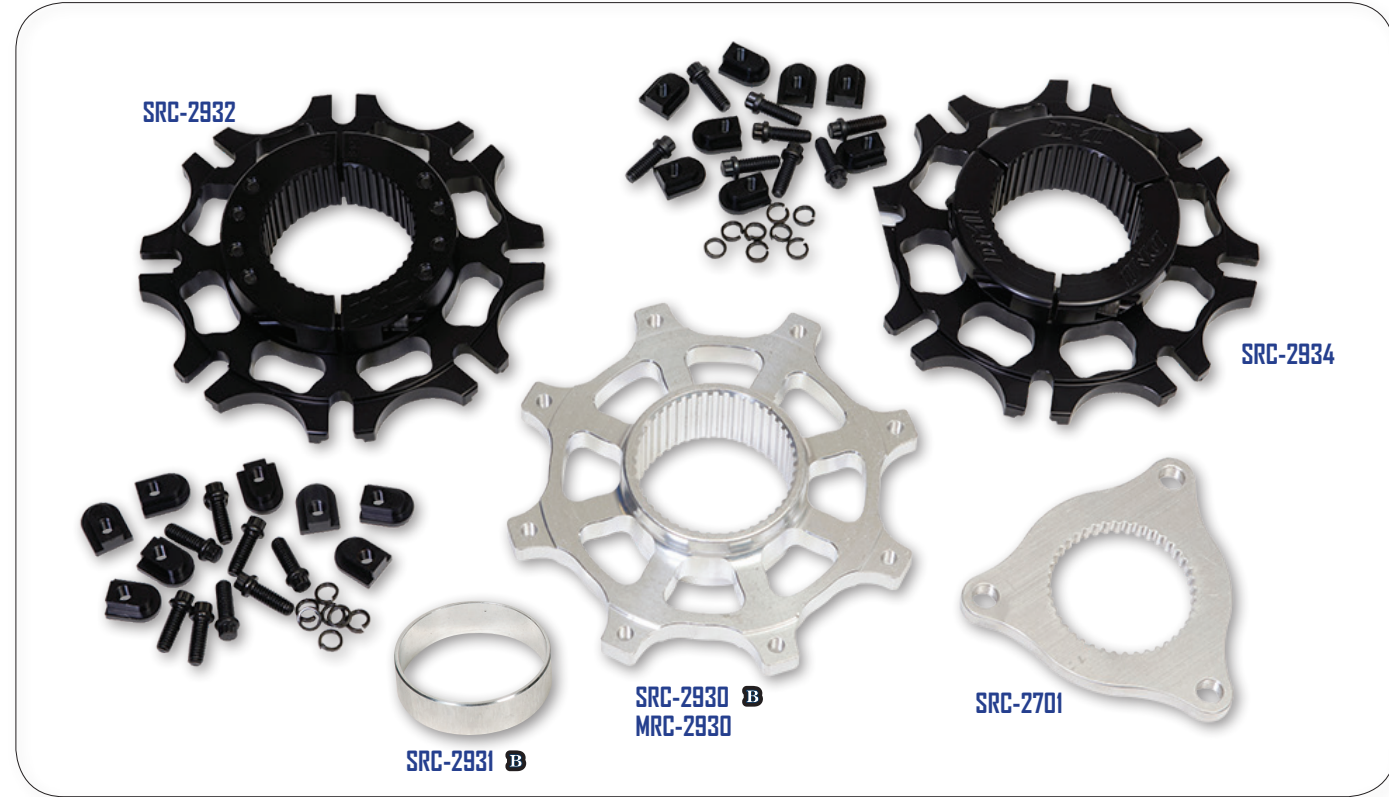


DMI HotWing Valve features 20% more flow than conventional wing valves on the market. The valve remains a closed circuit when not in use eliminating potential problems.

Brake Rotor Mounts | Inboard Brake Rotors

B = Also available in black

Brake Rotor Mounts



MRC-2930	Floater Style Splined Rear Inboard Hub – 31 Spline Midget	SRC-2931XL	Inboard Brake Spacer Extra Long for Custom Fit
SRC-2701	Splined Adaptor for 6 Pin	SRC-2932	Clamp Style Splined Inboard Rotor Mount for 8 on 7" B.C.
SRC-2930	Floater Style Splined Rear Inboard Hub - Sprint Car	SRC-2934	Tri-Lock Splined Inboard Clamp
SRC-2931	Inboard Brake Spacer for .810 vented rotor	SRC-2938	42 Spline Adaptor for 8 on 7" B.C. Rotor
SRC-2931T	Inboard Brake Spacer for Ben Cook titanium rotor		

Inboard Brake Rotors

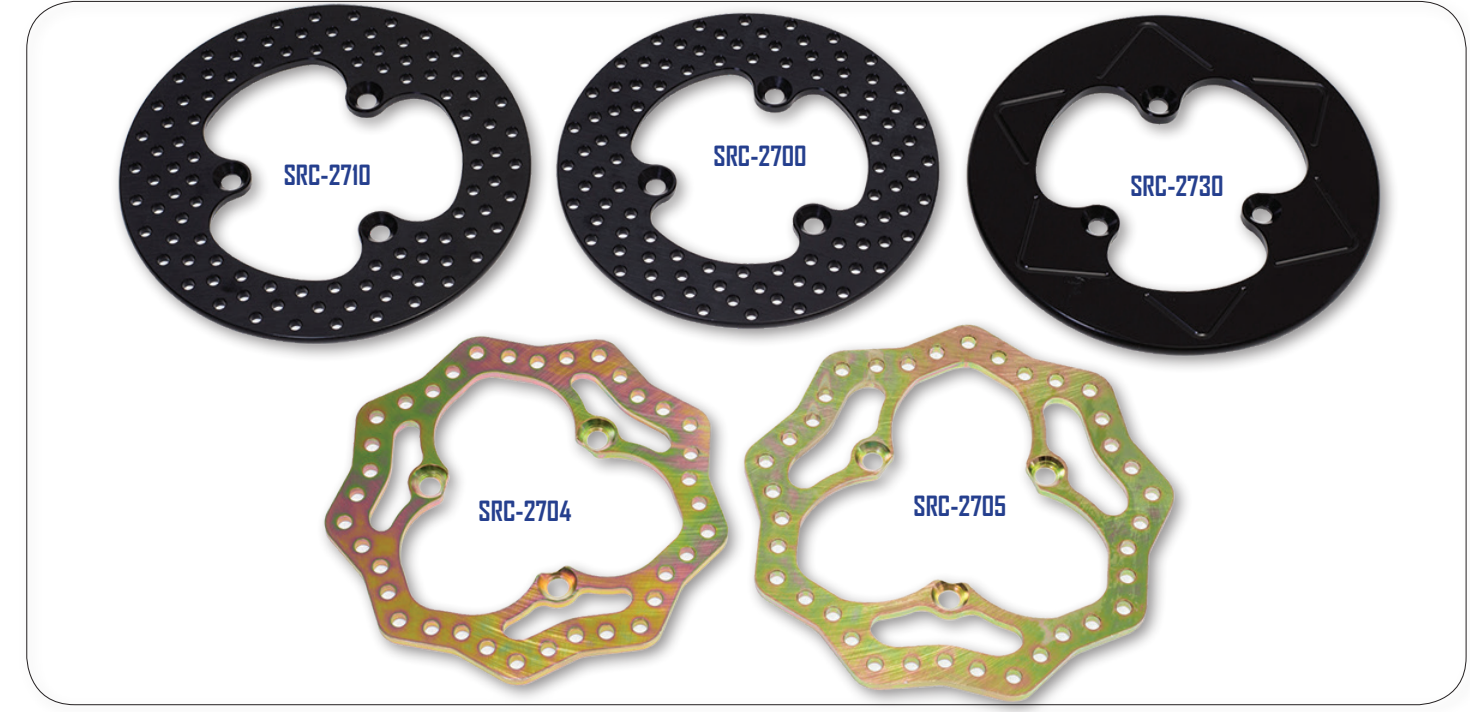


SRC-0810	12" Inboard Steel Rotor .810 Width	SRC-2780	Splined Right Rear Rotor 10.125" w/ Holes
SRC-0810S	11.75" Vented Steel Rotor 8 on 7" B.C. - .810 Width	SRC-2785	Splined Right Rear Rotor 10.75" w/ Holes
SRC-0811	12" Inboard Steel Rotor - .810 Width - Lightened	WIL-160-13373	Wilwood Super Alloy Inboard Rotor

Front Brake Rotors | Single Caliper Mounts | Brake Guards

B = Also available in black

Front Brake Rotors



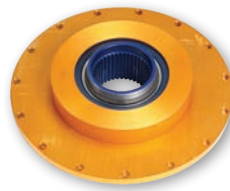
SRC-2700	Front 3-Lug Rotor Aluminum 10.125" w/ Holes	SRC-2710	Front 3-Lug Rotor Aluminum 10.875" w/ Holes
SRC-2704	Front 3-Lug Rotor Steel 10.25"	SRC-2730	Front 3-Lug Rotor Aluminum 10.875" w/o Holes
SRC-2705	Front 3-Lug Rotor Steel 10.75"		

Single Caliper Mounts & Brake Guards



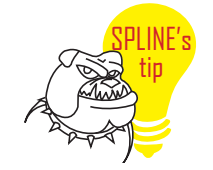
MRC-2800	Midget Left Front Caliper Mount for 10.125" Rotor w/Allen Bolts	SRC-2810	Left Front Caliper Mount for 10.875" Rotor w/ Allen Bolts
SRC-2581	Birdcage Caliper Mount	SRC-2811	Same as SRC-2805 but for 3.75" Spindles
SRC-2800	Left Front Caliper Mount for 10.125" Rotor w/ Allen Bolts	SRC-2820	Brake Line Rock Guard
SRC-2805	Left Front Caliper Mount for 10.875" Rotor - Non Countersunk	SRC-2820B	Brake Line Rock Guard - Black
		SRC-2820S	Brake Line Guard - Steel

Tools



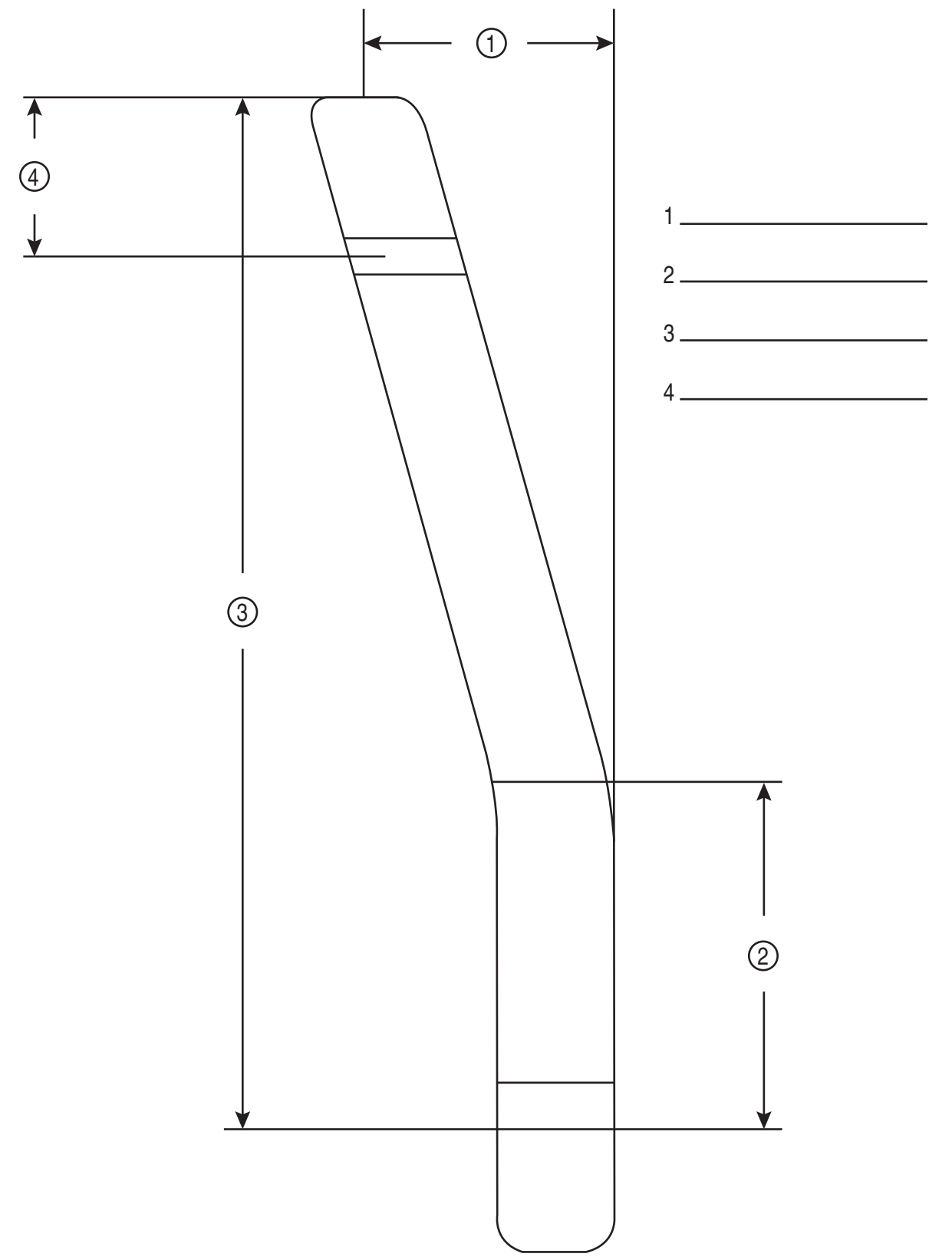
EZ Push Wheel makes moving your car a one man job.

MRC-3000	Engine Rotator Tool - Midget	RRC-1911	Female Kwik Fill w/ Cover
RRC-1900	Snout Locking Ring Tool	RRC-1912	Male Kwik Fill w/ Cover
RRC-1907	O-Ring for Threaded Plug (RRC-1908)	RRC-1913	Plastic Plug/Cap for Kwik Fill
RRC-1908	Threaded Plug to Accept Kwik Fill Connector	SRC-1998	Spindle Nut Wrench
RRC-1909	Threaded Plug w/ Kwik Fill Oil Connector Assy. w/ Covers	SRC-2607	Rear Axle Nut Wrench w/ L.W. Adaptor
RRC-1910	Kwik Fill Oil Connector Assy. w/ Covers	SRC-2608	3" Aluminum Hex Socket
		SRC-3000	Engine Rotator Tool - Sprint



Always remember to remove the spark plugs before using the engine rotator turn over tool.

Rear Arm Diagram



Tech Specs

86-40 Maxim/Eagle/XXX/JJ 1.75 Split		87-40 Maxim/Eagle/XXX/JJ 1.75 Split	
RF	RR-21.5-1.125		RR-22.5-1.125
LF	RR-21-1.125		RR-22-1.125
RR	RR-24-1.000		RR-24-1.00
LR	RR-23.5-1.000		RR-23.5-1.00
Panhard	RR-18.5-1.125		RR-18.5-1.125
TieRod	RR-46.0-ST		RR-46-ST
DragLink	RR-48-ST		RR-49-ST
RR Arm	SRC-2687		SRC-2687
LR Arm	SRC-2689		SRC-2689
Jacobs Ladder	SRC-2515/2505		SRC-2515/2505

Squaring the Rear Axle:

There are many different ways to square the rear end depending upon mechanical preference and comfort. This is one popular technique utilized by many professional teams. Place the rear end in the chassis and bolt up the torque tube. Set the axles on 6" blocks if it's a standard chassis, 5" on the left side and 6" on the right if it's a raised rail car. Secure the birdcages with spacers and the wheel nuts. Measure the distance from the rear round machined portion of the torque tube to the outer edge of the chassis by placing a straight edge vertically against the frame. Center the rear end by equalizing this distance on both sides of the car. This distance should measure between 10.125" and 10.25". Now with the rear centered side-to-side, start with the right side and measure from the leading edge of the rear axle to the front edge of the motor plate. On a 39" car this measurement is 37.625", 38.625" on a 40" car. Roll the axle forward or back on the blocks to achieve the correct distance. Once you have secured that distance on the right side check the left side. Ensuring that the rear is still centered in the frame and the right side measures correct, the left side may vary by as much as .125". This is generally left to lie as is. With the radius rods connected, place a level on the flat bottom portion of each bird cage and adjust the rods so that each cage is level with the bottom frame rail. Now bring your rear arms up to each bird cage flag and adjust each rod end so that the lower bird cage bolts slide freely through the cage and the rod end. Having completed this, recheck all of your measurements to ensure that nothing was moved during the previous processes. If all measures correct bring your jacobs ladder to the rod end or clevis and adjust the rod end or clevis in or out so that the bolt also slides freely. With these operations complete check your work by ensuring the torque ball is free and the jacobs ladder is not bound. Now you are ready for race height setup blocks and stops.

Tech Specs

Squaring the Front Axle:

Set the front axle on 4" set-up blocks, or 3" and 4" if it is a raised rail car. Offset the axle 1" to the left side by adjusting the sway bar. This gives clearance to the left front torsion arm and combo steering arm. Measure 14" from the center of the right front torsion tube to the center of the axle on both sides. After roughing in the radius rods to this measurement, measure from the leading edge of the rear axle (still on 6" blocks) to the rear edge of the front axle on the rightside. After having gained this measurement we will set the lead. Check the left side the same way and adjust the rod length so that the left measurement is equal to or up to .25" set back depending upon driver preference and size of track. With the axle now square we can adjust the caster. Place an angle finder on the right front steering arm. Adjust the top right front radius rod so that the angle reads anywhere from 6 to 10°. Again this is driver preference, some drivers like more positive feel in the front end than others. With this complete you can drop the axle down to race height set-up blocks and adjust the stops. Don't forget to set the tow. An .125" of tow out is generally the norm.

(Information provided by Maxim Chassis)

Spring Rate Chart

30" BAR 23" EFFECTIVE LENGTH

Arm Length	12"	12.5"	13"	13.5"	14"	14.5"	15"	15.5"	16"	16.5"	17"
.900	224	206	190	176	164	153	143	134	126	118	111
.925	250	230	213	197	183	171	160	150	140	132	124
.950	278	256	237	219	204	190	178	166	156	147	138
.975	308	284	262	243	226	211	197	185	173	163	153
1.000	341	314	290	269	250	233	218	204	192	180	170
1.015	362	333	308	286	266	248	232	217	204	191	180
1.025	376	347	321	297	276	258	241	226	212	199	187
1.050	414	382	353	327	304	284	265	248	233	219	206
1.065	439	404	374	346	322	300	281	263	247	232	219

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Thinking...

**If you think you are beaten, you are
If you think you dare not, you don't,
If you like to win, but you think you can't
It is almost certain you won't.**

**If you think you'll lose, you're lost
Far out of the world we find,
Success begins with a fellow's will
It's all in the state of mind.**

**If you think you are outclassed, you are
You've got to think high to rise,
You've got to be sure of yourself before
You can ever win a prize.**

**Life's battles don't always go
To the stronger or faster man,
But soon or late the man who wins
Is the man WHO THINKS HE CAN!**

