

tbc

TILTON BRAKE
& CONTROLS



PEDAL ASSEMBLIES // MASTER CYLINDERS // RESERVOIRS // BRAKE COMPONENTS // RACING FLUIDS

For 2009...

Tilton Brake & Controls reasserts themselves as the leader in brake controls for racing and high-performance applications. We have invested heavily in improving existing products and developing new, technically advanced products that set new standards in the industry. We are committed to being the leader in brake controls, as is demonstrated by the products you will find in the proceeding pages.



TB1-R and TS1-R Racing Brake Fluids. TC1-R High-Performance Clutch Fluid. [page 40]



900-Series Brake Pedal Retrofit Kit for Dallara F308 chassis. [page 26]



Redesigned 600-Series Pedal Assemblies. [pages 1-17]



3-Chamber Plastic Reservoir. [page 39]



Low Profile 3-Chamber Billet Aluminum Reservoir. [page 38]



Premium Remote Brake Bias Adjuster. [page 36]



Table of Contents

600-Series 3 Pedal Floor-Mount Aluminum.	pg. 02
600-Series 3 Pedal Floor-Mount Steel	pg. 04
600-Series 2 Pedal Floor-Mount Aluminum.	pg. 06
600-Series 2 Pedal Floor-Mount Steel	pg. 08
600-Series 1 Pedal Floor-Mount Brake	pg. 10
600-Series 1 Pedal Floor-Mount Clutch	pg. 10
600-Series 2 Pedal Overhung-Mount.	pg. 12
600-Series 2 Pedal Firewall-Mount	pg. 14
600-Series Remote-Mount	pg. 16
TB&C Pedal Mount Tips	pg. 18
900-Series 3 Pedal Floor-Mount	pg. 20
900-Series 2 Pedal Overhung-Mount.	pg. 22
900-Series 2 Pedal Firewall-Mount	pg. 24
900-Series 1 Pedal Dallara F3 Brake Upgrade.	pg. 26
73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32
77-Series Master Cylinders.	pg. 33
Master Cylinder Rebuild Kits & Service Parts	pg. 34
Balance Bars / Bias Adjusters / 90° Coupler	pg. 36
Prop Valves / Flow Control / Bleeder Kits	pg. 37
Billet Reservoirs	pg. 38
Plastic Reservoirs	pg. 39
TB&C Fluids	pg. 40

600 SERIES



TB&C 600-Series pedal assemblies offer the best value in the market for pedal assemblies of their type. Incorporating technology from our benchmark-setting 900-Series, we have engineered the latest generation of 600-Series pedal assemblies to provide excellent performance at competitive prices.

The newly redesigned 600-Series pedal assemblies incorporate features such as ramps to prevent balance bar "tipping", high-strength 7/16" balance bars, adjustable foot pads (aluminum pedals only) and oil-impregnated bronze bushings at pedal pivots*. As with all TB&C pedal assemblies, ergonomic principles have been applied to reduce driver fatigue and provide exceptional feedback.

600-Series are available in Floor-mount, Overhung, Firewall-mount and Remote-mount configurations. They are designed for use with fixed-mounted master cylinders, such as TB&C 73/74/75/76-Series master cylinders.

*With the exception of part numbers 72-610, 72-642, 72-650 & 72-680



P/N 72-603*

Pedal Material	Ratio	Weight**	Part Number
Aluminum	varies	5.5 lbs (2.5 kg)	72-603

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjuster: Standard	pg. 36
Remote Brake Bias Adjuster: Premium	pg. 36
90 degree coupler	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

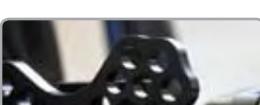
* optional components shown

** does not include master cylinder(s)

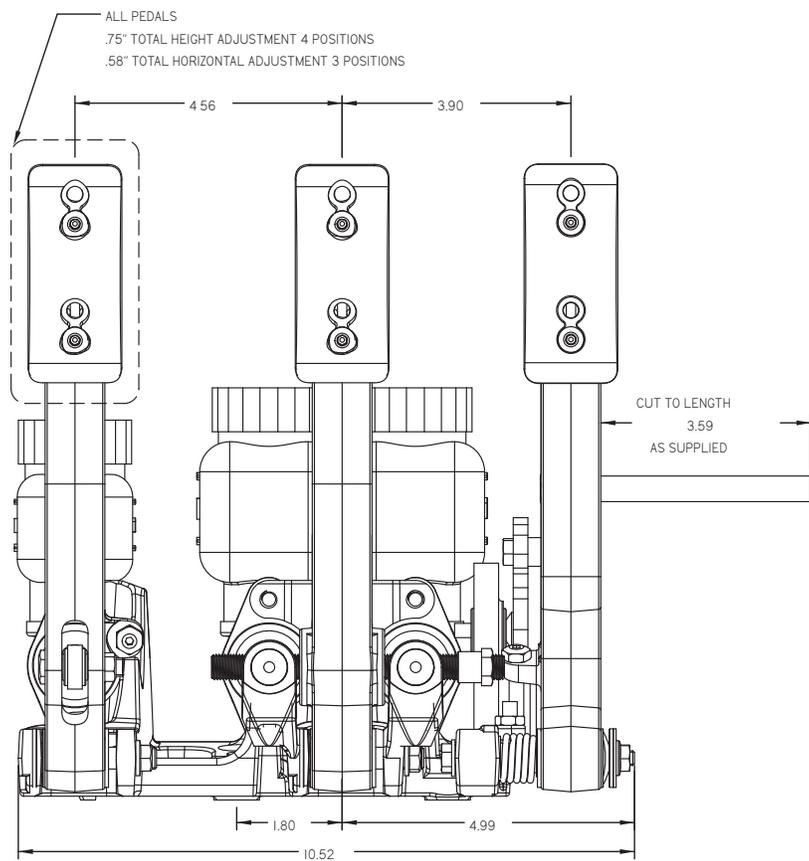
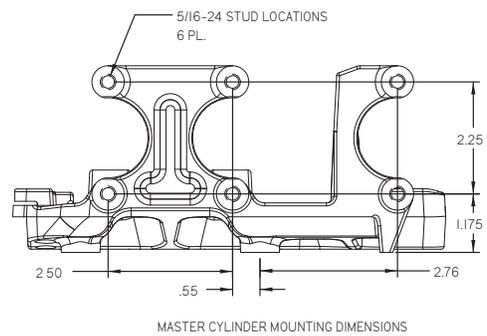
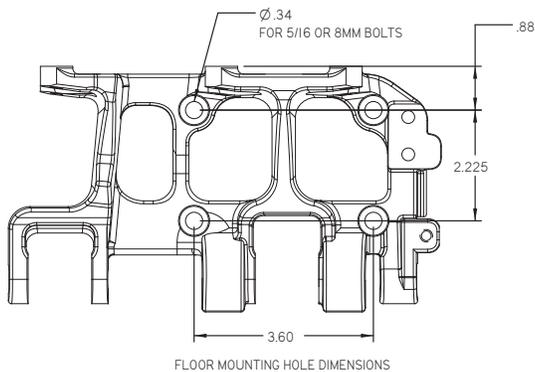
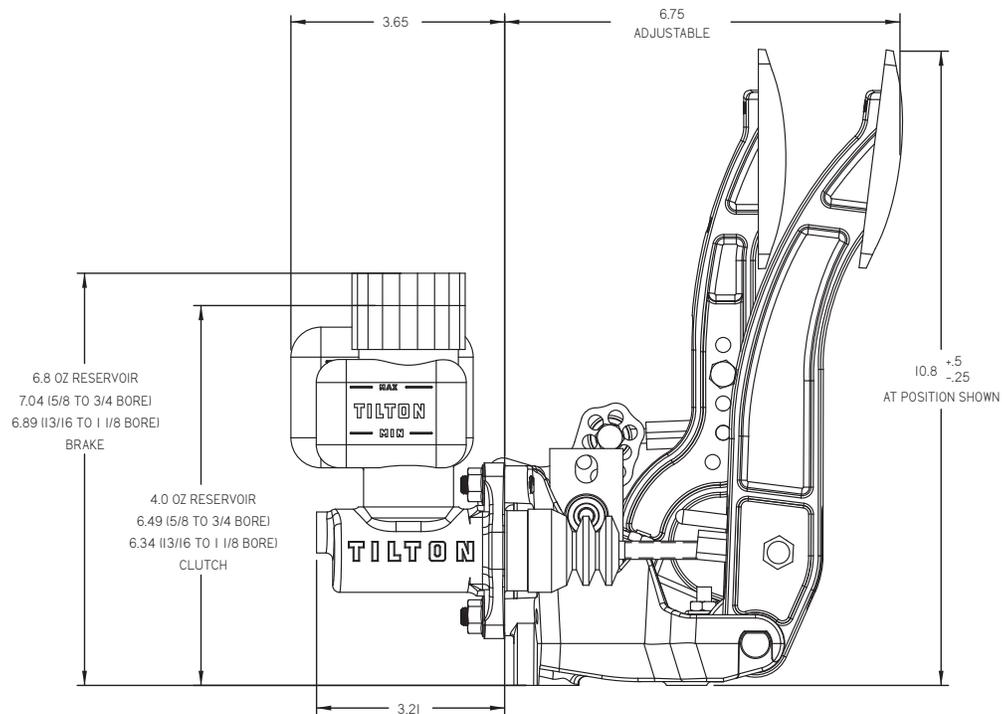
Mounting location: Floor

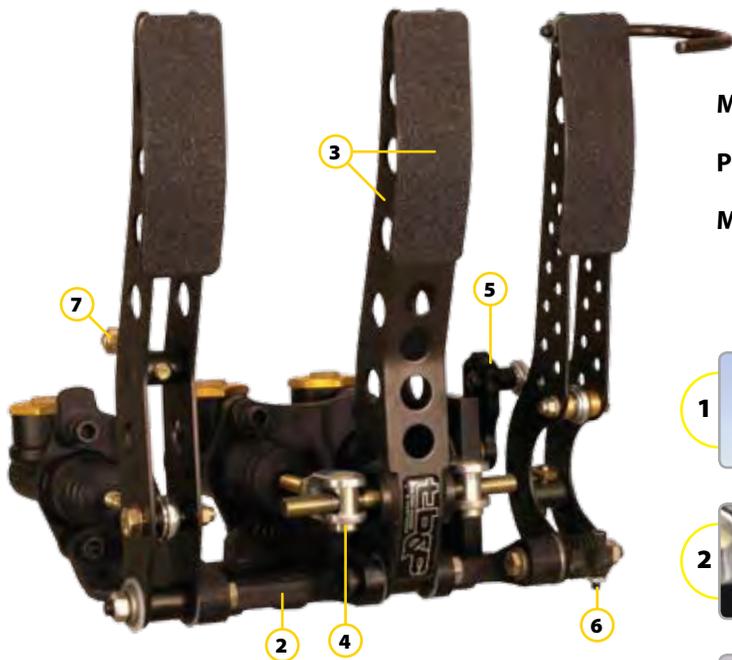
Pedals: Aluminum brake, clutch and throttle

Master cylinders:** 3

- 1  Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 2  Forged aluminum pedals with adjustable (vertical & horizontal) foot pads and anti-slip surfaces. Ratios achievable: 5.29:1, 5.44:1, 5.61:1, 5.75:1.
- 3  Lightweight aluminum frame features guide "ramps" to reduce balance bar tipping. By reducing balance bar tipping brake repeatability is improved.
- 4  Large diameter 7/16"-20 balance bar, allowing front/rear brake bias adjustments, minimizes flex to provide a solid pedal feel/response. Teflon coated aluminum clevises for increased durability and reduced friction.
- 5  Pedal pivots feature wave washers to reduce lateral pedal movement and oil impregnated bronze bushings decrease stiction.
- 6  Frame accepts optional throttle linkage kit (P/N 72-790).
- 7  Adjustable throttle pedal stops limit pedal movement in both directions.
- 8  Adjustable clutch pedal stop prevents clutch over-stroking.







P/N 72-680*

Pedal Material	Ratio	Weight**	Part Number
Steel	5.5:1	5.8 lbs (2.6 kg)	72-680

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjuster: Standard	pg. 36
Remote Brake Bias Adjuster: Premium	pg. 36
90 degree coupler	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

Mounting location: Floor

Pedals: Steel brake, clutch and throttle

Master cylinders:** 3

- 

1 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

2 Lightweight aluminum alloy pedal frame features a flat-bottom design and parallel bolt mounting pattern, enabling easy fore/aft adjustments of assembly within the vehicle.
- 

3 Fabricated steel pedals with anti-slip surfaces.
- 

4 3/8"-24 balance bar allows front/rear brake bias adjustments.
- 

5 Frame accepts optional throttle linkage kit (P/N 72-790).
- 

6 Adjustable throttle pedal stops limit pedal movement in both directions.
- 

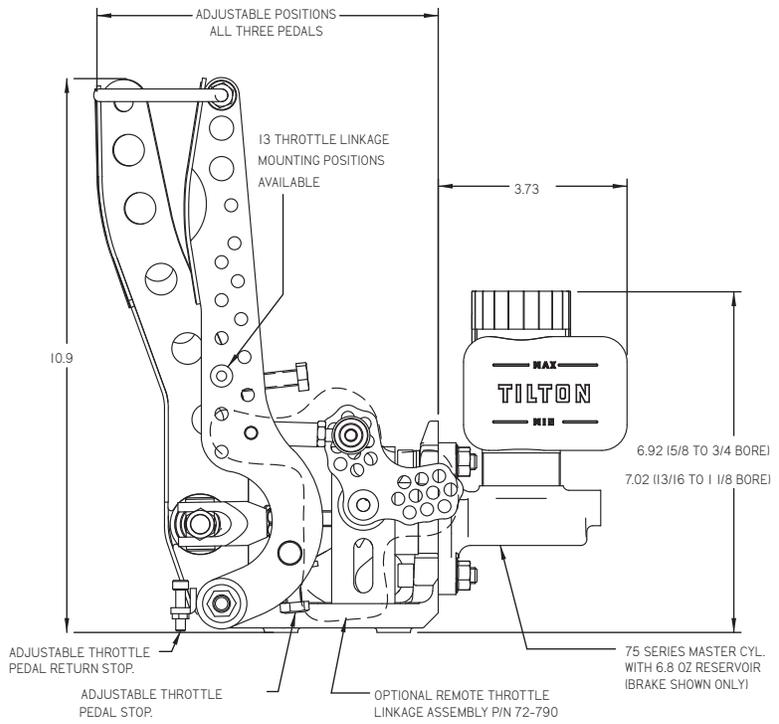
7 Adjustable clutch pedal stop prevents clutch over-stroking.



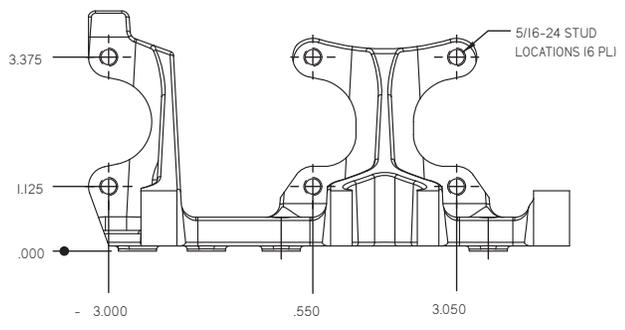
72-790 Throttle Linkage assembly. An optional component that enables tuning of throttle progression for track conditions and driver preferences.

* optional components shown

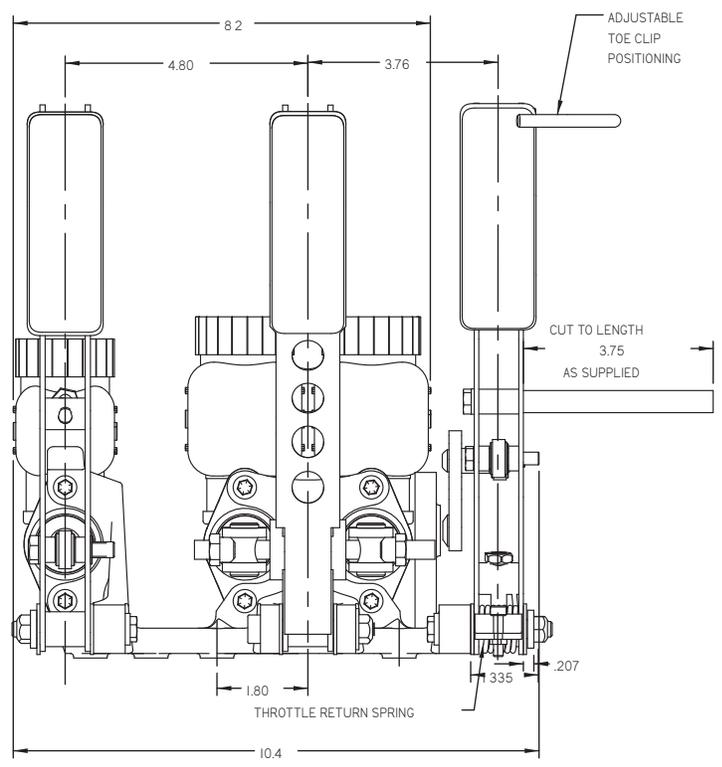
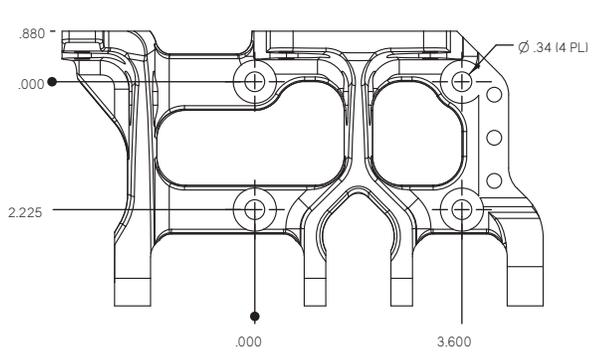
** does not include master cylinder(s)



FIREWALL MOUNTING HOLE DIMENSIONS



FLOOR MOUNTING HOLE DIMENSIONS





P/N 72-604*

Pedal Material	Ratio	Weight**	Part Number
Aluminum	varies	4.6 lbs (2.1 kg)	72-604

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjusters	pg. 36
90 degree coupler	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

Mounting location: Floor

Pedals: Aluminum brake and clutch

Master cylinders:** 3

- 

1 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

2 Forged aluminum pedals with adjustable (vertical & horizontal) foot pads and anti-slip surfaces. Ratios achievable: 5.29:1, 5.44:1, 5.61:1, 5.75:1.
- 

3 Lightweight aluminum frame features guide "ramps" to reduce balance bar tipping. By decreasing balance bar tipping, friction is decreased and brake repeatability is improved.
- 

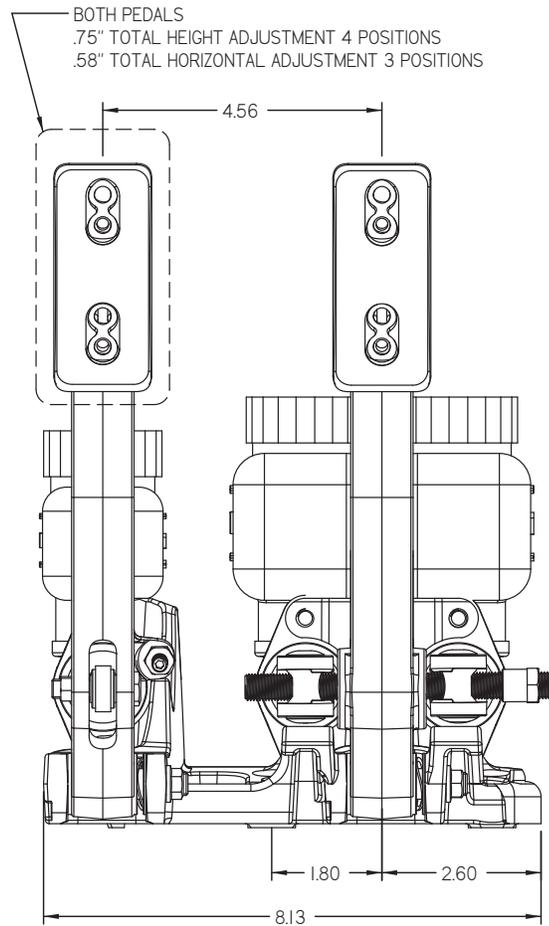
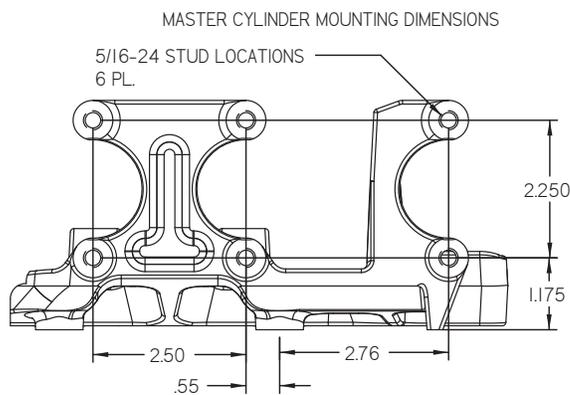
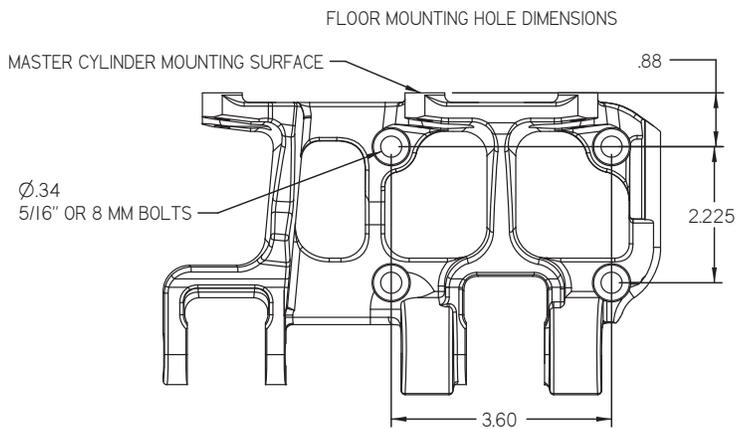
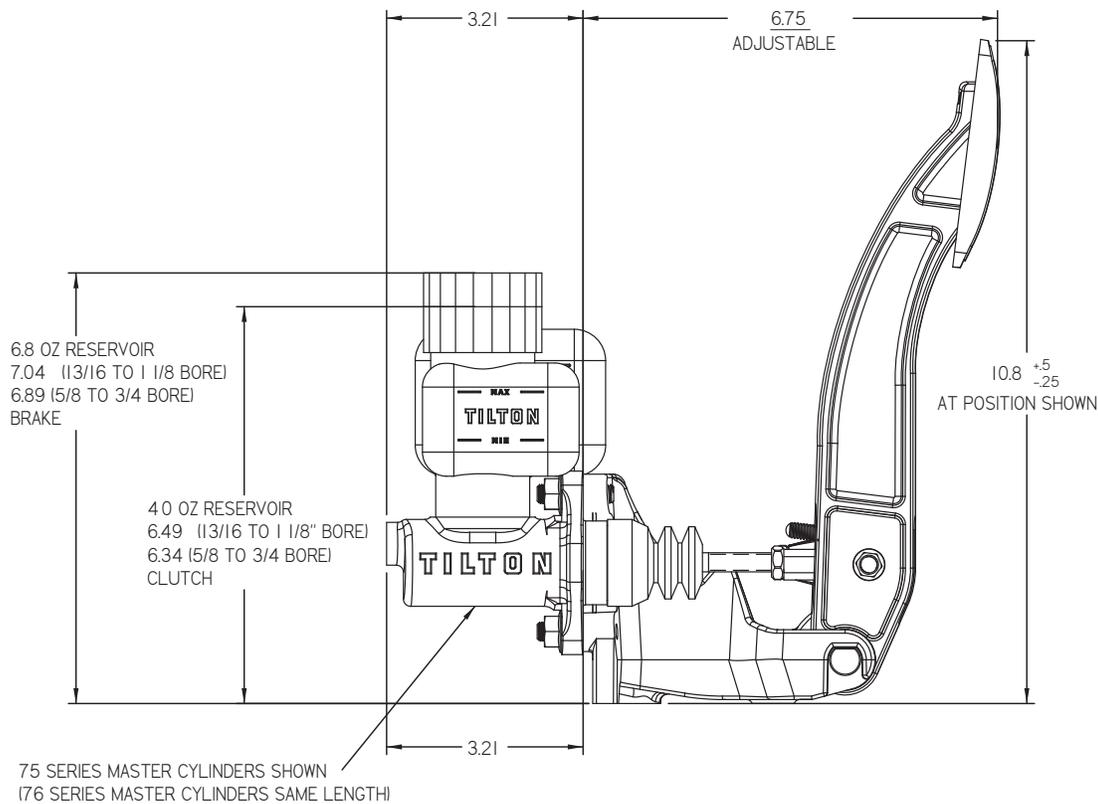
4 Large diameter 7/16"-20 balance bar, allowing front/rear brake bias adjustments, minimizes flex to provide a solid pedal feel/response. Teflon coated aluminum clevises for increased durability and reduced friction.
- 

5 Pedal pivots feature wave washers to reduce lateral pedal movement and oil impregnated bronze bushings decrease stiction.
- 

6 Adjustable clutch pedal stop prevents clutch over-stroking.

* optional components shown

** does not include master cylinder(s)





P/N 72-642*

Mounting location: Floor

Pedals: Steel brake and clutch

Master cylinders:** 3



Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).



Fabricated steel pedals with anti-slip surfaces.



3/8"-24 balance bar allows front/rear brake bias adjustments.



Adjustable clutch pedal stop prevents clutch over-stroking.

Pedal Material	Ratio	Weight**	Part Number
Steel	5.5:1	5.3 lbs (2.4 kg)	72-642

Optional Components

Master Cylinders

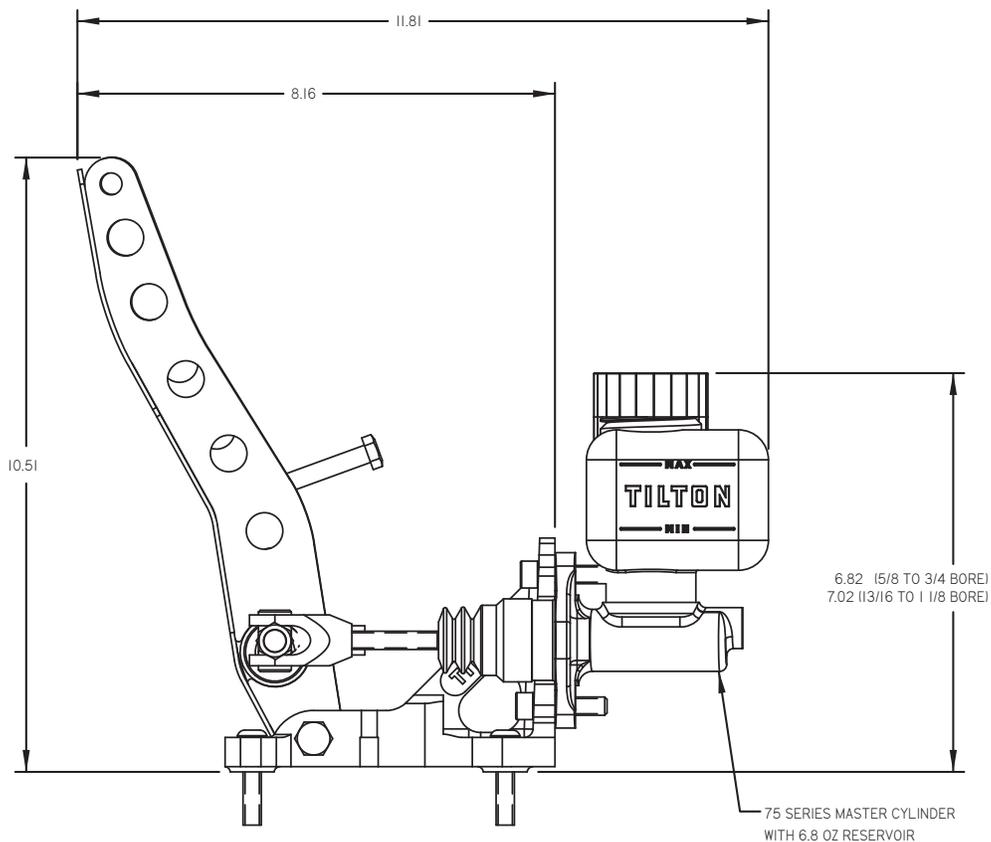
73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

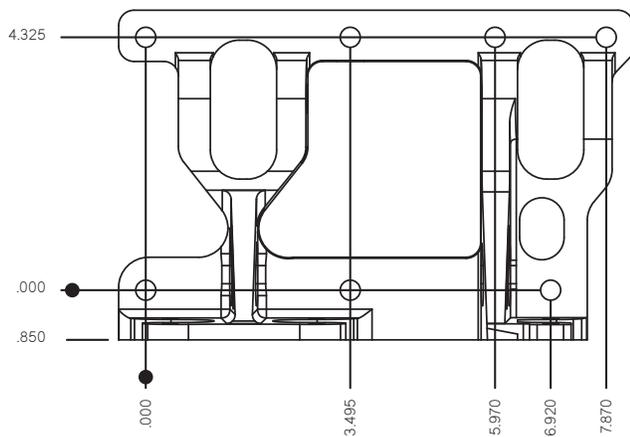
Remote Brake Bias Adjusters	pg. 36
90 degree coupler	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

* optional components shown

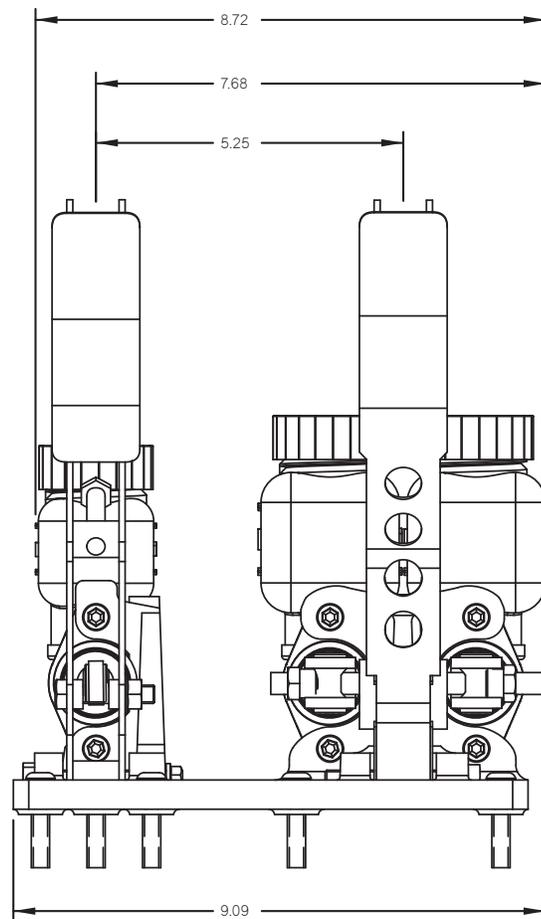
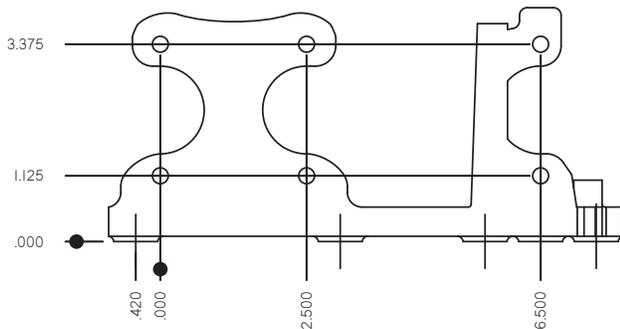
** does not include master cylinder(s)

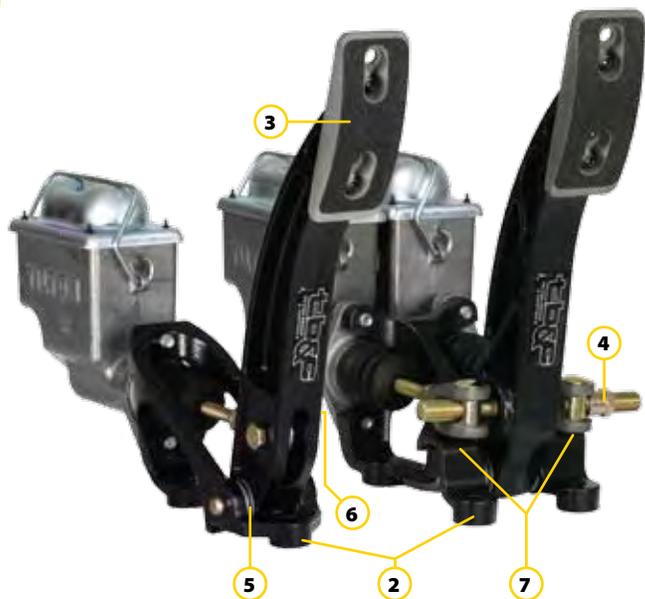


FLOOR MOUNTING HOLE DIMENSIONS



FIREWALL MOUNTING HOLE DIMENSIONS





P/N 72-613* + 72-614*

Pedal Type	Ratio	Weight**	Part Number
Clutch	varies	1.2 lbs (3.0 kg)	72-613
Brake	varies	1.8 lbs (4.5 kg)	72-614

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjusters	pg. 36
90 degree coupler	pg. 36
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

Mounting location: Floor

Pedals: Aluminum brake or clutch

Master cylinders:** 1 or 2



Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).



Frame mounting pattern enables easy upgrade (direct replacement) from competitor's pedal assemblies.



Forged aluminum pedal with adjustable foot pad and anti-slip surfaces. Ratios achievable: 5.29:1, 5.44:1, 5.61:1, 5.75:1



Large diameter 7/16"-20 balance bar, allowing front/rear brake bias adjustments, minimizes flex to provide a solid pedal feel/response. Teflon coated aluminum clevises for increased durability and reduced friction. (P/N 72-614 only)



Pedal pivots feature wave washers to reduce lateral pedal movement and oil impregnated bronze bushings decrease stiction.



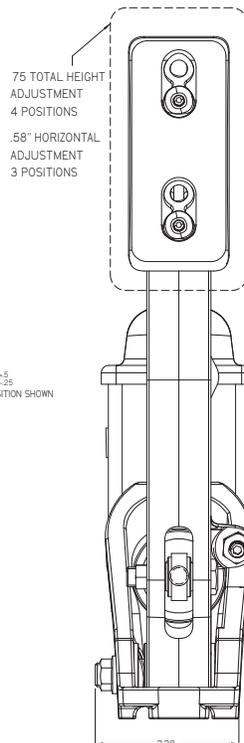
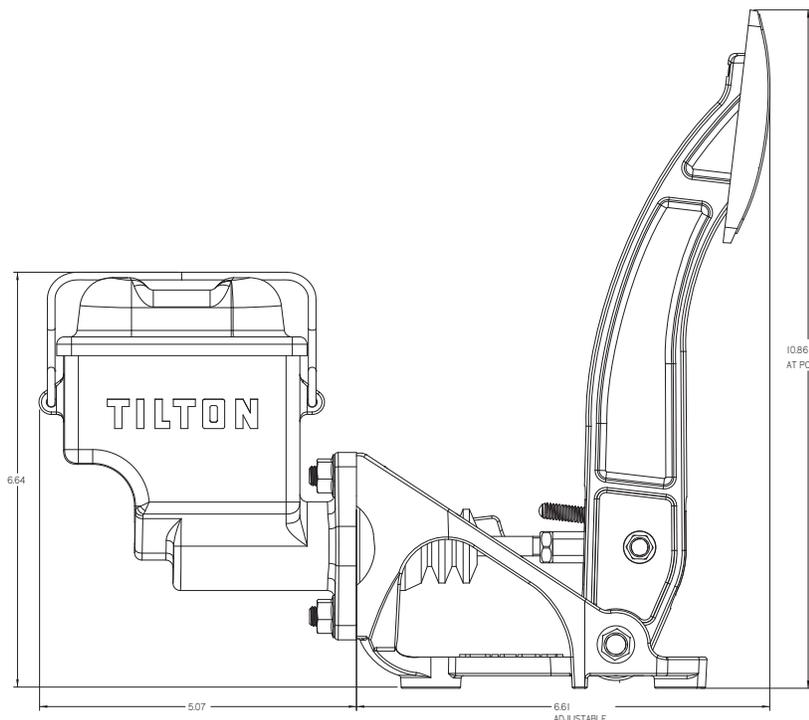
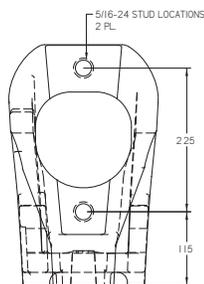
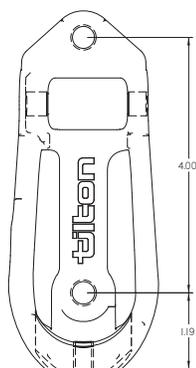
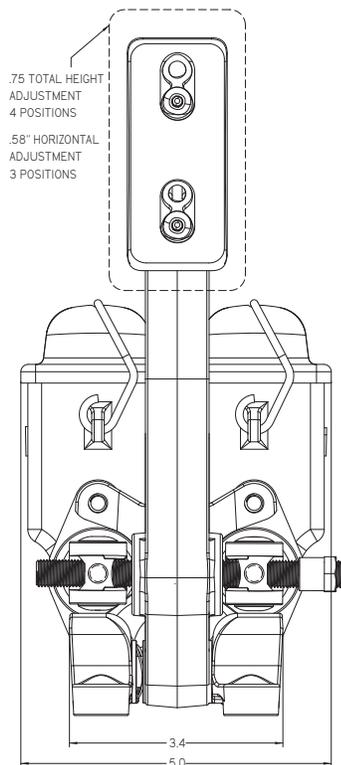
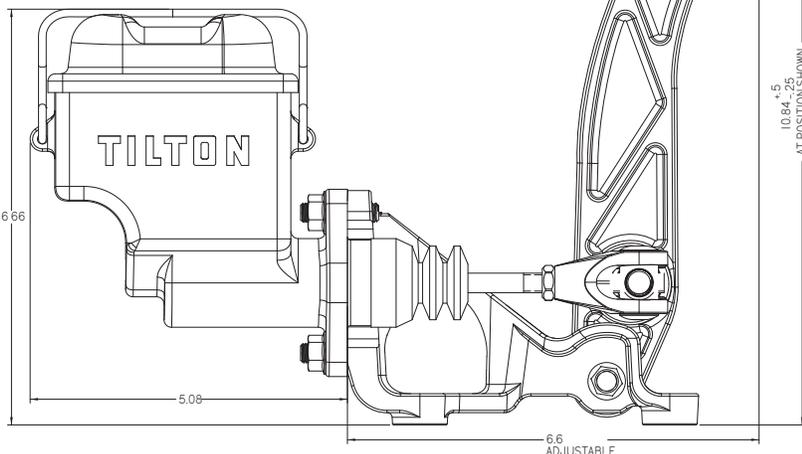
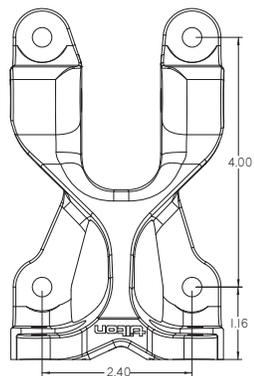
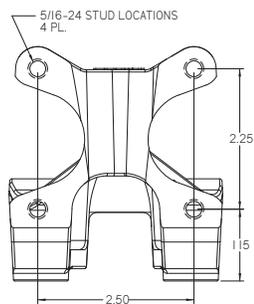
Adjustable clutch pedal stop prevents clutch over-stroking.



Lightweight aluminum frame features guide "ramps" to reduce balance bar tipping. By decreasing balance bar tipping, friction is decreased and brake repeatability is improved.

* optional components shown

** does not include master cylinder(s)





P/N 72-602*

Mounting location: Under dash

Pedals: Aluminum or steel brake and clutch

Master cylinders:** 3

- 1  Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 2  Aluminum pedals with adjustable foot pads and anti-slip surfaces (P/N 72-602 & 72-605). Fabricated steel pedals with anti-slip surfaces (P/N 72-606).
- 3  Lightweight aluminum frame features guide "ramps" to reduce balance bar tipping. By decreasing balance bar tipping, friction is decreased and brake repeatability is improved.
- 4  Large diameter 7/16"-20 balance bar, allowing front/rear brake bias adjustments, minimizes flex to provide a solid pedal feel/response. Teflon coated aluminum clevises for increased durability and reduced friction.
- 5  Pedal pivots feature wave washers to reduce lateral pedal movement and oil impregnated bronze bushings decrease stiction.
- 6  Adjustable clutch pedal stop prevents clutch over-stroking (P/N 72-606 only).

Pedal Material	Ratio	Weight**	Part Number
Aluminum	6.2:1	4.4 lbs (2.0 kg)	72-602
Aluminum	5.5:1	4.2 lbs (1.9 kg)	72-605
Steel	6.2:1	5.1 lbs (2.3 kg)	72-606

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

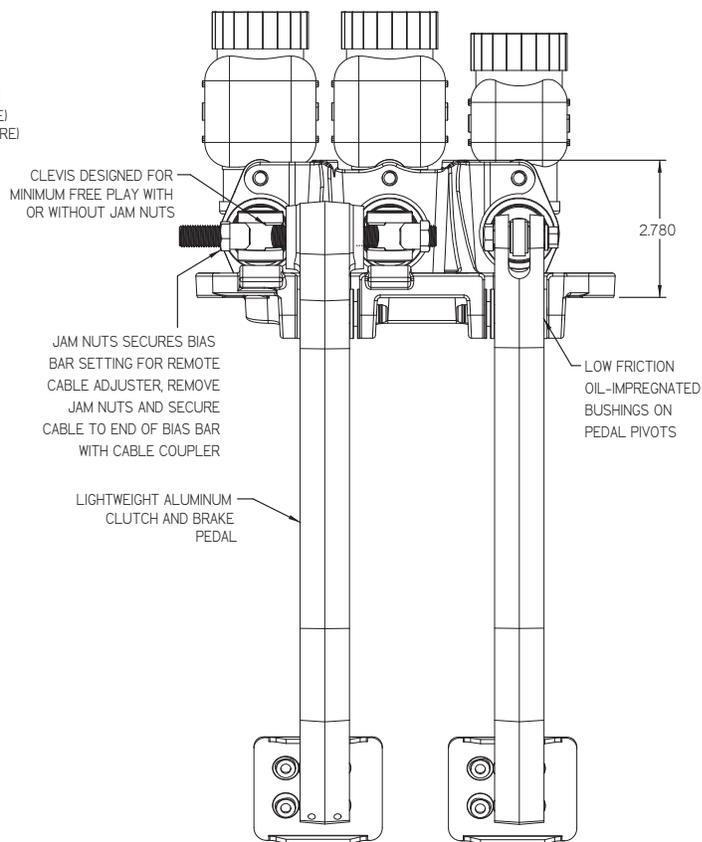
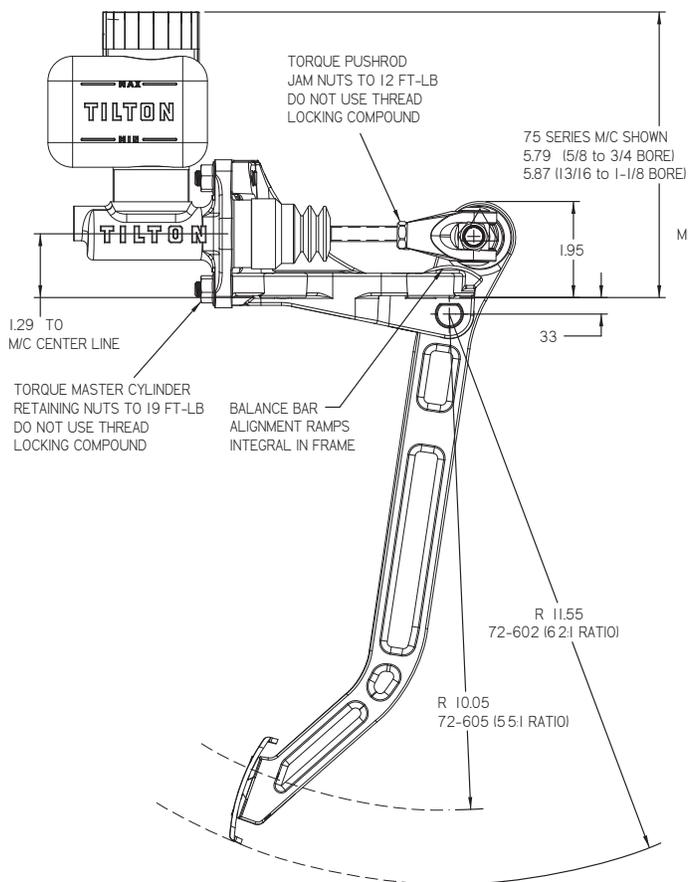
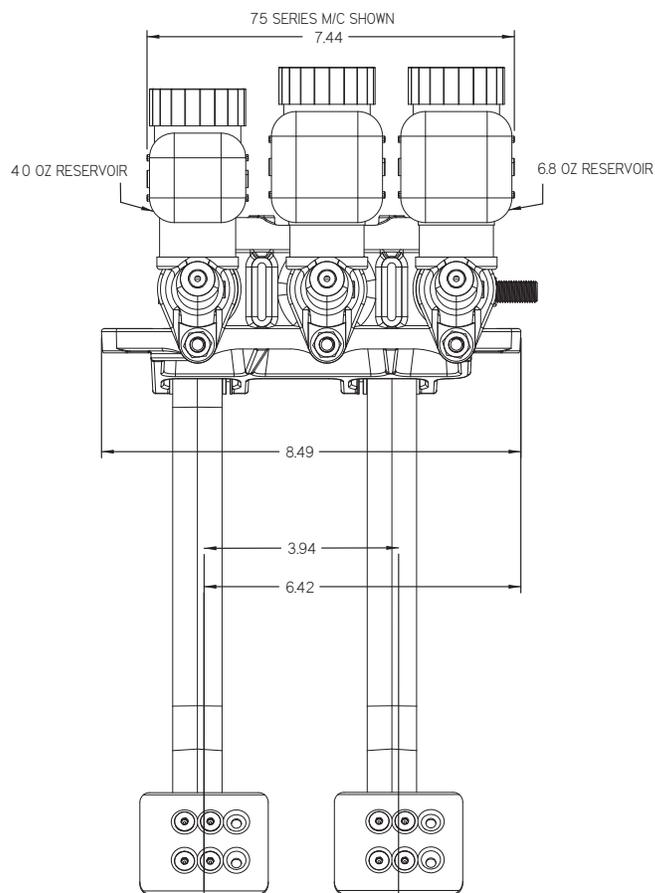
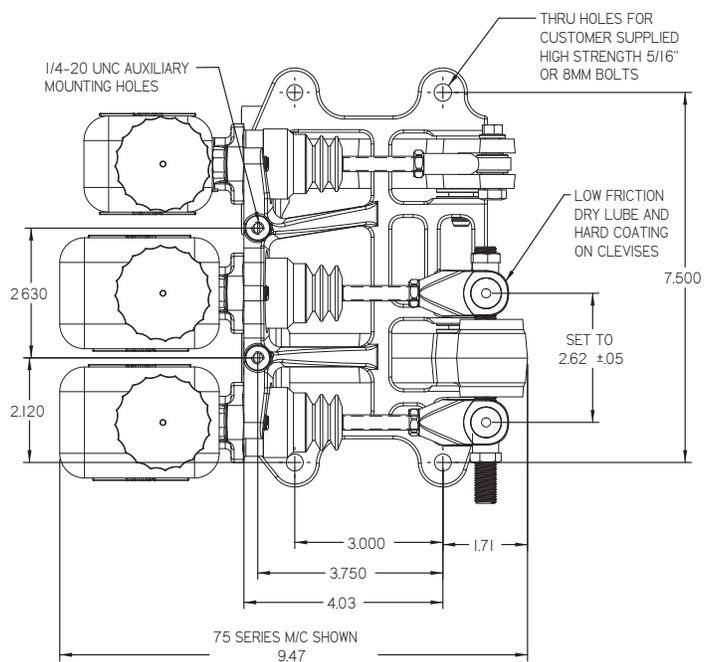
Accessories

Remote Brake Bias Adjusters	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37



P/N 72-606*

* optional components shown
 ** does not include master cylinder(s)





P/N 72-601*

Pedal Material	Ratio	Weight**	Part Number
Steel	6.2:1	4.6 lbs (2.2 kg)	72-601

Optional Components

Master Cylinders

73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjusters	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

Mounting location: Firewall

Pedals: Steel brake and clutch

Master cylinders:** 3

- 

1 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

2 Fabricated steel pedals with anti-slip surfaces.
- 

3 Lightweight aluminum frame features guide "ramps" to reduce balance bar tipping. By decreasing balance bar tipping, friction is decreased and brake repeatability is improved.
- 

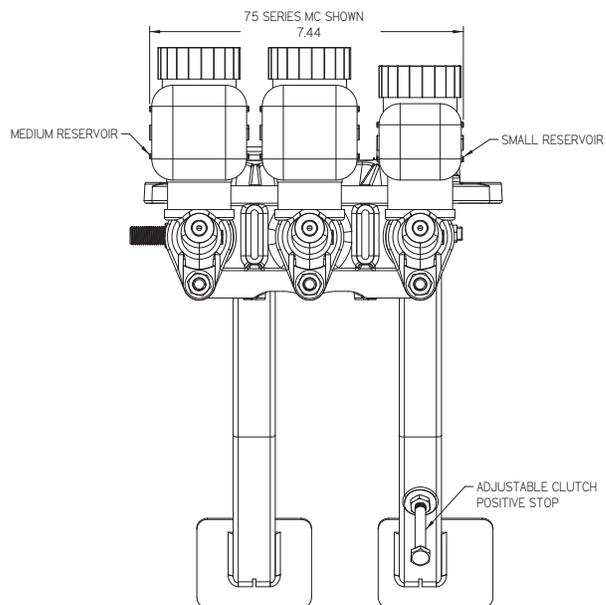
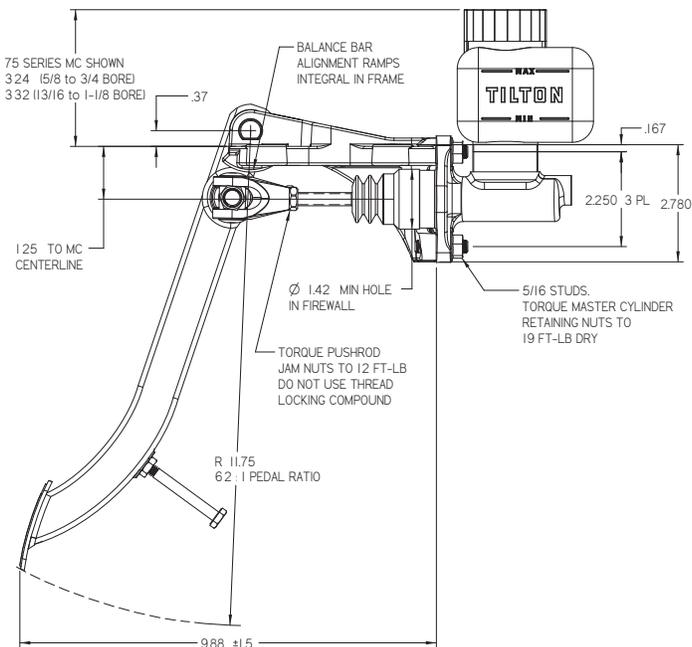
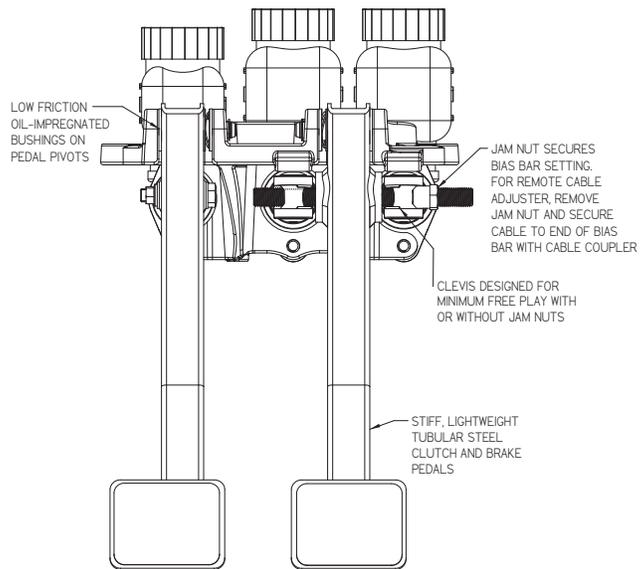
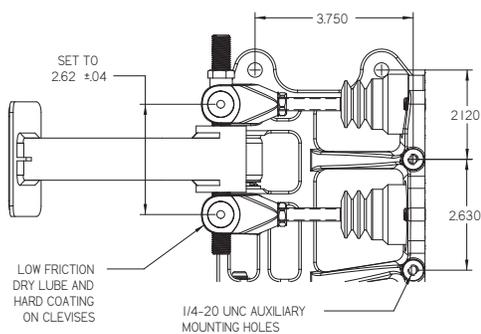
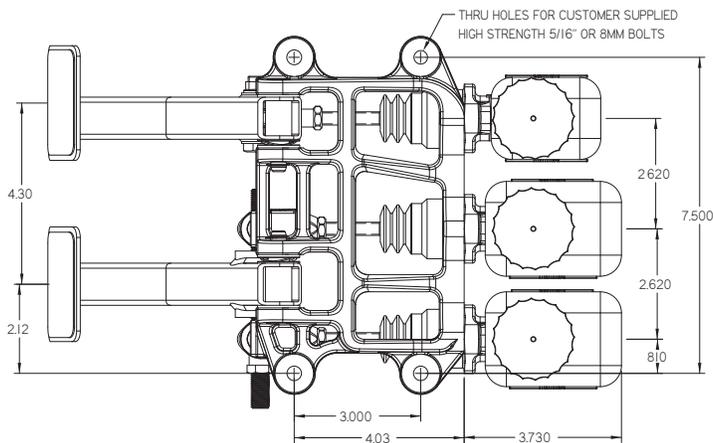
4 Large diameter 7/16"-20 balance bar, allowing front/rear brake bias adjustments, minimizes flex to provide a solid pedal feel/response. Teflon coated aluminum clevises for increased durability and reduced friction.
- 

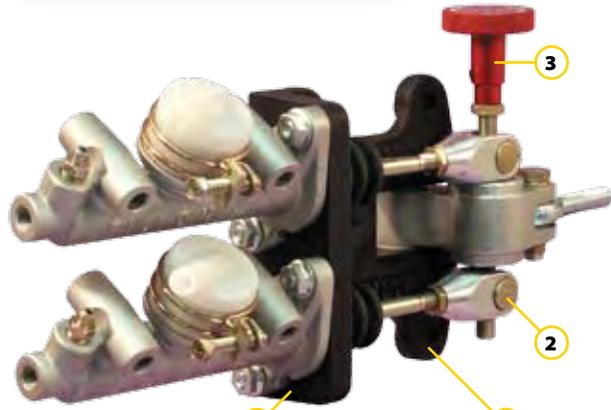
5 Pedal pivots feature wave washers to reduce lateral pedal movement and oil impregnated bronze bushings decrease stiction.
- 

6 Adjustable clutch pedal stop prevents clutch over-stroking.

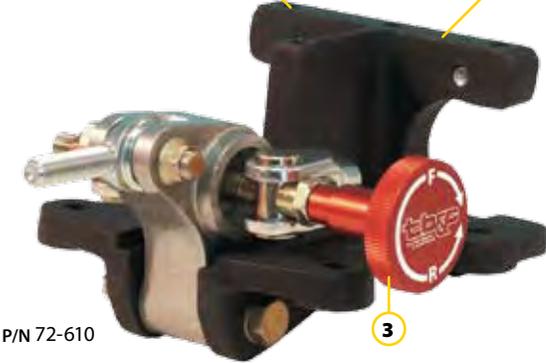
* optional components shown

** does not include master cylinder(s)





P/N 72-650*



P/N 72-610

Mounting location: Optional

Pedals: Customer supplied

Master cylinders:** 2



1 *Lightweight aluminum frame.*



2 *Bell crank assembly features 3/8"-24 balance bar that allows front/rear brake bias adjustments.*



3 *Billet aluminum balance bar adjustment knob included.*



4 *90° or 60° master cylinder mount options.*

Cylinder Angle	Weight**	Part Number
90° Master Cyl	2.5 lbs (1.1 kg)	72-610
60° Master Cyl	2.5 lbs (1.1 kg)	72-650

Optional Components

Master Cylinders

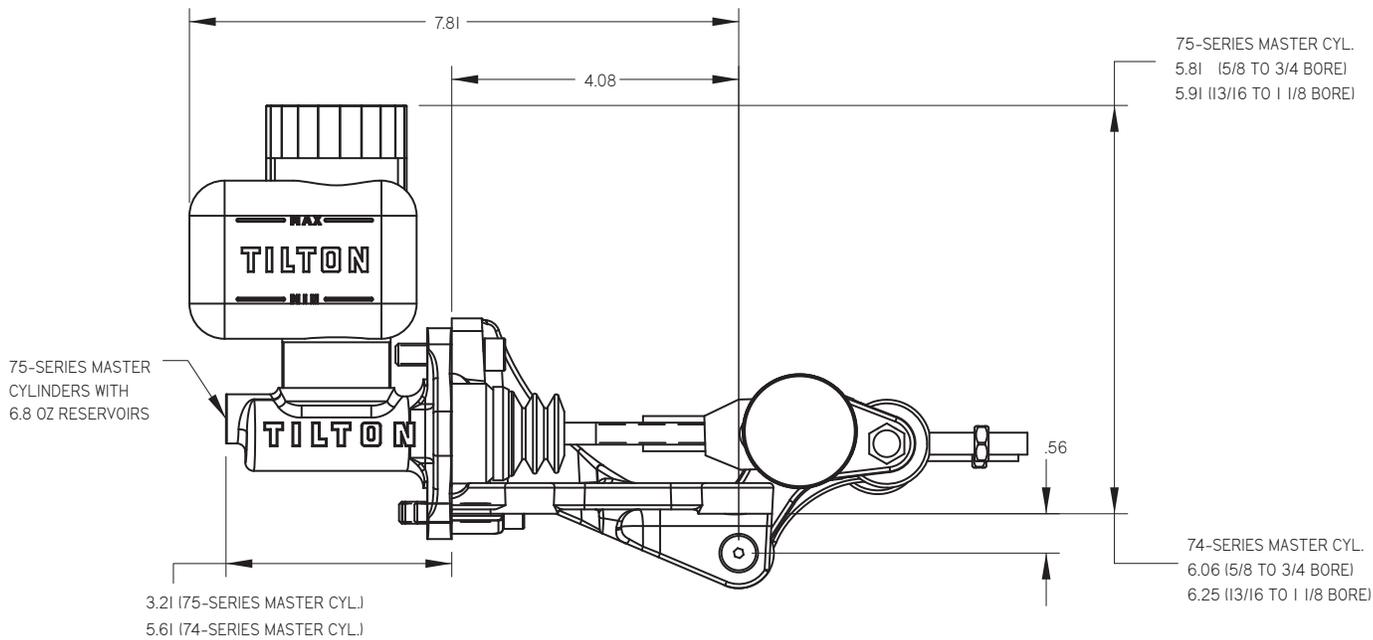
73-Series Master Cylinders	pg. 29
74-Series Master Cylinders	pg. 30
75-Series Master Cylinders	pg. 31
76-Series Master Cylinders	pg. 32

Accessories

Remote Brake Bias Adjusters	pg. 36
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37

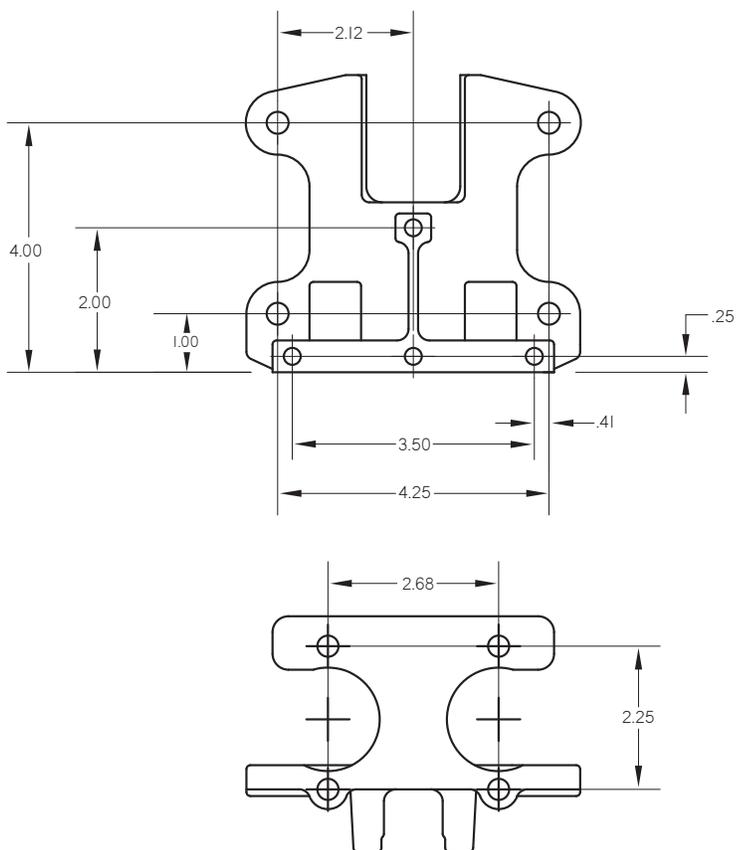
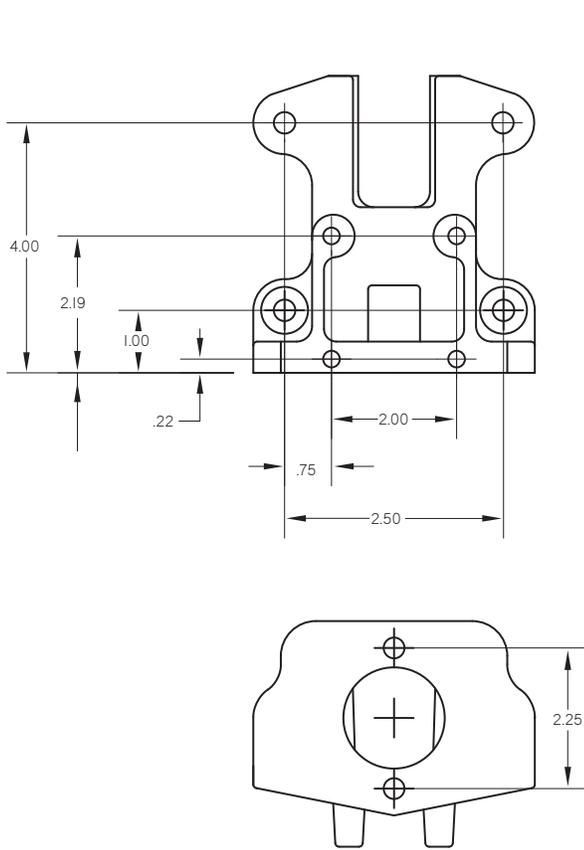
* optional components shown

** does not include master cylinder(s)

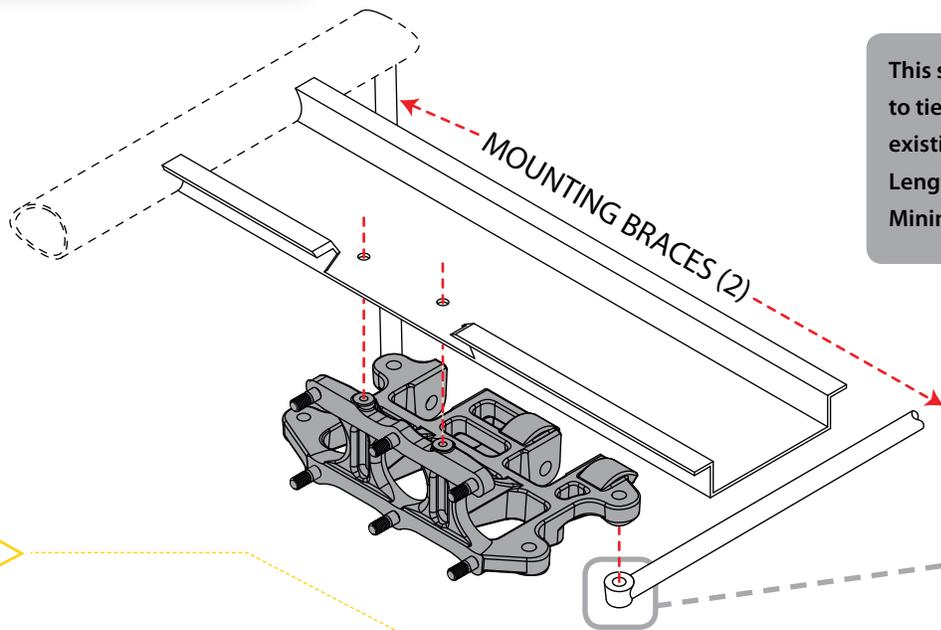


I PEDAL, 1 MASTER CYLINDER PEDAL ASSEMBLY P/N 72-673

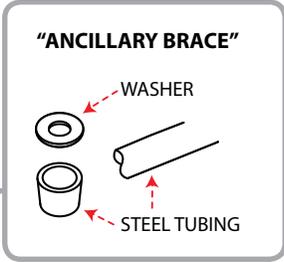
I PEDAL, 2 MASTER CYLINDER PEDAL ASSEMBLY P/N 72-610



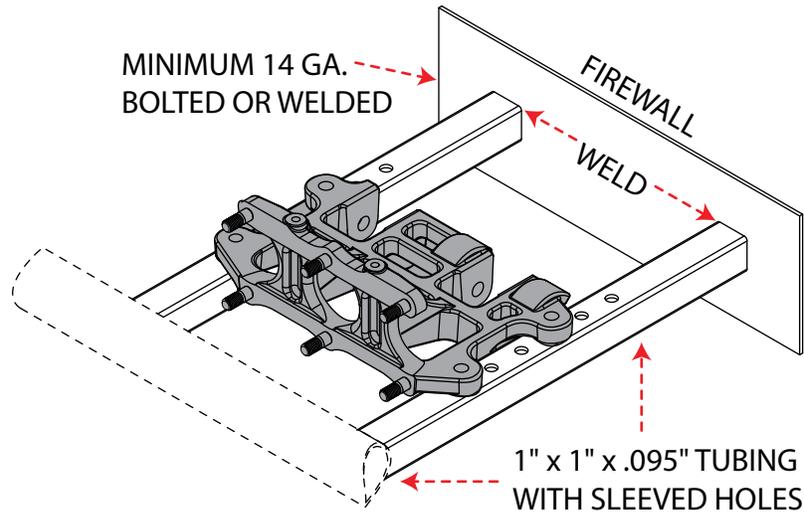
TOP MOUNT



This style of mount can be used to tie the pedal assembly into the existing structure (i.e. roll cage). Length and shape may vary. Minimum 14 Gauge recommended.

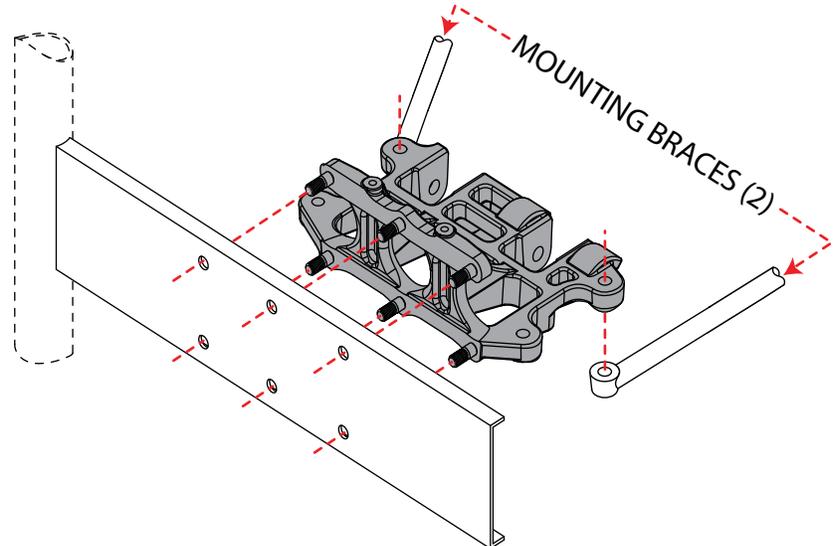


ADJUSTABLE MOUNT



This mount is best implemented where the application requires freedom of adjustment.

FRONT MOUNT



This style of mount can be used to tie the pedal assembly into the existing structure (i.e. roll cage). Length and shape may vary. Minimum 14 Gauge recommended.

900 SERIES



TB&C 900-Series pedal assemblies feature the latest in pivot-mount master cylinder technology, enabling race teams to fully optimize their braking system. Why invest in the very best caliper/rotor package and not take advantage of them with the very best pedal assembly?

900-Series pedal assemblies enable maximum performance to be achieved from your braking system. Engineered to reduce friction within the balance bar/master cylinder system and reduce flex of the pedals, 900-Series pedal assemblies provide exceptional feedback and repeatable braking, inspiring driver confidence and faster lap times.

900-Series pedal assemblies are produced with the highest quality materials available, using the latest manufacturing processes. Needle bearings and/or sealed ball bearings are utilized at all pivots for reduced friction and precise action. The pedal frame is machined from billet aluminum for rigidity and weight savings. Pedals are machined billet aluminum or steel and are fully optimized for strength, stiffness and weight savings using Finite Element Analysis (FEA). The included balance bar features adjustable ratios and needle bearings that ride on hard-ground surfaces at all pivots. In short, 900-Series pedal assemblies have been engineered for race teams that demand the absolute best!

900-Series are available in Floor-mount, Overhung and Firewall-mount configurations, and are designed for use with TB&C 77-Series pivot-mount master cylinders.



P/N 72-903*

Pedal Material	Ratio	Weight**	Part Number
Aluminum	Varies	5.0 lbs (2.3kg)	72-903

Optional Components

Master Cylinders

77-Series Master Cylinders [pg. 33](#)

Accessories

Remote Brake Bias Adjusters	pg. 36
90 degree coupler	pg. 36
3-chamber reservoir: plastic	pg. 39
3-chamber reservoir: billet aluminum	pg. 38
Brake and clutch fluids	pg. 40
Brake bleeding bottles	pg. 37



72-790 Throttle Linkage assembly. An optional component that enables tuning of throttle progression for track conditions and driver preferences.

* optional components shown

** does not include master cylinder(s)

Mounting location: Floor

Pedals: Aluminum brake, clutch and throttle

Master cylinders:** 3

- 

1 Pivot-mount master cylinders and fixed "gimbal-type" balance bar virtually eliminates the common problem of rear brake bias migration through the braking zone.
- 

2 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

3 Billet aluminum pedals with adjustable foot pads and anti-slip surfaces.
- 

4 Billet aluminum pedal frame.
- 

5 7/16"-20 balance bar allows front/rear brake bias adjustments and maximum rigidity.
- 

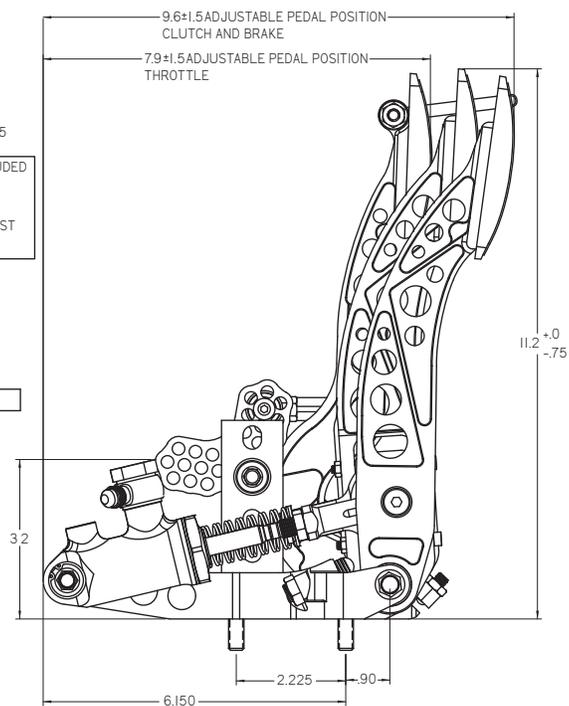
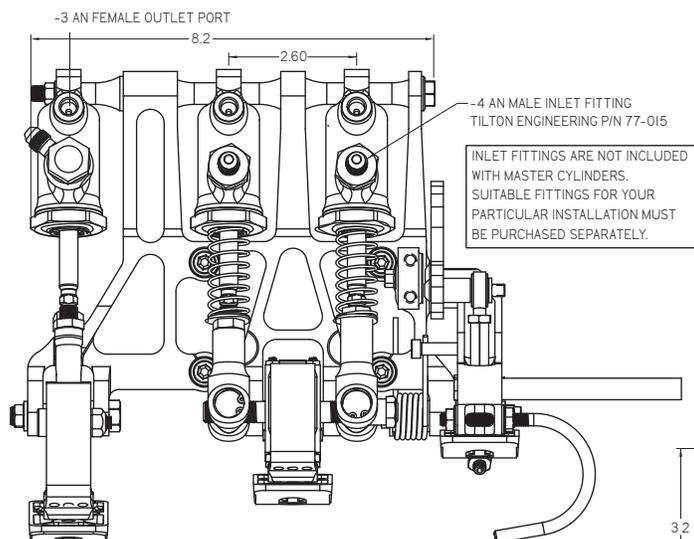
6 8 ratios available (4.52:1, 4.65:1, 4.78:1, 4.91:1, 5.32:1, 5.48:1, 5.63:1, 5.80:1), enabling the brake pedal to be tuned for driver preference without changing the master cylinder bore size.
- 

7 Integrated angle limit in case of front or rear brake circuit failure. Longer clevis for increased front master cylinder stroke.
- 

8 Ball bearings utilized at all pedal pivots.
- 

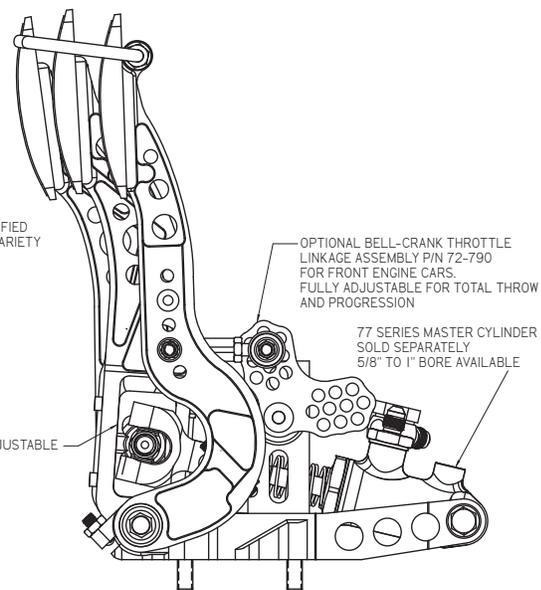
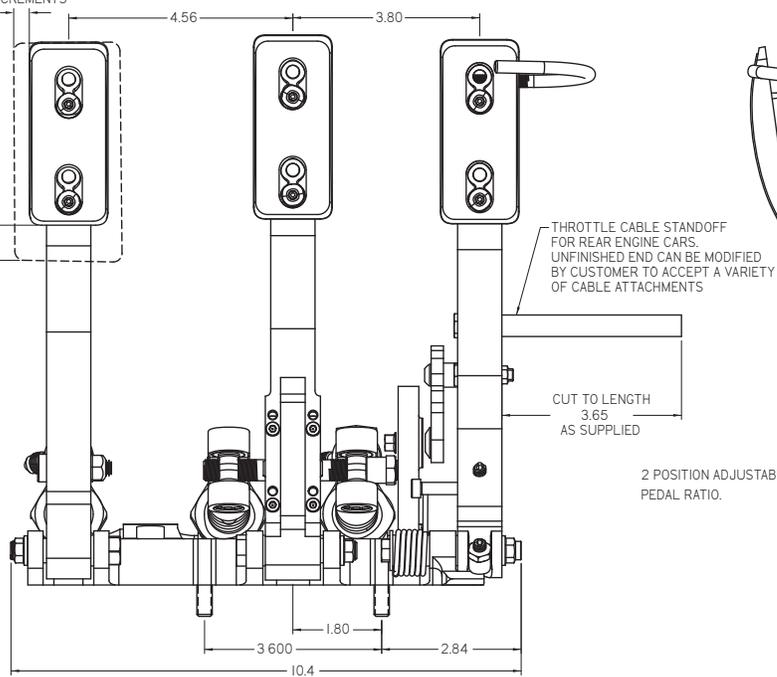
9 Adjustable throttle pedal stops limit pedal movement in both directions.
- 

10 Adjustable clutch pedal stop prevents clutch over-stroking.



ALL 3 PEDALS, .580 TOTAL
FOOT PAD SIDE ADJUSTMENT
THREE POSITIONS, .290 INCREMENTS

ALL 3 PEDALS,
.750 TOTAL
FOOT PAD HEIGHT
ADJUSTMENT
FOUR POSITIONS,
.250 INCREMENTS





P/N 72-902*

Pedal Material	Ratio	Weight**	Part Number
Aluminum	Varies	4.4 lbs (2.0 kg)	72-902

Optional Components

Master Cylinders

77-Series Master Cylinders [pg. 33](#)

Accessories

- Remote Brake Bias Adjusters [pg. 36](#)
- 90 degree coupler [pg. 36](#)
- 3-chamber reservoir: plastic [pg. 39](#)
- 3-chamber reservoir: billet aluminum [pg. 38](#)
- Brake and clutch fluids [pg. 40](#)
- Brake bleeding bottles [pg. 37](#)

Mounting location: Under dash

Pedals: Aluminum brake and clutch

Master cylinders:** 3

- 

1 Pivot-mount master cylinders and fixed "gimbal-type" balance bar virtually eliminates the common problem of rear brake bias migration through the braking zone.
- 

2 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

3 Billet aluminum pedals with adjustable foot pads and anti-slip surfaces.
- 

4 Billet aluminum pedal frame.
- 

5 7/16"-20 balance bar allows front/rear brake bias adjustments. 3 ratios achievable (6.2:1, 5.5:1, 4.7:1), enabling the brake pedal to be tuned for driver preference without changing the master cylinder bore size.
- 

6 Integrated angle limit in case of front or rear brake circuit failure. Longer clevis for increased front master cylinder stroke.
- 

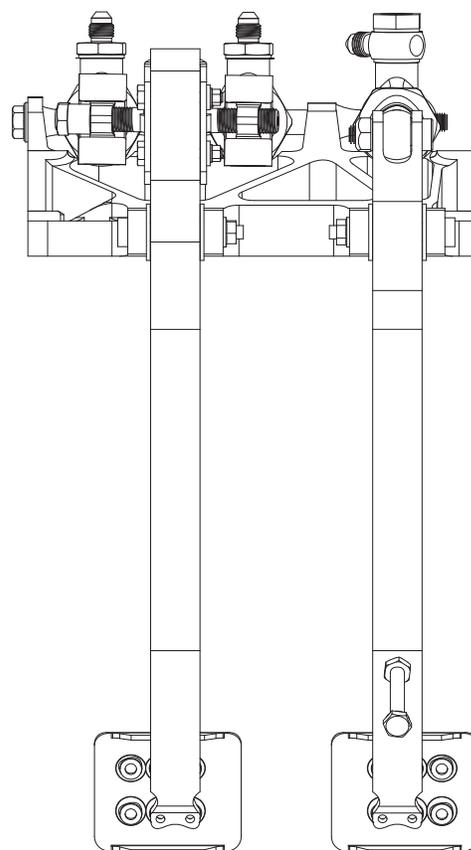
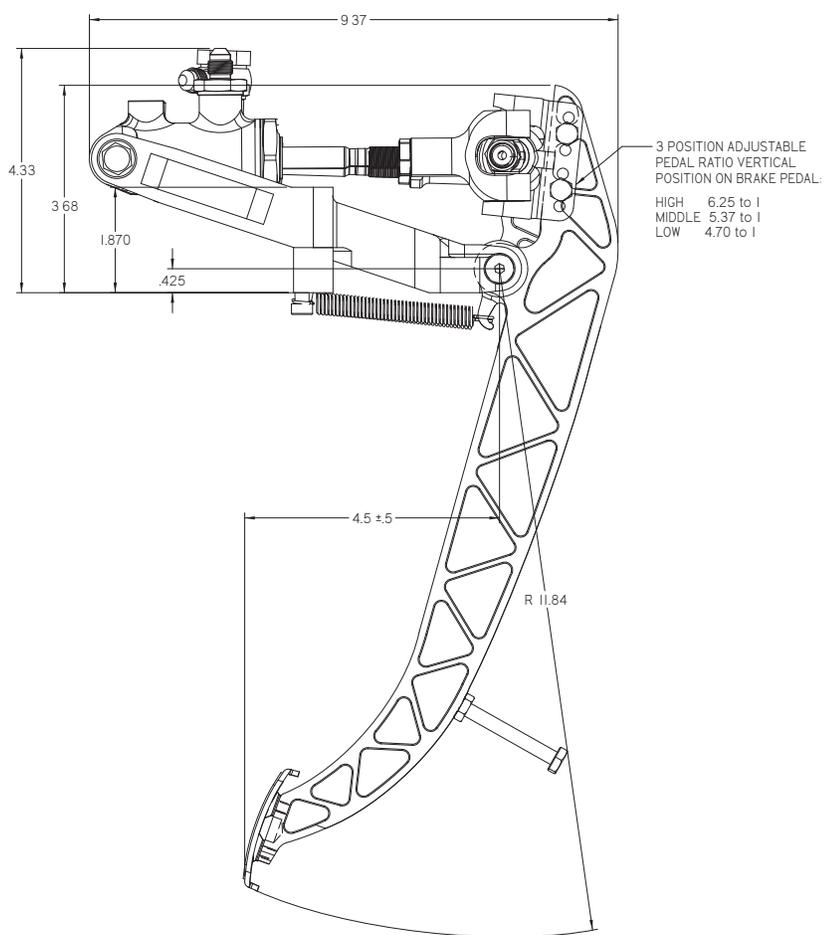
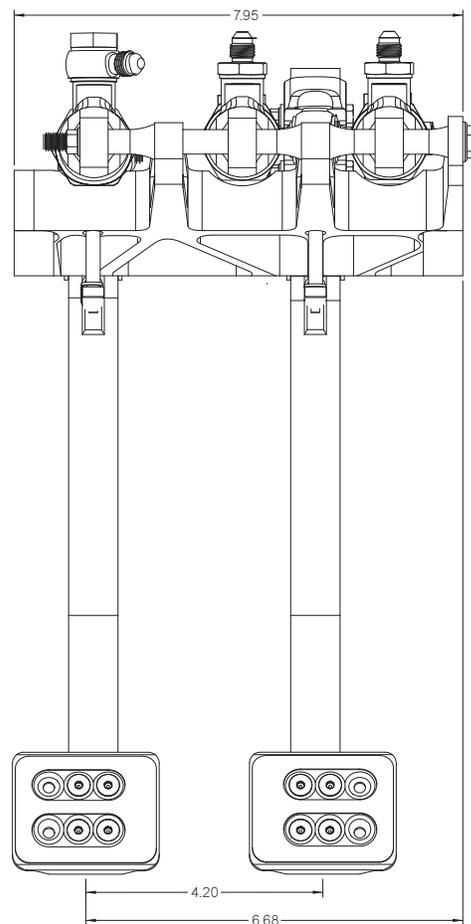
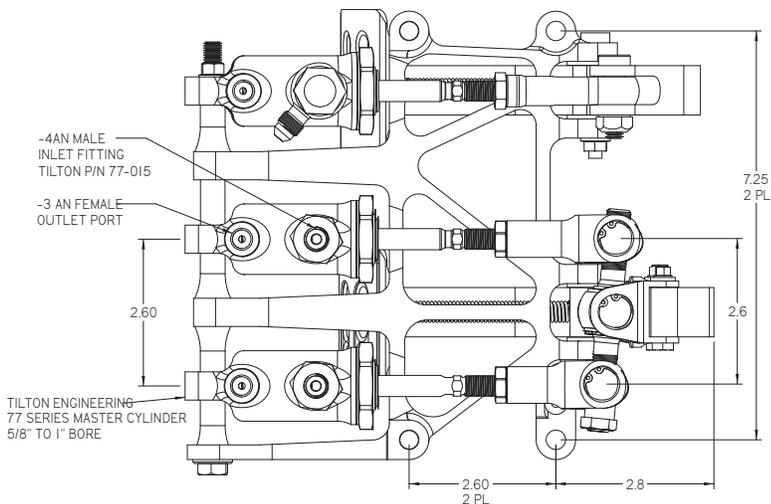
7 Needle bearings utilized at all pedal pivots.
- 

8 Return springs on brake and clutch pedals.
- 

9 Adjustable clutch pedal stop prevents clutch over-stroking.

* optional components shown
 ** does not include master cylinder(s)

INLET FITTINGS ARE NOT INCLUDED WITH MASTER CYLINDERS.
SUITABLE FITTINGS FOR YOUR PARTICULAR INSTALLATION
MUST BE PURCHASED SEPARATELY.





P/N 72-901*

Mounting location: Firewall

Pedals: Steel brake and aluminum clutch

Master cylinders:** 3

Pedal Material	Ratio	Weight**	Part Number
Aluminum/Steel	Varies	4.9 lbs (2.2 kg)	72-901

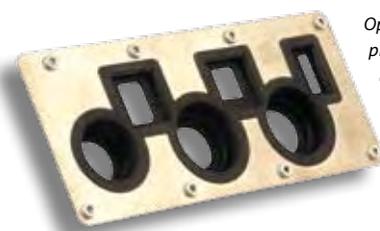
Optional Components

Master Cylinders

77-Series Master Cylinders [pg. 33](#)

Accessories

- [Remote Brake Bias Adjusters](#) [pg. 36](#)
- [90 degree coupler](#) [pg. 36](#)
- [3-chamber reservoir: plastic](#) [pg. 39](#)
- [3-chamber reservoir: billet aluminum](#) [pg. 38](#)
- [Brake and clutch fluids](#) [pg. 40](#)
- [Brake bleeding bottles](#) [pg. 37](#)

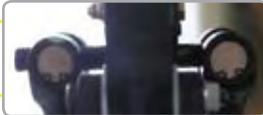


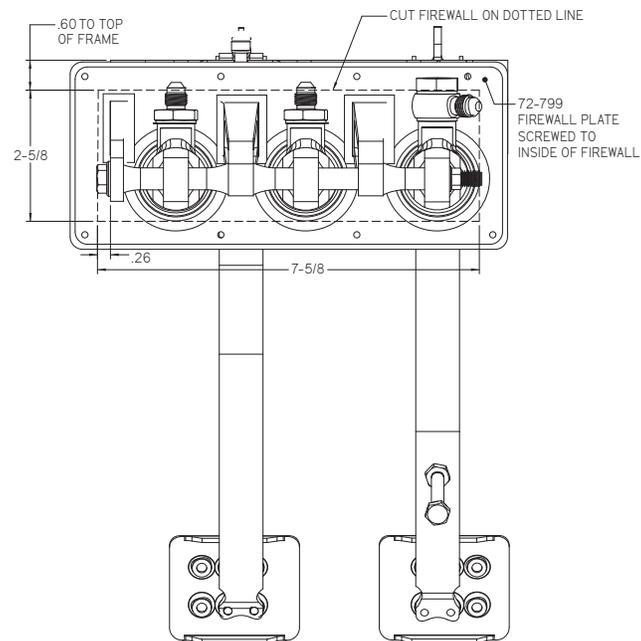
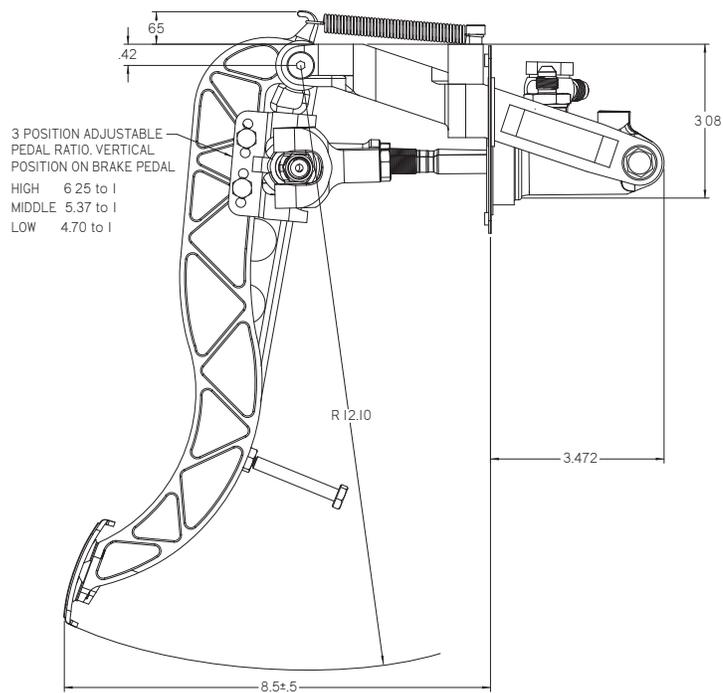
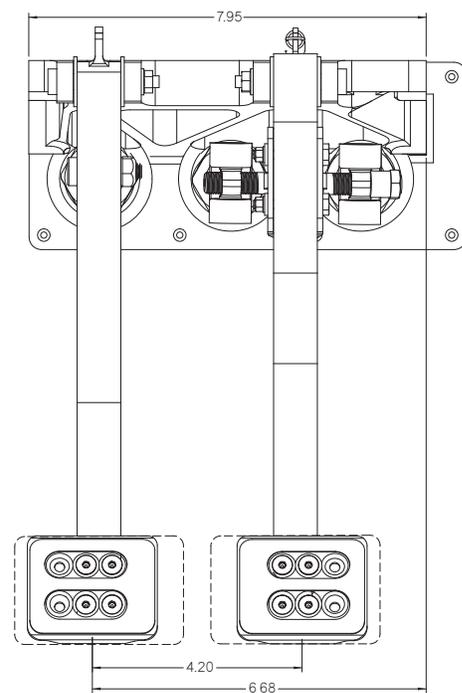
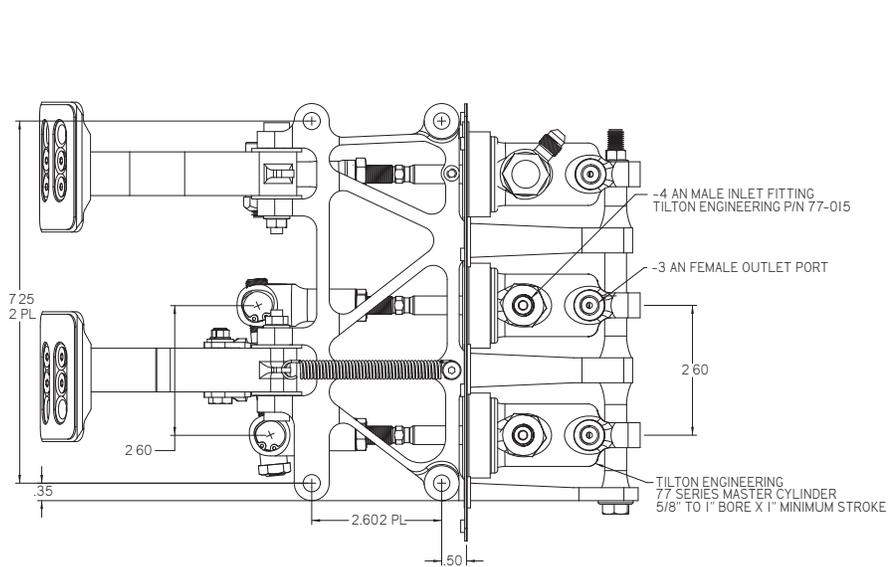
Optional firewall plate provides barrier between engine compartment and cockpit (P/N 72-799).



* optional components shown

** does not include master cylinder(s)

- 1**  *Pivot-mount master cylinders and fixed "gimbal-type" balance bar virtually eliminates the common problem of brake bias migration through the braking zone.*
- 2**  *Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).*
- 3**  *Billet aluminum clutch pedal with adjustable foot pads and anti-slip surface.*
- 4**  *Billet steel brake pedal with adjustable foot pads and anti-slip surface (meets NASCAR rules).*
- 5**  *Billet aluminum pedal frame.*
- 6**  *7/16"-20 balance bar allows front/rear brake bias adjustments. 3 ratios achievable (6.2:1, 5.5:1, 4.7:1), enabling the brake pedal to be tuned for driver preference without changing the master cylinder bore size.*
- 7**  *Integrated angle limit in case of front or rear brake circuit failure. Longer clevis for increased front master cylinder stroke.*
- 8**  *Needle bearings utilized at all pedal pivots.*
- 9**  *Return springs on brake and clutch pedals.*
- 10**  *Adjustable clutch pedal stop prevents clutch over-stroking.*





P/N 72-911*

Includes:

Brake pedal, aluminum footpad, balance bar, pushrod extensions, master cylinder mounting bracket and detailed installation instructions.

Track Tested

Track testing has shown significant improvements in brake migration. Results showed that brake bias migration to the rear in the braking zone was 7% with the standard Dallara brake pedal/master cylinder combination, whereas the TB&C 900-Series brake pedal/master cylinder kit reduced brake bias migration to 0.5%.

Note: Master cylinders, fluid reservoir and hose sold separately. Slight modification to the Dallara pedal tray and throttle pedal may be necessary and are detailed in the instructions.

Pedal Material	Ratio	Weight **	Part Number
Aluminum	Varies	2.1 lbs (1.0 kg)	72-911

Optional Components

Master Cylinders

77-Series Master Cylinders [pg. 33](#)

Accessories

Remote Brake Bias Adjusters [pg. 36](#)

90 degree coupler [pg. 36](#)

Mounting location: Floor (stock location)

Pedals: Aluminum brake

Master cylinders:** 2

- 

1 Pivot-mount master cylinders and fixed "gimbal-type" balance bar virtually eliminates the common problem of rear brake bias migration through the braking zone.
- 

2 Pedal assembly is fully optimized for strength, stiffness and weight using Finite Element Analysis (FEA).
- 

3 Billet aluminum brake pedal with adjustable foot pads and anti-slip surface. Increased pedal ratio, compared to original Dallara pedal, reduces braking effort.
- 

4 Billet aluminum pedal frame.
- 

5 7/16"-20 balance bar allows front/rear brake bias adjustments.
- 

6 8 ratios achievable (4.52:1, 4.65:1, 4.78:1, 4.91:1, 5.32:1, 5.48:1, 5.63:1, 5.80:1), enabling the brake pedal to be tuned for driver preference without changing the master cylinder bore size.
- 

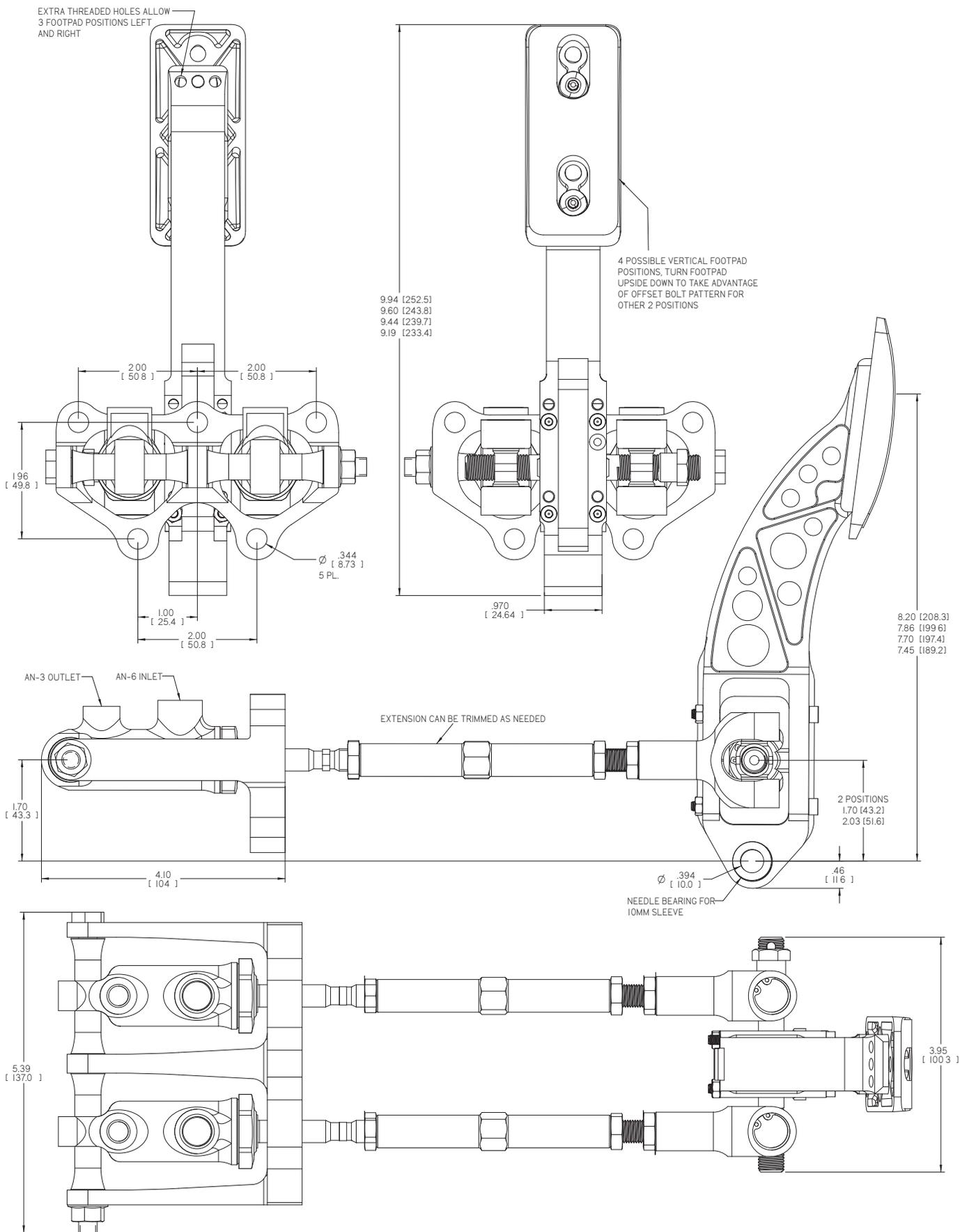
7 Integrated angle limit in case of front or rear brake circuit failure. Longer clevis for increased front master cylinder stroke.
- 

8 Needle bearings utilized at all pedal pivots.
- 

9 External return springs for master cylinders can be used for added initial movement resistance if desired.

* optional components shown

** does not include master cylinder(s)



Since introducing the venerable 74-Series universal master cylinder kit in 1986, TB&C master cylinders have become one of the most widely used and trusted master cylinders in racing. Today, TB&C offers 5 master cylinder models, most available in 8 different bore sizes. Each TB&C master cylinder is engineered to offer exceptional performance, reliability and value.

73-Series

- High capacity integral reservoir with leak proof lid
- Flange Mounted
- 1/8" NPT outlet port
- 3/4", 7/8", 1" bore options

74-Series

- TB&C's original universal master cylinder
- Flange and lug mounting options
- Includes two reservoirs and remote-mount kit
- AN3 (3/8"-24) outlet port
- 5/8", 7/10", 3/4", 13/16", 7/8", 15/16", 1", 1 1/8" bore options

75-Series

- Compact master cylinder for use where space is limited
- Flange Mounted
- Includes two reservoirs and remote-mount kit
- AN3 (3/8"-24) outlet port
- 5/8", 7/10", 3/4", 13/16", 7/8", 15/16", 1", 1 1/8" bore options

76-Series

- Compact master cylinder with AN4 inlet port
- Flange Mounted
- AN3 (3/8"-24) outlet port
- 5/8", 7/10", 3/4", 13/16", 7/8", 15/16", 1" bore options

77-Series

- Compact high-efficiency master cylinder
- Pivot-mount on spherical bearing
- AN3 (3/8"-24) outlet port
- 5/8", 7/10", 3/4", 13/16", 7/8", 15/16", 1" bore options



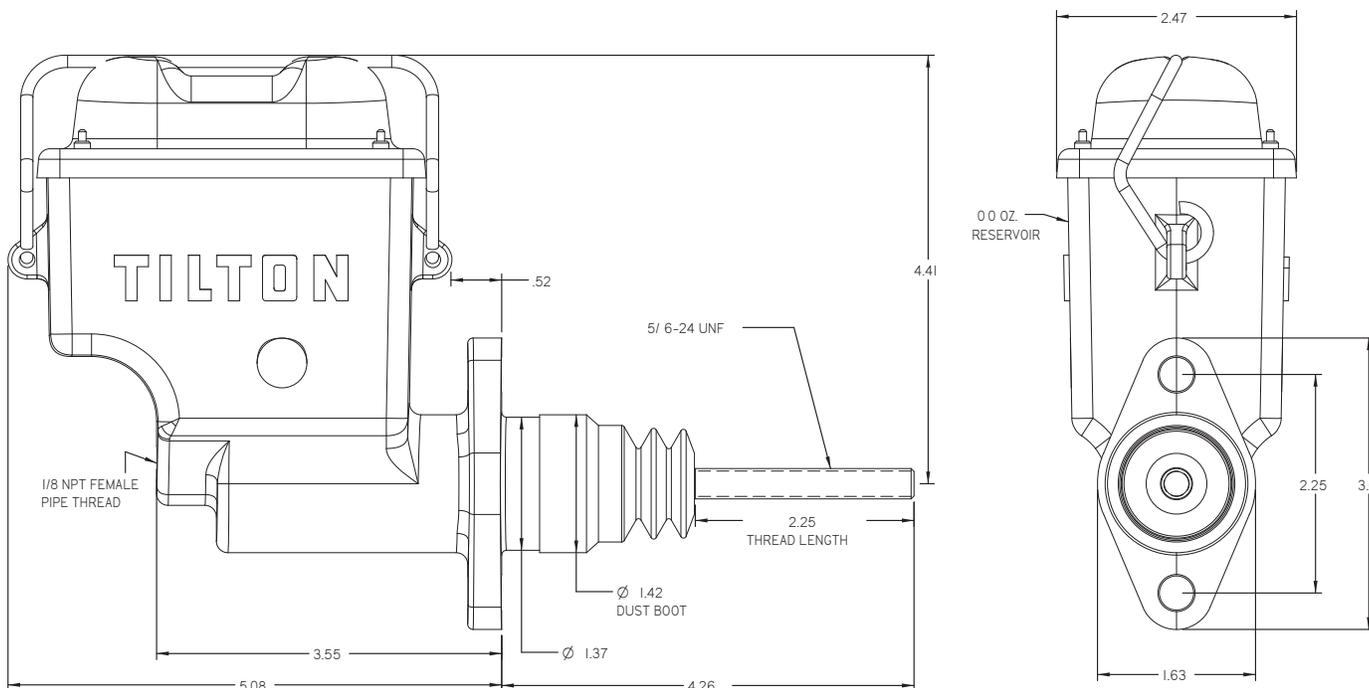


73-Series master cylinders are designed for applications that require large fluid capacity in a leak-proof integral reservoir. These cylinders are also unique in that they may be temporarily inverted without loss of fluid. Fluid chamber is completely sealed from the outside environment while still allowing fluid level changes. Available in the most popular bore sizes, these cylinders are an affordable solution for the budget racer.

Features

- Reliable seal/piston design.
- High pressure die-cast aluminum body provides a machined-look finish.
- 1.1" of stroke provides the fluid displacement needed for a wide variety of applications.
- Integral 10 oz reservoir provides plentiful fluid capacity.
- Internal baffle within reservoir keeps port covered with fluid if reservoir fluid level runs low.
- Bellow forms a non-vented seal and keep elements away from brake fluid.
- Lid designed for easy removal. Features a " bail wire" , produced from high-tensile spring steel, designed to provide consistent clamp force, for a leak proof seal.
- Industry standard 2.25" (center-to-center) front flange mount.
- 1/8" NPT outlet port, shrouded underneath reservoir to minimize the chance of fitting damage.
- Weighs 1.40 lbs (varies by bore size)

Bore Size	Part Number
3/4" (19.05mm)	73-750
7/8" (22.23mm)	73-875
1" (25.40mm)	73-1000





74-Series master cylinder kits offer great flexibility at an affordable price. Continuously improved since their introduction in 1986, the venerable 74-Series master cylinder has become a trusted favorite of car builders and race teams due to their reliability and value.

Universal Kit Includes

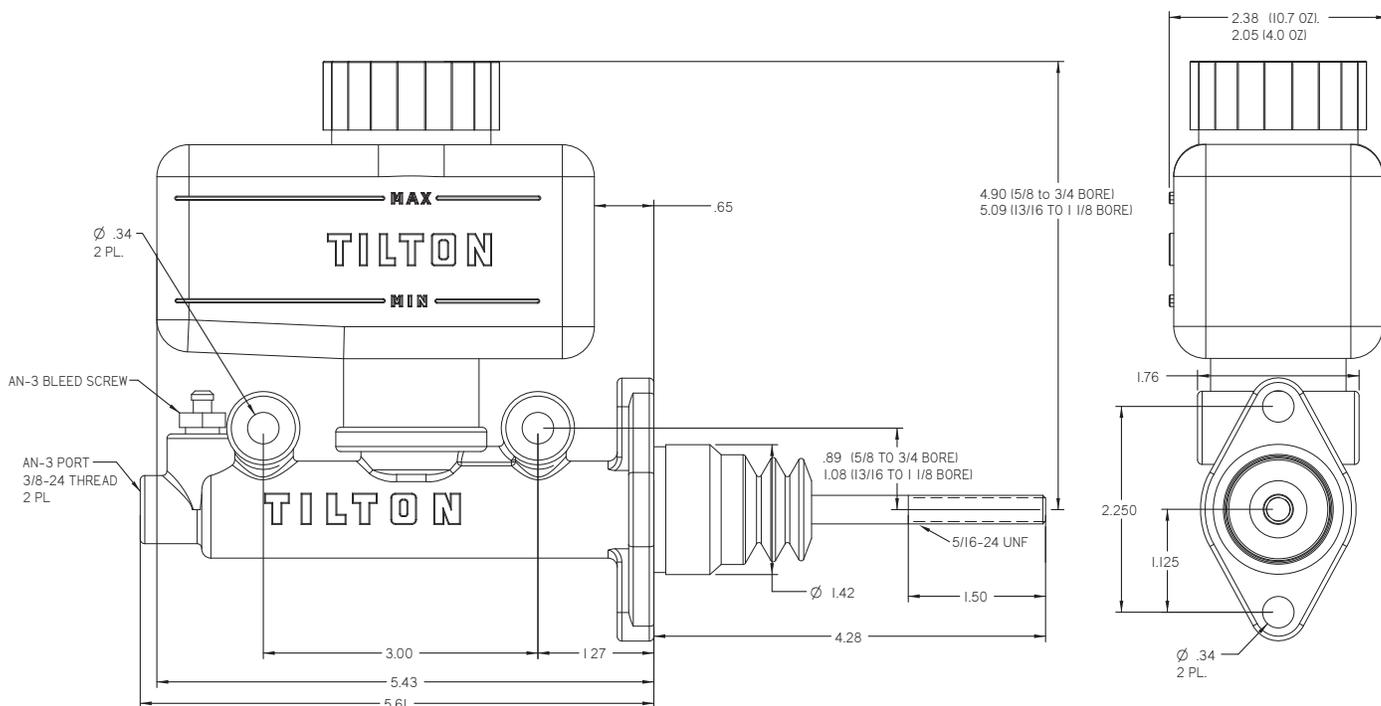
Master cylinder, 4.0 oz and 10.7 oz reservoirs (with filters and clamps), remote reservoir mounting components and fittings.



Bore Size	Part Number
5/8" (15.88mm)	74-625U
7/10" (17.78mm)	74-700U
3/4" (19.05mm)	74-750U
13/16" (20.64mm)	74-812U
7/8" (22.23mm)	74-875U
15/16" (23.81mm)	74-937U
1" (25.40mm)	74-1000U
1 1/8" (28.58mm)	74-1125U

Features

- Reliable seal/piston design.
- Aluminum alloy body is clear anodized for corrosion resistance.
- 1.1" of stroke provides the fluid displacement needed for a wide variety of applications.
- Industry standard 2.25" (center-to-center) front flange mount and side-mounting options.
- Dual AN3 outlet ports provide flexibility for brake line routing.
- Weighs .94 lbs (varies by bore size)





75-Series master cylinders are designed for applications where space limitations require a compact master cylinder. 75-Series master cylinders are 2.4" shorter than 74-Series master cylinders, but maintain a full 1.1" of stroke.

Universal Kit Includes

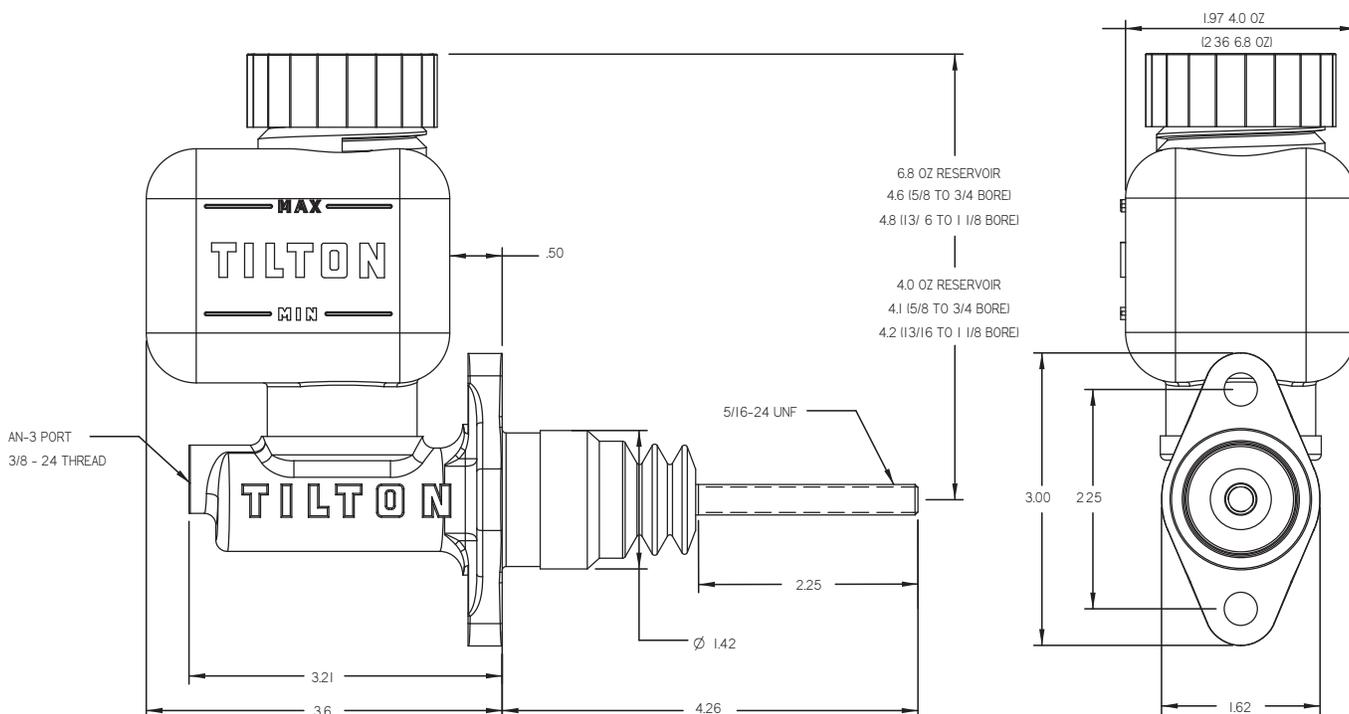
Master cylinder, 4.0 oz and 6.8 oz reservoirs (with filters and clamps), remote reservoir mounting components and fittings.



Bore Size	Part Number
5/8" (15.88mm)	75-625U
7/10" (17.78mm)	75-700U
3/4" (19.05mm)	75-750U
13/16" (20.64mm)	75-812U
7/8" (22.23mm)	75-875U
15/16" (23.81mm)	75-937U
1" (25.40mm)	75-1000U
1 1/8" (28.58mm)	75-1125U

Features

- Reliable seal/piston design.
- Aluminum alloy body is black anodized for corrosion resistance.
- 1.1" of stroke provides the fluid displacement needed for a wide variety of applications.
- Industry standard 2.25" (center-to-center) front flange mount.
- AN3 outlet port.
- Weighs .63 lbs (varies by bore size)





76-Series master cylinders share the same compact body design of the 75-Series master cylinders, but feature an AN4 (7/16"-20) inlet port adapter. The inlet port is designed to accept AN4 fittings when remote-mounted reservoirs are used, or the adapter can be removed to accept TB&C billet aluminum reservoirs (see below).

Bore Size	Part Number
5/8" (15.88mm)	76-625
7/10" (17.78mm)	76-700
3/4" (19.05mm)	76-750
13/16" (20.64mm)	76-812
7/8" (22.23mm)	76-875
15/16" (23.81mm)	76-937
1" (25.40mm)	76-1000

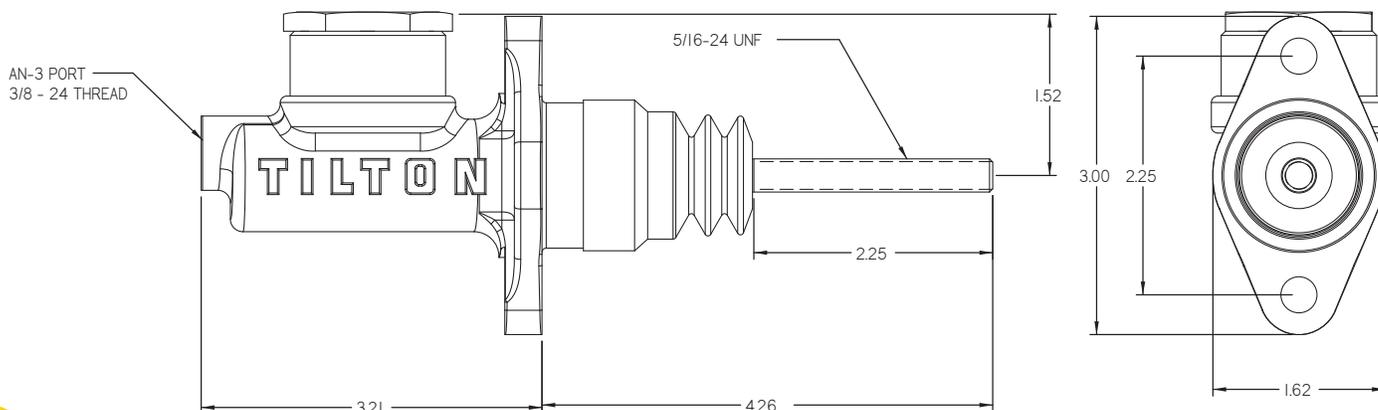
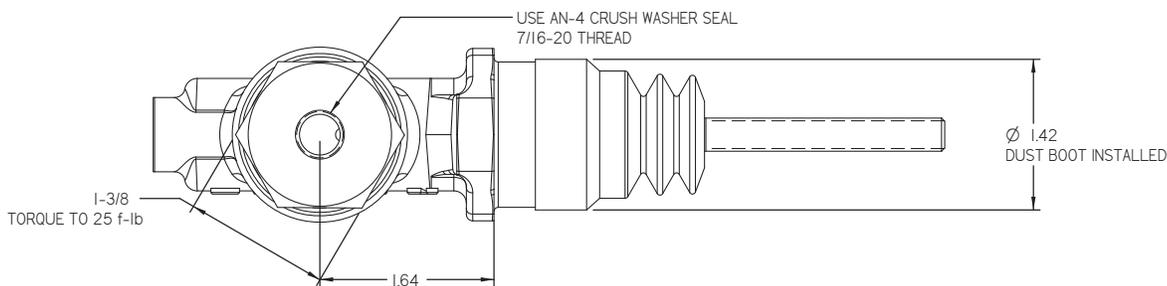
Optional Components	Part Number
---------------------	-------------

Billet Aluminum Reservoir

5.9 oz Single Chamber 1/8"-20 threads 72-571

Features

- Reliable seal/piston design.
- Aluminum alloy body is black anodized for corrosion resistance.
- 1.1" of stroke provides the fluid displacement needed for a wide variety of applications.
- AN4 inlet port adapter; adapter can be removed to accept screw-on reservoirs with a 1 1/8"-20 thread.
- Industry standard 2.25" (center-to-center) front flange mount.
- AN3 outlet port.
- Weighs .69 lbs (varies by bore size)





77-Series master cylinders offer the latest in racing master cylinder technology in a very lightweight and compact design. The rear spherical bearing mount and one-piece piston/pushrod eliminate side thrust into the master cylinder bore, providing consistent and repeatable braking. 77-Series master cylinders are designed specifically for use with TB&C 900-Series pedal assemblies and balance bars.

Features

- Reliable seal/piston design.
- Billet aluminum body profile is optimized for each bore size, providing the highest levels of strength/stiffness while minimizing weight.
- Hand-built and blueprinted for cut-off port travel. Cut-off port travel may be tuned for increased or decreased pedal free-play using optional shims.
- Spherical bearing (rear pivot) is positively retained with snap rings.
- Proprietary low-friction coatings minimize wear and provide smooth operation.
- 1.1" of stroke provides the fluid displacement needed for a wide variety of applications.
- AN6 crush washer seal inlet port.
- AN3 outlet port
- Weighs .30 lbs (varies by bore size)

Bore Size	Part Number
5/8" (15.88mm)	77-625
7/10" (17.78mm)	77-700
3/4" (19.05mm)	77-750
13/16" (20.64mm)	77-812
7/8" (22.23mm)	77-875
15/16" (23.81mm)	77-937
1" (25.40mm)	77-1000

Optional Components	Part Number
Inlet Fitting	
AN6 crush washer seal to AN4 male	77-015



Inlet Fitting

AN6 crush washer seal to AN4 male 77-015

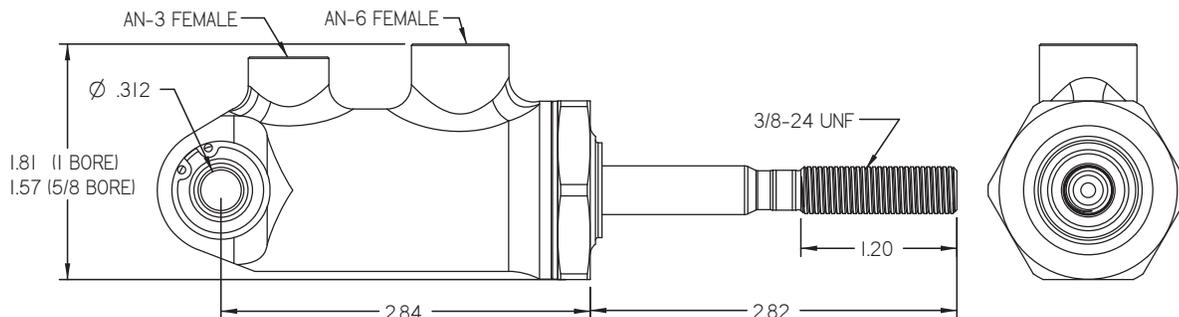
Cut-off Port Shim Kits

Shim Thickness	5/8", 7/10", 3/4" bore	13/16", 7/8" bore	15/16", 1" bore
.020", 5 pack	77-412-20-5	77-414-20-5	77-416-20-5
.030", 5 pack	77-412-30-5	77-414-30-5	77-416-30-5
.040", 5 pack	77-412-40-5	77-414-40-5	77-416-40-5
.050", 5 pack	77-412-50-5	77-414-50-5	77-416-50-5
.060", 5 pack	77-412-60-5	77-414-60-5	77-416-60-5



Service Parts

Bore Size	Pressure Seal	Pressure Seal Shim	Return Spring	Spring Guide Pin	Pivot Bearing
5/8"	75-310	75-060	75-010	75-020	COM-5
7/10"	75-311	75-061	75-010	75-020	COM-5
3/4"	75-312	75-062	75-010	75-020	COM-5
13/16"	75-313	75-063	75-010	75-020	COM-5
7/8"	75-314	75-064	75-010	75-020	COM-5
15/16"	75-315	75-065	75-010	75-020	COM-5
1"	75-316	75-066	75-010	75-020	COM-5



Master Cylinder Rebuild Kits

Includes master cylinder internals and dust boot.

Bore Size	74-Series	75-Series	76-Series
5/8" (15.88mm)	74-625RK	75-625RK	76-625RK
7/10" (17.78mm)	74-700RK	75-700RK	76-700RK
3/4" (19.05mm)	74-750RK	75-750RK	76-750RK
13/16" (20.64mm)	74-812RK	75-812RK	76-812RK
7/8" (22.23mm)	74-875RK	75-875RK	76-875RK
15/16" (23.81mm)	74-937RK	75-937RK	76-937RK
1" (25.40mm)	74-1000RK	75-1000RK	76-1000RK
1 1/8" (28.58mm)	74-1125RK	75-1125RK	N/A



Master Cylinder Service Parts

Description	74-Series	75-Series	76-Series
Reservoir, 4.0 oz	74-202	74-202	N/A
Reservoir, 6.8 oz	74-203	74-203	N/A
Reservoir, 10.7 oz	74-204	74-204	N/A
Filter, 4.0 and 6.8 oz reservoirs	74-210	74-210	N/A
Filter, 10.7 oz reservoirs	74-211	74-211	N/A
Cap, reservoir	74-207	74-207	N/A
Clamp, reservoir	74-208	74-208	N/A
O-ring, master cylinder/reservoir	74-212-B	74-212-A	N/A
Pushrod	74-400	75-030	75-030
Remote reservoir mount bracket with o-ring	74-212	74-212	N/A
O-ring, remote mount bracket	74-212-A	74-212-A	N/A
Hose (SBR), Kit, 96", includes 6 clamps	74-221	74-221	N/A
Hose (SBR), 24"	74-214	74-214	N/A
Hose (SBR), bulk, sold by the foot	72-502	72-502	N/A
Fitting, union, AN3 male/male	73-815-3L	73-815-3L	73-815-3L
Fitting, AN3 male to 3/16" female	TE2089-188L	TE2089-188L	TE2089-188L
Bleedscrew, AN3	28696	N/A	N/A



TB&C offers a wide range of accessories to complement their pedal assemblies and master cylinders. As with all products from TB&C, these accessories have been engineered to offer the highest levels of performance, reliability and value.

Balance Bars

- Designed for use in dual master cylinder systems, allowing front-to-rear brake bias adjustments. 600-Series balance bars are designed for use with fixed-mount master cylinders. 900-Series balance bars are designed for use with pivot-mount master cylinders.

Remote Brake Bias Adjusters

- Attaches to balance bars to allow brake bias adjustments by the driver during competition. Available in Standard and Premium models.

Proportioning Valves

- Enables reduction of brake line pressure to a particular wheel or wheels. Available in lever-type and screw-type models, with AN3 or 10mm x 1.0 ports.

3-Chamber Billet Aluminum Reservoirs

- 3-chamber reservoir combines two brake fluid reservoirs and a clutch fluid reservoir into one convenient package. Machined from billet aluminum to withstand high under hood temperatures. Available in High Capacity and Low Profile models.

3-Chamber Plastic Reservoirs

- TB&C's newest reservoirs. Incorporate many features from TB&C's billet aluminum 3-chamber reservoir, but at a price that fits most budgets.

Brake & Clutch Fluids

- High quality brake and clutch fluids designed specifically for the rigors of racing. Fluids available include:

TSR-1 Supreme Racing Brake Fluid

TBR-1 Racing Brake Fluid

Introducing, from Tilton Driveline,

TCR-1 High Performance Clutch Fluid





600-Series Balance Bars

Designed for use with fixed-mounted dual master cylinder systems. Allows front-to-rear brake bias adjustments. 600-Series balance bars feature high-strength steel bars, low-friction spherical bearings, aluminum clevises and outer steel tube.

Diameter	Length	Center-to-Center	Part Number
3/8"-24	4.75"	2.50"	72-250
7/16"-20	5.20"	2.50"	72-260



900-Series Balance Bars

As used in TB&C 900-Series pedal assemblies, these balance bars can be adapted to customer pedal applications. Designed for use with 77-Series master cylinders (page 33), this balance bar system is engineered to maximize dual master cylinder braking systems by eliminating friction typically found in traditional balance bar systems.

Diameter	Length	Center-to-Center	Part Number
7/16"-20	3.95"	2.60"	72-280

Remote Brake Bias Adjusters

Designed to attach to balance bars and allow brake bias adjustments by the driver during competition.



Standard Model

- Finger-grooved plastic adjustment knob
- Vibration resistant spring-loaded dual detent
- High quality 6-foot steel cable
- "Wind-up" resistant cable sleeve

Description	Part Number
Standard Adjuster, 3/8"-24 balance bars	72-501
Standard Adjuster, 7/16"-20 balance bars	72-507
Standard Adjuster, 1/2"-20 balance bars	72-504



Premium Model

- Lightweight billet aluminum adjustment knob with rubber grip
- Cross-action, spring loaded, dual detent system provides smooth and precise action.
- High quality 6-foot steel cable
- "Wind-up" resistant cable sleeve
- Optimized for function, durability and weight savings
- Adjuster can be easily taken apart for inspection and cleaning.
- Includes couplers to fit 3/8"-24, 7/16"-20 and 1/2"-20 balance bars

Description	Part Number
Premium Adjuster, includes all couplers	72-408

90 Degree Coupler

Designed to connect remote brake bias adjusters to balance bars at a 90 degree angle. This allows the adjuster's cable to be routed so that it does not interfere with the clutch or throttle pedal. Features high-quality steel bevel gears housed within a compact aluminum case.



Description	Part Number
Coupler, for 3/8"-24 balance bars	72-560
Coupler, for 7/16"-20 balance bars	72-561
Coupler, for 1/2"-20 balance bars	72-562

Proportioning Valves

TB&C brake proportioning valves enable adjustable brake line pressure reduction to a particular wheel or wheels. They can also be used effectively with single or dual master cylinder systems, providing better front-to-rear brake balance under both light and heavy braking.

Proportioning valves are available in lever-type and screw-type, with either AN3 (3/8"-24) or 10mm x 1.0 ports. Lever-type proportioning valves provide a visual reference for seven distinct brake pressure reduction positions. The screw-type proportioning valves provide fine adjustments of brake pressure reduction.



Description	Part Number
Lever-type, AN3 ports (fittings included)	90-1000
Lever-type, 10mm x 1.0 ports (fittings not included)	90-1003
Screw-type, AN3 ports (fittings included)	90-2000
Screw-type, 10mm x 1.0 ports (fittings not included)	90-2003
Rebuild kit	90-1100

Flow Control Valve

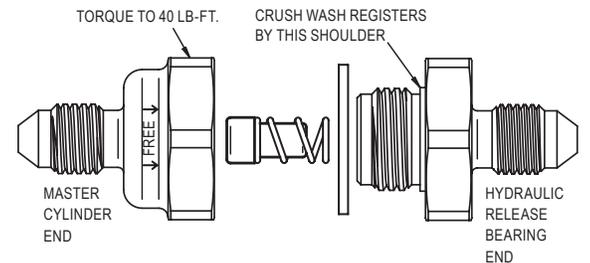
TB&C flow control valve is designed to reduce shock loads to the driveline by allowing the clutch to slip slightly during engagement. Shock load is a result of an abrupt clutch engagement when the crankshaft and input shaft speeds are not precisely matched. The flow control valve is designed to reduce the chance of losing traction when downshifting and/or the chance of damaging driveline components.

Fluid flow is not restricted during clutch disengagement. Therefore, shift times are still quick and pedal feel is not altered. The valve will have an effect on quick clutch actuations only. It will not alter fine clutch modulation.

Includes three orifice sizes (.021", .028", .040") that enable clutch engagement to be tuned. The valves features AN3 fittings for use with most TB&C master cylinders and -3 hydraulic lines.



Description	Part Number
Flow control valve	90-5000



Brake Bleed Bottle Kit

TB&C brake bleeding kits simplify brake fluid bleeding of dual master cylinder brake systems. The two durable clear plastic bottles included in the kit enable bleeding of a front and rear caliper simultaneously. Includes silicone bleeder hose, lanyard for hanging bottles and complete instructions for proper bleeding of various types of brake systems.

Description	Part Number
Brake bleeding kit	72-503





See page 32 for 5.9 oz single chamber billet aluminum reservoir for use with 76-Series master cylinders

3-Chamber Aluminum Reservoirs

TB&C's 3-Chamber billet aluminum reservoirs combine two brake fluid reservoirs and a clutch fluid reservoir into one convenient package. High Capacity and Low Profile reservoir options are available.

- Three separate internal reservoirs allow for complete evacuation of one, without affecting the remaining two.
- Reservoir caps have a double-baffle system and an o-ring to ensure proper sealing.
- A hose connection is provided if an external baffle system is desired.
- The removable lid provides easy access to the reservoirs for cleaning and maintenance.
- O-ring sealed AN4 fittings are included.

Reservoir Capacity

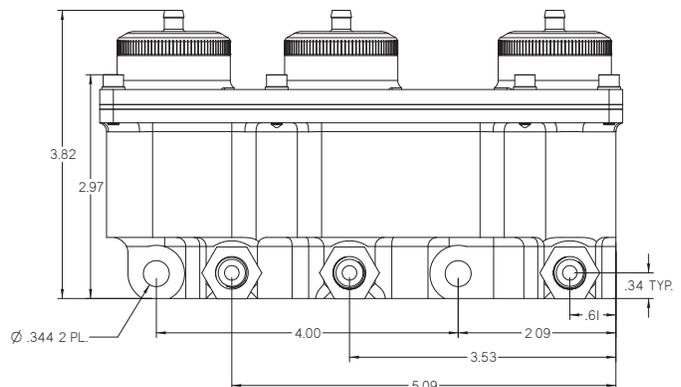
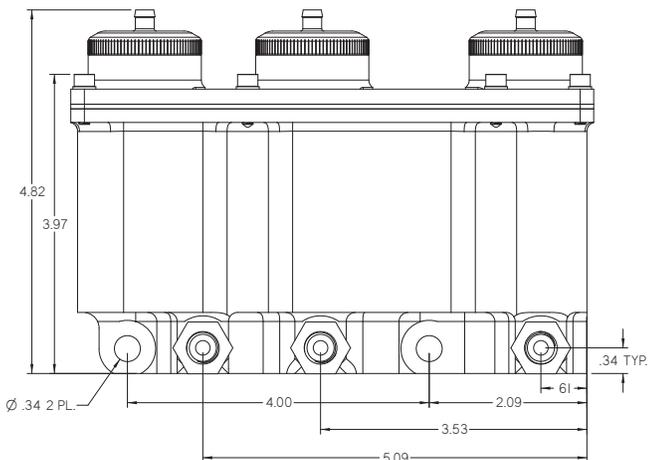
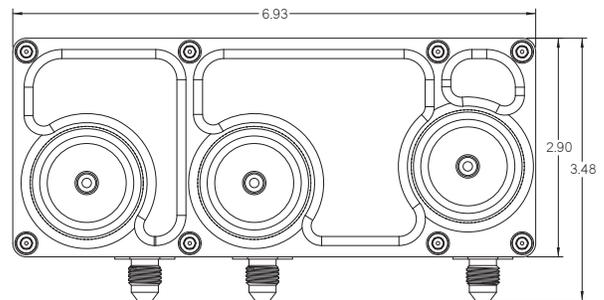
Reservoir	Front Brakes	Rear Brakes	Clutch
High Capacity	13.4 oz (396 ml)	8.7 oz (257 ml)	4.7 oz (139 ml)
Low Profile	8.9 oz (263 ml)	5.7 oz (168 ml)	3.2 oz (95 ml)
2-Chamber	8.3 oz (245 ml)	5.7 oz (168 ml)	N/A

Description

Description	Part Number
3-Chamber aluminum reservoir, high capacity	72-570
3-Chamber aluminum reservoir, low profile	72-575
2-Chamber aluminum reservoir, low profile	72-578

Service Parts

Service Parts	Part Number
Replacement cap assembly	72-574
O-ring for reservoir cap	72-570-6
Lid gasket	72-570-4
Fitting, AN4 male/AN4 male	73-817
O-ring for fitting	73-818



3-Chamber Plastic Reservoirs

TB&C's popular 3-Chamber Aluminum Reservoir is now available in a value-packed plastic version. These new reservoirs incorporate many features found in the billet aluminum version at a price that meets most budgets. There is no longer a reason to use three separate plastic reservoirs... this reservoir combines the three into one convenient package.

- Fiberglass reinforced nylon material.
- Three separate internal reservoirs allow for complete evacuation of one, without affecting the remaining two.
- Gasket-sealed removable lid allows for easy cleaning.
- Reservoir lid incorporates screens to prevent foreign objects (nuts, bolts) from falling into reservoir.
- Leak-proof baffle design ensures that fluid remains in reservoir.
- Convenient fluid level indicator windows
- 2-hole mount provides simple installation onto firewall/bulkhead .
- Available for use with push-on rubber hose or AN4 braided lines.

Reservoir Capacity		
Front Brakes	Rear Brakes	Clutch
9.8 oz (289 ml)	6.3 oz (186 ml)	4.0 oz (118 ml)

Description	Part Number
3-Chamber plastic reservoir, push-on hose type	72-576
3-Chamber plastic reservoir, AN4 type	72-577

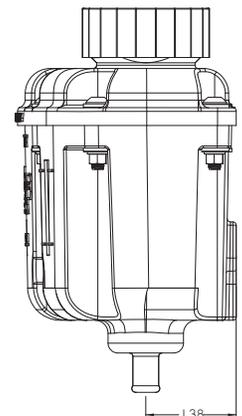
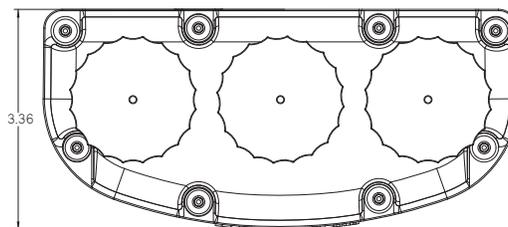
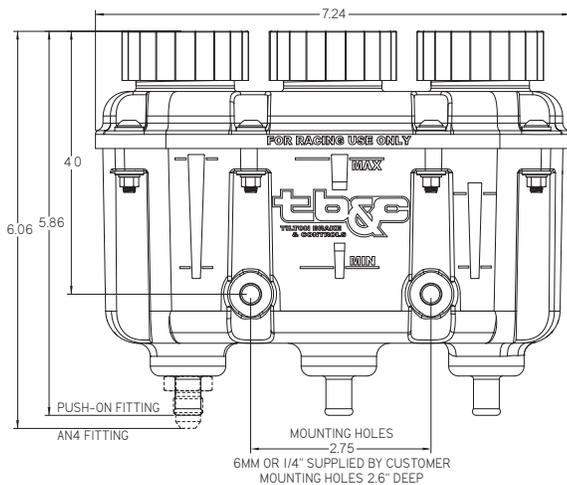
Service Parts	
Replacement cap	72-576-6
Lid gasket	72-576-3
Fitting, AN4	72-577-2



WARNING: Teflon, EPDM or SBR hose must be used.



SBR Hose Kit available for use with TB&C reservoirs. 96" length with 6 clamps. (P/N 74-221)





Notes and Helpful Hints:

All Tilton brake and clutch fluids come in small (250cc) bottles, providing for less wasted fluid and eliminating partially used (unsealed) bottles.

One 250cc bottle of TCR-1 is typically enough to fill and bleed a complete hydraulic release bearing assembly.

All Tilton brake and clutch fluids are polyalkalene glycol ether based and will absorb water over time if left exposed to the atmosphere. The rate at which water is absorbed is dependant upon several factors, including exposed fluid area and ambient humidity. The minimum wet boiling point, however, is typically not reached for several months and has little meaning to typical racers who bleed their brakes regularly.

TSR-1: Supreme Brake Fluid for Racing Applications

Race proven in the highest forms of motorsports, Tilton TSR-1 represents the pinnacle of racing brake fluid technology. It is destined to be the gold standard by which all other racing brake fluids are judged.

- Extremely high boiling point 622° Fahrenheit (328° Celsius) virtually eliminates the possibility of vapor lock (in properly designed brake systems)
- Maintains very low compressibility at high temperatures
- Excellent lubricity promotes long seal life
- Meets and exceeds all DOT 4 specifications
- Convenient 250ml bottle size
- Typical applications include F1, F3, NASCAR Sprint Cup, IRL, ALMS, Grand Am Daytona Prototypes, Rally and more...

TBR-1: Brake Fluid for Racing Applications

Tilton TBR-1 is an extremely high performance racing brake fluid for the semi-professional racer and weekend enthusiast. It offers 90% of the performance of Tilton's premium TSR-1 fluid for a much lower price.

- Very high dry boiling point of 590° Fahrenheit (310° Celsius)
- Low compressibility
- Good lubricity for long seal life
- Meets and exceeds all DOT 4 specifications
- Convenient 250ml bottle size
- Typical applications include NASCAR Nationwide, NASCAR Truck, super late models, late model stocks, off-road, drag racing, tour-type modifieds, SCCA road racing and more...

Available from Tilton Driveline

TCR-1 Specially Formulated High Performance Clutch Fluid

The latest innovation from Tilton... the world's first fluid specifically engineered to cope with the unique stresses of racing hydraulic clutch release systems. Tilton TCR-1 has been tested and proven to improve the performance and increase the life of hydraulic clutch release systems.

- Safe for use in all master cylinders, slave cylinders and hydraulic release bearings (concentric slave cylinders) that are designed for use with DOT 3 or DOT 4 brake fluids
- Outstanding lubricity extends seal life and reduces wear on mating parts
- Low viscosity for quicker system retraction – improves shift times
- Unique dark red color prevents accidental mixing with brake system



Other Fine Products from Tilton Engineering...



Catalog P/N 98-258-6

Tilton Driveline offers a wide range of professional-level clutches and related components. Every product has been engineered to provide the absolute highest levels of performance, reliability and value. Our commitment to excellence has produced numerous championships and race wins each year. Tilton Driveline products include racing clutches, flywheels, bellhousings, hydraulic release bearings and complete driveline packages.

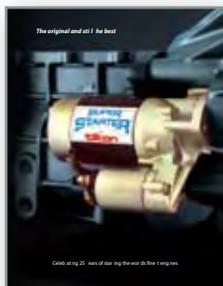
tilton
DRIVELINE COMPONENTS



Catalog P/N 24035

Sonic Racing Products sets the new standard for short track racing! Sonic Racing Products offers a full range of popular driveline components designed and optimized specifically for short track racing. They offer reliability, performance advantages and convenience features previously not available in their price range. Products include complete rear-mount starter driveline packages, clutches, flywheels/flexplates, bellhousings and hydraulic release bearings.

Sonic
RACING PRODUCTS



Catalog P/N 98-258-1

Since 1981, the Tilton Super Starter has provided dependable starting for the world's finest engines. Assembled with the finest components, Super Starter has become the benchmark for starters used in high performance and racing applications. They can be found virtually everywhere, from your neighbor's hot rod to a prototype race car competing in the 24 Hours of Le Mans. Super Starters are available in Standard Duty, Severe Duty, XLT and PMT platforms.

**SUPER
STARTER**



Catalogs are available for download (PDF format) at www.tiltonracing.com. Contact Tilton Engineering if you would like a catalog mailed to you.

Tilton Engineering

25 Easy Street • PO Box 1787 • Buellton, CA 93427

www.tiltonracing.com

DISTRIBUTED BY:

TILTON ENGINEERED PRODUCTS

tilton
DRIVELINE COMPONENTS

Sonic
RACING CLUTCHES

tb&c
TILTON BRAKE
& CONTROLS

**SUPER
STARTER**

tilton
Performance

Tilton Engineering, Inc.

25 Easy Street / P.O. Box 1787 / Buellton, CA 93427

ph: 805.688.2353 / fax: 805.688.2745

www.tiltonracing.com

