PLEASE READ BEFORE USE!

FALCON TRANSMISSION

OWNERS MANUAL

Model # _____ Serial # _____

Type _____ Date of Assembly _____

Options _____ _____

_____ _____

_____ _____

_____ _____

24.1

SAVE THIS BOOKLET FOR REFERENCE

Thank you for purchasing one of our fine products. You have chosen the best transmission available. This manual is intended to be used as a guide in the maintenance and set-up of your Winters Performance transmission. Our instructions, along with your common sense, will give you the satisfaction and performance that you expect and deserve when your racecar is Winters equipped.

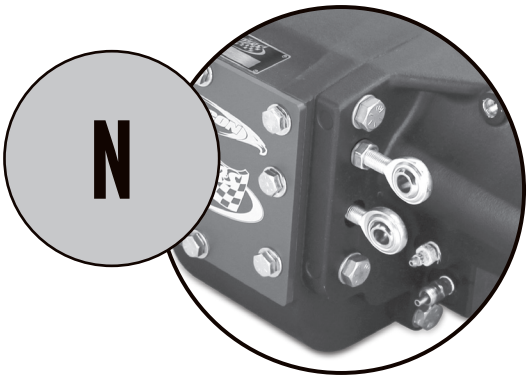
1580 Trolley Road • York, Pennsylvania 17408 USA

Phone (717) 764-9844 • Fax (717) 764-0617

WWW.WINTERSPERFORMANCE.COM

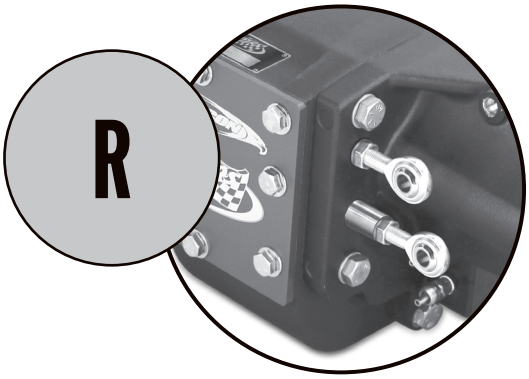
SHIFT PATTERNS

Shifter heim positions for each gear are shown below, but please carefully review Proper Shifting Procedure (right) before using your new Falcon transmission.



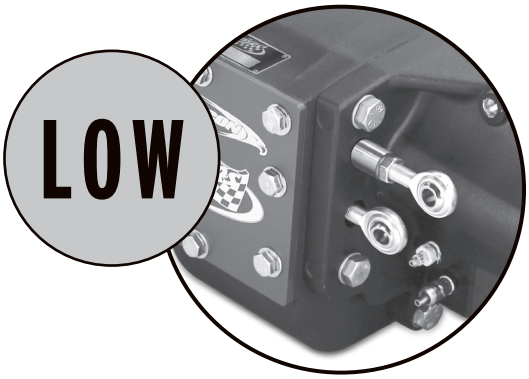
NEUTRAL

- Note position of shifter heims when in neutral
- Opposing shift shaft must be in neutral to select desired gear



REVERSE

- Push reverse lever forward (pull bottom shift shaft out) to select reverse gear
- As you apply the clutch pedal the car will back up



LOW GEAR

- Push low / high lever forward (pull upper shift shaft out) to select low gear
- As you apply the clutch pedal the car will move forward

HIGH GEAR / DIRECT DRIVE

- Pull high / low lever back (push upper shift shaft in) to select high gear / direct drive
- ***Carefully review Proper Shifting Procedure notes (right) to learn how to properly engage gears before using your new Falcon transmission.***

PROPER SHIFTING PROCEDURE

LOW GEAR IS ONLY TO BE USED TO DRIVE FROM TRAILER TO TRACK.

Using excessive power in low gear will damage the clutches.

TO ENGAGE LOW GEAR, make sure both levers are in neutral and your foot is off the gas and clutch pedals. Shift into low gear by pushing low/high lever forward. To move, press the clutch pedal while applying minimal throttle. Clutch pedal must remain pushed in the entire time low gear is engaged to stay in motion. If you let off the throttle to stop, you must also let off the clutch pedal.

ONCE ON TRACK IN LOW GEAR, bring engine speed to approximately 1,200-2,000rpm and let off the clutch and throttle and pull the low/high gear back past neutral into high gear.

DO NOT PRESS IN CLUTCH PEDAL WHEN HIGH GEAR IS ENGAGED.

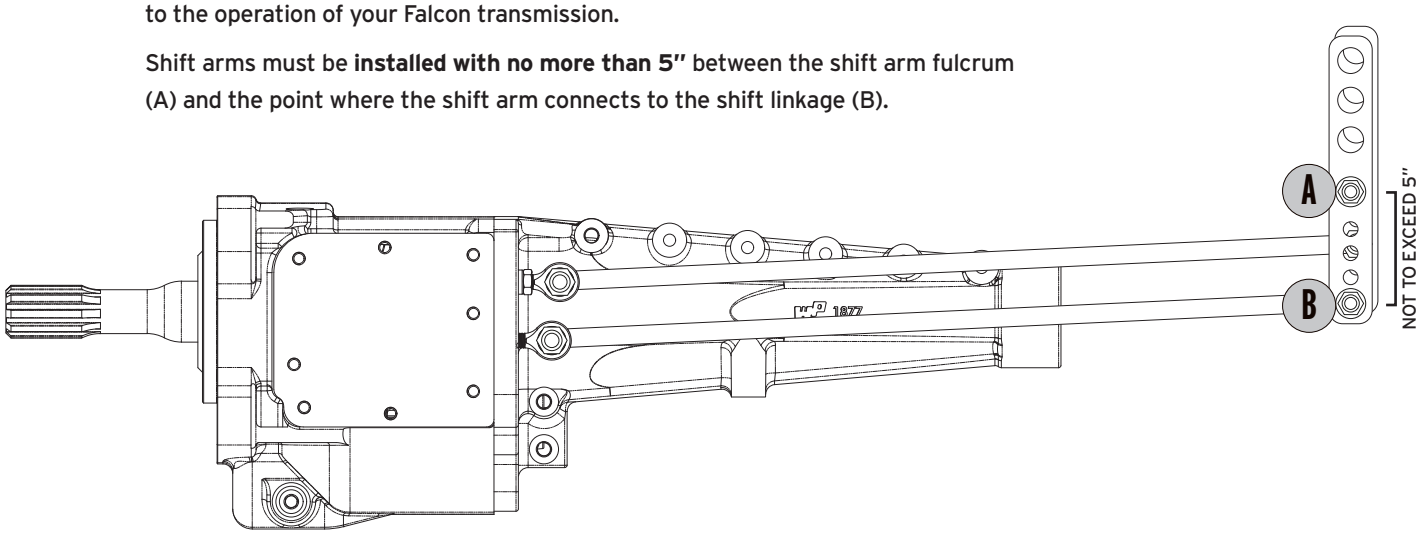
TO SHIFT FROM HIGH GEAR BACK TO LOW GEAR, as you're approaching pit speed, let off throttle and push high/low lever back into low gear. As you get to pit speed, re-apply clutch and throttle to maintain RPM through the pits.

TO ENGAGE REVERSE, follow the same procedure as engaging low gear: with both levers in neutral and feet off the gas and clutch pedals, shift into reverse and push in the clutch pedal while applying throttle. Clutch pedal must remain pushed in the entire time reverse is engaged to stay in motion. If you let off the throttle to stop, you must also let off the clutch.

SHIFTER INSTALLATION

Correct shift lever installation and fulcrum point location is critical to the operation of your Falcon transmission.

Shift arms must be **installed with no more than 5"** between the shift arm fulcrum (A) and the point where the shift arm connects to the shift linkage (B).



TRANSMISSION INSTALLATION

- The Falcon Transmission is a non-synchro sliding gear transmission. Fully engage low gear before power starts. High gear (direct-drive) shifts can be made at any time by matching engine RPM with speed of car. Example: Low gear is 2.4-to-1 and high gear is 1-to-1, so RPM must be cut more than half while shifting.
- **DO NOT** attempt to shift into high gear with the car at rest and the engine running.
- With new transmissions, gear grinding is not unusual when shifting to low or reverse with engine running. The clutch pack is set up tight at the factory, and the clutches break in with use. To move vehicle without grinding, we suggest placing the shift lever into low or reverse with engine off, then start the engine and apply the clutch (hydraulic pressure).
- **CAUTION - DO NOT slip clutches more than necessary.** Apply clutches firmly for longevity. Maintain enough pressure to minimize slipping.
- Low gear is for moving your vehicle fast enough to shift into high gear. It is not made for hard, fast starts, packing the track, loading and unloading onto the trailer, etc.
- When in low gear use only as much engine power as is necessary to get your vehicle moving fast enough to shift into high gear.
- High gear is direct-drive with no clutch between the engine and rear wheels.
- Maintain transmission oil level and do not over fill. Level should be to the bottom of the fill plug (see Figure A). Use ATF or equivalent.
- Transmissions feature a high gear (direct-drive) detent ball adjustment screw that's adjusted by loosening the jam nut and adjusting the amount of tension on detent ball.
- Make sure there are no chassis or body parts interfering with the shift linkage. Allow plenty of clearance so transmission gears can be full engaged at rest and on the track.
- Route clutch hydraulic lines so they are not affected by heat and are safe from being abraided or cut.
- **Pre-lube yoke support bearing and seal prior to installing driveshaft in a Late Model transmission. It is advisable to use a heat treated yoke on your driveshaft because your Winters transmission has a bearing rather than a bushing in the extension housing.**
- Check and torque all bolts and plugs on transmission prior to installation in your race car.
- **CAUTION - *DO NOT* attempt to force transmission into flywheel housing with bolts. Install and torque transmission retaining bolts after transmission is solidly against flywheel housing.**
- Master cylinder must be mounted above the transmission apply cylinder, away from heat. Bleed the hydraulic system with the same precautions used when bleeding brakes (use DOT 3 brake fluid). Do not use master cylinders with residual valves, check valves, or line-lock valves. It is important that the master cylinder apply lever retracts fully; brake fluid must be free to return to the master cylinder reservoir without maintaining hydraulic pressure.
- Input shaft must have free play (up to 3/16") after final installation. Minimum spline engagement should be 1/2".

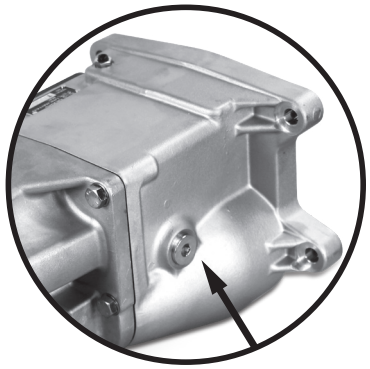


Figure A

BREAK-IN PROCEDURE

- As with any new or rebuilt product, be it an engine, transmission, or rear end, it is important to avoid premature wear on the gears and bearings by avoiding full throttle loads and high RPM conditions for at least 20 miles.
- Start break-in at 30% power and gradually increase, not to exceed 80% power.
- Return the car to the pits, drain and refill the gear lube to the proper oil levels with the car sitting level (see Figure B). Over filling will cause excessive heat.
- Car is now ready for competition.

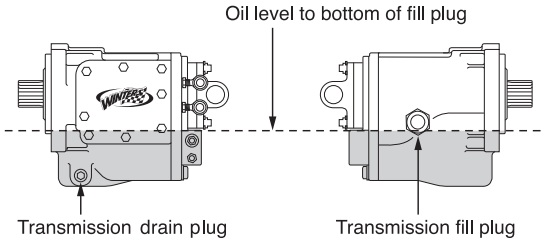
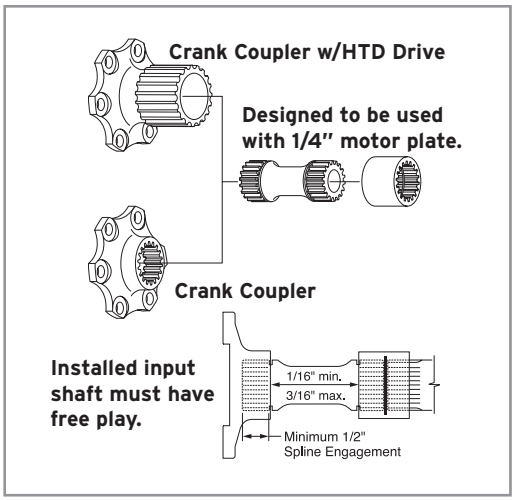
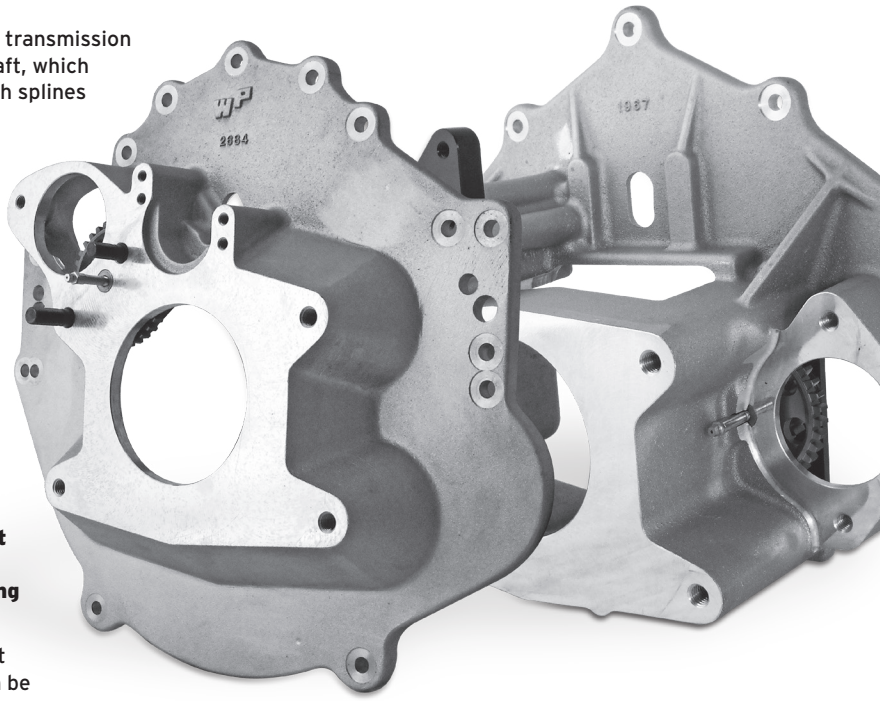


Figure B

INPUT SHAFT INSTALLATION



BELLHOUSING INSTALLATION



- Place transmission in high gear (direct-drive) prior to installing transmission in bellhousing. This allows the installer to rotate the output shaft, which turns the input shaft to facilitate spline engagement with clutch splines or crankshaft drive flange.
- When using a motor plate, the plate must be flat and even with back of engine block and perfectly true and flat across chassis.
- Dowel pins must be long enough to pass through the motor plate and fully engage with bellhousing.
- Bellhousing must be aligned with engine. See bellhousing alignment instructions on page 6.
- Pilot bushing, if used, must be long enough to compensate for motor plate thickness.
- Remove pilot bushing from crankshaft with Falcon Transmission.
- **CAUTION - *DO NOT* attempt to force transmission into bellhousing with bolts. Transmission will assemble into flywheel housing if splines are aligned, assuming input shaft splines and clutch splines or crank coupler splines are compatible. DO NOT install and torque transmission retaining bolts unless transmission is solidly against bell housing.**
- Bellhousing distortion can be greatly reduced by using a support mount under the transmission extension housing. Distortion can be caused by rough track conditions, contact with walls/other cars, chassis flex, etc.

INBOARD STARTER BELLHOUSINGS

- Center hole in motor plate must be large enough to clear all protrusions from back of bellhousing, minimum 13" I.D. (see Figure C).
- Adjust bell clearance to idler gear (see Figure D). Shim bell to .80/.100 clearance. Make sure starter is in place while checking clearance.
- Idler gear must slide freely on shaft.
- Check idler shaft periodically for signs of wear.
- Check alignment of idler gear to bell. By hand, push idler gear forward and engage into bell, making sure there is clearance. **It's very important to follow bellhousing alignment instructions very carefully.**
- Clean and regrease bushing in idler gear during routine maintenance. A moderate amount of grease is correct– more is not better.
- Remember, a starter is an electric motor. Cover when washing car.

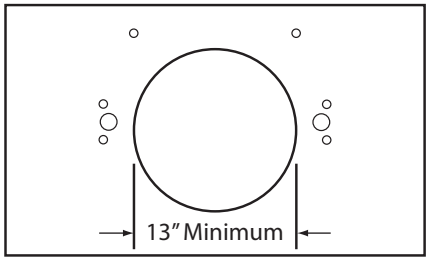
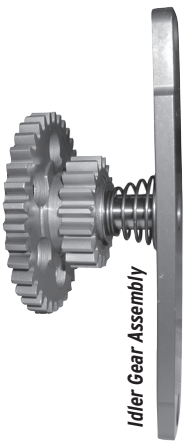


Figure C



Idler Gear Assembly

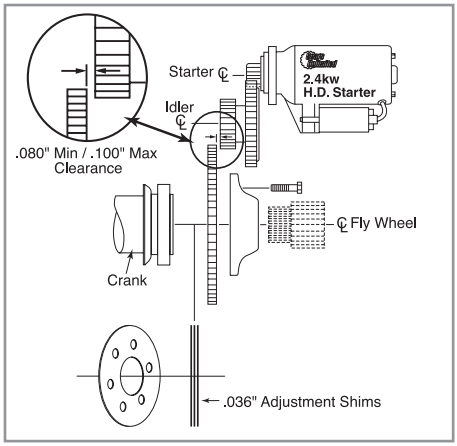


Figure D

BELLHOUSING ALIGNMENT

- Crankshaft and transmission MUST be in alignment with each other (.005 T.I.R. tolerance).
- Bellhousing bore misalignment with the crank shaft holds the key to almost all clutch and transmission problems. DO NOT shortcut proper alignment.

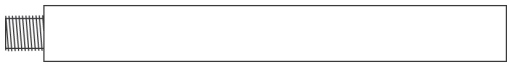


Figure D

- You assume new bellhousings are made accurately and the bolt holes, dowel pin holes, etc. are machined in the right locations and the front and rear of the housing is parallel. If using a used bellhousing, it is likely that the housing faces are not parallel within .005 T.I.R. Before installing a used housing, have a machine shop reface a minimum amount off the rear to bring the housing into specifications. Before having thevbellhousing refaced, measure the transmission register bore diameter to determine if bellhousing is compatible with transmission register diameter.
- Check the bellhousing on the engine after installing motor plate over dowel pins, making sure the dowel pins are long enough to exit the dowel pin holes in the bellhousing.
- Torque retaining bolts to 28-32 ft.-lbs. Install 6-8" threaded rod into the crank flange threaded hole (see Figure D). Mount and zero dial indicator in the bore in the bellhousing (see Figure E). Rotate the crankshaft while observing the indicator reading (.005 T.I.R. maximum allowable run-out). If in tolerance, reposition the dial indicator to the rear face of the bellhousing (see figure F). Zero indicator, rotate crankshaft while observing indicator reading (.005 T.I.R. maximum allowable run-out).

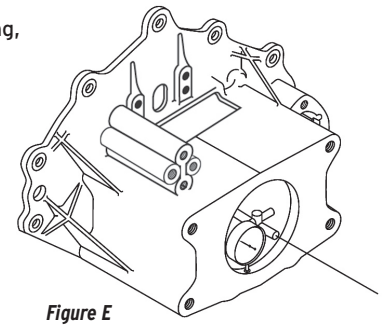


Figure E

- If either bore or face exceed .005 T.I.R., correction must be made for bore run-out. There are three popular methods of correction.
- **Method 1:** Offset dowel pins are the preferred method (see Figure G). Suppose your offset is (plus) + .020 at 12 o'clock (the bore must be raised .010), which is very common with blocks that have been align bored. Have a machine shop make .010 offset dowel pins with a timed slot in the end so that the pins can be installed with the slots parallel to each other. Remove original pins and correctly install the new pins.
- **Method 2:** Remove original dowels from engine and reinstall the motor plate (if used) and the bellhousing. Lightly torque the bolts and re-indicate. Bump the housing into perfect alignment and finish torquing the retaining bolts. With an oversized reamer, ream and oversize the dowel pin holes. Make new oversized, stepped pins (see figure H) and install.

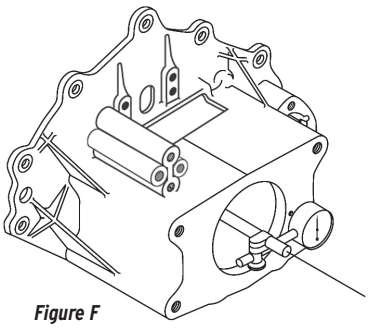


Figure F

- Re-check the bore alignment.
- If rear face is out of tolerance and the bellhousing was checked for parallelism and is in tolerance, the problem is your motor plate or the back of the motor is not square with the crank shaft. Correct as needed.
- **Method 3:** Use a commercially available bellhousing alignment tool (see Figure I), which bolts directly to the crankshaft flange and has an appropriate diameter flange that registers in the bore of your bellhousing and positions the bellhousing in the proper location respective to the crankshaft center line. Install and evenly torque housing attachment bolts. Ream oversize dowel pin holes and insert oversize pins. Re-check bore and face with an indicator to insure housing bore remains within specifications.

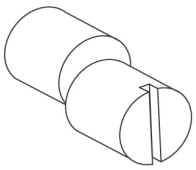


Figure G

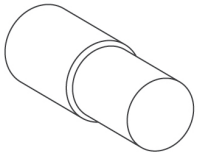


Figure H

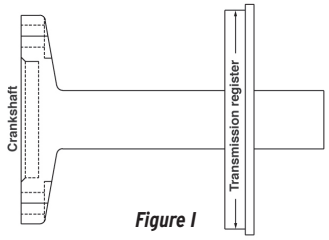


Figure I

	TRANSMISSION				BELLHOUSING			
	Input Spline	Pilot Bushing Shaft O.D.	Seal Plate O.D.	Dowel Pin O.D.	Trans. Register I.D.	Dowel Pin Bore	Pilot Bushing I.D.	Pilot Bushing O.D.
Winters or Chevy®	1 1/8-10 or 1 1/8-26	0.590	4.685 Gears 4.683 Chevy	0.625	4.687	0.626 to 0.628	0.592	1.094
Ford®	1 1/16-10 or 1 1/8-26	0.668	4.849	0.500	4.851	0.501 to 0.503	0.670	1.379
Mopar®	1 3/16-18	0.748	4.807	0.625	4.810	0.626 to 0.628	0.750	1.815

ADDITIONAL SET-UP INFO

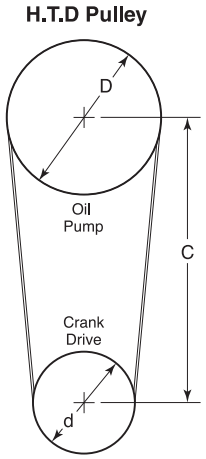
DETERMINING BELT LENGTH

L = Belt length

C = Center-to-center distance (to be measured on your own setup)

D = Pitch diameter of large pulley

d = Pitch diameter of small pulley Winters (24 teeth) = 2.4



L = 2C + 1.57" (D + d)

Ex: If C = 8.00" (Example) 2C = (8.00" + 8.00" = 16.00")

D = 3.5" (Example) D + d = (3.5" + 2.4" = 5.9")

d = 2.4"

2C + 1.57" (D + d)

1.57" x 5.9" = 9.263"

16.00" + 9.263" = 25.263"

Belt length = 25.263"

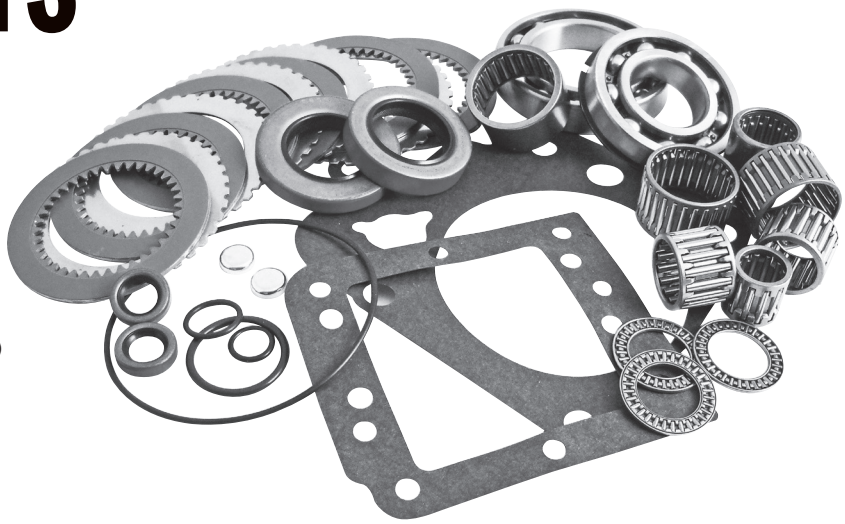
For HTD Belt Number
Length x 25.4 = Number

25.263" x 25.4 = 641.6802 (Use 640 belt)

REBUILD KITS

Complete Kit (shown) includes clutches, O-rings, gaskets, seals and bearings

Basic Kit includes clutches, O-rings, gaskets, and seals **but no bearings**



COMPLETE REBUILD KIT *(includes bearings)*

P/N 62823-2 Falcon Late Model
P/N 62825-2 Falcon Shorty
P/N 63477-2 Falcon Roller Slide

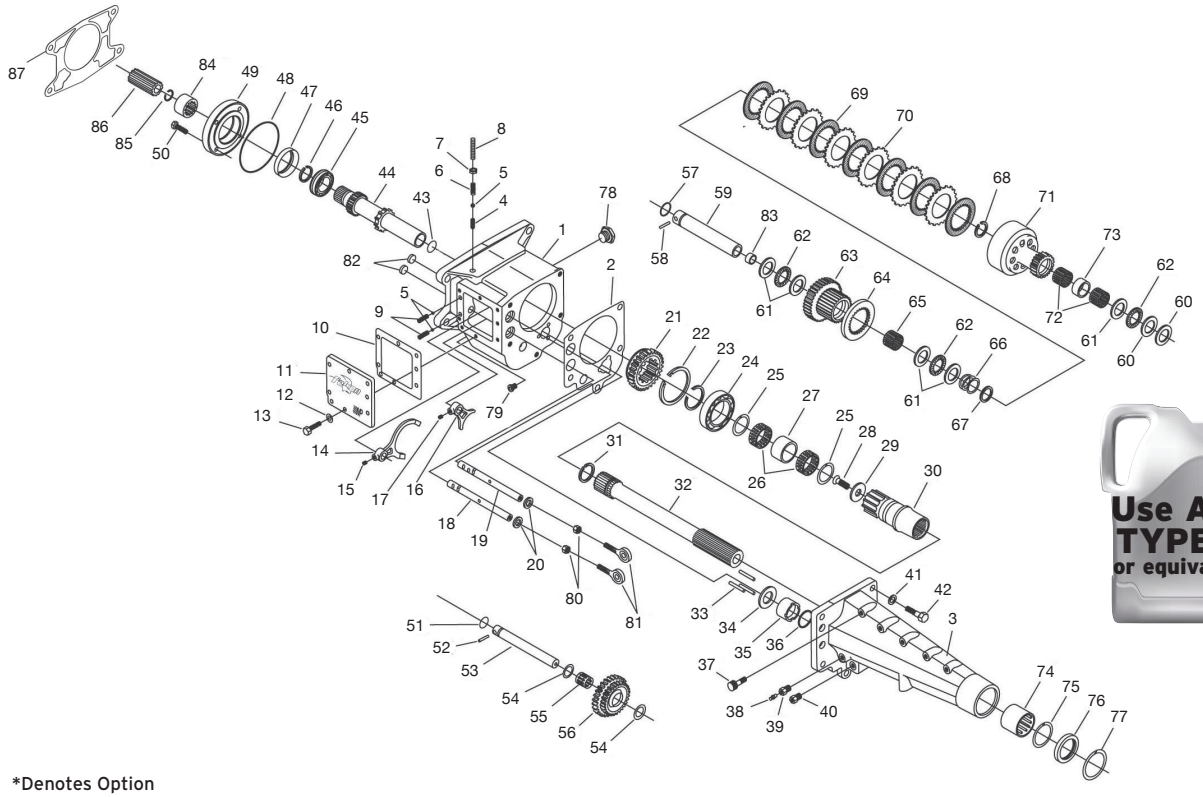
BASIC REBUILD KIT *(without bearings)*

P/N 62822-2 Falcon Late Model
P/N 62824-2 Falcon Shorty
P/N 63476-2 Falcon Roller Slide

MASTER CYLINDER REBUILD KIT

P/N 62820

FALCON LATE MODEL

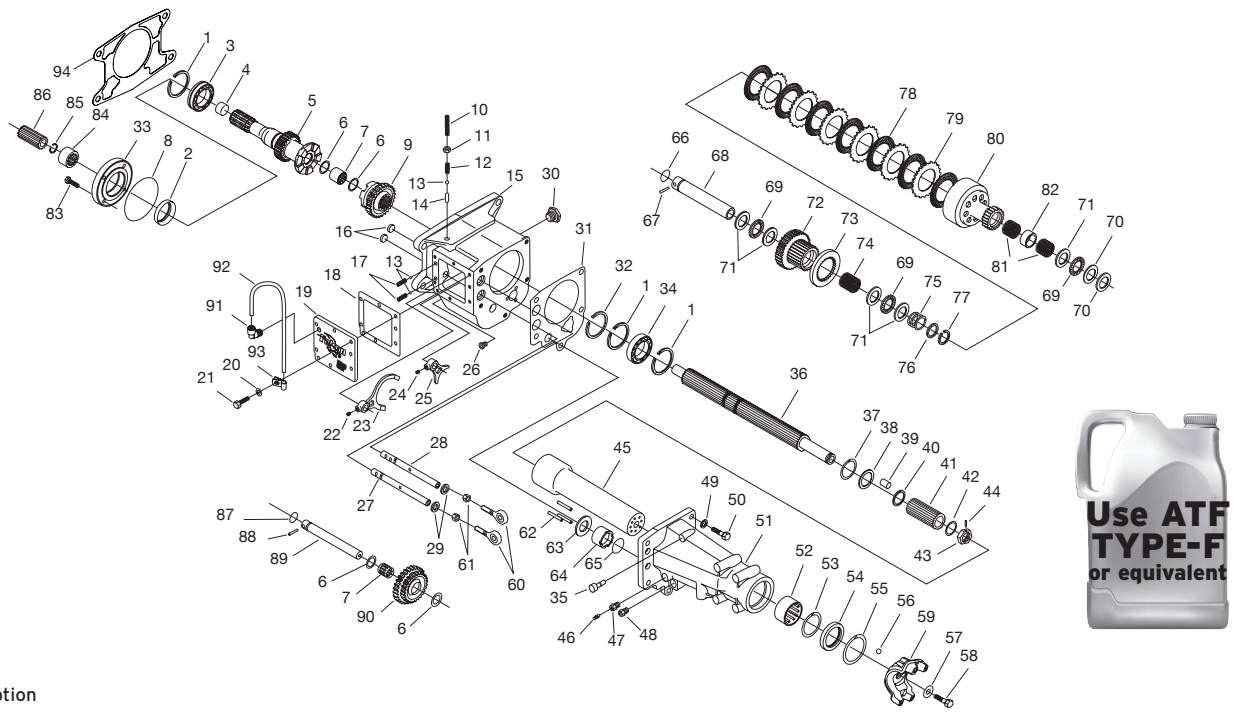


*Denotes Option

#	P/N	DESCRIPTION	QTY REQ'D
1	61745	Transmission Case, Aluminum	1
2	62155	Gasket	1
3	61877	Extension Housing, Aluminum	1
3*	62598	Extension Housing, Shorty	1
4	62105	Shuttle Pin	1
5	67398	Detent Ball	3
6	62333	Detent Spring, Top	1
7	68031	3/8-16 Jam Nut, Detent Screw	1
8	68030	3/8-16 x 1" Detent Screw	1
9	62332	Detent Spring, Side	2
10	62156	Gasket, Side Cover	1
11	62158	Side Cover, Late Model	1
12	67127	5/16" Washer	8
13	68034	5/16-18 x 3/4" HHCS	8
14	61911	Shift Yoke, Main	1
15	67837	5/16-24 x 1/2" SHSS	1
16	61691	Shift Yoke, Reverse	1
17	68027	1/4-28 x 1/2" SHSS	1
18	62212	Shift Shaft, Reverse	1
19	62211	Shift Shaft, Low / Neutral / Direct	1
20	67259	Seal, Shift Shaft	2
21	61741	Sliding Gear	1
22	67686	Retaining Ring, Rear Bearing	1
23	67685	Retaining Ring, Rear Shaft	1
24	67556	Bearing, Rear Shaft	1
25	67695	Retaining Ring	2
26	67568	Needle Bearing	2
27	61921	Aluminum Spacer	1
28	67149	3/8-24 x 7/8" 12pt., Output Shaft	1
29	61907	Washer, Output Shaft	1
30	61897	Rear Shaft	1
31	67694	Retaining Ring, Output Shaft	1
32	61903	Output Shaft	1
32*	62597	Output Shaft, Shorty	1
33	61845	Push Rod	3
34	61906	Piston Thrust Washer	1
35	61844	Piston	1
36	67482	O'Ring, Piston	1
37	68024	Breather	1
38	65313	Bleeder	1
39	65314	Adapter, Bleeder	1
40	68042	Compression Fitting	1
41	67811	Washer	5
42	67117	7/16-14 x 1 1/4" HHCS	5
43	68026	Core Plug	1
44	61991	Main Shaft	1
45	67555	Bearing, Input Shaft	1

#	P/N	DESCRIPTION	QTY REQ'D
46	67682	Retaining Ring, Input Bearing	1
47	67256	Seal, Seal Plate	1
47*	67256V	Seal, Viton, Seal Plate	1
48	67483	O-Ring, Seal Plate	1
49	61744	Seal Plate	1
50	67195	5/16-18 x 3/4" 12pt	4
51	67481	O-Ring, Reverse Shaft	1
52	67992	Roll Pin, Reverse Shaft	1
53	61743	Reverse Counter Shaft	1
54	68303	Retaining Ring	2
55	67563	Needle Bearing	1
56	61742	Reverse Idler Gear	1
57	67480	O-Ring	1
58	67991	Roll Pin, Counter Shaft	1
59	61737	Counter Shaft	1
60	67560	Thrust Washer, .063"	1
60*	68840	Thrust Washer, .070"	1
60*	68842	Thrust Washer, .080"	1
61	67585	Thrust Washer, .093"	5
62	67562	Thrust Bearing	3
63	61734-36	Clutch Pack Hub	1
64	61736-1	Clutch Pack Spacer	1
64*	61736	Clutch Pack Spacer, Aluminum	1
65	67591	Needle Bearing	1
66	61912	Clutch Spring	1
67	61847	Clutch Spring Spacer	1
68	67687	Retaining Ring	1
69	61853RS-7E	Clutch Disk, Friction	7
70	61852RS-6A	Clutch Disk, Steel	6
71	61735	Clutch Gear	1
72	67559	Needle Bearing	2
73	62354	Spacer	1
74	67574	Bearing, Extension Housing	1
75	67602	Retaining Ring, Bearing	1
76	67257	Seal, Extension Housing	1
76*	67257V	Seal, Viton, Extension Housing	1
77	67691	Retaining Ring, Seal	1
78	68035	Fill Plug	1
79	67874	Drain Plug	1
80	68032	Jam Nut, Heim End	2
81	67580	Heim End	2
82	68052	Case Plug	2
83	68025	Cap Plug	1
84	62407	Collar	1
85	67639	Snap Ring, Collar	1
86	62901	Input Shaft, 18/18 Splines	1
87	64334	Bellhousing Filler Plate	1

FALCON ROLLER SLIDE

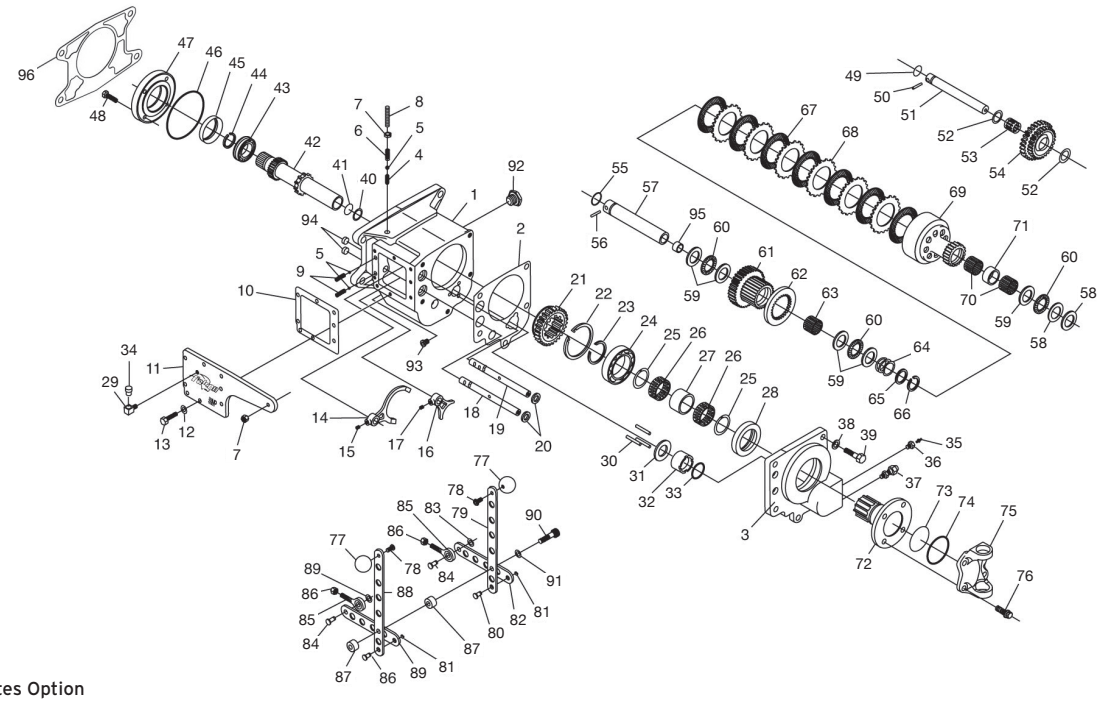


*Denotes Option

#	P/N	DESCRIPTION	QTY REQ'D
1	67682	Snap Ring	3
2	67256	Seal, Seal Plate	1
3	67555	Bearing, Input Shaft	1
4	68026	Core Plug	1
4*	67860	1" Core Plug, 1-Piece, Main Shaft	1
4*	67860-1	1/2" Core Plug, 1-Piece, Main Shaft	1
5	62879-10	Main Shaft, 1-Piece, 10-Spline	1
5*	62879	Main Shaft for 3-Piece Input Shaft	1
6	68303	Snap Ring	4
7	67563	Needle Bearing	2
8	67483	O-Ring, Seal Plate	1
9	62878	Slider Gear	1
10	68030	3/8-16 x 1" Detent Screw	1
11	68031	3/8-16 Jam Nut, Detent Screw	1
12	62333	Detent Spring, Top	1
13	67398	Detent Ball	3
14	62105	Shutter Pin	1
15	61745	Transmission Case	1
16	68052	Case Plug	2
17	62332-S	Detent Spring	2
18	62156	Gasket, Side Cover	1
19	62158	Side Cover	1
20	67172	5/16" Washer	8
21	68034	5/16-18 x 3/4" HHCS	8
22	67837	5/16-24 x 1/2" SHSS	1
23	61911	Shift Yoke, Main	1
24	68027	1/4-28 x 1/2" SHSS	1
25	61691	Shift Yoke, Reverse	1
26	67874	Drain Plug	1
27	62212	Shift Shaft, Reverse	1
28	63491	Shift Shaft, Low / Neutral / Direct	1
29	67259	Seal, Shift Shaft	2
30	68035	Fill Plug	1
31	62155	Gasket	1
32	68331	Snap Ring	1
33	61744	Seal Plate	1
34	68662	Bearing	1
35	67772	1/8" NPT Plug	1
36	62872	Fixed Sliding Shaft	1
37	68347	Retaining Ring	1
38	62877	Retainer	1
39	68721	1" Dowel	6
40	62920	Washer	1
41	62921	Splined Spacer	1
42	62922	Washer	1
43	62923	Nut	1
44	68729	3/32 x 7/8" Spring Pin	1
45	62873	Sliding Shaft Assembly	1
46	65313	Bleeder	1
47	65314	Adapter, Bleeder	1
48	68042	Compression Fitting	1

#	P/N	DESCRIPTION	QTY REQ'D
49	67811	Washer	5
50	67117	7/16-14 x 1 1/4" HHCS	5
51	62871	Extension Housing	1
52	68660	Needle Bearing	1
53	67653	Snap Ring	1
54	67282V	Seal, Extension Housing	1
55	67678	Retaining Ring, Seal	1
56	67347	Steel Ball	15
57	68372	ARP Washer	1
58	68373	ARP 5/8-18 x 1" HHCS	1
59	62874	Rear Yoke	1
60	67580	Heim End	2
61	68032	Jam Nut, Heim End	2
62	61845	Push Rod	3
63	61906	Piston Thrust Washer	1
64	61844	Piston	1
65	67482	O-Ring, Piston	1
66	67480	O-Ring	1
67	67991	Roll Pin, Counter Shaft	1
68	61737	Counter Shaft	1
69	67562	Thrust Bearing	3
70	67585	Thrust Washer, .063"	1
70*	68840	Thrust Washer, .070"	1
70*	68842	Thrust Washer, .080"	1
71	67560	Thrust Washer, .093"	5
72	61734	Clutch Pack Hub	1
73	61736-1	Clutch Pack Spacer, Steel	1
73*	61736	Clutch Pack Spacer, Aluminum	1
74	67591	Needle Bearing	1
75	61912	Clutch Spring	1
76	61847	Clutch Spring Spacer	1
77	67687	Retaining Ring	1
78	61853RS-7E	Clutch Disk, Friction	7
79	61852RS-6A	Clutch Disk, Steel	6
80	61735	Clutch Gear	1
81	67559	Needle Bearing	2
82	62354	Spacer	1
83	67195	5/16-18 x 3/4" 12pt.	4
84*	62407	Collar	1
85*	67639	Snap Ring, Collar	1
86*	62901	Input Shaft, 18/18 Splines	1
87	67481	O-Ring, Reverse Shaft	1
88	67992	Roll Pin, Reverse Shaft	1
89	61743	Reverse Counter Shaft	1
90	61742	Reverse Idler Gear	1
91	68961	Breather Elbow	1
92	68962	Breather Tube / Per Inch	2 ft.
93	68973	Clamp, Breather Tube	2
94	64334	Bellhousing Filler Plate	1
	69399	ARP Ultra Torque Lube	1

FALCON SHORTY



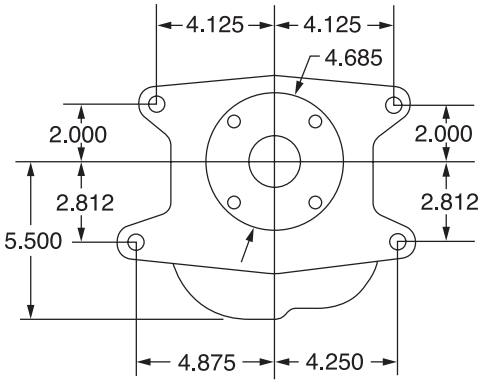
*Denotes Option

#	P/N	DESCRIPTION	QTY REQ'D
1	61745	Transmission Case, Aluminum	1
2	62155	Gasket	1
3	61843	Rear Cover, Aluminum	1
4	62105	Shuttle Pin	1
5	67398	Detent Ball	3
6	62333	Detent Spring, Top	1
7	68031	3/8-16 Jam Nut, Detent Screw	1
8	68030	3/8-16 x 1" Detent Screw	1
9	62332	Detent Spring, Side	2
10	62156	Gasket, Side Cover	1
11	62157	Side Cover, Shorty	1
12	67127	5/16" Washer	8
13	68034	5/16-18 x 3/4" HHCS	5
13	68879	5/16-18 x 1" HHCS	3
14	61911	Shift Yoke, Low / Neutral / Direct	1
15	67837	5/16-24 x 1/2" SHSS	1
16	61691	Shift Yoke, Reverse	1
17	68027	1/4-28 x 1/2" SHSS	1
18	62212	Shift Shaft, Reverse	1
19	62211	Shift Shaft, Low / Neutral / Direct	1
20	67259	Seal, Shift Shaft	2
21	61741	Sliding Gear	1
22	67686	Retaining Ring, Rear Bearing	1
23	67685	Retaining Ring, Rear Shaft	1
24	67556	Bearing, Rear Shaft	1
25	67695	Retaining Ring	2
26	67568	Needle Bearing	2
27	62373	Aluminum Spacer	1
28	67262	Rear Seal	1
28*	67262V	Rear Seal, Viton	1
29	68036	Street Elbow, 1/8 NPT	1
30	61845	Push Rod	3
31	61906	Piston Thrust Washer	1
32	61844	Piston	1
33	67482	O-Ring, Piston	1
34	68024	Breather	1
35	65313	Bleeder	1
36	65314	Adapter, Bleeder	1
37	68042	Compression Fitting	1
38	67811	Washer	5
39	67117	7/16-14 x 1 1/4" HHCS	5
40	8304	Retaing Ring Core Plug	1
41	68026	Core Plug	1
42	61991	Main Shaft	1
43	67555	Bearing, Input Shaft	1
44	67682	Retaining Ring, Input Bearing	1
45	67256	Seal, Seal Plate	1
45*	67256V	Seal, Viton, Seal Plate	1
46	67483	O-Ring, Seal Plate	1
47	61744	Seal Plate	1
48	67195	5/16-18 x 3/4" 12pt.	4

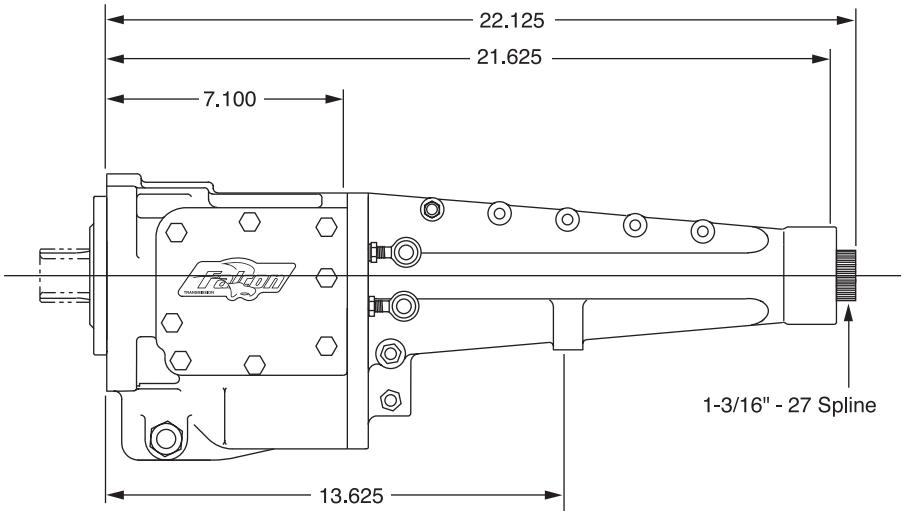
#	P/N	DESCRIPTION	QTY REQ'D
49	67481	O-Ring, Reverse Shaft	1
50	67992	Roll Pin, Reverse Shaft	1
51	61743	Reverse Counter Shaft	1
52	68303	Retaining Ring	2
53	67563	Needle Bearing	1
54	61742	Reverse Idler Gear	1
55	67480	O-Ring	1
56	67991	Roll Pin, Counter Shaft	1
57	61737	Counter Shaft	1
58	67585	Thrust Washer, .063"	1
58*	68840	Thrust Washer, .070"	1
58*	68842	Thrust Washer, .080"	1
59	67560	Thrust Washer, .093"	5
60	67562	Thrust Bearing	3
61	61734-36	Clutch Pack Hub	1
62	61736-1	Clutch Pack Spacer, Steel	1
62*	61736	Clutch Pack Spacer, Aluminum	1
63	67591	Needle Bearing	1
64	61912	Clutch Spring	1
65	61847	Clutch Spring Spacer	1
66	67687	Retaining Ring	1
67	61853RS-7E	Clutch Disk, Friction	7
68	61852RS-6A	Clutch Disk, Steel	6
69	61735	Clutch Gear	1
70	67559	Needle Bearing	2
71	62354	Spacer	1
72	61740	Rear Flange	1
73	67990	Core Plug	1
74	67676	Retaining Ring, Core Plug	1
75	65856	Flange Yoke	1
76	67152	3/8-24 x 7/8" 12pt.	4
77	62637	Shift Knob, Black	2
78	68040	5/16-18 x 5/8" BHCS	2
79	62168	Shift Arm, Low / Neutral / Direct	1
80	62306	Linkage Pin	2
81	68301	Clip, Linkage Pin	2
82	62401	Shift Linkage, Low / Neutral / Direct	1
83	68302	Clip, Clevis Pin	2
84	62307	Clevis Pin	2
85	67580	Heim End	2
86	68032	Jam Nut, Heim End	2
87	62356	Spacer	2
88	62169	Shift Arm, Reverse	1
89	62402	Shift Linkage, Reverse	1
90	68019	Shoulder Bolt	1
91	68013	Wave Washer	2
92	68035	Fill Plug	1
93	67874	Drain Plug	1
94	68052	Case Plug	2
95	68025	Cap Plug	1
96	64334	Bellhousing Filler Plate	1

FALCON DIMENSIONS

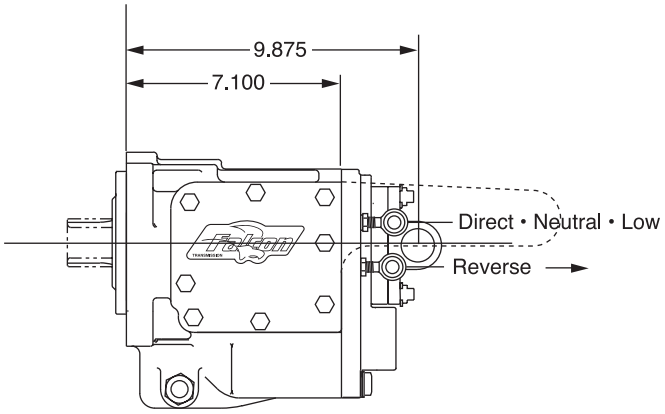
FALCON (ALL)



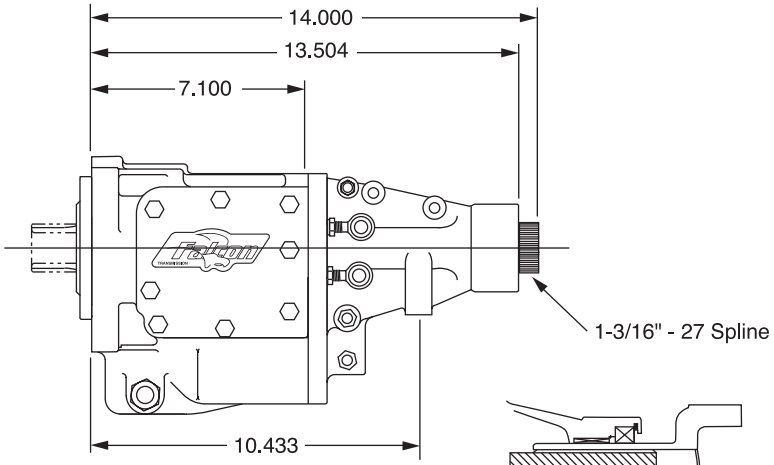
FALCON LATE MODEL

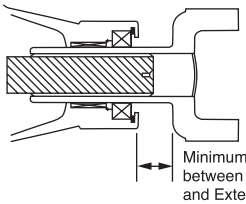


FALCON SHORTY

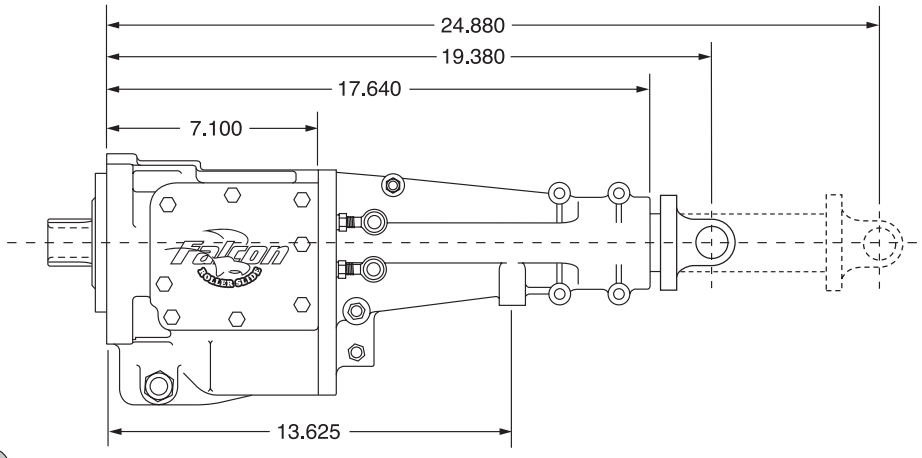


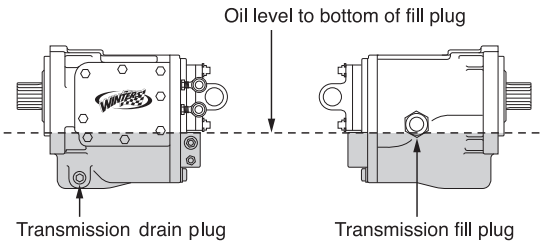
FALCON WITH SHORTY EXTENSION HOUSING





FALCON ROLLER SLIDE





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 of the parts or equipment sold to Purchaser, 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 judgement to select or furnish the proper part or equipment. Purchaser expressly affirms that it is relying on its own expertise, skill, and judgement 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 THE 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 risks 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 written above.

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 made 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) at 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.

1580 Trolley Road • York, Pennsylvania 17408 USA • Phone (717) 764-9844 • Fax (717) 764-0617

WWW.WINTERSPERFORMANCE.COM