**10” RING GEAR - 12 BOLT**

Often imitated, never duplicated! Winters 10” Sprint Center Quick Change is the best of the best! Factory built with the finest materials inside and out. This go to rear is the standard of the industry. Dollar for dollar, pound for pound, no other rear comes close!

Available options provide combinations to suit many applications. Available in magnesium and aluminum. Order closed tube assembly part number with Option 8133 to specify Sprint Center. Every Sprint Center rear is built with Option 8104 Posi-Lock, Option 8143 Pinion Nose Roller Bearing, and Option 8115 31 Spline Aluminum Spool.

---

### DIMENSIONAL DATA

- Spindles not included.  
- Order Option 9117 (2 7/8” Spacers)

### OPTIONS

**Options shown in Blue are Popular Options**  
**Options highlighted in Yellow are Low Drag Options**

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<th>OPTIONS</th>
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<td>8121W Winters Track</td>
</tr>
<tr>
<td>8106 Heat Treated Lower Shaft</td>
<td>8130 Ultralight Alum. Spool</td>
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<tr>
<td>8111 4.12 Ring &amp; Pinion</td>
<td>8171 Aluminum Locker</td>
</tr>
<tr>
<td>8126 Titanium Thrubolts</td>
<td>8171L L. W. Alum. Locker</td>
</tr>
<tr>
<td>8133 Sprint Center, 10 Bolt</td>
<td>8183 Aluminum Triple Track</td>
</tr>
<tr>
<td>8133-10-6 Sprint Center, 6 Bolt</td>
<td>8231-01 Track Star</td>
</tr>
<tr>
<td>8137 Heavy Duty Gear Cover</td>
<td><strong>8244S-CT Low Drag Brgs, Differential, Steel</strong></td>
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<tr>
<td>8143 Pinion Nose Roller Bearing</td>
<td>8136P Lightweight 4 Rib Bell w/ Insp. Plug</td>
</tr>
<tr>
<td>8182B Aluminum Drive Yoke</td>
<td>8155P Heavy Duty 8 Rib Bell w/ Insp. Plug</td>
</tr>
<tr>
<td>8184 HT Gundrilled Lower Shaft</td>
<td>8155PM Lightweight 8 Rib Bell w/ Insp. Plug</td>
</tr>
<tr>
<td>8199 Vitol Seal, Seal Plate</td>
<td>8155PMHD Heavy Duty 8 Rib Bell, Perm. Mold</td>
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<tr>
<td>81486 Spread Bearing 4.86 Ring &amp; Pinion</td>
<td><strong>8186P L. W. 6 Rib Bell w/ Insp. Plug</strong></td>
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<tr>
<td>81457 4.57 Ring &amp; Pinion</td>
<td><strong>TUBE OPTIONS</strong></td>
</tr>
<tr>
<td>8202-XXX EDM Ring Gear (specify ratio)</td>
<td>8132* Alum. 6 Bolt Tubes (Thick Fly/Modified)</td>
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<tr>
<td>8208 Thermal Dispersant Coating</td>
<td>8138 Aluminum Tubes w/ Steel Spindles</td>
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<tr>
<td>8218-RP REM® Ring &amp; Pinion</td>
<td>8140 One Piece Aluminum Tubes</td>
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<tr>
<td>8218-BRG REM® Bearing (# is per Bearing)</td>
<td>8140-TON/Wide 5 Aluminum Tubes, 1 Ton</td>
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<tr>
<td>8244S-P Low Drag Brgs, Pinion, Steel</td>
<td>8181L Camber, Specify Up or Down</td>
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<tr>
<td>8252 Big Brg. Gear Cover w/ Retainers</td>
<td>8181R Camber, Specify Up or Down</td>
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<tr>
<td>8252B Billet BB Gear Cover w/ Retainers</td>
<td>8201 Internal Aluminum Tube Seal</td>
</tr>
<tr>
<td>8254-TIM Bearing, Timken®, Cup &amp; Cones</td>
<td>8237 Tube &amp; Bell Locknut Assy., 4 &amp; 6 Rib</td>
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<tr>
<td>8268 Solid Seal Plate</td>
<td>8237-8 Tube &amp; Bell Locknut Assy., 8 Rib</td>
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<tr>
<td>8275 1350 Series Yoke</td>
<td>8239** 2 7/8” Aluminum Tubes</td>
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<tr>
<td>8298 Low Drag Carrier Seals</td>
<td>8263** 2 7/8” Steel Tubes</td>
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<tr>
<td>8299 Gundrilled Pinion Shaft</td>
<td>9117 2 7/8” Tubes with Spacers</td>
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</tbody>
</table>

---

**DIFFERENTIAL OPTIONS**

- *Spindles not included.*
- **Order Option 9117 (2 7/8” Spacers)**
ARP® RING GEAR BOLT KIT
KIT P/N 9381
Option 9147 Installed in Rear

Longer Thrubolts Available
Option 8249 6" Thrubolt (specify qty., steel only)
Option 5249L 6 1/2" Thrubolt (specify qty., steel only)

# DESCRIPTION P/N QTY
1* Aluminum "Sprint" Center Section 5840 1
2* Aluminum 6 Rib Right Side Bell 1663-01B 1
3* Aluminum 6 Rib Left Side Bell 1663-02 1
4* 31 Splined Aluminum Spool 5034-11A 1
5* 4.86 Ratio Ring & Pinion, Standard 5400 1
6* O’Ring, 6 Rib Bell 7403 2
6* 0.250" O’Ring, 4 & 6 Rib Bell 7403T 2
7* Seal, Side Bell 7205 2
7* O’Ring, Side Bell, Viton 7283V 2
8* Bearing Cup, Side Bell 7310 2
9* Bearing Cone, Steel Spools & Differentials 7309 2
9* Bearing Cone, Aluminum Spools & Differentials 7340 2
10* Shim Kit, Steel Spools & Differentials 5097 1
10* Shim Kit, Aluminum Spools & Differentials 5295 1
11 Ring Gear Bolt, Threaded Ring Gear 7852 12
12 3/8" Belleville Washer, Threaded Ring Gear 7815 12
13 3/8" Recessed Socket Head Pipe Plug 7111B 2
14 Roller Bearing, Pinion Nose 7331 1
15 Shielded Ball Bearing, Lower Shaft 7339 1
16* Bearing Cone, Pinion Shaft 7308 2
17" Double Bearing Cup, Pinion Shaft 7307 1
18 Bearing Washer 5055 1
19 Post-Lock Nut, Pinion Shaft 6485R 1
20 O’Ring, Post-Lock 7445 1
21 Post-Lock Retainer, Pinion Shaft 6484 1
22 Retaining Ring, Pinion 5020 1
23 Retaining Plate, Pinion 6296A 1
24 Lock Tab 2374 3
25 3/16-16 x 1" HHCS, Retaining Plate 7110 6
26 Quick Change Gear Set (Not Included) 8500 1
27* Gasket, Gear Cover 6729 1
28* Gear Cover, Less Bearings 6655HD 1
29* Ball Bearing, Gear Cover 7521 2
30* O’Ring, Bearing Cap 7406 2
30A* Back-up Ring, O’Ring 7496 2
31" Bearing Cap 1607 2
32* 1/4-20 x 1" SHCS 7955 6
33 3/8-16 Aluminum High Nut 7794AS 10
34 5/16" Diameter Ball, Gear Cover 7398 10
35* 3/16-1/4" Stud, Gear Cover 7802 10
35 Retaining Ring, Lower Shaft 7610 1
37* Standard Lower Shaft 5003D 2
37* Option, Glandrilled, Open Drive Lower Shaft 1550 1
38* Front Ball Bearing, Lower Shaft 7380 1

# DESCRIPTION P/N QTY
39 O’Ring, Seal Plate 7413 1
40* Retaining Ring, Seal Plate, .375" Seal 7653 1
41* Retaining Ring, Seal Plate, .750" Seal 7652 1
41* Seal, Seal Plate, .375" Thin Seal 7204 1
41* Seal, Seal Plate, .750" Thick Seal 7204T 1
42 O’Ring, Seal 7474 1
43 Seal Plate, .750" Seal 5018-01M 1
44 3/8" 1/16" HHCS, Seal Plate 7110 6
45* 3/8-16 x 1 1/4" HHCS, Seal Plate 7107 6
46* Spacer, Drive Yoke (Not used with 3533) 6532 1
47* Drive Yoke, Steel, 1310 Series 5038 1
47* Drive Yoke, Steel, Threaded, 1310 Series 5038B 1
47* Drive Yoke, Billet Aluminum, 1310 Series 5038AS 1
47* Drive Yoke, Billet Aluminum, 32 SPLINE 5038AS-32 1
47* Drive Yoke, Steel with Integral Spacer 3533 1
48 Retaining Washer, Drive Yoke 5037 1
49 3/8-24 x 1" HHCS, Drive Yoke 7109Y 1
50* 7/16-20 x 5 1/2" Thrubolt 7176 10
51 7/16" SAE Flatwasher, Thrubolt 7178 22
52 7/16-20 Flanged Locknut, Thrubolt 7177 10
53 7/16-14 x 1 1/4" HHCS 7117 2
54* 1/2-13 Jam Nut, 8 Rib Side Bell 7155 1
54* 1/2-13 Adjusting Screw, 4 & 6 Rib Side Bell 6149 1
55 1/2" SAE Flatwasher, Adjusting Screw 7167 1
56 1/2-13 Jam Nut, Adjusting Screw 7137 1
57 Thrust Block, Adjusting Screw 5010 1
58* 3/8-24 x 1" HHCS, 4 Rib Side Bell 7109 16
58* 3/8-24 x 3/4" HHCS, 6 & 8 Rib Side Bell 7109S 12
59 3/8" SAE Flatwasher 7114 16
60 O’Ring, Inspection Plug 7454 1
61 Inspection Plug 3643 1
62 Inspection Plug, Side Bell 3261 1
63 O’Ring, Inspection Plug, Side Bell 7453 1
64 Top Mount Breather 2966T 1

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Use Winters Semi-Synthetic Hypoid Lube with Moly 80-90-140 P/N 1730 or Mobil-1® 70-90

In applications requiring less seal plate order Option 8268

In applications requiring solid seal plate order Option 9116.
8” 4.11 Ring & Pinion in a Full Size 10” Housing

Harness the Power of Your Crate Engine

Assemblies
P/N 5270 - Wide 5

To order any Full Size 10” Quick Change or Center Kit with an 8” Ring Gear add the following Options:

2nd Generation
Option 8111-8S 4.11 Ring & Pinion Short
Option 8133-8S Sprint Center Short

6 Bolt Cover
Option 8111-8S 4.11 Ring & Pinion Short
Option 8133-8S-6 Sprint Center Short

Shown with Option 8133-8S, 8208, 8252B & 8155PMHD

8” Ring Gear - 12 Bolt
Light Years Ahead of the Competition!

Want Real Low Drag? Stick This In Your Car!

Although appearances may be deceiving, this full size quick change uses a New 8” Ring Gear that is 20% smaller and 20% lighter, reducing flywheel weight and unsprung weight. From a performance standpoint, this 8” Ring Gear will accelerate and de-accelerate quicker than a 10” Ring Gear. All cars will benefit, although lower horsepower cars can expect more gain than higher horsepower cars. All Low Drag Bearing & Seal Options Available!

Options shown in blue are Popular Options
Options highlighted in yellow are Low Drag Options

Shown with Option 8133-8S, 8208, 8252B & 8155PMHD

Proper Oil Level Is Critical

Always maintain oil level at 1/2” (3.5 qt, 3.31 liters) below axle center line.

Use Winters Semi-Synthetic Hypoid Lube with Moly 80-90-140 P/N 1730 or Mobil-1® 70-90

Important

Can be drilled & tapped for fill can. Pinion Inspection Plug (option) can be used for filling. NOT oil level

8171L L. W. Alum. Locker
8183 Aluminum Triple Track
8231-01 Track Star
8244-CT Low Drag Brgs, Differential, Steel

Bell Options

8136P Lightweight 4 Rib Bell w/ Insp. Plug
8155P Heavy Duty 8 Rib Bell w/ Insp. Plug
8155PM Lightweight 8 Rib Bell, Perm. Mold
8166P L. W. 6 Rib Bell w/ Insp. Plug

Tube Options

8132* Alum. 8 Bolt Tubes (Thick Flg/Modified)
8136 Aluminum Tubes w/ Steel Spindles
8140 One Piece Aluminum Tubes
8181L Camber, Specify Up or Down
8181R Camber, Specify Up or Down
8201 Internal Aluminum Tube Seal
8237 Tube & Bell Locknut Assy., 4 & 6 Rib
8237-8 Tube & Bell Locknut Assy., 8 Rib
8299 Low Drag Carrier Seals
8299B Gudrilled Pinion Shaft

Differential Options

8115 Aluminum Spool
8121W Winters Track
8130 UltraLight Aluminum Spool
8171 Aluminum Locker

Center Options

8104 Pinion Posi-Lock Assembly
8106 Heat Treated Lower Shaft
8111-8S 4.12 Ring & Pinion Short
8126 Titanium Thrubolts
8133-8S Sprint Center Short, 10 Bolt
8133-8S-6 Sprint Center Short, 6 Bolt
8137 Heavy Duty Gear Cover
8182B Aluminum Drive Yoke
8184 HT Gudrilled Lower Shaft
8199 Viton Seal, Seal Plate
8202-V8 EDM Ring Gear (specify ratio)
8208 Thermal Dispersant Coating
8218-RP REM® Ring & Pinion
8218-BRG REM® Bearing (# is per Bearing)
8232G Big Brg. Gear Cover w/ Retainers
8252B Billet BB Gear Cover w/ Retainers
8268 Solid Seal Plate
8275 1350 Series Yoke
8298 Low Drag Carrier Seals
8299 Gudrilled Pinion Shaft

8115 Aluminum Spool
8121W Winters Track
8130 UltraLight Aluminum Spool
8171 Aluminum Locker

*Spindles not included.

**Order Option 9117 (2 7/8” Spacers)
# DESCRIPTION  P/N  QTY
1 Aluminum "Sprint" Center Section 4949 1
2 4.11 Ratio Ring & Pinion, Standard 65411S 1
3 3/8" Recessed Socket Head Pipe Plug 7111B 2
4 Bearing Cone, Pinion Shaft 7398 1
5A Bearing Cone, Pinion Shaft 7527 1
6 Double Bearing Cup, Pinion Shaft 4871 1
7 Bearing Race, Pinion 8622 1
8 Bearing Washer 5055 1
9 Posi-Lock Nut, Pinion Shaft 1806 1
10 O’Ring, Posi-Lock 7455 1
11 Posi-Lock Retainer, Pinion Shaft 1807 1
12 Lock Tab 12042 1
13 Bearing Retainer 12026 1
14 Lock Tab 12043 1
15 3/8-16 x 1 1/4" HHCS 7107 6
16 Quick Change Gear Set (Not Included) 8500 1
17 1/4-20 x 1/2" BHCS 8087 6
18 Bearing Retainer 3258 1
19 Ball Bearing, Gear Cover 8659 2
20 O’Ring, Gear Cover 8478 1
21 Billet Aluminum Gear Cover 4873 1
22 3/8-16 Aluminum High Nut 7794AS 10
23* 3/8-16 x 3 1/4" Stud, Gear Cover 7802 10
24 5/16" Diameter Steel Ball, Gear Cover 7398 10
25 Retaining Ring, Lower Shaft 7610 1
25* Standard Lower Shaft 4951 1
27 Front Ball Bearing, Lower Shaft 7390 1
28 O’Ring, Seal Plate 7413 1
29* Retaining Ring, Seal Plate, .375" Seal 7653 1
29* Retaining Ring, Seal Plate, .750" Seal 7652 1
30* Seal, Seal Plate, .375" Thin Seal 7204 1
30* Seal, Seal Plate, .750" Thick Seal 7204T 1
30* Seal, Seal Plate, .750" Viton Seal 7204V 1
31 O’Ring, Seal 7474 1
32 Seal Plate, .750" Seal 5018-01ML 1
33 3/8" SAE Flatwasher 7114 6
34* 3/8-16 x 1" HHCS, Seal Plate 7109Y 1
34* 3/8-16 x 1 1/4" HHCS, Seal Plate 7110 6
35* Spacer, Drive Yoke (Not Used with 3533) 8500 1
36* Drive Yoke, Steel, 1310 Series 5038 1
36* Drive Yoke, Steel, Threaded, 1310 Series 5038B 1
36* Drive Yoke, Steel with Integral Spacer 3533 1
36* Drive Yoke, Billet Aluminum, 1310 Series 5038AS-1 1
37 Retaining Washer, Drive Yoke 5037 1
38 3/8-24 x 1" BHCS, Drive Yoke 7110Y 6
39 Inspection Plug 3643 1
40 O’Ring, Inspection Plug 7454 1
41 Top Mount Breather 2966T 1
42 Magnesium Center Section K12068 1
43 Billet Aluminum 6 Bolt Gear Cover 12070 1
44 O’Ring, Billet Aluminum 6 Bolt Gear Cover 8446 1
45 #10-24 x 1/2" FHCS, Bearing Retainer 12417 1
46 Breather Assembly (Sold Separately) 2966-02 1

**NOTE:** Aluminum spool shown is not included in center section kit.

**ARP® RING GEAR BOLT KIT**

KIT P/N 9381
Option 9147 Installed in Rear

**6 BOLT CENTER WITH PINION BEARING SUPPORT**

**Option 9139**

The new Full Size Rear with 8” Ring Gear is no longer just for limited horsepower cars! The addition of a Pinion Bearing Support takes this rear to a whole new level. This dedicated Dirt & Asphalt Rear is only available for use with a 31 Spline Aluminum Spool. The Skull & Cross Bones 6 Bolt Billet Cover is a standard option on this new model. With the exception of being able to use a Differential in this rear, all current options are available.

**6 BOLT COVER**

Sold Separately

For Pinion Nose Support add Option 9143-6S when ordering

**P/N 65411SB-CT (4.11 RING AND PINION W/ BEARINGS)**

For Pinion Nose Support add Option 9143-6S when ordering

**P/N 6170 Aluminum P/N K6170 Magnesium**

The center kit retrofits into all existing full size quick change rears. Use your tubes, side bells and quick change gears and replace your 10” ring gear with our new 8” ring gear, which bolts to your carrier (spool, Trackstar, Locker, etc.).

**Use Winters Semi-Synthetic Hypoid Lube with Moly 80-90-140**

**P/N 1730**

**NOTE:** Aluminum spool shown is not included in center section kit.

**2ND GENERATION SHORT GEAR CAVITY INCREASES FUEL CELL CLEARANCE 1 1/2”**

**8” 4.11 RING & PINION IN A FULL SIZE 10” HOUSING**

**Ultralight Ring Gear EDM Option 8202-V8**

Weights 5.75 lbs

**Showed with Option 8208, 8133-8S-6 & 8155PMHD**

**6 BOLT COVER**

**Add option 9145 for No Logo Cover.**

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### 3" SIDE TUBES & SPINDLES

#### 2 7/8" WIDE 5

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>CAMBER</th>
<th>P/N ASSEM</th>
<th>P/N SPINDLE</th>
<th>P/N TUBE</th>
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<tbody>
<tr>
<td>1</td>
<td>2 7/8&quot; Tetrad Tube</td>
<td>Straight</td>
<td>32461</td>
<td>One Piece</td>
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<td>2 7/8&quot; Aluminum Side Tube</td>
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<td>3246</td>
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<tr>
<td>2</td>
<td>2 7/8&quot; Steel Side Tube</td>
<td>Straight</td>
<td>3791</td>
<td>One Piece</td>
<td>One Piece</td>
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*Must Use Tube

- Option 9119: Aluminum
- Option 8239: Steel

**NOTE:** Seal P/N 7289V is Required When Using Tube Spacer P/N 3262 (Tube Spacer O’Ring P/N 7490).

Add Option 1/2 8238 for Splined Tube

#### 8 BOLT TUBE THICK FLANGE

**SPINDLE BOLTS**

- 8 Bolt Thick Flange
  - P/N 7873: Steel Tube
  - P/N 7774: Aluminum Tube

**Available in Gold or Black**

#### WIDE 5

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>CAMBER</th>
<th>P/N ASSEM</th>
<th>P/N SPINDLE</th>
<th>P/N TUBE</th>
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<td>6631</td>
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<td>Wide 5 Aluminum Tube with Steel Spindle</td>
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<td>1.5°</td>
<td>1415A</td>
<td>1379-15</td>
<td>6597</td>
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#### DIRT MODIFIED DRIVE LINE

**KIT P/N 9380**

Gundrilled from solid stock, this 32 spline drive shaft has several advantages. Compared to the antiquated 16 spline assembly, which binds under load, this updated 32 spline assembly glides effortlessly. A large (1.275) O.D. results in less drive shaft whip, extended joint life and reduced drive shaft vibration. This results in a much freer race car. Kit includes (2) Aluminum 32 Spline Slip Yokes, (1) 32-32 Spline Drive Shaft, (2) U-Bolt Assemblies and (2) Drive Line Springs.

<table>
<thead>
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<th>DESCRIPTION</th>
<th>P/N</th>
<th>QTY</th>
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<td>Aluminum 32 Spline Slip Yoke, Timed</td>
<td>4865-32Timed</td>
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<td>2</td>
<td>Drive Shaft, Gundrilled, 32-32 Spline</td>
<td>5991-XX</td>
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<td>2</td>
<td>Drive Shaft, Titanium, Gundrilled, 32-32 Spline</td>
<td>5991TG</td>
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<tr>
<td>3</td>
<td>U-Bolt Assembly</td>
<td>3655M</td>
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<tr>
<td>4</td>
<td>Washer</td>
<td>3696-32</td>
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<td>5</td>
<td>Retaining Ring</td>
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<td>6</td>
<td>Drive Line Spring</td>
<td>5269-32</td>
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* Specify Length When Ordering

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# WIDE 5 FRONT HUB KIT

**KIT P/N 12292**  
**KIT P/N 12292L** Lightweight  
- 5 Spoke Wide 5 Hubs  
- Forged 2024-T3 Aluminum Construction  
- Oil or Grease Friendly  
- Accepts Standard or Super Free Angular Contact Bearings

## Kit Includes

<table>
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<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>P/N</th>
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<td>2</td>
<td>Single Lip Seal, Viton</td>
<td>12363</td>
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<td>3</td>
<td>Inner Bearing Cone</td>
<td>7502</td>
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<td>4</td>
<td>Inner Bearing Cup</td>
<td>7501</td>
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<td>5</td>
<td>Outer Bearing Cup</td>
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<td>Outer Bearing Cone</td>
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<tr>
<td>7</td>
<td>5/8-11 x 2 1/2” Stud</td>
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<td>8</td>
<td>O’Ring</td>
<td>7424</td>
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<td>9</td>
<td>Screw-In Dust Cap</td>
<td>12101</td>
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<tr>
<td>10</td>
<td>Plug</td>
<td>7874S</td>
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</table>

*Order Kit P/N 12292L for Lightweight Hubs*

---

**LIGHTWEIGHT HUB**  
Cap Not Included  

**HUB WITH RACES & STUDS**  
- P/N 12290  
- P/N 12290L Lightweight

**LOW DRAG!**  
Option 8254S-2  
Angular Contact Bearing Upgrade w/ Steel Balls, One Pair of Hubs  
Option 8254S-1  
Angular Contact Bearing Upgrade w/ Steel Balls, One Hub Only

**INDIVIDUAL BEARING PART NUMBERS**  
P/N 8666ACS Outer Angular Contact Bearing  
P/N 8999ACS Inner Angular Contact Bearing

---

**3 BOLT ROTOR ADAPTER**  
**KIT P/N 12784**  
This Rotor Adapter Plate converts 3 Lug to standard 8 Bolt Rotor.  
Bolt Kit with T-Nuts for 12784 Rotor (Floating) P/N 9387FL  
Bolt Kit for 12784 Rotor (Fixed) P/N 9387FX

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**10 3/4” Diameter Steel Rotor**  
P/N SC2710  
0.375” Thick  
P/N 8394  
1/2-13 x 1” Hex Flat Head Cap Screw

---

**Double Sided Hub Cap Socket**  
P/N 3153M

---

**3 on 5” Bolt Pattern**
**REAR KIT**

**KIT P/N 3750 (#1-15)**

Kit includes polished permanent mold aluminum hub, 5 bolt 7075-T6 aluminum inverted drive flange, bearings and seal kit with trick style steel lock nut kit.

**Kit Includes**

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</table>

*For Use with Splined Tubes  †Sold Separately

**LOW DRAG!**

Super Free Angular Contact Bearings w/ Steel Balls, Hub.

**Shown with Option 9158**

Thermal Coating, Lightweight with Hi-lighting.

**Option 8208-H**

Thermal Dispersant Coating

**Option 8284X5**

Titanium Drive Flange Studs

**Option 8284**

Titanium Wheel Studs

**Front Kit**

**KIT P/N 3750F (#1-13)**

Kit includes polished permanent mold aluminum hub, 5 bolt dust cap, bearings and seal kit with trick style steel lock nut kit.

**Kit Includes**

<table>
<thead>
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<td>2</td>
<td>Bearing Cup &amp; Cone Set</td>
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<td>4</td>
<td>Wheel Stud, Solid</td>
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<td>Seal</td>
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<td>6</td>
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<td>Washer</td>
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<tr>
<td>8</td>
<td>Spindle Nut, Steel</td>
<td>3271S</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>10-24 x 3/8&quot; BHCS</td>
<td>8740</td>
<td>2</td>
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<tr>
<td>10</td>
<td>Hub Cap</td>
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<td>Gasket</td>
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<td>5/16-18 x 3/4&quot; SHCS</td>
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<tr>
<td>16</td>
<td>Rotor Option</td>
<td></td>
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</tr>
</tbody>
</table>

†Sold Separately

**PROPER OIL LEVEL IS CRITICAL**

See page 119 for filling & oil level instructions. Use Winters P/N 1730 SAE 80W/90 or Mobil 1® 75-90 Oil.

**Option 8204**

Titanium Wheel Studs

**Option 8204H**

Titanium Wheel Studs, Gundrilled

**Shown with Option 9158**

Thermal Coating, Lightweight with Hi-lighting

**Option 8208-H**

Thermal Dispersant Coating

**Option 8020**

Spindle Nut Wrench Plate

**P/N 3269**

Hub Cap

**P/N 3289**

**Rear Rotor Options**

- Drilled Rotor

**Option 8240**

.810 x 12 1/8’’

2394

**Option 8241**

.810 x 11 3/4’’

2394GML

**Option 8243**

1 1/4’’ x 11 3/4’’

6608GM

**Option 8243L**

1 1/4’’ x 11 3/4’’

6608GML

**Option 8241L**

.810 x 11 3/4’’

2394GML

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**2 7/8” ALUMINUM FRONT SPINDLES**

**ASSEMBLY P/N 3796 Right Front Assembly**
**ASSEMBLY P/N 3795 Left Front Assembly**

Assembly comes with king pin & cap. Check out our 2 7/8” Front Wide 5 Hub Assembly P/N 3750F (see page 8).

---

**10° FRONT SPINDLE**

**P/N 12291 Also Comes In Black P/N 12291B**

**10° FRONT SPINDLE WITH TITANIUM PIN**

**P/N 12291T**

Features a Forged 2024-T3 Aluminum Base with a Heat Treated and Ground Spindle Pin. Check out our Wide 5 Front Hub Kits (see page 7).
TORSION BARS, AXLES & DIMENSIONAL DATA

SOLID TORSION BARS

Premium Heat Treated Steel! There Is A Difference!

When Ordering, Add Suffix Of Desired Diameter Bar To P/N
Ex. P/N 6362-825= 29” Bar, .825 Diameter

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
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<td>Solid 29” Bar Available In Various Sizes</td>
<td>6362</td>
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<tr>
<td>Solid 26” Bar Available In Various Sizes</td>
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<table>
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<tr>
<th>LENGTH</th>
<th>AVAILABLE DIAMETERS</th>
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<tr>
<td>29”</td>
<td>.825, .850, .875, .900, .925, .950, .975, 1.000, 1.025, 1.050, 1.075, 1.100, 1.125</td>
</tr>
</tbody>
</table>

FULL FLOATING DOUBLE SPLINED AXLES

Winters Titanium Axles
Lighter than gundrilled steel axles, Titanium Axles have four times the elasticity of steel. Their ability to wind up gives you a performance edge. Excellent for dirt and asphalt.

Winters Premium Steel Axles
Made from the finest material and CNC machined using an automatic double roller steady rest assuring that all axles run true and concentric. Finished with state of the art heat treat and available solid or gundrilled.

<table>
<thead>
<tr>
<th>AXLE TYPE</th>
<th>SPLINE</th>
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<td>Solid, Titanium</td>
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WIDE 5 DIRT MODIFIED 2 7/8” DIMENSIONAL DATA

Please Note: Popular Dimensions Shown. All Dimensions Available.

AXLE LENGTH FORMULAS

- **Aluminum Locker, Winters Track & Triple Track**
  - Right Axle = \( \frac{\text{Flange to Flange}}{2} + 0.500” + \text{Offset} \)
  - Left Axle = \( \frac{\text{Flange to Flange}}{2} + 0.500” - \text{Offset} \)

- **Lightweight Alum Locker**
  - Right Axle = \( \frac{\text{Flange to Flange}}{2} + 1.875” + \text{Offset} \)
  - Left Axle = \( \frac{\text{Flange to Flange}}{2} + 0.625” - \text{Offset} \)

- **Spool**
  - Right Axle = \( \frac{\text{Flange to Flange}}{2} + 0.500” + \text{Offset} \)
  - Left Axle = \( \frac{\text{Flange to Flange}}{2} + 0.500” - \text{Offset} \)

- **Track Star**
  - Right Axle = \( \frac{\text{Flange to Flange}}{2} + 2.625” + \text{Offset} \)
  - Left Axle = \( \frac{\text{Flange to Flange}}{2} + 1.375” - \text{Offset} \)
### Gearing Formulas

To Determine Gear RPM Change:

\[
\text{New RPM} = \frac{\text{RPM}}{\text{Gear Ratio}} \times \text{New Ratio}
\]

Example: 8000 + 6.50 x 6.49 = 7789

To Determine Final Drive:

\[
\text{(New RPM)} = \frac{\text{RPM} \times \text{Tire Dia.}}{\text{Ratio} \times \text{MPH} \\
= \frac{\text{RPM} \times \text{Tire Dia.}}{\text{MPH} \times 336}
\]

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### 10 Spline Quick Change Gears

SAE 8620 Steel, Crown Cut, 10 Spline Quick Change Gears. When ordering add prefix ‘85’ to set number. Example: 8501

A full sized poster version of this chart is available. Order P/N Poster-10

Remember to refill gear cavity with good quality gear lube after gear changes.

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Do Not Torch
350˚F plus and heat treat is permanently lost. Localized hot spots cause permanent distortion and loss of critical alignments. Castings will “crack” if subjected to torching.

Magnesium can be ignited - Exercise CAUTION!

Preparatory To Installing Pinion Into Case (Center Section)

1-Retain pinion nose bearing on to the pinion gear with fast dry thread lock to insure the bearing does not fall off during installation into the center section.
2-Check and remove any nicks or burrs in the center section pinion bore. Make sure center is clean and free of chemicals or flammable materials.
3-Heat the “clean” center to 270˚-300˚F in an oven.
   (DO NOT over heat as loss of heat treatment or distortion will occur.)

Installing Pinion Into Case

Remove heated center section from the oven and lubricate the pinion bearing bores and bearings. Install “chilled” pinion, then use a urethane (soft) hammer to insure the pinion is seated.

Install the lower shaft and bearings while the center is still hot (don’t burn yourself).

1-Lubricate all bearing bores.
2-Start front ball bearing into case bore approximately 1/8.”
3-Install lower shaft through center section from rear to front into ball bearing.
4-Slide rear ball bearing over installed shaft and carefully tap rear bearing evenly into place. Pinion spacer P/N 5020 and pinion retainer P/N 6269A should now be installed using (6) P/N 7110 HHCS 3/8-16 x 1” torqued to 20-25 ft lbs.

Note: All bolts threaded into magnesium or aluminum should be treated with an anti-seize product.

5-Front ball bearing can now be evenly tapped into place. Note: The above assembly procedure is to insure that bearings do not “cock” sideways in center section.
6-Front seal plate may now be installed and retaining bolts torqued to 20-25 ft lbs.

Allow assembled unit to cool to room temperature 68-72˚F before attempting to adjust pinion bearing preload.
10” SET-UP INSTRUCTIONS

**Tapered Roller Bearing Pinion Preload**

1-When adjusting pinion bearing posi-lock with new bearings, torque the posi nut to obtain 15-20 in lbs, pinion bearing rotational preload. 3-5 in lbs for REM® Bearings. 8-10 in lbs for used bearings. Lubricate O’Ring in posi-lock retaining cap. Install retaining cap (use finger pressure only). If it resists engagement, remove cap from pinion and rotate to next spline on 10 spline shaft and re-install. 10 splines =10 combinations...Try each spline for the best “no resistance” fit. Above preloads are set at 68°-72°F

**Angular Contact Bearing Pinion Preload**

After pinion is installed and case has cooled down to room temperature (68°-72°F), torque the pinion nut to 80-100 Ft Lbs (approximate) Pinion preload is set. Lubricate O’Ring in posi-lock retaining cap. Install retaining cap (use finger pressure only). If it resists engagement, remove cap from pinion and rotate to next spline on 10 spline shaft and re-install.

**Carrier Assembly and Ring Gear**

1- Adjusting Carrier preload is next. Remove seals and O’Rings from bells. Do not install ring gear onto carrier or spool as of yet.
2- Stand left side bell and tube vertically with bell up. Install checking bearing on ring gear end of carrier or spool (refer to chart on page 115 for proper checking bearing).
3- Set carrier and bearing into left vertical bell.
4- Set center section assembly on bell, making sure center section is setting flat against bell flange without bell seals and O’Rings.
5- Install second checking bearing on carrier.

Whether using tapered roller bearings or angular contact bearings, side bell preload remains the same.

Note: Winters spools are manufactured to use approximately .080 shims for initial preload.

6- Right bell should now be put into position on top of center section. If bell flange has full contact with center section, shims should be added until right bell flange is held above center section approximately .015 for steel spool and steel Triple Track, .012 for Winters Track and Track Star, .010 for aluminum locker, and .010 for Winters aluminum spools and aluminum Triple Track. See figure 1 on page 115 for carrier bearing preload “crush.”
7- Now that proper shim pack thickness has been determined, the shim pack should be removed and set aside for step number 9.
8- Ring gear should now be installed on carrier or spool making sure contact surfaces are perfectly clean. Install all 12 bolts and torque nuts alternating in a crisscross pattern in steps to 35 ft lbs (Use 60 ft lbs for threaded W/P type ring gear bolts using belleville washers). Loctite® adhesive should be used on these bolts.
9- Place one shim at a time under checking bearing on ring gear side of carrier. Placing carrier and ring gear assembly in left bell, set center section on left bell and check for ring gear/pinion backlash. Make sure adjustable ring gear pad in left bell is backed out far enough so that is does not make contact with the ring gear. (If you remove the wear pad completely DO NOT forget to replace it before tightening the thru bolts or complete rear will have to be disassembled to re-install the pad.) Carefully add shims until backlash has been removed. The remaining shims from the original shim pack should be installed on the opposite side of carrier. Put the right bell in place and bolt together. Check backlash. It should be between .004 and .006. If backlash is too much, shims from the right side must be moved to the left side. Once proper backlash is reached, the checking bearings can be removed and regular bearings installed, with shims in place.
Carrier Assembly and Ring Gear Continued

10-Install new side bell seals (P/N 7205) and O’Rings (4 & 6 rib bells P/N 7403T, 8 rib bells P/N 7403). Lubricate seals generously. Reassemble, install thrubolts, washers and nuts. Be sure to torque thrubolts in steps until a final torque of 35 ft lbs is reached using an alternating crisscross sequence. Spin the pinion over several times checking the backlash at several intervals. Backlash should be between .004 and .006. If backlash is not correct, the rear must be torn apart and the shims swapped from side to side until proper backlash is obtained. Tight spots are not acceptable.

11-Adjust ring gear wear pad by running wear pad in against the ring gear with force of 5 in lbs, then back off approximately 1/4 turn to obtain .008 to .010 clearance between ring gear and wear pad. Tighten jam nut on adjusting screw being careful not to turn adjusting screw any further.

Note: Assembly Temperature: 68˚- 72˚F

Commonly Used Replacement Parts

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<th>DESCRIPTION</th>
<th>SIZE</th>
<th>P/N</th>
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<td>7340</td>
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<td>Checking Bearing, Angular Contact, Aluminum Carrier</td>
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<td>7340ACB</td>
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<td>Checking Bearing, Aluminum Carrier</td>
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<td>Carrier Shim Kit, Aluminum</td>
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<tr>
<td>Side Bell Seals</td>
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<td>7205</td>
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<tr>
<td>Side Bell Seals, Low Drag, Viton</td>
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<td>0.375 Front Yoke Seal</td>
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<td>0.750 Front Yoke Seal</td>
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<tr>
<td>Heavy Duty Gear Cover Gasket, 10 Bolt</td>
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<td>------</td>
<td>7403T</td>
</tr>
<tr>
<td>O’Ring, Bell, 8 Rib</td>
<td>------</td>
<td>7403</td>
</tr>
<tr>
<td>Winters Threaded Ring Gear Bolts w/ Washers, 12 each</td>
<td>------</td>
<td>7868</td>
</tr>
<tr>
<td>Winters 80-90-140 Semi Synthetic Gear Oil w/ Moly</td>
<td>------</td>
<td>1730</td>
</tr>
</tbody>
</table>

Important!

Over-filling can cause problems as well as under-filling.
**LIMITED WARRANTY**

**Background**

Winters Performance Products, Inc., referred to herein as “Winters”, manufactures parts and equipment which are purchased by persons in various industries, who may install and use Winters parts and equipment in applications which may not be suitable for that Purchaser’s intended purpose. Purchaser understands, recognizes and acknowledges that all parts and equipment manufactured or sold by Winters are exposed to many, varied and unforeseeable uses and conditions. As a consequence, Winters can make no promise, warranty, affirmation or representation as to the performance of its parts or equipment, nor does Winters make any description or affirmation of fact concerning any sample or model of parts or equipment except as specifically set forth in this Limited Warranty. As further consideration for Purchaser using Winters’ parts or equipment, Purchaser acknowledges that, due to differing conditions and circumstances under which all parts and equipment are installed and used, Purchaser is not relying on Winters’ skill and judgment to select or furnish the proper part or equipment. Purchaser expressly affirms that it is relying on its own expertise, skill, and judgment to select, purchase, and install parts or equipment which are suitably safe and durable for their intended purpose. Purchaser assumes all risks associated with the performance of Winters’ parts.

**Limited Warranty**

Winters warrants to Purchaser that any part or equipment manufactured by Winters (“a Part”) will conform to the description of such Part contained in the catalog most recently published by Winters prior to the time of sale of such part or equipment to Purchaser (“the Description”). **WINTERS MAKES NO OTHER WARRANTY, EITHER EXPRESS OR IMPLIED WITH RESPECT TO ANY PART. WINTERS EXPRESSLY DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR USE OR PURPOSE AND EXPRESSLY DISCLAIMS ANY WARRANTY AS TO PERFORMANCE OF ANY PART.** The liability of Winters for breach of the foregoing warranty is limited to repair or replacement of any Part determined to fail to conform to its Description prior to installation and use. The burden of establishing that any Part fails to conform to its Description shall be upon Purchaser. In order to be entitled to repair or replacement of any Part, Purchaser must (i) inspect the Part upon receipt; and (ii) notify Winters in writing of the defect PRIOR TO INSTALLATION OF THE PART. In no event shall Winters be liable hereunder for any Part which has been installed. Purchaser assumes all risk relating to a Part once such Part is installed. **WINTERS SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL, SPECIAL OR INDIRECT DAMAGES (INCLUDING BUT NOT LIMITED TO LOST PROFITS) OR FOR LOSS OR DAMAGE DIRECTLY OR INDIRECTLY ARISING FROM THE USE OF A PART.** Every claim under this Limited Warranty shall be deemed waived unless made in writing within ninety (90) days of delivery of the Part by Winters to Purchaser. Purchaser acknowledges that, due to the multiple uses of Parts, it is impossible for Winters to predict the performance of any Parts once installed or the suitability of any Parts for any particular use. Purchaser expressly acknowledges its obligation to inform all users (customers) of the above disclaimer.

**Indemnity Against Third Party Claims**

PURCHASER HEREBY AGREES TO INDEMNIFY AND HOLD HARMLESS WINTERS FROM AND AGAINST ANY AND ALL CLAIMS, LIABILITY, LOSS AND DAMAGES, INCLUDING ATTORNEYS FEES, MADE BY ANY THIRD PARTY AGAINST WINTERS RELATING TO A PART OR THE USE OF ANY PART. Purchaser understands and agrees that no officer, director, employee or agent of Winters (including but not limited to any vendor, dealer, or distributor) has any authority to make any statements contrary to the terms of this Limited Warranty. Winters specifically disavows any statements contrary to what is above written.

**Choice of Law/Venue**

This Limited Warranty shall be governed by and construed in accordance with the laws of the Commonwealth of Pennsylvania. Any legal action which may arise as a result of disputes, controversies, or claims arising out of or related to this Limited Warranty or the purchase or use of any Part shall be litigated exclusively in the Court of Common Pleas of York County, Pennsylvania or the United States District Court for the Middle District of Pennsylvania.

**Miscellaneous**

This writing constitutes the full, complete and final statement of Winters’ Limited Warranty for Parts. All prior oral and written correspondence, test data, negotiations, representations, understandings and the like regarding Parts are merged in this writing and extinguished by it. This Limited Warranty may not be altered, amended, extended or modified except by a writing signed by the President or Vice President of Winters. Winters’ failure at any time to enforce any of the terms and conditions stated herein shall not constitute a waiver of any of the provisions herein. This Limited Warranty shall not be assigned by Purchaser. Winters responsibility for merchandise shipped via common carrier ceases upon delivering the order to the carrier. Winters is not responsible for merchandise lost or damaged in transit. Purchaser must file a claim with the delivery carrier for merchandise lost or damaged during transit. Winters will assist Purchaser by supplying any information necessary for submission of a claim. It is the responsibility of the Purchaser to comply with all laws and regulations, Federal, State and Local, governing resale of products sold by Winters. NSF Charge: $38.00 per returned check/payment. Repayments must be by cashier check or money order.

On request, all parts in Winters Performance Products, Inc. inventory and/or catalog are available in super strength heat treated steel (300,000/350,000 P.S.I. tensile strength) @ extra cost and special order. Refer to machinery handbook for strengths of other materials.

**RACING IS A DANGEROUS SPORT THAT CAN RESULT IN SERIOUS INJURY OR DEATH. THE ULTIMATE RESPONSIBILITY FOR PARTICIPANT AND VEHICLE SAFETY LIES WITH THE PARTICIPANT.**

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We invite you to explore our other winning product lines.

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