

RCD

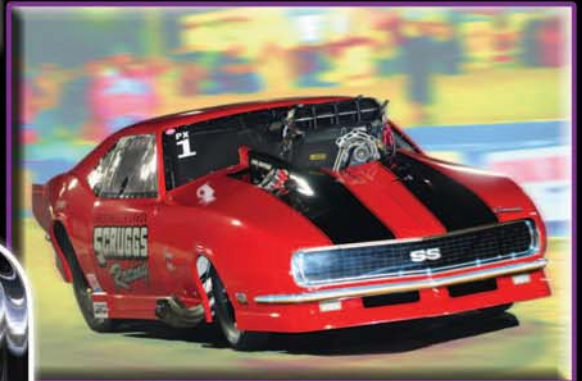
ENGINEERING INC.

Starting the World of Racing Since 1967

STRIP



TO



STREET

...AND EVERYTHING IN BETWEEN

PHONE: 530.292.3133

FAX: 530.292.3738

WWW.RCDENGINEERING.COM



AT THE STARTING LINE SINCE 1967
...THE CUTTING EDGE OF RACING

RCD believes our customers deserve our best effort in all phases of design, manufacture and service. We are proud of what we sell and stand behind our products 100%. Our goal is to create the highest quality parts, provide the best service, while always striving to improve ... and having lots of fun while doing it! Our parts are used on all of the top competitors of NHRA and other racing circuits and can be found on a street car near you!

Race Car Dynamics began in 1967 in Southern California as a source for original racing products and to improve the owner in his own racing venture as a car owner/driver. RCD's first product was a Removable Blower Mount Starter for Funny Cars and Dragsters that is still manufactured and sold today – the standard in the industry. For the past 42 years, RCD has continuously improved racing technology through close connections with our customers as well as the organizations that set the rules. We remain closely aligned with many manufacturers of blocks, heads, cranks, cams and blowers and stay in-tune with the needs of the customer, providing innovative quality precision parts that mate-

well with other manufacturer's components.



RCD has worked extensively over the years with Gates Rubber to develop and test new profiles and materials for the future of the sport. RCD is also the largest Gates Blower Belt distributor and the exclusive distributor for the 11mm profile used by the majority of professional teams.

All parts are machined from solid billet stock or forgings, using aircraft quality metals, including steel, aluminum, magnesium and

titanium. These materials are chosen for their quality, weight and other properties to withstand the rigors of 300+ mph racing.

Each year we continue to improve existing products and introduce new ones. Whether you are an existing customer or a potential new one, we look forward to being part of your future for many years to come.

Contact us for additional information and do visit our website at www.rcdengineering.com.

Thank you,

The Staff at RCD Engineering Inc.

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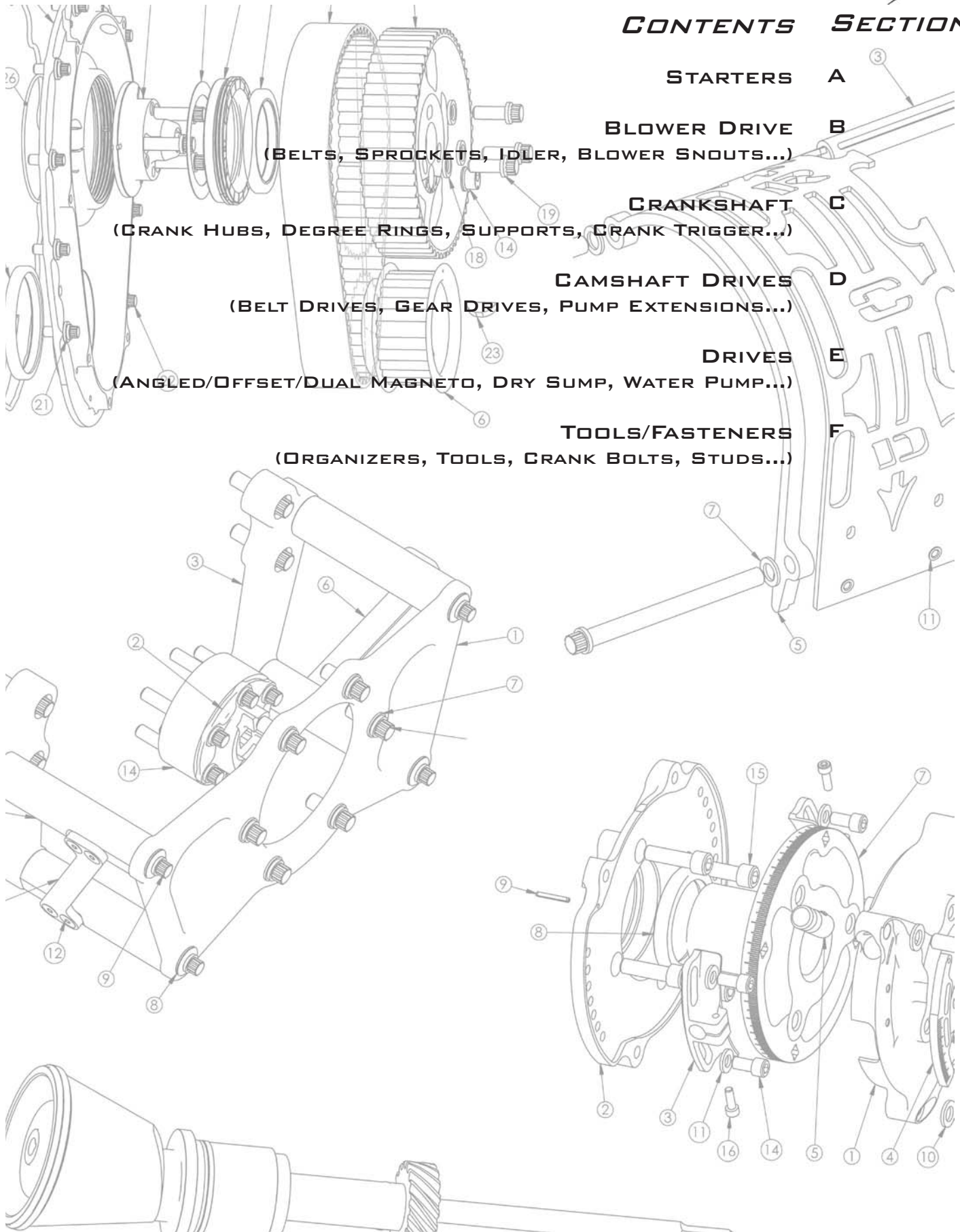
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DRIVES E

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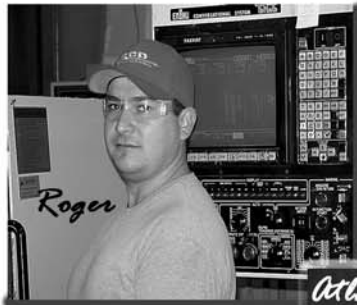
TOOLS/FASTENERS F

(ORGANIZERS, TOOLS, CRANK BOLTS, STUDS...)





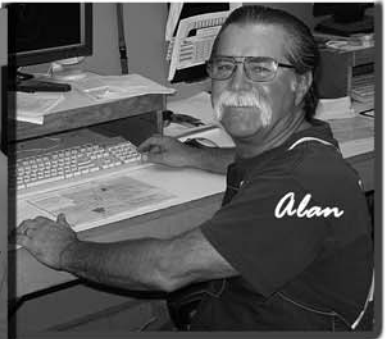
Paco



Roger



Jason



Alan



Joey



Adam



Atlas



JJ



Pat



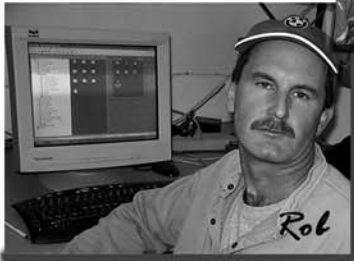
Koko



Barry



Rex



Rob



Steve



Muff



Susan



Fernando



Mark

RCD
STAFF
2010



Ron



David



Zack



Chris



Kit



Tony



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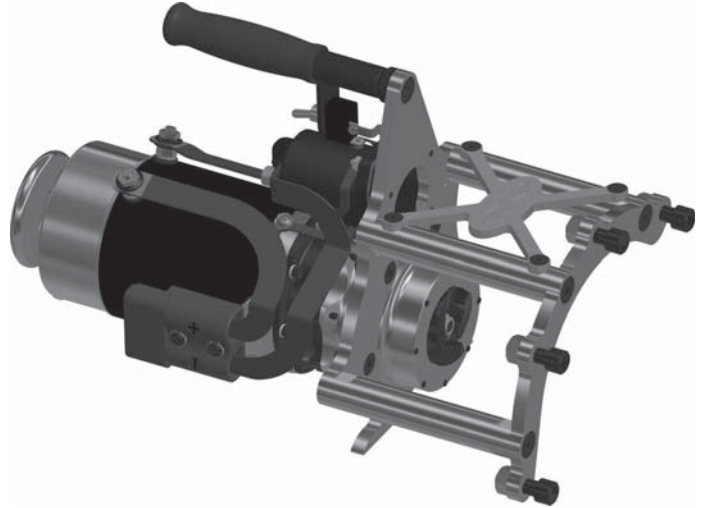
SECTION C-C
SCALE 1:3

TRUE R.10
.50
SE
S

RCD manufactures a complete line of starters for most applications. As the oldest manufacturer of starters for the Top Fuel racing industry, you can rely upon RCD's quality and reliability to get you started and across the finish line ahead of the competition.

REMOVABLE BLOWER MOUNT STARTER

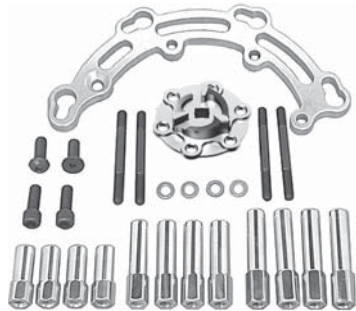
This is our most popular starter assembly. The blower mount removable starter features unobstructed access to the blower belt and top sprocket. This assembly features an aluminum frame and steel handle, and quick disconnect plug mounted on the starter. A second plug is included to attach your cables and battery pack. A hand wheel at the rear of the starter is used to manually engage the jaws thereby lengthening its life. With the starter removed, all that remains is the faceplate, stands, jaw and belt guard. This starter requires 13" in front of the top blower sprocket. New starters have copper bus bars instead of wires.



PN: 100500-0011 Starter Assembly Blower Mount

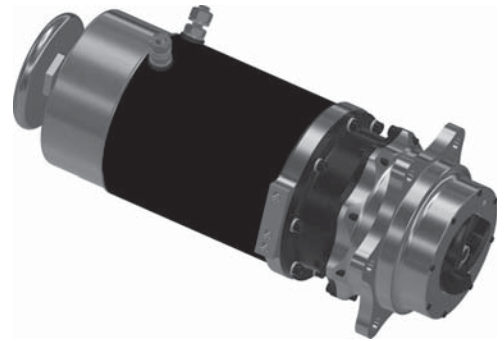
BLOWER MOUNT STARTER DRIVES

RCD offers a complete selection of blower mount starter drives for various applications. These starter drive mounts are used in conjunction with the blower mount removable starters. Starter drives are configured per application, utilizing a top blower belt guard and/or lightweight aluminum faceplate, various length stands and appropriate hardware. Stands for spacing are available in the following standard lengths: 1 3/4", 2 5/8", and 3". Please call for configuration of your application.



STARTER MOTORS

RCD's high torque electric starter is designed for the direct cranking of high performance racing engines. The unit consists of a heavy-duty electric motor, planetary reduction gearing, multiple-disk clutch, automatic engaging device and driving jaw. The motor is series wound, of the intermittent duty type, which produces a very high starting torque. The reduction gearing has a ratio of approximately 12:1. The three-tooth starter jaw automatically engages when the starter switch is closed, and disengages when the engine starts. Operating on 48 volts DC, a minimum cranking speed of approximately 600 r.p.m. can be expected while drawing a maximum of 150 amperes. The motor, gear train, engaging mechanism and attaching drives are high quality construction, intended to provide years of service with minimum maintenance.



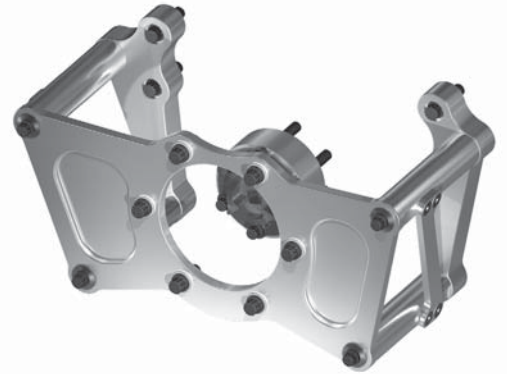
PN: 101500-0085 Starter w/ Handwheel 6"

PN: 101500-0086 Starter w/ Handwheel 6" Reverse

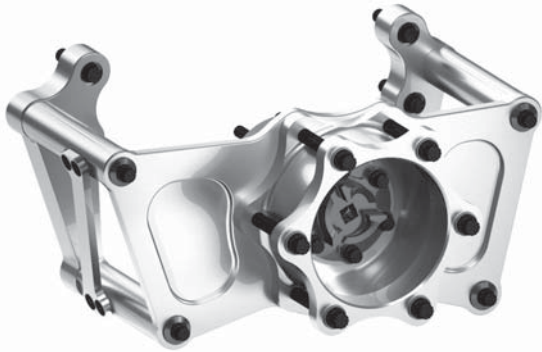
FIXED CRANK MOUNT STARTER DRIVES

This starter set-up is primarily for boats and pulling vehicles. It provides dependable starts and on-board control for one or two engines. Mounting brackets are available for all popular engines either blown or unblown.

This is the complete kit needed for your engine, if you use a fixed crank mount starter. Aluminum strut plates attach to the front of the block providing a strong foundation for the starter mount. Aluminum stands bolt to the 3/8" thick aluminum faceplate and to the strut plates to hold the starter concentric with the end of the crankshaft. The stands have dowels in both ends and diagonal braces for added rigidity. A steel engine jaw and aluminum spacer along with all bolts, studs, nuts and washers are provided in the kit. The unit requires 11.25" from the front of the starter plate.



This design combines the dependable starting features of the standard fixed starter drive with a crankshaft front bearing support. The kit provides a rigid aluminum crankshaft support and a solid starter platform. A steel drive hub with engine jaw keyed solidly to the drive hub. Total assembly requires 15-1/2" in front of the starter plate and weighs 45 lbs. with starter.



Available for the following applications:

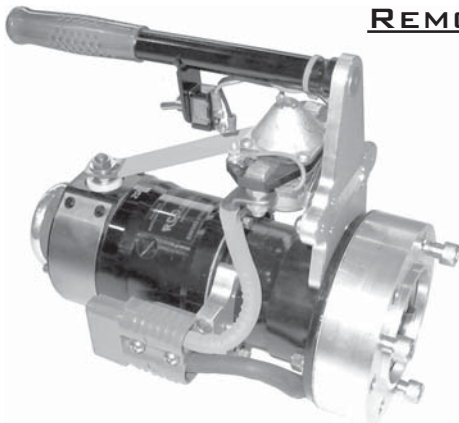
PN: 101020-0002 Small Block Chevy

PN: 101020-0012 Big Block Chevy

PN: 101020-0042 TFX

PN: 101020-0052 Chrysler 426/440

PN: 101020-0022 392/417

REMOVABLE CRANK MOUNT STARTER

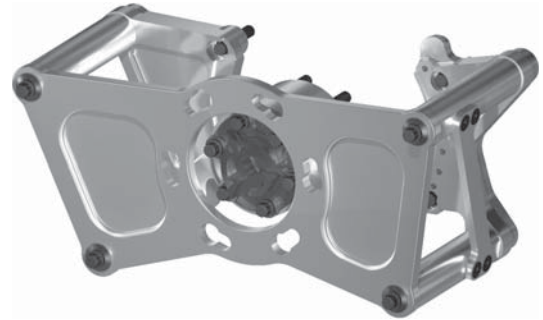
This starter is made for starting unblown engines directly off the crankshaft. The bracketry and special frame allow for ease of engagement and removal. This starter requires 13.25" in front of the starter plate and features the same electrical set-up as the "Removable Blower Mount Starter".

PN: 100500-0020 Starter Assembly Removable

CRANK MOUNT REMOVABLE STARTER DRIVE

This is the complete kit needed for your engine. Aluminum strut plates attach to the front of the block providing a strong foundation for the starter mount. Aluminum stands bolt to the 3/8" thick aluminum faceplate and to the strut plates to hold the starter concentric with the end of the crankshaft. The stands have dowels in both ends and diagonal braces for added rigidity. A steel engine jaw and aluminum spacer along with all bolts, studs, nuts and washers are provided in the kit.

- PN: 101040-0002 Removable Crank Starter Drive SBC
- PN: 101040-0012 Removable Crank Starter Drive BBC
- PN: 101040-0022 Removable Crank Starter Drive 417
- PN: 101040-0032 Removable Crank Starter Drive 481X
- PN: 101040-0042 Removable Crank Starter Drive TFX
- PN: 101040-0052 Removable Crank Starter Drive 426/440
- PN: 101040-0062 Removable Crank Starter Drive Arias-Miner



CHAMP CAR STARTER

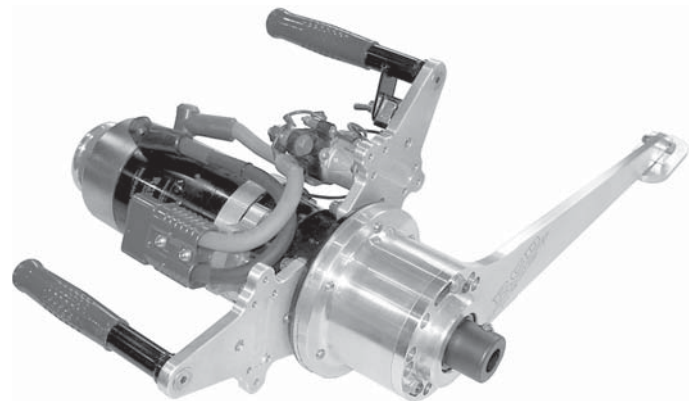
This starter and drive is designed for the tough job of starting a Silver Crown Champ Car through a drive shaft off the front of the engine. The starter anti-rotation foot can be hand-held against the ground. A pair of three tooth jaws, in the front drive head, provide complete disengagement of the starter and drive shaft as soon as the engine starts.

This starter also works well for the IRL, CART and Vintage Race Cars.

- PN: 100500-0030 Champcar Starter (CW)
- PN: 100500-0032 Champcar Starter - Reverse (CCW)
(rotation from back of starter)



PN: 102703-03 Drive Shaft Blank



OPTIONS AND ACCESSORIES

ENGINE JAW

Machined from 4140 steel and heat treated for wear resistance. A 1/2" inch square hole is provided for rotating the engine when the starter is removed.



- PN: 101303-09 Engine Jaw 6-hole
- PN: 101303-12 Engine Jaw 6-hole Reverse
- PN: 101303-15 Engine Jaw 6-hole Titanium

ENGINE JAW ADAPTERS

These adapters allow the engine jaw to be installed on after-market harmonic dampers. We recommend two keys in the crankshaft and damper.



- PN: 204205-0015 SBC Damper to Starter Jaw Adapter
- PN: 204207-0015 BBC Damper to Starter Jaw Adapter
- PN: 204215-0015 Ford Damper to Starter Jaw Adapter

NOTE: RCD does not advise using stock cast dampers with crank starters.

BATTERY PACK



RCD battery packs have been the standard in the industry year-after-year, providing you with a package that is second-to-none! RCD packs use the latest Drycell technology that has superior cranking power and the best charging capabilities in the industry. This technology combined with RCD's high quality manufacturing makes for a pack that is highly resistant to substantial levels of mechanical abuse.

Specifications

- 48-Volt Drycell
- 400 Cycles @ 80% Discharge
- 680 Cranking Amps
- 1800A Short Circuit
- 17Amp Hours each battery
- 2 Year Storage @ 25C (77F)
- 62 lbs Total Weight
- 9.5" W x 8" D x 15.5" H

PN: 103000-0002 48-Volt Ultra Battery Pack

THE SMART CHARGER

This compact battery charger has a brain! Micro-processor based technology enables it to read what the battery pack needs and adjust accordingly. This charger will charge two 48V RCD battery packs simultaneously.

Now the charger can stay on the pack when charging and starting. No need to remember to plug in the charger again after warming.

The charger will work with all existing RCD battery packs. (may require an adapter kit)

6-1/4" W x 6 1/2" D x 5 3/4" H - Approx. 10lbs

- PN: 103300-0044** 24-Volt Smart Charger
- PN: 103300-0047** 36-Volt Smart Charger
- PN: 103300-0050** 48-Volt Smart Charger
- PN: 103300-0053** 60-Volt Smart Charger



- PN: 103006-98** 12 Volt Battery (10 lbs)
- PN: 103006-99** 12 Volt Ultra Battery



PN: 102505-0068 Y-Connector 48V Battery Pack



- PN: 102505-0065** Battery Cables 15ft
- PN: 102505-0067** Battery Cables 25ft

BLOWER BELT GUARDS

The RCD belt guard is incorporated into the starter face plate and consists of three sections which are purchased separately. The crescent shaped aluminum guard covers the top 150° of the blower sprocket and, if needed, continues down the tension side of the belt to approximately 3" below the crankshaft. This guard offers protection for the fuel and oil lines, wires and clutch control lines that pass outside of the blower belt. It also offers protection for the blower belt and starter while the engine is cranking and the starter is being removed. For Funny Cars and Altereds, there is the added benefit of body panel protection.

The starter locks-on in the same manner as before offering unrestricted access to the top blower sprocket, allowing belt removal and blower ratio changes. The middle guard has two button holes located at its top. With its screws loosened, this piece slides out of the block bracket and the blower can be removed as usual. The main belt guard parts are available in aluminum. Complete set weighs less than 2 lbs. including all mounting hardware and starter bracket.

PN: 103507-0004 Blower Beltguard w/Starter Mount STD Roots

PN: 103507-0005 Blower Beltguard STD Roots

PN: 103507-0009 Blower Beltguard w/Starter Mount SSI 3-hole & Kobelco

PN: 103507-0010 Blower Beltguard SSI 3-hole & Kobelco

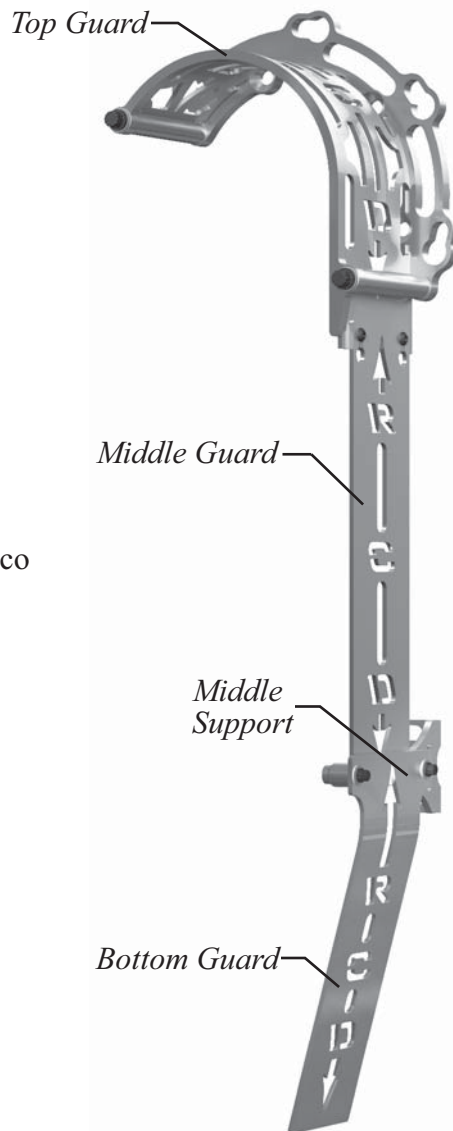
PN: 103507-0017 Blower Beltguard Snout Mounted

PN: 103507-0018 Blower Beltguard w/Starter Mount Snout Mounted

PN: 103512-10 Middle Guard

PN: 103522-0003 Beltguard Middle Support Kit w/Bottom Guard

Top Guard - fits all roots style Superchargers, Kobelco's, S.S.I., Screw and old style Whipple. Weight 1-1/4 lbs.



PN: 103507-50 Face Plate w/Snout Clamp-Funny Car (faceplate only - does not include guard)

PN: 103507-51 Face Plate w/Snout Clamp-Dragster (faceplate only - does not include guard)

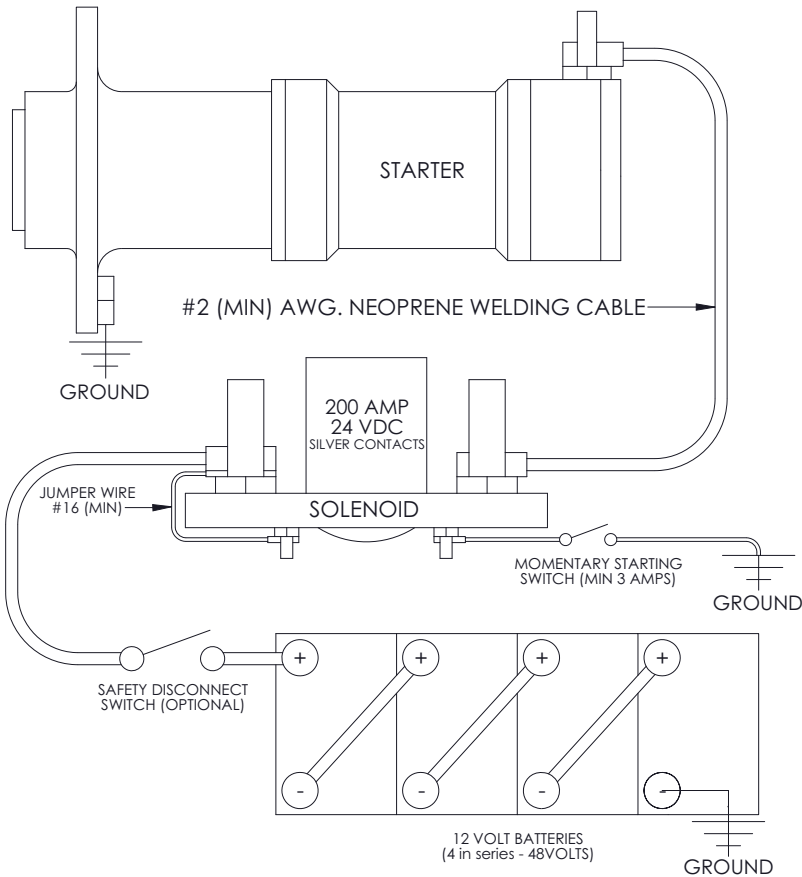


PN: 103507-0030 Blower Beltguard Heavy Duty-Funnycar

PN: 103507-0032 Blower Beltguard Heavy Duty-Dragster

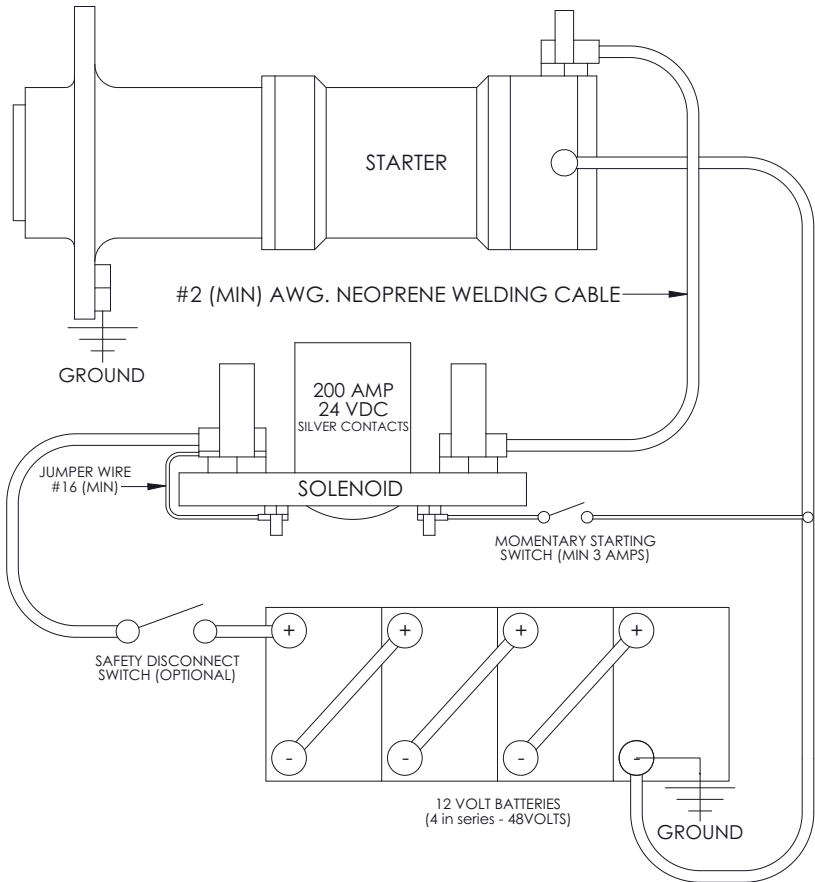


FIXED MOUNT STARTER WIRING DIAGRAM



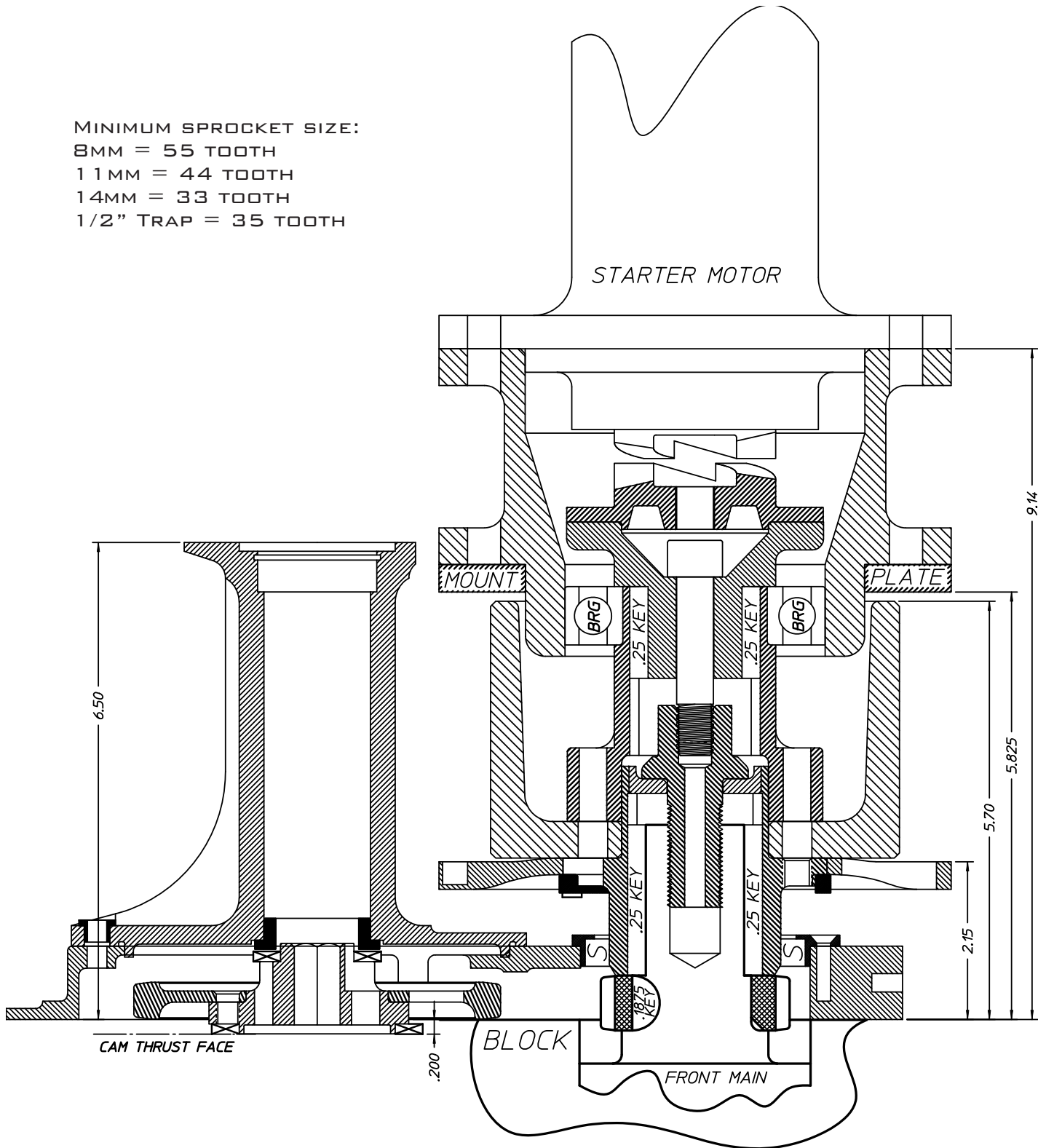
Single pole starter connection (old style)

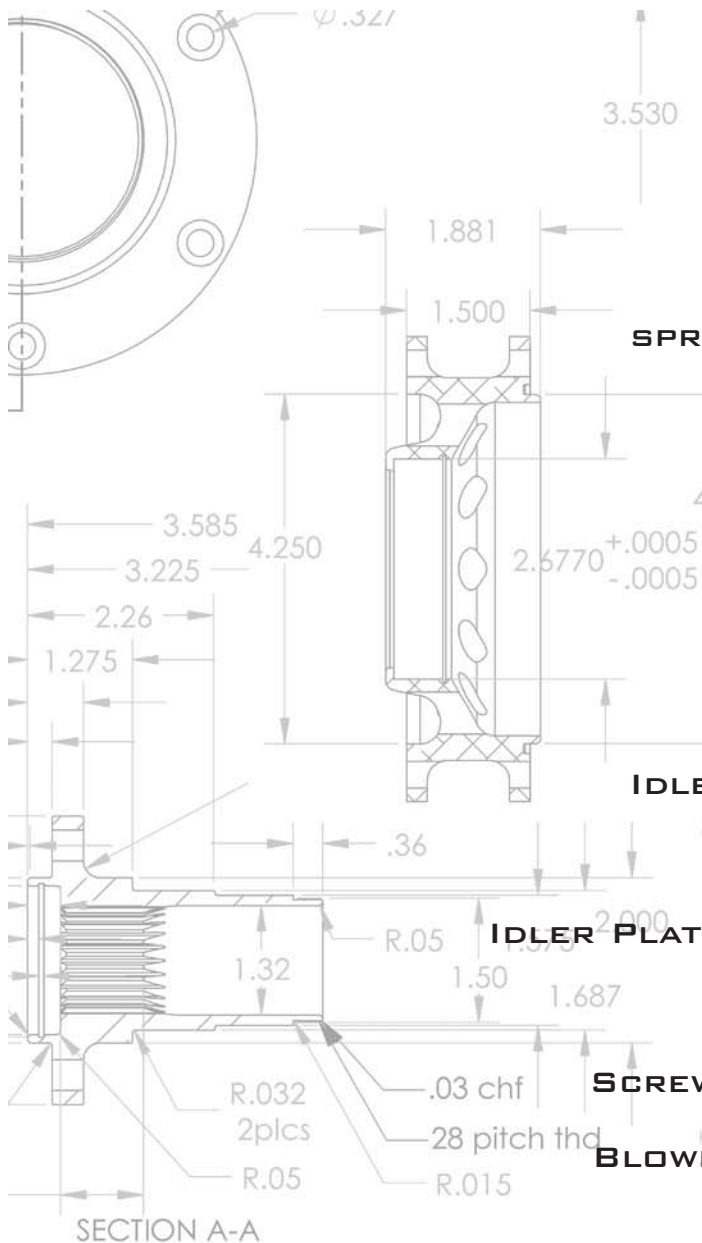
Double pole starter connection (new style)
+/- is any pole combination



BIG BLOCK CHEVY CRANKSHAFT FRONT BEARING SUPPORT
WITH FIXED CRANK MOUNT STARTER

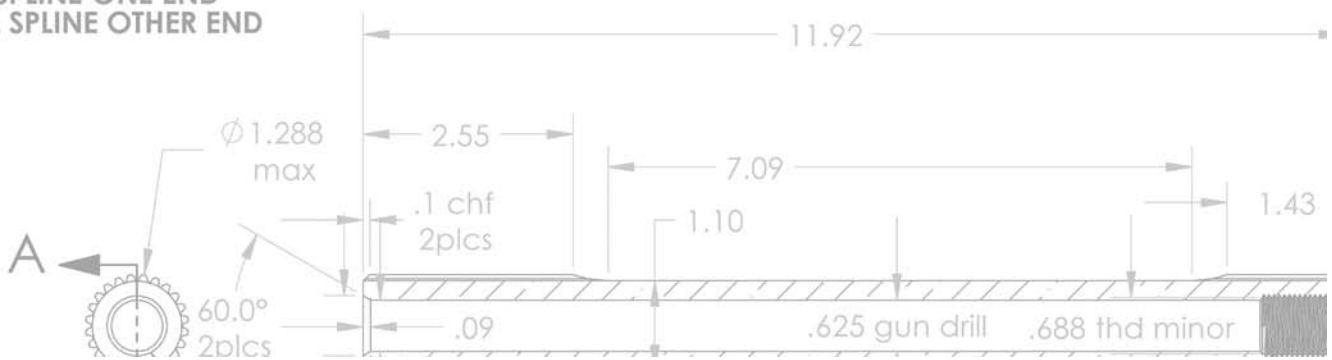
MINIMUM SPROCKET SIZE:
8MM = 55 TOOTH
11MM = 44 TOOTH
14MM = 33 TOOTH
1/2" TRAP = 35 TOOTH





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SECTION A-A
 DATA:
 20/40 PITCH 30° PA
 CUTTER# H-10
 WHOLE DEPTH
 CK PIN .0864
 1.318 $\pm .0005$
 FULL SPLINE ONE END
 ' FULL SPLINE OTHER END



RCD stocks the largest selection of Gates Power Grip GT2®, Standard HTD®, PS and Carbon drive belts in the racing industry. These belts (in pitch sizes shown below) are available in a variety of widths and lengths.



Standard HTD® has been the leader in the new generation of high performance curvilinear synchronous belts. First developed in the early 70's, it has been continuously improved through the years. Its neoprene and fiberglass construction have proven extremely durable for many racing applications (with the exception of alcohol and fuel classes). This belt can be back-bent around an idler pulley.

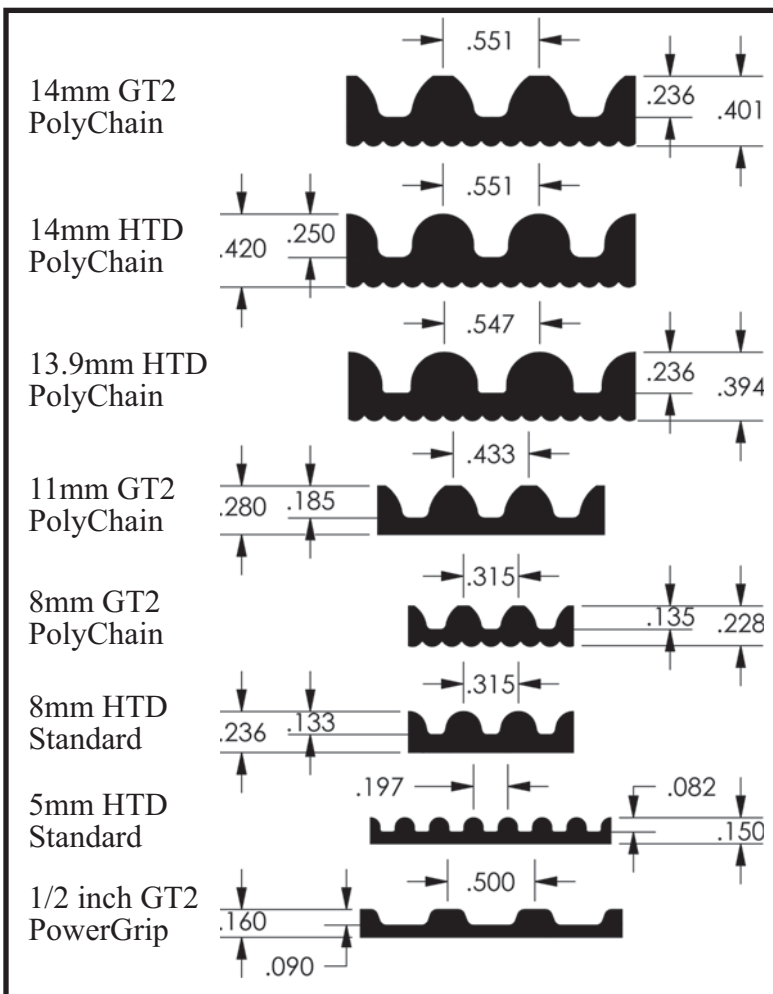
Power Grip GT2® is an improvement over the HTD belt. It is a rubber belt with a fiberglass tensile member, neoprene backing and teeth, and a tough nylon facing for low friction and wear resistance. This belt has excellent flex life, high resistance to elongation and good length stability. This belt can be back-bent around an idler pulley.

Poly Chain GT2® A second generation Poly Chain product has a patented tooth profile which substantially improves stress distribution.

****This belt was discontinued by Gates in 2007/2008 and is replaced by the new standard Carbon Core – Poly Chain GTC****

Poly Chain GT2® (PS Series) Poly Chain belt developed exclusively for Top Fuel cars, but may be run in any class for those demanding superior performance. This new generation Poly Chain uses a modified core construction and materials used in the proven Poly Chain predecessor. Tests on championship race teams have shown an increase in reliability and the ability for more runs per belt, reducing overall belt replacement costs. This belt should NOT be back bent.

Poly Chain GTC® (Carbon Series) The latest generation Poly Chain belt, developed to replace the entire line of standard Kevlar Core Poly Chain belts. This new generation Poly Chain uses a Carbon core construction that makes it the strongest belt in the industry. Tests on championship race teams have also shown an increase in reliability and performance, giving the ability for more runs per belt over the Top Fuel standard PS Series. The result is a product superior to anything in its class - without exception!



Polychain belts are lighter than the HTD and Powergrip providing less rotating weight, less centrifugal force on the belt - this translates into more strength left in the belt to drive the load.



BELT LENGTH CHART B-3

BELT NUMBER AND PITCH

1400	1440	1543	1568	1595	1600	1610	1694	1705	1750	1778	1792	1890
100T	180T	111T	112T	145T	200T	115T	121T	155T	125T	127T	224T	135T
14mm	8mm	13.9mm	14mm	11mm	8mm	14mm	14mm	11mm	14mm	14mm	8mm	14mm

BELT LENGTH

INCHES	55.12	56.69	60.75	61.73	62.79	62.99	63.39	66.69	67.13	68.90	70.00	70.55	74.41
17.00	76	144	97	100									
17.25	74	140	95	98									
17.50	73	137	93	97									
17.75	71	134	92	95									
18.00	69	131	90	93			99						
18.25	67	128	88	91			97						
18.50	65	125	86	89			95						
18.75	63	121	84	87			93						
19.00	62	118	82	86			92						
19.25	60	115	81	84			90						
19.50	58	112	79	82	110		88						
19.75	56	109	77	80	108	149	86	98					
20.00	54	106	75	78	105	146	84	96					
20.25	53	102	73	77	103	142	83	95					
20.50	51	99	71	75	101	139	81	93					
20.75		96	70	73	98	136	79	91		99			
21.00		93	68	71	96	133	77	89		97			
21.25		90	66	69	94	130	75	87		95	99		
21.50		86	64	67	91	126	73	85	111	93	97		
21.75			62	66	89	123	72	84	109	92	96		
22.00			60	64	87	120	70	82	107	90	94	168	
22.25			59	62	84	117	68	80	104	88	92	165	
22.50			57	60	82	114	66	78	102	86	90	162	
22.75			55	58	80	111	64	76	100	84	88	159	
23.00			53	57	78	107	63	75	98	83	87	155	
23.25			51	55	75	104	61	73	95	81	85	152	
23.50				53	73	101	59	71	93	79	83	149	99
23.75				51	71	98	57	69	91	77	81	146	97
24.00					68	95	55	67	88	75	79	143	95
24.25					66	92	54	66	86	74	78	140	94
24.50					64	88	52	64	84	72	76	136	92
24.75					61		50	62	81	70	74	133	90
25.00					59			60	79	68	72	130	88
25.25								58	77	66	70	127	86
25.50								56	74	64	68	124	84
25.75								55	72	63	67	120	83
26.00								53	70	61	65	117	81
26.25								51	68	59	63	114	79
26.50									65	57	61	111	77
26.75									63	55	59	108	75
27.00									61	54	57	105	74
27.25									58	52	56	101	72
27.50										50	54	98	70
27.75											52	95	68
28.00											50	92	66

#'s represent the maximum tooth count of the top and bottom sprockets. An allowance of 2-3 teeth less should be used to allow removal of the belt and have the slack taken up by the idler.

Example of belt PN's: 1330-1595-84PS
 1330 = 11mm Polychain
 1595 = Belt length in mm
 84 = Belt width in mm
 PS = Designates new Polychain series

BLOWER TO CRANKSHAFT DISTANCE



B-4 SPROCKETS

RCD offers a complete line of quality sprockets to fit most requirements and is able to produce special sizes and materials upon request. All sprockets are CNC machined from solid billet 6061-T6 aluminum bars or solid ZK60A-T5 magnesium bars. Magnesium bars are ultra-sound tested for imperfections prior to machining. Magnesium has the best strength to weight ratio of any sprocket available. RCD's aluminum sprockets are hard anodize coated for increased wear resistance and our magnesium sprockets are coated to resist corrosion.

GT 3.5" WIDE STANDARD						
8mm Aluminum	8mm Magnesium	11mm Aluminum	11mm Magnesium		14mm Aluminum	14mm Magnesium
150801-40	150841-45	151101-30	151141-32		151401-25	151441-26
▼	▼	▼	▼		▼	▼
150801-99	150841-60	151101-58	151141-58		151401-46	151441-46
GT 3.5" WIDE with 0.32" OFFSET						
8mm Aluminum	8mm Magnesium	11mm Aluminum	11mm Magnesium		14mm Aluminum	14mm Magnesium
150803-40	15843-45	151103-30	151143-32		151403-25	151443-26
▼	▼	▼	▼		▼	▼
150809-60	150843-60	151103-43	151143-43		151403-34	151443-34
GT 3.5" WIDE with 0.75" OFFSET						
8mm Aluminum	8mm Magnesium	11mm Aluminum	11mm Magnesium		14mm Aluminum	14mm Magnesium
150805-40	150845-45	151105-30	151145-32		151405-25	151445-26
▼	▼	▼	▼		▼	▼
150805-60	150845-60	151105-43	151145-43		151405-34	151445-34
HTD 3.5" WIDE STANDARD						
8mm Aluminum				13.9mm Aluminum	14mm Aluminum	
150881-43				151301-25	151481-25	
▼				▼	▼	
150881-80				151301-46	151481-46	
HTD 3.5" WIDE with 0.75" OFFSET						
				13.9mm Aluminum	14mm Aluminum	
				151305-25	151483-25	
				▼	▼	
				151305-34	151483-34	
1/2 TRAPEZOIDAL 3.5" WIDE STANDARD						
Aluminum						
150501-26						
▼						
150501-45						
GT 3.5" WIDE CENTER FLANGE						
8mm Aluminum	8mm Magnesium	11mm Aluminum	11mm Magnesium	13.9mm Aluminum	14mm Aluminum	14mm Magnesium
150807-67	150847-67	151107-49	151147-49	151307-36	151407-30	151447-36
▼	▼	▼	▼	▼	▼	▼
150807-80	150847-80	151107-58	151147-58	151307-46	151407-46	151447-46
GT 4.3" WIDE CENTER FLANGE						
8mm Aluminum	8mm Magnesium	11mm Aluminum	11mm Magnesium		14mm Aluminum	14mm Magnesium
150817-67	150857-67	151117-49	151157-49		151417-36	151457-36
▼	▼	▼	▼		▼	▼
150817-80	150857-80	151117-58	151157-58		151417-46	151457-46
HTD 3.5" WIDE CENTER FLANGE						
					14mm Aluminum	
					151485-36	
					▼	
					151485-46	

BLOWER DRIVE SPROCKETS

RCD offers a complete selection of blower drive sprockets. All blower drive sprockets come with standard 2.00" bore, six 3/8" holes evenly spaced on a 2.782" diameter circle, and 0.5" drive flange thickness.

NOTE: The last two digits of a sprocket part number denote the tooth count. (Example: 000000-54 = 54 tooth)

14mm 24 tooth and 8mm 30-36 tooth top sprockets available in aluminum 'R 0.75' style only.

Refer to page B-5 for section views



3.50" 8mm
54T GT STD



3.50" 8mm
59T GT
0.32 offset



3.50" 8mm
50T GT
0.75 offset



3.50" 1/2"
Trapezoidal
33T STD



3.50" 8mm
75T GT
Aluminum



CENTER FLANGE SPROCKETS

RCD offers the 8mm, 11mm and 14mm GT profile crankshaft sprockets with the drive flange centered in the sprocket. This greatly reduces the tendency of the circumference to distort out of round under high belt loading and also keeps the drive flange from bending. This is most critical on the large diameter sprockets used to drive screw blowers.

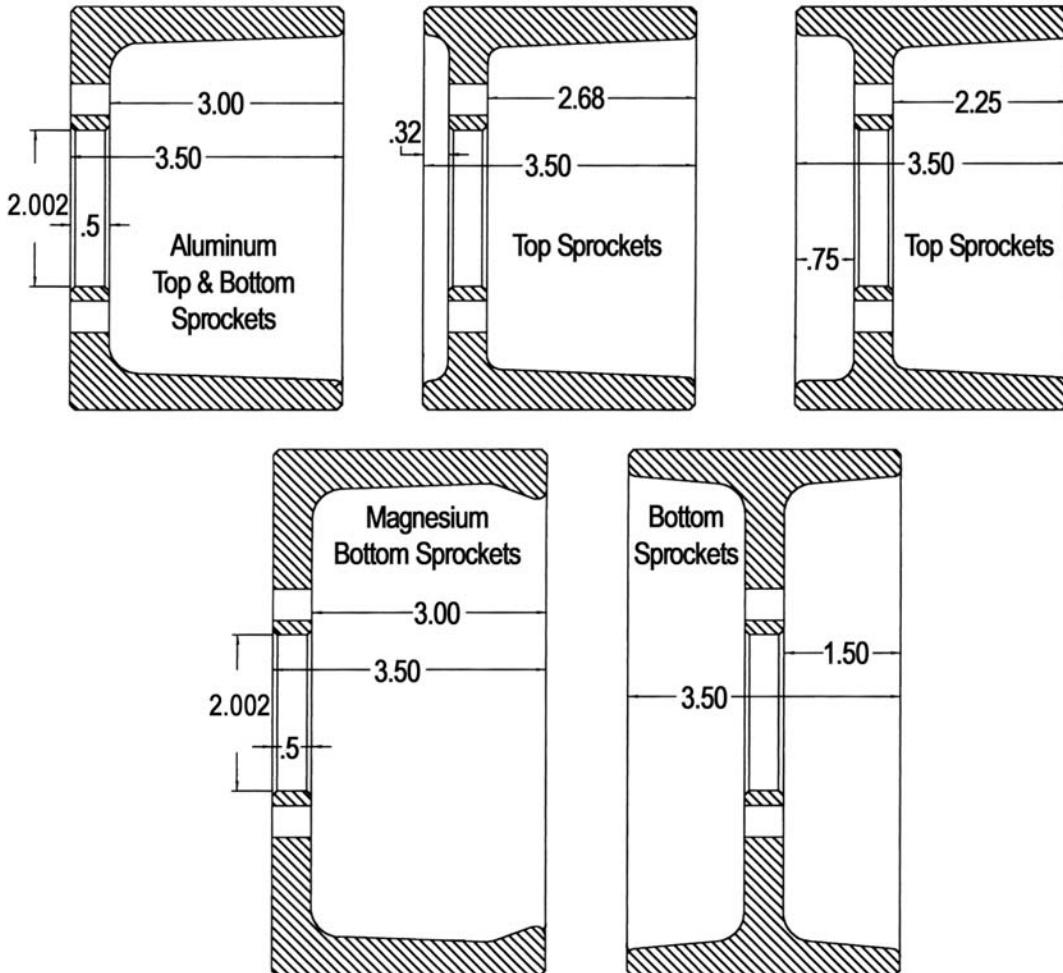
Special Orders: RCD is able to produce any size sprocket up to 24" diameter in aluminum, 14" diameter in magnesium and up to 4.5" wide. Prices and delivery are quoted upon request.

Splined sprockets are available for the splined crankhub on page C-2. RCD can also modify your existing sprockets, so that they may be adapted to the application.
(Center Flange Sprocket Only)



PN: 151750-03 Splined Sprocket Spacer 0.032 Nylon
PN: 151750-10 Splined Sprocket Spacer 0.062 Aluminum

SPROCKET SECTIONAL VIEWS



B-6 8MM OVERDRIVE CHART

PERCENTAGE OF CRANKSHAFT SPEED

		BLOWER SPROCKET TOOTH COUNT																		
		60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
CRANKSHAFT SPROCKET TOOTH COUNT	54						0.0	1.9	3.8	5.9	8.0	10.2	12.5	14.9	17.4	20.0	22.7	25.6	28.6	
	55					0.0	1.9	3.8	5.8	7.8	10.0	12.2	14.6	17.0	19.6	22.2	25.0	27.9	31.0	
	56				0.0	1.8	3.7	5.7	7.7	9.8	12.0	14.3	16.7	19.1	21.7	24.4	27.3	30.2	33.3	
	57			0.0	1.8	3.6	5.6	7.5	9.6	11.8	14.0	16.3	18.8	21.3	23.9	26.7	29.5	32.6	35.7	
	58		0.0	1.8	3.6	5.5	7.4	9.4	11.5	13.7	16.0	18.4	20.8	23.4	26.1	28.9	31.8	34.9	38.1	
	59	0.0	1.7	3.5	5.4	7.3	9.3	11.3	13.5	15.7	18.0	20.4	22.9	25.5	28.3	31.1	34.1	37.2	40.5	
	60	0.0	1.7	3.4	5.3	7.1	9.1	11.1	13.2	15.4	17.6	20.0	22.4	25.0	27.7	30.4	33.3	36.4	39.5	42.9
	61	1.7	3.4	5.2	7.0	8.9	10.9	13.0	15.1	17.3	19.6	22.0	24.5	27.1	29.8	32.6	35.6	38.6	41.9	45.2
	62	3.3	5.1	6.9	8.8	10.7	12.7	14.8	17.0	19.2	21.6	24.0	26.5	29.2	31.9	34.8	37.8	40.9	44.2	47.6
	63	5.0	6.8	8.6	10.5	12.5	14.5	16.7	18.9	21.2	23.5	26.0	28.6	31.3	34.0	37.0	40.0	43.2	46.5	50.0
	64	6.7	8.5	10.3	12.3	14.3	16.4	18.5	20.8	23.1	25.5	28.0	30.6	33.3	36.2	39.1	42.2	45.5	48.8	52.4
	65	8.3	10.2	12.1	14.0	16.1	18.2	20.4	22.6	25.0	27.5	30.0	32.7	35.4	38.3	41.3	44.4	47.7	51.2	54.8
	66	10.0	11.9	13.8	15.8	17.9	20.0	22.2	24.5	26.9	29.4	32.0	34.7	37.5	40.4	43.5	46.7	50.0	53.5	57.1
	67	11.7	13.6	15.5	17.5	19.6	21.8	24.1	26.4	28.8	31.4	34.0	36.7	39.6	42.6	45.7	48.9	52.3	55.8	59.5
	68	13.3	15.3	17.2	19.3	21.4	23.6	25.9	28.3	30.8	33.3	36.0	38.8	41.7	44.7	47.8	51.1	54.5	58.1	61.9
	69	15.0	17.0	19.0	21.1	23.2	25.5	27.8	30.2	32.7	35.3	38.0	40.8	43.8	46.8	50.0	53.3	56.8	60.5	64.3
	70	16.7	18.6	20.7	22.8	25.0	27.3	29.6	32.1	34.6	37.3	40.0	42.9	45.8	48.9	52.2	55.6	59.1	62.8	66.7
	71	18.3	20.3	22.4	24.6	26.8	29.1	31.5	34.0	36.5	39.2	42.0	44.9	47.9	51.1	54.3	57.8	61.4	65.1	69.0
72	20.0	22.0	24.1	26.3	28.6	30.9	33.3	35.9	38.5	41.2	44.0	46.9	50.0	53.2	56.5	60.0	63.6	67.4	71.4	
73	21.7	23.7	25.9	28.1	30.4	32.7	35.2	37.7	40.4	43.1	46.0	49.0	52.1	55.3	58.7	62.2	65.9	69.8	73.8	
74	23.3	25.4	27.6	29.8	32.1	34.5	37.0	39.6	42.3	45.1	48.0	51.0	54.2	57.4	60.9	64.4	68.2	72.1	76.2	
75	25.0	27.1	29.3	31.6	33.9	36.4	38.9	41.5	44.2	47.1	50.0	53.1	56.3	59.6	63.0	66.7	70.5	74.4	78.6	
76	26.7	28.8	31.0	33.3	35.7	38.2	40.7	43.4	46.2	49.0	52.0	55.1	58.3	61.7	65.2	68.9	72.7	76.7	81.0	
77	28.3	30.5	32.8	35.1	37.5	40.0	42.6	45.3	48.1	51.0	54.0	57.1	60.4	63.8	67.4	71.1	75.0	79.1	83.3	
78	30.0	32.2	34.5	36.8	39.3	41.8	44.4	47.2	50.0	52.9	56.0	59.2	62.5	66.0	69.6	73.3	77.3	81.4	85.7	
79	31.7	33.9	36.2	38.6	41.1	43.6	46.3	49.1	51.9	54.9	58.0	61.2	64.6	68.1	71.7	75.6	79.5	83.7	88.1	
80	33.3	35.6	37.9	40.4	42.9	45.5	48.1	50.9	53.8	56.9	60.0	63.3	66.7	70.2	73.9	77.8	81.8	86.0	90.5	
81	35.0	37.3	39.7	42.1	44.6	47.3	50.0	52.8	55.8	58.8	62.0	65.3	68.8	72.3	76.1	80.0	84.1	88.4	92.9	
82	36.7	39.0	41.4	43.9	46.4	49.1	51.9	54.7	57.7	60.8	64.0	67.3	70.8	74.5	78.3	82.2	86.4	90.7	95.2	
83	38.3	40.7	43.1	45.6	48.2	50.9	53.7	56.6	59.6	62.7	66.0	69.4	72.9	76.6	80.4	84.4	88.6	93.0	97.6	
84	40.0	42.4	44.8	47.4	50.0	52.7	55.6	58.5	61.5	64.7	68.0	71.4	75.0	78.7	82.6	86.7	90.9	95.3	100.0	
85	41.7	44.1	46.6	49.1	51.8	54.5	57.4	60.4	63.5	66.7	70.0	73.5	77.1	80.9	84.8	88.9	93.2	97.7	102.4	
86	43.3	45.8	48.3	50.9	53.6	56.4	59.3	62.3	65.4	68.6	72.0	75.5	79.2	83.0	87.0	91.1	95.5	100.0	104.8	



PERCENTAGE OF CRANKSHAFT SPEED

		BLOWER SPROCKET TOOTH COUNT																		
		41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
CRANKSHAFT SPROCKET TOOTH COUNT	54	31.7	35.0	38.5	42.1	45.9	50.0	54.3	58.8	63.6	68.8	74.2	80.0	86.2	92.9	100.0	107.7	116.0	125.0	134.8
	55	34.1	37.5	41.0	44.7	48.6	52.8	57.1	61.8	66.7	71.9	77.4	83.3	89.7	96.4	103.7	111.5	120.0	129.2	139.1
	56	36.6	40.0	43.6	47.4	51.4	55.6	60.0	64.7	69.7	75.0	80.6	86.7	93.1	100.0	107.4	115.4	124.0	133.3	143.5
	57	39.0	42.5	46.2	50.0	54.1	58.3	62.9	67.6	72.7	78.1	83.9	90.0	96.6	103.6	111.1	119.2	128.0	137.5	147.8
	58	41.5	45.0	48.7	52.6	56.8	61.1	65.7	70.6	75.8	81.3	87.1	93.3	100.0	107.1	114.8	123.1	132.0	141.7	152.2
	59	43.9	47.5	51.3	55.3	59.5	63.9	68.6	73.5	78.8	84.4	90.3	96.7	103.4	110.7	118.5	126.9	136.0	145.8	156.5
	60	46.3	50.0	53.8	57.9	62.2	66.7	71.4	76.5	81.8	87.5	93.5	100.0	106.9	114.3	122.2	130.8	140.0	150.0	160.9
	61	48.8	52.5	56.4	60.5	64.9	69.4	74.3	79.4	84.8	90.6	96.8	103.3	110.3	117.9	125.9	134.6	144.0	154.2	165.2
	62	51.2	55.0	59.0	63.2	67.6	72.2	77.1	82.4	87.9	93.8	100.0	106.7	113.8	121.4	129.6	138.5	148.0	158.3	169.6
	63	53.7	57.5	61.5	65.8	70.3	75.0	80.0	85.3	90.9	96.9	103.2	110.0	117.2	125.0	133.3	142.3	152.0	162.5	173.9
	64	56.1	60.0	64.1	68.4	73.0	77.8	82.9	88.2	93.9	100.0	106.5	113.3	120.7	128.6	137.0	146.2	156.0	166.7	178.3
	65	58.5	62.5	66.7	71.1	75.7	80.6	85.7	91.2	97.0	103.1	109.7	116.7	124.1	132.1	140.7	150.0	160.0	170.8	182.6
	66	61.0	65.0	69.2	73.7	78.4	83.3	88.6	94.1	100.0	106.3	112.9	120.0	127.6	135.7	144.4	153.8	164.0	175.0	187.0
	67	63.4	67.5	71.8	76.3	81.1	86.1	91.4	97.1	103.0	109.4	116.1	123.3	131.0	139.3	148.1	157.7	168.0	179.2	191.3
	68	65.9	70.0	74.4	78.9	83.8	88.9	94.3	100.0	106.1	112.5	119.4	126.7	134.5	142.9	151.9	161.5	172.0	183.3	195.7
	69	68.3	72.5	76.9	81.6	86.5	91.7	97.1	102.9	109.1	115.6	122.6	130.0	137.9	146.4	155.6	165.4	176.0	187.5	200.0
	70	70.7	75.0	79.5	84.2	89.2	94.4	100.0	105.9	112.1	118.8	125.8	133.3	141.4	150.0	159.3	169.2	180.0	191.7	204.3
	71	73.2	77.5	82.1	86.8	91.9	97.2	102.9	108.8	115.2	121.9	129.0	136.7	144.8	153.6	163.0	173.1	184.0	195.8	208.7
	72	75.6	80.0	84.6	89.5	94.6	100.0	105.7	111.8	118.2	125.0	132.3	140.0	148.3	157.1	166.7	176.9	188.0	200.0	213.0
	73	78.0	82.5	87.2	92.1	97.3	102.8	108.6	114.7	121.2	128.1	135.5	143.3	151.7	160.7	170.4	180.8	192.0	204.2	217.4
	74	80.5	85.0	89.7	94.7	100.0	105.6	111.4	117.6	124.2	131.3	138.7	146.7	155.2	164.3	174.1	184.6	196.0	208.3	221.7
75	82.9	87.5	92.3	97.4	102.7	108.3	114.3	120.6	127.3	134.4	141.9	150.0	158.6	167.9	177.8	188.5	200.0	212.5	226.1	
76	85.4	90.0	94.9	100.0	105.4	111.1	117.1	123.5	130.3	137.5	145.2	153.3	162.1	171.4	181.5	192.3	204.0	216.7	230.4	
77	87.8	92.5	97.4	102.6	108.1	113.9	120.0	126.5	133.3	140.6	148.4	156.7	165.5	175.0	185.2	196.2	208.0	220.8	234.8	
78	90.2	95.0	100.0	105.3	110.8	116.7	122.9	129.4	136.4	143.8	151.6	160.0	169.0	178.6	188.9	200.0	212.0	225.0	239.1	
79	92.7	97.5	102.6	107.9	113.5	119.4	125.7	132.4	139.4	146.9	154.8	163.3	172.4	182.1	192.6	203.8	216.0	229.2	243.5	
80	95.1	100.0	105.1	110.5	116.2	122.2	128.6	135.3	142.4	150.0	158.1	166.7	175.9	185.7	196.3	207.7	220.0	233.3	247.8	
81	97.6	102.5	107.7	113.2	118.9	125.0	131.4	138.2	145.5	153.1	161.3	170.0	179.3	189.3	200.0	211.5	224.0	237.5	252.2	
82	100.0	105.0	110.3	115.8	121.6	127.8	134.3	141.2	148.5	156.3	164.5	173.3	182.8	192.9	203.7	215.4	228.0	241.7	256.5	
83	102.4	107.5	112.8	118.4	124.3	130.6	137.1	144.1	151.5	159.4	167.7	176.7	186.2	196.4	207.4	219.2	232.0	245.8	260.9	
84	104.9	110.0	115.4	121.1	127.0	133.3	140.0	147.1	154.5	162.5	171.0	180.0	189.7	200.0	211.1	223.1	236.0	250.0	265.2	
85	107.3	112.5	117.9	123.7	129.7	136.1	142.9	150.0	157.6	165.6	174.2	183.3	193.1	203.6	214.8	226.9	240.0	254.2	269.6	
86	109.8	115.0	120.5	126.3	132.4	138.9	145.7	152.9	160.6	168.8	177.4	186.7	196.6	207.1	218.5	230.8	244.0	258.3	273.9	

B-8 1.1MM OVERDRIVE CHART

PERCENTAGE OF CRANKSHAFT SPEED

BLOWER SPROCKET TOOTH COUNT

CRANKSHAFT SPROCKET TOOTH COUNT	BLOWER SPROCKET TOOTH COUNT																		
	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
49	14.0	16.7	19.5	22.5	25.6	28.9	32.4	36.1	40.0	44.1	48.5	53.1	58.1	63.3	69.0	75.0	81.5	88.5	96.0
50	16.3	19.0	22.0	25.0	28.2	31.6	35.1	38.9	42.9	47.1	51.5	56.3	61.3	66.7	72.4	78.6	85.2	92.3	100.0
51	18.6	21.4	24.4	27.5	30.8	34.2	37.8	41.7	45.7	50.0	54.5	59.4	64.5	70.0	75.9	82.1	88.9	96.2	104.0
52	20.9	23.8	26.8	30.0	33.3	36.8	40.5	44.4	48.6	52.9	57.6	62.5	67.7	73.3	79.3	85.7	92.6	100.0	108.0
53	23.3	26.2	29.3	32.5	35.9	39.5	43.2	47.2	51.4	55.9	60.6	65.6	71.0	76.7	82.8	89.3	96.3	103.8	112.0
54	25.6	28.6	31.7	35.0	38.5	42.1	45.9	50.0	54.3	58.8	63.6	68.8	74.2	80.0	86.2	92.9	100.0	107.7	116.0
55	27.9	31.0	34.1	37.5	41.0	44.7	48.6	52.8	57.1	61.8	66.7	71.9	77.4	83.3	89.7	96.4	103.7	111.5	120.0
56	30.2	33.3	36.6	40.0	43.6	47.4	51.4	55.6	60.0	64.7	69.7	75.0	80.6	86.7	93.1	100.0	107.4	115.4	124.0
57	32.6	35.7	39.0	42.5	46.2	50.0	54.1	58.3	62.9	67.6	72.7	78.1	83.9	90.0	96.6	103.6	111.1	119.2	128.0
58	34.9	38.1	41.5	45.0	48.7	52.6	56.8	61.1	65.7	70.6	75.8	81.3	87.1	93.3	100.0	107.1	114.8	123.1	132.0
59	37.2	40.5	43.9	47.5	51.3	55.3	59.5	63.9	68.6	73.5	78.8	84.4	90.3	96.7	103.4	110.7	118.5	126.9	136.0
60	39.5	42.9	46.3	50.0	53.8	57.9	62.2	66.7	71.4	76.5	81.8	87.5	93.5	100.0	106.9	114.3	122.2	130.8	140.0
61	41.9	45.2	48.8	52.5	56.4	60.5	64.9	69.4	74.3	79.4	84.8	90.6	96.8	103.3	110.3	117.9	125.9	134.6	144.0
62	44.2	47.6	51.2	55.0	59.0	63.2	67.6	72.2	77.1	82.4	87.9	93.8	100.0	106.7	113.8	121.4	129.6	138.5	148.0
63	46.5	50.0	53.7	57.5	61.5	65.8	70.3	75.0	80.0	85.3	90.9	96.9	103.2	110.0	117.2	125.0	133.3	142.3	152.0
64	48.8	52.4	56.1	60.0	64.1	68.4	73.0	77.8	82.9	88.2	93.9	100.0	106.5	113.3	120.7	128.6	137.0	146.2	156.0
65	51.2	54.8	58.5	62.5	66.7	71.1	75.7	80.6	85.7	91.2	97.0	103.1	109.7	116.7	124.1	132.1	140.7	150.0	160.0
66	53.5	57.1	61.0	65.0	69.2	73.7	78.4	83.3	88.6	94.1	100.0	106.3	112.9	120.0	127.6	135.7	144.4	153.8	164.0
67	55.8	59.5	63.4	67.5	71.8	76.3	81.1	86.1	91.4	97.1	103.0	109.4	116.1	123.3	131.0	139.3	148.1	157.7	168.0
68	58.1	61.9	65.9	70.0	74.4	78.9	83.8	88.9	94.3	100.0	106.1	112.5	119.4	126.7	134.5	142.9	151.9	161.5	172.0
69	60.5	64.3	68.3	72.5	76.9	81.6	86.5	91.7	97.1	102.9	109.1	115.6	122.6	130.0	137.9	146.4	155.6	165.4	176.0
70	62.8	66.7	70.7	75.0	79.5	84.2	89.2	94.4	100.0	105.9	112.1	118.8	125.8	133.3	141.4	150.0	159.3	169.2	180.0
71	65.1	69.0	73.2	77.5	82.1	86.8	91.9	97.2	102.9	108.8	115.2	121.9	129.0	136.7	144.8	153.6	163.0	173.1	184.0
72	67.4	71.4	75.6	80.0	84.6	89.5	94.6	100.0	105.7	111.8	118.2	125.0	132.3	140.0	148.3	157.1	166.7	176.9	188.0
73	69.8	73.8	78.0	82.5	87.2	92.1	97.3	102.8	108.6	114.7	121.2	128.1	135.5	143.3	151.7	160.7	170.4	180.8	192.0



14MM OVERDRIVE CHART B-9

PERCENTAGE OF CRANKSHAFT SPEED

BLOWER SPROCKET TOOTH COUNT

NOTE: Also used for 1/2 pitch

CRANKSHAFT SPROCKET TOOTH COUNT

	35	34	33	32	31	30	29	28	27	26	25	24
30						0.0	3.4	7.1	11.1	15.4	20.0	25.0
31					0.0	3.3	6.9	10.7	14.8	19.2	24.0	29.2
32				0.0	3.2	6.7	10.3	14.3	18.5	23.1	28.0	33.3
33			0.0	3.1	6.5	10.0	13.8	17.9	22.2	26.9	32.0	37.5
34		0.0	3.0	6.3	9.7	13.3	17.2	21.4	25.9	30.8	36.0	41.7
35	0.0	2.9	6.1	9.4	12.9	16.7	20.7	25.0	29.6	34.6	40.0	45.8
36	2.9	5.9	9.1	12.5	16.1	20.0	24.1	28.6	33.3	38.5	44.0	50.0
37	5.7	8.8	12.1	15.6	19.4	23.3	27.6	32.1	37.0	42.3	48.0	54.2
38	8.6	11.8	15.2	18.8	22.6	26.7	31.0	35.7	40.7	46.2	52.0	58.3
39	11.4	14.7	18.2	21.9	25.8	30.0	34.5	39.3	44.4	50.0	56.0	62.5
40	14.3	17.6	21.2	25.0	29.0	33.3	37.9	42.9	48.1	53.8	60.0	66.7
41	17.1	20.6	24.2	28.1	32.3	36.7	41.4	46.4	51.9	57.7	64.0	70.8
42	20.0	23.5	27.3	31.3	35.5	40.0	44.8	50.0	55.6	61.5	68.0	75.0
43	22.9	26.5	30.3	34.4	38.7	43.3	48.3	53.6	59.3	65.4	72.0	79.2
44	25.7	29.4	33.3	37.5	41.9	46.7	51.7	57.1	63.0	69.2	76.0	83.3
45	28.6	32.4	36.4	40.6	45.2	50.0	55.2	60.7	66.7	73.1	80.0	87.5
46	31.4	35.3	39.4	43.8	48.4	53.3	58.6	64.3	70.4	76.9	84.0	91.7
47	34.3	38.2	42.4	46.9	51.6	56.7	62.1	67.9	74.1	80.8	88.0	95.8
48	37.1	41.2	45.5	50.0	54.8	60.0	65.5	71.4	77.8	84.6	92.0	100.0
49	40.0	44.1	48.5	53.1	58.1	63.3	69.0	75.0	81.5	88.5	96.0	104.2
50	42.9	47.1	51.5	56.3	61.3	66.7	72.4	78.6	85.2	92.3	100.0	108.3
51	45.7	50.0	54.5	59.4	64.5	70.0	75.9	82.1	88.9	96.2	104.0	112.5
52	48.6	52.9	57.6	62.5	67.7	73.3	79.3	85.7	92.6	100.0	108.0	116.7
53	51.4	55.9	60.6	65.6	71.0	76.7	82.8	89.3	96.3	103.8	112.0	120.8
54	54.3	58.8	63.6	68.8	74.2	80.0	86.2	92.9	100.0	107.7	116.0	125.0
55	57.1	61.8	66.7	71.9	77.4	83.3	89.7	96.4	103.7	111.5	120.0	129.2
56	60.0	64.7	69.7	75.0	80.6	86.7	93.1	100.0	107.4	115.4	124.0	133.3
57	62.9	67.6	72.7	78.1	83.9	90.0	96.6	103.6	111.1	119.2	128.0	137.5
58	65.7	70.6	75.8	81.3	87.1	93.3	100.0	107.1	114.8	123.1	132.0	141.7
59	68.6	73.5	78.8	84.4	90.3	96.7	103.4	110.7	118.5	126.9	136.0	145.8
60	71.4	76.5	81.8	87.5	93.5	100.0	106.9	114.3	122.2	130.8	140.0	150.0



B-10 IDLER PULLEY CHART

IDLER PULLEYS		<u>A</u>	DRAWING 1		
156009-0015	IDLER PULLEY 3.2 DIA X 2.0 WIDE	2			
156009-0020	IDLER PULLEY 3.2 DIA X 1.5 WIDE	1.5			
156009-0027	IDLER PULLEY 3.2 DIA X 2.7 WIDE	2.7			
156009-0028	IDLER PULLEY 3.2 DIA X 2.6 WIDE MAGNESIUM	2.6			
156009-0031	IDLER PULLEY 3.2 DIA X 3.0 WIDE	3			
156009-0032	IDLER PULLEY 3.2 DIA X 3.0 WIDE MAGNESIUM	3			
156009-0035	IDLER PULLEY 3.2 DIA X 3.4 WIDE	3.4			
156009-0036	IDLER PULLEY 3.2 DIA X 3.4 WIDE MAGNESIUM	3.4			

IDLER SPINDLES		<u>B</u>	<u>C</u>	<u>D</u>
156019-0012	IDLER SPINDLE KIT SHORT 0.625 BORE DOUBLE BRG	0.1	1.05	
156019-0014	IDLER SPINDLE KIT MEDIUM 0.625 BORE DOUBLE BRG	0.5	1.45	
156019-0016	IDLER SPINDLE KIT LONG 0.625 BORE DBL BRG	0.8	1.85	
156019-0064	IDLER SPINDLE KIT 3.2 IDLER OUTBOARD SUPPORT			3.82

IDLER PULLEYS		<u>A</u>	DRAWING 2		
156014-0022	IDLER PULLEY 4.4 DIA X 2.1 WIDE	2.1			
156014-0027	IDLER PULLEY 4.4 DIA X 2.6 WIDE	2.6			
156014-0031	IDLER PULLEY 4.4 DIA X 3.0 WIDE	3			
156014-0035	IDLER PULLEY 4.4 DIA X 3.4 WIDE	3.4			

IDLER SPINDLES		<u>B</u>	<u>C</u>	<u>D</u>
156019-0002	IDLER SPINDLE KIT SHORT 0.625 BORE SINGLE BRG	0.15	1.25	
156019-0004	IDLER SPINDLE KIT MEDIUM 0.625 BORE SINGLE BRG	0.53	1.625	
156019-0006	IDLER SPINDLE KIT LONG 0.625 BORE SINGLE BRG	0.9	2	

IDLER PULLEYS		<u>A</u>	DRAWING 3		
156024-0030	IDLER PULLEY 29T 11MM 3.4 WIDE	3.4			
156024-0031	IDLER PULLEY 29T 11MM 3.4 WIDE MAGNESIUM	3.4			

IDLER SPINDLES		<u>B</u>	<u>C</u>	<u>D</u>
156019-0060	IDLER SPINDLE KIT EVEN SPACING 3-PIECE IDLER	0.24	0.47	4.12
156019-0062	IDLER SPINDLE KIT OFFSET 3-PIECE IDLER	0.43	0.655	4.12

IDLER PULLEYS		<u>A</u>	DRAWING 4		
156028-0016	IDLER PULLEY 1 PIECE 3.1 WIDE 2.45 DIA	3.1			
156028-0017	IDLER PULLEY 1 PIECE 3.1 WIDE 2.45 DIA MAGNESIUM	3.1			
156028-0019	IDLER PULLEY 1 PIECE 3.4 WIDE 2.45 DIA	3.4			
156028-0020	IDLER PULLEY 1 PIECE 3.4 WIDE 2.45 DIA MAGNESIUM	3.4			

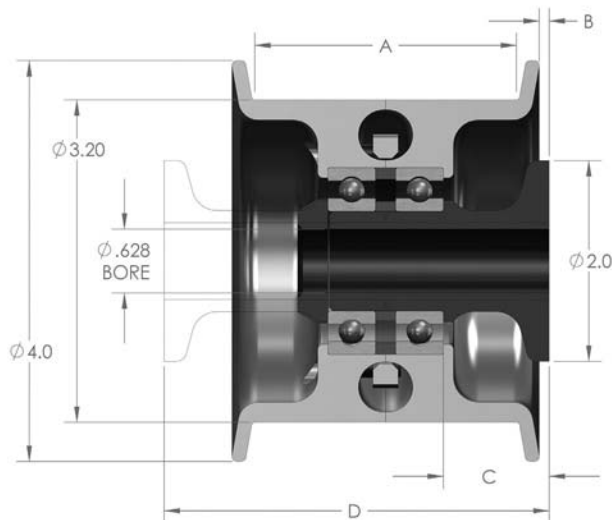
IDLER SPINDLE		<u>B</u>	<u>C</u>	<u>D</u>
156019-38	IDLER SPINDLE 0.28 X 0.75 3 PIECE IDLER OR 1 PIECE IDLER	0.17	0.28	3.83

IDLER PULLEYS		<u>A</u>	DRAWING 5		
156028-0036	IDLER PULLEY 1 PIECE CROWNED 3.1 WIDE 3.45 DIA	3.1			
156028-0037	IDLER PULLEY 1 PIECE CROWNED 3.1 WIDE 3.45 DIA MAGNESIUM	3.1			
156028-0039	IDLER PULLEY 1 PIECE CROWNED 3.4 WIDE 3.45 DIA	3.4			
156028-0040	IDLER PULLEY 1 PIECE CROWNED 3.4 WIDE 3.45 DIA MAGNESIUM	3.4			

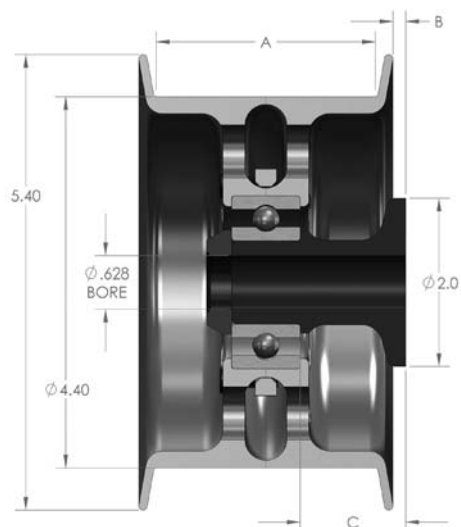
IDLER SPINDLE		<u>B</u>	<u>C</u>	<u>D</u>
156019-38	IDLER SPINDLE 0.28 X 0.75 3 PIECE IDLER OR 1 PIECE IDLER	0.17	0.28	3.83



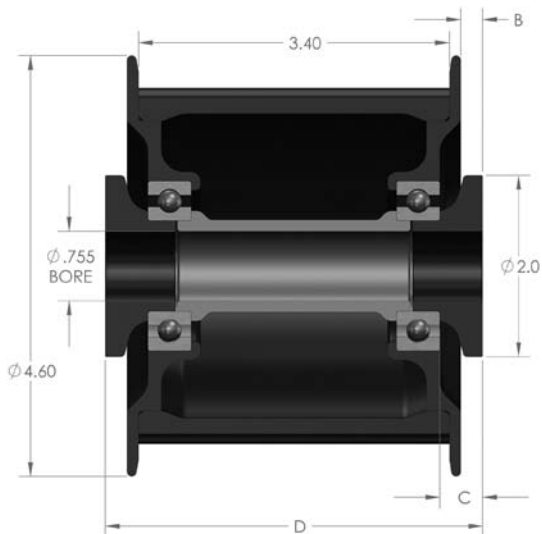
DRAWING 1



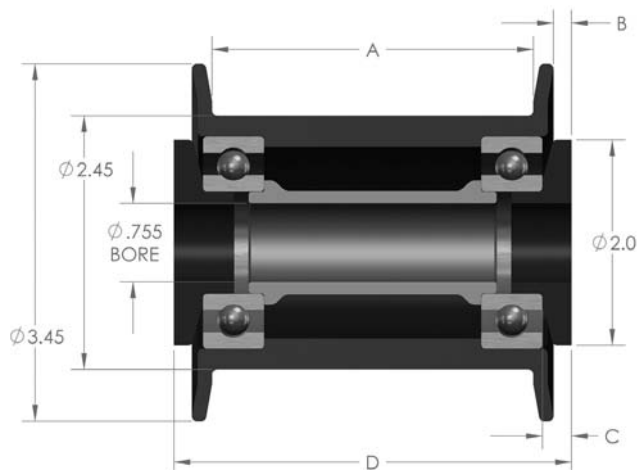
DRAWING 2



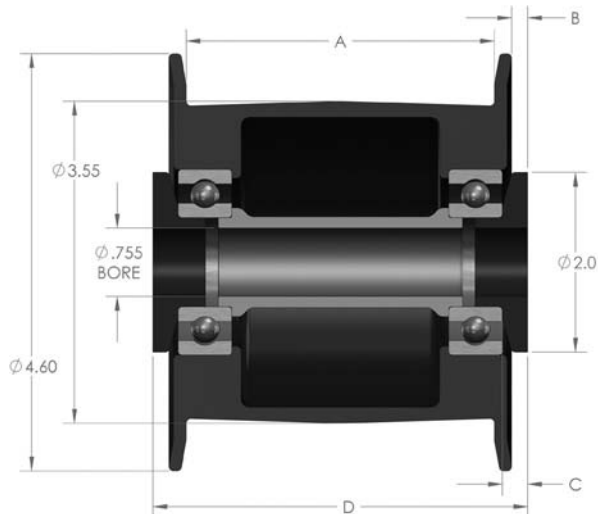
DRAWING 3

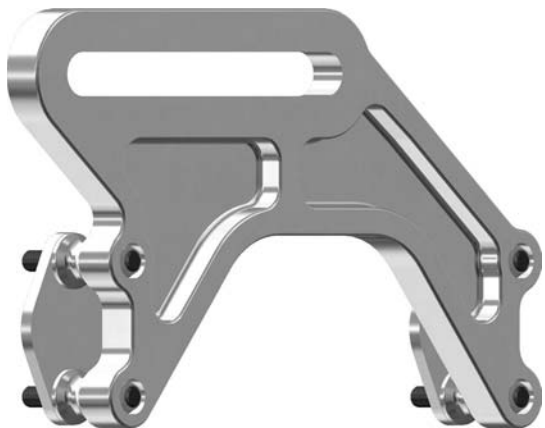


DRAWING 4



DRAWING 5





BIG BLOCK CHEVY IDLER PLATE

Fits all Big Block Chevy, Dart, Merlin, Arias-Miner, KB Olds, Rodeck and 481X. It is machined aluminum plate to a thickness of 0.75". It has a 7" long slot which provides for adequate adjustment. The assembly includes: studs, spacers, nuts, washers and 1/4" thick water block-off plates.

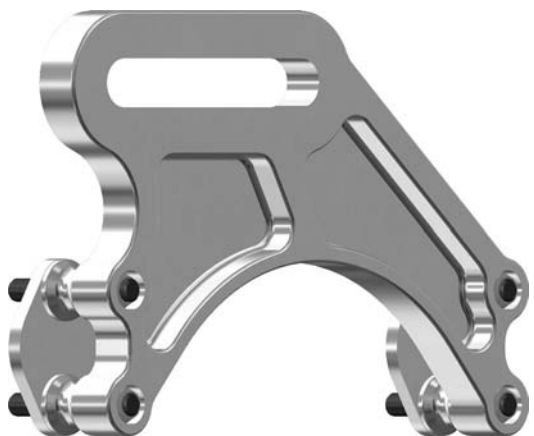
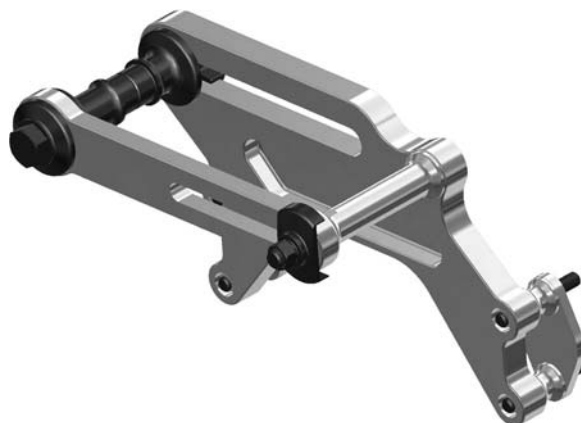
Option: Ported 1" water block-off plates are available.

PN: 156206-0018

BIG BLOCK CHEVY IDLER PLATE WITH OUTBOARD SUPPORT

This idler bracket assembly provides the most stable mounting platform for the idler pulley. The back plate is 3/4" thick, and the outboard support is 1/2" thick, and accepts either smooth or toothed idler pulleys. Includes 1/4" water block-off plates. All parts machined from 2024-T3 aluminum bar and plate.

PN: 156200-0011 3.2" Idler Spacing, 1" Slot



SMALL BLOCK CHEVY IDLER PLATE

For all small block Chevys and derivatives such as Rodeck or Donovan. Machined from 3/4" thick aluminum plate for rigidity in full competition applications. The kit includes: studs, spacers, nuts, washers and 1/4" thick water block-off plates.

PN: 156206-0006

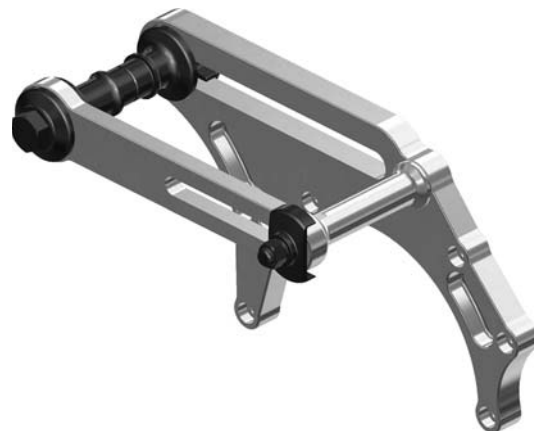
FORD IDLER PLATE WITH OUTBOARD SUPPORT

This idler bracket assembly provides the most stable mounting platform for the idler pulley. The back plate is 3/4" thick. The outboard support is 1/2" thick. Accepts either smooth or toothed idler pulleys. All parts machined from 2024-T3 aluminum bar and plate.

Note: This bracket does not block off the water holes.

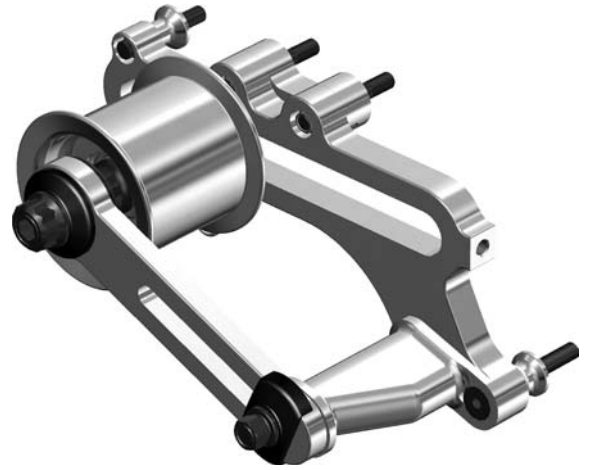
PN: 156200-0020 w/3.2" Idler Spacing

PN: 156200-0022 w/4.4" Idler Spacing



426 CHRYSLER ANGLED IDLER BRACKET

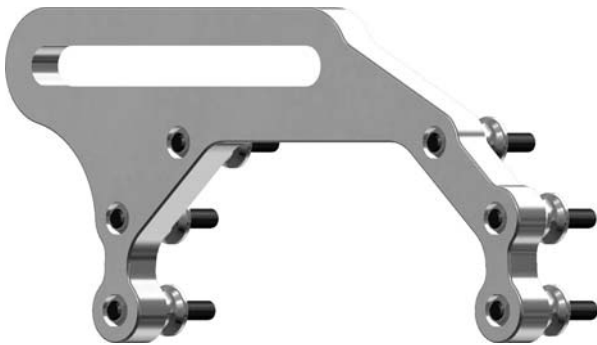
Complete with top brace and dual magneto support. This idler bracket allows the maximum amount of idler pulley adjustment. The adjusting slot starts at the top in the center and moves out and down at a 45° angle to clear under a dual magneto drive. Top brace provides additional outboard support for the idler pulley keeping it parallel with the blower drive sprockets. The additional friction surface also helps prevent slipping. Dual magneto supports are for I.C.E., Enderle, and S.A.E. standard or tall cam location. Brackets and idlers are available in aluminum. The 3/4" diameter idler stud nut, and T-nut, are available in titanium. Includes all bolts, nuts, studs and spacers. PN: Multiple configurations are available - Please call to configure your application and for pricing.

**426 IDLER PLATE**

This is the most popular idler plate for the 440 or the 426 Chryslers with only one magneto. It can be used with a dual magneto drive but the idler pulley travel is limited by interference with the magneto drive. This 3/4" thick idler plate provides a stable platform for the idler pulley. Assembly includes studs, spacers, nuts and washers.

PN: 156206-0003 Short Slot

PN: 156206-0004 Long Slot

**DUAL ANGLED IDLER ASSEMBLY**

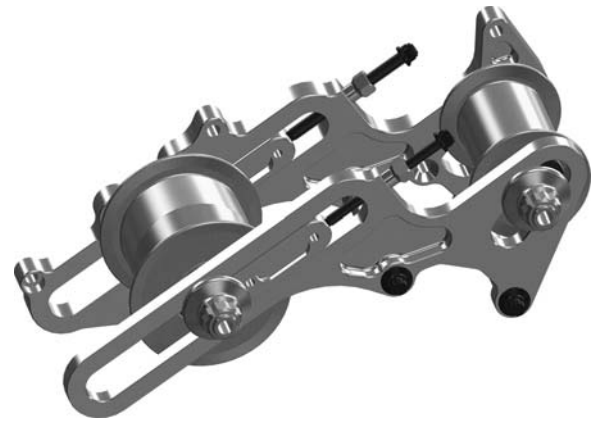
Complete assembly providing dual idler pulleys to better tension the blower belt and provide less whip on the drive side of the blower belt. This assembly provides stability to the belt and helps eliminate the possibility of the belt coming off during runs. This is available in two configurations - a standard consisting of aluminum and steel components and one where magnesium and titanium components are used to help minimize weight.

PN: 156200-0080 3.1" Wide Idler

PN: 156200-0082 3.1" Wide Light Idler

PN: 156200-0084 3.4" Wide Idler

PN: 156200-0086 3.4" Wide Light Idler

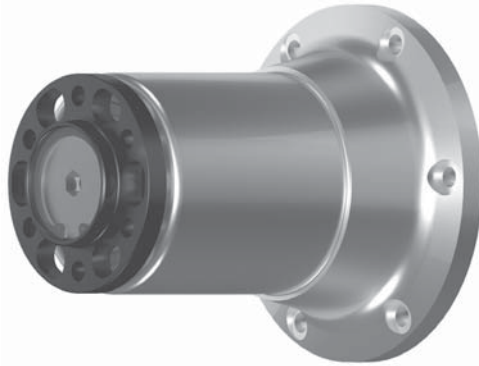
**392 CHRYSLER OR 417 DONOVAN**

This 3/4" thick idler plate provides a stable mounting platform for the idler pulley. Spools, studs, nuts and washers for mounting idler plate available. All parts machined from 2024-T3 aluminum bar and plate. Studs are heat treated chrome-moly steel. Nuts are aircraft quality.

PN: 156206-0060 Idler Plate w/Long Slot

B-14 BLOWER SNOUTS

RCD's Blower Snouts are the strongest and lightest on the market. Each snout is machined from solid aluminum or magnesium and is complete with all bearings, seal and mounting hardware. Drive shafts available in different lengths and materials for the required application.



P/N: 157000-0038 Blower Snout 6.00" Roller Brg, Alum Housing, Rubber Seal

P/N: 157000-0039 Blower Snout 6.00" Roller Brg, Alum Housing, Graphite Seal

P/N: 157000-0042 Blower Snout 5.00" Roller Brg, Alum Housing, Rubber Seal

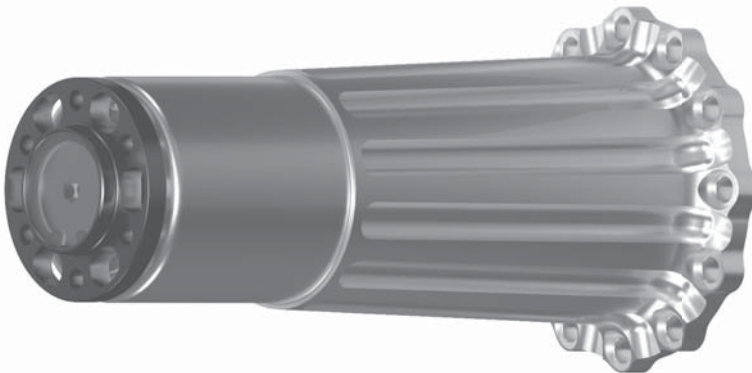
P/N: 157000-0043 Blower Snout 5.00" Roller Brg, Alum Housing, Graphite Seal

P/N: 157000-0049 Blower Snout 4.00" Roller Brg, Alum Housing, Rubber Seal

P/N: 157000-0050 Blower Snout 4.00" Roller Brg, Alum Housing, Graphite Seal

Note: Also available in Magnesium - Please Call

Note: Blower drive shafts and rear drive hub are sold separately



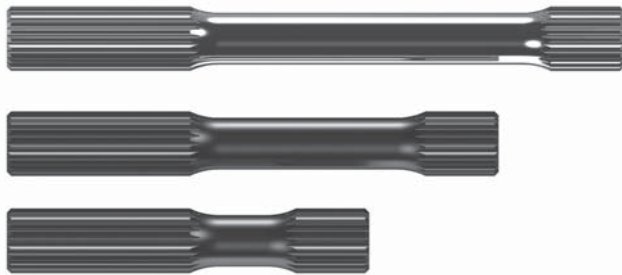
P/N: 157000-0033 Blower Snout 8.00" Roller Brg, Alum Housing, Rubber Seal

P/N: 157000-0034 Blower Snout 8.00" Roller Brg, Alum Housing, Graphite Seal

P/N: 157000-0075 Blower Snout 11.50" Roller Brg Mag Housing - Funny Car

P/N: 157000-0080 Blower Snout 11.50" Roller Brg Mag Housing - Dragster

Note: Also available in Magnesium - Please call.



P/N: 157017-30 Blower Drive Shaft Steel 7.00"

P/N: 157017-32 Blower Drive Shaft Titanium 7.00"

P/N: 157017-34 Blower Drive Shaft Steel 9.50"

P/N: 157017-36 Blower Drive Shaft Titanium 9.50"

P/N: 157017-38 Blower Drive Shaft Steel 12.00"

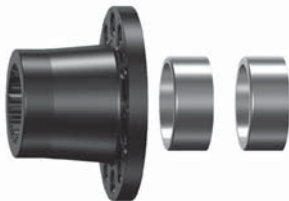
P/N: 157017-39 Blower Drive Shaft 300M 12.00"

P/N: 157017-40 Blower Drive Shaft Titanium 12.00"

P/N: 157017-44 Blower Drive Shaft Titanium 10.00" CF Snout

P/N: 157017-46 Blower Drive Shaft 300M 10.00" CF Snout

Note: Blower drive shafts are sold separately and may need to be cut to application length.

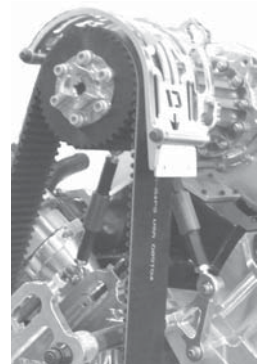


P/N: 157002-50 3 in 1 Blower Drive Hub - SSI Coupler works for all blowers. Coupler is used by trimming the blower drive shaft to length.

RCD's Snout Support Link Set is used with the Snout Mounted Clamp or Faceplate and provides an convenient adjustment that can be removed with the blower without any removal of hardware.



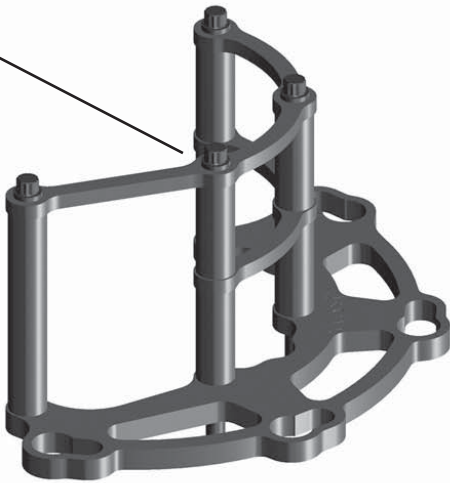
P/N: 157019-0005 Snout Support Link Set



SCREW BLOWER SNOUT ASSEMBLY B-15

COMPETITIVE PRICING
 SUPERIOR PRODUCT
 LIGHTER WEIGHT
 CLEANER PACKAGE

Introducing the revival of RCD's Screw Blower Snout. A product used by many in the past, is back in black and will run a Sprocket with 3 teeth less than the competition! This Snout is made in the USA, machined from solid billet, held to the tightest tolerance using the best materials available.



PN:103507-0060
 Blower Belt Guard (not shown)
PN:103507-0062
 Blower Belt Guard w/Starter Bracket



PN:157502-0030
 Front Drive Hub (not shown)
PN:157502-0032
 Front Starter Drive Hub
PN:157502-0034
 Front Starter Drive Hub Titanium
 (includes 12 pt bolts and dowels)
Optional NAS Bolt Kit available



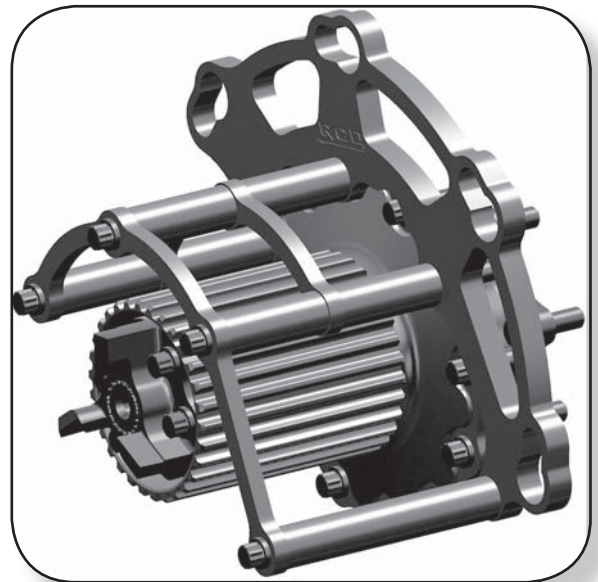
PN:150875-XX
 8mm Screw Blower Sprocket (XX = 30-40 tooth)
PN:151180-XX
 11mm Screw Blower Sprocket (XX = 25-29 tooth)



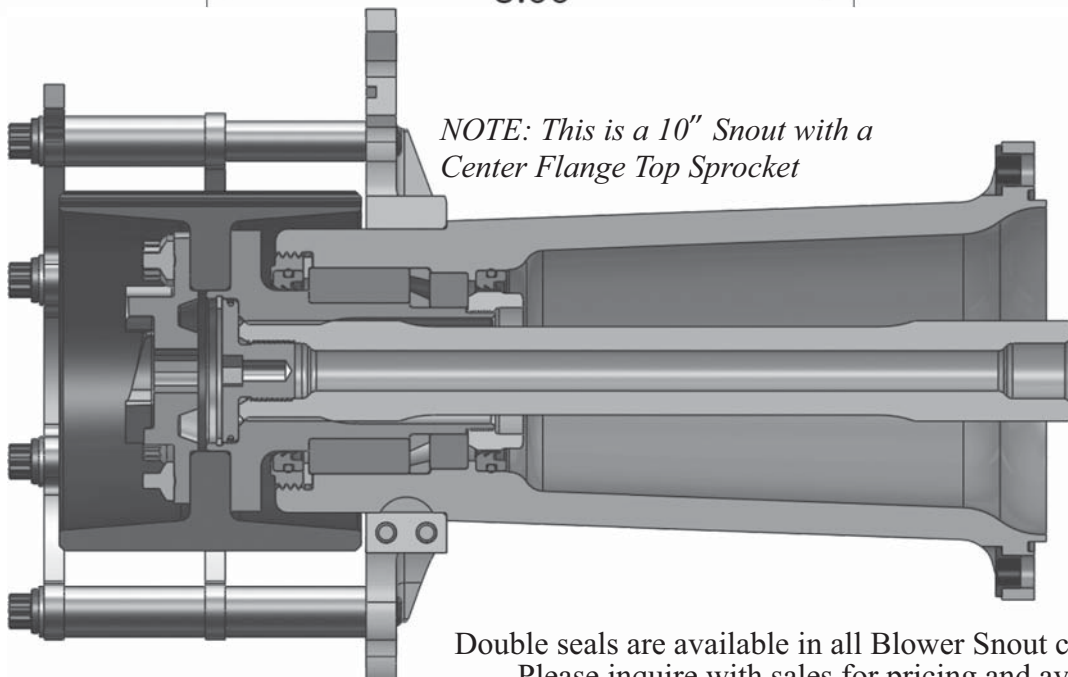
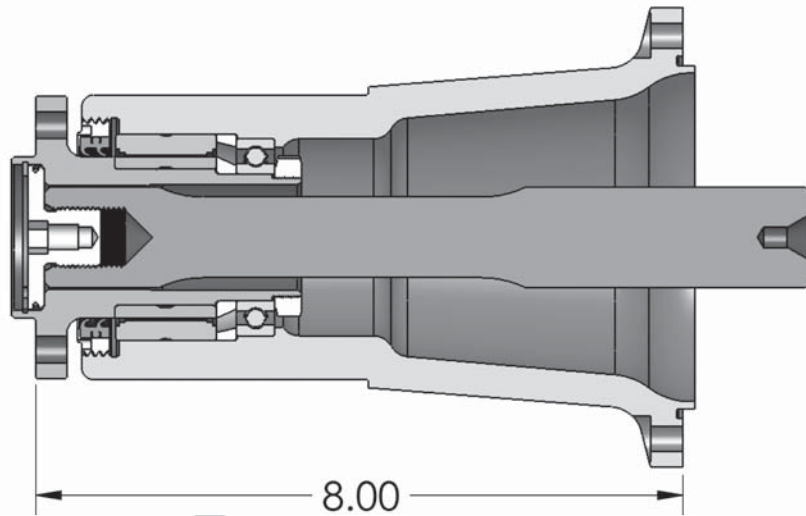
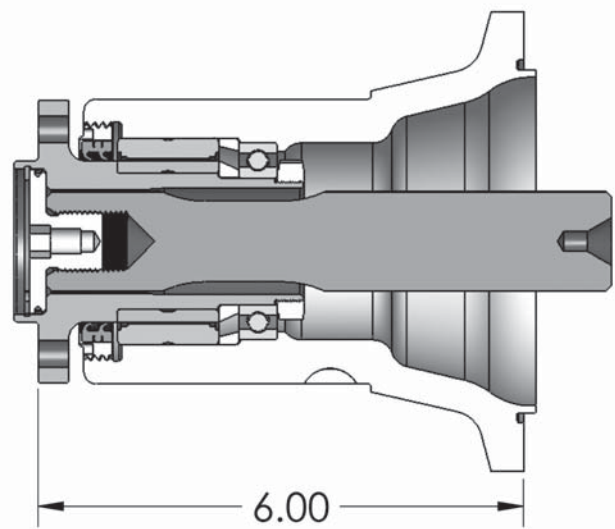
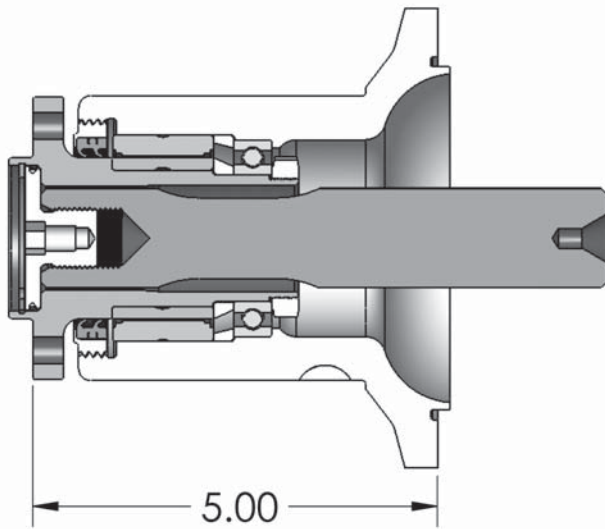
PN:157517-15
 Torsional Input Shaft 18T



PN:157502-50
 Rear Drive Hub Screw Blower
 (includes NAS hardware)
PN:157500-0008
 Snout for Screw Blower



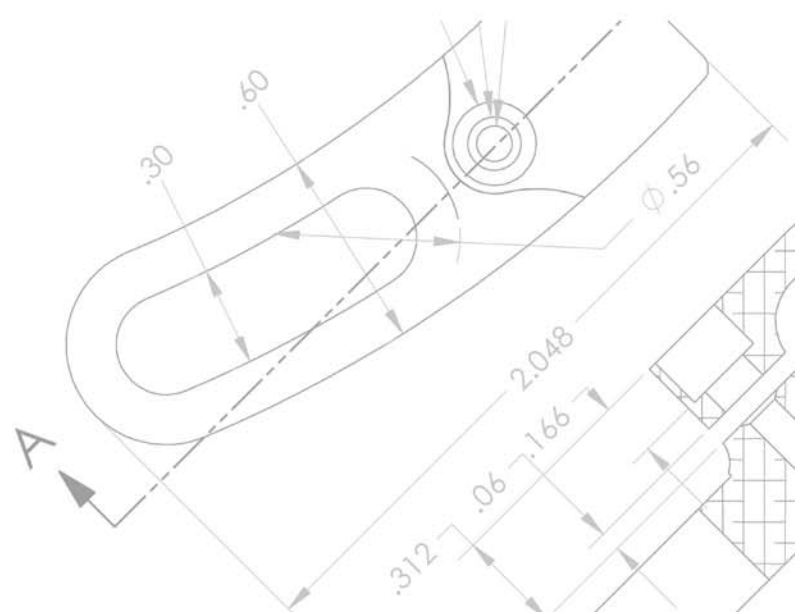
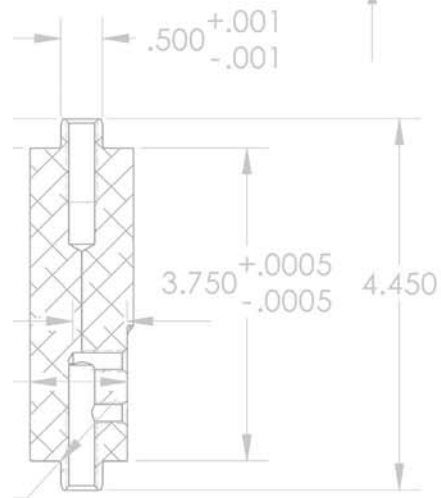
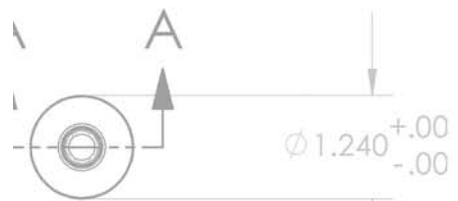
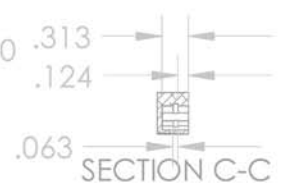
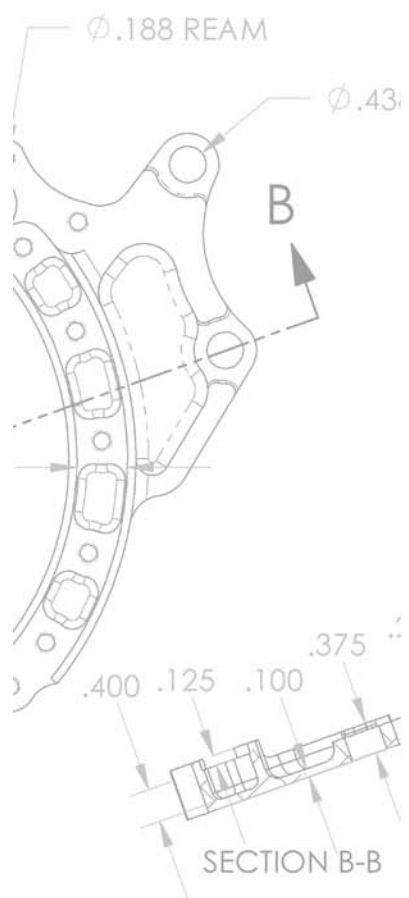
B-16 BLOWER SNOOT SECTIONAL VIEWS



Double seals are available in all Blower Snout configurations.
-Please inquire with sales for pricing and availability-

A ← **SECTION CONTENTS** **PAGE**

CRANK HUBS & DEGREE RINGS	C-2
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ENCLOSED CRANK TRIGGER	C-7
CRANKSHAFT FRONT BEARING SUPPORT	C-8
BBC & SBC SECTIONAL VIEWS	C-9
TFX, 426, KB & BAE SECTIONAL VIEWS	C-10



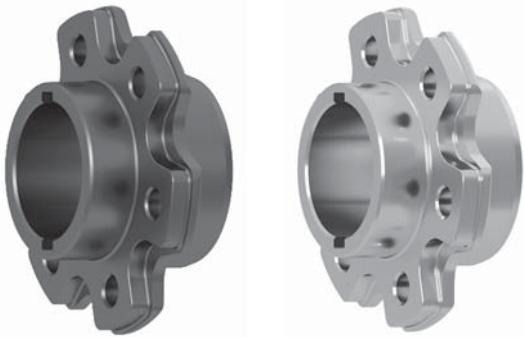
SECTION A-A

C-2 CRANK HUBS & DEGREE RINGS

Our crank hubs are machined from heat treated chrome-moly steel billet. Each hub (except SBC) has two 1/4" keyways 180° apart, six 3/8-24 threaded holes in an evenly spaced pattern and a black oxide finish. A stepped profile is machined around the holes for weight reduction and to lock-on the degree ring.

STD CRANK HUBS

(See section views for part numbers)



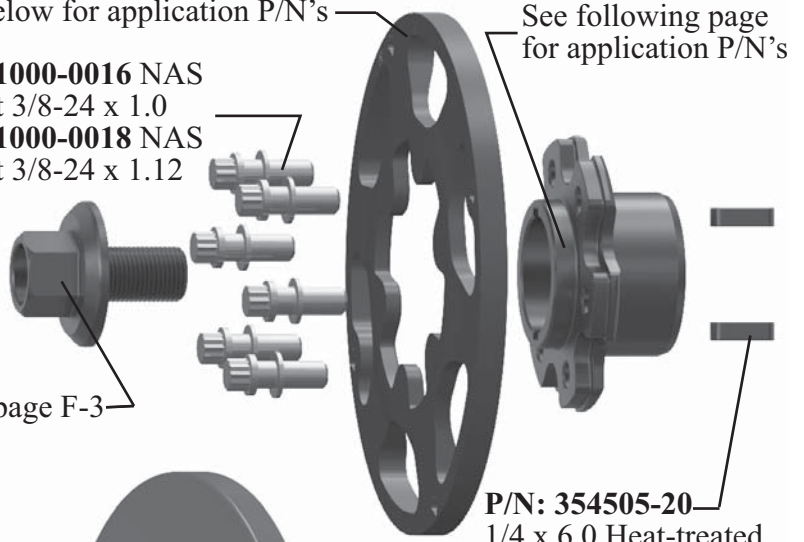
See below for application P/N's

PN: 201000-0016 NAS

Bolt Kit 3/8-24 x 1.0

PN: 201000-0018 NAS

Bolt Kit 3/8-24 x 1.12



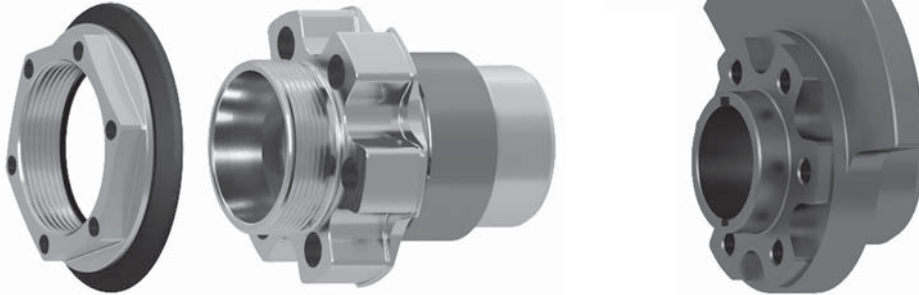
See following page for application P/N's

See page F-3

P/N: 354505-20
1/4 x 6.0 Heat-treated key stock - requires cut to length

SPLINED SPROCKET CRANK HUB

Clamps degree ring and sprocket with one nut for quick changes and maximum driving strength



P/N: 355095-0003

Sprocket Retaining Nut

P/N: 202600-0011

Threaded 426 Titanium

P/N: 202403-09 BBC

Counterbalanced

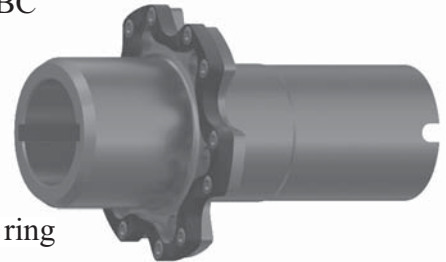
FRONT BEARING SUPPORT CRANK HUB

PN: 202203-0020 SBC Bearing support crank hub w/retaining ring

PN: 202403-0020 BBC Bearing support crank hub w/retaining ring

PN: 202603-0020 426 Chrysler Bearing support crank hub w/retaining ring

PN: 202803-0020 392/417 Chrysler Bearing support crank hub w/retaining ring



DEGREE RINGS

Our degree rings are machined from 2024-T3 billet aluminum or forged blanks and anodized black. The 360° marks are cut after anodizing to produce highly contrasting lines. The degree rings are profiled to match the crank hubs for a positive lock and consistent orientation of the degree marks. Degree rings are available with four magnets at 90° for crank trigger ignition.

PN: 201010-0010 Flat, lightened w/sprocket bolts & washers no magnets

PN: 201020-0004 Flat, solid alcohol 7.0 dia. w/magnets

PN: 201020-0005 Flat, solid nitro 7.0 dia. w/magnets

PN: 201020-0007 Flat, solid alcohol 6.37 dia. w/magnets

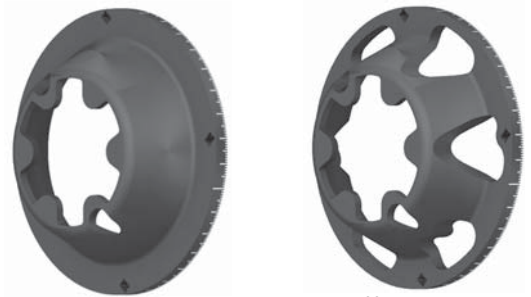
PN: 201020-0008 Flat, solid nitro 6.37 dia. w/magnets

PN: 201040-0002 Offset lightened alcohol 7.0 dia. w/magnets

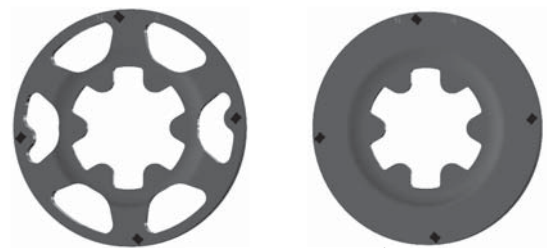
PN: 201040-0003 Offset lightened nitro 7.0 dia. w/magnets

PN: 201040-0004 Offset solid alcohol 7.0 dia. w/magnets

PN: 201040-0005 Offset solid nitro 7.0 dia. w/magnets



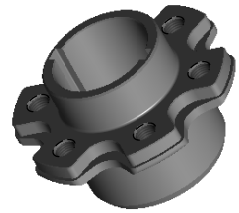
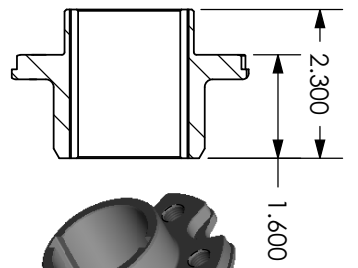
Degree Ring Offset



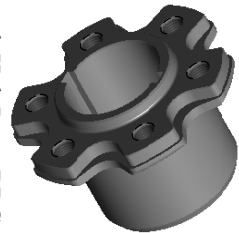
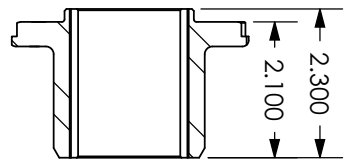
Degree Ring Flat



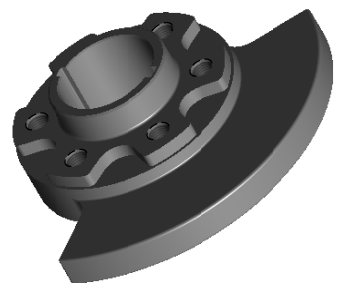
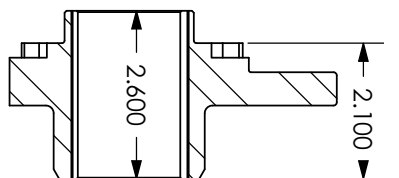
CRANKHUB SECTIONAL VIEWS C-3



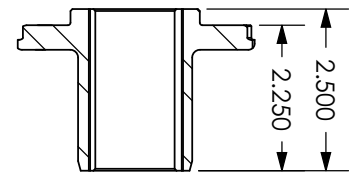
P/N: 202403-02 Crank Hub Short BBC
P/N: 202403-03 Crank Hub Short Titanium BBC



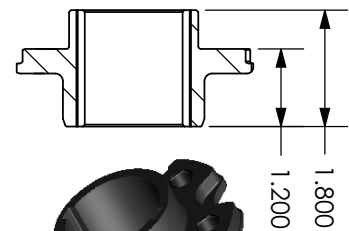
P/N: 202403-04 Crank Hub Long BBC



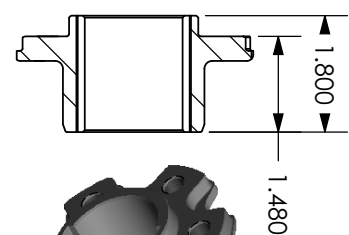
P/N: 202403-09 Crank Hub Long Counter Balance BBC



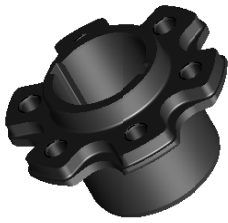
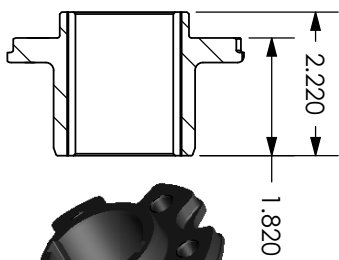
P/N: 202203-05 Crank Hub Long SBC



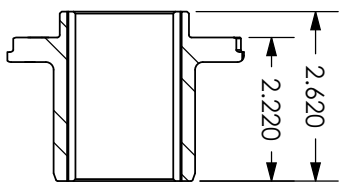
P/N: 202603-02 Crank Hub Short 426 Chrysler
P/N: 202603-03 Crank Hub Short Titanium 426 Chrysler



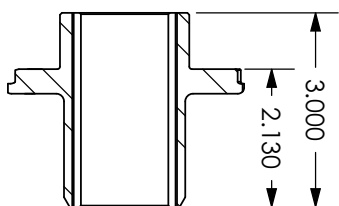
P/N: 202603-04 Crank Hub Long 426 Chrysler



P/N: 202803-02 Crank Hub Short 392/417 Chrysler

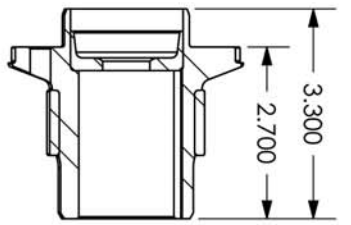


P/N: 202803-04 Crank Hub Long 392/417 Chrysler

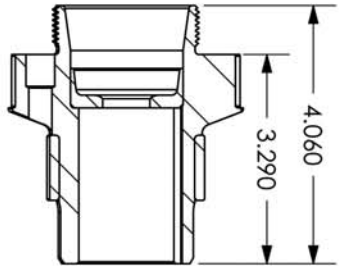


P/N: 203003-03 Crank Hub STD 429 Ford

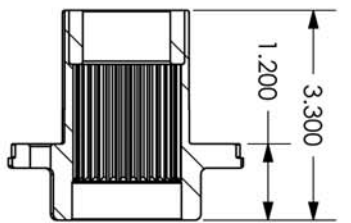
C-4 CRANKHUB SECTIONAL VIEWS



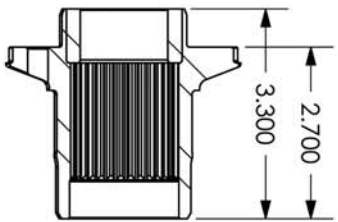
P/N: 202600-0008 Crank Hub Rear Bearing Support 426 Chrysler W/Bearing Race
P/N: 202600-0009 Crank Hub Rear Bearing Support 426 Chrysler Titanium W/ Bearing Race



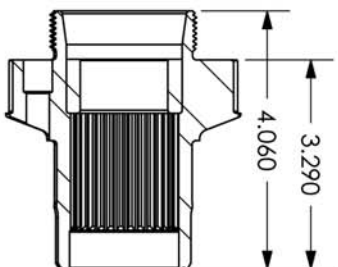
P/N: 202600-0011 Crank Hub Rear Bearing Support Threaded 426 Ti W/Bearing Race



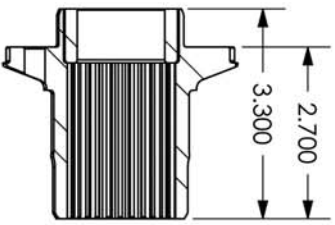
P/N: 202603-38 Crank Hub Short RCD Spline 426 Chrysler W/insert
P/N: 202603-40 Crank Hub Short RCD Spline 426 Chrysler Ti W/insert



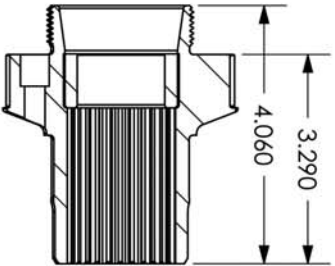
P/N: 202603-44 Crank Hub Rear Bearing Support RCD Spline 426 Chrysler W/insert
P/N: 202603-45 Crank Hub Rear Bearing Support RCD Spline 426 Chrysler Ti W/insert



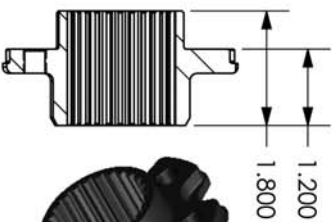
P/N: 202603-49 Crank Hub Rear Bearing Threaded RCD Spline 426 Chrysler W/insert
P/N: 202603-50 Crank Hub Rear Bearing Threaded RCD Spline 426 Chrysler Ti W/insert



P/N: 202603-70 Crank Hub Rear Bearing Support PSI Spline 426 Chrysler Ti W/insert
P/N: 202603-71 Crank Hub Rear Bearing Support PSI Spline 426 Chrysler W/insert

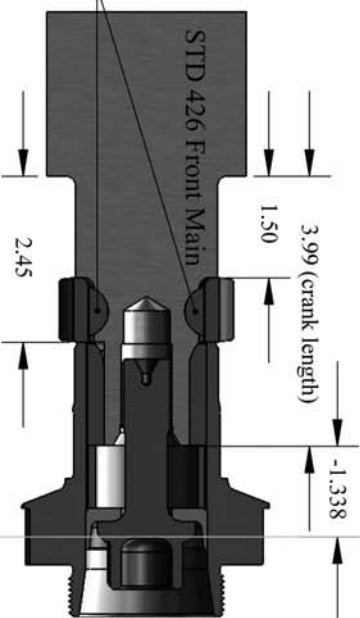
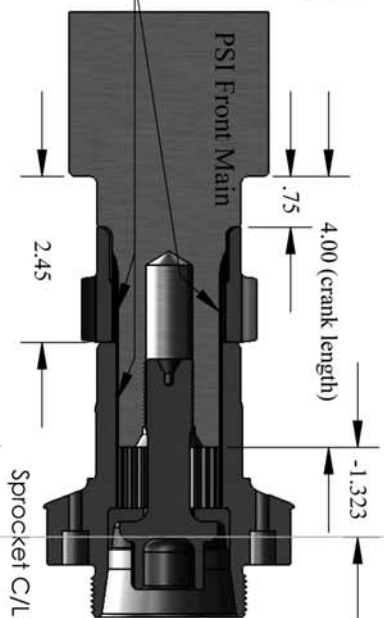
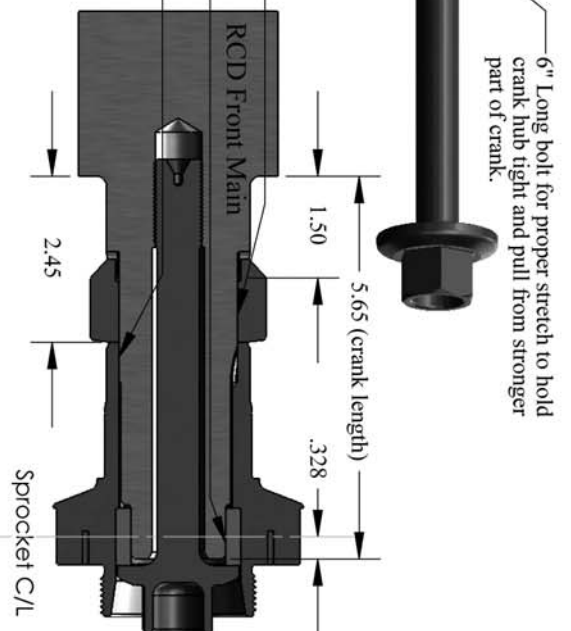


P/N: 202603-75 Crank Hub Rear Bearing Threaded PSI Spline 426 Chrysler Ti W/insert
P/N: 202603-76 Crank Hub Rear Bearing Threaded PSI Spline 426 Chrysler W/insert



P/N: 202603-80 Crank Hub PSI Spline 426 Chrysler Short

CRANKSHAFT TYPES C-5



C-6 CRANK TRIGGER

CRANK TRIGGER BRACKETS



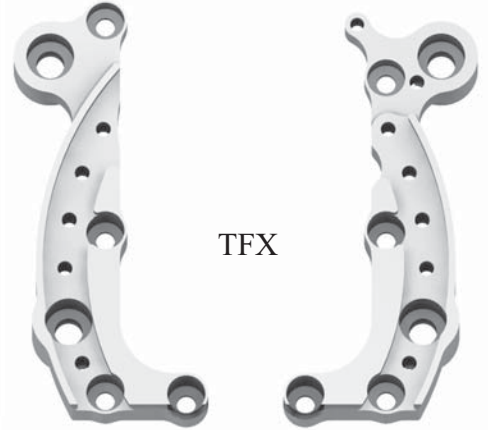
426/440 Chrysler

PN: 202010-60 (pair)



Arias/Minor Fontana

PN: 202010-76 (left or right)



TFX

PN: 202010-63 (pair)



392 Chrysler

PN: 202010-70 Right

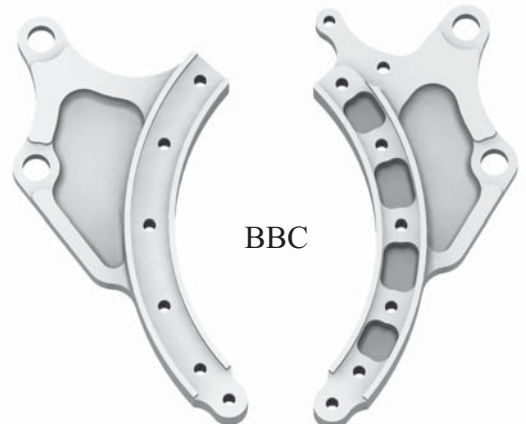
PN: 202010-71 Left



SBC

PN: 202010-55 Right

PN: 202010-56 Left



BBC

PN: 202010-50 Right

PN: 202010-51 Left

Available bolts and spacers:

426/440 Chrysler - bolt kit

TFX - bolt kit

SBC spacer lengths - 1.40 and 2.00

BBC spacer lengths - 0.37, 1.05 and 1.55



PN: 202000-0010 Timing Pointer
Assy. adj 14°, 7" Trigger Ring
(NHRA Approved)

PICKUP HOLDERS

PN: 202015-05 Pickup Holder STD Leahy

PN: 202015-06 Pickup Holder Plus 10 Leahy

PN: 202015-08 Pickup Holder Short Left MSD

PN: 202015-10 Pickup Holder Short Right MSD

PN: 202015-12 Pickup Holder Short Left Leahy

PN: 202015-14 Pickup Holder Short Right Leahy



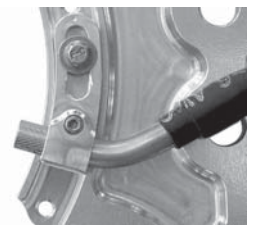
PICKUPS

Crank Trigger Pickups are stocked in 90° with a 36" lead and are available on special order in straight, 45°, and 120°. These pickups are very robust and able to withstand the rigors of serious Drag and Circle Track racing.



PN: 202005-90 Crank Trigger Pickup 90°, 36" STD MSD Connector

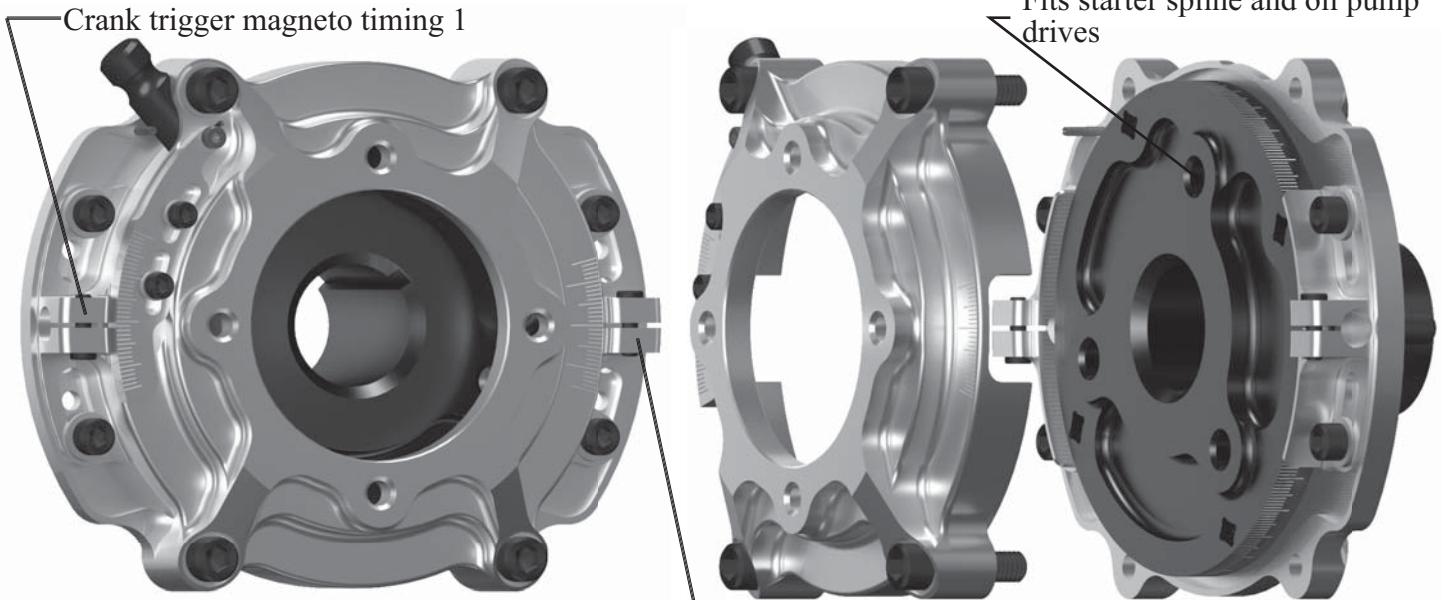
PN: 202005-92 Crank Trigger Pickup 90°, 36" Pro MSD Connector



ENCLOSED CRANK TRIGGER

Complete enclosed Crank Trigger Ignition for MSD programmable DIS or Magneto. Fits RCD Small Block Chevy V8 STD or Tall Cam, Gaerte 4-cylinder engines and Summers/Shavers Gear Drives. RCD's Enclosed Crank Trigger allows for multiple timing adjustments allowing the right performance for the conditions. Combine this with an RCD Gear or Belt Drive for the ultimate performance combination.

STD Chevy dampner bolt pattern
Fits starter spline and oil pump drives



Crank trigger magneto timing 1

Crank trigger magneto timing 2
Additionally a third timing may be set at the magneto

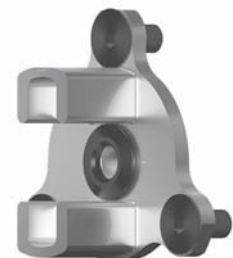
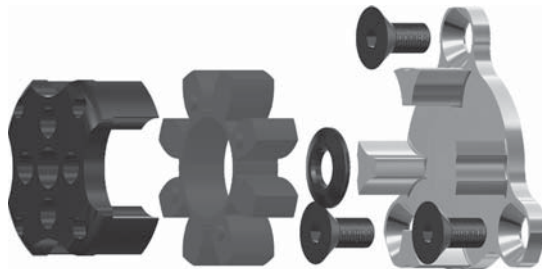
Complete unit including the water pump drive and crank bolt weigh less than 3 lbs and spaces the pump forward less than 2 inches.



Aluminum trigger wheel is 5" in diameter with 360° marks that make it easy to set the timing accurately. Magnet placement for a V8 with pickups centered, the timing is set at 35° BTDC. Trigger pickups are clamped by an aluminum bracket with +/- 10° of adjustment.

- PN: 202100-0004 RCD SBC Dry Belt Drive
- PN: 202100-0008 RCD SBC Gear Drive
- PN: 202100-0010 RCD SBC 4cyl Gear Drive
- PN: 202100-0012 RCD SBC Wet Belt Drive/Summers/Shaver

4-prong water pump drive fits a Rotex elastomer spyder to dampen vibration and harmonics that could damage the trigger magnets and water pump. The driven half of the coupler is made of chrome-moly steel and is provided with a 1/2-20 left hand thread to fit a KSE water pump



PN: 202107-0010 Water Pump Drive Standard KSE

PN: 202107-0005 Water Pump Drive Rotex Coupler

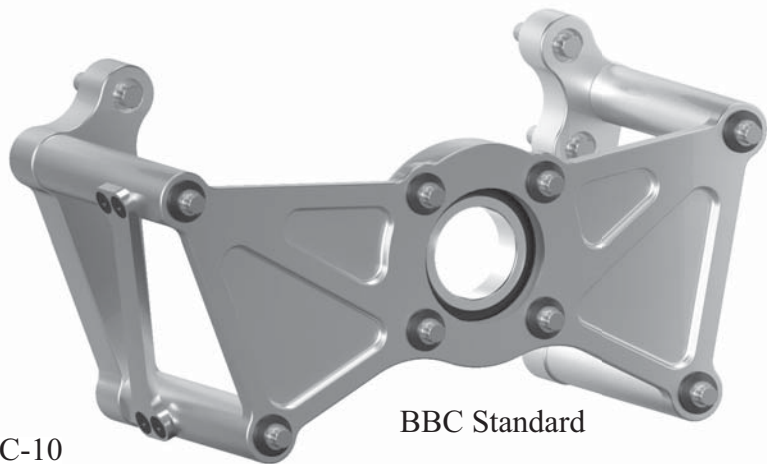
CRANKSHAFT FRONT BEARING SUPPORT

RCD's Crankshaft Front Bearing Support is designed to minimize the stress imposed on the front of the crankshaft when driving a blower.

The force trying to lift the front of the crankshaft can easily be as much as 3000 pounds. The distance from the centerline of the blower belt to the front main bearing is approximately five inches. This translates to a bending moment of 1250 foot-pounds! Consider that the #1 and #2 pistons and rods are pushing down on the other side of the front main and you can see that the crankshaft needs some added help in this area.

A unique feature of our crankshaft support is the hub which is machined from one piece of heat treated chrome-moly steel billet. This insures that the end where the ball bearing mounts will run true with the end of the crankshaft. The hub has a wall in the center for a bolt to mount it on the crank and double .250" keyways. The front slots are used to drive another accessory like oil pumps.

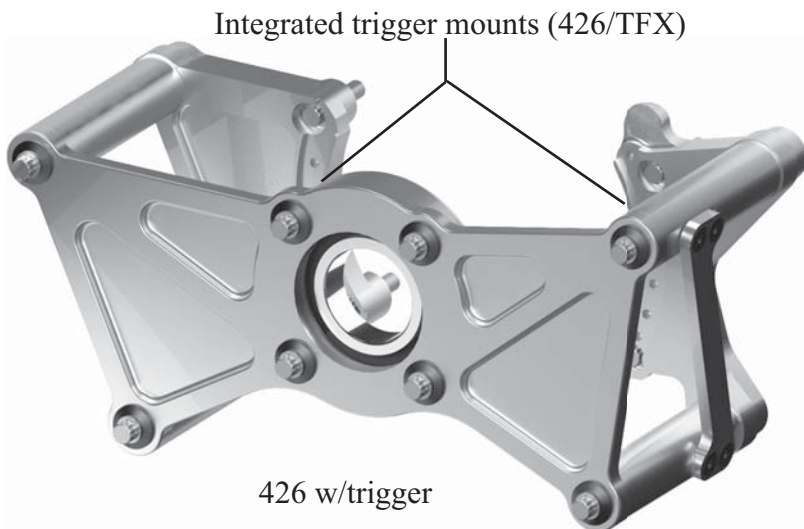
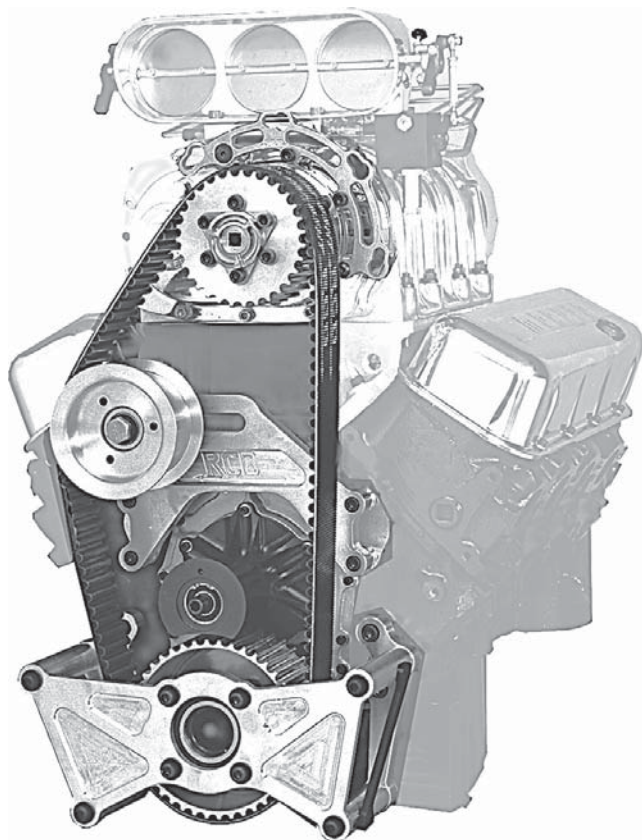
- PN: **202200-0002** SBC Standard
- PN: **202200-0004** SBC Extended
- PN: **202400-0002** BBC Standard
- PN: **202400-0004** BBC Extended
- PN: **202600-0002** TFX w/Trigger
- PN: **202600-0004** 426 w/Trigger
- PN: **202800-0002** 392/417 Standard
- PN: **203400-0002** 481X Standard w/Trigger
- PN: **203600-0002** Arias-Miner Standard



BBC Standard

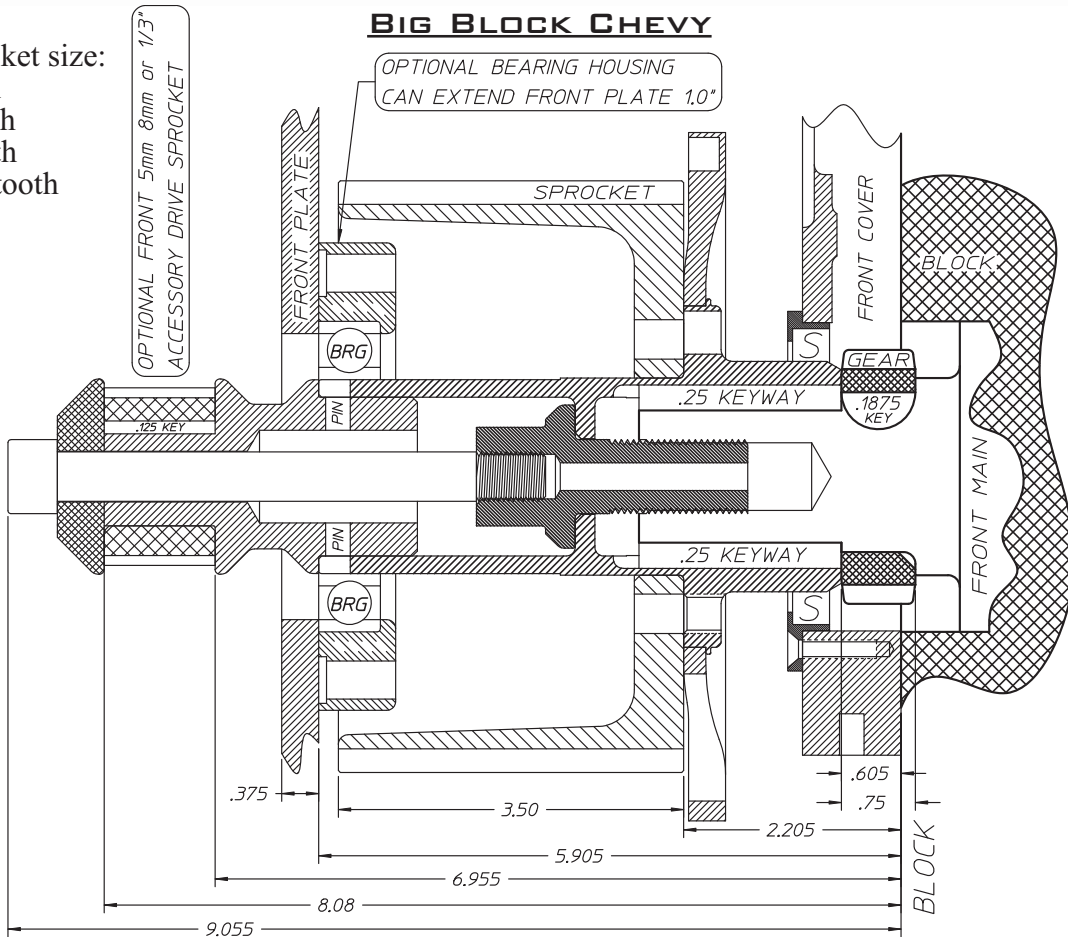
Refer to minimum sprocket sizing on pages C-9 and C-10

Crank Trigger brackets on page C-6 may be used on all standard crank supports.

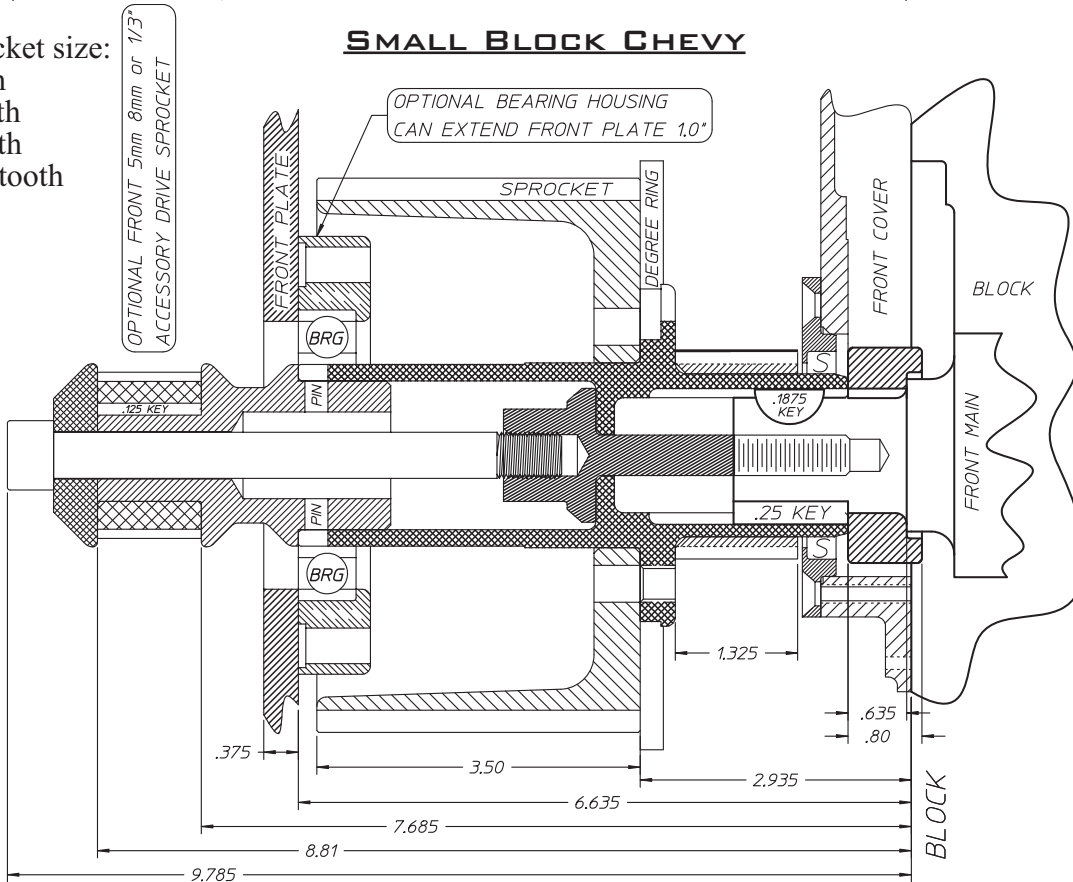


426 w/trigger

Minimum sprocket size:
 8mm = 56 tooth
 11mm = 45 tooth
 14mm = 34 tooth
 1/2" Trap = 36 tooth



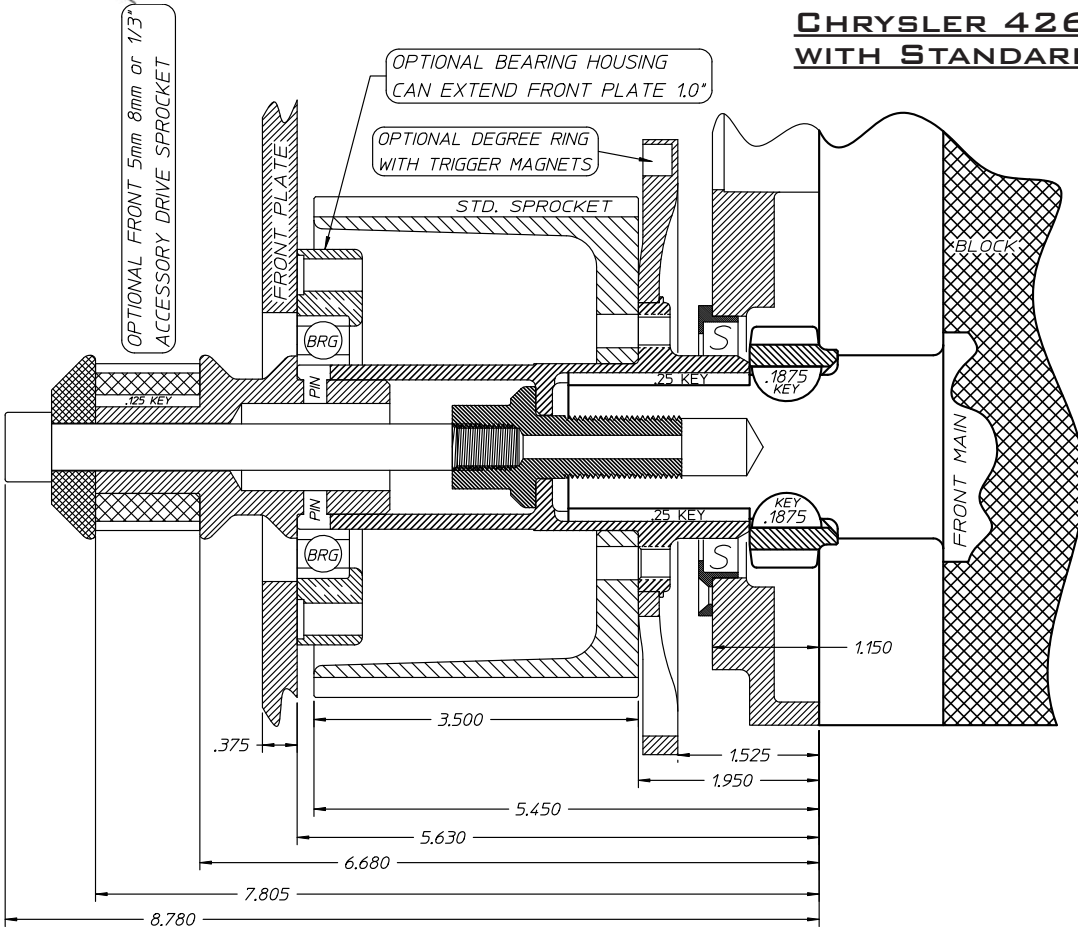
Minimum sprocket size:
 8mm = 56 tooth
 11mm = 45 tooth
 14mm = 34 tooth
 1/2" Trap = 36 tooth



C-10 SECTIONAL VIEWS 426, TFX, KB

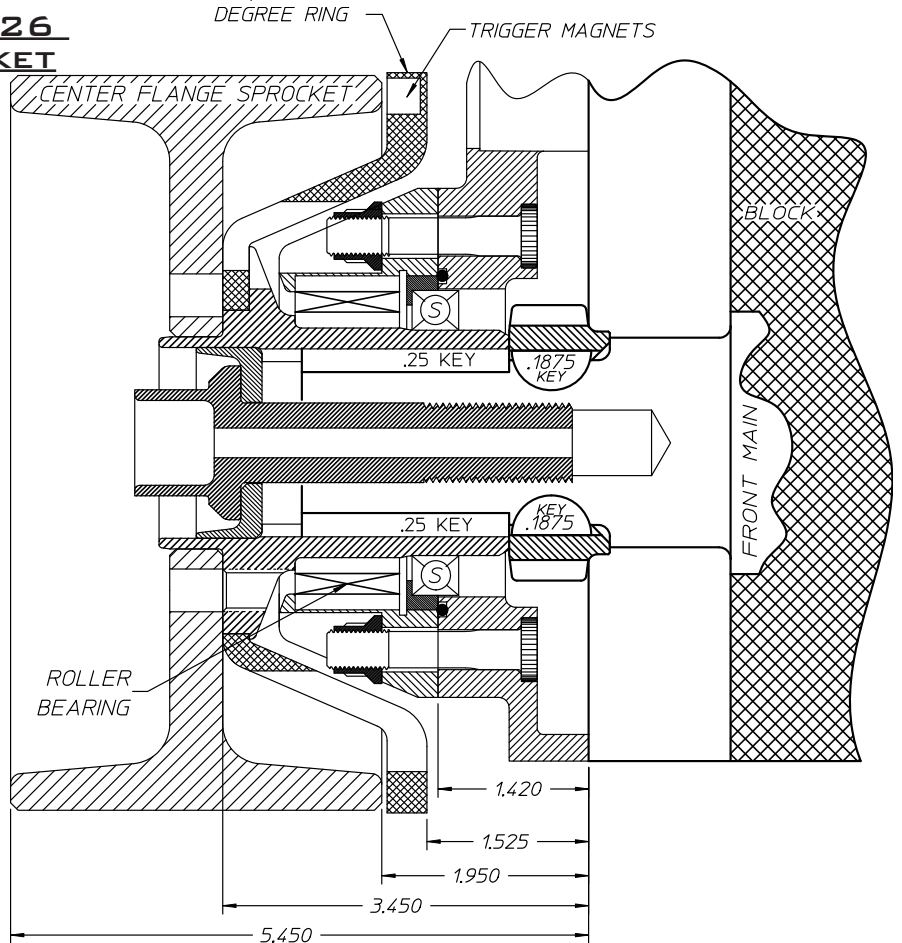
CHRYSLER 426 TFX, BAE AND KB WITH STANDARD SPROCKET

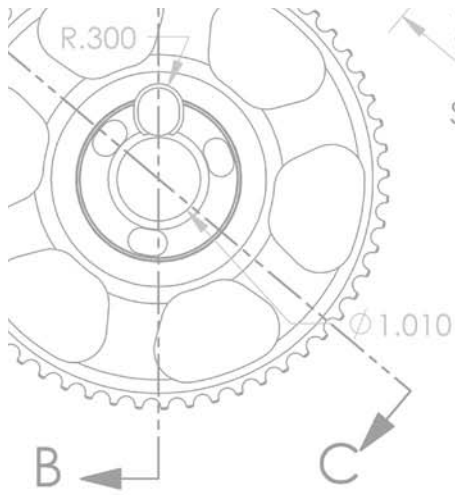
Minimum sprocket size:
 8mm = 56 tooth
 11mm = 45 tooth
 14mm = 34 tooth
 1/2" Trap = 36 tooth



RODECK TFX, BAE AND KB 426 WITH CENTER FLANGE SPROCKET

Minimum sprocket size:
 8mm = 63 tooth
 11mm = 45 tooth
 14mm = 36 tooth





SECTION C-C
SCALE 1 : 2

SECTION CONTENTS

PAGE

GEAR DRIVES D-2

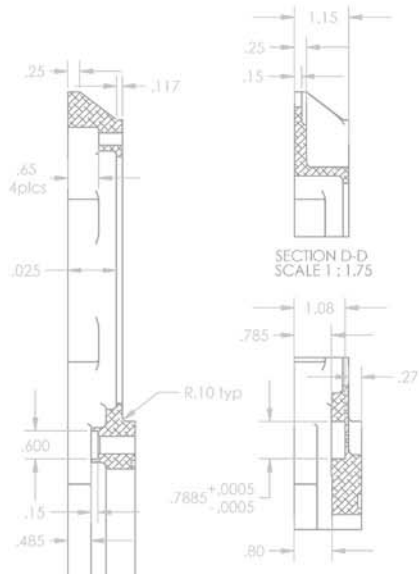
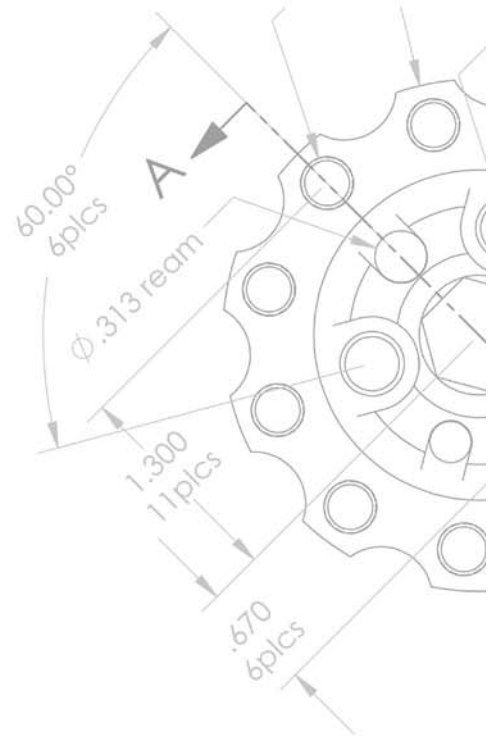
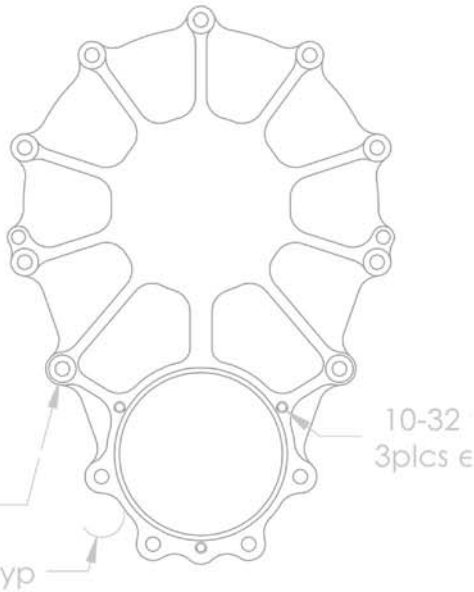
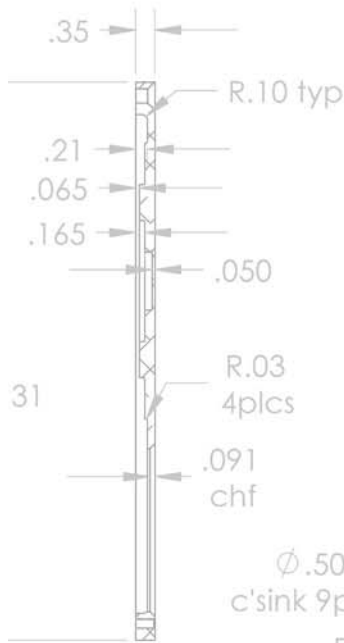
GEAR DRIVES D-3

GEAR DRIVES WITH BEARING SUPPORT

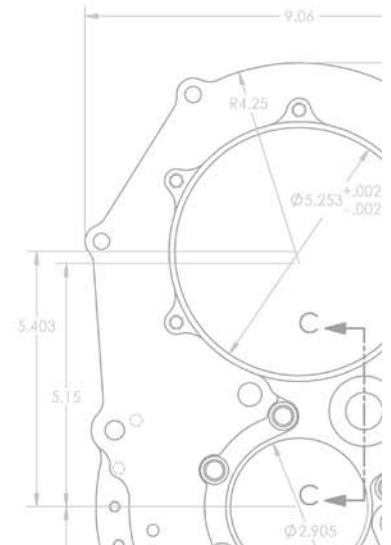
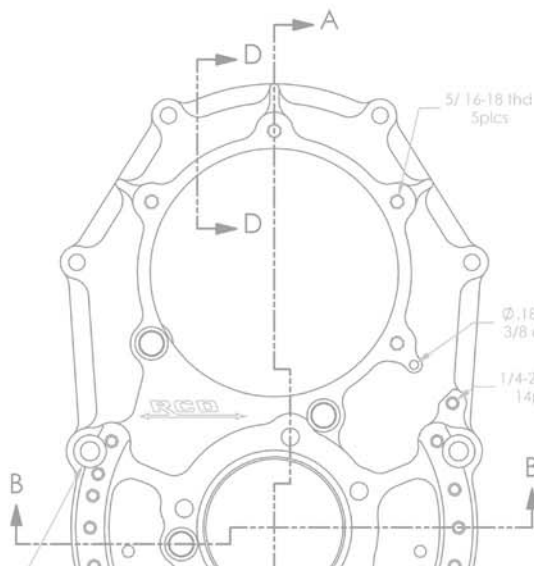
ACCESSORIES D-4

PUMP EXTENSION D-5

CAM GEAR VERNIER CHART D-6
SECTION B-B
SCALE 1 : 2



SECTION D-D
SCALE 1 : 1.75



D-2 GEAR DRIVES

RCD manufactures a complete line of gear drives for most applications, delivering unsurpassed quality and performance. RCD's drive are used on the fastest cars in the world - teams that demand the best, use the best for that winning edge! All drives contain the standard features noted below along with others that may be required for the particular application.

Standard Features:

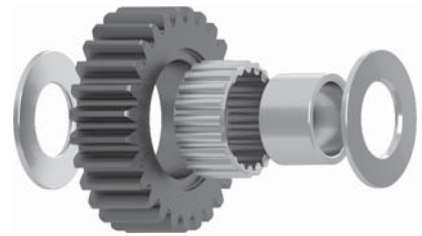
- All covers machined from solid billet 2024-T3 Aluminum
- Gears machined from heat treated 4340 and/or 9310 steel and are finish ground after heat treatment.
- Crank gears are double keyed 180°.
- Available in 7, 9 and 11 hole vernier cam hubs and gears for precise cam timing. 7-hole is standard in Alcohol applications and 11-hole is standard in Nitro applications. 9-hole is used for SBC.
- Idler gears are machined from 9310 steel with outer bearing race machined into the gear for high load roller bearing.
- One piece heat treated chrome-moly steel cam hub with two 5/16" dowel pin holes, one 1/4" dowel pin hole and a 5/8" hex for fuel pump drive.
- Cam end play is adjusted with precision steel shims from 0.002-0.032.
- All bolts, nuts, studs, and keys are heat treated chrome-moly steel.
- 12 point cam gear bolts. SBC uses low profile hex head NAS bolt.
- Adjustable TDC pointers. (all except SBC - can use ATI pointer)
- O-ring seals on all covers, parts and accessories. NO GASKETS!



O-ring seals on all covers, parts and accessories. NO GASKETS! (except 426 and KB-Olds covers)



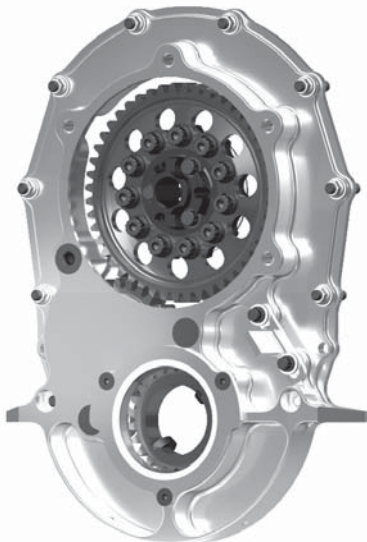
Crank gears are double keyed (except SBC or spline cranks)



Idler gears with outer bearing race machined into the gear for high load roller bearing

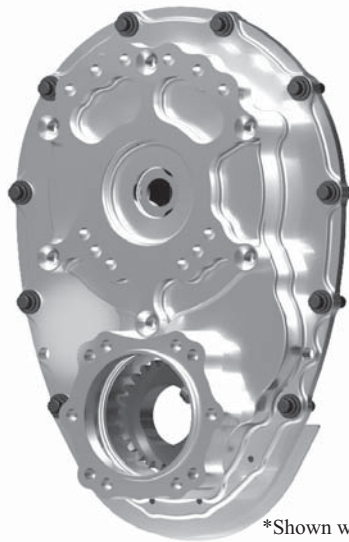
STANDARD GEAR DRIVES

BIG BLOCK CHEVY



PN: 251500-0002 Standard Cam
PN: 251500-0008 Tall Cam

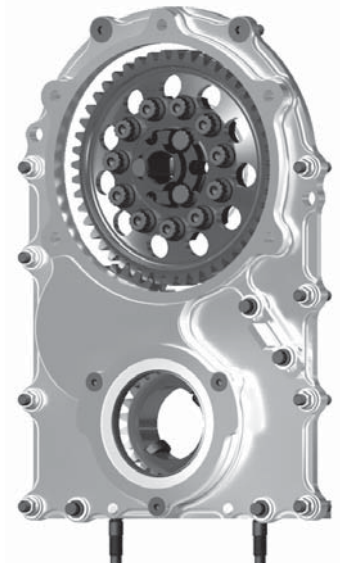
SMALL BLOCK CHEVY



PN: 251000-0002 STD 1/2 Cam Hub
PN: 251000-0003 STD 5/8 Cam Hub
PN: 251000-0005 STD BBC Crank 1/2 Hub
PN: 251000-0006 STD BBC Crank 5/8 Hub
PN: 251000-0008 Tall 1/2 Cam Hub
PN: 251000-0009 Tall 5/8 Cam Hub
PN: 251000-0011 Tall BBC Crank 1/2 Hub
PN: 251000-0012 Tall BBC Crank 5/8 Hub
PN: 251000-0018 Gearte 4cyl 1/2 Cam Hub

*Shown with optional covers - Sprint Car setup

TFX 96



PN: 253500-0002 Alcohol
PN: 253500-0004 Nitro

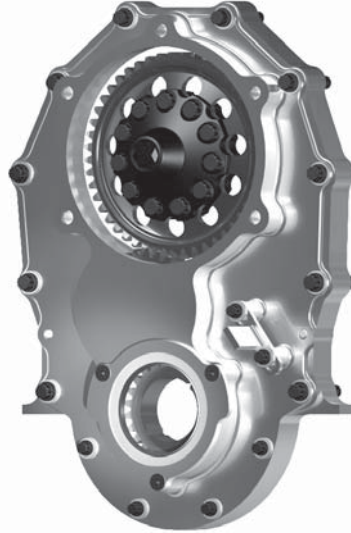


**CHRYSLER 426 & 440, BAE,
KB, AA-500, INDY**



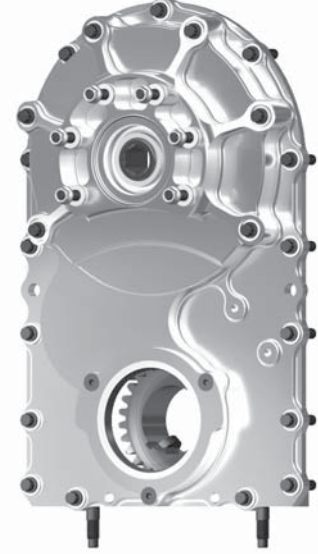
PN: 253500-0020 STD Alcohol
PN: 253500-0022 STD Nitro
PN: 253500-0040 Tall Alcohol
PN: 253500-0042 Tall Nitro

**392 CHRYSLER
417 DONOVAN**



PN: 254000-0040 7-Hole Alcohol
PN: 254000-0042 11-Hole Nitro
PN: 254000-0044 7-Hole Alcohol
PN: 254000-0046 11-Hole Nitro
 Also available in Emery/Rodeck

481X



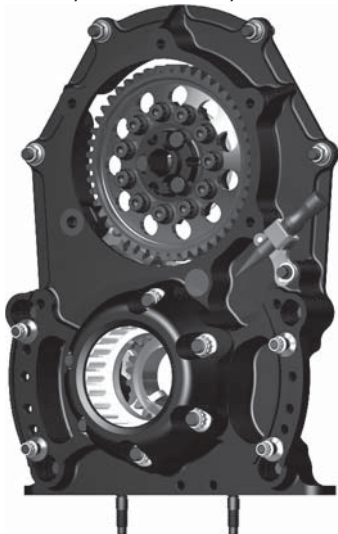
**Sold Exclusively Through
AJPE
Phone (805)922-1202
Fax (805)922-1084**

GEAR DRIVES WITH BEARING SUPPORT AND CRANK TRIGGER

A complete gear drive and integrated crank support bearing assembly. In addition to all the features of our standard gear drive, this gear drive has a high load capacity roller bearing housed in the front cover to support the nose of the crankshaft from the stress placed on the crank by the blower belt. The bearing housing is adjustable after the front cover and crank hub are installed, to insure concentricity with the crankshaft, reducing possible damage to the cover, gear assembly or other components. This assembly provides better and faster access to the lower pulley, belt, crank hub and other components that may need adjusting or replacement.

NOTE: It is necessary to use a RCD center flange crank hub and center flange bottom sprocket.

**CHRYSLER 426 & 440, BAE,
KB, AA-500, INDY**

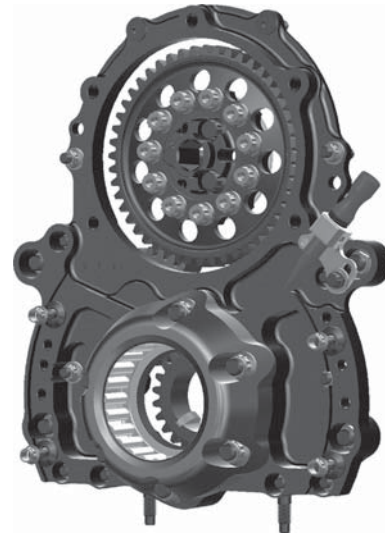


PN: 253500-0024 STD Cam Alcohol
PN: 253500-0026 STD Cam Nitro
PN: 253500-0044 Tall Cam Alcohol
PN: 253500-0046 Tall Cam Nitro
PN: 253500-0048 w/Wings Tall Cam Alcohol
PN: 253500-0050 w/Wings Tall Cam Nitro

Available crank gear options.
(see crank comparisons on C-5)



TFX96



PN: 253500-0006 Alcohol
PN: 253500-0008 Nitro

FUEL PUMP CLAMPS



PN: 300707-96 Fuel Pump Clamp



PN: 300707-0002 Billet Fuel Pump Clamp



PN: 300707-95 Fuel Pump Clamp Quick Release



PN: 300705-01 Fuel Pump Clamp Adapter

CAM COVERS

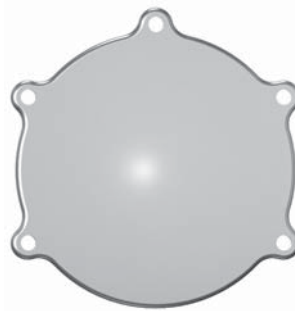
(includes hardware and o-ring seals)



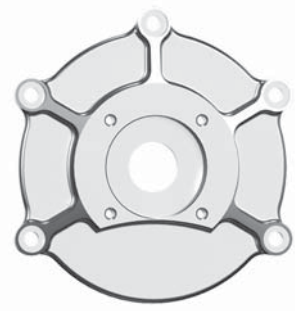
PN: 300205-0026 Cam Cover Plain SBC



PN: 300205-0027 Cam Cover Dry Sump Oil Pump - SBC

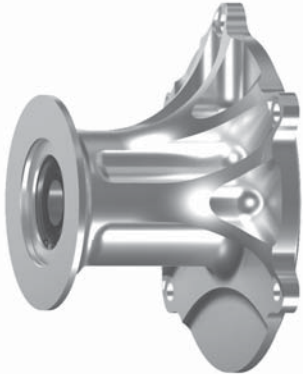


PN: 300205-0030 Cam Cover Plain RCD Gear Drive

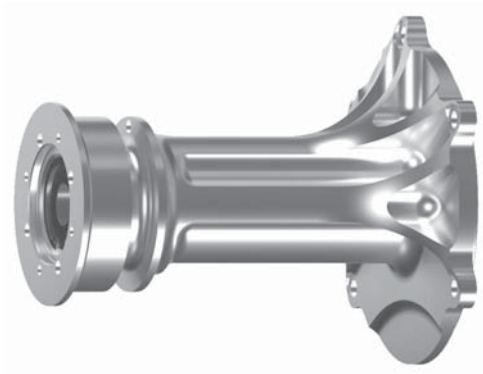
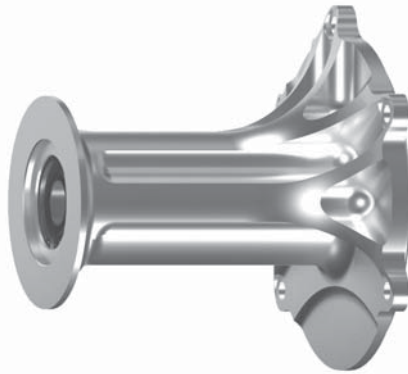


PN: 300205-0032 Cam Cover Direct Fuel Pump - RCD Gear Drive

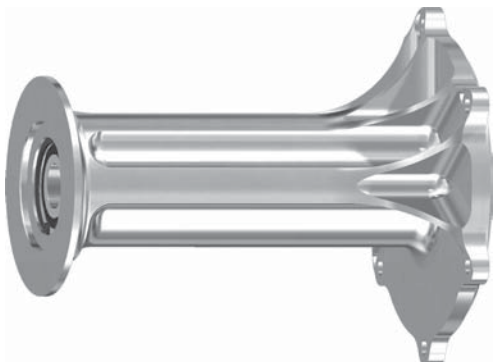
FUEL PUMP EXTENSION



PN: 300201-0032 3" Aluminum BBC/BAE/KB/TFX/426-440
PN: 300201-0052 5" Magnesium BBC/BAE/KB/TFX/426-440
PN: 300201-0056 5" Aluminum BBC/BAE/KB/TFX/426-440



PN: 300201-0076 7" Threaded Aluminum BBC/BAE/KB/TFX/426-440



PN: 300201-0070 7" Aluminum Pump Extension SBC



Special adapters available.



Please specify size fuel hex when ordering. Drive shafts available in 3/8", 7/16", 1/2" female hex, 5/8" male hex.

RCD's innovative new Pump Extension allows lengthening from 2" to 6" with simple modifications of the Extension Tube and Drive Shaft. This Extension is adjustable and universal in one part!

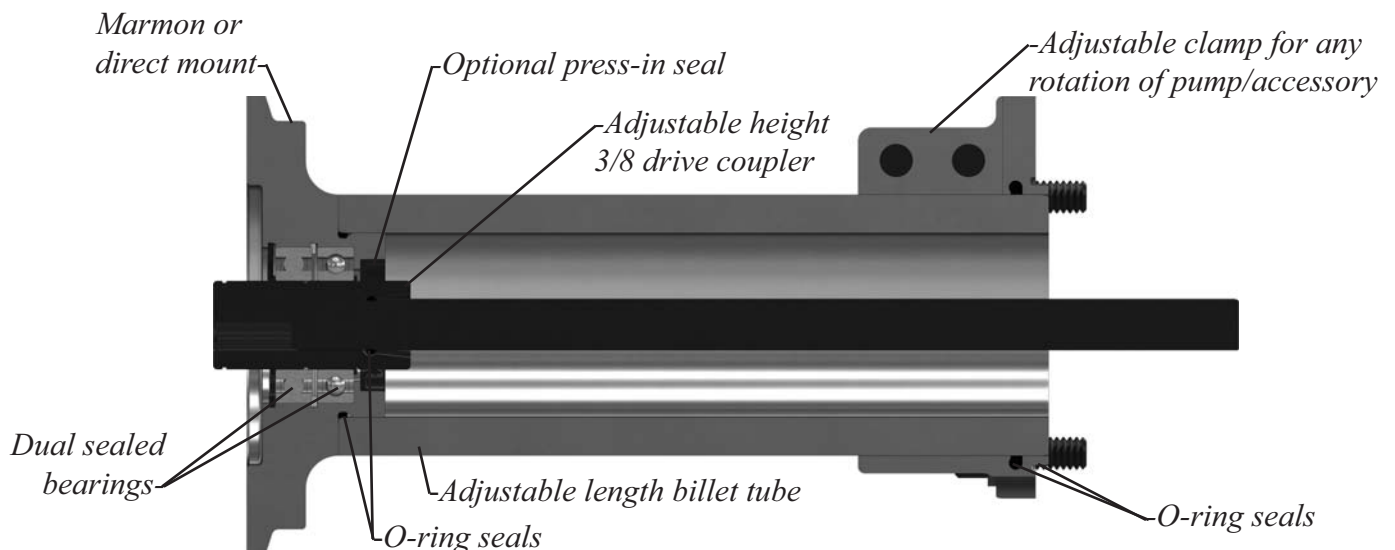


Features:

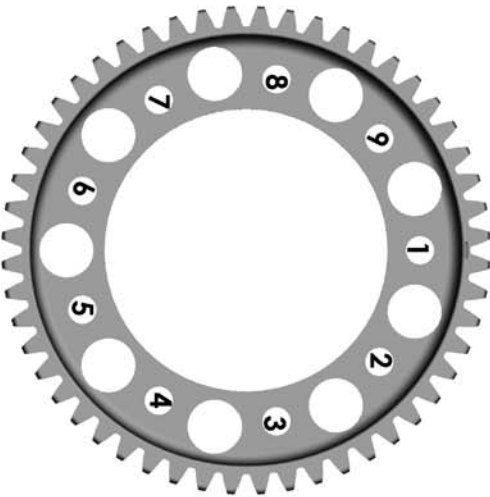
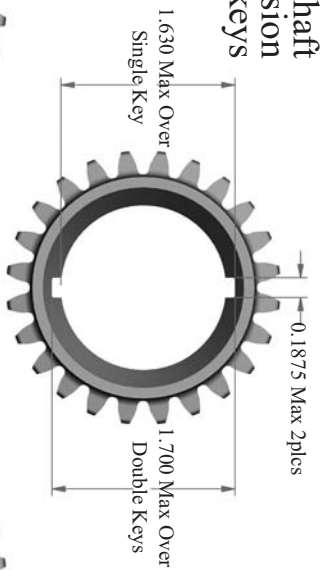
- Adjustable in length, 2" – 6" (can be longer on special order)
 - Clock-able to any rotation
- Dual sealed bearings for added reliability
 - O-ring seals
- Optional press-in seal (ideal for boats and monster trucks, or any motor mounted in reverse)
 - Marmon clamp or direct bolt-on
 - Machined from solid billet
 - Optional Cam Cover



Optional Cam Cover for RCD Gear Drives

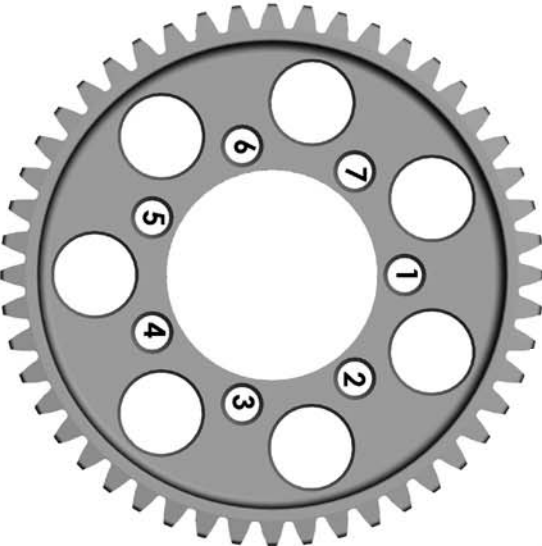


TFX and 426 KB crankshaft gear maximum dimension over woodruff keys



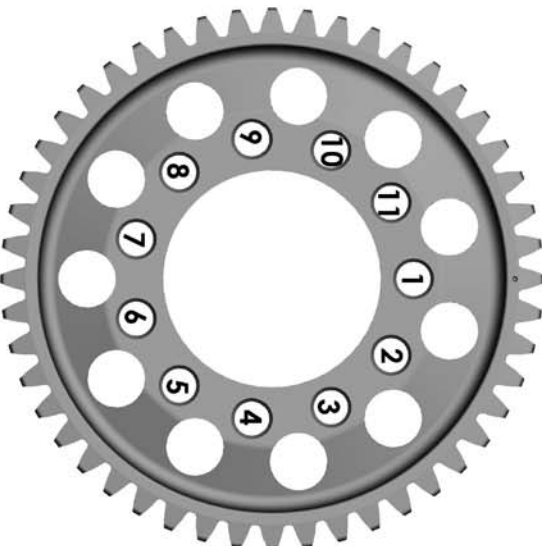
Camshaft Gear - 9 Hole Vernier Gear
Tooth to Mount Holes Relationship
 Hole #1 inline with tooth on crankshaft

# 5	Leads tooth	0.77°
# 9	Leads tooth	1.54°
# 4	Leads tooth	2.31°
# 8	Leads tooth	3.08°
# 3	Leads tooth	3.85°
# 7	Leads tooth	4.62°
# 2	Leads tooth	5.38°
# 6	Leads tooth	6.15°



Camshaft Gear - 7 Hole Vernier Gear
Tooth to Mount Holes Relationship
 Hole #1 inline with tooth on crankshaft

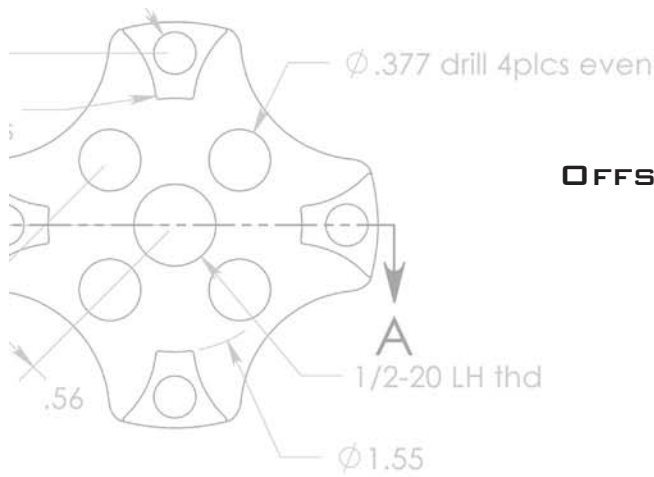
# 7	Leads tooth	1.07°
# 6	Leads tooth	2.14°
# 5	Leads tooth	3.22°
# 4	Leads tooth	4.28°
# 3	Leads tooth	5.36°
# 2	Leads tooth	6.43°



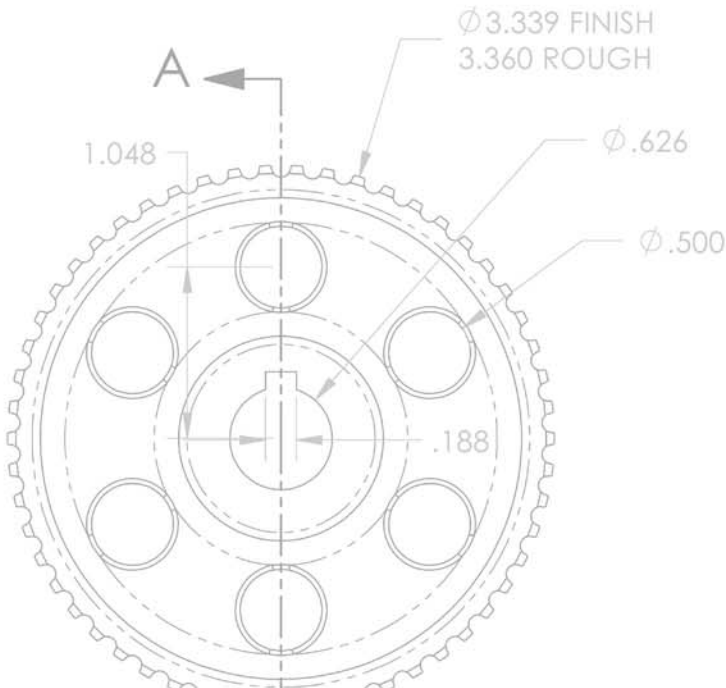
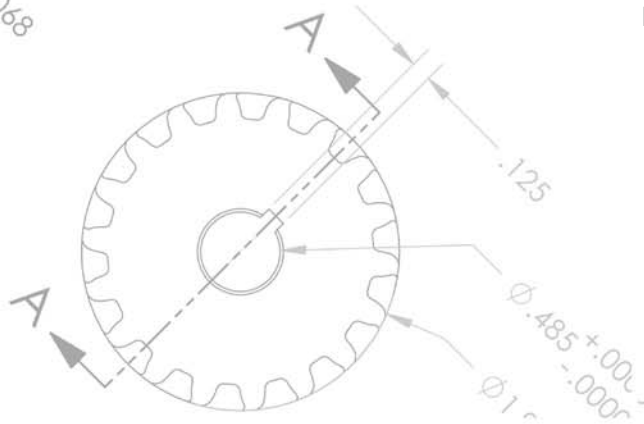
Camshaft Gear - 11 Hole Vernier Gear
Tooth to Mount Holes Relationship
 Hole #1 inline with tooth on crankshaft

# 4	Leads tooth	0.68°
# 7	Leads tooth	1.36°
# 10	Leads tooth	2.045°
# 2	Leads tooth	2.73°
# 5	Leads tooth	3.41°
# 8	Leads tooth	4.09°
# 11	Leads tooth	4.77°
# 3	Leads tooth	5.455°
# 6	Leads tooth	6.14°
# 9	Leads tooth	6.82°

Note: Be certain to check the dimension over the top of the woodruff keys after installation in the crankshaft, to see that there is no interference with the gear.



18T 14DP 14.5PA
DIST. = 1.800
RIGHT HAND
CORDAL = .1096 / .1068
1 = 14.432 / 75
9.414 / 1.9314
1.49
1.5 = .04
1.59 / 1.949



SECTION CONTENTS PAGE

ANGLED MAGNETO DRIVE E-2
OFFSET MAGNETO DRIVE & TRI-DRIVE E-3

FRONT MAGNETO DRIVE E-4

DRIVE OPTIONS & CLAMPS E-5

RCD/PLUEGER OIL SYSTEM E-6

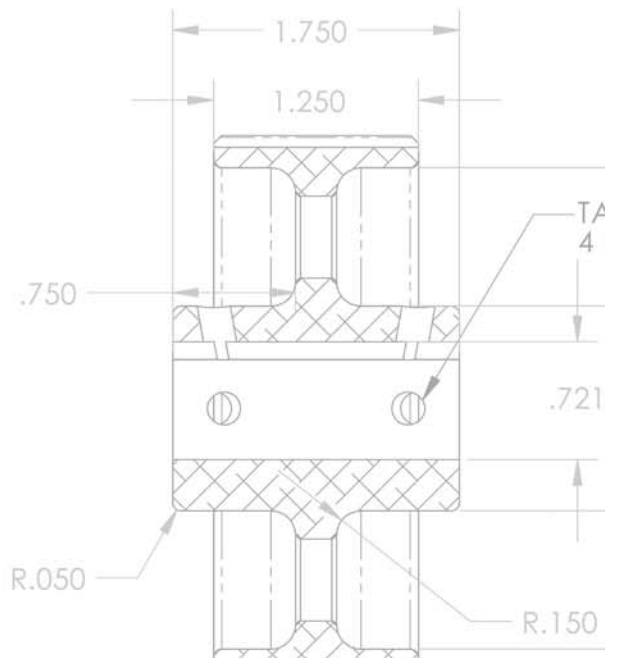
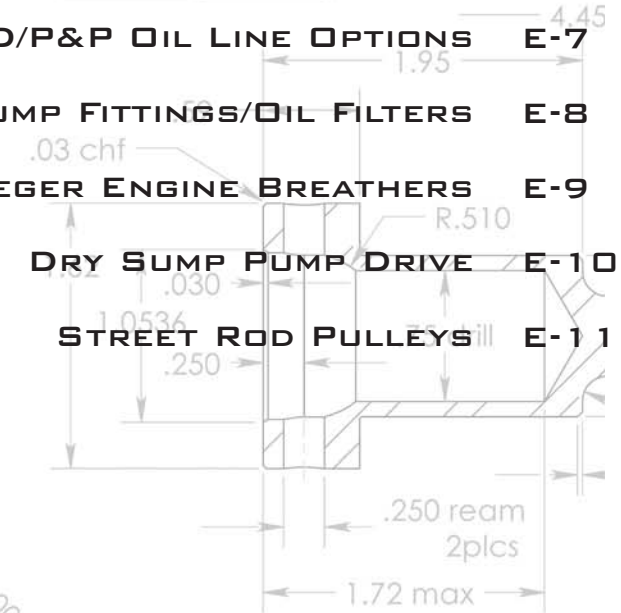
RCD/P&P OIL LINE OPTIONS E-7

OIL PUMP FITTINGS/OIL FILTERS E-8

RCD/PLUEGER ENGINE BREATHERS E-9

DRY SUMP PUMP DRIVE E-10

STREET ROD PULLEYS E-11

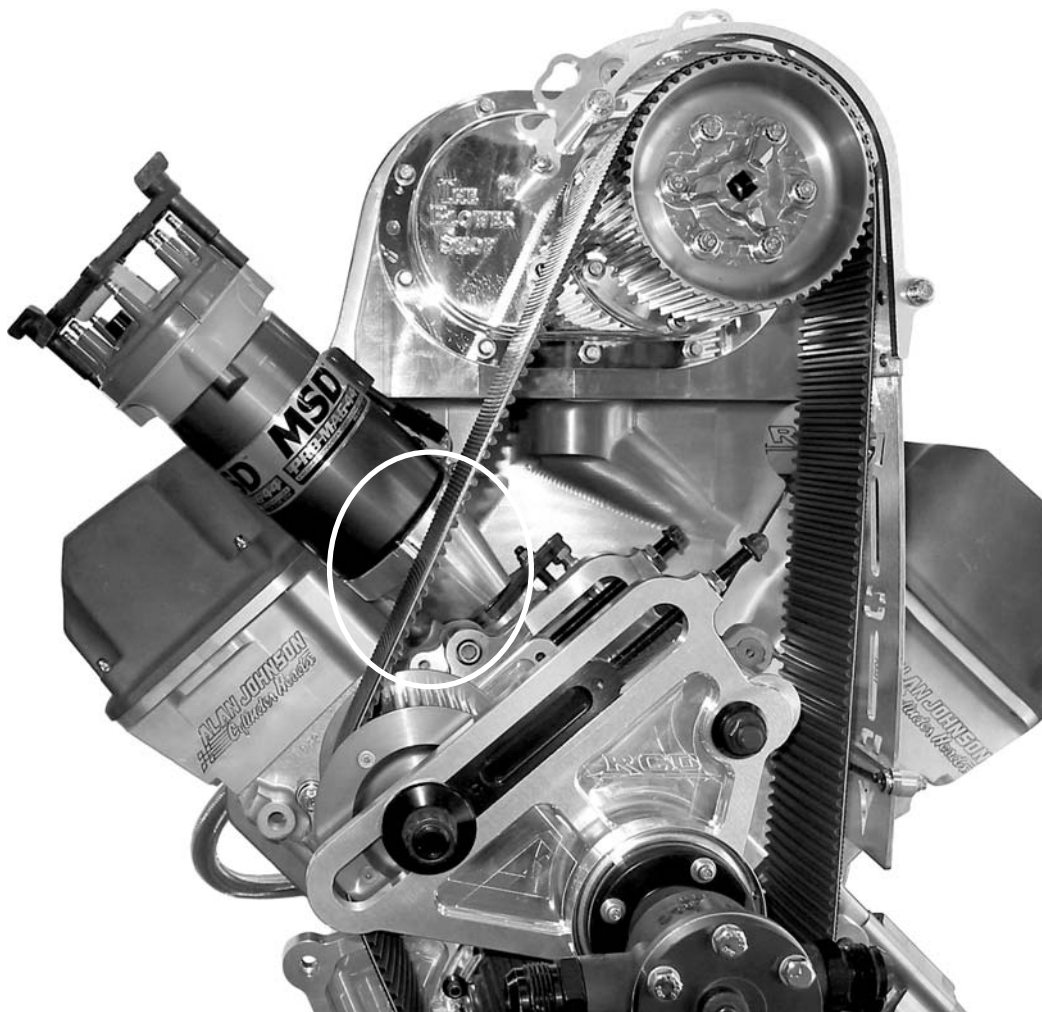


E-2 ANGLED MAGNETO DRIVE

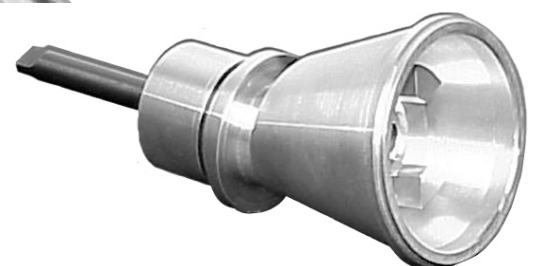
THIS UNIQUE RCD PART, ANGLES THE MAGNETO 10° TO CLEAR CYLINDER HEADS, BLOWER AND MANIFOLD.

Features:

- One piece housing machined from billet 2024-T3 aluminum.
- Input shaft/oil pump drive machined from heat treated and ground 300M steel.
- .984 diameter heat treated and ground 300M shaft connects gear to universal joint.
- Aluminum bronze drive gear.
- Angle drive features a universal joint mounted in ball and roller bearings.
- Roller bearing contained with a thrust bearing on each side, controls the up and down location of the drive gear.
- A flexible coupler between the magneto and drive minimizes impact loading on the magneto.
- Face and cylinder 'O' ring seals base to block.
- Total weight 2.94 lbs. for TFX, 426, 481X and BAE



PN: 303000-0010 Angled Magneto Drive 392/417
PN: 303000-0015 Angled Magneto Drive TFX/426/KB
PN: 303000-0020 Angled Magneto Drive 481X

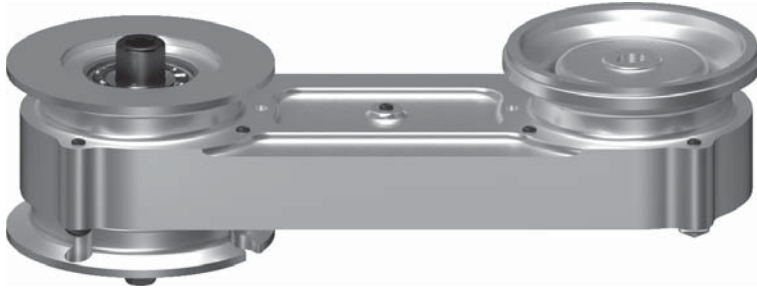


RCD's Offset and Dual Magneto Drives are machined from solid billet aluminum or magnesium with the housing closely conforming to the outside of the belt to minimize any belt whip. To maintain accurate magneto timing, the drive belt is a Gates 12mm (1/2") wide, 8mm Poly Chain GT® - The belt is the same construction as the blower drive belts and does not stretch.

OFFSET MAGNETO DRIVE

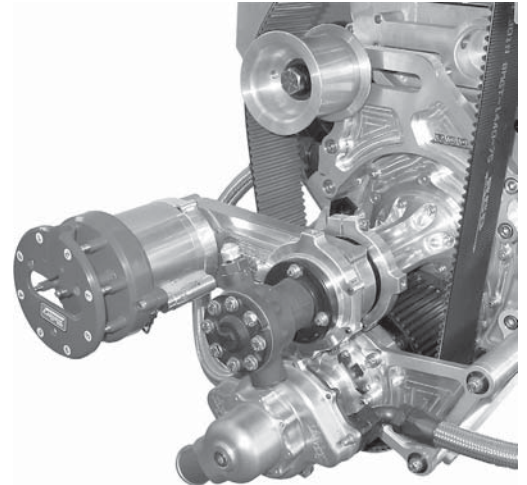
Offset Magneto Drive clamps to our Fuel Pump Extensions, extending the fuel pump out 2.45" while providing a drive for a magneto or 426 style dry sump oil pump. The second drive is parallel to the fuel pump drive and offset 6.60". Input drive shaft is machined from heat treated chrome-moly steel with ball bearing on both sides of drive sprocket. A flexible coupler between the magneto and drive minimizes impact loading on the magneto. A 3/8-16 tapped hole is provided on the back of magneto side to brace the housing. Weight 3.16 lbs.

Drive can be clocked to any position!



PN: 302000-0003 Offset Magneto Drive Short Shaft

PN: 302000-0005 Offset Magneto Drive Long Shaft



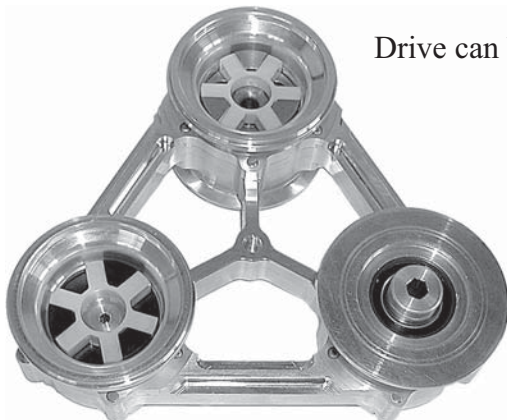
TRI-DRIVE

The RCD triangle drive was designed for engines with limited drive options and will attach to any marmon clamp style fuel pump extension. This drive is the least expensive way to drive a magneto, dry sump oil pump and a fuel pump. The triangle drive allows the fuel pump to be mounted five inches lower for better performance.

The RCD triangle drive is constructed of billet 2024 aircraft grade aluminum. This allows the parts to be made lightweight without compromising strength. The drive belt is completely enclosed to keep out debris that can wear out sprockets and belts prematurely. The drive uses an 8mm Gates Poly Chain GT® belt so there is no belt stretch and accurate magneto timing can be maintained at any location.

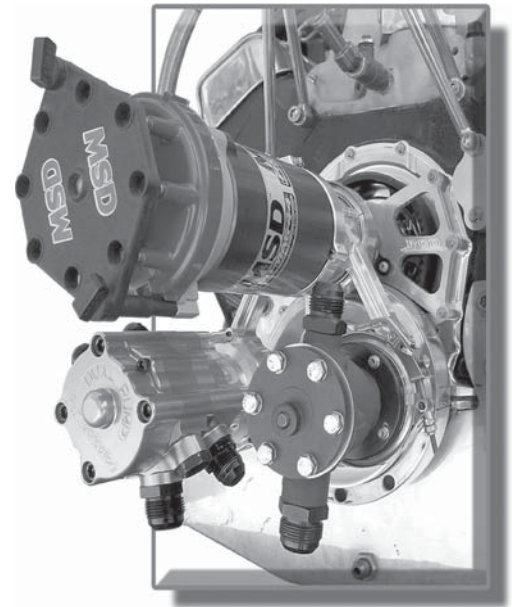
Any of the three drive locations can be used for magneto, 426 style oil pump or fuel pump by simply changing mounting flanges. All drive locations are coupled with hytel spiders to help dampen engine harmonics. There are three threaded holes on the back of the drive for extra bracing.

Drive can be clocked to any position!



The triangle drive comes with everything you need to drive two magnetos and a fuel pump. Billet clamps are recommended with this drive because of the horizontal mounting style. Clamps are sold separately. 426 style wet or dry sump oil pump adapter is also sold separately.

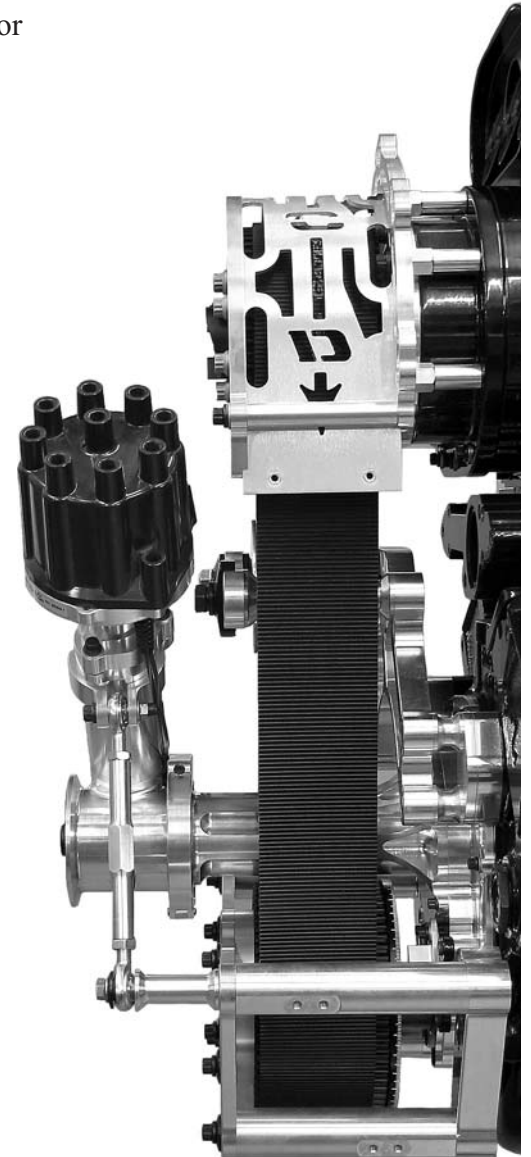
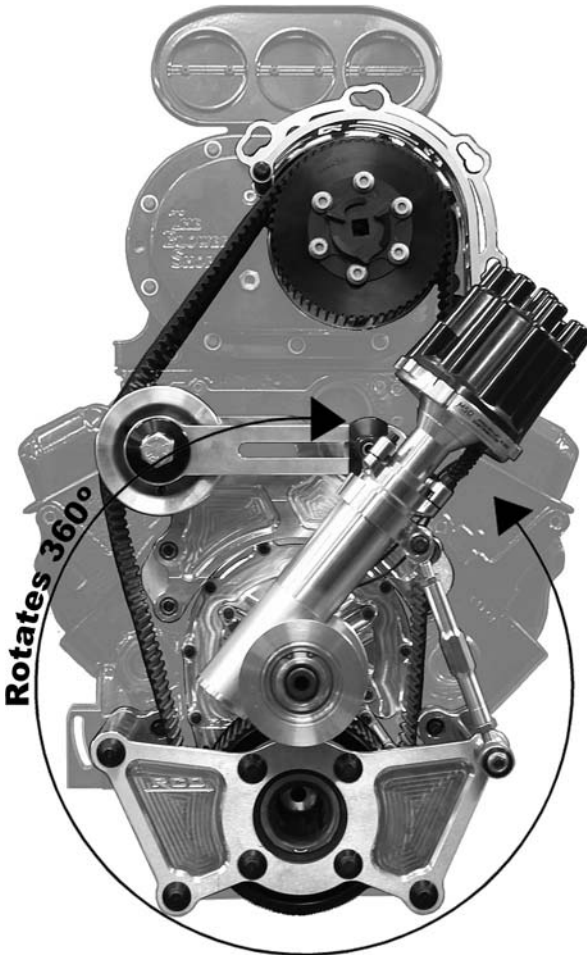
PN: 303500-0001 Triangle Drive



Pictured with RCD/P&P 426 Dry Sump Oil Pump, a fuel pump and a magneto.

Up front and out of the way... completely move the Distributor from the back of the Block to the front! Introducing RCD's innovative new Fuel Pump Magneto Drive. This drive will accept any Chevy V8 Distributor or Magneto, and clamps to any Fuel Pump Extension with a Marmon Clamp and 3/8 hex drive. This Drive allows you to move the Distributor/Magneto out in-front of the blower drive, thus not extending the drive to compensate for the distributor being behind the belt. Also provides ease of access and more accurate ignition timing by eliminating cam windup at the back!

RCD's new Drive may also be mounted directly to the Cam Cover for unblown applications, or if the blower drive is already extended.



PN: 302500-0010 Front Magneto Drive - STD Rotation
PN: 302500-0015 Front Magneto Drive - Chrysler Rotation

Features:

- Machined from solid billet – no castings!
- Drive and Magneto can be clocked anywhere in 360 degrees
- O-ring seals
- Oil feed port
- 3-bolt Magneto clamp
- Adjustable mounting brace (optional)
- Available with reverse rotation

RCD's magneto hold-down provides the ultimate clamping ability which prevents movement of the magneto base. An adjustable aluminum post allows height to be changed so clamp is normal to the hold-down stud.

- PN: 301811-0005** Magneto Hold-Down 481X Titanium
- PN: 301811-0006** Magneto Hold-Down 481X Steel
- PN: 301811-0010** Magneto Hold-Down 426 Titanium
- PN: 301811-0011** Magneto Hold-Down 426 Steel

*Magneto Hold-Down
- Titanium is 83 grams -
Less than half the weight
of a stock clamp*



These unique three piece holding clamps provide the ultimate means of clamping a magneto or fuel pump to the drive base. Unlike band clamps, this billet, three piece clamp retains its proper shape for the maximum holding power. Clamps are machined from 7075-T6 aluminum.



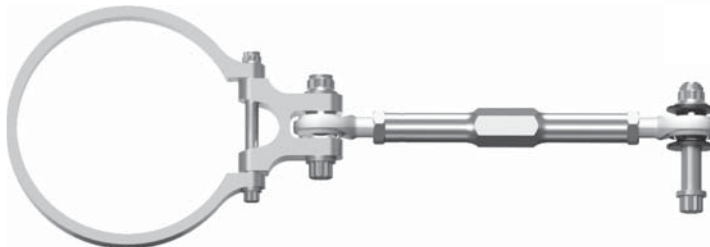
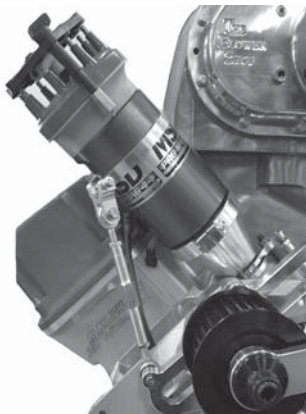
PN: 301806-0001 Billet Magneto Clamp RCD
PN: 301806-0002 Billet Magneto Clamp Dunn



PN: 300707-0002 Billet Fuel Pump Clamp



PN: 301821-0004 Dual Magneto Support



PN: 301821-0035 Single Magneto Support 5.37" Long
PN: 301821-0037 Single Magneto Support 4.37" Long
PN: 301821-0038 Single Magneto Support 7.00" Long

RCD/P&P OIL PUMPS

The **LIGHTEST-STRONGEST** and most popular oil pumps in the professional Drag Racing market. Wet and dry sump pumps fit all Chrysler V8's with external pumps and 481X engines. The unique compact design allows the pump to remain on the engine when being removed from the chassis. The addition of RCD adapters allow the pumps to be driven from the front of the engine using the Offset and TRI Drives.

Features:

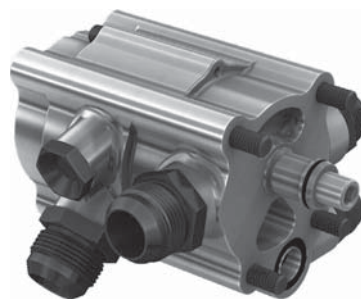
- CNC machined from billet 7075-T6 aluminum and hard anodized for wear resistance.
- Computer designed passages, chambers and porting provide exact requirements with proper timing and flow.
- Powdered metal Gerortor gears allowing small particles to pass through pump without seizing.
- Complete systems engineered for funny cars and dragsters each with stainless steel swept bend tubing and fittings.
- Systems available with barbed fittings for slip-on rubber hose or optional AN fittings for braided stainless steel hard lines.
- All pump fittings have been computer designed and machined to provide maximum flow at minimum weight. Standard AN fittings are not used because of their stepped interiors which reduce flow.

300550-0005 DRY SUMP OIL PUMP STD



Flow
30 gal/min @ 200psi, 90% Efficiency

Weight
Approx. 7.46 lbs

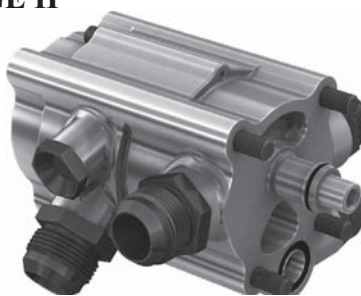


300550-0010 DRY SUMP OIL PUMP STAGE II



Flow
38 gal/min @ 200psi, 90% Efficiency

Weight
Approx. 7.88 lbs



300550-0015 WET SUMP OIL PUMP STD



Flow
38 gal/min @ 200psi, 90% Efficiency

Weight
Approx. 4.68 lbs



Optional Adjustable Pressure Plug available for all Pumps



PN: 300558-0090

COMPLETE REPAIR SERVICES AVAILABLE



FILTER LINES



300564-45 FILTER BY-PASS LINE

300564-50 FILTER LINES RCD/P&P DSOP/WSOP

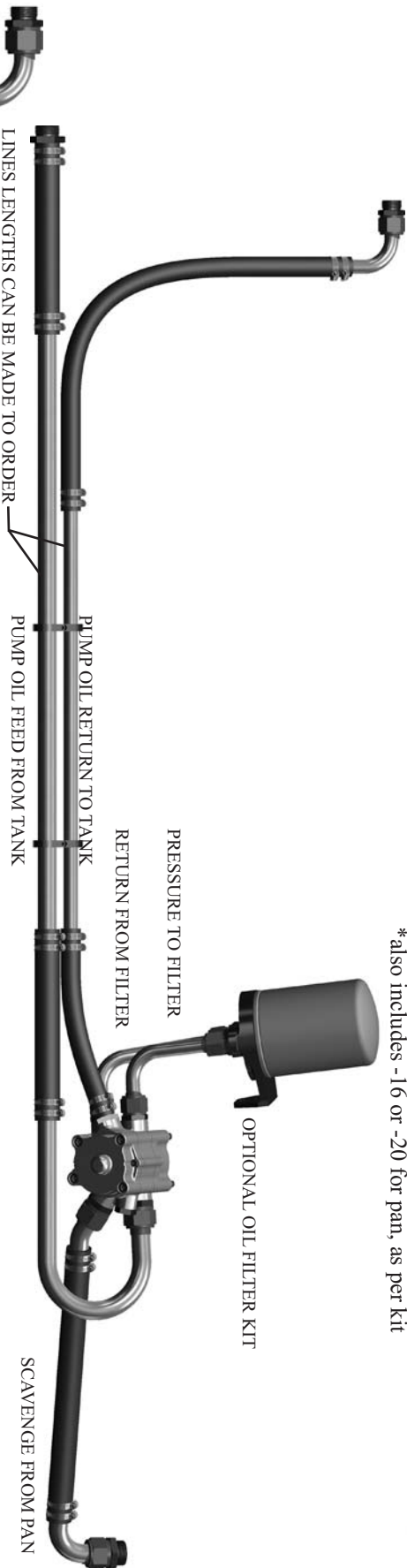
300564-55 FILTER LINES SYSTEM 1 WSOP ONLY

BASIC PLUMBING KITS



300564-0060 BASIC ENGINE PLUMBING KIT -16 PAN
300564-0065 BASIC ENGINE PLUMBING KIT -20 PAN
KIT INCLUDES (1) 300564-10 1" X 28deg SS TUBE ASSY
(1) 300564-15 1" X 90deg SS TUBE ASSY
(1) 300564-20 1" X 185deg SS TUBE ASSY
(1) 300564-0080 PAN HOSE ASSY w/CLAMPS

*also includes -16 or -20 for pan, as per kit



PUMP TO OIL TANK LINE KITS

- 300564-0050 OIL PUMP FRAME LINE KIT
NITRO FUNNY CAR, kit includes
- (1) 300558-1212 FITTING AN -12 PORT TO AN -12 LINE
 - (1) 300558-1610 FITTING AN -16 TO 1.0 TUBE
 - (1) 300564-0068 3/4" X 10" HOSE ASSY w/CLAMPS
 - (1) 300564-0074 3/4" X 20" HOSE ASSY w/CLAMPS
 - (2) 300564-0078 1" X 10" HOSE ASSY w/CLAMPS
 - (1) 300564-05 3/4" X 90° SS TUBE ASSY -16 "B" NUT
 - (1) 300564-82 3/4" X 24" OIL LINE TUBE
 - (1) 300564-86 1" X 34" OIL LINE TUBE
 - (2) 300564-90 BILLET TUBE CLAMPS

- 300564-0055 OIL PUMP FRAME LINE KIT
ALCOHOL FUNNY CAR, kit includes
- (1) 300558-1212 FITTING AN -12 PORT TO AN -12 LINE
 - (1) 300558-1610 FITTING AN -16 TO 1.0 TUBE
 - (1) 300564-0068 3/4" X 10" HOSE ASSY w/CLAMPS
 - (1) 300564-0074 3/4" X 20" HOSE ASSY w/CLAMPS
 - (2) 300564-0078 1" X 10" HOSE ASSY w/CLAMPS
 - (1) 300564-05 3/4" X 90° SS TUBE ASSY -16 "B" NUT
 - (1) 300564-84 3/4" X 28" OIL LINE TUBE
 - (1) 300564-88 1" X 38" OIL LINE TUBE
 - (2) 300564-90 BILLET TUBE CLAMPS



RCD/P&P OIL PUMP FITTINGS & FILTERS

300558-1012 FITTING AN -10 PORT TO AN -12 LINE 1.125 HEX
Computer designed and machined steel fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1212 FITTING AN -12 PORT TO AN -12 LINE 1.25 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1216 FITTING AN -12 PORT TO AN -16 LINE 1.375 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1275 FITTING AN -12 PORT TO 0.75 TUBE 1.25 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1290 FITTING AN -12 PORT TO 0.875 TUBE 1.25 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1610 FITTING AN -16 PORT TO 1.0 TUBE 1.5 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1611 FITTING AN -16 PORT TO 1.12 TUBE 1.5 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-1616 FITTING AN -16 PORT TO AN -16 LINE 1.625 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300558-2016 FITTING AN -20 PORT TO AN -16 LINE 1.875 HEX
Computer designed and machined aluminum fitting, providing maximum flow and minimum weight over standard AN fittings



300564-05 0.75 X 90° SS TUBE ASSY -12 'B' NUT
Stainless Steel swept bend tubing with aluminum 'B' nuts



300564-10 1 X 28° SS TUBE ASSY -16 'B' NUT
Stainless Steel swept bend tubing with aluminum 'B' nuts



300564-15 1 X 90° SS TUBE ASSY -16 'B' NUT
Stainless Steel swept bend tubing with aluminum 'B' nuts



300564-20 1 X 185° SS TUBE ASSY -16 'B' NUT
Stainless Steel swept bend tubing with aluminum 'B' nuts



300564-45 FILTER BY-PASS LINE P&P PUMP -12 'B' NUT
Stainless Steel swept bend tubing with aluminum 'B' nuts



300568-0010 REMOTE OIL FILTER KIT

300568-36 OIL FILTER FRAM HP6



300568-25 OIL FILTER SYSTEM 1
(HP6 REPLACEMENT)



RCD/P&P BREATHERS

RCD offers a complete line of aluminum breathers, paired to fit most applications or you can create your own from the available singles. Also available are the quick disconnects and hose for a complete one-stop solution. These items are as required by NHRA.

Spring loaded positive lock device



300561-0010 1-1/4 DRAGSTER BREATHER PAIR STRAIGHT - NO QD



300561-0015 1-1/4 FUNNYCAR BREATHER PAIR STRAIGHT 22° RIGHT - NO QD
(fits around dual mag)



300561-0020 1-1/4 PRO-MOD BREATHER PAIR STRAIGHT 10° RIGHT - NO QD
(fits around single mag)



300561-0025 1-1/4 481X BREATHER PAIR 10deg LEFT 10° RIGHT - NO QD



300561-0030 1-1/4 FORCE STYLE BREATHER PAIR STRAIGHT 10° LEFT - NO QD
(fits between blower and mag)



300561-0075 1.75 DRAGSTER BREATHER STRAIGHT - NO QD



300561-01 1-1/4 BREATHER STRAIGHT

300561-10 1-1/4 BREATHER 10° RIGHT

300561-11 1-1/4 BREATHER 10° LEFT

300561-22 1-1/4 BREATHER 22° RIGHT

300561-50 1-1/4 Q.D. BREATHER HOSE END

Dual 'O' Ring



300561-55 1-3/4 Q.D. BREATHER HOSE END

Dual Hose Clamp Ridges

Bayonet Slot for spring loaded lock pin



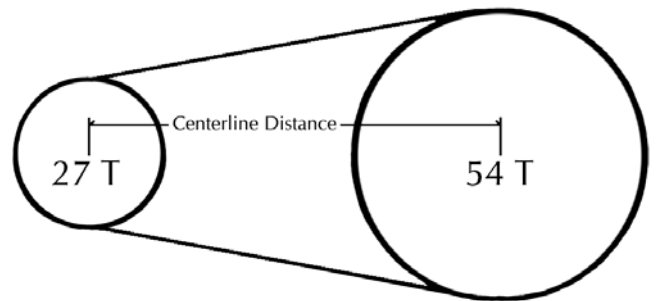
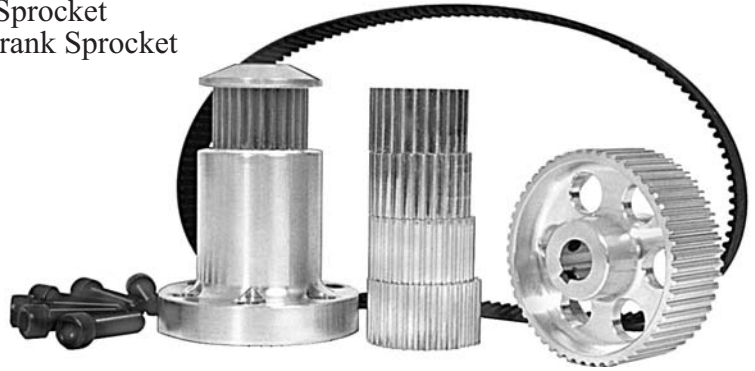
300564-74 1-1/4 WIRE REINFORCED BREATHER HOSE (sold by the foot)

E-10 DRY SUMP PUMP DRIVE

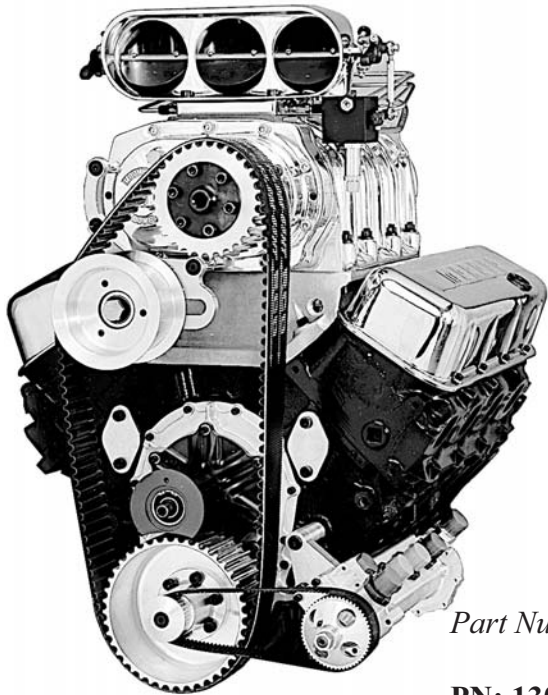
For blown applications. One piece billet drive mandrel fits inside bottom blower sprocket. A 54 tooth, 5mm driven sprocket mounts on the oil pump with standard 5/8" shaft and 3/16" keyway. Four different drive sprockets are available to adjust pump speed. A wide range of HTD profile, 1" wide, 5mm drive belts are available to accommodate oil pump placement. These 5mm belts are much stronger than the 3/8" pitch and they provide a more precise adjustment in pump speed. Drive mandrel and sprockets are machined from 2024-T3 aluminum bar.

NOTE: Also available in double sprocket configurations and will fit with crank supports.

- PN: 300505-0001 Drive Hub w/1.0 Arbor Brg Crank Hub
- PN: 300505-0003 Drive Hub DBL w/1.0 Arbor Brg Crank Hub
- PN: 300505-0006 Drive Hub w/1.0 Arbor STD Crank Sprocket
- PN: 300505-0008 Drive Hub DBL w/1.0 Arbor STD Crank Sprocket
- PN: 300515-0027 Accessory Drive Sprockets 54-27
- PN: 300515-0029 Accessory Drive Sprockets 54-29
- PN: 300515-0031 Accessory Drive Sprockets 54-31
- PN: 300515-0033 Accessory Drive Sprockets 54-33

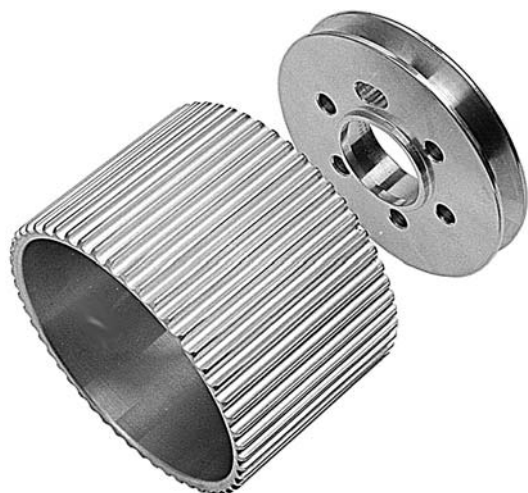


Length Chart for 5 mm Oil Pump Drive Belt



Part Number	Belt number	No. of teeth	Pitch length	Centerline distance
PN: 1302-350-25	350-5M-25	70	13.78	2.8
PN: 1302-375-25	375-5M-25	75	14.76	3.3
PN: 1302-400-25	400-5M-25	80	15.75	3.8
PN: 1302-425-25	425-5M-25	85	16.73	4.3
PN: 1302-450-25	450-5M-25	90	17.72	4.8
PN: 1302-475-25	475-5M-25	95	18.70	5.3
PN: 1302-500-25	500-5M-25	100	19.69	5.8
PN: 1302-535-25	535-5M-25	107	21.06	6.5
PN: 1302-565-25	565-5M-25	113	22.24	7.1
PN: 1302-600-25	600-5M-25	120	23.62	7.8
PN: 1302-635-25	635-5M-25	127	25.00	8.5
PN: 1302-670-25	670-5M-25	134	26.38	9.1
PN: 1302-710-25	710-5M-25	142	27.95	9.9
PN: 1302-740-25	740-5M-25	148	29.13	10.5
PN: 1302-800-25	800-5M-25	160	31.50	11.7
PN: 1302-850-25	850-5M-25	170	33.46	12.7
PN: 1302-890-25	890-5M-25	178	35.04	13.5





Billet aluminum V-groove or serpentine 'V' pulley, fits between crank hub and blower drive sprocket. Moves blower drive sprocket out .75" . Fits all standard blower drive crank hubs.

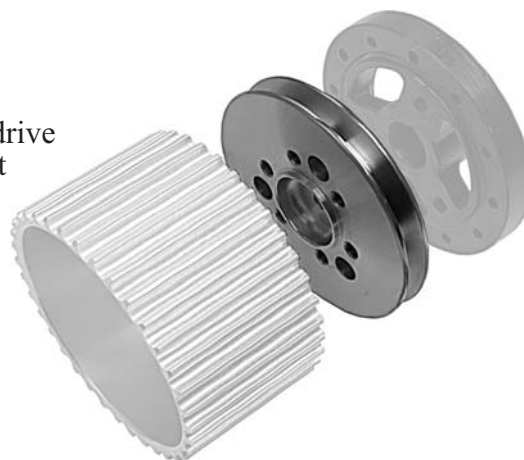
PN: 305501-10 Pulley Single V-Belt 5.0" dia

Accessory drive 'V' pulley adaptor. Adapts standard blower drive sprocket to Small Block Chevy damper. Machined from billet aluminum and complete with the correct length bolts.

PN: 204205-03 Damper Adapter 1 V-groove 6.0 dia SBC

PN: 204205-07 Damper Adapter 2 V-groove 5.0 dia SBC

PN: 204207-03 Damper Adapter 2 V-groove 6.0 dia BBC



P/N: 305501-03 Pulley Single V-belt 4.5" dia

P/N: 305506-03 Pulley Double V-belt 5.0" dia



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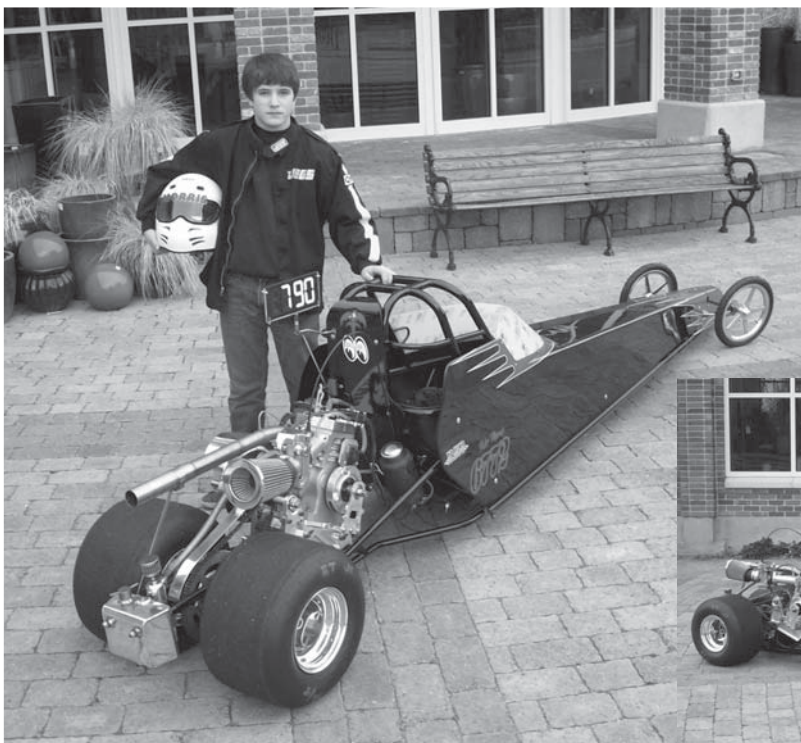
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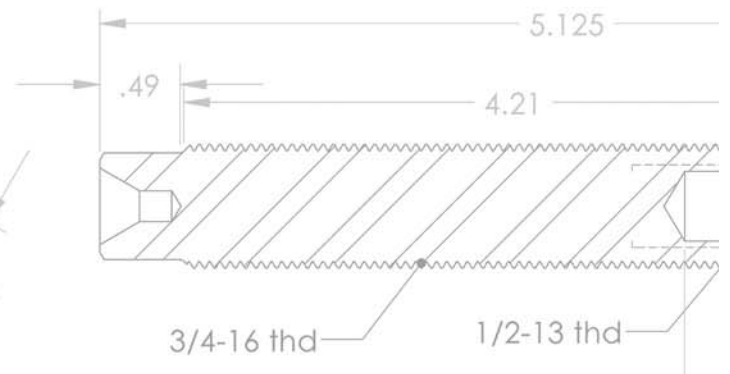
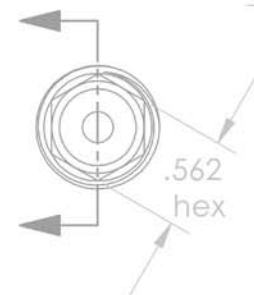
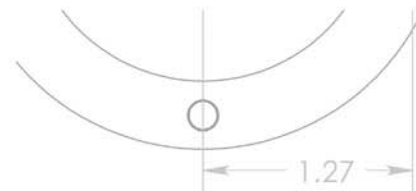
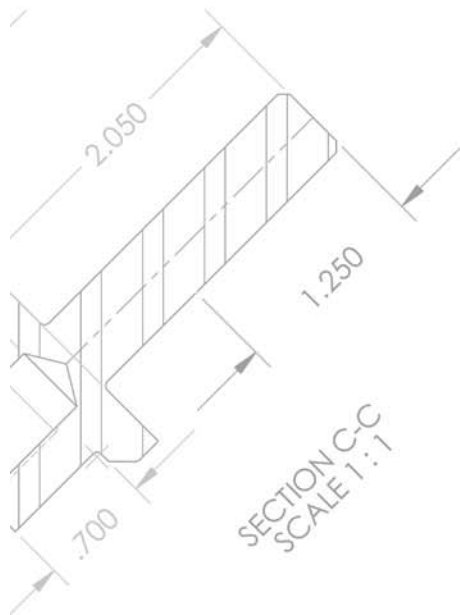
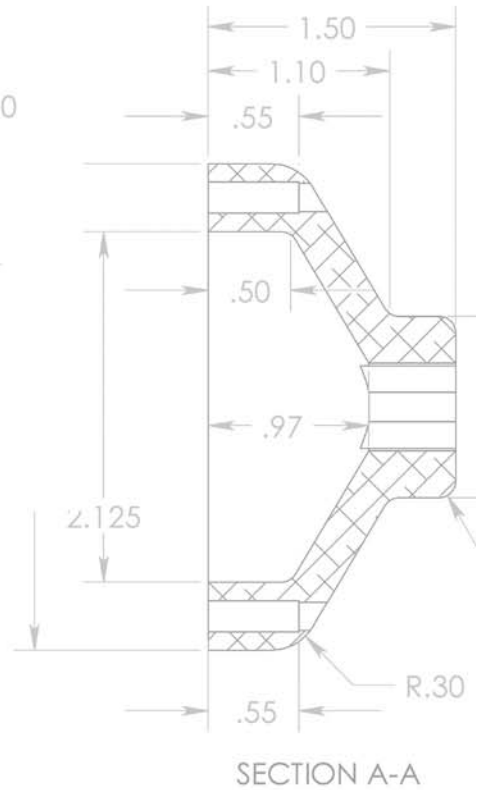
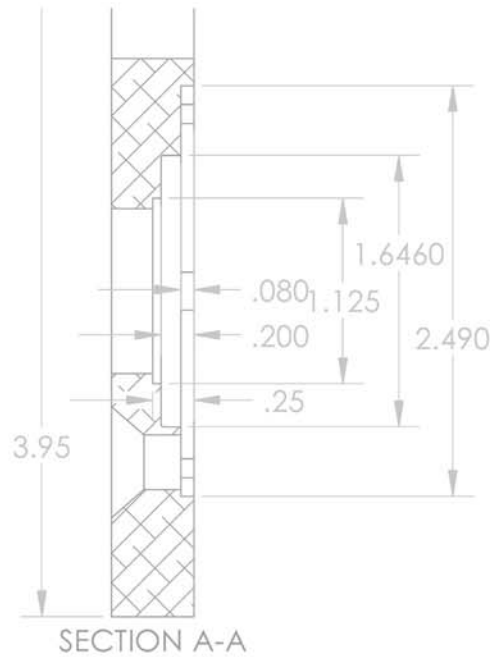
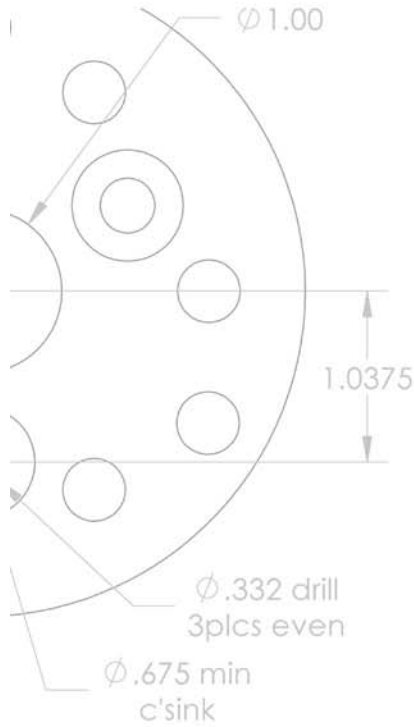
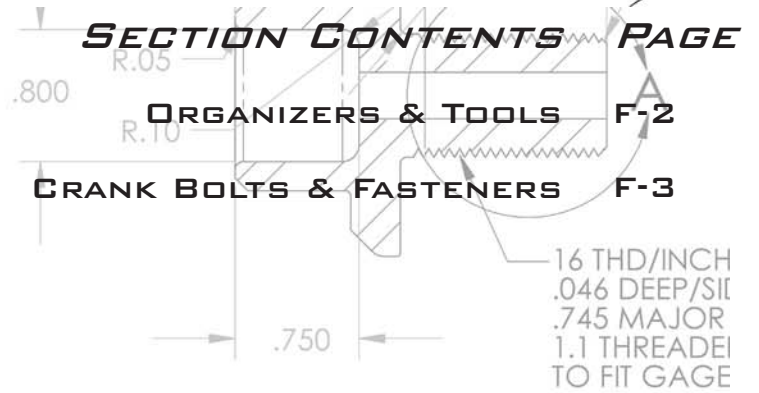
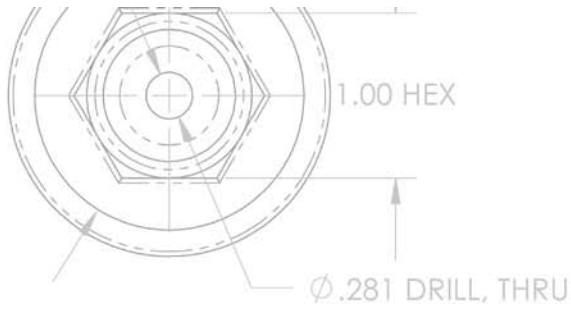
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Here's Boise's Wes Morris and his latest Jr Dragster. Can't wait to see what he & his dad Carl have in store for the competition this year!







PN: 450305-02 Head repair rack

PN: 450309-01 Lifter & push rod rack



PN: 450307-01 Piston rack



PN: 450305-07 Spark plug rack 8

PN: 450305-06 Spark plug rack 16

- PN: 450303-02 3-disk loading rack
- PN: 450303-03 4-disk loading rack
- PN: 450303-05 4-disk hot rack
- PN: 450303-10 5-disk loading rack
- PN: 450303-12 5-disk hot rack
- PN: 450303-13 6-disk loading rack
- PN: 450303-15 8-slot clutch rack
- PN: 450303-17 8-slot floater rack
- PN: 450303-20 10-slot floater rack
- PN: 450303-22 10-slot clutch rack

CRANK HUB PULLER AND INSTALLER TOOL

This tool will remove your center flange and standard crank hub with sprocket studs installed, and also push them smoothly back on. Heat treated 3/4-16 thread stud screws into the end of the crank. Will not damage center at end of crank!

- PN: 450503-0001 RCD Crank Hub
- PN: 450503-0002 Threaded Crank Hub



- Not Shown:
- PN: 450312-01 Aerosol rack
 - PN: 450507-01 Wrist pin driver
 - PN: 450505-02 Sleeve hold down tubes
 - PN: 450505-04 Sleeve hold down tubes KB

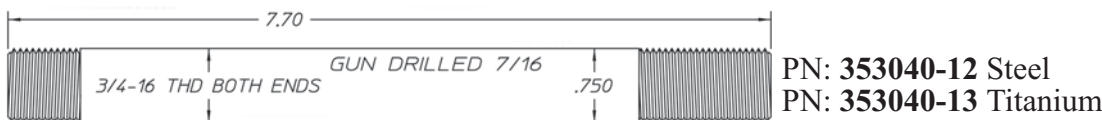
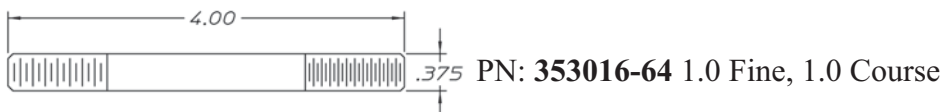
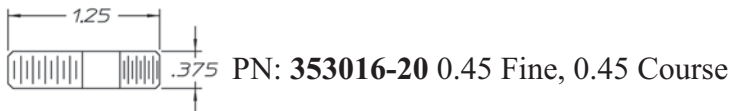
CRANK BOLTS

Crank bolts are machined from heat treated chrome-moly steel, gun drilled and finished in black oxide. They are some of the strongest bolts available!

- PN: **358843-20** 7/16-20 x 1.25, 1.95 Flange
- PN: **358843-30** 7/16-20 x 1.85, 1.95 Flange
- PN: **358843-60** 7/16-20 x 2.75, 1.45 Flange, 1/2-20 Head
- PN: **358850-38** 1/2-20 x 1.25, 1.95 Flange
- PN: **358850-50** 1/2-20 x 2.05, 1.45 Flange, 1/2-20 Head
- PN: **358875-30** 3/4-16 x 1.25, 1.95 Flange Gun Drilled
- PN: **358875-44** 3/4-16 x 1.75, 1.95 Flange Gun Drilled
- PN: **358875-45** 3/4-16 x 1.25, 1.45 Flange Gun Drilled
- PN: **358875-46** 3/4-16 x 1.25, 1.45 Flange Gun Drilled, 1/2 Head
- PN: **358875-50** 3/4-16 x 2.40, 1.45 Flange Gun Drilled
- PN: **358875-60** 3/4-16 x 3.00, 1.45 Flange Gun Drilled
- PN: **358875-61** 3/4-16 x 3.00, 1.45 Flange Gun Drilled, 1/2 Head
- PN: **358875-69** 3/4-16 x 3.12, 1.95 Flange Gun Drilled
- PN: **358875-75** 3/4-16 x 4.40, 1.43 Flange Gun Drilled
- PN: **358875-84** 3/4-16 x 5.25, 1.43 Flange Gun Drilled
- PN: **358875-90** 3/4-16 x 6.00, 1.45 Flange Gun Drilled



STUDS



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2008 Champion - Plueger Racing
Northwest Hitter Plymouth Arrow
Steve Plueger - Owner
Bucky Austin - Driver
Steve Plueger - Crew Chief



2009 Champion - Plueger Racing
Plueger & Gyger '69 Mustang Mach I
Steve Plueger - Owner
Garrett Bateman - Driver
Paul Trabue - Crew Chief



Photo by Pam Schavrien



Frank Aldana * Richard Alford
Bucky Austin * Garrett Bateman
Greg Conte * Natchi Contreras
Ed Grekul * Mike Grekul
Larry Hanewinckel * Larry Kimble
Steve Leach * Sonny Montes
Jeanette O'Brien * Mike O'Brien
Tommy Naccarato * Steve Plueger
Leah Pruett-LeDuc * George Spillers
Paul Trabue * Rhianna Velasquez
Dave Wilton * Ron Workman
Greg Wright * Russ Wright



Ordering Information

Hours:

Monday through Thursday (except holidays) from 7:00am to 5:30pm Pacific time. Closed for lunch from Noon to 1:00pm.

Contact RCD:

Order and service number: (530)292-3133. Fax: (530)292-3738. Email: admin@rcdengineering.com.

Shipping Address:

17100 Salmon Mine Road, Nevada City, CA 95959

NOTE: The US Postal Service DOES NOT deliver to the shipping address.

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Pricing:

Although RCD makes every effort to avoid price changes, it is sometimes beyond our control to avoid them. Therefore, all prices are subject to change without verbal or written notice. All products are shipped at the price in effect at the time of shipment. Please call for current pricing. Retail prices can be found on our website at www.rcdengineering.com.

Payment Terms:

Unless previous arrangements have been made, all orders will be shipped C.O.D.

All first time orders are C.O.D., certified check, money order or pre-paid by Visa or Mastercard.



Freight Policy:

All orders are F.O.B Nevada City, California. Freight charges are prepaid by RCD and are added to the invoice total. We ship primarily UPS or FEDEX. Please specify shipping instructions at time of order placement. For overnight shipments of in-stock parts, your purchase order must be received by 11:00am for shipment the same day.

Special Orders:

Allow up to 8-10 weeks. Sprockets 3-4 weeks.

Backorders:

Items not in stock will be placed on backorder and shipped as soon as available.

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ALL DISCREPANCIES MUST BE REPORTED TO RCD WITHIN 5 DAYS OF RECEIPT OF PRODUCT. ALL RETURNS MUST BE AUTHORIZED BY RCD PRIOR TO SHIPMENT. ALL RETURNS WITHOUT AN RMA # AND WITH NO COPY OF INVOICE/PACKING SLIP WILL BE REFUSED AND SENT BACK AT YOUR EXPENSE!

- All returns MUST have an RMA# clearly marked on outside of package to expedite processing - pack well.
- All returns MUST include a copy of the original RCD invoice or packing slip and be unused.
- A 10% RESTOCKING FEE is charged for all returned items unless do to our error.
- Credit for freight costs will be issued only when do to RCD's error in shipping.
- NO returns after 30 days from the date of the invoice.
- NO returns on Magnesium parts, special order parts, non-stock parts or special order belts.
- Credit on returns will only be issued after an inspection of the returned goods, approximately 1-2 weeks.
- Credit on approved returns purchased with a credit card will be credited to the same card or store credit issued.
- Belts approved for return MUST be returned in original packaging or of similar size to maintain the original shape of belt.

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