



QUAIFE®

automotive engineering
from design to production



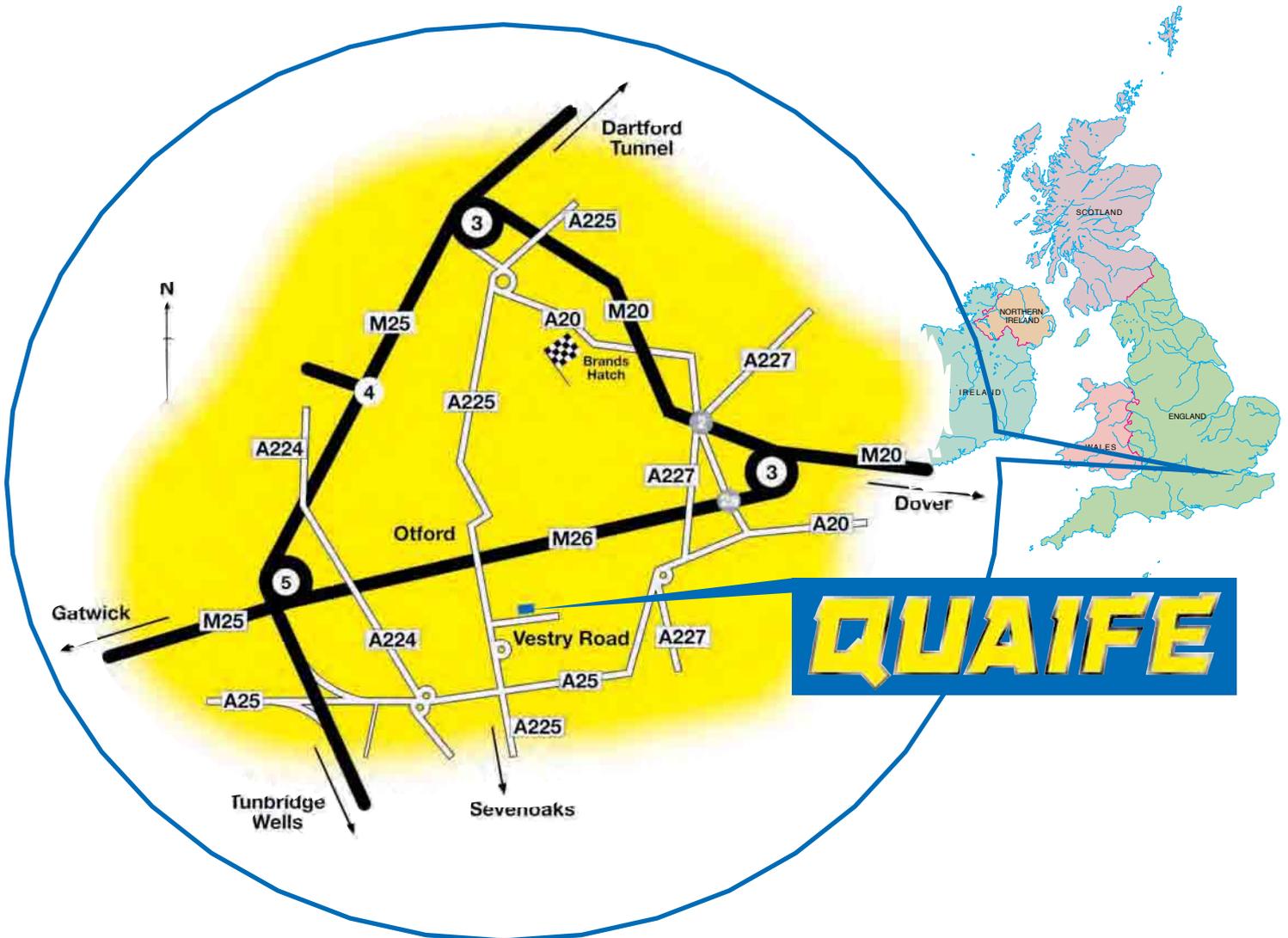
Product catalogue

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All new products are displayed on black pages

Telephone lines are open from Monday – Thursday 8.30 am – 5.30pm, Friday 8.00 am - 3.30 pm

Information and prices within this catalogue may change without prior notification

Products may vary from the brochure photographs

* Lifetime warranty on Quaife ATB differentials – subject to terms and conditions

Designed by Paradisi Ltd (07770 946 358)



TELEPHONE CALLS ARE RECORDED FOR TRAINING PURPOSES

QUAIFE PROFILE	2
QUAIFE ATB HELICAL LSD DIFFERENTIALS	3
QUAIFE UNIVERSAL GEARBOXES	10
ALFA ROMEO	19
AUDI	19
AUSTIN ROVER / AUSTIN HEALEY	20
DAIMLER CHRYSLER, DODGE	22
FORD (Rear wheel drive) – including Caterham & Westfield	23
FORD (Four wheel drive)	32
FORD (Front wheel drive)	33
HILLMAN – Imp	39
HONDA – Civic B16, Civic & Integra Type R	39
JAGUAR	41
LAND ROVER	42
LOTUS – Elan, Europa & Elise, Exige	44
MAZDA – RX-7, MX5 (Miata)	49
MG – MGB, MGC, Midget	49
MG ROVER – MGF & ZR	50
MINI (New) – Cooper S	51
MITSUBISHI – Lancer Evo 4, 5, 6, 7, 8, 8MR, 9	52
NISSAN – 200SX, Sylvania, Skyline & Pulsar (Sunny GTiR)	53
PEUGEOT / CITROEN – 106, 205, 306 & Saxo, AX, ZX	56
PORSCHE – 911, GT3, etc	58
RENAULT – Clio 172, 182	60
SAAB / SEAT / SKODA	61
SUBARU – Impreza	62
TOYOTA – Celica GT4, Corolla RWD & FWD	63
TRIUMPH – TR3, TR4, TR5, TR6 & Dolomite Sprint	64
VAG – AUDI, SEAT, SKODA & Volkswagen	65
VAUXHALL – Astra, Corsa, Nova, Vectra, VX220	67
OPEL – Ascona & Manta	70
VOLVO – 240, S40 & S60	70
UPRIGHTS	71
AXLES, SHAFTS & DIFF ASSEMBLIES	72
STEERING RACKS – complete racks & quick rack & pinion kits	76
MOTORCYCLE ENGINED VEHICLES	79
MOTORCYCLES (BRITISH)	82
MOTORCYCLES (JAPANESE)	84
COMMERCIAL VEHICLES	85
OFF ROAD	86
TESTING, INSTALLATION & SERVICING	88
LUBRICANTS	89

QUAIFE TIME LINE

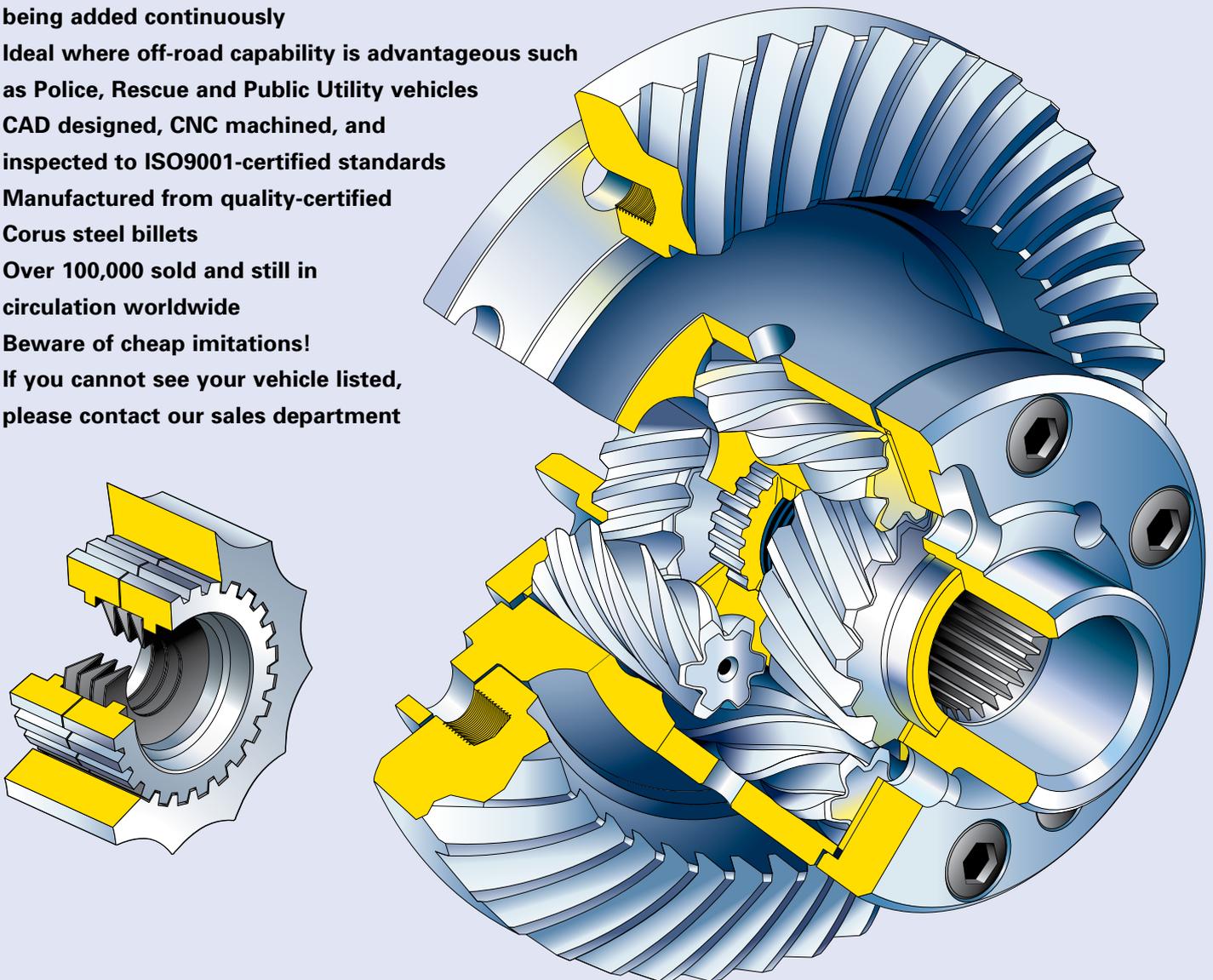


- 1965 Rodney Quaife founded R.T. QUAIFE ENG LTD at Charcott, Kent. Rod reacted upon a chance suggestion to produce five speed gear kits for Norton motorcycles. The Triumph factory stood up and noticed, ordering five speed gear kits for its Daytona racing bikes
- 1970 R.T. Quaife moved to larger premises in Tonbridge, Kent
- 1971 The factory Triumph/BSA bikes finished 1st, 2nd & 3rd at Daytona Raceway using the Quaife gearkits
- 1971 Isle of Man TT races – 750cc Sidecar – 2nd
- 1972 Isle of Man TT races – 750cc Sidecar – 2nd
- 1975 Saw the decline of the British motorcycle industry, Quaife branched out to the car world, developing a five speed gear kit for the 'Rocket' gearbox, as used in the Ford Escort RS2000, which offered similar advantages to the ZF unit, but at a much lower price
- 1980 Clients base included Adam Opel & Toyota Team Europe
- 1982 Quaife ventured onto the race track with a Chevette with which Michael Quaife tested and developed products
- 1985 Quaife built its own 4x4 Escort, to take on the Group B rally cars, inc 4 x 4 gearbox system
- 1986 Rod Quaife designed and patented the Quaife Automatic Torque Biasing Differential
- 1986 First Place in the Mexican F1 grand Prix driven by Gerhard Berger in a Benetton, using a Quaife differential
- 1994 Moved to larger premises on a 2.5 acre site in Sevenoaks, the current HQ of Quaife
- 1999 Manufactured the QUAIFE R4GTS GT Race Car incorporating a complete drive by Quaife. This car was raced in the British GT class by Michael Quaife
- 2000 European Truck Racing Cup won by Caterpillar Truck Racing, using a Quaife differential
- 2000 Manufacture of the QUAIFE R4GTS Road Car. This was built to homologate the race version
- 2002 Ford Motor Company fitted the Quaife differential to the RS Focus
- 2003 Acquired 65,000 square feet of factory in Cornwall, enabling Quaife to supply 18,000 ATB differentials to Daimler Chrysler in the US
- 2005 R40 Quaife car was built to celebrate 40 years of trading
- 2006 Moved out of Cornwall into a 23,000 sq ft factory in Gillingham, Kent – the Quaife OEM site
- 2008 Ford Motor Company announced the fitment of the Quaife differential to the latest RS Focus MKI
- 2009 Ford Motor Company fitted the Quaife ATB differential to their highly successful MKII RS Focus
- 2010 Celebration of 45 years of trading



MORE TRACTION, MORE SPEED

- Unique Quaife patented design prevents complete loss of drive which can occur with conventional differentials when one wheel slips
- Used by Ford, General Motors and Daimler-Chrysler as original equipment
- Used in all forms of Motorsport, such as Formula 1, rallying, truck, drag and drift racing
- Improved traction leads to better acceleration
- Consistent traction out of corners means better exit speeds and shorter lap times
- Inherently safe, never locks solid
- Controlled power transmitted to all driven wheels, maximises traction and minimises wheelspin
- Fully automatic operation
- Eliminates unwanted torque-steer, under-steer and snatching characteristics of other types of LSD
- Gear operated, no friction plates to wear or break
- Benefits all year round regardless of traction conditions
- Direct replacement for standard unit
- Minimal maintenance requirements
- Retains normal axle lubrication systems
- Available for hundreds of different vehicles with new applications being added continuously
- Ideal where off-road capability is advantageous such as Police, Rescue and Public Utility vehicles
- CAD designed, CNC machined, and inspected to ISO9001-certified standards
- Manufactured from quality-certified Corus steel billets
- Over 100,000 sold and still in circulation worldwide
- Beware of cheap imitations!
- If you cannot see your vehicle listed, please contact our sales department



The QUAIFE ATB differential is designed to prevent the complete loss of drive that occurs with a conventional differential when one wheel slips. Whilst requiring some torque in the slipping wheel, the QUAIFE unit is progressive in action but never locks – controlled power is transmitted to all the driving wheels. Ideally suited to high powered front wheel drive systems, QUAIFE ATB differentials are also used in rear and four wheel drive vehicles where optimum traction is required. Installation is identical to the normal differential with bearing pre-loads and pinion mesh being restored to the original manufacturers' settings. Servicing of the unit is simple as all gear pinions are free fitting and normal final drive lubrication oils are retained. **New differentials for 2011.**



Alfa Romeo 156 2.5 V6 / 156 GTA / 147 GTA	QDH6E	£645.00
Alfa Romeo 145, 155, Spider, GTV, GT	QDH2K	£585.00
Alfa 147 / 156 TD	QDF25B	£585.00
Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q	£775.00
Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q	£775.00
Audi (rear), A4 Quattro	QDF4Q	£775.00
Audi A3 1.8, 1.8T, Tdi (02J)	QDF10R	£585.00
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R	£585.00
Audi front TT, A3 2WD (02M)	QDF13R	£585.00
Audi front TT Quattro, S3 Quattro 4WD (02M)	QDF14R	£645.00
Audi (front), S4, S6, A6 4.2i (01E)	QDF8Q	£775.00
Austin Healey 3000	QDF13K/10	£645.00
Austin Healey Sprite	QDF5K	£550.00
Austin Rover Mini Cooper S (Hardy Spicer)	QDF14K	£550.00
Austin Rover Mini (Pop Joint)	QDF36K	POA
BMW 2002	QDF4N	POA
BMW Z3 4 cyl / 318ti (E36)	QDF6N	POA
BMW 325i (E30 / E36) / 525-535i (E28 / E34) / 633-635csi / 735i	QDF2N	POA
BMW M3 (E30) / (E36 - 3.0l only)	QDF2N	POA
BMW 328i (E36)	QDF3N	POA
BMW M3 (E36 3.2i / E46), M5 (E34)	QDF5N	POA
BMW 540i (E39)	QDF8N	POA
BMW 850, Z8, 330d (E46), 335i (E92)	QDF10N	POA
BMW 130i / 330i (E36)	QDF13N	POA
BMW 330 (E46)	QDF14N	POA
BMW 530d (E60)	QDF15N	POA
BMW 320i, 120i	QDF16N	POA
Caterham (De'Dion axle)	QDF15Z	£550.00
Caterham (English axle)	QDF5Z	£450.00
Caterham (Ital/Marina axle)	QDF8K	£550.00
Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B	£775.00
Chevrolet Corvette C6 Z06	QDF24B	£775.00
Chrysler Sebring, Cirrus (T350 trans)	QDF3I	£645.00
Chrysler 300C 5.7L Hemi / SRT8	QDF9V	£775.00
Citroen AX, Saxo VTR & VTS, C2 (MA gearbox)	QDF9H	£550.00
Citroen ZX (BE3 gearbox)	QDF3H	£550.00
Citroen 2CV	QDF11H	POA
Citroen SM / DS	QDF13H	POA
Daewoo Matiz 1995	QDF33B	POA
Dodge Charger SRT-8	QDF9V	£775.00
Dodge Neon, Avenger, Sirrus (T350 trans)	QDF3I	£645.00
Dodge Neon SRT-4 (T850 trans)	QDH1U	£585.00
Dodge Viper V10 (Dana 44 axle) Viper 1 upto 2002	QDF9S	£775.00
Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U	£775.00
Fiat 500 (Not Abarth)	QDH3K	£585.00
Fiat 500 Abarth	QDH2K	£585.00
Fiat Uno / Punto / Grande Punto / Idea / Tipo / Tempra / Bravo / Marea	QDH2K	£585.00
Fiat Stilo / Multipla / Palio / Siena / Coupe / Barchetta / Strada / Doblo	QDH2K	£585.00

Fiat Grande Punto TD	QDF25B	£585.00
Ford Atlas (16t or 18t spline)	QDF6Z	£645.00
Ford English (22t or 16t spline)	QDF5Z	£450.00
Ford Escort / Sierra 6 1/2" 4x4 heavy duty front differential case	F18Z1-02	£760.00
Ford Escort / Sierra 6 1/2" 4x4 front	QDF16Z	£585.00
Ford Escort Cosworth rear, XR4x4 (including flanges)	QDF15ZFL	£775.00
Ford Explorer (4x4) front	QDF37Z	£775.00
Ford Focus ST170 (SVT/Getrag 285)	QDF38Z	£550.00
Ford Focus ST – M66	QDF13J	£585.00
Ford Escort / Fiesta / Focus / Ka / Orion / Puma (BC / IB5 trans)	QDF7Z	£550.00
Ford Ka MkII (2008+)	QDH3K	£585.00
Ford MTX75 / Contour (USA) / Focus / Mondeo / RS2000	QDF20Z	£550.00
Ford Granada MK1 & MK2	QDF48Z	£645.00
Ford Probe GT V6 (G-type trans)	QDF6F	£585.00
Ford Sierra 7"	QDF15Z	£550.00
Ford Sierra Cosworth / Granada Scorpio 7 1/2" rear (including flanges)	QDF14ZC/S	£775.00
Ford Sierra Cosworth 7 1/2" front (including shafts)	QDF14ZF	£775.00
Ford Mondeo ST220	QDF41Z	£550.00
Hewland FT (Formula Atlantic) (with alloy end cover)	QDF7S	£645.00
Hewland FT200	QDF8S	£645.00
Hewland MK9 (Formula 3) (with alloy end cover)	QDF2S	£645.00
Hewland JFR/FTR (FTR-212-FD & Powerflow replacement)	QDF14S	£775.00
Hillman Imp (including flanges)	QDF14HFL	POA
Hillman Avenger	QDF1H	£585.00
Honda Integra GS / LS '90-'00, Integra GS-R 92-93	QDF1U	£550.00
Honda Civic / CRX (Del Sol) Vtec dohc, Civic Si '99-'00 Vtec dohc	QDF1U	£550.00
Honda Civic / CRX (Del Sol) Non Vtec, 40mm bearings	QDF2U	£585.00
Honda Civic City, 35mm bearings	QDF3U	£585.00
Honda Civic / CRX ('90-'91) Si, plus non Si / Ex ('88-'99) 35mm bearings	QDF4U	£550.00
Honda Accord '90-'97, Prelude '92-'96, Prelude '97-'00 (except SH)	QDF5U	£550.00
Honda Acura Integra GS-R '94-'00 / Civic Type R	QDF6U	£550.00
Honda Civic SRX Si / EX models '88-'89, except '90-'91 Si 40mm bearings	QDF7U	£585.00
Honda Civic EP3, FD2, FN2 (K20/K24) / Integra DC5 / Acura RSX, TSX	QDF9U	POA
Honda S2000 / Synthesis	QDF14U	£585.00
Honda Fit / Jazz Mk1 (2001-2008)	QDF15U	£585.00
Honda Fit / Jazz Mk2 (2008+)	QDF16U	£585.00
Hyundai Coupe / Tiburon – 6-speed	QDH14B	£645.00
Hyundai Accent	QDH4B	£585.00
Hyundai Genesis	QDH19B	£645.00
Isuzu Piazza RWD	QDF4B	£585.00
Isuzu Impulse / Piazza FWD	QDF2I	£585.00
Jaguar saloon / E type (IRS – 4HA)	QDF1W	£775.00
Jaguar XK/XKR Mk2 (X150 Aluminium body 2006+)	QDF3W	POA
Jaguar XK8/XKR Mk1 (X100 Steel body 1996-2006)	QDF5W	POA
Lancia Ypsilon, Musa, Delta MK1 & MK2, Dedra, Lybra	QDH2K	£585.00
Land Rover Freelander	QDF31K	£585.00
Land Rover / Range Rover LT230R centre (suffix G requires early hub)	QDF30KR	£775.00
Land Rover / Range Rover LT230T centre (suffix G requires early hub)	QDF30KT	£775.00
Land Rover / Range Rover	QDF12K	£645.00
Land Rover 110 (Salisbury rear axle)	QDF25K	£775.00
Land Rover 110 (2002-2010) / Range Rover P38	QDF42K	£645.00
Lotus Elan (English)	QDF5Z/22	£450.00
Lotus Elan SE Turbo M100	QDF2I	£585.00
Lotus Elise (PG1)	QDF28K	£550.00



Lotus Elise S2 (Toyota/Aisin BC16)	QDF21E	£585.00
Lotus Elite Climax	QDF5K	£550.00
Lotus Esprit Stevens - S4, V8 (88-04 Renault UN1/369 trans)	QDF5M	POA
Lotus Esprit Giugiaro Turbo / non Turbo - S1,S2,S3 (75-87 Citroen trans)	QDF13H	POA
Lotus Europa 4-speed (Renault 336 trans)	QDF2X	£585.00
Lotus Europa 5-speed (Renault 365 trans)	QDF3X	£585.00
Lotus Europa (2006+)	QDF25B	£585.00
Lotus Evora	QDF27E	POA
Maserati Merak (74-82)	QDF13H	POA
Mazda Protégé ES 1995-2000 (F-type trans)	QDF5F	£645.00
Mazda 626 (93-00), MX6, MX3 V6 (92-94), 3 (G-type trans)	QDF6F	£585.00
Mazda Protégé LX (90-94), ES (01-03), Protégé 5 (not 99-00) (G-type trans)	QDF6F	£585.00
Mazda 3 MPS 2.3 litre Turbo 2WD	QDF7F	£585.00
Mazda MX5 / Miata Mk3 (NC) 2006+	QDF9F	£585.00
Mendeola HD4	QDF15S	POA
Mercedes C320 cdi, CLK63 AMG, E55 AMG, E63 AMG	QDF27B	POA
Mercedes CLK430, CLK55, E55, CL500, SL55	QDF28B	POA
Mercedes CLK63 AMG, E63 AMG, CL55 AMG, CLS55 AMG	QDF29B	POA
Mercedes SLK 350, 204 C220d	QDF30B	POA
Mercedes 500 SLC	QDF5V	£775.00
MG Midget (A series)	QDF5K	£550.00
MGA / MGB (Banjo axle)	QDF15K	£645.00
MGB (Salisbury axle)	QDF6KB	£645.00
MGB V8 / MGC	QDF6KC	£645.00
MGF (PG1 including ZR 1.8 models)	QDF28K	£550.00
Mini Cooper S R53 & R56 (SVT/Getrag 285)	QDF38Z	£550.00
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (centre)	QDH9B	£585.00
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (front)	QDH8B	£585.00
Mitsubishi Eclipse 2WD non turbo	QDH7B	£585.00
Mitsubishi Eclipse 2WD non turbo (T350 trans)	QDF3I	£645.00
Mitsubishi Lancer Evo 5, 6, 7 (centre)	QDH11B	£645.00
Mitsubishi Lancer Evo 5, 6, 7, 8, 8MR, 9 (front)	QDH12B	£585.00
Mitsubishi Lancer Evo 8, 8MR, 9 (centre)	QDH13B	£645.00
Mitsubishi 3000GT 4WD Front (including speedo drive)	QDH16B	£645.00
Mitsubishi Lancer Evo 4, 5, 6 (rear)	QDH18B	£585.00
Morgan V8 (7HA)	QDH1M	£645.00
Morgan Plus 8, Roadster, 4/4 Sports (BTR Beam axle), Aero 8 Mk1/2	QDH3M	£645.00
Morgan Aero 8 Mk3+ (Hydratrak replacement BTR-M80)	QDH4M	£645.00
Morris Marina	QDF8K	£550.00
Morris Minor	QDF5K	£550.00
Nissan R180 240-280Z (110mm crownwheel)	QDF4L	£645.00
Nissan R180 240-280Z (115mm crownwheel)	QDF5L	£645.00
Nissan R200 280-300Z / 200SX (fits both S13 & S14)	QDF7L	£645.00
Nissan Maxima	QDF8L	£585.00
Nissan Skyline GTR (front)	QDF3L	POA
Nissan 350Z – Auto	QDF10L	£645.00
Nissan 350Z – Manual	QDF11L	£645.00
Nissan 350Z – Viscous diff replacement	QDF13L	£645.00
Noble M12 5-speed	QDF20Z	£550.00
Noble M12 / M400 6-speed	QDF41Z	£550.00
Opel Manta / GT / Ascona	QDF4B	£585.00
Peugeot 106 / 205 (MA gearbox)	QDF9H	£550.00
Peugeot 205 / 306 / 309 Gti, 405 Mi16 (BE1,3 & 4 gearbox)	QDF3H	£550.00
Peugeot 505	QDF8H	£585.00
Pontiac Grand Am (GTP)	QDF18B	£775.00
Porsche 911 / 901/ 914 (1969-1974)	QDF5Q	£775.00



Porsche 911 / 915 (coarse or fine spline) / 924 Turbo (fine spline)	QDF1Q	£775.00
Porsche 944 (1986 onwards incl turbo)	QDF4Q	£775.00
Porsche 996 6-speed – open diff replacement	QDF7Q	£775.00
Porsche 996 Turbo, GT2/GT3 (2000-2004) Carrera 2	QDF14Q	£775.00
Porsche Boxster 986 2.5L ('97-'99)	QDF6Q	£775.00
Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06)	QDF7Q	£775.00
Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968	QDF2Q	£775.00
Porsche Tiptronic – 993 & 964 only	QDF9Q	£775.00
Porsche 968CS	QDF10Q	£775.00
Porsche 997	QDF13Q	£775.00
Porsche Cayman S, Boxster S 987 3.4L ('07+)	QDF12Q	£775.00
Porsche Cayman & S, Boxster 986/987 (Tiptronic)	QDF15Q	POA
Porsche Cayman, Boxster 986/987 (2.7l - 5 speed)	QDF16Q	POA
Renault Clio 172 / 182 / 5 Turbo (JB3 / JC5)	QDF6M	£895.00
Renault Clio 197 / 200 (TL4)	QDF9M	£585.00
Renault Clio V6 (PK6)	QDF10M	£895.00
Renault Megane 225 (ND0 trans)	QDF8M	£585.00
Renault 4-speed (Renault 336 trans)	QDF2X	£585.00
Renault Alpine A310 4cyl 5-speed (Renault 365 trans)	QDF3X	£585.00
Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369)	QDF5M	POA
Renault Alpine A110 (Renault 335 trans)	QDF7M	POA
Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0	QDF28K	£550.00
Rover SD1	QDF16K	£585.00
Saab 9000 85-93MY	QDH1J	POA
Saab New 900 94MY only	QDH2J	POA
Saab 9000 94MY and 95MY only	QDH4J	POA
Saab New 900 95-98MY 9-3 98MY Current	QDH5J	POA
Saab 9000 96-98MY	QDH6J	POA
Saab 900 Classic 80-93MY	QDH7J	POA
Saab 9-3 Viggen F35 / 9-5 Aero	QDH8J	POA
Saab 9-3 F40 (02-07)	QDH9J	POA
Seat Arosa Sport (02T)	QDF22R	£585.00
Seat Ibiza (with VW 02A transmission – push in flanges)	QDF8R	£550.00
Seat Ibiza (with VW 02J transmission – bolt in flanges)	QDF10R	£585.00
Seat Leon (02M)	QDF13R	£585.00
Seat Leon FR (197bhp) / Leon Cupra (237bhp) (02Q)	QDF16R	£585.00
Skoda Octavia (with VW 02A transmission - push in flanges)	QDF8R	£550.00
Skoda Octavia (with VW 02J transmission - bolt in flanges)	QDF10R	£585.00
Skoda Octavia vRS 2.0-litre (02Q)	QDF16R	£585.00
Skoda Fabia / Octavia (02M)	QDF13R	£585.00
Subaru Impreza / Legacy (front) (1993-2000)	QDH1Y	£645.00
Subaru Impreza / Legacy (rear) not STi (1993-2000)	QDH2Y	£585.00
Subaru Impreza 2001+ All models (front)	QDH3Y	£585.00
Talbot Sunbeam	QDF1H	£585.00
Toyota Corolla (AE92), Starlet / Starlet Turbo (EP82/EP91) 4E-FTE	QDF15E	£585.00
Toyota MR2 (non turbo) 4A-GE	QDF15E	£585.00
Toyota Starlet Turbo (EP71)	QDF16E	£585.00
Toyota MR2 (turbo/supercharged) 4A-GZE / 3S-GTE	QDF17E	£585.00
Toyota Celica / MR2 Spyder 6-speed (Aisin BC16) 2ZZ-GE / MR2 SW20 (3S-GE)	QDF21E	£585.00
Toyota 2000 Corolla GT-S 6-speed (Aisin BC16), Scion xB	QDF21E	£585.00
Toyota Scion tC	QDF25E	£585.00
Triumph Dolomite Sprint	QDF23K	£645.00
Triumph GT6 (modification required if fitting 3.27 cwp)	QDF8K	£550.00
Triumph Herald	QDF8K	£550.00
Triumph Spitfire	QDF8K	£550.00
Triumph Stag, TR2, TR3, TR3A, TR4A, TR5, TR6	QDF23K	£645.00
Triumph TR7 4-speed	QDF8K	£550.00
Triumph TR7 5-speed /TR8	QDF16K	£585.00





Triumph Vitesse	QDF8K	£550.00
TVR All models open replacement (BTR-M76 1997-2005)	QDH3M	£645.00
TVR Sagaris, Tuscan 2 Hydratrak replacement (BTR-M80 2005+)	QDH4M	£645.00
TVR Sagaris, Tuscan 2 open replacement (BTR-M80 2005+)	QDH5M	£645.00
TVR Cerbera 4.5 & all models Hydratrak option (BTR-M76 1997-2005)	QDH6M	£645.00
Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only)	QDF2B	£550.00
Vauxhall Corsa / Nova (F10 / F13 / F15 / F17)	QDF7B	£550.00
Vauxhall Cavalier / Calibra (F25)	QDH5J	£550.00
Vauxhall Vectra / VX220 F23 (Getrag 287)	QDF17B	£585.00
Vauxhall Calibra F28 4x4 (front)	QDF19B	£585.00
Vauxhall Astra / Corsa VXR, 1.9 CDTI Astra, Vectra, Zafira (M32)	QDF25B	£585.00
Vauxhall Calibra 4X4 (rear)	QDF26B	£585.00
Vauxhall F40	QDF21B	£585.00
Volvo 240	QDF8J/27	£645.00
Volvo 850/855 '92-'97, C70 '96-'03, S70, V70 '97-'00, S40, V40 '96-'03 (5-speed - M56)	QDF12J	£585.00
Volvo S80 '97-'04, S60 '01-'04, V70N '00-'07 (5-speed - M56)	QDF12J	£585.00
Volvo C30, V50, C70N, S40N '04+, S60 T5, V70N T5 '05-'07 (6-speed - M66)	QDF13J	£585.00
Volvo S60R 4x4 rear	QDF11J	POA
Volvo S60R 4x4 front	QDF14J	£645.00
Volvo Amazon (10 bolt crownwheel)	QDF8J/10	£645.00
Volvo Amazon (8 bolt crownwheel)	QDF9J	£645.00
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – small crownwheel)	QDF1R/109	£550.00
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – large crownwheel)	QDF1R/111	£550.00
VW Beetle 1302 / 1303 33 / 37 spline (IRS)	QDF4R	£645.00
VW Golf Mk3 & 4 / Corrado / Jetta / Vento (02A – push in flanges)	QDF8R	£550.00
VW Beetle swing axle	QDF9R	£775.00
VW New Beetle / Golf Mk3 & 4 / Jetta / Vento (02J – bolt in flanges)	QDF10R	£585.00
VW Golf Mk4 2WD 6-speed (02M)	QDF13R	£585.00
VW Golf Mk4 4WD 6-speed (02M)	QDF14R	£645.00
VW Golf Rallye (4wd – 02C front)	QDF15R	£645.00
VW Golf Mk5 GTi / VW Golf GT TDi / VW Golf 1.4 TSi GT (02Q)	QDF16R	£585.00
VW DSG 2WD including bolt kit	QDF19R	£775.00
VW Polo G40 (085) (1986-1994)	QDF20R	£585.00
VW Polo GTi / Lupo GTi (02T) 5 & 6 speed 2002+	QDF22R	£585.00

Commercial vehicles

Citroën C25	QDF4H	POA
Fiat Ducato	QDF4H	POA
Ford P100 (All models)	QDF6Z	POA
Ford Transit up to 120	QDF13Z	POA
Ford Transit 140 onwards	QDF11Z	POA
Ford Transit New Type FWD	QDF20Z	POA
Ford Transit New Twin & Single	QDF36Z	POA
Iveco 40–10 Daily	QDH1	POA
LDV Pilot 200 series	QDF13K	POA
LDV Convoy 400 series	QDF9K	POA
LDV 7.5 Ton Truck (4X4)	QDF27K	POA
Mercedes 207 / 307 / 310 / 408	QDF1V	POA
Peugeot Boxer (ME5TU gearbox only)	QDF6H	POA
Peugeot J5	QDF4H	POA
Renault Master	QDF1M	POA
Talbot Express	QDF4H	POA
Toyota Hi-Lux	QDF20E	POA
VW LT28 / LT31	QDF2R	POA
VW LT34	QDF3R	POA

Following differentials are **made to order only**

AC Bristol	QDH1H	POA
Alfa Romeo 155/164	QDH2E	POA
Alfasud (10 bolt)	QDH4E	POA
Alfasud (8 bolt)	QDH1E	POA
Alvis	QDH3H	POA
Aston Martin DB9, V8 Vantage	QDH1V	POA
Birkin	QDH1L	POA
Chrysler PT Turbo	QDH2U	POA
Dodge Shelby FWD	QDF16B	POA
Ferrari 330	QDH3D	POA
Ferrari 340 Mexico (1952)	QDH2D	POA
Ford 9"	QDH1R	POA
Ford Atlas ZF spline (pad type)	QDF6ZP	POA
Ford BC / IB5 Spool	QDF47Z	POA
Ford Cortina MK3, 4 & 5 (1.3 & 1.6 only)	QDF23Z	POA
Ford Falcon	QDF45Z	POA
Ford Mustang (Live axle)	QDF35Z	POA
Ford Mustang 8.8"	QDF29Z	POA
Ford Sierra 7 1/2" sealed	QDF42Z	POA
Ford Sierra 7 1/2" spool	QDF30Z	POA
Ford Sierra 9" rear incl. flanges (RS500)	QDF21Z	POA
Ford Taurus SHO V6	QDF25Z	POA
Ford Transit (LCX) up to model 120	QDF13Z	POA
Ford Transit (LCY) from model 140	QDF11Z	POA
FPW Axles	QDH1P	POA
Honda (Sealed)	QDF1U/S	POA
Isuzu Saturn (all S series)	QDF4I	POA
Iveco-Ford Daily	QDH1G	POA
Lada Samara	QDF2C	POA
LDV 7 1/2 ton truck (4x4)	QDF27K	POA
Mazda (100E)	QDF1F	POA
Mazda 6 V6	QDF8F	POA
Mercedes 207/307/310/408	QDF1V	POA
Mitsubishi Colt Lancer	QDH1B	POA
Mitsubishi Mirage	QDH2B	POA
Mitsubishi Pajero	QDH10B	POA
Mitsubishi Eclipse GT V6 6-speed (2006+)	QDH15B	POA
Nissan (various models)	QDF6L	POA
Nissan R230	QDF12L	POA
Nissan Skyline GTR 4WD rear	QDF14L	POA
Nissan GTR35	QDF15L	POA
Nissan Sunny	QDF9L	POA
Porsche G50 ATB (pad type)	QDF2QP	POA
Proton (Large)	QDH3B	POA
Renault Master	QDF1M	POA
Rover PG2	QDF22K	POA
Suzuki Cultus 4WD / Swift rear	QDF5P	POA
Talbot Largo	QDF13S	POA
Toyota Corolla AE86	QDF18E	POA
Toyota Hilux rear	QDF20E	POA
Toyota Hilux SR5 front	QDF26E	POA
Toyota Supra	QDF14E	POA
Volvo Truck	QDF10J	POA



72G - 6-SPEED SEQUENTIAL TRANSAXLE

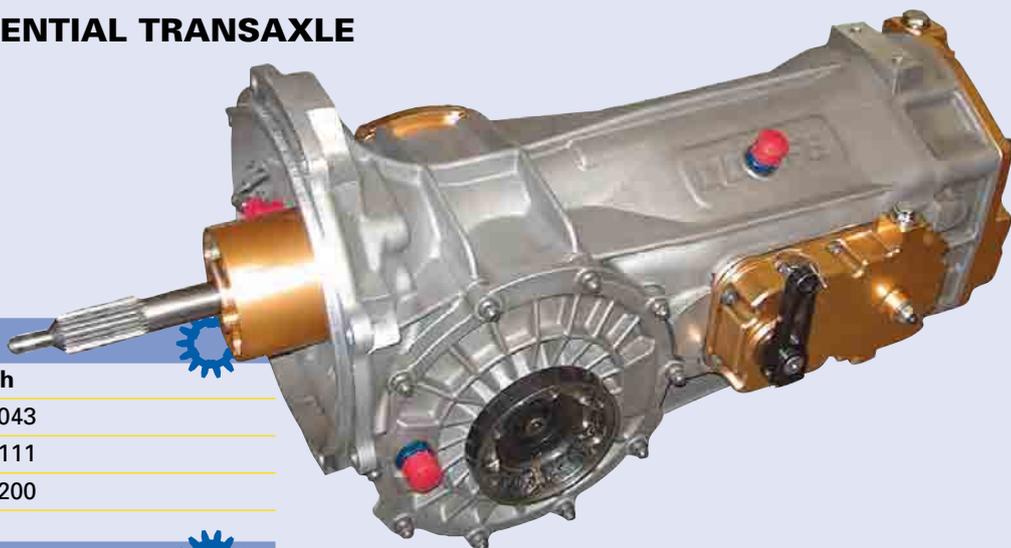
- 85mm shaft centres
- Hypoid c/wheel and pinion
- Dogged sequential engagement
- Quaife ATB diff fitted as standard
- Integral oil pump

Ratios

1st	2nd	3rd	4th	5th	6th
2.600	1.933	1.588	1.375	1.200	1.043
2.600	1.933	1.588	1.375	1.238	1.111
2.600	1.933	1.647	1.471	1.316	1.200

Final drive options

3.750 4.125



QUAIFE 72G 6-speed sequential gearbox

QBE72G

POA

62G - 5-SPEED 'H' PATTERN TRANSAXLE

- DESIGNED SPECIFICALLY AS A DIRECT, UPGRATED REPLACEMENT FOR THE ZF DS-25/2 GEARBOX AS USED IN THE FORD GT40, DE TOMASO PANTERA, BMW M1 AND MANY OTHER MID-ENGINED SUPERCARS
- Developed in conjunction with British-based replica manufacturer to ensure optimised fitment
- Suitable for any other mid-engine replica or kit car applications
- 85mm shaft centres and hypoid crown-wheel and pinion to handle high output engines
- Maximum recommended 500bhp
- Fitment, major dimensions and gear-change input exactly the same as the ZF DS-25/2. Length suitable for GT40 installation
- 5-speed 'H' pattern with 'dog-leg' 1st, as ZF DS-25/2
- Suitable for rod or cable-operated gearchange

- Standard GT40 or inverted De Tomaso fitment
- Optional oil pump available as 'bolt-on' extra
- Weight approximately 65kg
- Helical gears and synchromesh gear selection
- All alloy casing
- Suitable for cable or hydraulic clutch release bearing fitment
- Quaife ATB differential included in design

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.533	1.619	1.200	0.929	0.742

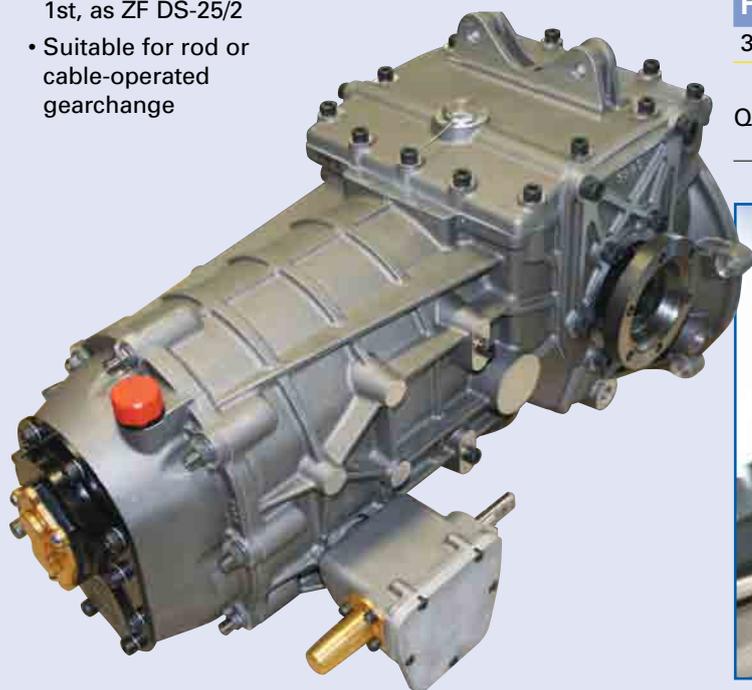
FINAL DRIVE RATIOS

3.500 3.750

QUAIFE 62G 5-speed 'H' pattern gearbox

QBE62G

POA



52G - 6-SPEED 'H' PATTERN TRANSAXLE

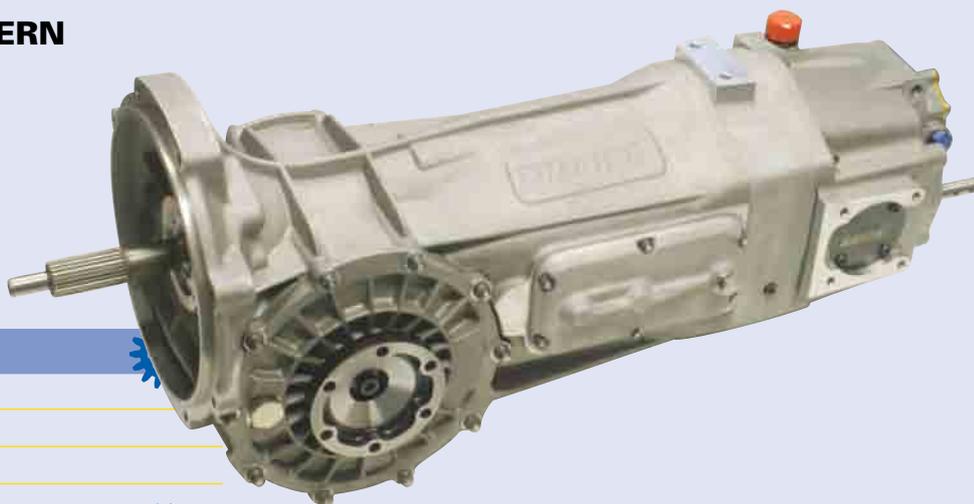
- Weight approx 69kg
- Spiral bevel c/wheel and pinion
- 80mm shaft centres
- Maximum recommended 350bhp
- Quaife ATB diff fitted as standard

Ratios

1st	2nd	3rd	4th	5th	6th
2.600	1.933	1.533	1.250	1.043	0.880
3.000	2.000	1.458	1.143	0.921	0.780

Final Drive Ratio Options

3.364 3.750 4.111



QUAIFE 6-speed 'H' pattern transaxle QBE52G £7,957.00

61G - 6 SPEED SEQUENTIAL TRANSAXLE

- 85mm shaft centres
- Weight approx 75kg
- Hypoid c/wheel and pinion
- Maximum recommended 450bhp
- Dogged sequential engagement
- Spur or helical options
- Quaife ATB diff fitted as standard
- Integral oil pump

Ratios

1st	2nd	3rd	4th	5th	6th
2.600	1.933	1.533	1.250	1.043	0.880
3.000	2.000	1.458	1.143	0.921	0.780

Final Drive Ratio Options

3.750 4.000



QUAIFE 6-speed sequential Transaxle QBE61G £9,496.00

79G - 5-SPEED 'H' PATTERN TRANSAXLE

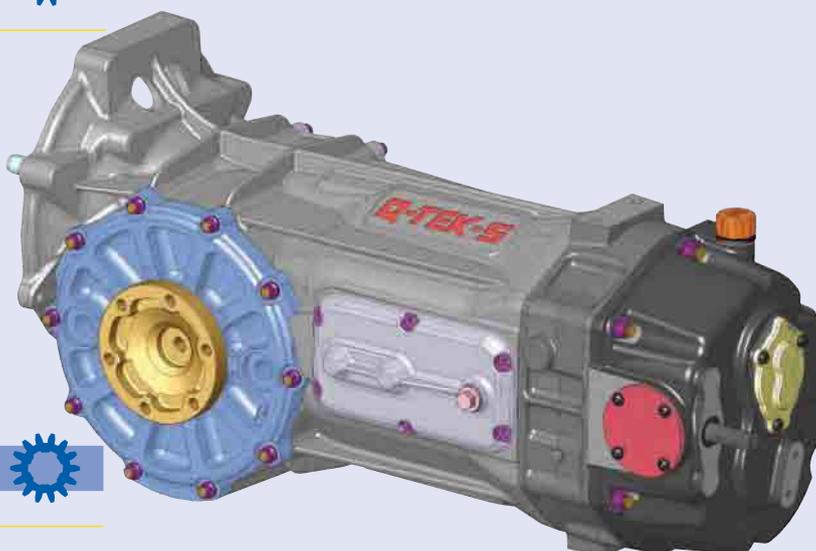
- 85mm shaft centres
- Hypoid c/wheel and pinion
- Synchromesh engagement
- Spur or helical options
- Gear linkage option available
- Quaife ATB diff fitted as standard

Ratios

1st	2nd	3rd	4th	5th	6th
2.622	1.619	1.200	0.929	0.742	

Final Drive Ratio Options

3.750



QUAIFE 6-speed 'H' pattern transaxle QBE79G POA

59G – QUAIFE QFT 6-SPEED SEQUENTIAL TRANSAXLE GEARBOX

Quaife have an exciting new transaxle gearbox, which is a development of the pioneering Ralt Formula 3 gearbox of 2002.

The principles of the gearbox remain as originally intended, however the case has been re-designed to allow it to be used as a replacement for the benchmark F3 gearbox, with the same suspension pick-up positions.

Quaife have developed this transaxle to be suitable for any single-seater racing car up to and including Formula 3 level.

The design allows total weight to be moved forwards, with a lower polar moment of inertia. The box dimensions also allow for significantly improved rigidity.

- Universal fitment for single seater use – suspension pick-up points.
- Maximum recommended 260bhp
- 6-speed, straight cut gears
- 200mm shorter than rival units. Reduces interference in under body aerodynamics

- Reduced weight over rear axle
- Lighter than rival units
- Quaife ATB differential included in design, or can be used with plate diff

Utilises narrow gears with larger diameter, to increase strength by running greater centre-to-centre distances.

Drive is transferred through a pair of 2:1 step-up gears direct to the output shafts, halving torque that is fed back from the rear tyres, taking further load off the gears.

Drive shafts can run parallel to the ground, to reduce stresses.



GEAR RATIOS

Ratio options available to suit customer requirements



QUAIFE QFT 6-speed sequential transaxle gearbox	QBE59G	POA
QUAIFE QFT 6-speed sequential transaxle with magnesium casing	QBE59GMAG	POA
Optional plate differential		POA

QUAIFE RQ1 6 SPEED SEQUENTIAL TRANSAXLE

- Ideal for motorcycle-engined cars
- Straight cut gears with open-face dog-tooth engagement
- QUAIFE ATB differential
- Ultra compact drum-type sequential design for the ultimate gear shift
- Maximum power 200bhp
- Large choice of final drive ratios
- 100mm or tripod output flanges
- Digital gear position potentiometer
- Hydraulic clutch release bearing assembly

QBA9R POA



The New Quaife universal in-line 5/6 speed RWD gearbox range has been developed to be a replacement for the widely used Ford Type 9 gearbox. Overall dimensions of the Type 9 have been retained to ensure the minimum of fuss when fitting. The bellhousing face is a direct fit with existing Ford bellhousings and can accommodate a 6 bolt fitment with both long and short input shaft options. Shaft centres have been increased to 80mm to allow for greater power outputs and is ideally suited for use in Clubman rally cars, Mk 1 & Mk2 Escort, Sierra, Caterham, kit cars, etc.

56G / 68G – QUAIFE UNIVERSAL IN-LINE 5/6 SPEED RWD ‘H’ PATTERN SYNCHRO GEARBOX, HELICAL – FOR ROAD USE

- Maximum recommended 375bhp
- All free running gears run on needle roller bearings
- All alloy casings
- Complete with gearlever – can be fitted in 2 positions for 5 speed gearbox
- Various ratio options on request
- Weight approximately 35kg

GEAR RATIOS (5-speed)

1st	2nd	3rd	4th	5th
2.612	1.669	1.224	1.000	0.863
2.400				



GEAR RATIOS (6-speed)

1st	2nd	3rd	4th	5th	6th
2.682	2.000	1.600	1.339	1.157	1.000
2.612	1.669	1.244	1.000	0.900	0.800



QUAIFE Universal in-line 5 speed RWD ‘H’ pattern synchromesh gearbox	QBE56G	£3,394.00
QUAIFE Universal in-line 6 speed RWD ‘H’ pattern synchromesh gearbox	QBE68G	£3,703.00



56G / 57G – QUAIFE UNIVERSAL IN-LINE 5 SPEED RWD ‘H’ PATTERN GEARBOX SPUR GEARS – RACE USE

- Available as dog engagement or synchromesh gearchange
- Open face dog design on both gear & drive disc for dog engagement gearbox
- Various input shaft options available on request
- Maximum recommended 375bhp
- All free running gears run on needle roller bearings
- All alloy casings
- Complete with gearlever – can be fitted in 2 positions
- Various ratio options on request
- Weight approximately 35kg

GEAR RATIOS (5-speed spur synchro)

1st	2nd	3rd	4th	5th
2.400	1.690	1.260	1.000	0.889



GEAR RATIOS (5-speed spur dog engagement)

1st	2nd	3rd	4th	5th
2.400	1.694	1.333	1.000	0.889
2.240	1.579	1.260		0.923
2.057				



QUAIFE Universal in-line 5 speed RWD ‘H’ pattern SPUR synchromesh gearbox	QBE56GS	£3,193.00
QUAIFE Universal in-line 5 speed RWD ‘H’ pattern SPUR dog engagement gearbox	QBE57G	£3,656.50

60G – QUAIFE HEAVY DUTY IN-LINE 6-SPEED RWD SEQUENTIAL GEARBOX

The QUAIFE Heavy Duty In-line 6-speed RWD Sequential Gearbox has also been developed with the Ford Type 9 user in mind, incorporating a modular gear cluster with open face dog design on both gear and drive disc allowing easier gear interchangeability. The drum type sequential gearchange system produces a positive gear-shift engagement with gearlever position options. An intelligent paddle shift system & a digital gear position indicator unit are available on request.

- Available as direct or overdrive top
- Open face dog design on both gear & drive disc
- Modular gear cluster design allowing easier interchangeability of ratios
- Various ratio options on request
- Various input shaft options available on request
- Maximum recommended 375bhp
- All free running gears run on needle roller bearings
- 80mm shaft centres
 - All alloy casings
 - Gearlever position options on page 15
 - Weight approximately 38kg
 - Optional paddle shift system available
 - Optional digital gear position indicator available

GEAR RATIOS (6-speed spur gears)

1st	2nd	3rd	4th	5th	6th
2.769	2.057	1.579			
2.400	1.840	1.482	1.260	1.104	1.000
2.240	1.694	1.333	1.150	1.000	0.889
2.057					
2.269	1.546	1.217	1.000	0.876	0.811



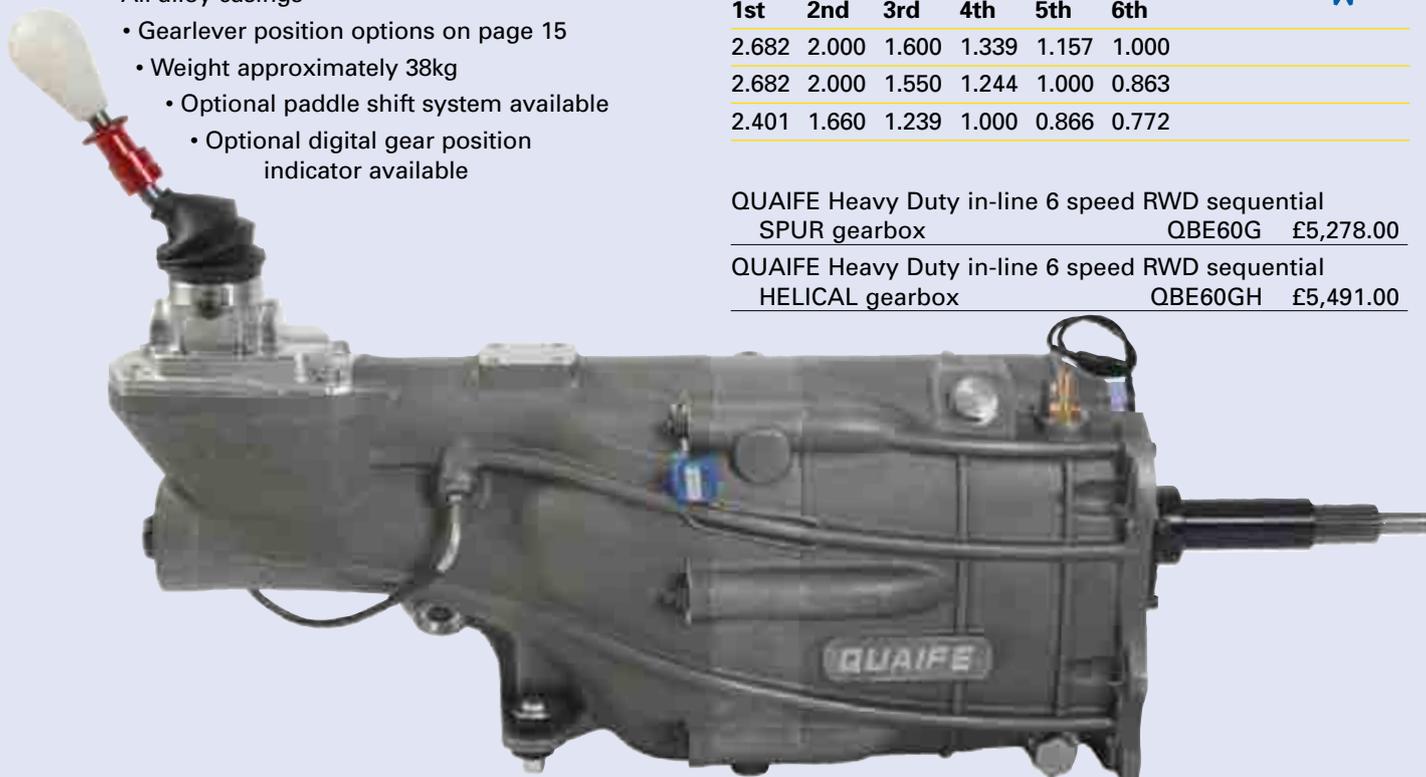
GEAR RATIOS (6-speed helical gears)

1st	2nd	3rd	4th	5th	6th
2.682	2.000	1.600	1.339	1.157	1.000
2.682	2.000	1.550	1.244	1.000	0.863
2.401	1.660	1.239	1.000	0.866	0.772



QUAIFE Heavy Duty in-line 6 speed RWD sequential
SPUR gearbox QBE60G £5,278.00

QUAIFE Heavy Duty in-line 6 speed RWD sequential
HELICAL gearbox QBE60GH £5,491.00



PADDLE SHIFT SYSTEM FOR QUAIFE HEAVY DUTY IN-LINE 6-SPEED SEQUENTIAL GEARBOX

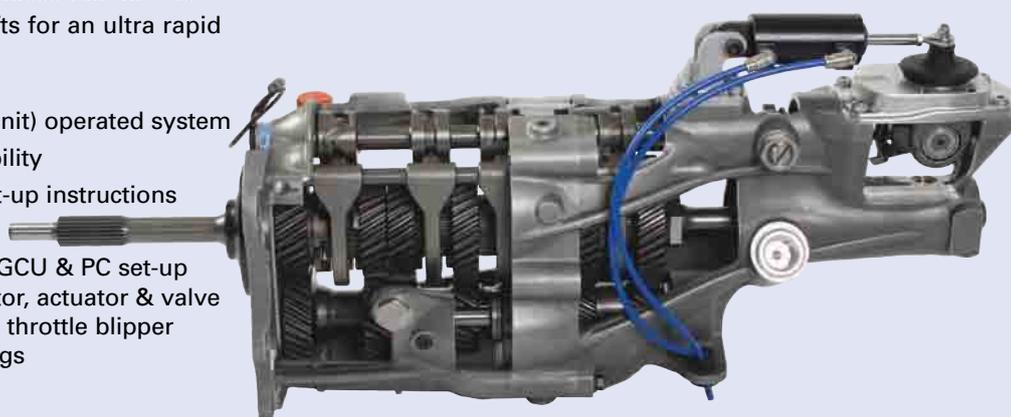
A sophisticated pneumatically operated paddle shift system which allows virtually seamless full throttle up-shifts and clutchless down-shifts for an ultra rapid gear change.

- Closed loop GCU(Gear Control Unit) operated system
- Full on board data logging capability
- Comprehensive installation & set-up instructions
- Eliminates miss-shifts
- Includes gear position indicator, GCU & PC set-up software, compressor, accumulator, actuator & valve assembly, twin paddle assembly, throttle blipper assembly, wiring harness & fittings

QUAIFE paddle shift system

QMPAD

POA



OPTIONAL GEAR LEVERS FOR IN-LINE 6-SPEED SEQUENTIAL GEARBOX



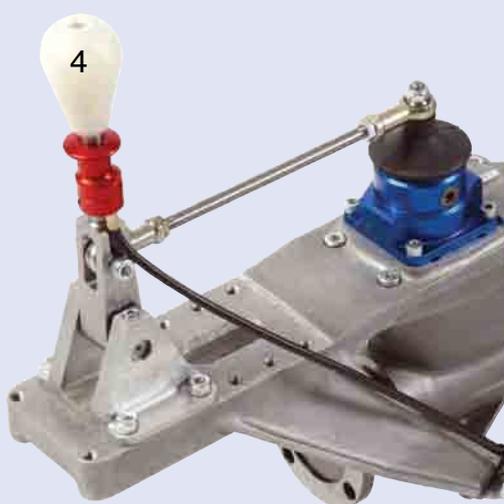
- Long or short versions available
- Remote and offset versions available
- Needle roller bearings ensures smooth, positive action
- Hardened, one piece lever for extra strength
- Complete with nylon gear knob

1. QUAIFE sequential gearlever – standard	QGE60G001	POA
2. QUAIFE sequential gearlever – long	QGE60G007	POA
3. QUAIFE sequential gearlever – long lever/short throw	QGE60G005	POA
4. QUAIFE sequential gearlever – extended remote assembly	QGE60G003	POA
5. QUAIFE sequential gearlever – caterham	QGE60G004	POA
6. QUAIFE sequential gearlever – offset remote assembly	QGE60G002	POA

EXTENDED REMOTE ASSEMBLY

CATERHAM

OFFSET REMOTE ASSEMBLY



OIL PUMP FOR QUAIFE HEAVY DUTY IN-LINE 6 SPEED SEQUENTIAL GEARBOX

A compact, re-circulating oil pump unit that can be fitted to the tail housing of the sequential gearbox.

- Aluminium billet body
- Sintered bronze self-lubricating bearings
- Hardened pump & drive gears



QUAIFE oil pump assembly

QPE60G

POA

DIGITAL GEAR POSITION INDICATOR

- For use with sequential gear box ONLY
- Large display shows gear position
- Lightweight
- Easy to mount



QMLLED

£382.00

69G – EXTRA HEAVY DUTY IN-LINE SEQUENTIAL GEARBOX

- 6-speed with sequential selection
- Dog engagement, straight-cut gears
- Integral oil pump
- 90mm shaft centres
- Rated up to 750bhp
- The next step up from our popular QBE60G unit with similar mounting points
- Range of applications include Ford (various), Nissan 350Z, Dodge Viper, Mazda MX-5, Honda S2000, Land Rover
- Adapter kits available for many other applications, please call
- Optional gear lever positions to suit application

QUAIFE Extra Heavy Duty in-line sequential gearbox
 SPUR QBE69G £6,795.00



Ratios (Spur):

1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	Spur (1:1)
2.759	2.050	1.565				Spur (1:1)
2.435	1.858	1.494	1.217	1.000	0.870	Spur (o/d)
2.759	2.050	1.565				Spur (o/d)
2.063	1.687	1.357	1.151	1.000	0.901	Spur (o/d)
2.211					0.868	Spur (o/d)
					0.790	Spur (o/d)
2.653	1.745	1.306	1.000	0.850	0.762	Spur (2o/d)
2.719	1.994	1.524	1.208	1.000	0.858	Helical

Ratios (Helical):

1st	2nd	3rd	4th	5th	6th	
2.719	1.994	1.524	1.208	1.000	0.858	

QUAIFE Extra Heavy Duty in-line sequential gearbox
 HELICAL QBE69G £7,070.00



QBE69G gearbox Adapter plate to suit QBE60G bellhousings

Nissan 350Z fitment

QBE69G £7,495.00

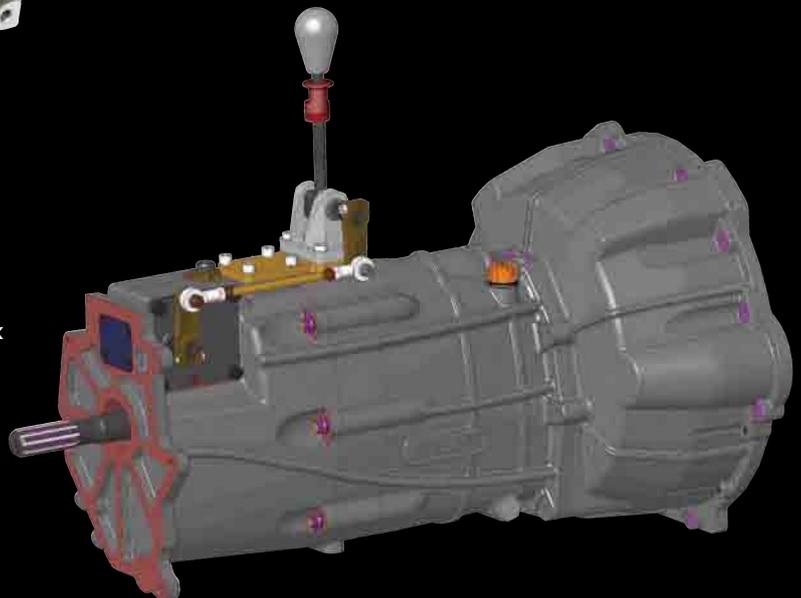


BELL HOUSINGS

BMW 4 cylinder	Q542	POA
BMW 6 cylinder	Q543	POA
BMW V8	Q544	POA
Ford Duratec	Q541	POA
Honda S2000	Q525	POA
Mazda MX5	Q468	POA
Land Rover V8	Q507	POA
Nissan 350Z 2006	Q499	POA
Nissan 350Z 2007	Q466	POA

86G – QUAIFE LAND ROVER 5/6 SPEED SEQUENTIAL GEARBOX

- Uses standard Land Rover/Range Rover transfer box
- Dog engagement straight cut, sequential only
- Oil pump incorporated within the unit
- 90mm shaft centres
- V8 Bellhousing available to suite
- Compatible with existing diff lock mechanism
- Increased strength reverse gear
- Offset gearlever, right hand / left hand



GEAR RATIOS



1st	2nd	3rd	4th	5th	6th
3.079	1.824	1.306	1.000	0.780	0.632
2.653	1.790	1.306	1.000	0.780	

QUAIFE Heavy Duty Land Rover sequential gearbox
QBE86G POA

87G – QUAIFE 4X4 6 SPEED SEQUENTIAL GEARBOX

- Dog engagement straight cut, sequential only
- Oil pump incorporated within the unit
- 90mm shaft centres
- Integral in-line transfer assembly
- Offset gearlever, right hand/left hand
- Various ratios available
- Quaife or plate type diff included
- Bellhousing for RS500 – available from stock
- Bellhousing for other applications, modified in-house
- Optional hydraulic clutch release bearing assembly
- Optional digital gear position indicator

GEAR RATIOS



1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	Spur (1:1)
2.759	2.050	1.565				Spur (1:1)
2.435	1.858	1.494	1.217	1.000	0.870	Spur (o/d)
2.759	2.050	1.565				Spur (o/d)
2.063	1.687	1.357	1.151	1.000	0.901	Spur (o/d)
2.211					0.868	Spur (o/d)
					0.790	Spur (o/d)
2.653	1.745	1.306	1.000	0.850	0.762	Spur (2o/d)
2.719	1.994	1.524	1.208	1.000	0.858	Helical

QUAIFE Extra Heavy Duty 4x4 6-speed sequential gearbox
QBE87G POA

32G – 6-SPEED SEQUENTIAL FWD

- Straight cut gears with open face dog engagement
- 89mm shaft centres
- 16.5mm wide gears
- Maximum recommended 295bhp
- Quaife ATB or optional plate-type differential
- Compact drum-type sequential design for faster gearshift
- Large choice of final drive ratios
- 100mm or tripod output flanges
- Remote gearlever with optional length operating cables
- Hydraulic clutch release bearing asy
- Huge range of bellhousings available to suit many applications

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th
2.615	1.937	1.611	1.350	1.160	1.044

FINAL DRIVE RATIOS

3.824	4.125	4.467	4.857	5.308
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Complete gearbox including bellhousing*	QBE32G	£8,116.00
Gear lever and cable	QMGLL	£504.00
Optional digital gear position indicator	QMLED	£382.00
Drive shaft extension tube	QMEXT	£329.00
Drive shafts	POA	

34G – 6-SPEED SEQUENTIAL FWD

- Narrower than QBE32G for more compact installation
- 89mm shaft centres
- 13.5mm wide gears
- Maximum recommended 250bhp
- Straight-cut or helical gear options
- All other specifications as QBE32G

Ratios

1st	2nd	3rd	4th	5th	6th	
2.615	1.937	1.611	1.350	1.160	1.036	Straight cut
3.105	2.160	1.724	1.394	1.135	0.975	Helical

Final drive ratios

3.100	3.824	4.125	4.467	4.857	5.308	Straight cut
2.917	3.714	3.950				Helical

Complete gearbox including bellhousing*	QBE34G	£8,222.00
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73G – 5-SPEED SEQUENTIAL FWD

- Heavy-duty gearbox for high-torque (such as diesel) power
- 89mm shaft centres
- 18mm wide gears
- Maximum recommended 360bhp
- Compact drum-type sequential design for faster gearshift
- Straight-cut gears
- Casing width as QBE34G for compact installation
- All other specifications as QBE32G

Ratios

1st	2nd	3rd	4th	5th
2.267	1.722	1.368	1.105	0.905

Final drive ratio

4.467

Complete gearbox including bellhousing*	QBE73G	POA
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BELLHOUSINGS TO SUIT FWD

Currently available from stock are bellhousings to suit:

FORD OHV RS2000 / ZETA	Q105	£304.00
FORD ZETEC / FOCUS	Q265	£304.00
FORD MONDEO 4 CYL. 2.0 LITRE "DURATEC"	Q321	£304.00
FORD MONDEO (6-SPEED)	Q394	£304.00
FORD MONDEO V6 (5-SPEED)	Q293	£304.00
FORD IB5 TYPE REAR STARTER	Q482	£304.00
ROVER K SERIES	Q234A	£304.00
VOLKSWAGEN 4 CYLINDER	Q233	£304.00
SEAT	Q233	£304.00
SKODA	Q233	£304.00
VAUXHALL F20 / F28	Q104	£304.00
PEUGEOT	Q129	£304.00
KIA LARGE	Q224	£304.00
KIA SMALL	Q175	£304.00
MAZDA 323	Q224	£304.00
NISSAN	Q128	£304.00
SUZUKI BALENO	Q250	£304.00
TOYOTA	Q337	£304.00
TOYOTA / LOTUS ELISE	Q481	£304.00
HONDA NSX	Q416	£304.00

* Manufacturing costs may be incurred if your application is not listed.



ALFA ROMEO

ALFA ROMEO 5-SPEED COMPLETE GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Includes input shaft, mainshaft, layshaft and reverse gear
- Includes all new synchromesh, selector forks and bearings
- Fits in standard casings with standard gearchange

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.303	1.579	1.206	1.000	0.860



QKE3D POA

ALFA ROMEO 5-SPEED GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Includes input shaft, mainshaft, layshaft and reverse gear
- Fits in standard casings with standard gearchange

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.476	1.667	1.222	1.000	0.857



QKE4D POA



QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9



Alfa Romeo 156 2.5 V6 / 156 GTA / 147 GTA	QDH6E	£645.00
Alfa Romeo 145, 155, Spider, GTV, GT	QDH2K	£585.00

AUDI

AUDI 5-SPEED SYNCHRO TRANSAXLE GEARKIT

- Uses existing output ratio shaft & crownwheel
- Helical, close ratio gears
- Comprises of input shaft, input shaft gears & output shaft gears
- Choice of 23t & 24t clutch spline options
- Needle roller bearings support free running gears

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.583	1.688	1.211	0.905	0.680



QKE2N POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q	£775.00
Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q	£775.00
Audi (rear), A4 Quattro	QDF4Q	£775.00
Audi A3 1.8, 1.8T, Tdi (02J)	QDF10R	£585.00
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R	£585.00
Audi front TT, A3 2WD (02M)	QDF13R	£585.00
Audi front TT Quattro, S3 Quattro 4WD (02M)	QDF14R	£645.00
Audi (front), S4, S6, A6 4.2l (01E)	QDF8Q	£775.00

AUSTIN ROVER GROUP

AUSTIN HEALEY 3000 4-SPEED SYNCHRO

- 4-speed synchromesh gearkit
- Straight cut, close ratio gears
- Includes QUAIFE mainshaft



GEAR RATIOS

1st	2nd	3rd	4th
2.640	1.880	1.430	1:1
2.413	1.722	1.254	1:1

Austin Healey 3000 4-speed synchromesh gearkit	QKE13A	POA
Mainshaft (Direct replacement for original)	D1A1-272	POA
1st-2nd synchro hub & slider	D1A1-632/633	POA
3rd-4th synchro hub & slider	D1A1-634/635	POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

• Austin Healey 3000	QDF13K	£645.00
• Austin Healey Sprite	QDF5K	£550.00
• Austin Rover Mini Cooper S (Hardy Spicer)	QDF14K	£550.00

MINI DRIVE SHAFT KIT

- Converts pop joint diff to Hardy Spicer



QSF40K POA

AUSTIN ROVER MINI / METRO 4-SPEED SYNCHRO (EARLY REMOTE TYPE AND A+ TYPE)

- Straight cut, close ratio gearkit
- Optional Quaife ATB differential
- Now with coated gears for added durability

GEAR RATIOS

1st	2nd	3rd	4th	
2.544	1.731	1.259	1:1	Early Remote Type
2.877	1.827	1.329	1:1	A+ Type
2.544	1.731	1.259	1:1	A+ Type

Mini / Metro 4-speed remote synchromesh gearkit	QKE3A	£568.00
Mini / Metro 4-speed A+ synchromesh gearkit	QKE5A	£568.00

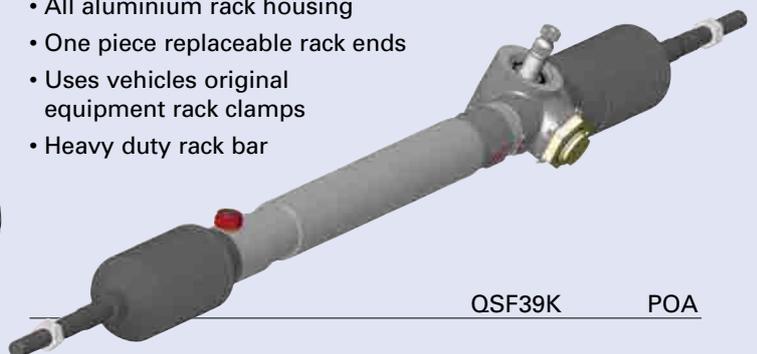


AUSTIN ROVER MINI QUICK RACK & PINION KIT RHD

• 2.23 turns lock to lock	QSF35K	POA
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MINI STEERING RACK

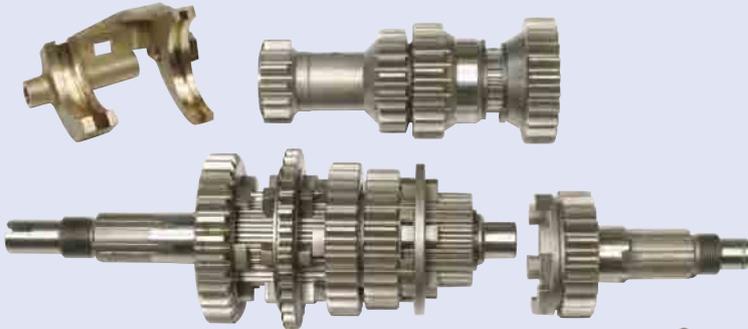
- 2.25 turns lock to lock
- Left and right hand drive applications
- All aluminium rack housing
- One piece replaceable rack ends
- Uses vehicles original equipment rack clamps
- Heavy duty rack bar



QSF39K POA

**AUSTIN ROVER MINI
4-SPEED DOG ENGAGEMENT**

- Straight cut, close ratio dog engagement gearkit
- Latest 4 dog, open face design
- Needle roller bearings support free running gears
- Aluminium bronze super strong selector forks for rod change gearbox



STEEL SELECTOR FORKS

- Hardened steel selector forks for remote gearbox
- Modular laygear



GEAR RATIOS

1st	2nd	3rd	4th
2.362	1.564	1.193	1:1
2.143	1.486	1.193	1:1
1.692	1.441	1.197	1:1



Mini 4-speed dog engagement gearkit QKE15A POA

LAY SPINDLE

- Heavy duty lay shaft available for dog kit
- A+ fitment
- Remote fitment



MINI / METRO DROP GEARS

- Unique floating inner bush and retaining clip
- Heavy duty bronze outer bush
- Kits to suit 1275 & 998 based engines
- Available in 1:1, 1.04 and 1.087 ratios
- Available for A+ and A series gearbox applications



QKE7A POA

CROWN WHEEL AND PINIONS

- Available in 3.381, 3.733, 3.929, 4.231, 4.500 & 4.688 ratios
- LSD (ATB QDF14K and Salisbury type) application
- Standard diff and ATB QDF36K application
- 4.5 ratio standard diff application (Mini 7 racing)
- Wider crown wheel pattern for longevity



QRE8A POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Not only does the ATB represent the very latest gear technology from Quaife but will save the Mini driver money compared with fitting a Salisbury-type diff as it fits directly into a standard transmission without the need for a new crown wheel and pinion or matching output shafts. Suits fast road, track day, rally, auto testing



Austin Rover Mini (Pop Joint) QDF36K POA

DAIMLER CHRYSLER

CHRYSLER NEON T850 5-SPEED SYNCHROMESH GEARKIT

- 5-speed synchromesh gearkit
- Helical cut gears
- Close ratio
- Retains original output shaft and crown wheel
- Optional Quaife ATB differential

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
3.000	2.118	1.609	1.296	1.071

Chrysler Neon T850 5-speed synchro gearkit	QKE18C	POA
Optional QUAIFE ATB differential	QDH1U	£585.00

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B	£775.00
Chevrolet Corvette C6 Z06	QDF24B	£775.00
Chrysler Sebring, Cirrus (Auto 41TE trans)	QDF3I	£645.00
Chrysler PT Turbo	QDH2U	POA
Chrysler 300C 5.7L Hemi / SRT8	QDF9V	£775.00
Dodge Charger SRT-8	QDF9V	£775.00
Dodge Neon, Avenger, Sirrus (Auto 41TE trans)	QDF3I	£645.00
Dodge Neon SRT-4	QDH1U	£585.00
Dodge Viper V10 (Dana 44 axle) Viper 1 upto 2002	QDF9S	£775.00
Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U	£775.00
Dodge Shelby FWD	QDF16B	£585.00

69G – QUAIFE HEAVY DUTY IN-LINE SEQUENTIAL GEARBOX

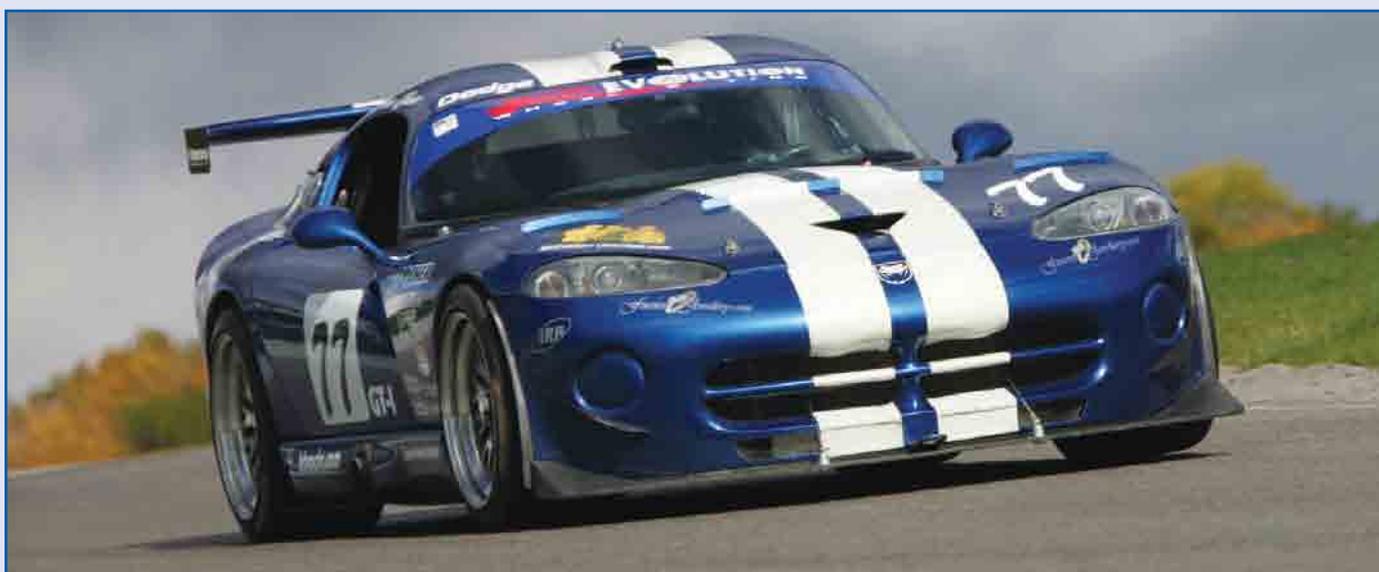
- 6-speed with sequential selection
- Dog engagement, straight cut gears
- Oil pump included
- 90mm shaft centres
- Bellhousing available for Dodge Viper
- Bellhousings for other applications modified in-house
- Various input shaft options available on request
- Rated up to 750bhp
- Gearlever positions options on page 15
- Optional paddle shift system available
- Optional digital gear position indicator
- See pages 15 & 16 for further options



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	straight cut
2.759	2.050	1.494	1.268	1.116	0.870	helical

Quaife 6-speed RWD sequential gearbox	QBE69G	£6,795.00
Quaife Dodge Viper bellhousing	Q264	£614.00
Optional digital gear position indicator	QMLED	£382.00



FORD GEARBOX IDENTIFICATION LIST

2000E 4-speed 'Bullet' Gearbox

Refer to page 31

- Fitted to:
- Cortina Mk1
 - Lotus Cortina Mk1 / 2 -68
 - Escort RS1600 / Mexico
 - Escort Twin Cam



Type 2 4-speed Sport Gearbox

Refer to page 32

- Fitted to:
- All Mk1/2 Escorts excluding RS / Mexico and Twin Cam



Type E 4-speed Rocket Gearbox

Refer to page 24-25

- Fitted to:
- Capri 1.6 / 2.0 82 on
 - Cortina Mk3 2.0
 - Cortina Mk4/5 1.6GT / 2.0 / 2.3
 - Escort RS2000 Mk1 / 2
 - Escort RS Mexico Mk2
 - Sierra 1.6 / 2.0



Type 9 5-speed Sierra Gearbox

Refer to page 26-27

- Fitted to:
- Capri 1.6 / 2.0 02 / 83 on
 - Capri 2.8 11 / 82 on
 - Sierra 1.6 / 1.8 / 2.0 to 12 / 88
 - Sierra XR4i



MT75 5-speed Gearbox

Refer to page 33

- Fitted to:
- Sapphire / Escort Cosworth 4wd
 - Sierra / Granada 2.9 4wd



Borg Warner T5 5-speed Gearbox

Refer to page 30

- Fitted to:
- Sierra / Sapphire
 - Cosworth 2wd



Type IB5 5-speed Gearbox

Refer to page 35-36

- Fitted to:
- Ka
 - Focus 1.4 / 1.6 / 1.8
 - Fiesta
 - Puma
 - Escort Mk6



MTX75 5-speed Gearbox

Refer to page 37

- Fitted to:
- Escort Mk5 / 6 130PS
 - Escort Mk5 / 6 RS2000
 - Mondeo
 - Focus 1.8D / 2.0/RS (not ST170)



Our gearkits for FORD gearboxes use straight cut or high strength helical gears for durability and reduced power loss, except those designed for Group N use. All Quaife synchromesh gearkits retain the original synchro parts and selector mechanisms. Heavy duty gearkits use Quaife manufactured mainshafts and all free running gears run on precision roller bearings. Some reconditioned parts are used during gearbox assembly. The Ford Rocket Clubman gearkit is fitted into a standard RS2000. MK4 Cortina 2000 gear case. The heavy duty synchro and dog boxes require the use of the Ford heavy duty gear case, or a modified standard case. Some gearboxes are supplied on an exchange basis and a surcharge will be levied pending the return of a serviceable donor unit.

ALL QUAIFE ROCKET-SIERRA GEARBOXES USE RE-CONDITIONED CRACK-TESTED MAINCASES.

FORD ROCKET HEAVY DUTY SYNCHRO (TYPE E)

- Needle roller bearings support free running gears
- Includes Quaife mainshaft and alloy top cover
- Straight cut close ratio gears
- Layshaft assembled using separate gears
- Choice of input shaft lengths
- Large choice of ratios
- Maximum recommended power – 250 bhp
- Optional alloy maincase, gear lever, steel baulk rings, heavy duty operating block and short tailcase available (see pages 27-28)
- Alternative ratios available £POA

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	
2.390	1.690	1.340	1:1	Rally
2.040	1.540	1.210	1:1	Race
2.390	1.690	1.610	1:1	Hot Rod
1.830	1.380	1.140	1:1	Ultra Close
2.200	1.540	1.210	1:1	Rallycross

Ford Rocket 4-speed heavy duty synchromesh gearbox
QBE2Z

(Steel maincase) £1,300.00

(Alloy maincase) £1,693.00

(with exchange gearbox or £195.00 surcharge)

Ford Rocket 4-speed heavy duty synchromesh gearkit

QKE2Z £886.00

FORD ROCKET HEAVY DUTY DOG ENGAGEMENT (TYPE E)

- Available as a complete gearbox only
- Latest 4 dog, open face design
- Needle roller bearings support free running gears
- Choice of input shaft length
- Large choice of ratios
- Includes Quaife gear lever and alloy top cover
- Only available with alloy maincase
- Maximum recommended power – 250bhp
- Alternative ratios available £POA

GEAR RATIOS (BASE SET)

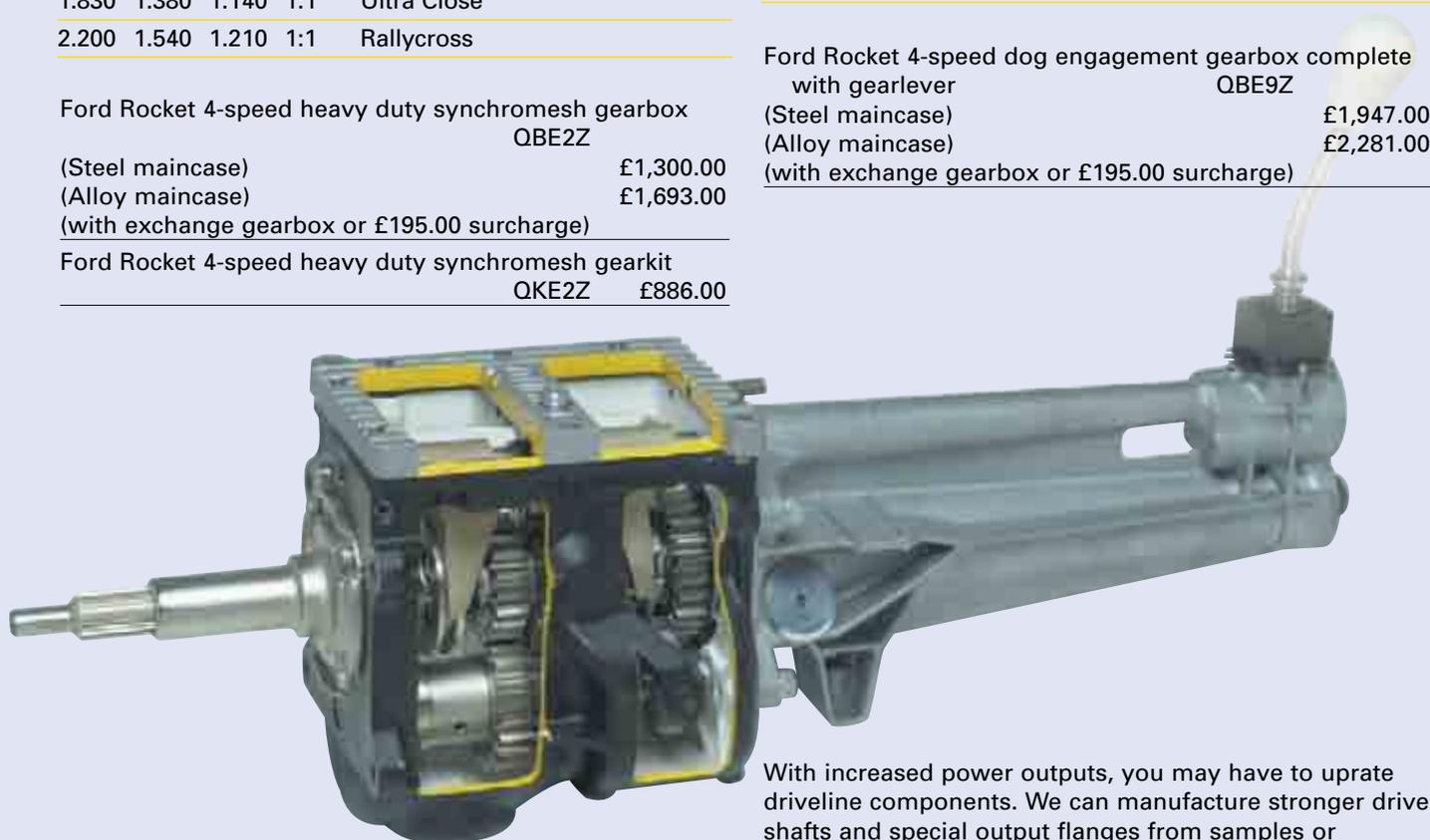
1st	2nd	3rd	4th	
2.390	1.690	1.340	1:1	Rally
2.040	1.540	1.210	1:1	Race
2.390	1.690	1.610	1:1	Hot Rod
1.830	1.380	1.140	1:1	Ultra Close
2.200	1.540	1.210	1:1	Rallycross

Ford Rocket 4-speed dog engagement gearbox complete
with gearlever QBE9Z

(Steel maincase) £1,947.00

(Alloy maincase) £2,281.00

(with exchange gearbox or £195.00 surcharge)



With increased power outputs, you may have to uprate driveline components. We can manufacture stronger drive shafts and special output flanges from samples or drawings to suit any installation. See pages 72-74

FORD ROCKET CLUBMAN SYNCHRO (TYPE E)

- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft
- Maximum recommended power – 190bhp / 7500rpm
- Optional alloy maincase, alloy top cover, gear lever, steel baulk rings and heavy duty operating block available
- Alternative ratios available £POA



GEAR RATIOS (BASE SET)



1st	2nd	3rd	4th	
2.480	1.690	1.210	1:1	Rally / Race
2.480	1.690	1.610	1:1	Hot Rod
2.290	2.070	1.950	1:1	BRiSCA F2
3.030	2.070	1.950	1:1	Spedeworth

Ford Rocket 4-Speed Clubman synchromesh gearbox
QBE6Z

(Steel maincase) £1,300.00
(Alloy maincase) £1,693.00
(with exchange gearbox or £195.00 surcharge)

Ford Rocket 4-Speed Clubman synchromesh gearkit
QKE6Z £557.00

FORD ROCKET SHORT TAILCASE

- Available for heavy duty and dog Rocket gearboxes
- Suits Sierra gear lever
- Moves gear lever and prop shaft 10" forward
- Gives improved universal joint angles
- Ideal for Clubman type sports cars
- Rocket or Bullet output spline available



Ford Rocket 4-sp heavy duty synchro gearbox
(as page 24) with short tailcase and lever
QBE2ZSTC

(Steel maincase) £1,539.00
(Alloy maincase) £1,937.00
(with exchange gearbox or £125.00 surcharge)

Ford Rocket 4-speed dog engagement gearbox
(as page 24) with short tailcase and lever
QBE9ZSTC

(Steel maincase) £2,069.00
(Alloy maincase) £2,435.00
(with exchange gearbox or £125.00 surcharge)

Short tailcase conversion kit to fit to customers
Quaife gearbox (synchro) STC001 £478.00

Short tailcase conversion kit to fit to customers
Quaife gearbox (dog) STC002 £478.00



HEAVY DUTY OPERATING BLOCK

- Fits Rocket and Sierra gearboxes
- Made in one piece from steel billet
- Direct replacement – no modifications required



E2Z169 £73.00

FORD ROCKET RANGE CHANGE GEARBOX

- Gives instant 'axle ratio change' e.g. 4.6 to 5.1
- Range change achieved by just twisting the gear lever
- Can be changed in any gear
- Overall gearbox length remains the same
- Dog engagement or synchromesh versions
- Also available as a conversion kit
- Includes Quaife gear lever
- Choice of input shaft length
- Complete gearbox includes alloy top cover
- Optional steel baulk rings and heavy duty operating block for synchro gearbox available (see page 25 & 28)
- Optional alloy maincase (see below)

GEAR RATIOS (BASE SET)



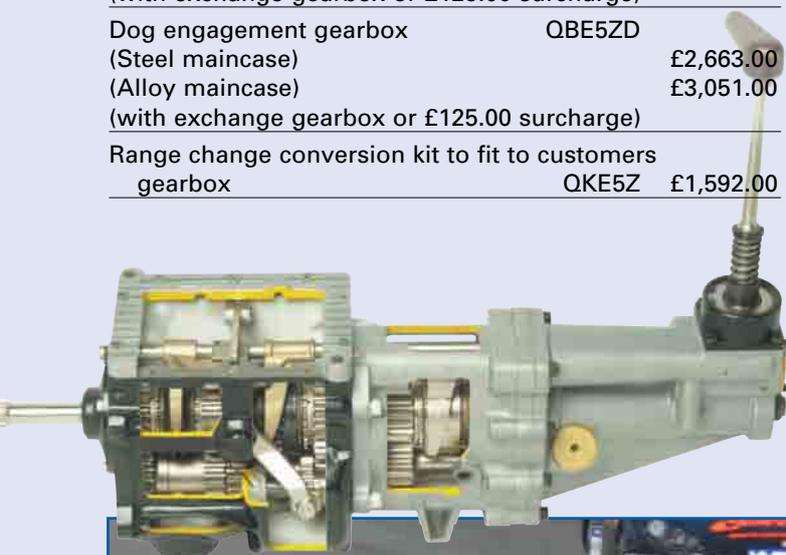
1st	2nd	3rd	4th	
2.040	1.540	1.210	1:1	Gearbox ratios
2.280	1.720	1.360	1.120	Under drive ratios

Complete 4-speed range change Synchromesh gearbox
QBE5ZS

(Steel maincase)	£2,334.00
(Alloy maincase)	£2,716.00
<u>(with exchange gearbox or £125.00 surcharge)</u>	

Dog engagement gearbox	QBE5ZD
(Steel maincase)	£2,663.00
(Alloy maincase)	£3,051.00
<u>(with exchange gearbox or £125.00 surcharge)</u>	

Range change conversion kit to fit to customers gearbox	QKE5Z	£1,592.00
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FORD SIERRA 5-SPEED CLUBMAN SYNCHRO GEARKIT (TYPE 9)

- Straight cut close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft
- Choice of input shaft length
- Maximum recommended power – 190bhp / 7500rpm
- Helical version also available
- Optional alloy case, alloy top cover, gear lever, steel baulk rings and heavy duty operating block available (see pages 25 & 28)
- Alternative ratios available £POA



GEAR RATIOS (BASE SET)



1st	2nd	3rd	4th	5th
2.040	1.540	1.210	1:1	0.870
2.200	1.690			0.930
2.390				
2.745				

Ford Sierra 5-speed Clubman synchromesh gearbox
QBE13Z

(Steel maincase)	£1,194.00
(Alloy maincase)	£1,756.00
<u>(with exchange gearbox or £125.00 surcharge)</u>	

Ford Sierra 5-speed Clubman synchromesh gearkit
QKE13Z £770.00

Ford Sierra 5-speed Clubman, semi-helical synchromesh gearkit
QKE24Z £922.00



FORD SIERRA 5-SPEED HEAVY DUTY SYNCHRO (TYPE 9)

- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Choice of input shaft length
- Maximum recommended power – 250bhp
- Optional alloy case, gear lever, steel baulk rings and heavy duty operating block available (see pages 25 & 28)
- Alternative ratios available £POA



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.040	1.540	1.210	1:1	0.870
2.200	1.690			0.930
2.390				

Ford Sierra 5-speed heavy duty synchromesh gearbox
QBE15Z

(Steel maincase) £1,724.00

(Alloy maincase) £2,281.00

(with exchange gearbox or £125.00 surcharge)

Ford Sierra 5-speed heavy duty synchromesh gearkit
QKE15Z £1,162.00

Ford Sierra 5-speed heavy duty semi-helical, synchromesh gearkit
QKE31Z £1,314.00

FORD 5-SPEED SIERRA DOG ENGAGEMENT (TYPE 9)

- Available as a complete gearbox only
- Latest 4 dog open face design
- Needle roller bearings support free running gears
- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Choice of input shaft length
- Large choice of ratios
- Includes Quaife gear lever and alloy top cover
- Only available with alloy maincase (see page 28)
- Maximum recommended power – 250bhp
- Alternative ratios available £POA

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.040	1.540	1.210	1:1	0.870
2.200	1.690	1.340		0.930
2.390				

Ford Sierra 5-speed dog engagement gearbox with gear lever
QBE22Z £3,130.00
(with exchange gearbox or £125.00 surcharge)



78G HEAVY DUTY IN-LINE 3-SPEED HOT-ROD GEARBOX WITH QUICK-CHANGE RATIOS

The Quaife heavy duty in-line 3-speed RWD sequential Hot-Rod gearbox has been developed with the Ford Rocket/Type 9 user in mind, with easy access quick-change gears for rapid ratio replacement without the need to rebuild the complete gearbox.

- Gearbox ratios and quick-change ratio options available on request
- Similar dimensions to Ford Rocket/Type 9
- 3-speed open face dog engagement design on both gear and drive disc
- 4-speed lightened modular gear cluster ratio options available on request
- All-alloy casings

- Sequential gearchange operation
- Lightweight remote gear-change lever extension

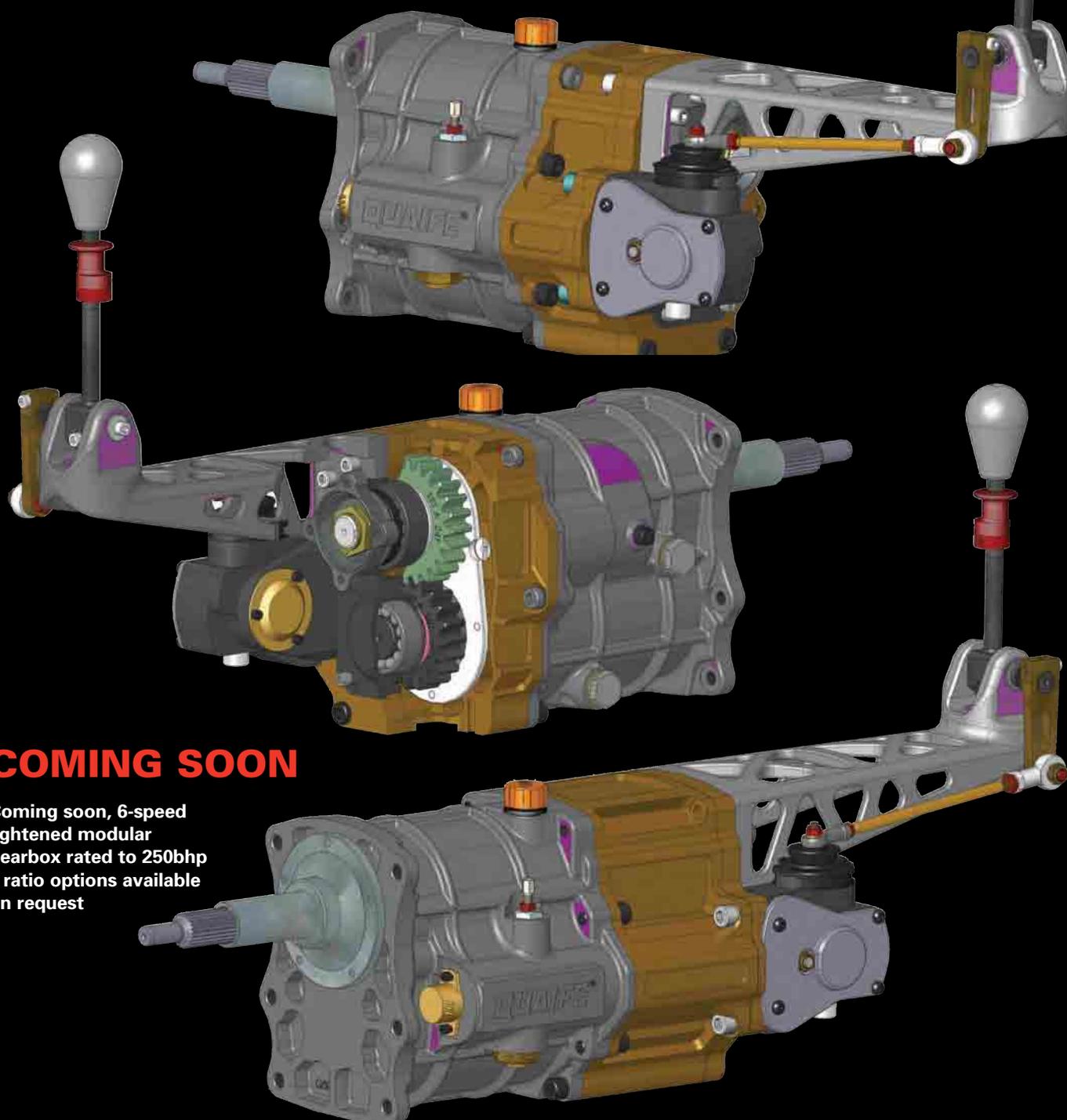
Example base ratio set

1st	2nd	3rd
2.400	1.690	1.640

By replacing quick-change gear ratio

Overall ratio set changed to

1st	2nd	3rd
2.290	1.610	1.560



COMING SOON

Coming soon, 6-speed lightened modular gearbox rated to 250bhp – ratio options available on request

FORD ROCKET AND SIERRA 5-SPEED ALLOY ACCESSORIES

- Rocket alloy maincase saves approximately 3.7 kg
- Sierra alloy maincase saves approximately 4.5 kg
- Alloy top cover assists rigidity of maincase

FORD ROCKET AND SIERRA GEAR LEVERS

- Short lever throw for quicker gear change
- Spherical bearing ensures smooth, positive action
- Hardened, one piece lever for extra strength
- Long or short versions available
- Nylon gear knob available for Quaife or standard levers



Ford Rocket alloy maincase (4-sp heavy duty)	QMAMC4	£385.00
Ford Rocket alloy maincase (4-sp clubman)	QMAMCCL	£385.00
Ford Sierra alloy maincase (5-sp heavy duty)	QMAMC5	£385.00
Layshaft spindle (required with 5sp alloy maincase if not used with Ford stub)	E14Z1-39	£54.00
Alloy top cover – 4-speed	QMATC4	£54.00
Alloy top cover – 5-speed	QMATC5	£65.00
Ford Sierra alloy nose cone with steel over tube	E15Z1-23	£52.00
Ford 4-speed Rocket alloy nose cone with steel over tube	E2Z1-119	£52.00
Ford 4-speed Rocket cast iron nose cone	E2Z1-129	£45.00
QUAIFE breather bottle	QMBBA	£37.00

Ford Rocket 4-speed gear lever (long) 10mm thread	QGE2Z001	£78.00
Ford Rocket 4-speed gear lever (short) 10/12mm thread	QGE2Z002	£78.00
Ford Rocket 4-speed gear lever (long) 10mm thread (3 bolt tailcase)	QGE2Z003	£78.00
Ford Sierra 5-speed gear lever (long) 10mm thread	QGE11Z001	£78.00
Ford Sierra 5-speed gear lever (short) 12mm thread	QGE11Z002	£78.00
Ford Sierra 5-speed Caterham gear lever 3/8" UNC thread	QGE11Z003	£78.00
Nylon gear knob (10mm thread)	QGE11Z004	£15.00
Nylon gear knob (12mm thread)	QGE11Z005	£15.00

STEEL BAULK RINGS

Ford Rocket/Sierra steel baulk rings 1st-2nd	E13Z1-25	£75.00
Ford Sierra steel baulk rings 3rd-4th	E13Z1-26	£75.00
Ford Rocket steel baulk rings 3rd-4th	E2Z1-89	£75.00
Ford Bullet steel baulk rings 1st-2nd	E3Z1-21	POA
Ford Bullet steel baulk rings 3rd-4th	E3Z1-22	POA
Ford RS200 steel baulk rings – all gears	D1A1-677	£91.00



All 26Z gearboxes, spares & servicing available exclusively from Competition Transmission Services

26Z FORD ROCKET / SIERRA 5/6-SPEED SEQUENTIAL GEARBOX

- Straight cut, dog engagement gears
- NEW 6-speed helical gearbox option available
- Latest 4 dog open face design
- Same overall dimensions as original Ford gearbox
- Choice of input shaft length
- Only available with alloy maincase
- Optional digital gear position indicator
- Optional forward or rearward gear lever position
- Rearward lever gives more dash clearance for Caterham/Westfield installations
- Maximum recommended power – 250bhp



5-speed dog engagement gearbox with top gear 1:1 QBE26Z511(Alloy maincase)	POA
5-speed dog engagement gearbox with 4th 1:1 and 5th overdrive QBE26Z5OD (Alloy maincase)	POA
6-speed dog engagement gearbox with top gear 1:1 QBE26Z611 (Alloy maincase)	POA
6-speed dog engagement gearbox with 5th 1:1 and 6th overdrive QBE26Z6OD (Alloy maincase)	POA
6-speed dog engagement, helical gearbox with 5th 1:1 and 6th overdrive QBE26Z6H (Alloy maincase)	POA

AUDI 5 SPEED SYNCHRO TRANSAXLE GEARKIT

- uses existing output ratio shaft & crownwheel
- helical, close ratio gears
- comprises of input shaft, input shaft gears & output shaft gears
- choice of 23t & 24t clutch spline options
- needle roller bearings support free running gears

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.583	1.688	1.211	0.905	0.680

QKE2N POA

BORG WARNER T5 5-SPEED SYNCHROMESH GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- Layshaft 5th gear redesigned to use needle bearing
- Cosworth and TVR options
- Standard and close ratios available
- Retains original mainshaft
- Includes strengthened selector forks (available separately to use with standard gearkit)



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	
2.915	1.932	1.323	1.000	0.795	STD
2.527	1.675	1.259	1.000	0.867	Close

Borg Warner T5 5-speed synchromesh gearkit
QKE40Z POA



STRENGTHENED SELECTOR FORKS

• Available separately to use with standard gearkit
QKE40Z005 POA

BORG WARNER REPLACEMENT PARTS

T5 Helical 5th Gear		
• Strengthened helical gear pair	D2B104/05	POA
T5 Straight cut 5th Gear		
• An even stronger gear pair but not as quiet running as helical	D2B106/07	POA
T5 1st-2nd Synchro slider	D2B109	POA
T45 Helical 5th gear		
• Strengthened helical gear pair	D2B102/03	POA

FORD BULLET SYNCHRO (2000E)

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing
- Optional steel baulk rings available
- Standard length or short mainshaft (below)



GEAR RATIOS



1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Ford Bullet 4-speed synchromesh gearkit	QKE3Z	£833.00
Ford Bullet steel baulk rings 1st-2nd	E3Z1-21	POA
Ford Bullet steel baulk rings 3rd-4th	E3Z1-22	POA
Ford Bullet cast iron nose cone	E3Z1-25	POA

FORD BULLET DOG ENGAGEMENT (2000E)

- Dog engagement for faster gear change
- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing



GEAR RATIOS



1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Ford Bullet 4-speed dog engagement gearkit	QKE18Z	POA
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All 26Z gearboxes, spares & servicing available exclusively from Competition Transmission Services

26Z FORD ROCKET / SIERRA 5/6-SPEED SEQUENTIAL GEARBOX

- Straight cut, dog engagement gears
- NEW 6-speed helical gearbox option available
- Latest 4 dog open face design
- Same overall dimensions as original Ford gearbox
- Choice of input shaft length
- Only available with alloy maincase
- Optional digital gear position indicator
- Optional forward or rearward gear lever position
- Rearward lever gives more dash clearance for Caterham/Westfield installations
- Maximum recommended power – 250bhp



5-speed dog engagement gearbox with top gear 1:1 QBE26Z511(Alloy maincase)	POA
5-speed dog engagement gearbox with 4th 1:1 and 5th overdrive QBE26Z5OD (Alloy maincase)	POA
6-speed dog engagement gearbox with top gear 1:1 QBE26Z611 (Alloy maincase)	POA
6-speed dog engagement gearbox with 5th 1:1 and 6th overdrive QBE26Z6OD (Alloy maincase)	POA
6-speed dog engagement, helical gearbox with 5th 1:1 and 6th overdrive QBE26Z6H (Alloy maincase)	POA

AUDI 5 SPEED SYNCHRO TRANSAXLE GEARKIT

- uses existing output ratio shaft & crownwheel
- helical, close ratio gears
- comprises of input shaft, input shaft gears & output shaft gears
- choice of 23t & 24t clutch spline options
- needle roller bearings support free running gears

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
2.583	1.688	1.211	0.905	0.680

QKE2N POA

BORG WARNER T5 5-SPEED SYNCHROMESH GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- Layshaft 5th gear redesigned to use needle bearing
- Cosworth and TVR options
- Standard and close ratios available
- Retains original mainshaft
- Includes strengthened selector forks (available separately to use with standard gearkit)



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	
2.915	1.932	1.323	1.000	0.795	STD
2.527	1.675	1.259	1.000	0.867	Close

Borg Warner T5 5-speed synchromesh gearkit
QKE40Z POA



STRENGTHENED SELECTOR FORKS

• Available separately to use with standard gearkit
QKE40Z005 POA

BORG WARNER REPLACEMENT PARTS

T5 Helical 5th Gear		
• Strengthened helical gear pair	D2B104/05	POA
T5 Straight cut 5th Gear		
• An even stronger gear pair but not as quiet running as helical	D2B106/07	POA
T5 1st-2nd Synchro slider	D2B109	POA
T45 Helical 5th gear		
• Strengthened helical gear pair	D2B102/03	POA

FORD BULLET SYNCHRO (2000E)

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing
- Optional steel baulk rings available
- Standard length or short mainshaft (below)



GEAR RATIOS



1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Ford Bullet 4-speed synchromesh gearkit	QKE3Z	£833.00
Ford Bullet steel baulk rings 1st-2nd	E3Z1-21	POA
Ford Bullet steel baulk rings 3rd-4th	E3Z1-22	POA
Ford Bullet cast iron nose cone	E3Z1-25	POA

FORD BULLET DOG ENGAGEMENT (2000E)

- Dog engagement for faster gear change
- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing



GEAR RATIOS



1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Ford Bullet 4-speed dog engagement gearkit	QKE18Z	POA
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FORD ESCORT SPORT SYNCHRO (TYPE 2)

- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft



GEAR RATIOS

1st	2nd	3rd	4th
2.500	1.640	1.220	1:1

Ford Escort Sport 4-speed synchromesh gearbox	QBE12Z	£1,019.00
Ford Escort Sport 4-speed synchromesh gearkit	QKE12Z	£717.00

FORD CAPRI 3.0 SYNCHRO (Type 5)

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft

GEAR RATIOS

1st	2nd	3rd	4th
2.420	1.690	1.250	1:1

Ford Capri 3.0 4-speed synchromesh gearkit	QKE8Z	£876.00
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PINTO CAMSHAFT PULLEY

- Peg vernier adjustment
- Ensures accurate valve timing
- Steel or alloy versions

Pinto camshaft pulley – alloy	QEPPA	£54.00
Pinto camshaft pulley – steel	QEPPS	£43.00

QUAIFE FORD ATB DIFFERENTIALS

For technical details, please see pages 3-9

Ford English (22t or 16t spline)	QDF5Z	£450.00
• Available with English or Atlas Capri spline		
Ford Atlas (16t or 18t spline)	QDF6Z	£645.00
• Available with Capri or Group 4 ZF spline		
Ford Atlas ZF spline (pad type)	QDF6ZP	POA
• Available with Capri or Group 4 ZF spline		
Ford Granada MK1 & MK2	QDF48Z	£645.00

QUAIFE PARTS FOR ENGLISH / ATLAS AXLES

Two piece shafts & axle kits. Please see pages 72-75

QUAIFE RACK & PINION KITS

For technical details, please see page 76-78

ZF COMPONENTS AND SIDE GEARS

ZF S5/18 transmission



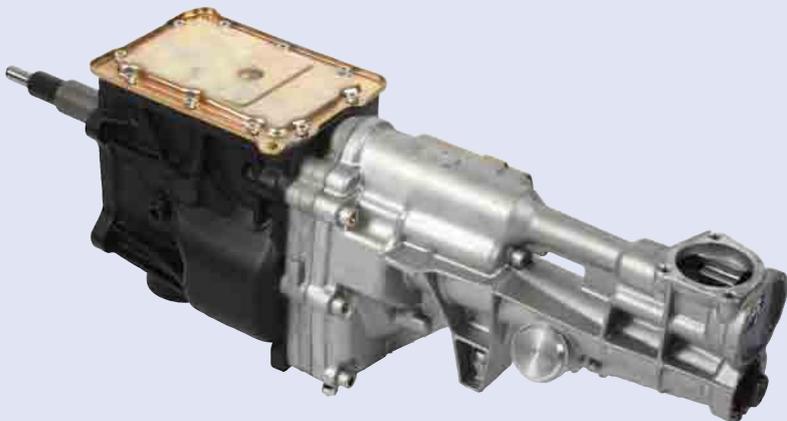
ZF input pair	QMD1V001	£404.00
ZF gear lever	D1A1139	£160.00
ZF side gears (each)	F1A160	£78.00



FORD RECONDITIONED PARTS

- Complete units using all new bearings, seals and gaskets

RECONDITIONED FORD SIERRA 5-SPEED SYNCHRO (TYPE 9)



QBE37Z POA

RECONDITIONED COMPLETE SIERRA 7" ATB DIFFERENTIAL ASSEMBLY



Ford Sierra 7" QUAIFE ATB diff assembly (uses recon cases & CWP) QAF15Z £1,025.00

Ford Sierra 7" QUAIFE ATB diff assembly with flanges (uses recon cases & CWP) QAF15ZFL £1,236.00

FORD ESCORT / SIERRA / SAPPHIRE COSWORTH 4X4

FORD MT75 GROUP N SYNCHRO GEARKIT

- Direct replacement for original gearkit
- Helical gears
- Homologated group N ratios
- Specially strengthened gears for improved durability

GEAR RATIOS

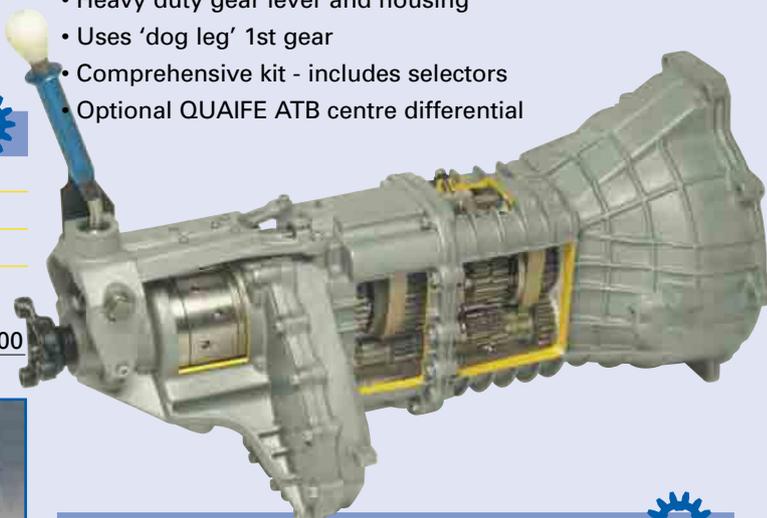
1st	2nd	3rd	4th	5th
3.608	2.046	1.373	1:1	0.828
3.075	2.063	1.418	1:1	0.825

Ford Escort / Sierra 4X4 5-speed synchromesh gear kit QKE20Z £3,178.00



FORD MT75 DOG ENGAGEMENT

- Straight cut, close ratio gears
- 1:1 5th gear – designed for group A use
- Special strengthened gear case
- Heavy duty gear lever and housing
- Uses 'dog leg' 1st gear
- Comprehensive kit - includes selectors
- Optional QUAIFE ATB centre differential



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.649	1.909	1.515	1.227	1:1

Ford Escort / Sierra 4x4 MT75 5-speed dog engagement gearbox including interlock, top block, gearlever and centre case fitted with standard differential QBE17Z £7,427.00

Ford Escort / Sierra 4x4 MT75 5-speed dog engagement gearkit including gear lever and centre case QKE17Z £5,040.00

FORD ESCORT / SIERRA 6 1/2" 4X4 HEAVY DUTY FRONT DIFFERENTIAL CASE



F18Z102 £760.00

COSWORTH CAMSHAFT PULLEY

- Peg vernier adjustment
- Ensures accurate valve timing
- Steel or alloy versions



Cosworth YB camshaft pulley – alloy QEPCA £54.00
 Cosworth YB camshaft pulley – steel QEPCS £43.00

QUAIFE FORD ATB DIFFERENTIALS

For technical details, please see pages 3-9



ATB centre differentials MT75 (only fits with Quaife dog gear kit)	QDF17Z	POA
Ford Escort / Sierra 6 1/2" 4x4 heavy duty front differential case	F18Z102	£760.00
Ford Escort / Sierra 6 1/2" 4x4 front	QDF16Z	£585.00
Ford Escort Cosworth rear, XR4x4 (including flanges)	QDF15ZFL	£775.00
Ford Sierra 7 1/2" rear (including flanges)	QDF14ZC/S	£775.00
Ford Sierra Cosworth 7 1/2" front (including shafts)	QDF14ZF	£775.00
Ford Sierra 9" rear incl. flanges (RS500)	QDF21Z	POA

SIERRA GROUP A TYPE UPRIGHT

- Stronger and lighter than original parts
- Made from heat treated LM25 alloy or magnesium

Please refer to page 71 (MacPherson strut-type uprights)

D-1A1-671 £397.81



FORD FRONT WHEEL DRIVE



“The really good news for a front-wheel drive car is the vast amount of traction available – and a marked lack of torque steer. Much of this is due to the Quaife Automatic Biasing Differential.

By sensing which wheel has better grip and biasing power to it without ever completely removing power from the other wheel, the Quaife ATB helps the Focus RS maintain traction and cornering ability – without the need for electronic traction aids”

Ford Motor Company

FORD FIESTA / ESCORT / ORION 5-SPEED SYNCHRO (BC TYPE)

- Complete gearkit, including input and output shafts
- Straight cut, close ratio gears
- All output shaft gears run on needle roller bearings
- Alternative 1st, 2nd, 4th and 5th gear ratios
- May require an operating arm on post 1987 gearboxes (additional cost)
- Large range of final drive ratios
- Turbo, large synchro type also available
- Optional Quaife ATB differential
- Maximum recommended power – 175bhp



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.580	1.870	1.420	1.190	1.040
2.153	1.733		1.130	0.960
				0.920

FINAL DRIVE RATIOS

3.850	4.080	4.380	4.540	4.690	4.910	5.080
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Ford Fiesta / Escort / Orion 5-speed synchromesh gearkit, including final drive ratio	QKE16Z	£1,406.00
Additional final drive ratio	QRE16Z	£552.00
Modified customers' operating arm		POA

FORD KA / PUMA / FOCUS / FIESTA ST150 5-SPEED SYNCHRO (IB5 type)

- Used with latest type synchromesh
- Complete gearkit, including input and output shafts
- Straight cut, close ratio gears
- All output shaft gears run on needle roller bearings
- Alternative 5th gear ratio
- Optional Quaife ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.580	1.870	1.420	1.130	1.040
				0.920

FINAL DRIVE RATIOS

3.857	4.083	4.380	4.540	4.690	4.910	5.080
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Ford Ka / Puma / Focus 5-speed synchromesh gearkit including final drive ratio	QKE25Z	£1,406.00
Additional final drive ratio	QRE25Z	£552.00

FINAL DRIVE RATIO

- Runs with standard IB5 gearbox internals
- Ratio options 4.917 or 5.08

	E-33Z1-03/E-16Z-29 (4.917)	POA
	E-33Z1-02/E-16Z1-33 (5.08)	POA

FORD FIESTA / FOCUS / PUMA / KA (IB5) SEQUENTIAL GEARKIT PACKAGE

Quaife has developed a five speed sequential gearkit for the IB5 gearbox models as fitted to the Ford Fiesta, Focus, Puma and KA Mk1, which transforms the performance of these cars.

Designed as a direct replacement for the standard five speed H-pattern Ford transmission, the Quaife five speed sequential gearkit package includes a specially strengthened outer gearbox casing and sequential gearchange mechanism, which features a compact, drum style design for an ultra rapid gear shift. Careful design by Quaife to utilise the original bellhousing half of the casing, allows the retention of the original clutch, differential, driveshafts and mounting points.

The standard Ford gearbox uses road orientated gearing so Quaife has heavily revised the gear ratios on the sequential gearbox, making them ideal for circuit and rally use. The new optimised gearing features a choice of seven overall final drives and a set of close ratio intermediate gears with a straight cut tooth form. These design elements enable Quaife to minimise transmission power losses and allow drivers to easily keep the Ford engine working in its power band, while delivering a top speed more suited to the needs of competition.

We have also developed a five speed H-pattern dog engagement gearkit for this transmission. Featuring the same ratios and fitting directly into the standard gearbox casings, this gearkit is the ideal solution for those who are not allowed to use the sequential option.



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.580	1.870	1.420	1.130	1.040
0.920				

FINAL DRIVE RATIOS

3.857	4.083	4.380	4.540	4.690	4.910	5.080
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Ford Fiesta/Focus/Puma/KA (IB5) 5 speed dog engagement gearkit	QKE35Z	£2495.00
Additional final drive ratio	QRE35Z	£552.00



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.580	1.870	1.420	1.130	1.040
0.920				

FINAL DRIVE RATIOS

3.857	4.083	4.380	4.540	4.690	4.910	5.080
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Ford Fiesta/Focus/Puma/KA (IB5) 5-speed sequential gearkit package includes the new transmission housing, gear lever and cable

	QKE38Z	£3975.00
Additional final drive ratio	QRE38Z	£552.00
Optional gear position indicator	QMLLED	£370.80

QUAIFE FORD ATB DIFFERENTIALS

For technical details, please see pages 3-9

Escort / Fiesta / Focus / Ka / Orion / Puma ATB differential*	QDF7Z	£550.00
Ford MTX75 / Contour (USA) / Focus / Mondeo / RS2000	QDF20Z	£550.00
Ford Focus SVT (6-speed Getrag) ST170	QDF38Z	£550.00
Ford Focus ST – M66	QDF13J	£585.00
Ford BC/IB5 Spool	QDF47Z	POA
*Optional drive flange for 100mm Iobro joint	F7Z4-32	£144.00
Ford Ka MkII (2008+)	QDH3K	£585.00

FORD ESCORT / MONDEO MTX75 5-SPEED SYNCHRO GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- Needle roller bearings support free running gears
- Final drive ratio included
- Optional strengthened selector forks
- Optional Quaife ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.643	1.824	1.400	1.130	0.962

FINAL DRIVE RATIOS

3.625	3.824	4.062	4.250	4.600	4.857
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Ford Focus MTX75 5-speed synchromesh gearkit

QKE28Z £1,656.00

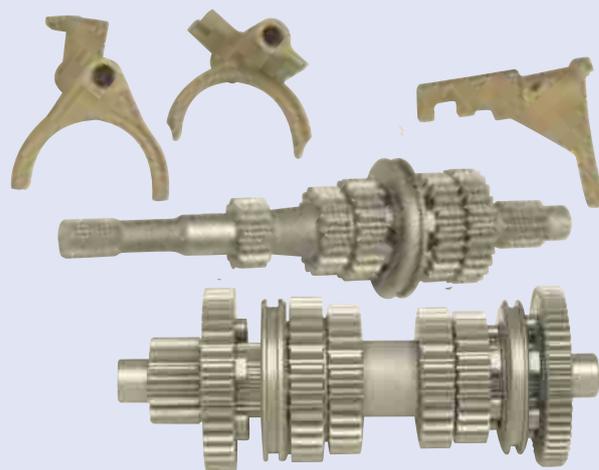
Additional final drive ratio

QRE28Z £552.00



FORD ESCORT / FOCUS / MONDEO MTX 75 DOG ENGAGEMENT

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Choice of 1st gear ratios
- Final drive ratio included
- Comprehensive kit - includes selectors
- Optional Quaife ATB differential
- For fitment to Escort, shorten input shaft by 11mm

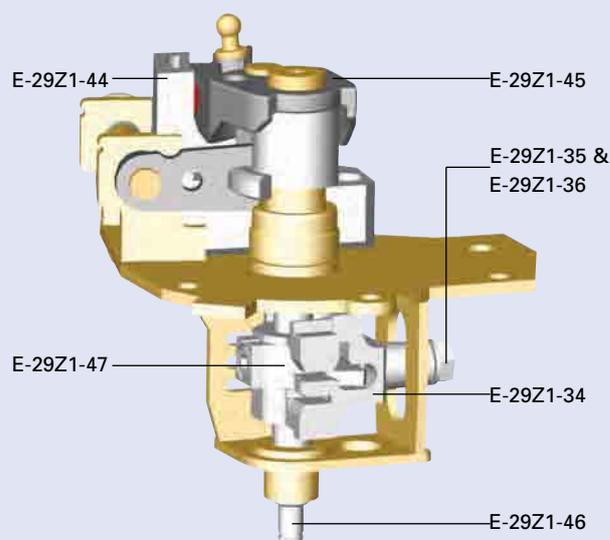


GEAR RATIOS

1st	2nd	3rd	4th	5th
2.462	1.824	1.400	1.182	1.040
2.643				

FINAL DRIVE RATIOS

3.625	3.823	4.062	4.250	4.600	4.857
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Focus MTX75 5-speed dog engagement gearkit including final drive ratio and turret (QME29Z) QKE29Z £3,130.00

Ford Escort / Mondeo / MTX75 5-speed dog engagement gearkit including final drive ratio QKE29Z £2,732.00

Additional final drive ratio QRE29Z £580.00

QUAIFE MANUFACTURED COMPONENTS



Upright casting – rear (aluminium)	D1A1-681	£1,008.00
Drive flange – rear hub	D1A1-575	£292.00
Rear hub	D1A1-576	£292.00
Spindle – rear upright, bottom mount	D1A1-693	£57.00
Upright casting – front (aluminium)	D1A1-775	£902.00
Drive hub (front)	D1A1-680	£292.00
Wheel stud – rear (requires spacer D1A1-578)	D1A1-577	£17.00
Spacer	D1A1-578	£17.00
Drive shaft (front / rear)	D1A1-579 / 80	£292.00
Quill Shaft – BDT reversing box – long	D1A1-581	£319.00
Quill Shaft – Evolution reversing box – short	D1A1-582	£319.00
Nut – reversing box gear	D1A1-583	£40.00
Shear Plate – front upright	D1A1-584	£239.00
Bush – shear plate – front upright	D1A1-585	£50.00
Pin – shear plate – front upright	D1A1-586	£96.00
Nut – wheel studs (front & rear)	D1A1-598	£13.00
Upright spacer – front (for radial mount calliper 330mm disc)	D1A1-619	£117.00
Wheel insert	D1A1-620	£13.00
Nose cone (use with RS500 release bearing)	D1A1-629	£107.00
Steel baulk ring	D1A1-677	£91.00
Upright spacer – front (for radial mount calliper 355mm disc)	D1A1-705	£117.00
Disc bell – front for 355mm/365mm discs	D1A1-706	£186.00
Upright spacer – front (for radial mount calliper 365mm disc)	D1A1-707	£117.00
Disc bell – front for 330mm	D1A1-708	£186.00
Alloy cylinder block – BDA	-	POA
Cylinder head – BDA	-	POA
Cam carrier casting – BDT	-	POA
Water pump – BDT	-	POA
Input gear – reversing box	Various options	£451.00
Output gear – reversing box	Various options	£451.00
Ford 9" ATB differential	QDF21Z	POA



HILLMAN IMP

HILLMAN IMP CLOSE RATIO 3RD/4TH GEAR CONVERSION

- Straight cut, close ratio conversion kit
- Retains standard 1st/2nd gears



GEAR RATIOS



1st	2nd	3rd	4th
Std	Std	1.294	1.0440
Std	Std	1.238	1:1

Hillman Imp close ratio 3rd/4th gear conversion
 QKE8H £398.00

HILLMAN IMP 4 SPEED SYNCHRO GEARKIT

- Uses existing output ratio shaft & crownwheel
- Helical, close ratio gears
- Comprises of input shaft, input shaft gears & output shaft gears
- Optional Quaife QDF14H ATB differential & drive flanges available



GEAR RATIOS



1st	2nd	3rd	4th
3.077	1.833	1.273	0.923

QKE9H POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Hillman Imp (inc flanges) QDF14HFL POA

HONDA

HONDA CIVIC 5-SPEED SYNCHRO

- 5-speed synchromesh gearkit
- Close ratio, semi-helical gears
- Range of final drive ratios
- Optional Quaife ATB differential
- Suitable for gearbox code Y21 (EK6 / EF9)



GEAR RATIOS



1st	2nd	3rd	4th	5th
2.462	1.813	1.500	1.250	1.045

FINAL DRIVE RATIOS



3.786	4.154	4.500	4.750
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Honda Civic 5-speed synchromesh gearkit
 (includes final drive ratio) QKE2J £1,618.00
 Additional final drive ratio QRE2J £552.00



QUAIFE HONDA CIVIC QUICK RACK & PINION KIT

- Manual, LHD only

Honda Civic LHD quick rack & pinion kit 3.25 (SH3L) QSF10U001 £112.00

Honda Civic LHD quick rack & pinion kit 2.83 (SR3L) QSF11U001 £112.00

HONDA CIVIC 5-SPEED DOG ENGAGEMENT EK4

- 5-speed dog engagement gearbox
- Straight-cut, close-ratio gears
- Latest four-dog design for rapid shifts
- Choice of final drives
- Comes with bespoke selector forks
- Optional Quaife ATB differential
- FIA homologated ratios
- Must be used with latest welded rod selector

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.428	1.813	1.421	1.174	1.000

FINAL DRIVE RATIOS

5.545 5.700 5.818

Honda Civic 5-speed dog engagement gearkit (includes final drive ratio) QKE6J £2,732.00

Additional final drive ratio QRE6J £552.00

QUAIFE HONDA ATB DIFFERENTIALS

For technical details, please see pages 3-9

Honda Integra GS / LS 90-00, Integra GS-R 92-93 QDF1U £550.00

Honda Civic CRX (Del Sol) Vtec dohc, Civic Si 1999-2000 Vtec dohc QDF1U £550.00

Honda Civic / CRX (Del Sol) Non Vtec, 40mm bearings QDF2U £585.00

Honda Civic City, 35mm bearings QDF3U £585.00

Honda Civic / CRX (90-91) Si, plus non Si / Ex (88-99) 35mm bearings QDF4U £550.00

Honda Accord 1990-97, Prelude 1992-96, Prelude 1997-00 (except SH) QDF5U £550.00

Honda Acura Integra GS-R 1994-2000 / Civic Type R QDF6U £550.00

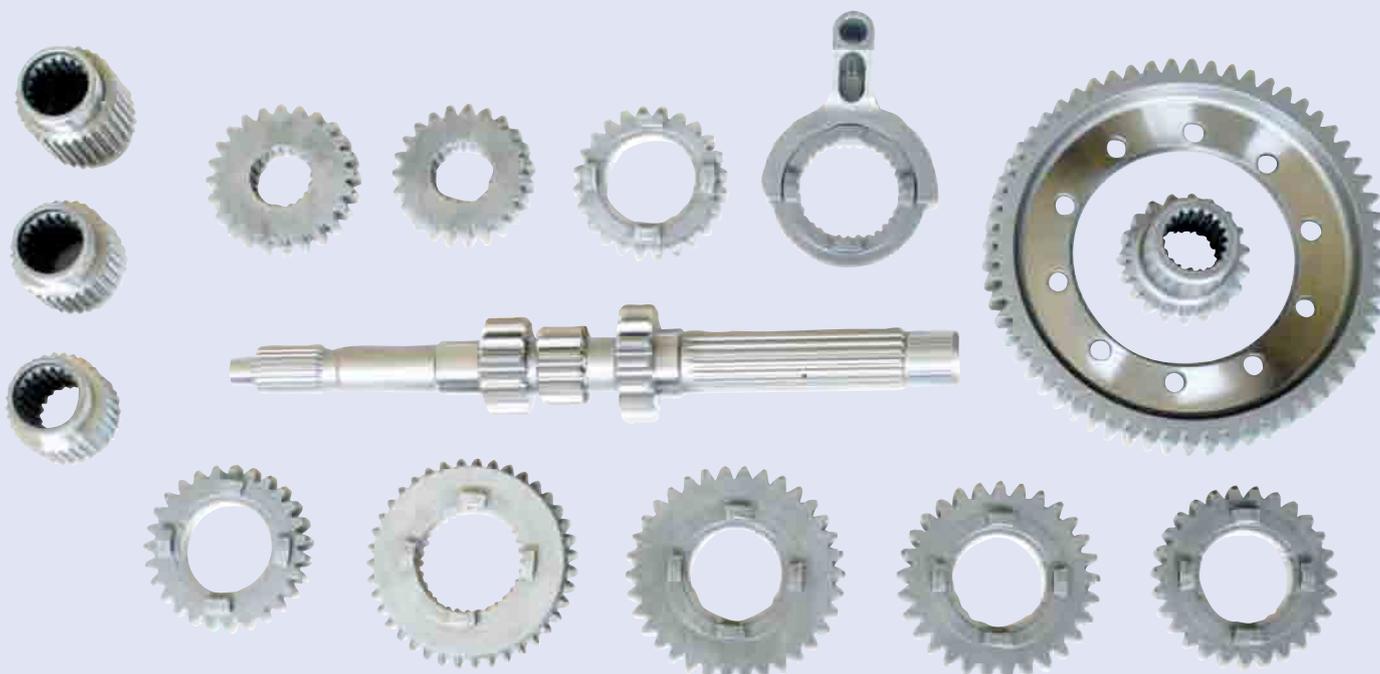
Honda Civic SRX Si / EX models 88-89, except 90-91 Si 40mm bearings QDF7U £585.00

Honda Civic EP3 / Civic Type R / Acura QDF9U POA

Honda S2000 / Synthesis QDF14U £585.00

Honda Fit / Jazz QDF15U £585.00

Honda (Sealed) QDF1U/S £550.00



JAGUAR

JAGUAR QUICK RACK & PINION

• RHD only D1A1-278/279 POA

JAGUAR STEEL BAULK RINGS

Jaguar steel baulk rings (1st - 2nd, 3rd - 4th)
D1A1-669 POA

MORGAN / MOSS PLUS4 AND PRE-72 PLUS8 4-SPEED SYNCHRO STRAIGHT-CUT GEARKIT

- Direct replacement for original 4-speed Morgan road gearkit
- 22mm wide straight-cut gears
- New high-strength steel selector forks
- Modern, well-proven synchromesh engagement
- Replacement layshaft spindle
- Uses standard gearshift mechanism

GEAR RATIOS

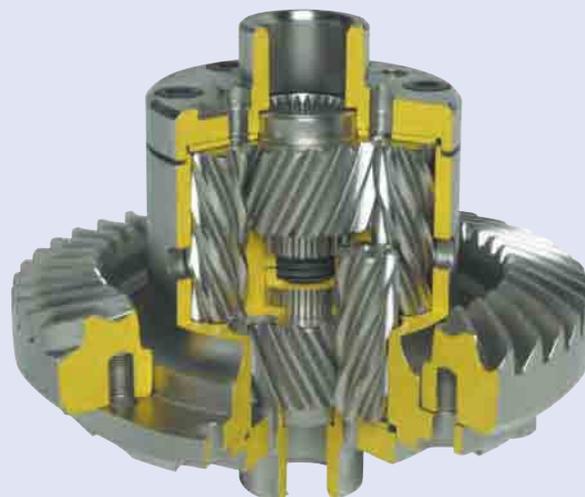


1st	2nd	3rd	4th
2.480	1.564	1.197	1.000

Morgan / Moss Plus4 and pre-72 Plus8 4-speed Synchro Straight-Cut Gearkit QKE2Q POA

QUAIFE JAGUAR ATB DIFFERENTIALS

For technical details, please see pages 3-9



Jaguar saloon / E type (IRS - 4HA)	QDF1W	£775.00
Jaguar XK/XKR Mk2 (X150 Aluminium body 2006+)	QDF3W	POA
Jaguar XK8/XKR Mk1 (X100 Steel body 1996-2006)	QDF5W	POA



R 380 4X4 TRANSMISSION 5-SPEED SYNCHRO

- 5-speed synchromesh gearkit for R380 4x4 gearbox
- Straight cut, close ratio
- Quaife mainshaft included
- Optional steel baulk rings

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.424	1.759	1.303	1:1	0.913



R380 4x4 5-speed synchromesh gearkit

QKE2R POA

R380 4x4 steel baulk rings 1st – 2nd – 3rd

E2R1-14 £81.00

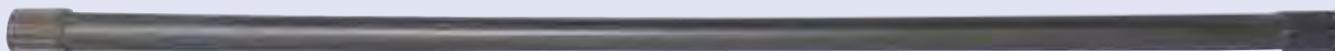
R380 4x4 steel baulk rings 4th – 5th

E2R1-15 £81.00



QUAIFE LAND ROVER / RANGE ROVER HEAVY DUTY AXLE KITS

- Floating shafts with separate flanges
- Inspect shafts without removing wheels
- Shaft diameter increased by 0.125"
- Front half shafts in both CV types
- Earlier vehicles require Quaife 19 spline ATB diff
- Applications as listed below



REAR AXLE KIT

Land Rover Discovery and Range Rover (92/93 onwards)

24 spline shafts, alloy wheels QAF3K001 £391.00

24 spline shafts, steel wheels QAF3K002 £391.00

FRONT AXLE KIT

Short outer shafts only (Pre 89) steel wheels only

QAF3K005 £290.00

FRONT HALF SHAFT PAIR – both CV types

Quaife 19 spline only (per pair) 23T - QAF3K006 £286.00

32T - QAF3K007 £268.00

LAND ROVER / RANGE ROVER QUAIFE UPRATED 6-SPEED SEQUENTIAL GEARBOX

- Using standard Land Rover / Range Rover transfer box
- 6-speed with sequential selection
- Dog engagement straight cut gears
- Wide gears and large bearings for additional strength
- Optional helical cut gears

For more details
see pages 16-17

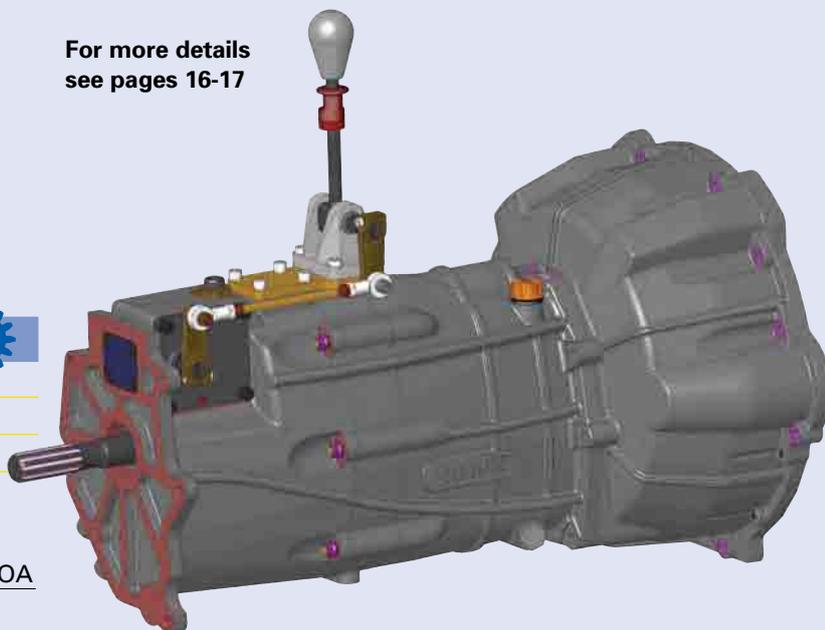
GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
3.079	1.824	1.306	1.000	0.780	0.632
2.653	1.790	1.306	1.000	0.780	



Quaife Heavy Duty Land Rover sequential gearbox

QBE86G POA



QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9



Land Rover Freelander ATB differential
QDF31K £585.00

Land Rover / Range Rover ATB differential
QDF12K £645.00

- Metric Range Rover ATB differential adapts to all applications
- Available with 10, 19 or 24 splines
- Conversion bearings from imperial to metric

Crownwheel spacer when using 4.7 ratio
F12K2-13 £34.00

Bearing sleeves (Range Rover Classic with larger bearings) per pair
F12K2-12 £34.00

Bearing sleeves (Discovery 99 onwards and new shape Range Rover) per pair
F12K2-14 £34.00

Land Rover 110 (Salisbury rear axle) ATB differential
QDF25K £775.00

Land Rover 110 (2002-2010) / Range Rover P38
QDF42K £645.00

LAND ROVER / RANGE ROVER CENTRE ATB DIFFERENTIAL

For technical details, please see pages 3-9

- Both LT230R and LT230T spec available – specify when ordering
- Retains standard front/rear lockout facility
- Stronger than original unit
- Direct replacement for suffix E & F
- Suffix G requires use of suffix E/F hub

QDF30KR/T £775.00

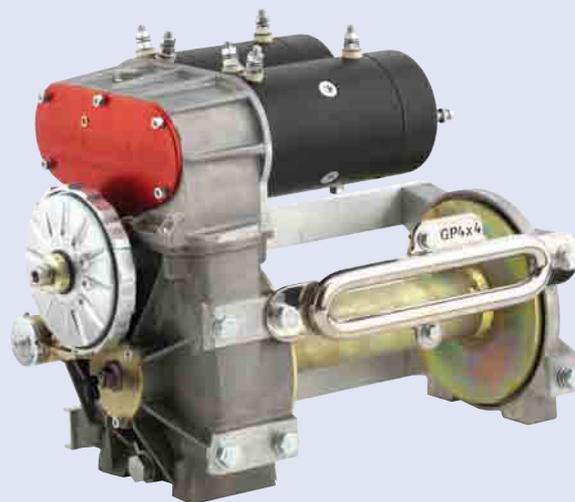


TWIN-MOTOR WINCHES

For details see p86



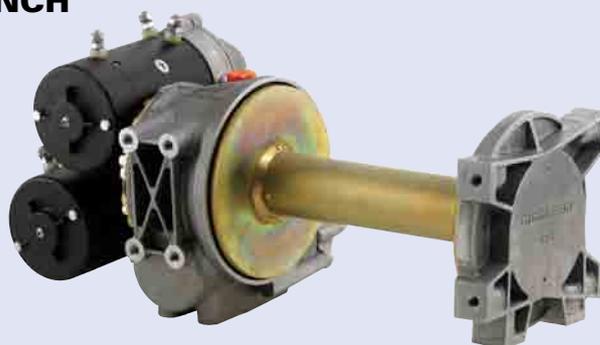
QBD3M TWIN-MOTOR UPRIGHT WINCH



QBD5M TWIN MOTOR LOW-LINE WINCH



QBD6M TWIN MOTOR WORM-DRIVE WINCH



LOTUS ELAN / EUROPA

LOTUS ELAN (BULLET – 2000E) 4-SPEED SYNCHRO

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing
- Standard length or short mainshaft
- Optional steel baulk rings available



LOTUS EUROPA (RENAULT 336) 4-SPEED SYNCHRO **Made to special order**

- 4-speed synchromesh gearkit
- Straight cut, close ratio gears
- Includes Quaife input shaft
- Requires some minor modifications

GEAR RATIOS

1st	2nd	3rd	4th
2.500	1.625	1.210	0.956

Lotus Europa 4-speed synchromesh gearkit
QKE1W POA



GEAR RATIOS

1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Lotus Elan (Bullet) 4-speed synchromesh gearkit
QKE3Z £823.00

Lotus Elan (Bullet) steel baulk rings
1st – 2nd and 3rd – 4th E3Z1-21/22 POA

Cast iron Bullet nose cone POA

QKD3V/4V ZF 4 SPEED GEAR KIT

To suit Lotus Elan and similar

- Direct replacement for ultra-rare 1950s ZF 4-speed gearkit
- Available with helical or straight-cut gears
- 17.5mm wide gears running on high-quality needle roller bearings
- Modern, well-proven synchromesh engagement
- Includes replacement reverse idler running on needle roller bearings
- Race-winning gearkit in major international events



GEAR RATIOS – QKD3V Helical

1st	2nd	3rd	4th
2.363	1.643	1.176	1.000

GEAR RATIOS – QKD4V Straight Cut

1st	2nd	3rd	4th
2.363	1.643	1.176	1.000

ZF 4 Speed Gear Kit QKD3V/4V POA

LOTUS ELAN (BULLET 2000E) DOG ENGAGEMENT

- Dog engagement for faster gear change
- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Includes Quaife mainshaft
- Larger, Rocket sized spigot bearing

GEAR RATIOS



1st	2nd	3rd	4th
2.250	1.495	1.168	1:1
2.500	1.660	1.220	1:1

Lotus Elan (Bullet) 4-speed dog engagement gearkit
 QKE18Z POA

ELAN DRIVE FLANGES

- High quality uprated steel
- Various sizes and splines
- Please call for further requirements



LOTUS ELAN (BULLET) LIGHT ALLOY COMPONENTS

Bellhousing	Aluminium	POA
Bellhousing	Magnesium	POA
Maincase	Magnesium	POA
Tailhousing	Aluminium	POA
English diff nose	Aluminium	POA

PRODUCT AVAILABLE THROUGH TONY THOMPSON RACING

Tel +44(0)1664 812454 / Fax +44(0)1664 813192 / info@tonythompsonracing.co.uk

LOTUS ELISE / EXIGE 6-SPEED SYNCHRO

- New 6-speed synchromesh gearkit
- Helical, close ratio gears
- Choice of final drive ratios
- Includes new strengthened outer casing
- Optional Quaife ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
3.125	2.143	1.640	1.276	1.030	0.861

FINAL DRIVE RATIOS

3.647	3.955
-------	-------

Lotus Elise 6-speed synchromesh gearkit incl final drive ratio	QKE4R	£3,714.00
Additional Lotus Elise final drive ratio	QRE4R	£552.00

LOTUS ELISE / EXIGE 6-SPEED DOG ENGAGEMENT

- New 6-speed dog engagement gearbox
- Straight cut close ratio gears
- Choice of final drive ratios
- Includes new strengthened outer casing and selector forks
- Optional Quaife ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.583	2.071	1.688	1.412	1.200	1.048

FINAL DRIVE RATIOS

3.923	4.214	4.462
-------	-------	-------

Lotus Elise 6-speed dog engagement gearkit including final drive ratio	QKE6R	£3,979.00
Additional Lotus Elise final drive ratio	QRE6R	£580.00



LOTUS ELISE / EXIGE 6-SPEED SEQUENTIAL DOG ENGAGEMENT

Made to special order

- New 6-speed sequential dog engagement gearkit
- Straight cut, close ratio gears
- Choice of final drive ratios
- Compact drum type sequential design for faster gear shift
- Includes new strengthened outer casing and all sequential mechanism
- Includes gear lever and cable
- Optional digital gear position indicator
- Optional Quaife ATB differential
- Not recommended with paddle shift



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.583	2.071	1.688	1.412	1.200	1.048

FINAL DRIVE RATIOS

3.923	4.214	4.462
-------	-------	-------

Lotus Elise 6-speed sequential dog engagement gearkit including final drive ratio	QKE10R	£4,828.00
Additional – Lotus Elise final drive ratio	QRE6R	£580.00
Optional digital gear position indicator	QMLED	£382.00

FITTING

All Quaife Elise / Exige 6-speed gearkits must be fitted at the Quaife factory

To gearbox only

POA

LOTUS ELISE / EXIGE 5-SPEED SYNCHRO

- Complete 5-speed synchromesh gearkit
- Straight cut, close ratio gears
- Can be used with original final drive
- Optional Quaife final drive ratios and choice of 1st gears
- Optional Quaife ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th
3.000	1.937	1.556	1.273	1.043
2.615				

FINAL DRIVE RATIOS

3.923	4.214	4.462
-------	-------	-------

Lotus Elise 5-speed synchromesh gearkit

	QKE3R	£1,008.00
Lotus Elise final drive ratio	QRE3R	£552.00



LOTUS ELISE / EXIGE 5-SPEED DOG ENGAGEMENT

- Complete 5-speed dog engagement gearkit
- Straight cut, close ratio gears
- Choice of final drive ratios
- Optional Quaife ATB differential
- Includes selector forks



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.417	1.923	1.533	1.278	1.050

FINAL DRIVE RATIOS

3.923	4.214	4.462	4.917	5.167
-------	-------	-------	-------	-------

Lotus Elise 5-speed dog engagement gearkit including final drive ratio

	QKE5R	£2,812.00
Additional final drive ratio	QRE5R	£580.00

LOTUS ELISE / EXIGE 3RD / 4TH / 5TH HELICAL GEAR CONVERSION

- Helical gears with close ratios
- Retains original 1st, 2nd gear ratios

GEAR RATIOS

1st	2nd	3rd	4th	5th
Std	Std	1.412	1.100	0.909

Lotus Elise 3rd / 4th / 5th helical gear conversion

	QKE7R	£584.00
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LOTUS ELISE / EXIGE DRIVE SHAFTS

- Stronger shafts for increased power outputs

Solid shafts	E3R1-32 (short)	E3R1-33 (long)	£123.00
Gun drilled shafts	E3R1-64 (short)	E3R1-65 (long)	£251.00

TOYOTA 2ZZ-GE ENGINED LOTUS ELISE / EXIGE SEQUENTIAL GEARKIT PACKAGE

Quaife has developed a six speed sequential gearkit for the 2ZZ-GE Toyota engined Lotus Elise 111R, Elise SC, Exige S2 and 2-Eleven models, which transforms these sportscars' performance.

Designed as a direct replacement for the standard six speed H-pattern Toyota transmission, the Quaife six speed sequential gearkit package includes a specially strengthened outer gearbox casing and sequential gearchange mechanism, which features a compact, drum style design for an ultra rapid gear shift. Careful design by Quaife to utilise the original bellhousing half of the casing, allows the retention of the Toyota clutch, differential, driveshafts and mounting points.

The standard Toyota gearbox uses road orientated gearing so Quaife has heavily revised the gear ratios on the Toyota engined Lotus Elise / Exige sequential gearbox, making them ideal for circuit and rally use. The new optimised gearing features a choice of five shorter overall final drives and two sets of close ratio intermediate gears with a straight cut tooth form. These design elements enable Quaife to minimise transmission power losses and allow drivers to easily keep the 2ZZ-GE engine working in its power band, while delivering a top speed more suited to the needs of competition.

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th
2.545	1.929	1.563	1.333	1.167	1.050
3.200	2.250	1.647	1.368	1.143	0.957



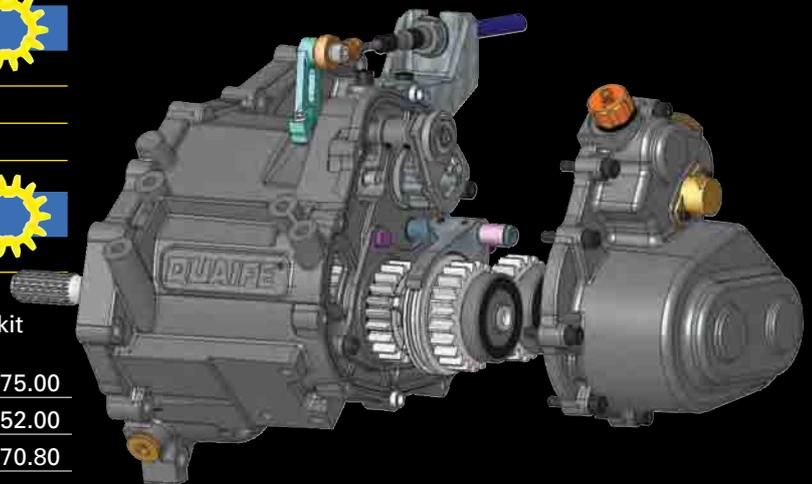
FINAL DRIVE RATIO

3.733	3.857	4.143	4.417	5.000
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Quaife's Toyota engined Elise / Exige sequential gearkit package includes the new transmission housing, gear lever and cable.

	OKE9E	£3,975.00
Additional final drive ratio	QRE9E	£552.00
Optional gear position indicator	QMLED	£370.80



TOYOTA MR2 SPYDER, CELICA AND COROLLA 6-SPEED DOG ENGAGEMENT GEARKIT

We have also developed a six speed H-pattern dog engagement gearkit for this transmission. Featuring the same ratios and fitting directly into the standard gearbox casings, this gearkit is the ideal solution for those who are not allowed to use the sequential option.



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th
2.545	1.929	1.563	1.333	1.167	1.050
3.200	2.250	1.647	1.368	1.143	0.957



FINAL DRIVE RATIO

3.733	3.857	4.143	4.417	5.000
-------	-------	-------	-------	-------



Toyota engined Elise / Exige 6-speed dog engagement gearkit	OKE10E	£2,495.00
Additional final drive ratio	QRE10E	£552.00

QUAIFE LOTUS ATB DIFFERENTIALS

For technical details, please see pages 3-9

Lotus Elan (English)	QDF5Z/22	£450.00
Lotus Elan SE Turbo M100	QDF2I	£585.00
Lotus Elise (PG1)	QDF28K	£550.00
Lotus Elise S2 (Toyota)	QDF21E	£585.00
Lotus Elite Climax	QDF5K	£550.00

Lotus Esprit Stevens - S4, V8 (88-04 Renault UN1/369 trans)	QDF5M	POA
Lotus Esprit Giugiaro Turbo / non Turbo - S1,S2,S3 (75-87 Citroen trans)	QDF13H	POA
Lotus Europa 4-speed (Renault 336 trans)	QDF2X	£585.00
Lotus Europa 5-speed (Renault 365 trans)	QDF3X	£585.00
Lotus Evora	QDF27E	POA

MAZDA

60G - QUAIFE HEAVY DUTY IN-LINE 6-SPEED RWD SEQUENTIAL GEARBOX

- 6 speed sequential gearbox package
- Replaces Mk1/Mk2 gearbox
- Retains standard clutch parts
- Retains standard prop coupling

See pages 14 & 15 for more details



MAZDA MX5 (MIATA) 5-SPEED SYNCHRO

- Complete 5-speed synchro gearkit
- Helical close ratio gears
- Fits 3-part synchro boxes, '94 onwards

GEAR RATIOS



1st	2nd	3rd	4th	5th
2.564	1.670	1.273	1:1	0.794
2.345	1.544	1.222	1:1	0.868

Mazda MX5 (Miata) 5-speed synchro QKE3K £1,433.00

MAZDA RX7 5-SPEED SYNCHRO

- Complete 5-speed synchro gearkit
- Helical close ratio gears

GEAR RATIOS



1st	2nd	3rd	4th	5th
2.345	1.544	1.222	1:1	0.868
2.564	1.670	1.273	1:1	0.794

Mazda RX7 5-speed synchro QKE4K £1,433.00

QUAIFE MAZDA ATB DIFFERENTIALS

For technical details, please see pages 3-9

Mazda (100E)	QDF1F	POA
Mazda Protégé ES 1995-2000 (F-type trans)	QDF5F	£645.00
Mazda 626 ('93-'00), MX6, MX3 V6 ('92-'94), 3	QDF6F	£585.00
Mazda Protégé LX ('90-'94), ES ('01-03) (G-type trans)	QDF6F	£585.00
Mazda 3 MPS 2.3 litre Turbo 2WD	QDF7F	£585.00
Mazda 6 V6	QDF8F	POA
Mazda MX5 / Miata Mk3 (NC) 2006+	QDF9F	£585.00



MG

MG MIDGET 4-SPEED DOG ENGAGEMENT GEARKIT

- Complete 4 speed face dog engagement gearkit
- Dog engagement on all gears
- Straight cut, close ratio gears
- Includes selector forks

GEAR RATIOS



1st	2nd	3rd	4th
2.573	1.660	1.195	1:1

MG Midget 4-speed dog engagement gearkit QKE14A POA



MGC QUICK RACK & PINION KIT

- LHD or RHD
- 2.9 turns lock to lock



MGC RHD quick rack & pinion kit 2.9
QSF29K001 POA

MGC LHD quick rack & pinion kit 2.9
QSF29K002 POA

QUAIFE MG ATB DIFFERENTIALS

For technical details, please see pages 3-9

MG Midget (A series)	QDF5K	£550.00
MGA / MGB (Banjo axle)	QDF15K	£645.00
MGB (Salisbury axle)	QDF6KB	£645.00
MGB V8 / MGC	QDF6KC	£645.00
MGF (PG1 including ZR 1.8 models)	QDF28K	£550.00

MGB STEEL BAULK RINGS

D1A1-785 POA

ROVER

ROVER PG1 6-SPEED GEARKITS

Many Lotus cars use Rover gearboxes – see p46-47

ROVER 220 & MGF 5-SPEED SYNCHRO

- Complete 5-speed synchromesh gearkit
- Straight cut, close ratio gears
- Can be used with original final drive
- Optional Quaife final drive and choice of 1st gear ratios
- Optional Quaife ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th
3.000	1.937	1.556	1.273	1.043
2.615				

FINAL DRIVE RATIOS

3.923	4.214	4.462
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Rover 220 & MGF 5-speed synchromesh gearkit	QKE3R	£1,008.00
Quaife final drive ratio	QRE3R	£552.00

ROVER 220 & MGF 5-SPEED DOG ENGAGEMENT

- Complete 5-speed dog engagement gearkit
- Straight cut, close ratio gears
- Choice of final drive ratios
- Optional Quaife ATB differential
- Includes selector forks

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.417	1.923	1.533	1.278	1.050

FINAL DRIVE RATIOS

3.923	4.214	4.462	4.917	5.167
-------	-------	-------	-------	-------

Rover 220 & MGF 5-speed dog engagement gearkit including final drive ratio	QKE5R	£2,812.00
Additional final drive ratio	QRE5R	£580.00



MG ROVER ZR105 DOG ENGAGEMENT

- Complete 5-speed dog engagement gearkit
- Straight-cut, close-ratio gears
- FIA homologated ratios and final drive
- Optional plate-type ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th	
3.417	2.333	1.778	1.429	1.120	FIA homologated
3.100	2.333	1.778	1.429	1.235	Quaife close ratio

FINAL DRIVE RATIOS

4.500	4.857	FIA homologated			
3.571	3.923	4.143	4.462		

MG Rover ZR105 package including 5-speed dog gearkit, final drive and ATB differential	QKE7H	£3,289.00
Additional final drive ratios available		£329.00
Quaife ATB differential to suit above	QDF10H	POA

QUAIFE ROVER ATB DIFFERENTIALS

For technical details, please see pages 3-9

Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0	QDF28K	£550.00
Rover SD1	QDF16K	£585.00

ROVER METRO (MA GEARBOX) 5-SPEED SYNCHRO

- 5-speed synchromesh gearkit
- Helical cut gears
- Quaife close ratio or homologated
- Runs with standard final drive
- Suitable for MA gearbox types
- Now with coated gears for added durability

GEAR RATIOS

1st	2nd	3rd	4th	5th	
2.538	1.765	1.421	1.190	1.043	
3.417	2.357	1.800	1.467	1.206	

Metro MA 5-speed synchromesh gearkit	QKE4H	£1,247.00
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MINI COOPER S 6-SPEED DOG ENGAGEMENT *Made to special order*

- New 6-speed dog engagement gearkit for fitment within the standard 6-speed Getrag gearbox
- Semi helical / close ratio gears
- Final drive ratios included
- Three ratio options for fast road, race and rally use
- Optional QUAIFE ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th	
3.846	2.588	1.875	1.543	1.250	1.029	Road. FD 2.733
3.846	2.737	2.126	1.711	1.367	1.100	Race. FD 3.000
3.846	2.737	2.148	1.729	1.367	1.100	Rally. FD 3.409

QUAIFE Mini Cooper S 6-speed dog engagement gearkit	QKE34Z	£2,600.00
-----------------------------------------------------	--------	-----------

QUAIFE Mini Cooper S ATB differential	QDF38Z	£550.00
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MITSUBISHI LANCER EVO 5/6/7/8/9 5-SPEED DOG ENGAGEMENT

- Complete 5-speed dog engagement gear kit
- Homologated Gp N ratios
- Includes final drive
- Wider gears for extra strength

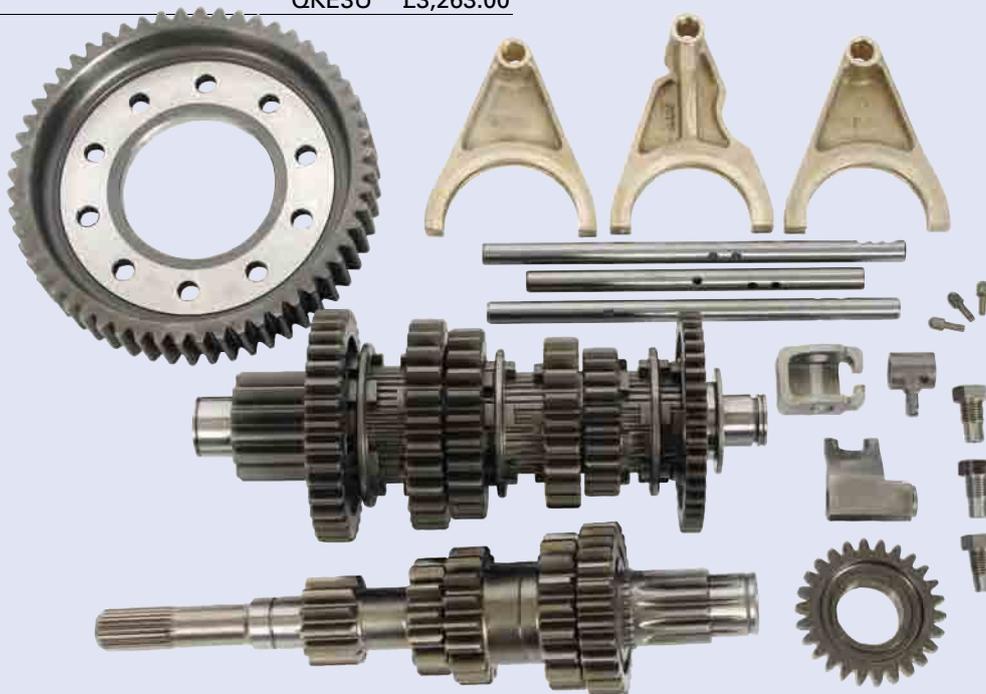
GEAR RATIOS

1st	2nd	3rd	4th	5th
3.000	2.000	1.470	1.111	0.857

FINAL DRIVE RATIOS

4.307

Mitsubishi Evo 9 5-speed dog engagement gear kit
QKE3U £3,263.00



QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1,2,3 (centre)	QDH9B	£585.00
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1,2,3 (front)	QDH8B	£585.00
Mitsubishi Eclipse 2WD Turbo	QDH7B	£585.00
Mitsubishi Eclipse 2WD non turbo (T350)	QDF3I	£645.00
Mitsubishi Lancer Evo 4,5,6,7 (centre)	QDH11B	£645.00
Mitsubishi Lancer Evo 4,5,6,7,8,8MR,9 (front)	QDH12B	£585.00
Mitsubishi Lancer Evo 8,8MR,9 (centre)	QDH13B	£645.00
Mitsubishi Lancer Evo 4, 5, 6 (rear)	QDH18B	£585.00
Mitsubishi 3000GT 4WD Front	QDH16B	£585.00

Mitsubishi Colt Lancer	QDH1B	POA
Mitsubishi Mirage	QDH2B	POA
Mitsubishi Pajero	QDH10B	POA



MITSUBISHI LANCER EVO 8MR 5-SPEED DOG ENGAGEMENT

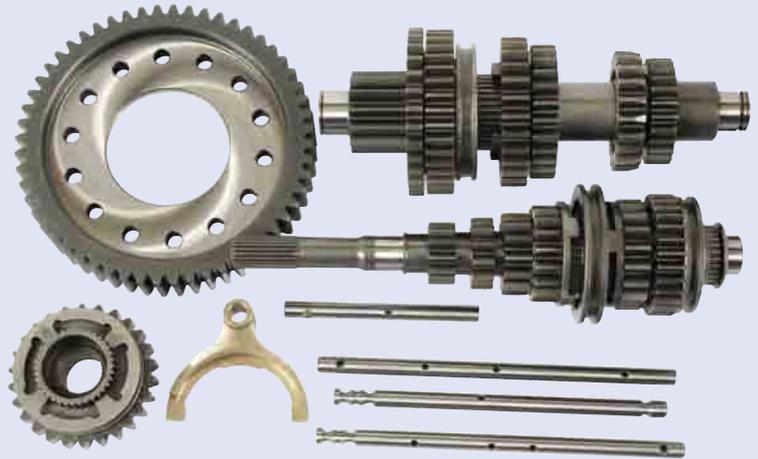
- Complete 5-speed dog engagement gear kit
- Homologated Gp N ratios
- Includes final drive

GEAR RATIOS

1st	2nd	3rd	4th	5th
3.000	2.000	1.470	1.111	0.857

FINAL DRIVE RATIOS

4.307



Misubishi Evo 8 MR 5-speed dog engagement gear kit
QKE4U £3,708.00

NISSAN

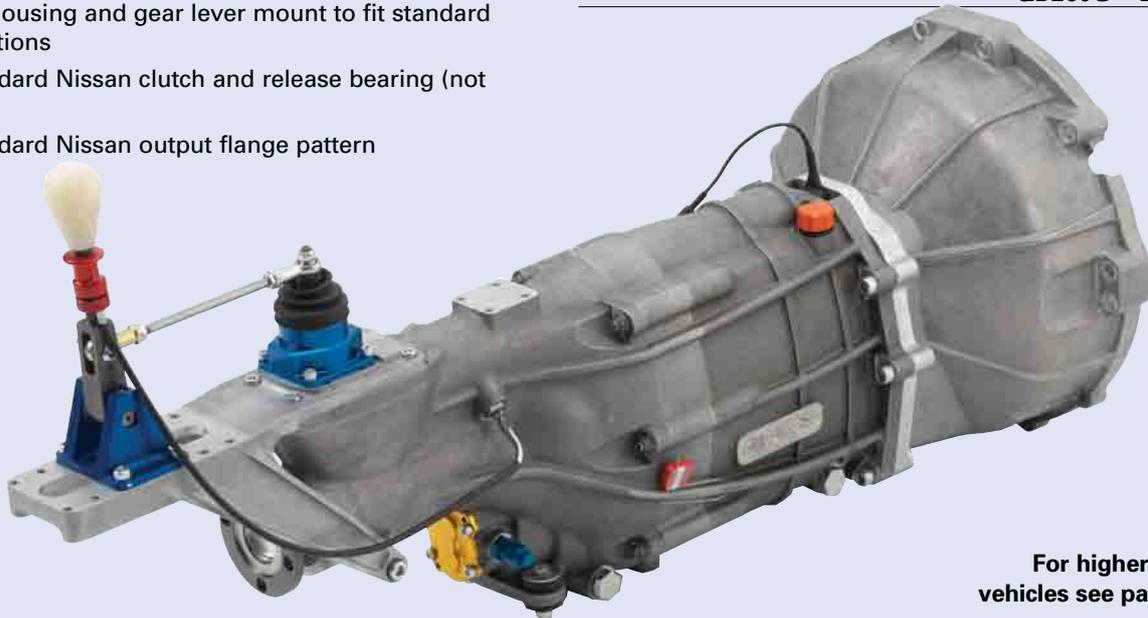
6-SPEED SEQUENTIAL GEARBOX WITH NISSAN 350Z FITTING KIT

- Hugely popular Quaife 6-speed sequential gearbox adapted for race use in Nissan 350Z sports car
- New bellhousing and gear lever mount to fit standard 350Z positions
- Uses standard Nissan clutch and release bearing (not included)
- Uses standard Nissan output flange pattern

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.769	2.057	1.579	1.260	1.104	1.000

QBE60G £6,010.00



For higher powered vehicles see pages 14-17

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

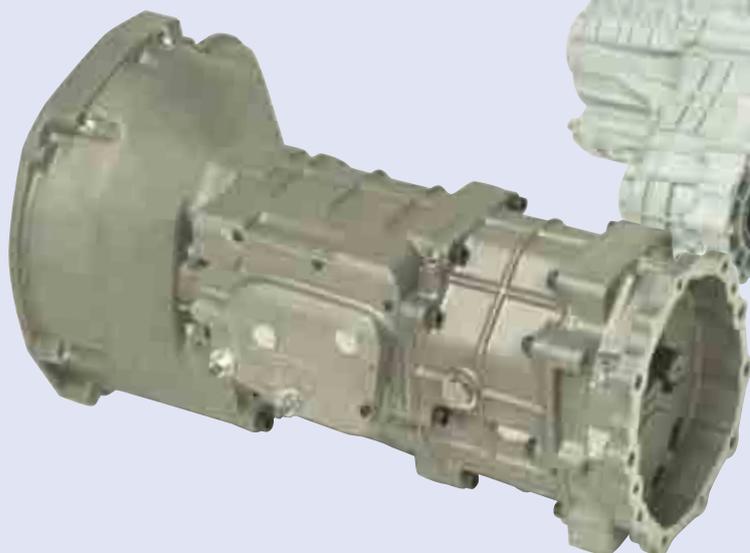


Nissan 350Z ATB differential Auto – QDF10L	£645.00
Manual – QDF11L	£645.00
Viscous replacement – QDF13L	£645.00



NISSAN SKYLINE GTR UPDATED SEQUENTIAL GEARBOX

- Retains original transfer assembly
- 6-speed with dog engagement
- Straight cut, close ratio gears
- Sequential selection
- Wide gears & large bearing for additional strength
- Optional digital gear position indicator



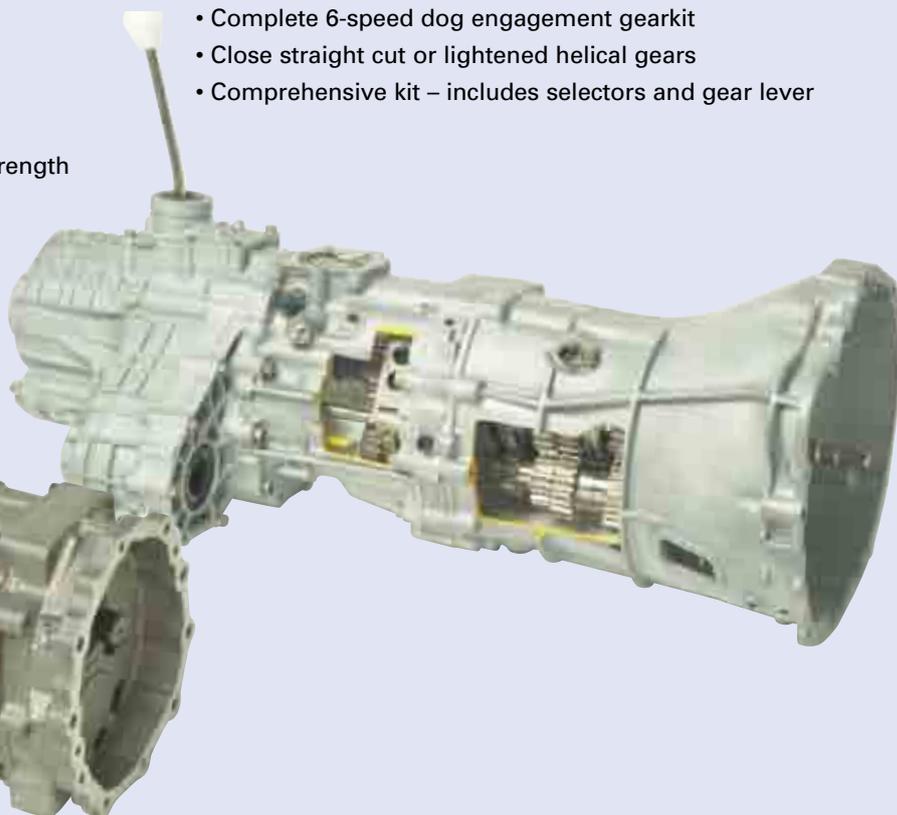
GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.796	1.994	1.537	1.191	0.918	0.767

Nissan Skyline GTR updated 6-speed dog engagement sequential gearbox *	QBE33G	POA
Optional digital gear position indicator	QMLED	£382.00

NISSAN SKYLINE GTR 6-SPEED DOG ENGAGEMENT

- Complete 6-speed dog engagement gearkit
- Close straight cut or lightened helical gears
- Comprehensive kit – includes selectors and gear lever



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.782	1.938	1.506	1.178	0.920	0.777

Nissan Skyline GTR 6-speed dog engagement gearkit (Straight cut)	QKE3FS	£4,085.00
Nissan Skyline GTR 6-speed dog engagement gearkit (helical)	QKE3FH	£4,403.00
Nissan Skyline GTR (front) ATB diff*	QDF3L	POA



* AVAILABLE THROUGH SPECIAL VEHICLE SERVICES

Tel +44(0)1566 776222 / Fax +44(0)1566 777221 / info@specialvehicle.co.uk

NISSAN SUNNY / PULSAR GTiR 5-SPEED SYNCHRO (4WD ONLY)

- Complete 5-speed synchromesh gearkit
- Helical, close ratio gears
- Kit includes input shaft
- Retains original final drive ratio

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.615	1.765	1.238	0.917	0.741

Nissan Sunny / Pulsar GTiR 5-speed synchromesh gearkit QKE8F £1,963.00

NISSAN SILVIA 5 OR 6-SPEED DOG ENGAGEMENT *Made to special order*

- Complete 5-speed dog engagement gearkit with 1:1 top gear
- or
- Complete 6-speed dog engagement gearkit with 0.790 top gear
- Straight cut, close ratio
- 6-speed gearkit has new, strengthened bearing case
- Comprehensive kits – includes selectors and gear lever
- 'H' pattern or sequential gearchange



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.762	1.961	1.533	1.212	1:1	0.790

Nissan Silvia 5-speed dog engagement 'H' pattern gearkit QKE6F5 £2,812.00

Nissan Silvia 6-speed dog engagement 'H' pattern gearkit QKE6F6 £3,708.00

NISSAN SUNNY/ PULSAR GTiR 5-SPEED DOG ENGAGEMENT

Made to special order

- Complete 5-speed dog engagement gearkit
- Straight cut, close ratio
- Latest 4 dog design
- Choice of final drive ratios
- Comprehensive kit – includes crownwheel & pinion selectors

GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th
3.000	2.200	1.667	1.286	0.920

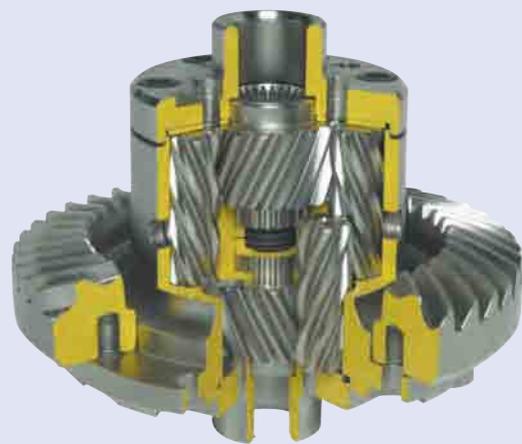
FINAL DRIVE RATIOS

4.429 4.067

Nissan Sunny / Pulsar GTiR 5-speed dog engagement gearkit QKE4F POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9



Nissan R180 240-280Z (110mm crownwheel)	QDF4L	POA
Nissan R180 240-280Z (115mm crownwheel)	QDF5L	£645.00
Nissan R200 280-300Z / 200SX (fits both S13 &S14)	QDF7L	£645.00
Nissan Maxima	QDF8L	£585.00
Nissan Skyline GTR (front)	QDF3L	POA
Nissan 350Z – Auto	QDF10L	£645.00
Nissan 350Z – Manual	QDF11L	£645.00
Nissan 350Z – Viscous diff replacement	QDF13L	£645.00
Nissan (various models)	QDF6L	POA
Nissan R230	QDF12L	POA
Nissan Skyline GTR 4WD rear	QDF14L	POA
Nissan Sunny	QDF9L	POA

PEUGEOT 205 GTI / CITROEN ZX 5-SPEED SYNCHRO GEARKIT (BE 3 & LATER)

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Optional final drive
- Suitable for BE3 with or without Quaife final drive. BE4 must use Quaife final drive

Peugeot 205 5-speed synchromesh gearkit
(including crown wheel & pinion) QKE5H £1,671.00

Peugeot 205 5-speed synchromesh gearkit
(without crown wheel & pinion) QKE5H000 £1,268.00

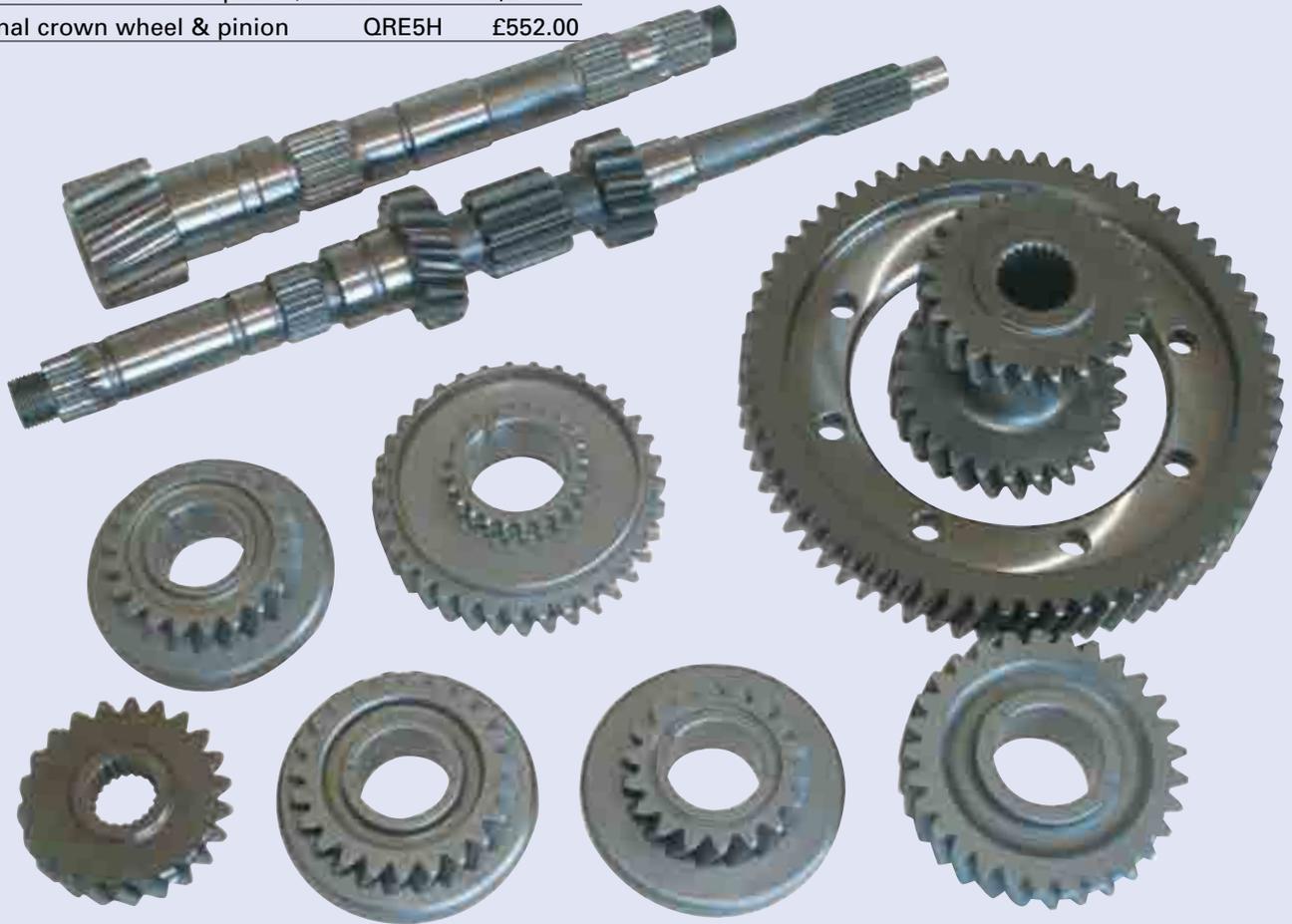
Additional crown wheel & pinion QRE5H £552.00

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.692	1.933	1.444	1.143	0.957

FINAL DRIVE RATIOS

4.400	4.785
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QUAIFE ATB DIFFERENTIALS

For technical details, please see page 3-9

Peugeot 106 / 205 (MA gearbox)	QDF9H	£550.00
Peugeot 205 / 306 / 309 Gti, 405 Mi16 (BE1,3 & 4 gearbox)	QDF3H	£550.00
Peugeot 505	QDF8H	£585.00
Citroen AX, Saxo VTR & VTS, C2 (MA gearbox)	QDF9H	£550.00
Citroen ZX (BE3 gearbox)	QDF3H	£550.00
Citroen SM / DS	QDF13H	POA
Citroen 2CV	QDF11H	POA

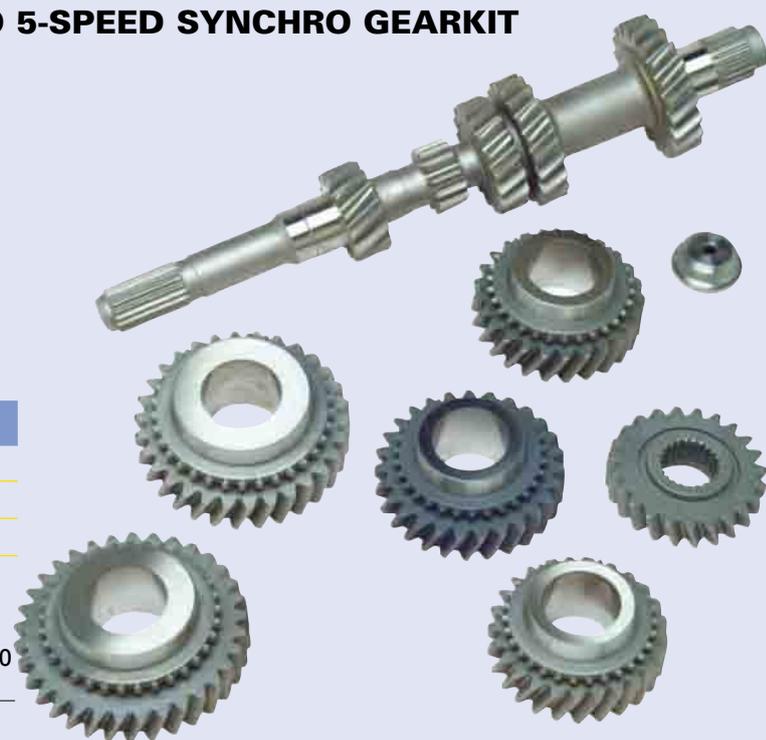
PEUGEOT 205 RHD QUICK RACK & PINION KIT

Peugeot 205 RHD 2.78 L to L

Flat drive pinion	QSF12H001	£117.00	Splined pinion	QSF12H002	£117.00
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PEUGEOT 106 / 205 & CITROEN SAXO 5-SPEED SYNCHRO GEARKIT

- 5-speed synchromesh gearkit
- Helical cut gears
- Two ratio sets available
- Runs with standard final drive ratio
- Suitable for MA gearbox types
- Now with coated gears for added durability
- New FIA homologated gear ratios



GEAR RATIOS (BASE SET)



1st	2nd	3rd	4th	5th	
2.538	1.765	1.421	1.190	1.043	QUAIFE close ratio
3.417	2.357	1.800	1.467	1.206	8v FIA homologated

Peugeot Citroen MA 5-speed synchromesh gearkit
QKE4H £1,247.00

QUAIFE ATB differential including crown wheel fitting (if required)
QDF9H £550.00

PEUGEOT 106 GTI / CITROEN SAXO VTS 5-SPEED DOG GEARKIT PACKAGE

- MA dog engagement gearbox
- 5 speed dog engagement for rapid shifts
- Straight cut, close-ratio gears
- Wider gears for extra durability
- Choice of final drives
- Suitable for MA gearbox types
- ATB differential
- Requires Rover-type selector rods

GEAR RATIOS

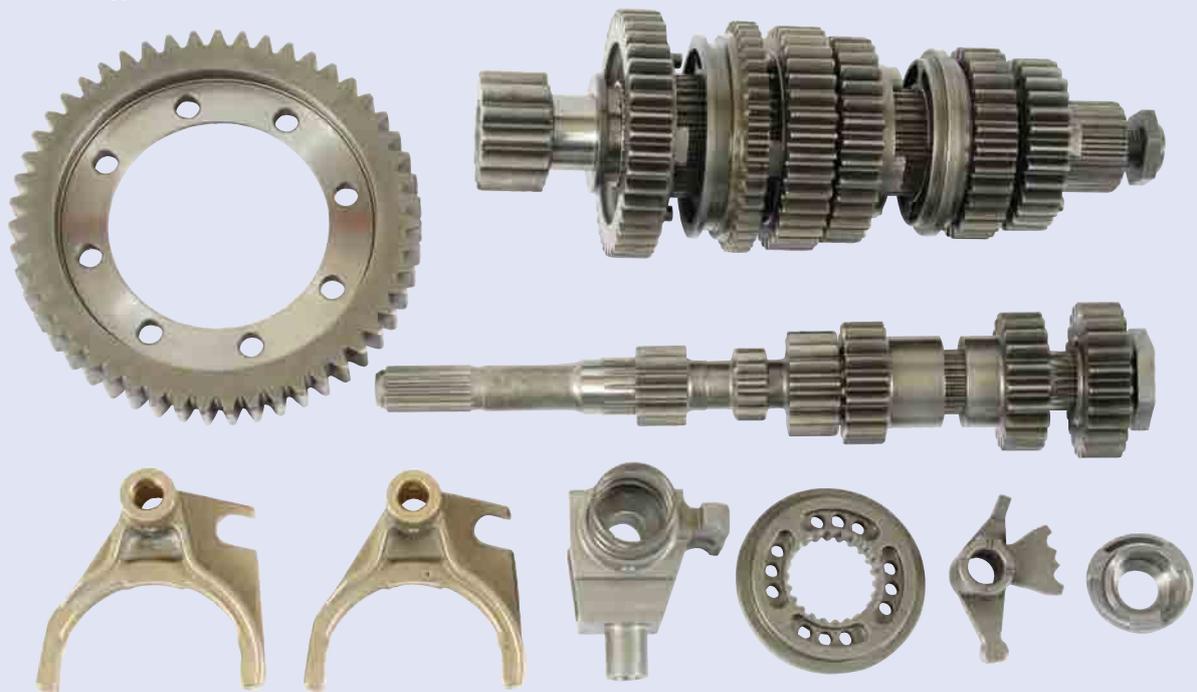


1st	2nd	3rd	4th	5th	
3.417	2.333	1.778	1.429	1.120	
3.100	2.333	1.778	1.429	1.235	

FINAL DRIVE RATIOS



3.571	3.923	4.143	4.538	4.857	
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Peugeot 106 GTi / Citroen Saxo VTS package including 5-speed dog gearkit, final drive and ATB differential
QKE7H £3,289.00

QUAIFE ATB differential to suit above QDF10H POA

Additional final drive ratios available POA

End cover with final drive for plate diff POA

Rover selector rods 1625 / 1626 £112.00

85G – QUAIFE PORSCHE 6 SPEED SEQUENTIAL TRANSAXLE

Quaife now offers a proven alternative to the Porsche 997 sequential gearbox. This new direct replacement for the 997 was developed as a joint effort by Quaife Engineering and Parr UK. This gearbox is currently running in several racing series in Europe and has very good durability in comparison to its Porsche counterpart.

The QBE85G is a six-speed sequential transaxle that features a larger 85mm shaft centre configuration, capable of handling in excess of 450bhp. It comes standard with a Porsche Motorsport plate-type limited-slip differential, completely mechanical sequential shifting, and lubrication via an integrated internal oil pump (simply remove your current heat-exchanger from the Porsche unit and bolt it directly to the Quaife gearbox). The electronics plug into the Quaife gearbox, utilising the current wiring loom, so there are no issues with internal displays or the ignition cut-off switch.

In its 997 application, you can use the same clutch and flywheel. It can also be fitted to 996 cars (with heat exchanger), but additional parts are required.

- All major dimensions as Porsche 997
- Maximum recommended 450bhp
- Dog engagement straight cut, sequential only
- Oil pump incorporated within the unit
- 85mm shaft centres
- Bellhousing incorporated within casing to suite 996 / 997 / RSR
- Hypoid crownwheel & pinion
- Plate differential included
- Optional paddle shift system available



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th	
3.167	2.133	1.722	1.421	1.150	0.964	PORSCHE BASE SET
3.167	2.133	1.722	1.421	1.130	0.929	PORSCHE OPTION 'A'
2.692	2.000	1.647	1.400	1.200	1.040	QUAIFE BASE SET
2.692	2.000	1.647	1.350	1.130	0.964	QUAIFE OPTION 'A'
2.692	2.000	1.647	1.350	1.130	0.929	QUAIFE OPTION 'B'
3.545	2.615	2.000	1.647	1.400	1.200	RALLY SET

FINAL DRIVE RATIOS

3.750 4.000

QUAIFE 85G 6-speed sequential gearbox

QBE85G

POA

PRODUCTS AVAILABLE THROUGH PARR MOTORSPORT

TEL +44(0)1293 537911 / FAX +44(0)1293 537912 / motorsport@parr-uk.co.uk

QUAIFE PORSCHE PLATE DIFF HOUSING

- Replacement differential to accept standard Porsche Motorsport internals
- Available as replacements for broken or damaged Porsche parts
- Available as complete differential using Porsche Motorsport internals



Replacement diff body and cover	QKP2Q	£POA
Complete diff assembly	QDP2Q	£POA

QUAIFE ATB DIFFERENTIALS For technical details please see pages 3-9

Porsche G50 ATB (pad type) differential	QDF2QP	POA
Porsche 911 / 901/ 914 (1969-1974)	QDF5Q	£775.00
Porsche 911 / 915 (coarse or fine spline) / 924 Turbo (fine spline)	QDF1Q	£775.00
Porsche 944 (1986 onwards incl turbo)	QDF4Q	£775.00
Porsche 996 6-speed – open diff replacement	QDF7Q	£775.00
Porsche Boxster 986 2.5L ('97-'99)	QDF6Q	£775.00

Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968	QDF2Q	£775.00
Porsche Tiptronic – 993 & 964 only	QDF9Q	£775.00
Porsche 968CS	QDF10Q	£775.00
Porsche 997	QDF13Q	£775.00
Porsche Boxster S 986 2.7L, 987 3.2L	QDF7Q	£775.00
Porsche Cayman S, Boxster S 987 3.4L	QDF12Q	£775.00



PORSCHE 911 LIGHTWEIGHT FLYWHEEL

- Two clutch types available



Enables use of AP or Sachs 140mm clutch

E25G1-201 £664.00

Enables use of AP carbon 5" clutch E25G1-200 £664.00

NEW PORSCHE 996 SERVICEABLE DRIVESHAFT KIT

- Complete with output flanges, shafts and Lobro joints
- Serviceable units, easy to disassemble and replace individual components
- Competitively priced



D1A1-975 £902.00

RENAULT



RENAULT UN1 (LOTUS ESPRIT V8) HELICAL GEARKIT (UPGRADE KIT)

- Both Esprit V8 and GT40 Replica splines available

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.667	1.750	Std	Std	Std

QKE4W POA

RENAULT 5 TOUR DE COURSE/ MAXI GEARKIT (UN1/ 369)

- 5-speed synchromesh gearkit
- Helical gears
- Strengthened input shaft
- Retains original Crownwheel & pinion (not included in kit)
- Retains original ratios
- Direct replacement for original parts

GEAR RATIOS

1st	2nd	3rd	4th	5th
3.250	2.235	1.619	1.250	1.036

QKE3W POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9



Renault Clio 172 / 182 / 5 Turbo QDF6M £895.00

Renault Clio 197 / 200 (TL4) QDF9M £585.00

Renault Clio V6 (PK6) QDF10M £895.00

Renault Megane 225 (NDO trans) QDF8M £585.00

Renault 4-speed (Renault 336 trans) QDF2X £585.00

Renault Alpine A310 4cyl 5-speed (Renault 365 trans) QDF3X £585.00

Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369) QDF5M POA

Renault Alpine A110 / R5 Gordini (Renault 335 trans) QDF7M POA

Renault Master QDF1M POA

SAAB

SAAB 6-SPEED SYNCHRO

- Suitable for vehicles using the (GM) F35 gearbox
- 6-speed synchromesh gearkit
- Straight cut, close ratio gears
- Includes crownwheel & pinion
- QUAIFE ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
3.000	1.933	1.368	1.045	0.833	0.704

FINAL DRIVE RATIOS

4.071

Saab (F35) 6-speed synchromesh gearkit

QKE20C

POA



SEAT / SKODA

Whilst we endeavour to ensure our components fit with O.E.M equipment, year and model changes may require some modifications or alternative parts.

Please ring to confirm your requirements.

QUAIFE SAAB ATB DIFFERENTIALS

For technical details, please see pages 3-9

Saab 9000 85-93MY	QDH1J	POA
Saab New 900 94MY only	QDH2J	POA
Saab 9000 94MY and 95MY only	QDH4J	POA
Saab New 900 95-98MY 9-3 98MY Current	QDH5J	POA
Saab 9000 96-98MY	QDH6J	POA
Saab 900 Classic 80-93MY	QDH7J	POA
Saab 9-3 Viggen F35 / 9-5 Aero	QDH8J	POA
Saab 9-3 F40 (02-07)	QDH9J	POA

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Seat Arosa Sport (02T)	QDF22R	£585.00
Seat Ibiza (with VW 02A transmission – push in flanges)	QDF8R	£550.00
Seat Ibiza (with VW 02J transmission – bolt in flanges)	QDF10R	£585.00
Seat Leon (02M)	QDF13R	£585.00
Seat Leon FR (197bhp) / Leon Cupra (237bhp) (02Q)	QDF16R	£585.00
Skoda Octavia (with VW 02A transmission - push in flanges)	QDF8R	£550.00
Skoda Octavia (with VW 02J transmission - bolt in flanges)	QDF10R	£585.00
Skoda Octavia vRS 2.0-litre (02Q)	QDF16R	£585.00
Skoda Fabia / Octavia (02M)	QDF13R	£585.00

SUBARU IMPREZA 5-SPEED SYNCHRO GEAR KIT

- Complete 5-speed synchromesh gearkit
- Fits only 1993/98 gearbox models
- Group N ratios with semi helical gear teeth
- Includes QUAIFE input shaft
- Retains original final drive
- Optional QUAIFE ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th
3.454	2.333	1.750	1.354	0.972



Subaru Impreza 5-speed synchromesh gearkit –
single synchro only QKE1Y £2,223.00



SUBARU IMPREZA 5-SPEED DOG ENGAGEMENT

- Complete 5-speed dog engagement gearkit
- Fits only 1993-1999 gearbox models with idler E-4Y1-06
- Fits 1999 on with idler E-3Y1-18
- Does not fit 2003 Type 75 gearboxes
- Straight cut gears
- Group N or Clubman ratios
- Includes QUAIFE quill input shaft
- Retains original final drive

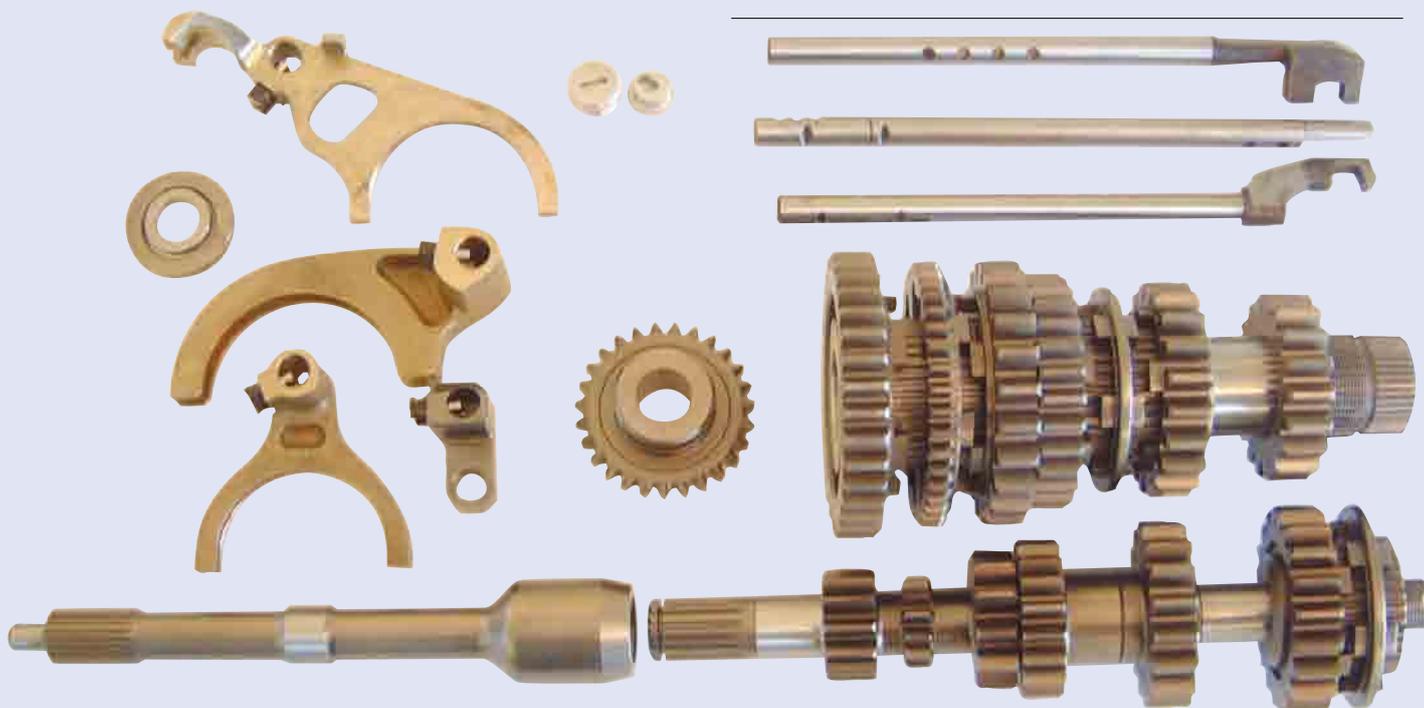
GEAR RATIOS

1st	2nd	3rd	4th	5th	
2.917	2.090	1.556	1.176	0.900	GpN
2.917	2.090	1.556	1.250	0.962	Clubman



Subaru Impreza 5-speed dog engagement gearkit
(Group N) QKE3Y £3,496.00

Subaru Impreza 5-speed dog engagement gearkit
(Clubman) QKE4Y £3,496.00



QUAIFE SUBARU ATB DIFFERENTIALS

For technical details, please see pages 3-9

Subaru Impreza / Legacy (front) (1993-2000)
QDH1Y £645.00

Subaru Impreza / Legacy (rear) not STi (1993-2000)
QDH2Y £585.00

*Subaru Impreza 2001+ All models (front)
QDH3Y £585.00

TOYOTA MR2 SPYDER / CELICA / COROLLA (2ZZ-GE ENGINE) SEQUENTIAL GEARKIT PACKAGE

Quaife has developed a six speed sequential gearkit for the 2ZZ-GE engined Toyota MR2 Spyder, Celica and Corolla models, which transforms these sportscars' performance.

Designed as a direct replacement for the standard six speed H-pattern Toyota transmission, the Quaife six speed sequential gearkit package includes a specially strengthened outer gearbox casing and sequential gearchange mechanism, which features a compact, drum style design for an ultra rapid gear shift. Careful design by Quaife to utilise the original bellhousing half of the casing, allows the retention of the Toyota clutch, differential, driveshafts and mounting points.

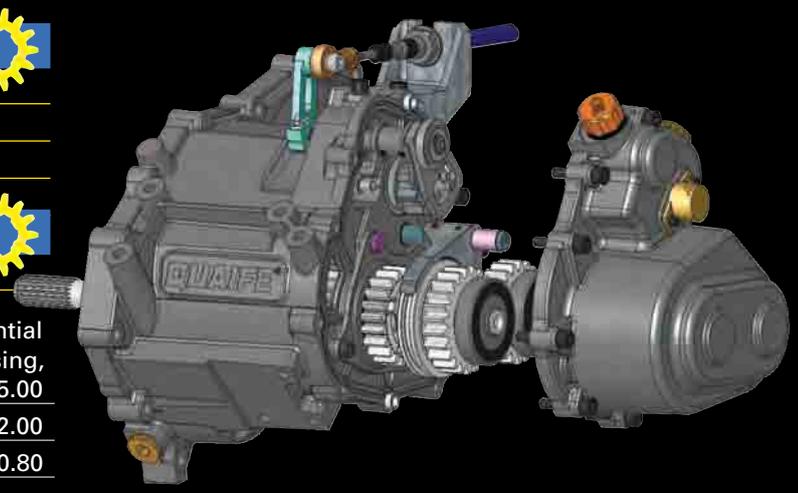
The standard Toyota gearbox uses road orientated gearing so Quaife has heavily revised the gear ratios on the sequential gearbox, making them ideal for circuit and rally use. The new optimised gearing features a choice of five shorter overall final drives and two sets of close ratio intermediate gears with a straight cut tooth form. These design elements enable Quaife to minimise transmission power losses and allow drivers to easily keep the 2ZZ-GE engine working in its power band, while delivering a top speed more suited to the needs of competition.

GEAR RATIOS (BASE SET) 						
1st	2nd	3rd	4th	5th	6th	
2.545	1.929	1.563	1.333	1.167	1.050	
3.200	2.250	1.647	1.368	1.143	0.957	

FINAL DRIVE RATIO 					
3.733	3.857	4.143	4.417	5.000	

Toyota MR2 Spyder, Celica and Corolla 6-speed sequential gearkit package includes the new transmission housing, gear lever and cable

	QKE9E	£3,975.00
Additional final drive ratio	QRE9E	£552.00
Optional gear position indicator	QMLED	£370.80



TOYOTA MR2 SPYDER, CELICA AND COROLLA 6-SPEED DOG ENGAGEMENT GEARKIT

We have also developed a six speed H-pattern dog engagement gearkit for this transmission. Featuring the same ratios and fitting directly into the standard gearbox casings, this gearkit is the ideal solution for those who are not allowed to use the sequential option.



GEAR RATIOS (BASE SET) 						
1st	2nd	3rd	4th	5th	6th	
2.545	1.929	1.563	1.333	1.167	1.050	
3.200	2.250	1.647	1.368	1.143	0.957	

FINAL DRIVE RATIO 					
3.733	3.857	4.143	4.417	5.000	

Toyota MR2 Spyder, Celica and Corolla 6-speed dog engagement gearkit	QKE10E	£2,495.00
Additional final drive ratio	QRE10E	£552.00

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Toyota Corolla (AE92), Starlet / Starlet Turbo (EP82)	QDF15E	£585.00
Toyota MR2 (non turbo) 4A-GE	QDF15E	£585.00
Toyota Starlet Turbo (EP71)	QDF16E	£585.00
Toyota MR2 (turbo/supercharged) 4A-GZE / 3S-GTE	QDF17E	£585.00

Toyota Celica / MR2 Spyder 6-speed (2ZZ-GE)	QDF21E	£585.00
Toyota 2000 Corolla GT-S 6-speed	QDF21E	£585.00
Toyota Scion TC	QDF25E	£585.00
Toyota Corolla AE86	QDF18E	POA
Toyota Hilux rear	QDF20E	POA
Toyota Hilux SR5 front	QDF26E	POA
Toyota Supra	QDF14E	POA

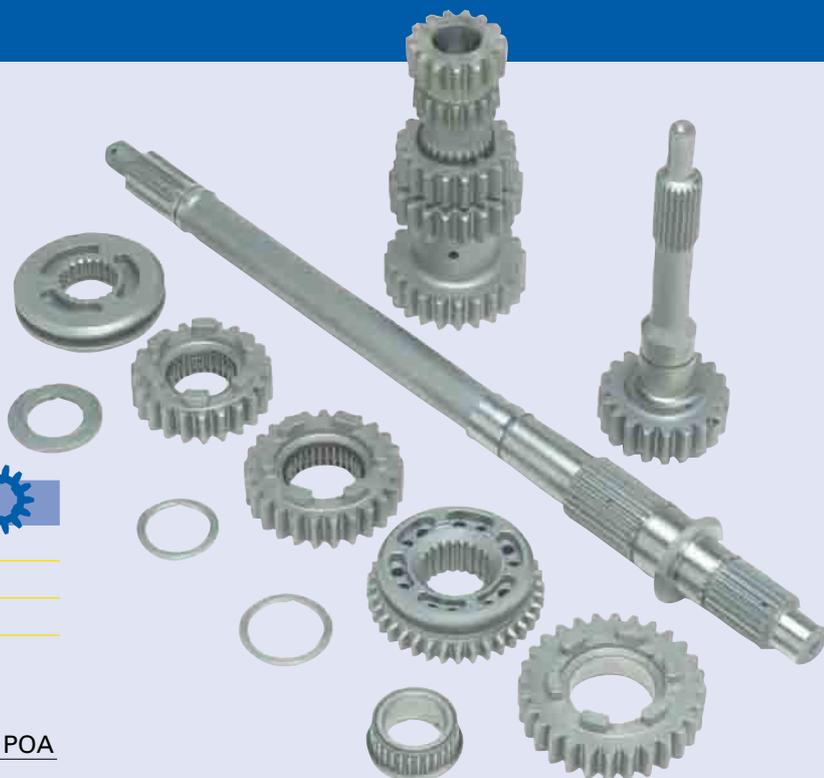
TR6 / DOLOMITE SPRINT DOG ENGAGEMENT

- 4-speed dog engagement gearkit
- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- QUAIFE mainshaft included
- Optional TR6 or Dolomite Sprint input shaft

GEAR RATIOS



1st	2nd	3rd	4th
2.013	1.513	1.205	1:1
2.223			



Triumph TR6 / Dolomite Sprint 4-speed dog gearkit

QKE2T

POA

TRIUMPH TR4A / TR5 / TR6 RACE HUB ASSEMBLY FRONT & REAR

Rear	QATR6001	POA
Front	QATR6002	POA



TR6 1-2 SYNCHRO HUB & SLIDER

- Direct replacement for original components

D1A1-350/351

POA



TRIUMPH TR3 & TR4 HEAVY DUTY HALF SHAFTS

D1A1-676

POA

QUAIFE TRIUMPH ATB DIFFERENTIALS

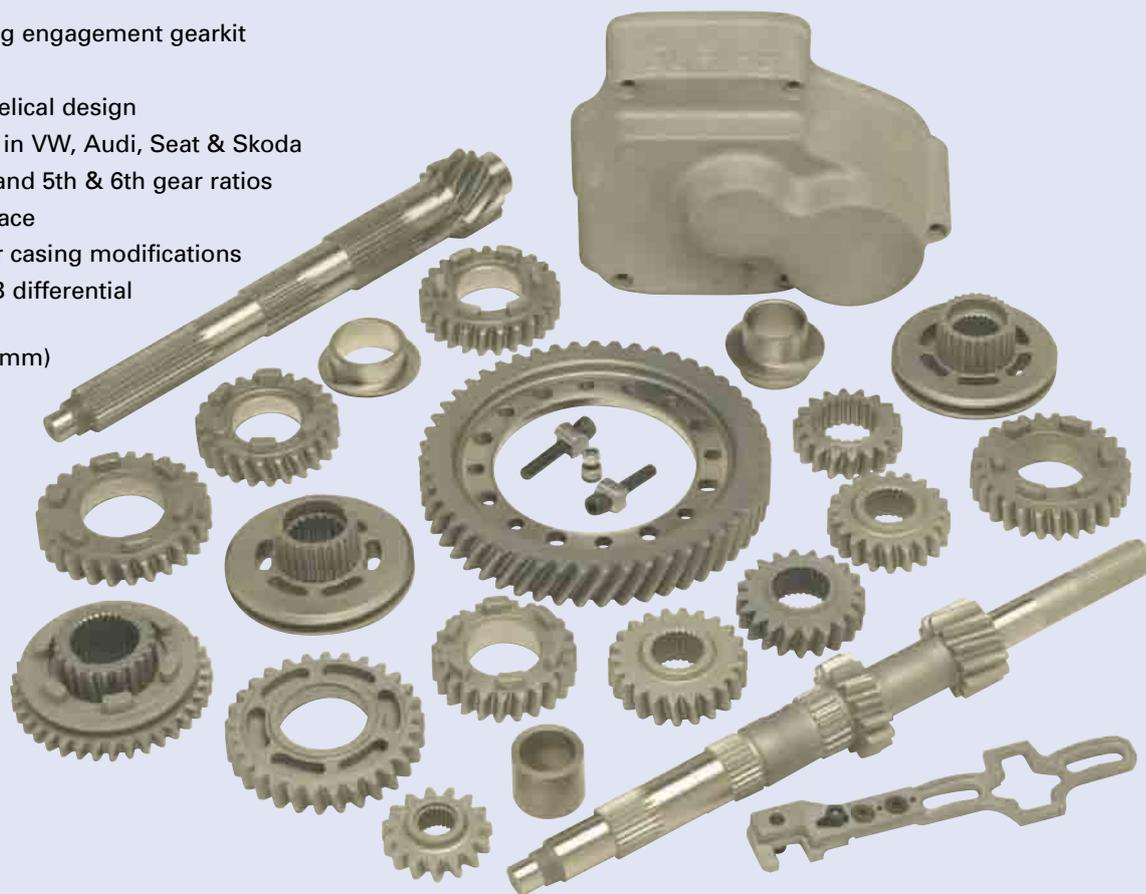
For technical details, please see pages 3-9



Triumph Dolomite Sprint	QDF23K	£645.00
Triumph GT6 (modification required if fitting 3.27 cwp)	QDF8K	£550.00
Triumph Herald	QDF8K	£550.00
Triumph Spitfire	QDF8K	£550.00
Triumph Stag/TR2/TR3/TR3A/TR4A/TR5/TR6	QDF23K	£645.00
Triumph TR7 4-speed	QDF8K	£550.00
Triumph TR7 5-speed /TR8	QDF16K	£585.00
Triumph Vitesse	QDF8K	£550.00

VW 02A/02J 6-SPEED DOG ENGAGEMENT

- Complete 6-speed dog engagement gearkit
- Close ratio gears
- High strength semi-helical design
- Fits 02A/02J gearbox in VW, Audi, Seat & Skoda
- Choice of final drive and 5th & 6th gear ratios
- Suitable for road or race
- Requires some minor casing modifications
- Optional QUAIFE ATB differential
- Includes selector rod support (15mm or 16mm)
- Includes extended gear casing



GEAR RATIOS



1st	2nd	3rd	4th	5th	6th
2.417	1.929	1.500	1.200	0.956	0.800
				1.045	0.913

FINAL DRIVE RATIOS



3.923 4.167 4.636 5.091

VW 02A/02J 6-speed dog engagement gearkit

QKE2V £2,732.00

Additional final drive ratio

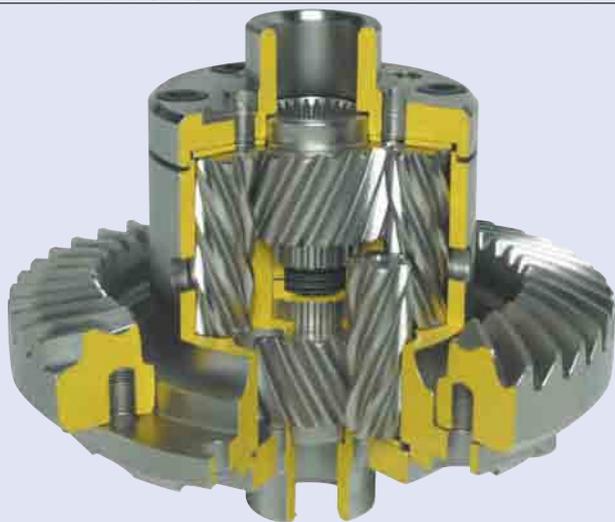
QRE2V £552.00



QUAIFE VAG ATB DIFFERENTIALS

For technical details, please see pages 3-9

Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q	£775.00
Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q	£775.00
Audi (rear), A4 Quattro	QDF4Q	£775.00
Audi A3 1.8, 1.8T, Tdi (02J)	QDF10R	£585.00
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R	£585.00
Audi front TT, A3 2WD (02M)	QDF13R	£585.00
Audi front TT Quattro, S3 Quattro 4WD (02M)	QDF14R	£645.00
Audi (front), S4, S6, A6 4.2l (01E)	QDF8Q	£775.00
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – small crownwheel)	QDF1R/109	£550.00
VW Golf Mk1 & 2/ Jetta / Passat / Scirocco (020 – large crownwheel)	QDF1R/111	£550.00
VW Beetle 1302 / 1303 33 / 37 spline (IRS)	QDF4R	£645.00
VW Golf Mk3 & 4 / Corrado / Jetta / Vento (02A – push in flanges)	QDF8R	£550.00
VW Beetle swing axle	QDF9R	£775.00
VW New Beetle / Golf Mk3 & 4 / Jetta / Vento (02J – bolt in flanges)	QDF10R	£585.00
VW Golf Mk4 2WD 6-speed (02M)	QDF13R	£585.00
VW Golf Mk4 4WD 6-speed (02M)	QDF14R	£645.00
VW Golf Rallye (4wd – 02C front)	QDF15R	£645.00
VW Golf Mk5 GTi / Golf GT TDi / Golf 1.4 TSi GT (02Q)	QDF16R	£585.00
VW DSG 2WD including bolt kit	QDF19R	£775.00
VW Polo G40 (085)	QDF20R	POA



Bolt Kits

020 / 02C	1557	£102.00
02A / 02J	F8R206KIT	£102.00
02M / 02Q	1555	£129.00

VW 02A/02J 6-SPEED SYNCHRO

- Complete 6-speed synchromesh gearkit
- Close ratio gears
- High strength semi helical design
- Fits 02A/02J gearbox in VW, Audi, Seat & Skoda
- Suitable for road or race
- Also fits Golf Rallye & G60
- Requires some minor casing modifications
- Optional QUAIFE ATB differential - except 4WD
- Optional selector rod support (15mm or 16mm)
- Includes extended gear casing

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.727	1.929	1.500	1.200	0.956	0.800

VW 02A/02J 6-speed synchromesh gearkit	QKE1V	£2,096.00
Selector rod support (15mm or 16mm)	QKE1VROD	£64.00



QUAIFE VW GOLF QUICK RACK & PINION KITS

- Fits Mk1 or Mk2 Golf
- Mk1 LHD 3.1 turns lock to lock
- Mk2 LHD 2.9 turns lock to lock
- Mk1 RHD 2.9 turns lock to lock

VW Golf Mk1 LHD quick rack & pinion kit 3.1	QSF7R001	£123.00
VW Golf Mk2 LHD quick rack & pinion kit 2.9	QSF6R001	£123.00
VW Golf Mk1 RHD quick rack & pinion kit 2.9	QSF18R001	£123.00
VW Polo LHD quick rack & pinion kit 2.6	QSF17R001	POA



CORSA / NOVA F13 / F15 5-SPEED SYNCHRO

- 5-speed synchromesh gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion
- Choice of final drive ratios
- Optional gear lever turret & QUAIFE ATB differential
- Fitment to F15 casing requires F13 synchro assemblies i.e. baulk rings and synchro hubs



GEAR RATIOS

1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040

FINAL DRIVE RATIOS

4.533 4.857

Corsa / Nova F13 / F15 5-speed synchromesh gearkit		QKE15C	£1,496.00
Additional final drive ratio		QRE15C	£518.00

CORSA / NOVA F13 / F15 6-SPEED DOG ENGAGEMENT

- 6-speed dog engagement gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion and heavy duty end cover
- Choice of final drive ratios
- Comprehensive kit – includes selectors
- Optional gear lever, turret & QUAIFE ATB differential
- Input shaft - 7/8" 20T spline

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.540	1.930	1.560	1.300	1.140	1.040

FINAL DRIVE RATIOS

4.360 4.640 4.860

Corsa / Nova F13 / F15 6-speed dog engagement gearkit		QKE10C	£3,390.00
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Additional final drive ratio		QRE10C	£552.00
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CORSA / NOVA F13 / F15 5-SPEED DOG ENGAGEMENT

- 5-speed dog engagement gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion and heavy duty end cover
- Choice of final drive ratios
- Comprehensive kit – includes selectors
- Optional gear lever, turret & QUAIFE ATB differential
- Input shaft – 7/8" 20T spline

GEAR RATIOS

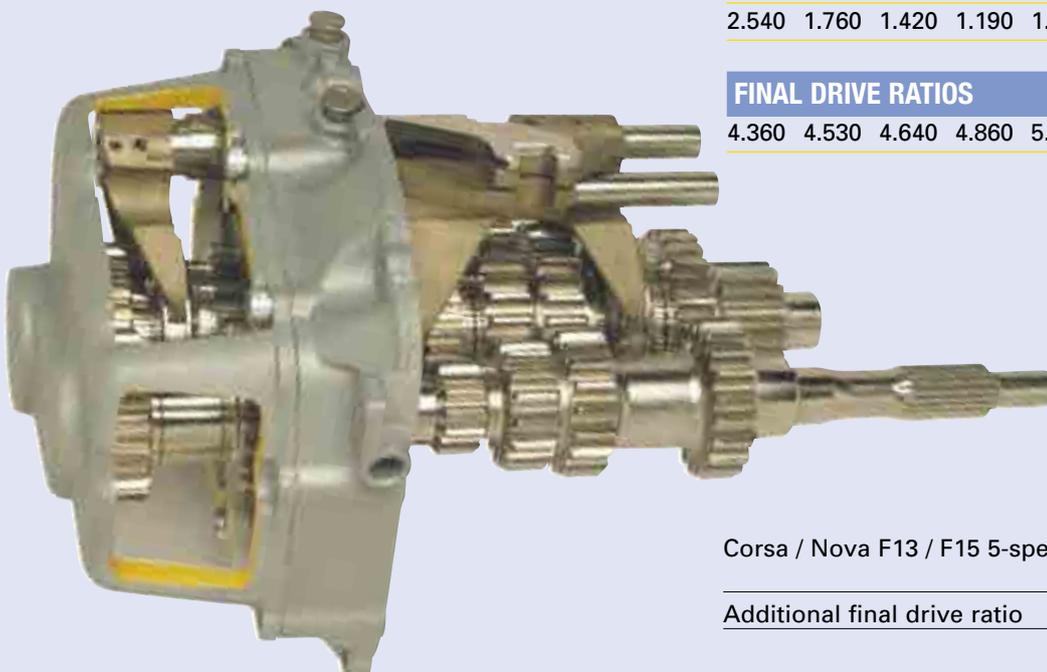
1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040

FINAL DRIVE RATIOS

4.360 4.530 4.640 4.860 5.170

Corsa / Nova F13 / F15 5-speed dog engagement gearkit		QKE8C	£2,467.00
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Additional final drive ratio		QRE8C	£518.00
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ASTRA / KADETT F18 / F20 5-SPEED SYNCHRO

- 5-speed engagement gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion
- Choice of final drive and 5th gear ratios
- Optional gear lever, turret & QUAIFE ATB differential
- Final drive runs with standard gears

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040
				0.958
				0.870

FINAL DRIVE RATIOS

4.200	4.500	4.850	5.180
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5-speed Astra / Kadett F18 / F20 synchromesh gearkit	QKE13C	£1,496.00
Additional final drive ratio	QRE13C	£518.00

ASTRA / KADETT F16 / F18 / F20 5-SPEED DOG ENGAGEMENT

- 5-speed dog engagement gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion and heavy duty end cover
- Choice of final drive and 1st, 2nd and 5th gear ratios
- Comprehensive kit – includes selectors
- Optional gear lever, turret & QUAIFE ATB differential
- Input shaft – 7/8" 20T spline

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.308	1.688	1.389	1.200	1.045
2.910	2.071			0.970

FINAL DRIVE RATIOS

3.190	3.550	3.740	3.940	4.200	4.500	4.850	5.180
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5-speed Astra / Kadett F16 / F18 / F20 dog engagement gearkit	QKE6C	£2,706.00
2-speed Autograss gearkit	QKE6C	£1,226.00
Additional final drive ratio	QRE6C	£518.00

ASTRA / KADETT F16 / F18 / F20 6-SPEED DOG ENGAGEMENT

- 6-speed dog engagement gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion and heavy duty end cover
- Choice of final drive and 5th, 6th gear ratios
- Comprehensive kit – includes selectors
- Optional gear lever, turret & QUAIFE ATB differential
- Input shaft - 7/8" 20T spline

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.308	1.867	1.555	1.350	1.174	1.045
				1.130	0.960
					0.916

FINAL DRIVE RATIOS

4.200	4.500	4.846	5.180
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Astra / Kadett F16 / F18 / F20 6-speed dog engagement gearkit	QKE11C	£3,496.00
Additional final drive ratio	QRE11C	£552.00

VAUXHALL / GM F35 6-SPEED SYNCHRO

Designed to fit Vauxhall/Opel/GM/Saab F35 gearbox, to upgrade 5-speed gearbox to 6-speed.

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
3.000	1.933	1.368	1.045	0.833	0.704

FINAL DRIVE RATIOS

4.071

Vauxhall/GM F35 6-speed synchro	QKE20C	POA
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VAUXHALL / OPEL GEAR LEVER ASSEMBLY

- Stronger cast alloy housing
- Short lever throw for quicker gear change
- Spherical bearing ensures smooth, positive action
- Hardened, one piece lever for extra strength
- Includes nylon gear knob
- Connecting linkage not supplied



QKE6CG £382.00

VECTRA (SAAB) F25 6-SPEED SYNCHRO *Made to special order*

- 6-speed synchromesh gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion
- Optional gearlever and QUAIFE ATB differential

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.538	1.875	1.421	1.190	1.042	0.960

FINAL DRIVE RATIOS

3.867

Vectra (Saab) 6-speed synchromesh gearkit	QKE14C	POA
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VAUXHALL NOVA QUICK RACK & PINION KITS

- LHD or RHD 2.5 turns lock to lock

Vauxhall Nova LHD quick rack & pinion kit 2.5	QSD1T001	£102.00
Vauxhall Nova RHD quick rack & pinion kit 2.5	QSD1T002	£102.00

VAUXHALL / OPEL TURRET ASSEMBLY

- Stronger LM25 alloy housing
- Thicker, stronger bronze operating finger
- One piece steel operating rod
- Connecting linkage not supplied



Vauxhall / Opel turret assembly QKE6CT £504.00

Heavy duty operating finger E8C1-61 £170.00

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9



Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only)	QDF2B	£550.00
Vauxhall Corsa / Nova (F10 / F13 / F15 / F17)	QDF7B	£550.00
Vauxhall Cavalier / Calibra (F25)	QDH5J	£585.00
Vauxhall Vectra / VX220 F23 (Getrag 287)	QDF17B	£585.00
Vauxhall Calibra F28 4x4 (front)	QDF19B	£585.00
Vauxhall Astra / Corsa VXR, 1.9 CDTI Astra, Vectra, Zafira (M32)	QDF25B	£585.00
Vauxhall Calibra 4X4 (rear)	QDF26B	£585.00
Vauxhall F40	QDF21B	£585.00
Opel Manta / GT / Ascona	QDF4B	£585.00

OPEL KADETT / ASTRA MK1 RACK & PINION LHD

Opel Kadett / Astra Mk1 LHD quick rack & pinion kit 2.7 turns lock to lock	QSF6B001	POA
Opel Kadett C LHD	QSF20B001	POA

OPEL MANTA / ASCONA 4-SPEED SYNCHRO

- 4-speed synchromesh gearkit
- Straight cut, close ratio
- Retains original mainshaft
- Optional steel baulk rings
- Now includes spigot bearing



VOLVO 240 4-SPEED SYNCHRO (M45)

- 4-speed synchromesh gearkit
- Straight cut, close ratio
- Needle roller bearings support mainshaft gears
- Retains standard mainshaft

GEAR RATIOS

1st	2nd	3rd	4th
2.432	1.658	1.222	1:1



Volvo 240 4-speed synchromesh gearkit

QKE5S

POA

GEAR RATIOS

1st	2nd	3rd	4th
2.250	1.578	1.224	1:1

Opel Manta 4-speed synchromesh gearkit

QKE2C £674.00

Open Manta steel baulk rings 3rd-4th

D1A1-232 POA

OPEL MANTA / ASCONA RACK & PINION

- LHD or RHD 2.5 turns lock to lock

Opel Manta LHD quick rack & pinion kit 2.5

QSF3B001 £102.00

Opel Manta RHD quick rack & pinion kit 2.5

QSF3B002 £102.00

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Opel Manta / GT / Ascona

QDF4B £585.00

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-9

Volvo 240 QDF8J/27 £645.00

Volvo 850/855 '92-'97, C70 '96-'03, S70, V70 '97-'00, S40, V40 '96-'03 (5-speed - M56)

QDF12J £585.00

Volvo S80 '97-'04, S60 '01-'04, V70N '00-'07 (5-speed - M56)

QDF12J £585.00

Volvo C30, V50. C70N, S40N '04+, S60 T5, V70N T5 '05-'07 (6-speed - M66)

QDF13J £585.00

Volvo S60R 4x4 rear

QDF11J POA

Volvo S60R 4x4 front

QDF14J £645.00

Volvo Amazon (10 bolt crownwheel)

QDF8J/10 £645.00

Volvo Amazon (8 bolt crownwheel)

QDF9J £645.00



MACPHERSON STRUT TYPE UPRIGHTS

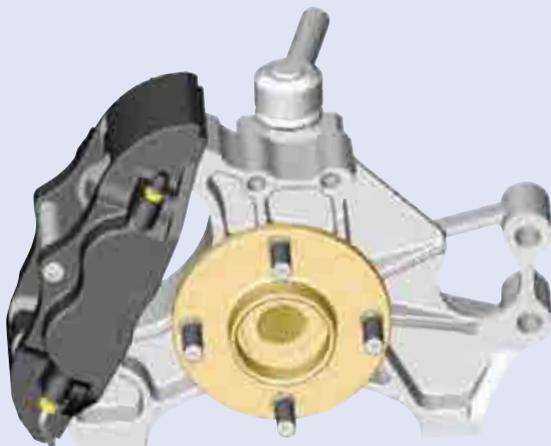
- Strong, lightweight LM25 alloy
- Use as direct replacement for group A Sierra casting
- Complete assemblies with hubs, bearings, flanges etc
- Front & rear versions – with or without drive
- Choice of four stud or centre lock hubs

without drive	QSD1A	£1,778.00
with drive	QSD1A	£1,963.00



UNIVERSAL FRONT AND REAR UPRIGHT ASSEMBLY AS USED ON THE QUAIFE R40 *Made to special order*

- Multi-bolt fixing
- Heat treated LM25 alloy casting
- Complete assembly with hubs, bearings, flanges etc



Rear uprights		
O/S	D4Q1-01	POA
N/S	D4Q1-02	POA
Front uprights		
O/S	D4Q1-03	POA
N/S	D4Q1-04	POA

FORD RS200 FRONT & REAR UPRIGHTS

- Heat treated, LM25 alloy castings
- Re-designed to take easily available bearing
- Supplied complete with bearing retainer
- Rear upright uses standard Ford bearing
- Direct replacement for original Ford part

D1A1-681 + D1A1-775	£1,008.00
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UNIVERSAL FRONT & REAR UPRIGHT ASSEMBLY AS USED ON THE QUAIFE GTR4 *Made to special order*

- Single-bolt fixing
- Available as steering for fixed unit
- Vented casting in heat treated LM25 alloy
- Large taper roller bearings – ideal for long distance races
- Vents cool both bearings and brake disc
- Front drive hub narrowed by internal mounting of CV joint
- Lightweight rear drive hub incorporates outer tripod joint



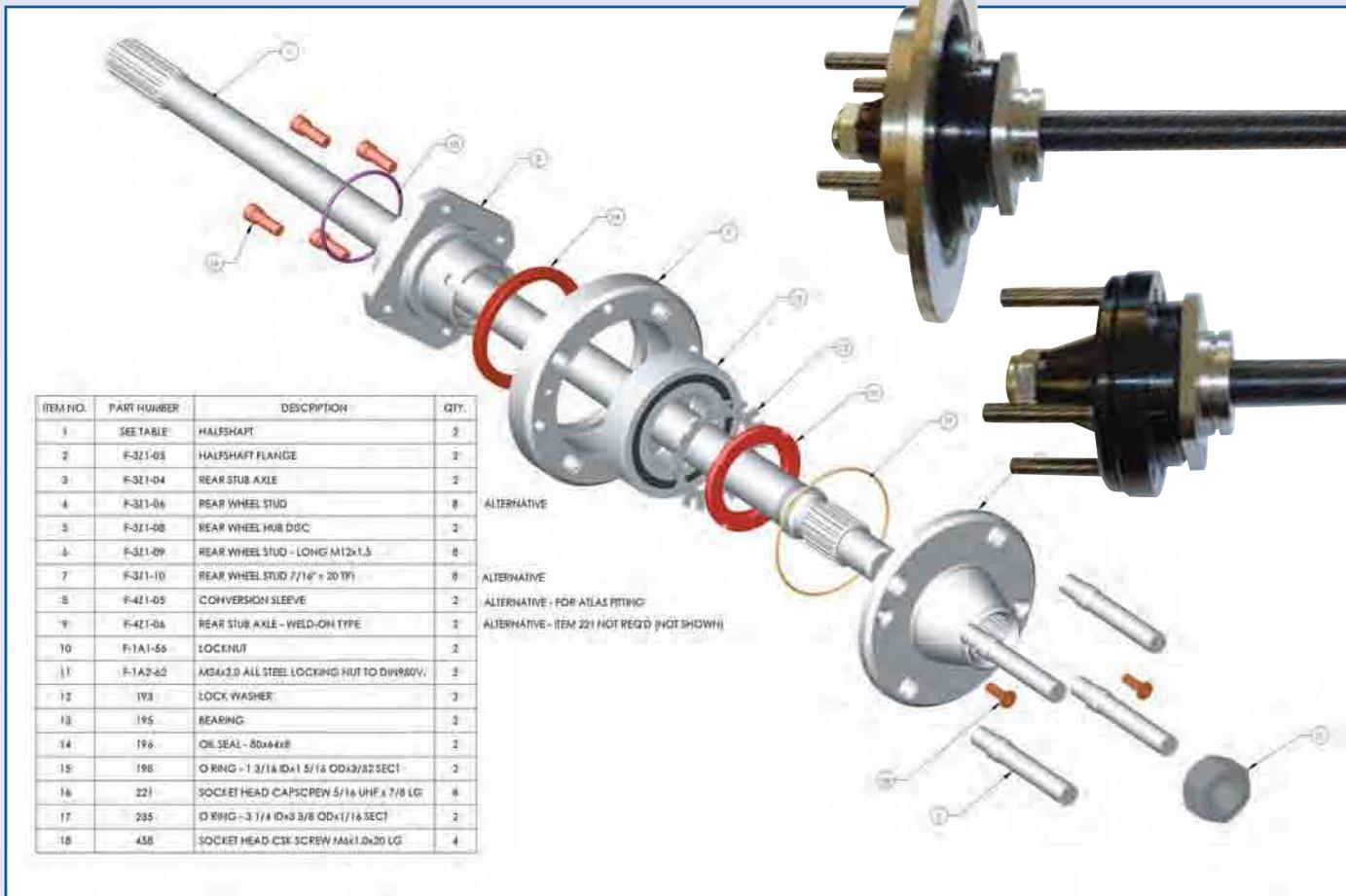
QUAIFE universal hub & upright assembly (fixed)	QSD2QF	£1,724.00
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QUAIFE universal hub & upright assembly	QSD2QR	£1,724.00
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FOCUS REAR HUB KIT *Made to special order*

- Heat treated LM25 alloy casting
- Complete with drive hub, bearing, flange and studs
- Retains original calliper
- Allows use of 295mm discs
- Radial mount calliper version to follow

Focus rear hub kit (per pair)	F31Z	POA
Disc bells (per pair)	F31Z	POA



ENGLISH / ATLAS AXLE KIT

- Bearing size increased utilising double row ball bearing
- Semi floating half shaft design, with separate flange
- Easy shaft removal – retained by two screws only
- Suitable for drum or disc brake axles
- 3 lengths of 12mm or classic 7/16 studs available
- Large choice of half shafts

English / Atlas Axle Kit (complete) QAF4Z £664.00

ENGLISH / ATLAS AXLE KIT SPARES

Half shaft nut only	F1A2-62	£7.00
Half shaft flange	F3Z1-03	£66.00
Wheel studs (various)	F3Z1	£8.00

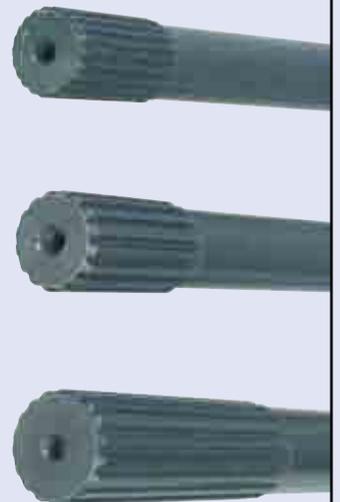
SALISBURY

Axle half shaft (from 700mm to 895mm) £113.00

HALF SHAFTS AVAILABLE FOR AXLE KITS

- English = 22T Standard Capri = 16T Group 4 ZF = 18T

Anglia	22T	660mm	F4Z2-08	£100.00
Lotus Cortina	22T	708mm	F4Z2-02S	£100.00
English	22T	730mm	F4Z2-02	£100.00
English	22T	770mm	F4Z2-07	£100.00
Capri	18T	770mm	F1A2-39/F1A2-66	£130.00
Capri	18T	820mm	F1A2-61	£105.00
Anglia	16T	660mm	F3Z2-16	£100.00
Lotus Cortina	16T	708mm	F3Z2-07S	£100.00
Escort	16T	730mm	F3Z2-07	£100.00
Capri	16T	770mm	F3Z2-02	£100.00
Capri	16T	790mm	F24Z2-05	£100.00



ATLAS GROUP 4 HALF SHAFTS

- Two piece – separate shaft and flange
- Large diameter shafts for strength and durability
- Choice of lengths available
- Group 4 Z spline (18T)
- Optional Group 4 spline side gears fit ZF LSD and QUAIFE ATB differential
- New heavy duty version available

Atlas Group 4 half shaft	F1A2-39	£100.00
Atlas Group 4 half shaft (HD)	F1A2-66	£130.00
Atlas Group 4 flange	D1A1-126	£64.00

ATLAS GROUP 1 HALF SHAFTS

- Two-piece separate shaft and flange
- Larger diameter shafts for strength and durability
- Flange is used to retain original bearing – when fitting latest Group 1 flange bearing retaining plate bore requires machining
- Group 4, ZF spline (18T)
- Optional Group 4 spline side gears fit QUAIFE ATB differential
- New heavy duty version available

Atlas Group 1 half shaft 18T	D1T2-14	£114.00
Atlas Group 1 half shaft 18T (HD)	D1T2-29	£142.00
Atlas Group 1 half shaft 16T	D1T2-21	£114.00
Atlas Group 1 half shaft 16T (HD)	D1T2-30	£142.00
Atlas Group 1 flange	D1T1-02	£75.00

ENGLISH PLATE DIFF SIDE GEARS

- Replace original Salisbury side gears
- Available with English or Capri spline

22 spline	F4Z1-11	£80.00
16 spline	F4Z1-12	£80.00

GROUP 4 SPLINE SIDE GEARS

- Used to convert a differential from standard Capri to Group 4 spline (18T)
- Enables use of larger diameter shafts

Group 4 spline side gears for ZF LSD	F1A1-60	£80.00
Group 4 spline side gears for QUAIFE ATB differential	F6Z4-11/12	£80.00

ENGLISH GROUP 1 HALF SHAFTS

- Two piece – separate shaft and flange
- Standard English (22T) spline
- Flange is used to retain original bearing
- Shafts are standard English length

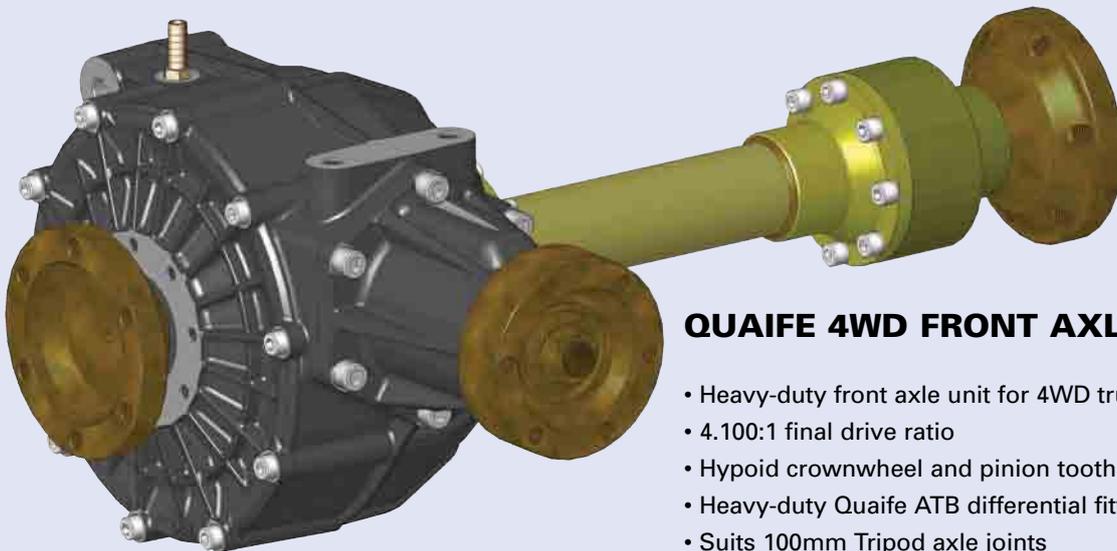
English Group 1 half shaft	D1T2-18	£114.00
English Group 1 flange	D1T1-19	£75.00



QUAIFE DIFFERENTIAL ASSEMBLY

- Complete diff units for independent suspension systems
- Designed for sub frame mounting
- Optional extension tubes, used if axle is offset from vehicle centreline to ensure even length shafts
- Choice of standard or pad type QUAIFE ATB differential

Complete QUAIFE differential with housing	QDE5G	POA
Drive shaft extension tube		POA
Atlas crown wheel & pinion Ratios 5.100, 4.600 & 3.090		POA



QUAIFE 4WD FRONT AXLE UNIT

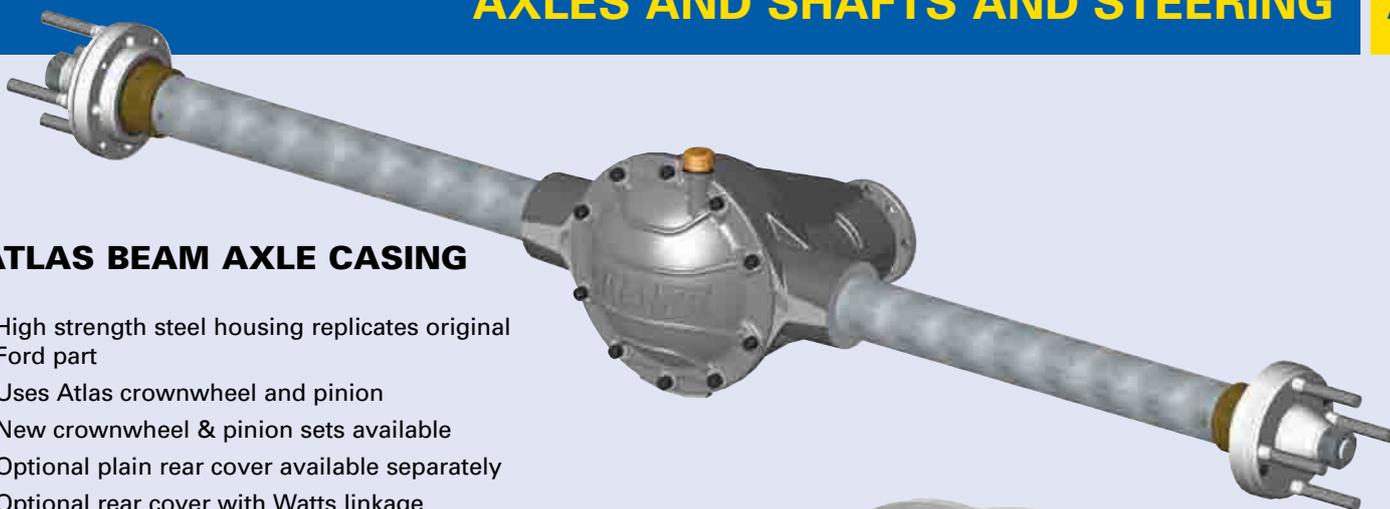
- Heavy-duty front axle unit for 4WD truck application
- 4.100:1 final drive ratio
- Hypoid crownwheel and pinion tooth form
- Heavy-duty Quaife ATB differential fitted as standard
- Suits 100mm Tripod axle joints
- Various-width cross-tube to suit different applications

QUAIFE 4WD Front axle unit	QAH4P	POA
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COMPLETE SIERRA 7" ATB DIFFERENTIAL ASSEMBLY

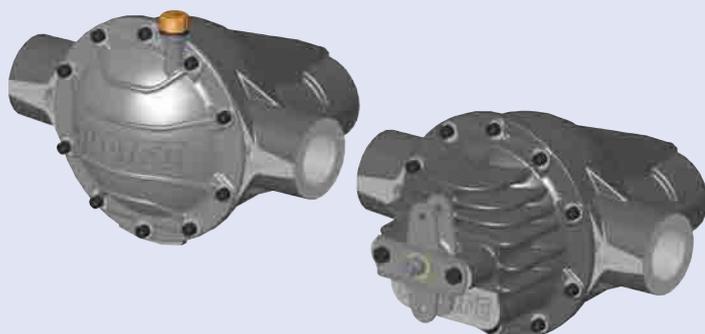
Ford Sierra 7" QUAIFE ATB diff assembly (uses new cases & CWP)	QAF15ZQ	£1,334.00
Ford Sierra 7" QUAIFE ATB diff assembly with flanges (uses new cases & CWP)	QAF15ZQFL	£1,571.00
Ford Sierra 7" crownwheel & pinion set (R3.62:1 & R3.92:1)	QRF15Z	POA





ATLAS BEAM AXLE CASING

- High strength steel housing replicates original Ford part
- Uses Atlas crownwheel and pinion
- New crownwheel & pinion sets available
- Optional plain rear cover available separately
- Optional rear cover with Watts linkage available separately
- Direct fit for Quaife ATB differential



End cover – plain	QAF6ZP	POA
End cover – Watts linkage	QAF6ZW	POA



QAF6Z	POA
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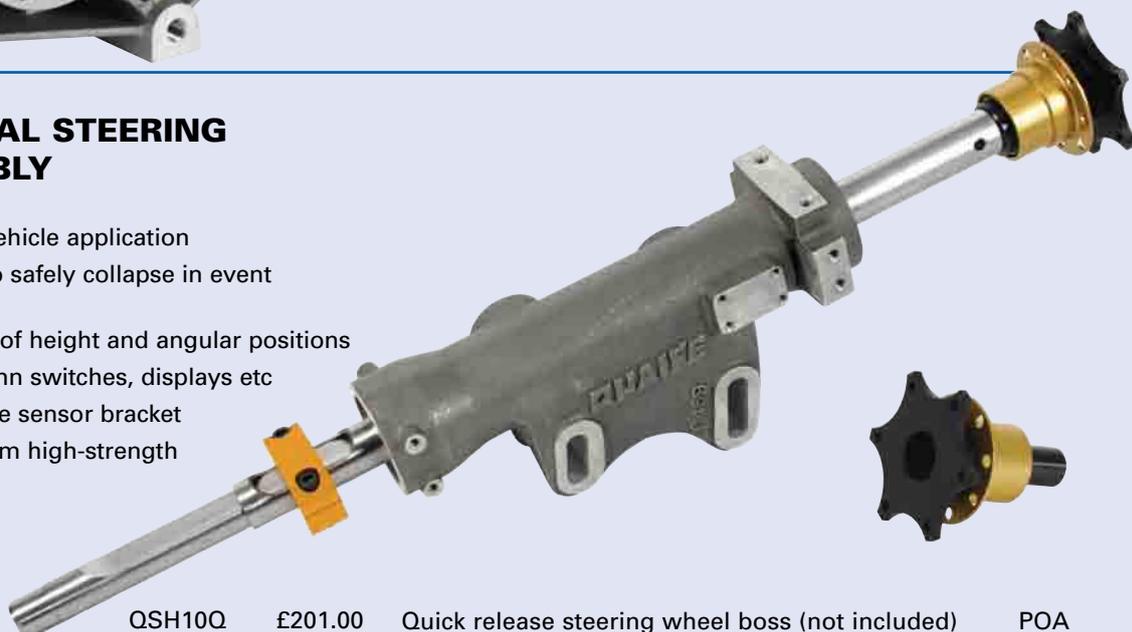
ATLAS INDEPENDENT DIFFERENTIAL ASSEMBLY

- Alloy case
- Uses Atlas crown wheel & pinion
- New crownwheel & pinion sets available
- Bolt fixing same as Sierra 7"

QAF6ZFL	POA
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QUAIFE UNIVERSAL STEERING COLUMN ASSEMBLY

- Designed for use in any vehicle application
- Lower section designed to safely collapse in event of an impact
- Mountings provide range of height and angular positions
- Bosses provided for column switches, displays etc
- Provision for column angle sensor bracket
- Column manufactured from high-strength steel CDS tubing



QSH10Q	£201.00
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Quick release steering wheel boss (not included)	POA
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FORD ESCORT MK2 QUICK RACK & PINION KIT

- LHD 2.5 turns lock to lock
- RHD 2.2 or 2.5 turns lock to lock
- RHD 2.2 available with long or short pinion shaft

Ford Escort Mk2 LHD quick rack & pinion kit 2.5	QSD1D001	£96.00
Ford Escort Mk2 RHD quick rack & pinion kit 2.2 (long)	QSD1D002	£96.00
Ford Escort Mk2 RHD quick rack & pinion kit 2.2 (short)	QSD1D003	£96.00
Ford Escort Mk2 RHD quick rack & pinion kit 2.5	QSD1D004	£96.00

FORD ESCORT MK3/4 FWD QUICK RACK & PINION KIT RHD

- 2.83 turns lock to lock

Ford Escort Mk3 FWD RHD quick rack & pinion kit 2.83	QSF10Z001	£112.00
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FORD SIERRA QUICK RACK & PINION KIT LHD OR RHD

- 2.8 turns lock to lock

Ford Sierra LHD	QSF9Z001	£102.00
Ford Sierra RHD	QSF9Z002	£102.00

HONDA CIVIC QUICK RACK & PINION KIT

- Manual, LHD only

Honda Civic LHD quick rack & pinion kit 2.83 (SH3L)	QSF10U001	£112.00
Honda Civic LHD quick rack & pinion kit 3.25 (SR3L)	QSF11U001	£112.00

MGC QUICK RACK & PINION KIT

MGC RHD	QSF29K001	POA
MGC LHD	QSF29K002	POA

MINI QUICK RACK & PINION KIT RHD

Austin Rover Mini RHD 2.23	QSF35K001	POA
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MORGAN QUICK RACK & PINION RHD & LHD

Morgan complete rack	QSH2M	POA
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OPEL KADETT / ASTRA MK1 QUICK RACK & PINION KIT LHD

Opel Kadett / Astra MK1 LHD 2.7	QSF6B001	POA
Opel Kadett C LHD	QSF20B001	POA

OPEL MANTA / ASCONA QUICK RACK & PINION KIT LHD OR RHD

Opel Manta / Ascona LHD 2.5	QSF3B001	£102.00
Opel Manta / Ascona RHD 2.5	QSF3B002	£102.00



PEUGEOT 205 RHD QUICK RACK & PINION KIT

Peugeot 205 RHD 2.78		
Flat drive pinion	QSF12H001	£117.00
Splined pinion	QSF12H002	£117.00

PORSCHE 911 QUICK RACK & PINION KIT LHD OR RHD

Porsche 911/914 (1974-1989) LHD / RHD 2.5	QSF3Q001	£138.00
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TOYOTA COROLLA AE86 QUICK RACK & PINION KIT

Toyota AE86 LHD 2.5	QSF22E001	£128.00
Toyota AE86 RHD 2.5	QSF22E002	£128.00



TOYOTA MR2 MK1 (AW11) QUICK RACK & PINION KIT LHD OR RHD

Toyota MR2 LHD 2.5	QSF22E003	£128.00
Toyota MR2 RHD 2.5	QSF22E004	£128.00

VAUXHALL NOVA QUICK RACK & PINION KIT LHD OR RHD

Vauxhall Nova LHD quick rack & pinion kit 2.5	QSD1T001	£102.00
Vauxhall Nova RHD quick rack & pinion kit 2.5	QSD1T002	£102.00

VOLVO 240 QUICK RACK & PINION KIT LHD

Volvo 240 LHD 2.5	QSF3J001	POA
Volvo 240 LHD 2.85	QSF5J001	POA

VW GOLF QUICK RACK & PINION KIT

VW Golf Mk1 LHD 3.1	QSF7R001	£123.00
VW Golf Mk2 LHD 2.9	QSF6R001	£123.00
VW Golf Mk1 RHD 2.9	QSF18R001	£128.00
VW Polo LHD 2.6	QSF17R001	POA



QUAIFE COMPLETE CENTRAL QUICK RACK

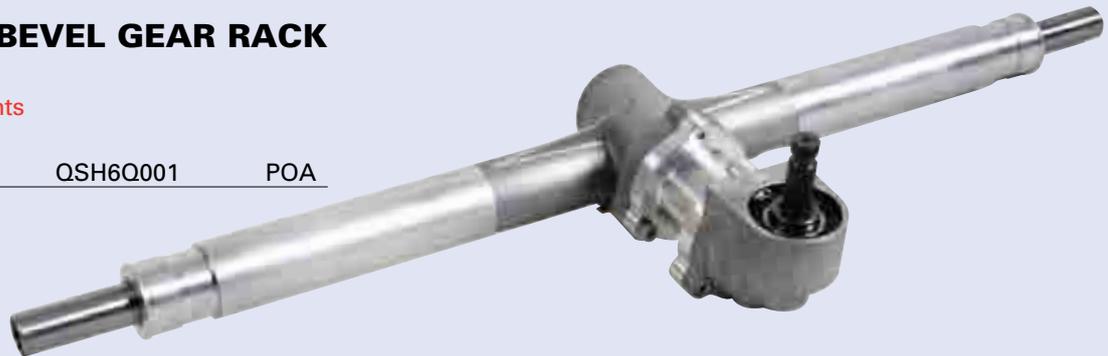
- Made to customer requirements
- Complete central quick rack and pinion assembly
- Suitable for single seater applications
- 1.7 turns lock to lock
- Anodised aluminium clamps (available separately to customer specifications)



QUAIFE complete central quick rack QSH4Q POA
 Rack clamps (contact QUAIFE with your requirements)

QUAIFE COMPLETE BEVEL GEAR RACK

- Made to customer requirements



QSH6Q001 POA

QUAIFE COMPLETE LEFT OR RIGHT HAND QUICK RACK

QUAIFE complete left or right hand quick rack
 QSH5Q POA



COMPLETE AUSTIN ROVER MINI QUICK RACK

QSF39K001 POA

FORD ESCORT MK1 & MK2 COMPLETE STANDARD QUICK RACK

QSH9Q001 POA

STEERING COLUMN PINION CLAMP



H4Q1-05 £31.00

FORD ESCORT MK1 & MK2 COMPLETE HEAVY DUTY QUICK RACK

- RHD 2.2 or 2.5 turns lock to lock
- Anodised aluminium clamps
- Long and short pinions available

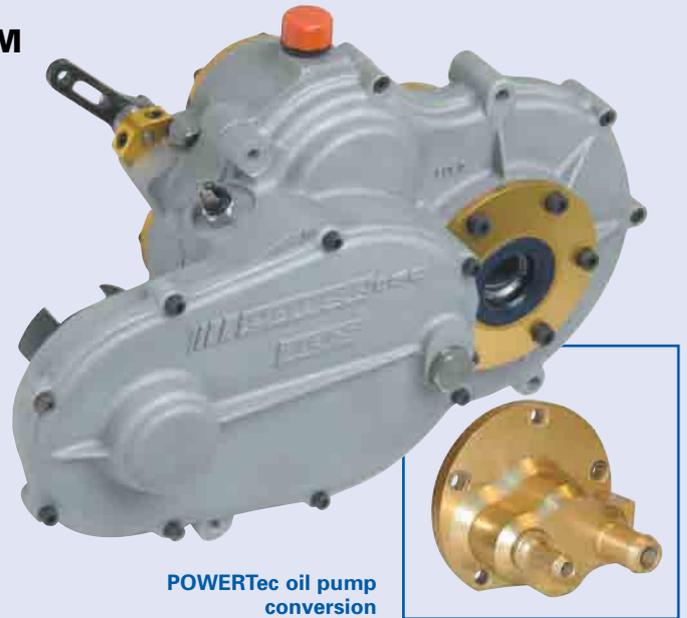
Ford Escort Mk2 complete heavy duty quick rack & pinion
 QSF1Z £304.00



QUAIFE POWERTEC GEAR DRIVE SYSTEM

A gear drive system suitable for use with most super-bike engines. Power is transmitted directly from the output shaft via a unique cushion drive coupling. Drive is then taken through a pair of quick-change reduction gears to the QUAIFE ATB. An integral reverse gear system is activated by a push-pull cable. The gear drive system was designed jointly by Powertec and QUAIFE Engineering for the award-winning Radical SR3.

- Direct drive from gearbox output shaft
- Uses cushion drive unit for smoother transmission
- Quick change reduction gears with various ratios from 2.9:1 to 3.6:1
- Cable push-pull operated reverse
- Uses QUAIFE Escort/Fiesta ATB differential
- Uses easily available joints and shafts or
- Drive shafts made to suit your application
- Final drive ratio 2.5:1



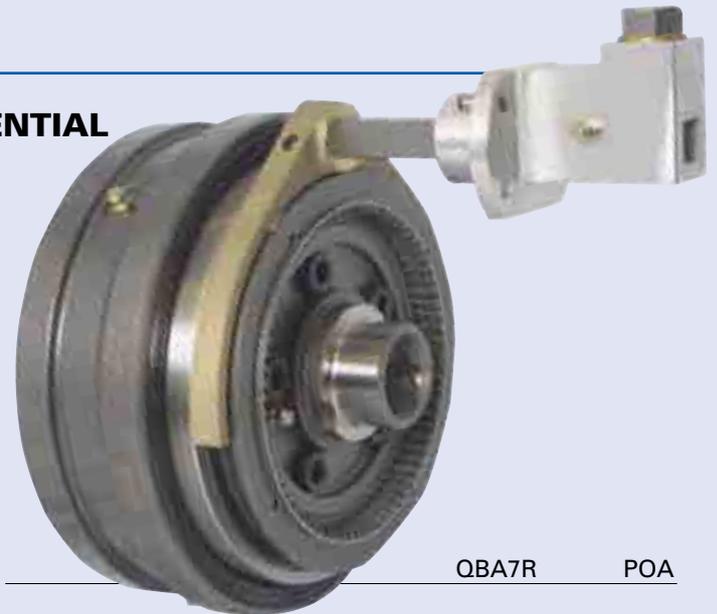
POWERTEC oil pump conversion

QBA3R POA

QUAIFE POWERTEC REVERSING DIFFERENTIAL

A compact chain drive QUAIFE ATB, with integral reversing mechanisms designed jointly by Powertec and QUAIFE for the award winning Radical SR4

- Cable push-pull operated selector fork engagement
- Positive index lock incorporated in differential bearing housing support
- Dog engagement for forward drive
- Synchromesh engagement for reverse drive
- Direct drive from gearbox output shaft
- QUAIFE ATB differential incorporated



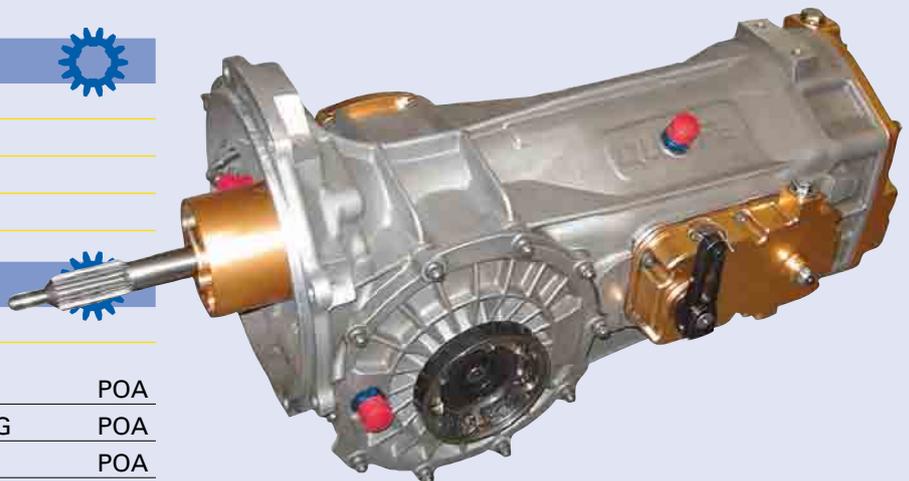
QBA7R POA

72G - QUAIFE 6-SPEED SEQUENTIAL TRANSAXLE GEARBOX

GEAR RATIOS (BASE SET) 						
1st	2nd	3rd	4th	5th	6th	
2.600	1.933	1.588	1.375	1.200	1.043	
2.600	1.933	1.588	1.375	1.238	1.111	
2.600	1.933	1.647	1.471	1.316	1.200	

FINAL DRIVE RATIOS 	
3.750	4.125

Alternative ratio options		POA
QUAIFE 6-speed transaxle gearbox	QBE72G	POA
Optional plate type diff		POA



QUAIFE REVERSING DIFFERENTIAL UNIT

- Input shaft can be designed to suit various applications
- 195mm centres
- Straight cut gears for race use or helical gears for quieter corporate events
- Internal reduction ratios available are 6:1 & 8:1
- Includes QUAIFE Escort / Fiesta ATB differential
- Uses easily available joints and shafts
or
- Drive shafts made to suit your application



Includes reverse	QBA4R	£1,893.75
No reverse	QBA5R	£1,530.00



QUAIFE UNIVERSAL GEAR DRIVEN TRANSFER UNIT

The new QUAIFE universal gear driven transfer unit allows for the easy connection of the QUAIFE CD axle unit (QBA2R) to most motorcycle output shafts. Adaptor plates designed to customer specifications can be used to allow for the required positioning of the QUAIFE CD axle unit.

- Adaptor plate can be designed to suit most applications
- Sealed unit for easy installation
- Output includes cushion drive
- Helical gear drive
- Shaft centre distance for 191mm



REDUCTION RATIO

1.250:1



QUAIFE universal gear driven transfer unit

QBA11R	£2,860.00
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QUAIFE CD AXLE UNIT AND DRIVE FLANGE FOR CHAIN DRIVEN CARS

This unit is a combined differential, reverse and reduction box assembly. It is suitable for racing and sports car use when fitted horizontally, or can be mounted vertically for increased ground clearance in off road buggies. Made with a choice of internal reduction ratios, this unit incorporates our Escort / Fiesta ATB differential to match up with easily available drive shafts and joints. We can also manufacture drive shafts and flanges if required.

- Horizontal or vertical mountings
- Uses QUAIFE Escort / Fiesta ATB differential
- Uses easily available joints and shafts, or
- Drive shafts made to suit your application
- Internal reduction ratios from 2.25:1 to 3.75:1
- Reverse gear ratio 2.92:1
- Optional drive flange for 100mm Lobro joint
- Drive flange replaces standard drive shaft joint
- Output flanges are optional extras



QUAIFE CD axle unit	QBA2R	£1,671.00
Oil pump conversion	A2R1360	£251.00
QUAIFE drive flange	F7Z4-32	£144.00
GKN Lobro joint (Motorsport spec)		£112.00
QUAIFE breather bottle	QMBBA	£34.00

QUAIFE REVERSING BOX

QUAIFE have developed an epicyclic type reversing box for inline engine use, to overcome the problem of not having a reverse gear incorporated in the motorcycle gearbox. This unit is a straight through type in forward mode and therefore absorbs less power than a conventional design. Available as an in-line unit for front engine cars, it is extremely durable & compact and can be operated by cable or by other remote devices.

- For inline use only
- Compact heavy duty unit
- Straight through design – low power loss
- Aluminium billet cases
- Uses Ford English flanges
- Optional longer lever
- Long or short lever
- Optional QUAIFE breather bottle



	QBE35G	£690.00
QUAIFE breather bottle	QMBBA	£34.00

QUAIFE ATB DIFFERENTIAL FOR CHAIN DRIVEN CARS

Our original Fiesta based, grease filled differential for use where economy and light weight are the major considerations.

- Sealed unit – only requires greasing
- Ground spigot to minimise sprocket run out
- Uses Escort / Fiesta outputs
- No sprocket included



	QDF7ZR	£550.00
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NORTON 5-SPEED GEARKIT

- Road or race versions available
- Choice of mainshaft – 7R / G50 Manx, Dominator, Commando
- Normal or reverse cam plate
- Optional heavy duty alloy or magnesium maincase



GEAR RATIOS

1st	2nd	3rd	4th	5th	
1.986	1.654	1.351	1.106	1:1	Race
2.118					Race / Road
2.357					Road

QMCA1H POA

NORTON 6-SPEED GEARKIT

- Choice of mainshaft – 7R / G50 Manx, Dominator, Commando
- Standard/ Reverse camplate or standard/ reverse cam drum
- Optional heavy duty alloy or magnesium maincase



GEAR RATIOS

1st	2nd	3rd	4th	5th	
1.986	1.654	1.351	1.106	1:1	Race
2.118					Race / Road

Cam plate gearkit QMCA2H POA
Cam drum gearkit QMCA6H POA



REPLICA MANX MAGNESIUM GEARBOX CASES



NORTON HEAVY DUTY MAINCASE

- Strengthened aluminium or magnesium castings
- Bushed and ready to fit
- Direct replacement for original



Aluminium maincase A1H100A POA
Magnesium maincase A1H100M POA

TRIUMPH BONNEVILLE / TRIDENT 3 5-SPEED GEARKIT

• Available for 650 / 750 twin and 750 triple

GEAR RATIOS					
1st	2nd	3rd	4th	5th	
2.200	1.750	1.400	1.250	1:1	
1.960	1.560	1.250	1.120	1:1	
			QMCA1B	POA	

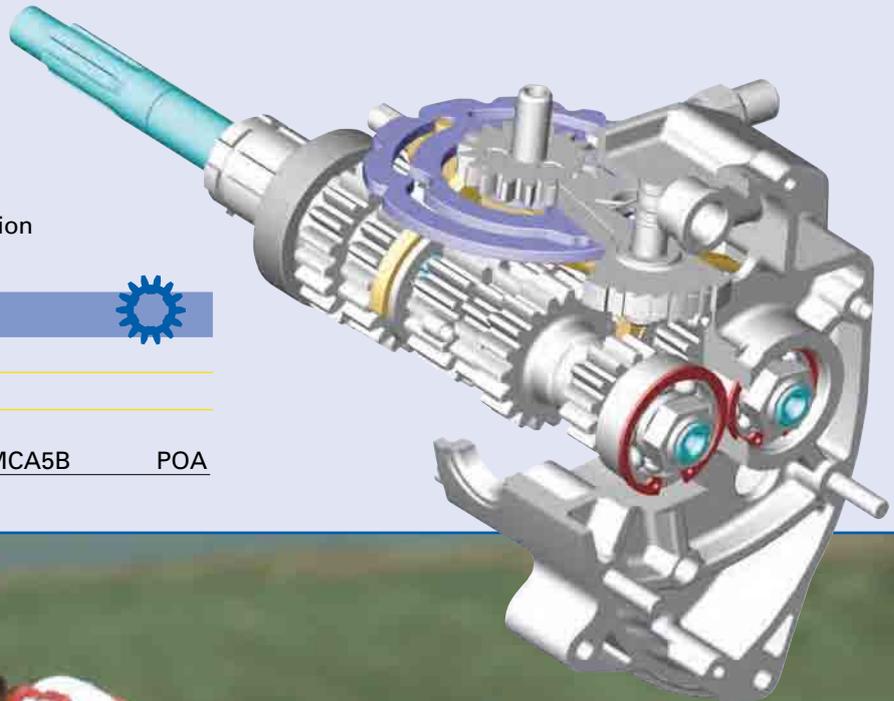
TRIUMPH 500 TWIN 5-SPEED GEARKIT

GEAR RATIOS						
1st	2nd	3rd	4th	5th		
1.960	1.560	1.250	1.120	1:1	Race	
2.210						
2.550	1.660	1.330	1.120	1:1	Road	
					QMCA2B	POA

TRIUMPH T150 6-SPEED CONVERSION GEARKIT

- 5 to 6 speed conversion gearkit
- Replacement inner cover
- Close ratio
- New 6-speed cam plate
- New selector forks
- No kick start available with this conversion

GEAR RATIOS						
1st	2nd	3rd	4th	5th	6th	
2.200	1.750	1.478	1.253	1.120	1.000	
					QMCA5B	POA



VELOCETTE 5-SPEED GEARKIT

- 4 speed to 5 speed conversion
- Complete 5 speed dog engagement gearkit
- Road or race versions available
- Includes selector forks
- Normal or reverse camplate
- Strengthened gearchange components



GEAR RATIOS

1st	2nd	3rd	4th	5th	
2.006	1.597	1.278	1.100	1:1	Race
2.437	1.760	1.363	1.145	1:1	Road
2.086	1.660	1.329	1.144	1:1	Race

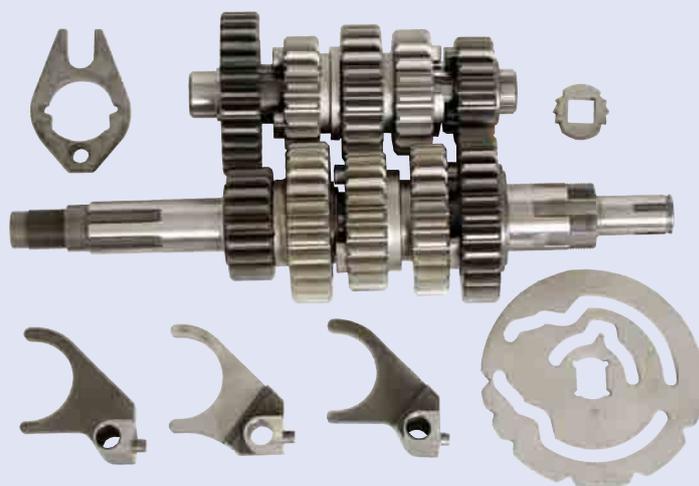
QMCA1V POA

VINCENT 5-SPEED GEARKIT

- Complete 5 speed dog engagement gearkit
- Includes selector forks
- Strengthened gearchange components

GEAR RATIOS

1st	2nd	3rd	4th	5th
2.070	1.611	1.342	1.134	1:1
2.255				



QMCA1E POA

MOTORCYCLES – JAPANESE

HONDA FIREBLADE 6-SPEED GEARKIT

- Designed to enhance strength
- Output shaft gears have QUAIFE dog engagement
- Close ratio

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.357	1.938	1.650	1.450	1.286	1.190

QKA5N £1,035.00

SUZUKI HAYABUSA 6-SPEED GEARKIT

- Complete 6-speed gearkit
- QUAIFE dog engagement
- Stronger gears for higher power outputs

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.615	1.938	1.526	1.286	1.136	1.043

QMCA4P £1,025.00

YAMAHA R1 1000CC 6-SPEED GEARKIT

- Complete 6-speed gearkit
- QUAIFE dog engagement
- Close ratio

GEAR RATIOS

1st	2nd	3rd	4th	5th	6th
2.500	1.842	1.500	1.333	1.200	1.115

QKA5L £1,035.00

2-SPEED REDUCTION TRANSFER UNIT WITH PARKING BRAKE

A reduction gearbox ideally suited to electric battery powered/hybrid vehicles for light commercial use. Available as a single speed or 2 speed gearbox with selectable high & low ratios and helical ground gears for quiet running. Both single speed and 2 speed gearboxes incorporate a parking brake and have sprung loaded selector mechanisms to aid engagement. This unit is easily adaptable to other applications to cater for a variety of transmission solutions.

Max. Input Torque 300 Nm Max. Input Speed 8000rpm.

Single speed ratio R5.710:1

2 speed ratio's High R5.710:1 Low R8.609:1

Or

High R5.762:1 Low R10.522:1



QUAIFE ON-BOARD POWER SYSTEMS

- Confidently developed over the past 14 years
- On board power whenever required
- Chassis-mounted prop-driven unit
- Currently suitable for vehicles up to 7 tonnes

Our latest design brings you the most advanced on board power system based on a proven concept now approved by all the major utility companies in the UK.

Typical users:

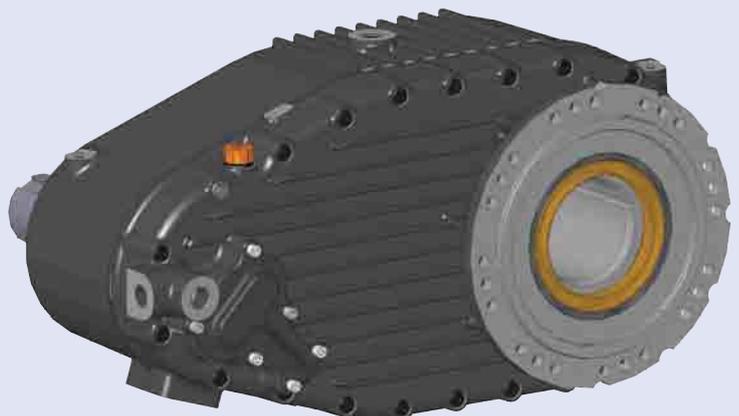
- Major utilities like gas, water, electricity
- Local authorities
- Highway maintenance
- Mobile tyre and windscreen fitters
- Car and motorcycle race teams
- Outside communications
- Aviation ground support

Please call for separate brochure



COMMERCIAL RATIO-CHANGE UNIT

- Full engineering support from initial customer meeting, through design, to production and assembly of final product
- Gearbox to transfer drive from static diesel engine to industrial pump unit
- Capable of handling constant 350bhp
- 200mm shaft centres
- 50mm wide, helical tooth gears
- Integral oil pump with all external cooling requirements catered for
- Can run 24hrs a day, 7 days a week



Please call for separate brochure

TWIN-MOTOR TOP HOUSING FOR WARN 8274 WINCH

This system has been developed to maximise the Warn 8274 potential. Using the excellent 6HP Warn XP motors for 12v applications, or the rugged Bowmotor for 24v applications, this system gives you the power, strength and reliability you need.

In short the Advantages of the Twin Motor Top Housing are:

- Twice the power, twice the speed
- Decreased motor effort, saving motors and batteries
- Superior design and material grades eliminating breakage
- Sustained line rate on hard pulls
- Higher maximum load capacity

Also available:

- Up-rated Warn 8274 mainshaft kit for use with or without Twin-Motor top housing
- Various ratio options for Twin-Motor top housing for different applications

TWIN-MOTOR CONVERSION PARTS FOR WARN 8274 WINCH

- GP81 New lower winch housing, freespool assembly inc. all parts and fittings
- G7001 GP twin-motor top housing
- G60101 GP mainshaft kit for 8274
- GP8001 Replacement brake assembly

QBD3M TWIN-MOTOR UPRIGHT WINCH (GP8 WINCH SERIES)



These winches are the Pinnacle of excellence. With 36 Ratio and motor options available there is a winch for every application

- Twin motors for twice the power
- High mount compact design
- Pneumatic Freespool for easy no fuss operation
- Heavy duty LM65 heated treated casings
- 12 mounting points



- High-strength external billet brake
- Suitable for use with synthetic winch lines
- Large bearings give efficient and smooth operation
- Filler and magnetic drain plugs as standard
- Large heavy duty drum available in different sizes
- Gp designed rope retention system
- Raised breather to allow submersion
- Rear brace bars to support the winch
- En36 case hardened Gear train giving strength and reliability

OBD5M TWIN MOTOR LOW-LINE WINCH (GP9 WINCH SERIES)



With its compact height this winch lends itself to being fitted to load beds and trucks where space is at a premium.

- Compact lowline winch
- Twin motors for twice the power
- Pneumatic Freespool for easy no fuss operation
- Heavy duty LM65 heated treated casings
- High-strength external billet brake
- Suitable for use with synthetic winch lines
- Large bearings give efficient and smooth operation
- Filler and magnetic drain plugs as standard
- Large heavy duty drum with rope retention system
- Raised breather to allow submersion
- Rear brace bars to support the winch
- En36 case hardened Gear train giving strength and reliability
- Multi speed and motor options available
- 11 mounting points



QBD6M TWIN MOTOR WORM-DRIVE WINCH (GP10 WINCH SERIES)

This Twinmotor winch uses a worm drive to give perfect loading in either direction, with its low height and huge power it is a great alternative when space is limited

- Heavy-duty worm drive gears for high torque loading
- Twin motors for twice the power
- Pneumatic Freespool for easy, no fuss operation
- Heavy duty LM65 heated treated casings
- High-strength external billet brake
- Suitable for use with synthetic winch lines
- Large bearings give efficient and smooth operation
- Filler and magnetic drain plugs as standard
- Large heavy duty drum with rope retention system
- Raised breather to allow submersion
- Rear brace bars to support the winch (not shown)
- En36 case hardened Gear train giving strength and reliability
- Multi speed and motor options available
- 11 mounting points
- Easy access to gear train for service, replacement and ratio change





NEW TRANSIENT TRANSMISSION TESTING DYNAMOMETER WILL DELIVER BIG R&D FACILITY BOOST

As automotive design becomes ever more advanced and customer requirements increasingly demanding, QUAIFE has invested heavily in expanding its research and development facilities to ensure that it's capable of delivering efficient and reliable transmissions for a rapidly growing global market.

QUAIFE has reinforced this ongoing commitment to constant improvement, quality and innovation by commissioning an advanced Axiline 97000EC transient transmission dynamometer to further expand the capabilities of its R&D department.

The Axiline dynamometer is a powerful, versatile machine, allowing all aspects of front and rear wheel drive transmissions to be validated in a strictly controlled in-house environment at QUAIFE's Sevenoaks factory headquarters.

QUAIFE's new Axiline transmission testing dynamometer features extensive data acquisition and control, enabling technicians to accurately measure input and output torque. This will bolster the ability of QUAIFE's engineering team to optimise every component in a design by focussing on reducing internal power losses, as well as bearing performance, tooth form analysis and even gear casing function. In addition, gearshift quality and shift response time can be finely and repeatably analysed by QUAIFE's R&D team.

Testing in this manner will allow QUAIFE to conduct extensive assessment of prototype designs, materials and techniques, to help improve durability, performance and weight. As such the investment in the new Axiline dynamometer will bring positive results to a wide variety

of end designs, from high power motorsport applications to efficient electric vehicle and hybrid power transmissions units, further benefiting QUAIFE's varied worldwide customer base.

INSTALLATION & SERVICING

We offer a fitting service and after sales support for all QUAIFE products, from a gear lever to a complete universal gearbox. Should the need arise when installing QUAIFE products, we can manufacture in-house, bellhousings, driveline components, hubs and uprights, subframes and mountings.

QUAIFE CAN OFFER SERVICING FOR THE FOLLOWING

Transaxle gearbox	£395.00
4x4 gearbox	£450.00
Complete 5/6-speed 60G/69G gearbox	£245.00
Complete 5/6-speed 15G/27G gearbox	£295.00
Ford 4-speed gearbox	£150.00
Ford 5-speed gearbox	£165.00
QUAIFE FWD sequential gearbox	£325.00
FWD H-pattern gearbox	£225.00
Fitting QUAIFE diff to FWD gearbox	£210.00
Fitting QUAIFE gearkit to FWD gearbox	£325.00
Fitting QUAIFE diff to RWD unit	£210.00
QUAIFE reversing box	£78.00
All QUAIFE motorcycle gearboxes	£150.00
QUAIFE ATB differential	£52.00
Fitting/servicing all other products	POA

MAXIMISE THE LIFE OF YOUR QUAIFE PRODUCTS: when installing – replace bearings, seals, gaskets etc. Unless experienced, use a professional

QUAIFE RECOMMENDS



Silkolene®

FUCHS-SILKOLENE HAS one of the world's largest ranges of specialist motorcycle and motorsport lubricants, developed on the race track to ensure ultimate performance and protection.

QUAIFE Engineering Ltd recommends Silkolene Oils for its range of gearboxes, gear kits and differentials.

SILKOLENE SILKTRAN SYN 5

GL4 / GL5 SAE 75W / 90 Synthetic Gear and Transmission Oil £12.79

SILKTRAN SYN 5 is a fully synthetic gear lubricant for manual transmissions and final drive units in high performance vehicles. Designed to meet or exceed the most stringent gear oil criteria, Silktran Syn 5 incorporates the very latest additive and synthetic lubrication technology and is recommended for use wherever a multigrade API GL5 lubricant is specified.

- Operates over a wide temperature range
- Gives true "stay in grade" performance
- Extends component life
- Enables optimum power release, even at low temperatures

Recommended for:

- QUAIFE dog engagement gearboxes
- QUAIFE Reversing Box and QUAIFE ATB Differential and Reverse Box Unit
- QUAIFE gearbox internals and QUAIFE ATB differential
- QUAIFE ATB differential running in axle

OTHERS

- Gearboxes / gearkits running with 'plate-type' LSD units, refer to the LSD manufacturer for recommended lubricant.
- When running QUAIFE ATB differential with standard gearbox – as one unit – lubricate as per vehicle / gearbox manufacturers recommendation



QUAIFE DOES NOT RECOMMEND THE USE OF AUTOMATIC TRANSMISSION FLUID

SILKOLENE PRO SRG 75

GL 3 / GL4 100% ester synthetic racing gear oil £13.59

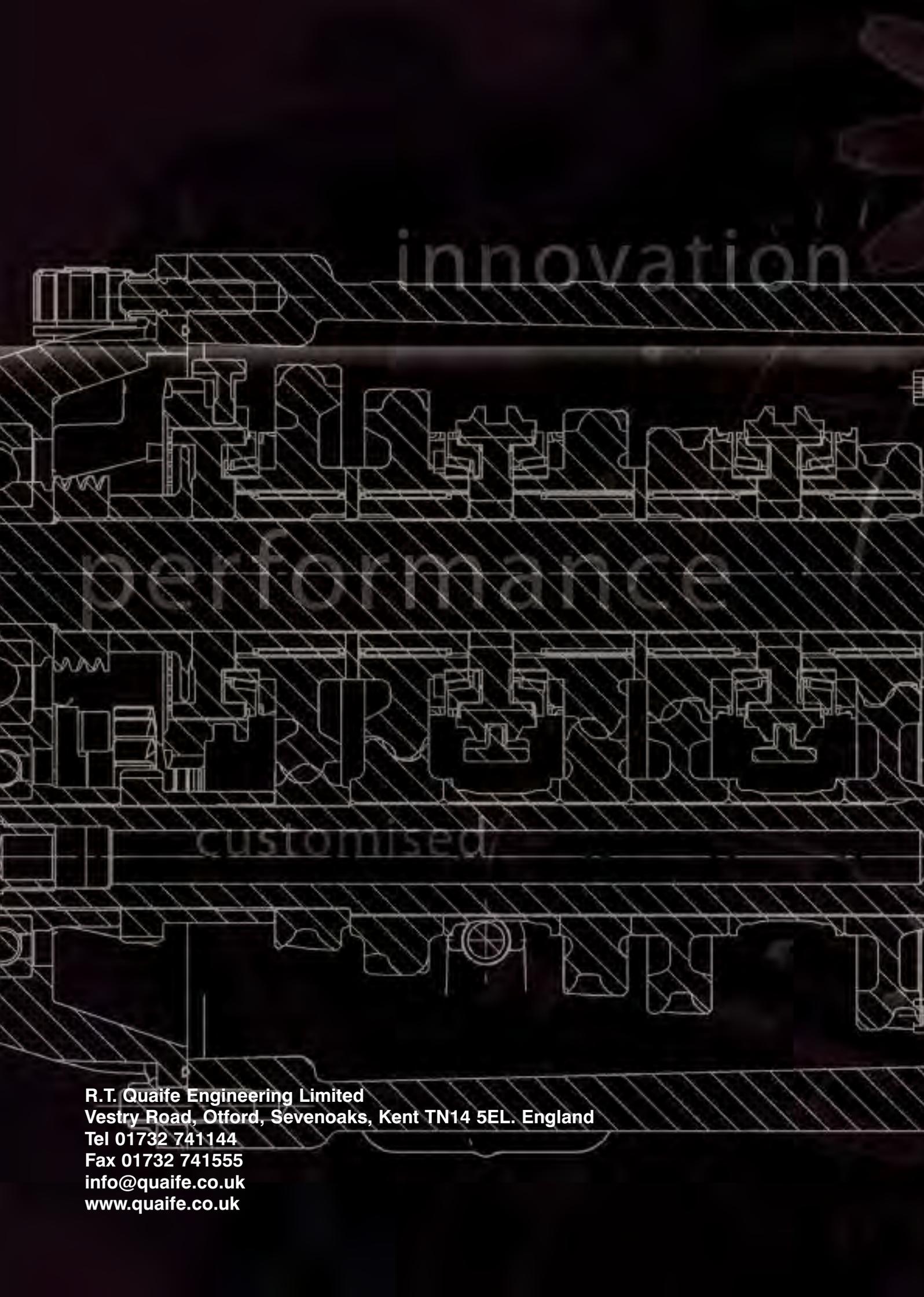
Developed from aerospace technology for racing gear boxes where gear trains are subjected to very high power outputs and high shock loadings. Exceptional anti-seize and low friction properties extend component life and reduce power losses. Superior thermal stability maintains consistently high performance from start to chequered flag.

Recommended for:

- Synchronmesh gearkits and gearboxes

Silkolene lubricants are available ex-stock through QUAIFE Engineering – please call for more details and we will be delighted to help you with your transmission oils requirements.

**Silkolene lubricants are available through
QUAIFE Engineering – please call for more details.**



innovation

performance

customised

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www.quaife.co.uk