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

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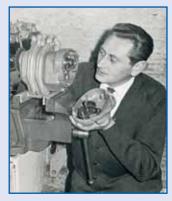
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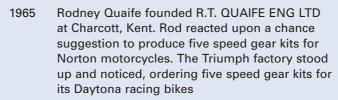
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QUAIFE TIME LINE







1970 R.T. Quaife moved to larger premises in Tonbridge, Kent



1971 Isle of Man TT races - 750cc Sidecar - 2nd

1972 Isle of Man TT races - 750cc Sidecar - 2nd



1975 Saw the decline of the British motorcycle industry, Quaife branched out to the car world, developing a five speed gear kit for the 'Rocket' gearbox, as used in the Ford Escort RS2000, which offered similar advantages to the ZF unit, but at a much lower price



1980 Clients base included Adam Opel & Toyota Team Europe

1982 Quaife ventured onto the race track with a Chevette with which Michael Quaife tested and developed products

1985 Quaife built its own 4x4 Escort, to take on the Group B rally cars, inc 4 x 4 gearbox system



1986 Rod Quaife designed and patented the Quaife **Automatic Torque Biasing Differential**

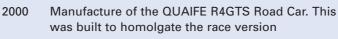
1986 First Place in the Mexican F1 grand Prix driven by Gerhard Berger in a Benetton, using a Quaife differential

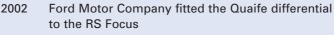
1994 Moved to larger premises on a 2.5 acre site in Sevenoaks, the current HQ of Quaife

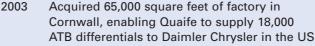


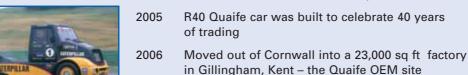
1999 Manufactured the QUAIFE R4GTS GT Race Car incorporating a complete drive by Quaife. This car was raced in the British GT class by Michael Quaife

2000 European Truck Racing Cup won by Caterpillar Truck Racing, using a Quaife differential









2008 Ford Motor Company announced the fitment of the Quaife differential to the latest RS Focus











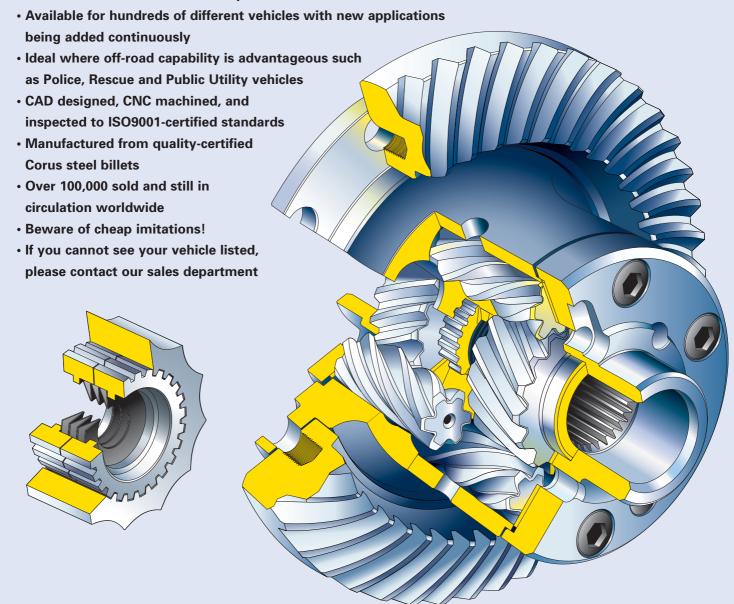






MORE TRACTION, MORE SPEED

- Unique Quaife patented design prevents complete loss of drive which can occur with conventional differentials when one wheel slips
- Used by Ford, General Motors and Daimler-Chrysler as original equipment
- · Used in all forms of Motorsport, such as Formula 1, rallying, truck, drag and drift racing
- · Improved traction leads to better acceleration
- · Consistent traction out of corners means better exit speeds and shorter lap times
- · Inherently safe, never locks solid
- · Controlled power transmitted to all driven wheels, maximises traction and minimises wheelspin
- Fully automatic operation
- Eliminates unwanted torque-steer, under-steer and snatching characteristics of other types of LSD
- Gear operated, no friction plates to wear or break
- · Benefits all year round regardless of traction conditions
- Direct replacement for standard unit
- Minimal maintenance requirements
- · Retains normal axle lubrication systems



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



Alfa Romeo 156 2.5 V6 / 156 GTA / 147 GTA	QDH6E
Alfa Romeo 145, 155, Spider, GTV, GT	QDH2K
Alfa 147 / 156 TD	QDF25B
Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q
Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q
Audi (rear), A4 Quattro	QDF4Q
Audi A3 1.8, 1.8T, Tdi (02J)	QDF10R
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R
Audi front TT, A3 2WD (02M)	QDF13R
Audi front TT Quattro, S3 Quattro 4WD (02M)	QDF14R
Audi (front), S4, S6, A6 4.2I (01E)	QDF8Q
Austin Healey 3000	QDF13K
Austin Healey Sprite	QDF5K
Austin Rover Mini Cooper S (Hardy Spicer)	QDF14K
Austin Rover Mini (Pop Joint)	QDF36K
BMW 2002	QDF4N
BMW Z3 4 cyl / 318ti (E36)	QDF6N
BMW 325i (E30 / E36) / 525-535i (E28 / E34) / 633-635csi / 735i	QDF2N
BMW M3 (E30) / (E36 - 3.0l only)	QDF2N
BMW 328i (E36)	QDF3N
BMW M3 (E36 3.2I / E46), M5 (E34)	QDF5N
BMW 540i (E39)	QDF8N
BMW 850, Z8, 330d (E46), 335i (E92)	QDF10N
BMW 130i / 330i (E36)	QDF13N
BMW 330 (E46)	QDF14N
BMW 530d (E60)	QDF15N
Caterham (De'Dion axle)	QDF15Z
Caterham (English axle)	QDF5Z
Caterham (Ital/Marina axle)	QDF8K
Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B
Chevrolet Corvette C6 Z06	QDF24B
Chrysler Sebring, Cirrus (T350 trans)	QDF3I
Chrysler 300C 5.7L Hemi / SRT8	QDF9V
Citroen AX, Saxo VTR & VTS, C2 (MA gearbox)	QDF9H
Citroen ZX (BE3 gearbox)	QDF3H
Citroen SM / DS	QDF13H
Dodge Charger SRT-8	QDF9V
Dodge Neon, Avenger, Sirrus (T350 trans)	QDF3I
Dodge Neon SRT-4 (T850 trans)	QDH1U
Dodge Viper V10 (Dana 44 axle) Viper 1 upto 2002)	QDF9S
Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U
Fiat Uno / Punto / Grande Punto / Idea / Tipo / Tempra / Bravo / Marea	QDH2K
Fiat Stilo / Multipla / Palio / Siena / Coupe / Barchetta / Strada / Doblo	QDH2K
Fiat Grande Punto TD	QDF25B
Ford Atlas (16t or 18t spline)	QDF6Z
Ford English (22t or 16t spline)	QDF5Z
Ford Escort / Sierra 61/2" 4x4 heavy duty front differential case	F18Z102
Ford Escort / Sierra 61/2" 4x4 front	QDF16Z
Ford Escort Cosworth rear, XR4x4 (including flanges)	QDF15ZFL

Ford Explorer (4x4) front	QDF37Z
Ford Focus SVT (6-speed Getrag) ST170	QDF38Z
Ford Focus ST – M66	QDF13J
Ford Escort / Fiesta / Focus / Ka / Orion / Puma (BC / IB5 trans)	QDF7Z
Ford MTX75 / Contour (USA) / Focus / Mondeo / RS2000	QDF20Z
Ford Granada MK1 & MK2	QDF48Z
Ford Probe GT V6 (G-type trans)	QDF6F
Ford Sierra 7"	QDF15Z
Ford Sierra Cosworth / Granada Scorpio 71/2" rear (including flanges)	QDF14ZC/S
Ford Sierra Cosworth 71/2" front (including shafts)	QDF14ZF
Ford Mondeo ST220	QDF41Z
Hewland FT (Formula Atlantic) (with alloy end cover)	QDF7S
Hewland FT200	QDF8S
Hewland MK9 (Formula 3) (with alloy end cover)	QDF2S
Hewland JFR transaxle	QDF14S
Hillman Imp (including flanges)	QDF145
	QDF14HFL
Hillman Avenger	
Honda Integra GS / LS '90-'00, Integra GS-R 92-93	QDF1U
Honda Civic / CRX (Del Sol) Vtec dohc, Civic Si '99-'00 Vtec dohc	QDF1U
Honda Civic / CRX (Del Sol) Non Vtec, 40mm bearings	QDF2U
Honda Civic City, 35mm bearings	QDF3U
Honda Civic / CRX ('90-'91) Si, plus non Si / Ex ('88-'99) 35mm bearings	QDF4U
Honda Accord '90-'97, Prelude '92-'96, Prelude '97-'00 (except SH)	QDF5U
Honda Acura Integra GS-R '94-'00 / Civic Type R	QDF6U
Honda Civic SRX Si / EX models '88-'89, except '90-'91 Si 40mm bearings	QDF7U
Honda Civic EP3 / Civic Type R / Acura	QDF9U
Honda S2000 / Synthesis	QDF14U
Honda Fit / Jazz	QDF15U
Hyundai Coupe / Tiburon – 6-speed	QDH14B
Hyundai Accent	QDH4B
Isuzu Piazza RWD	QDF4B
Isuzu Impulse / Piazza FWD	QDF2I
Jaguar saloon / E type (IRS – 4HA)	QDF1W
Jaguar XKR MY2006+	QDF3W
Lancia Ypsilion, Musa, Delta MK1 & MK2, Dedra, Lybra	QDH2K
Land Rover Freelander	QDF31K
Land Rover / Range Rover LT230R centre	QDF30KR
Land Rover / Range Rover LT230T centre	QDF30KT
Land Rover / Range Rover	QDF12K
Land Rover 110 (Salisbury rear axle)	QDF25K
Lotus Elan (English)	QDF5Z/22
Lotus Elan SE Turbo M100	QDF2I
Lotus Elise (PG1)	QDF28K
Lotus Elise S2 (Toyota)	QDF21E
Lotus Elite Climax	QDF5K
Lotus Esprit Stevens - S4, V8 (88-04 Renault UN1/369 trans)	QDF5M
Lotus Esprit Giugiaro Turbo / non Turbo - S1,S2,S3 (75-87 Citroen trans)	QDF13H
Lotus Europa 4-speed (Renault 336 trans)	QDF2X
Lotus Europa 5-speed (Renault 365 trans)	QDF3X
Maserati Merak (74-82)	QDF13H
Mazda Protégé ES 1995-2000 (F-type trans)	QDF5F
Mazda 626 (93-00), MX6, MX3 V6 (92-94), 3 (G-type trans)	QDF6F
Mazda Protégé LX (90-94), ES (01-03), Protégé 5 (not 99-00) (G-type trans) Mazda 3 MPS 2.3 litre Turbo 2WD	QDF6F
	QDF7F
Mazda MX5 / Miata (100D)	QDF9F
Mendeola HD4	QDF15S
Mercedes 210 C32 AMG / E55 AMG (2000-2002)	QDF7V
Mercedes 215 (V8) E55 AMG (2003 onwards)	QDF9V





Mercedes 500 SLC	QDF5V
MG Midget (A series)	QDF5K
MGA / MGB (Banjo axle)	QDF15K
MGB (Salisbury axle)	QDF6KB
MGB V8 / MGC	QDF6KC
MGF (PG1 including ZR 1.8 models)	QDF28K
Mini Cooper S (6-speed Getrag) Supercharged engine only	QDF38Z
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (centre)	QDH9B
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (front)	QDH8B
Mitsubishi Eclipse 2WD non turbo	QDH7B
Mitsubishi Eclipse 2WD non turbo (T350 trans)	QDF3I
Mitsubishi Lancer Evo 4, 5, 6, 7 (centre)	QDH11B
Mitsubishi Lancer Evo 4, 5, 6, 7, 8, 8MR, 9 (front)	QDH12B
Mitsubishi Lancer Evo 8, 8MR, 9 (centre)	QDH13B
Mitsubishi 3000GT 4WD Front	QDH16B
Morgan V8 (7HA)	QDH1M
Morgan Aero 8 (Open Differential)	QDH3M
Morgan Aero 8 (Hydratrak Replacement)	QDH4M
Morris Marina	QDF8K
Morris Minor	QDF5K
Nissan R180 240-280Z (110mm crownwheel)	QDF4L
Nissan R180 240-280Z (115mm crownwheel)	QDF5L
Nissan R200 280-300Z / 200SX (fits both S13 &S14)	QDF7L
Nissan Maxima	QDF8L
Nissan Skyline GTR (front)	QDF3L
Nissan 350Z – Auto	QDF10L
Nissan 350Z – Manual	QDF11L
Nissan 350Z – Waridan Nissan 350Z – Viscous diff replacement	QDF13L
Noble M12 5-speed	QDF20Z
Noble M12 / M400 6-speed	QDF41Z
Opel Manta / GT / Ascona	QDF4B
Peugeot 106 / 205 (MA gearbox)	QDF9H
Peugeot 205 / 306 / 309 Gti, 405 Mi16 (BE1,3 & 4 gearbox)	QDF3H
Peugeot 505	QDF8H
Pontiac Grand Am (GTP)	QDF18B
Porsche 911 / 901/ 914 (1969-1974)	QDF5Q
	QD1 3Q
Porsche 911 / 915 (coarse or fine soline) / 924 Turbo (fine soline)	ODF10
Porsche 911 / 915 (coarse or fine spline) / 924 Turbo (fine spline)	QDF1Q QDF4Q
Porsche 944 (1986 onwards incl turbo)	QDF4Q
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement	QDF4Q QDF7Q
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99)	QDF4Q QDF7Q QDF6Q
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968	QDF4Q QDF7Q QDF6Q QDF2Q
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Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans)	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF7Q QDF12Q QDF6M QDF8M
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Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369) Renault Alpine A110 / R5 Gordini (Renault 335 trans)	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF7Q QDF12Q QDF6M QDF8M QDF8M QDF2X QDF3X QDF5M QDF5M
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369) Renault Alpine A110 / R5 Gordini (Renault 335 trans) Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF7Q QDF12Q QDF6M QDF8M QDF8M QDF2X QDF3X QDF5M QDF7M QDF7M QDF28K
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369) Renault Alpine A110 / R5 Gordini (Renault 335 trans) Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0 Rover SD1	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF7Q QDF12Q QDF6M QDF8M QDF2X QDF3X QDF3X QDF5M QDF7M QDF28K QDF28K QDF16K
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Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault Alpine A110 / R5 Gordini (Renault 335 trans) Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0 Rover SD1 Saab 9000 85-93MY Saab New 900 94MY only	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF12Q QDF6M QDF8M QDF8M QDF2X QDF3X QDF5M QDF5M QDF5M QDF7M QDF28K QDF16K QDH1J QDH2J
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault Alpine A110 / R5 Gordini (Renault 335 trans) Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0 Rover SD1 Saab 9000 85-93MY Saab New 900 94MY only Saab 9000 94MY and 95MY only	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF7Q QDF12Q QDF6M QDF8M QDF8M QDF3X QDF3X QDF5M QDF5M QDF7M QDF1BM QDF7M QDF1BM
Porsche 944 (1986 onwards incl turbo) Porsche 996 6-speed – open diff replacement Porsche Boxster 986 2.5L ('97-'99) Porsche G50 / 996 / 911 '87 on / 930 5-speed '89 on / 993 / 968 Porsche Tiptronic – 993 & 964 only Porsche 968CS Porsche 997 Porsche Boxster S 986 2.7L ('00-'04), 987 3.2L ('05-'06) Porsche Cayman S, Boxster S 987 3.4L ('07+) Renault Clio 172 / 182 / 5 Turbo Renault Megane 225 (NDO trans) Renault 4-speed (Renault 336 trans) Renault Alpine A310 4cyl 5-speed (Renault 365 trans) Renault Alpine A110 / R5 Gordini (Renault 335 trans) Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego 2.0 Rover SD1 Saab 9000 85-93MY Saab New 900 94MY only	QDF4Q QDF7Q QDF6Q QDF2Q QDF9Q QDF10Q QDF13Q QDF12Q QDF6M QDF8M QDF8M QDF2X QDF3X QDF5M QDF5M QDF5M QDF7M QDF28K QDF16K QDH1J QDH2J

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

Please ring to confirm your requirements

Saab 900 Classic 80-93MY	QDH7J
Saab 9-3 Viggen F35 / 9-5 Aero	QDH8J
Saab 9-3 F40 (02-07)	QDH9J
Seat Ibiza (with VW 02A transmission – push in flanges)	QDF8R
Seat Ibiza (with VW 02J transmission – bolt in flanges)	QDF10R
Seat Leon (02M)	QDF13R
Seat Leon FR (197bhp) / Leon Cupra (237bhp) (02Q)	QDF16R
Skoda Octavia (with VW 02A transmission - push in flanges)	QDF8R
Skoda Octavia (with VW 02J transmission - bolt in flanges)	QDF10R
Skoda Octavia vRS 2.0-litre (02Q)	QDF16R
Skoda Fabia / Octavia (02M)	QDF13R
Subaru Impreza / Legacy (front) (1993-2000)	QDH1Y
Subaru Impreza / Legacy (rear) not STi (1993-2000)	QDH2Y
Subaru Impreza STi (front) six-speed DCCD gearbox	QDH3Y
Talbot Sunbeam	QDF1H
Toyota Corolla (AE92), Starlet / Starlet Turbo (EP82)	QDF15E
Toyota MR2 (non turbo) 4A-GE	QDF15E
Toyota Starlet Turbo (EP71)	QDF16E
Toyota MR2 (turbo/supercharged) 4A-GZE / 3S-GTE	QDF17E
Toyota Celica / MR2 Spyder 6-speed (2ZZ-GE)	QDF21E
Toyota 2000 Corolla GT-S 6-speed	QDF21E
Toyota Scion tC	QDF25E
Triumph Dolomite Sprint	QDF23K
Triumph GT6 (modification required if fitting 3.27 cwp)	QDF8K
Triumph Herald	QDF8K
Triumph Spitfire	QDF8K
Triumph Stag, TR2, TR3, TR3A, TR4A, TR5, TR6	QDF23K
Triumph TR7 4-speed	QDF8K
Triumph TR7 5-speed /TR8	QDF16K
Triumph Vitesse	QDF8K
TVR open differential (Ref: BTR)	QDH3M
TVR hydratrak replacement (Ref: BTR)	QDH4M
Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only)	QDF2B
Vauxhall Corsa / Nova (F10 / F13 / F15 / F17)	QDF7B
Vauxhall Cavalier / Calibra (F25)	QDH5J
Vauxhall Vectra / VX220 F23 (Getrag 287)	QDF17B
Vauxhall Calibra F28 4x4 (front)	QDF19B
Vauxhall Astra / Corsa VXR, 1.9 CDTI Astra, Vectra, Zafira (M32)	QDF25B
Vauxhall Calibra 4X4 (rear)	QDF26B
Vauxhall F40	QDF21B
Volvo 240	QDF8J/27
Volvo S40 (front) / C30 5-speed - M56	QDF12J
Volvo S60 (front) / C30 6-speed - M66	QDF13J
Volvo S60R 4x4 rear	QDF11J
Volvo S60R 4x4 front	QDF14J
Volvo Amazon (10 bolt crownwheel)	QDF8J/10
Volvo Amazon (8 bolt crownwheel)	QDF9J
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – small crownwheel)	QDF1R/109
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – large crownwheel)	QDF1R/111
VW Beetle 1302 / 1303 33 / 37 spline (IRS)	QDF4R
VW Golf Mk3 & 4 / Corrado / Jetta / Vento (02A – push in flanges)	QDF8R
VW Beetle swing axle	QDF9R
VW New Beetle / Golf Mk3 & 4 / Jetta / Vento (02J – bolt in flanges)	QDF10R
VW Golf Mk4 2WD 6-speed (02M)	QDF13R
VW Golf Mk4 4WD 6-speed (02M)	QDF14R
VW Golf Rallye (4wd – 02C front)	QDF15R
VW Golf Mk5 GTi / VW Golf GT TDi / VW Golf 1.4 TSi GT (02Q)	QDF16R
VW DSG 2WD including bolt kit	QDF19R
VW Polo G40 (085)	QDF20R





Following differentials are made to order only

AC Bristol	QDH1H
Alfa Romeo 155/164	QDH2E
Alfasud (10 bolt)	QDH4E
Alfasud (8 bolt)	QDH1E
Alvis	QDH3H
Aston Martin DB9, V8 Vantage	QDH1V
Birkin	QDH1L
Chrysler PT Turbo	QDH2U
Citroen 2CV	QDF11H
Dodge Shelby FWD	QDF16B
Ferrari 330	QDH3D
Ferrari 340 Mexico (1952)	QDH2D
Ford 9"	QDH1R
Ford Atlas ZF spline (pad type)	QDF6ZP
Ford BC / IB5 Spool	QDF47Z
Ford Cortina MK3, 4 & 5 (1.3 & 1.6 only)	QDF23Z
Ford Falcon	QDF45Z
	QDF35Z
Ford Mustang (Live axle)	
Ford Mustang 8.8"	QDF29Z
Ford Sierra 71/2" sealed	QDF42Z
Ford Sierra 71/2" spool	QDF30Z
Ford Sierra 9" rear incl. flanges (RS500)	QDF21Z
Ford Taurus SHO V6	QDF25Z
Ford Transit (LCX) up to model 120	QDF13Z
Ford Transit (LCY) from model 140	QDF11Z
FPW Axles	QDH1P
Honda (Sealed)	QDF1U/S
Isuzu Saturn (all S series)	QDF4I
Iveco-Ford Daily	QDH1G
Lada Samara	QDF2C
LDV 71/2 ton truck (4x4)	QDF27K
Mazda (100E)	QDF1F
Mazda 6 V6	QDF8F
Mercedes 207/307/310/408	QDF1V
Mitsubishi Colt Lancer	QDH1B
Mitsubishi Mirage	QDH2B
Mitsubishi Pajero	QDH10B
Mitsubishi Eclipse GT V6 6-speed (2006+)	QDH15B
Nissan (various models)	QDF6L
Nissan R230	QDF12L
Nissan Skyline GTR 4WD rear	QDF14L
Nissan Sunny	QDF9L
Porsche G50 ATB (pad type) differential	QDF2QP
Proton (Large)	QDH3B
Renault Master	QDF1M
Rover PG2	QDF22K
Suzuki Cultus 4WD / Swift rear	QDF5P
Talbot Largo	QDF13S
Toyota Corolla AE86	QDF18E
Toyota Hilux rear	QDF20E
Toyota Hilux SR5 front	QDF26E
Toyota Supra	QDF14E
Volvo Truck	QDF14E QDF10J
VOIVO TIUUK	ZDI-103

QUAIFE GEARBOX UPGRADES – WHAT IS THE REQUIREMENT?

IMPROVING ANY CAR'S transmission isn't purely a quest for outright reliability, as it will also give significant performance benefits. Ask any race or rally team and it will view a transmission upgrade on the same level of importance as engine performance or the latest trick damper design.

Gearing and performance

Standard factory gearing is a compromise between fuel economy, top speed, noise and comfort. But in the world of motorsport, performance rules, and factors like noise and fuel economy become less important. It is this performance that QUAIFE exploits with its transmission upgrades.

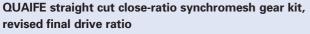
Generally, race and rally disciplines require lower gearing than any manufacturer provides, to maximise acceleration and performance whether on the circuit or rally stage. This is why QUAIFE offers a number of options for race, rally and rallycross applications. The options include:

QUAIFE helical, close-ratio, synchromesh gear kit

- · Helical cut gears to minimise noise
- Closer gear ratios to maximise engine performance ideal for highly tuned engines with narrower power bands
- Often features taller first gear for race and rally applications
- · Wider gears to improve durability
- Frequently uses standard final drive to reduce costs
- Standard factory synchromesh engagement for smooth selection.

QUAIFE semi-helical close-ratio synchromesh gear kit with lower final drive ratio

- Helix designed to reduce transmission power losses
- Helical cut gears to minimise noise
- Closer gear ratios to maximise engine performance ideal for highly tuned engines with narrower power bands
- Often features taller first gear for race and rally applications
- · Wider gears to improve durability
- Several lower final drive options to optimise overall gearing for race, rally or rallycross use
- Standard factory synchromesh engagement for smooth selection.



 Straight cut or 'spur' gears to greatly reduce transmission power losses

 Closer gear ratios to maximise engine performance – ideal for highly tuned engines with narrower power bands





Synchromesh gear

Dog engagement

- Often features taller first gear for race and rally applications
- Some kits upgrade from 5 to 6-speeds
- Wider gears to improve durability
- Several lower final drive options to optimise overall gearing for race, rally or rallycross use
- Standard factory synchromesh engagement for smooth selection.

QUAIFE Straight cut, close-ratio, dog engagement gear kit with revised final drive ratio

- Dog tooth engagement for rapid shifts, durability and strength
- Straight cut or 'spur' gears to greatly reduce transmission power losses
- Closer gear ratios to maximise engine performance ideal for highly tuned engines with narrower power bands
- Often features taller first gear for race and rally applications
- Some kits upgrade from 5 to 6-speeds
- · Wider gears to improve durability
- Several lower final drive options to optimise overall gearing for race, rally or rallycross use
- Gear kits often include bespoke selector forks for added durability.

QUAIFE Straight cut, close-ratio, sequential transmission, revised final drive ratio

- Sequential action ultra-rapid gear changes at the push and pull of a lever
- Dog tooth engagement for durability
- Straight cut or 'spur' gears to greatly reduce transmission power losses
- Closer gear ratios to maximise engine performance ideal for highly tuned engines with narrower power bands
- Often features taller first gear for race and rally applications
- Wider gears to improve durability



Tel: +44 (0) 1732 741144 info@quaife.co.uk Fax: +44 (0) 1732 741555 www.quaife.co.uk

Straight cut

QUAIFE 5 / 6-SPEED 'H' PATTERN OR SEQUENTIAL TRANSAXLE GEARBOXES

- · 4 base specifications
- 2 versions available: dog engagement, sequential only or 'H' pattern helical
- Straight cut (race) or helical cut (road)
- QUAIFE differential included or optional plate differential
- Over 15 types of bellhousings available (see page 16)

52G – 6-SPEED 'H' PATTERN TRANSAXLE

6th

• Weight approximately 69kg

GEAR RATIOS (BASE SET)

3rd

4th

2.600 1.933 1.533 1.250 1.043 0.880 Race 3.000 2.000 1.458 1.143 0.921 0.780 Road

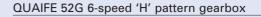
- · Spiral bevel crownwheel & pinion
- Maximum recommended 350bhp for 80mm shaft centre

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	-			

FINAL DRIVE RATIOS

2nd

3.700 4.111



QBE52G

62G – 5-SPEED 'H' PATTERN TRANSAXLE

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

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

GEAR RATIOS (BASE SET)

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



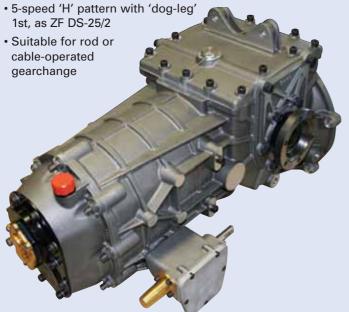
FINAL DRIVE RATIOS

3.750



QUAIFE 62G 5-speed 'H' pattern gearbox

QBE62G





62G AVAILABLE THROUGH GT TRANSMISSIONS Tel: +44 (0) 1638 510 136 melchrismelia@aol.com

61G - 6-SPEED SEQUENTIAL TRANSAXLE

- All major dimensions as Porsche 996
- Maximum recommended 450bhp
- Dog engagement, sequential only
- Straight cut (race) or helical cut (road)
- QUAIFE ATB differential fitted as standard
- Oil pump incorporated within the unit
- · Various ratio options
- Weight approximately 75kg
- Re-designed with hypoid crownwheel & pinion
- Larger 85mm shaft centres

GEAR RATIOS (BASE SET)

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

FINAL DRIVE RATIOS

3.700 4.125





58G - 6-SPEED SEQUENTIAL TRANSAXLE

Universal fitment, ideal for sports cars

Maximum recommended 350bhp

• 90mm shorter than 52G with narrower, lighter gears

• Weight approximately 55kg

· Spiral bevel crownwheel & pinion

· Alternative ratio options £POA

• 80mm shaft centres

GEAR RATIOS (BASE SET)

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

FINAL DRIVE RATIOS

3.700 4.125



QUAIFE 58G 6-speed transaxle gearbox	QBE58G
Optional plated differential	POA

59G - QUAIFE QFT 6-SPEED SEQUENTIAL TRANSAXLE GEARBOX

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

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

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

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

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

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

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

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

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



GEAR RATIOS

Ratio options available to suit customer requirements

QUAIFE QFT 6-speed sequential transaxle gearbox

QBE59G

QUAIFE QFT 6-speed sequential transaxle with magnesium casing QBE59GMAG

the desired the second second

Optional plate differential POA

QUAIFE RQ1 6 SPEED SEQUENTIAL TRANSAXLE

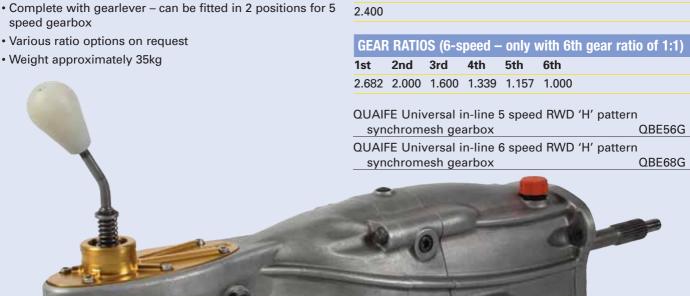
- · Ideal for motorcycle-engined cars
- Straight cut gears with open-face dog-tooth engagement
- QUAIFE ATB differential
- Ultra compact drum-type sequential design for the ultimate gear shift
- Maximum power 200bhp
- · Large choice of final drive ratios
- 100mm or tripode output flanges
- · Digital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



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

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

- Maximum recommended 375bhp
- · All free running gears run on needle roller bearings
- · All alloy casings
- speed gearbox
- · Weight approximately 35kg



1st

GEAR RATIOS (5-speed)

3rd

2.612 1.669 1.224 1.000 0.863

4th

5th

2nd

56G / 57G - QUAIFE UNIVERSAL IN-LINE 5 SPEED RWD 'H' PATTERN **GEARBOX SPUR GEARS - FOR RACE USE**

- Available as dog engagement or synchromesh gearchange GFAR RATIOS (5-speed spurs
- · Open face dog design on both gear & drive disc for dog engagement gearbox
- · Various input shaft options available on request
- · Maximum recommended 375bhp
- · All free running gears run on needle roller bearings
- · All alloy casings
- Complete with gearlever can be fitted in 2 positions
- · Various ratio options on request
- · Weight approximately 35kg

GEAR	KAIIL	15 (5-S	peea s	pur synchro)	3.6
1st	2nd	3rd	4th	5th	***
2.400	1.690	1.260	1.000	0.889	
					Me
GEAR	RATIC	S (5-s	need s	pur dog engagement)	3 %
		0 0	pood o	pur dog ongagomont,	
	2nd		4th	5th	344
1st	2nd		4th	5th	3MC
1st 2.400	2nd	3rd 1.333	4th	5th	**

QUAIFE Universal in-line 5 speed RWD 'H' pattern SPUR synchromesh gearbox QBE56GS QUAIFE Universal in-line 5 speed RWD 'H' pattern SPUR dog engagement gearbox QBE57G

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

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

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

GEAR	ž	1					
1st	2nd	3rd	4th	5th	6th	1	4
2.400	1.840	1.482	1.260	1.104	1.000		
2.769	2.057	1.579					
2.240	1.694	1.333	1.150	1.000	0.889		
2.060							

GEAF	RATIO					
1st	2nd	3rd	4th	5th	6th	***
2.682	2.000	1.600	1.339	1.157	1.000	
2.682	2.000	1.550	1.244	1.000	0.863	

QUAIFE Heavy Duty in-line 6 speed RWD sequential
SPUR gearbox
QBE60G
QUAIFE Heavy Duty in-line 6 speed RWD sequential
HELICAL gearbox
QBE60GH



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

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

Closed loop GCU(Gear Control Unit) operated system

· Full on board data logging capability

• Comprehensive installation & set-up instructions

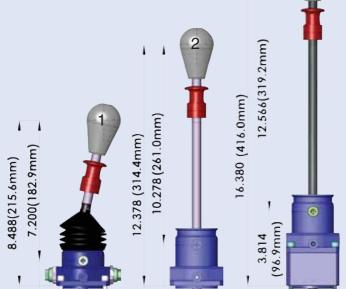
· Fliminates miss-shifts

 Includes gear position indicator, GCU & PC set-up software, compressor, accumulator, actuator & valve assembly, twin paddle assembly, throttle blipper assembly, wiring harness & fittings QUAIFE paddle shift system

QMPAD



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



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

1. QUAIFE sequential gearlever – standard	QGE60G001
2. QUAIFE sequential gearlever – long	QGE60G007
3. QUAIFE seguential gearlever - long level	r/short throw

- QGE60G005

 4. QUAIFE sequential gearlever extended remote
- assembly QGE60G003
- 5. QUAIFE sequential gearlever caterham QGE60G004
- 6. QUAIFE sequential gearlever offset remote assembly QGE60G002

EXTENDED REMOTE ASSEMBLY CATERHAM

OFFSET REMOTE ASSEMBLY



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

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

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



DIGITAL GEAR POSITION INDICATOR

- For use with sequential gear box ONLY
- · Large display shows gear position



QUAIFE oil pump assembly

QPE60G

QMLED

32G - QUAIFE 6-SPEED FRONT WHEEL DRIVE SEQUENTIAL GEARBOX

- · Straight cut gears with open face dog engagement
- QUAIFE ATB or optional plate type differential
- Compact drum type sequential design for faster gear shift
- · Large choice of final drive ratios
- 100mm or tripod output flanges
- Remote gear lever with optional length operating cables
- Hydraulic clutch release bearing assembly

34G - QUAIFE 5/6-SPEED FRONT WHEEL DRIVE STRAIGHT CUT AND **HELICAL SEQUENTIAL GEARBOX**

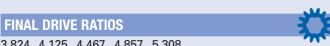
- · Narrower cases for easier installation
- · Wider stronger gears with sliding gear engagement
- · Straight cut or helical
- · Oil capacity 1.5 litres
- All other specifications as (32G)
- · Not recommended with paddle shift



GEAR RATIOS (BASE SET)

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

3.824 4.125 4.467 4.857 5.308



Complete gearbox including bellhousing*	QBE32G
Gear lever and cable	QMGLL
Optional digital gear position indicator	QMLED
Drive shaft extension tube	QMEXT
Drive shafts	POA



GEAR RATIOS (BASE SET)

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

Complete gearbox including bellhousing*

FINA	L DRIV	E RATI	OS				*
3.100	3.824	4.125	4.467	4.857	5.308	Straight cut	***
2.917	3.714	3.950				Helical	

QBE34G

BELLHOUSINGS TO SUIT FWD

Currently available from stock are bellhousings to suit:

FORD OHV RS2000 / ZETA	Q105
FORD ZETEC / FOCUS	Q265
FORD MONDEO 4 CYL. 2.0 LITRE "DURATEC"	Q321
FORD MONDEO (6-SPEED)	Q394
FORD MONDEO V6 (5-SPEED)	Q293
FORD IB5 TYPE REAR STARTER	Q482
ROVER K SERIES	Q234A
VOLKWAGEN 4 CYLINDER	Q233
SEAT	Q233
SKODA	Q233

VAUXHALL F20 / F28	Q104
PEUGEOT	Q129
KIA LARGE	Q224
KIA SMALL	Q175
MAZDA 323	Q224
NISSAN	Q128
SUZUKI BALENO	Q250
ТОУОТА	Q337
TOYOTA / LOTUS ELISE	Q481
HONDA NSX	Q416

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

15G - QUAIFE REAR WHEEL DRIVE GEARBOX - H-PATTERN ONLY

- 5 or 6-speed with 1:1 top gear
- Dog engagement, straight cut gears
- · Alternative ratios available £POA
- Bellhousing for RS500 available from stock
- Bellhousings for other applications modified in house

• Optional hydraulic clutch release bearing assembly

• Rated up to 450bhp

33G - QUAIFE HEAVY DUTY REAR WHEEL DRIVE SEQUENTIAL GEARBOX

• 6-speed with sequential selection

• Dog engagement straight cut or helical gears

Optional digital gear position indicator

Alternative ratios available £POA

• Bellhousing available for Dodge Viper

Bellhousings for other applications modified in-house

Rated up to 750bhp

Not recommended with paddle shift



GEAR RATIOS (BASE SET)

GEAR	1					
1st	2nd	3rd	4th	5th	6th	4
2.200	1.671	1.238	1.089	1:1		
2.399	1.825	1.463	1.238	1.089	1:1	

QUAIFE 5-speed RWD dog engagement	
'H' pattern gearbox	QBE15G5
QUAIFE 6-speed RWD dog engagement	
'H' pattern gearbox	QBE15G6

Optional hydraulic clutch release bearing assembly

Bellhousing – Cosworth RS500 to QUAIFE E-6G1-176
Modifications to customers' bellhousing POA

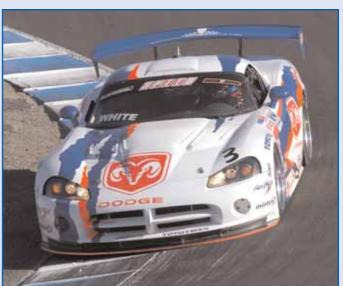
GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th	
2.432	1.803	1.368	1.105	0.935	0.819	straight cut
2.432	1.803	1.368	1.105	0.935	0.819	helical

QUAIFE universal 6-speed HD RWD sequential gearbox

	QBE33G
QUAIFE Dodge Viper bellhousing	Q264
Bellhousing - Cosworth RS500 to QUAIFE	E-6G1-176
Modifications to customers' bellhousing	POA
Optional digital gear position indicator	QMLED





QUAIFE COMPLETE 4X4 GEARBOXES

- 5 or 6-speed with 1:1 top gear
- · Sequential or 'H' pattern selection
- · Dog engagement, straight cut gears
- · Integral in-line transfer assembly
- QUAIFE ATB or standard MT75 differential
- QUAIFE gear train, or MT75 chain front transfer set
- · Various ratios available
- Bellhousing for RS500 available from stock
- Bellhousing for other applications, modified in-house
- Optional hydraulic clutch release bearing assembly
- Optional digital gear position indicator



17G - QUAIFE COMPLETE 5/6-SPEED 4X4 GEARBOX

GEAR	RATIO	3.7 5				
1st	2nd	3rd	4th	5th	6th	W.
2.200	1.671	1.238	1.089	1:1		
2.641	1.825	1.463	1.238	1.089	1:1	

QUAIFE 5-speed 4x4 'H' pattern gearbox	QBE17G5H
QUAIFE 5-speed 4x4 sequential gearbox	QBE17G5S
QUAIFE 5-speed 4x4 drop ratio gearbox	QBE5G5
QUAIFE 6-speed 4x4 'H' pattern gearbox	QBE17G6H
QUAIFE 6-speed 4x4 sequential gearbox	QBE17G6S
QUAIFE 6-speed 4x4 drop ratio gearbox	QBE5G6S

27G - QUAIFE 6-SPEED COMPLETE DOG OR SYNCHRO 4X4 HEAVY DUTY GEARBOX

GEAR	RATIO	S (BAS	SE SET)		₹ ∑ ₹
1st	2nd	3rd	4th	5th	6th	***
2.622	1.994	1.675	1.412	1.244	1.144	

QUAIFE 6-speed 4x4 uprated sequential dog gearbox QBE27G6S

QUAIFE 6-speed 4X4 uprated 'H' pattern dog gearbox QBE27G6H

QUAIFE 6-speed 4X4 uprated 'H' pattern synchro gearbox QBE28G6H

DRIVE SHAFT EXTENSION TUBE

Extension tubes are available for front wheel drive gearboxes to enable even length drive shafts to be used.



Drive shaft extension tube

QMEXT

HYDRAULIC CLUTCH RELEASE ASSEMBLY

- · Concentrically mounted in bellhousing
- Hydraulic operation
- Eliminates arms and pivots
- Fits QUAIFE complete gearboxes only



Hydraulic clutch release assembly

QMHCR

DRIVE SHAFTS & FLANGES

We can manufacture drive shafts or special output flanges from samples or drawings to suit each individual application.

Drive shaft	POA
Output flange	POA



ALFA ROMEO

ALFA ROMEO 5-SPEED COMPLETE GEARKIT

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

GEAR RATIOS (BASE SET)



 1st
 2nd
 3rd
 4th
 5th

 2.303
 1.579
 1.206
 1.000
 0.860

QKE3D

ALFA ROMEO 5-SPEED GEARKIT AL

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

GEAR RATIOS (BASE SET)



 1st
 2nd
 3rd
 4th
 5th

 2.476
 1.667
 1.222
 1.000
 0.857

QKE4D



QUAIFE ATB DIFFERENTIALS

For technical details, please see page 3-8



 Alfa Romeo 156 2.5 V6 / 156 GTA / 147 GTA
 QDH6E

 Alfa Romeo 145, 155, Spider, GTV, GT
 QDH2K

AUDI

AUDI 5-SPEED SYNCHRO TRANSAXLE GEARKIT

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

GEAR RATIOS (BASE SET)



 1st
 2nd
 3rd
 4th
 5th

 2.583
 1.688
 1.211
 0.905
 0.680

QKE2N

QUAIFE ATB DIFFERENTIALS

For technical details, please see page 3-8

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

AUSTIN ROVER GROUP

AUSTIN HEALEY 3000 4-SPEED SYNCHRO

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



GEAF	RATIO	S	***	
1st	2nd	3rd	4th	***
2.640	1.880	1.430	1:1	
2.413	1.722	1.254	1:1	

Austin Healey 3000 4-speed synchromesh gearkit

	UNE ISA
Mainshaft (Direct replacement for original)	D1A1-272
1st-2nd synchro hub & slider	D1A1-632/633
3rd-4th synchro hub & slider	D1A1-634/635

QUAIFE ATB DIFFERENTIALS

For technical details, please see page 3-8

Austin Healey 3000	QDF13K
Austin Healey Sprite	QDF5K
Austin Pover Mini Cooper S (Hardy Spicer)	ODE14K

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

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

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

Mini / Metro 4-speed remote synchromesh gearkit

QKE3A

Mini / Metro 4-speed A+ synchromesh gearkit QKE5A



AUSTIN ROVER MINI QUICK RACK & PINION KIT RHD

• 2.23 turns lock to lock QSF35K

MINI DRIVE SHAFT KIT

· Converts pop joint diff to Hardy Spicer



MINI STEERING RACK

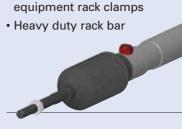
• 2.25 turns lock to lock

· Left and right hand drive applications

· All aluminium rack housing

One piece replaceable rack ends

 Uses vehicles original equipment rack clamps



QSF39K

AUSTIN ROVER MINI 4-SPEED DOG ENGAGEMENT

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



STEEL SELECTOR FORKS

- Hardened steel selector forks for remote gearbox
- · Modular laygear



GEAF	RATIO	S		***
1st	2nd	3rd	4th	AN
2.315	1.568	1.195	1:1	
2.166	1.486	1.195	1:1	
1.692	1.441	1.197	1:1	

Mini 4-speed dog engagement gearkit

QKE8A

MINI / METRO DROP GEARS

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



QKE7A

CROWN WHEEL AND PINIONS

- Available in 3.7, 3.9, 4.2, 4.5 & 4.7 ratios
- LSD (ATB QDF14K and Salisbury type) application
- · Standard diff and ATB QDF36K application
- 4.5 ratio standard diff application (Mini 7 racing)
- · Wider crown wheel pattern for longevity





QRE8A

LAY SPINDLE

· Heavy duty lay shaft available for dog kit





QUAIFE ATB DIFFERENTIALS

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

testing



Austin Rover Mini (Pop Joint)

QDF36K

DAIMLER CHRYSLER

CHRYSLER NEON T850 5-SPEED SYNCHROMESH GEARKIT

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

GEAR RATIOS (BASE SET)

 1st
 2nd
 3rd
 4th
 5th

 3.000
 2.118
 1.609
 1.296
 1.071

Chrysler Neon T850 5-speed synchro gearkit

Optional QUAIFE ATB differential QDH1U

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-8

Character Conserve CF 07 04 / 12 700)	ODEGOD
Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B
Chevrolet Corvette C6 Z06	QDF24B
Chrysler Sebring, Cirrus (Auto 41TE trans)	QDF3I
Chrysler PT Turbo	QDH2U
Chrysler 300C 5.7L Hemi / SRT8	QDF9V
Dodge Charger SRT-8	QDF9V
Dodge Neon, Avenger, Sirrus (Auto 41TE trai	ns) QDF3I
Dodge Neon SRT-4	QDH1U
Dodge Viper V10 (Dana 44 axle) Viper 1 upto	2002
	QDF9S
Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U
Dodge Shelby FWD	QDF16B

33G – QUAIFE DODGE VIPER REAR WHEEL DRIVE GEARBOX

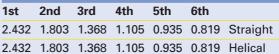
- 6-speed with sequential selection
- · Dog engagement straight cut gears

Wide gears and larger bearings for additional strength

Quaife bellhousing for direct fitment



GEAR RATIOS (BASE SET)

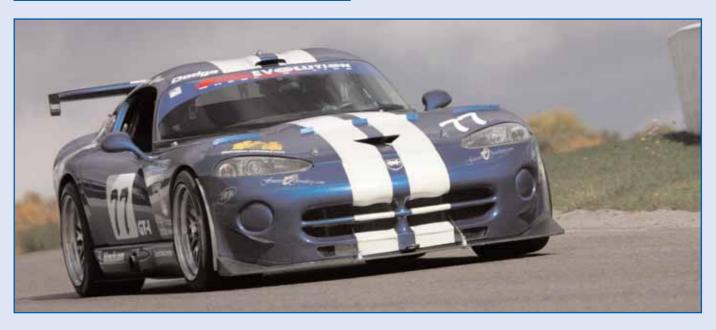


Quaife 6-speed Dodge Viper RWD sequential gearbox

QBE33G
Quaife Dodge Viper bellhousing Q264

Optional digital gear position indicator

QMLED



2000E 4-speed 'Bullet' Gearbox

Refer to page 30

Fitted to: • Cortina Mk1

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

Type 2 4-speed Sport Gearbox

Refer to page 31

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

FORD GEARBOX IDENTIFICATION LIST

Type E 4-speed Rocket Gearbox

Refer to page 24-25

Fitted to: • Capri 1.6 / 2.0 82 on

- Cortina Mk3 2.0
- Cortina Mk4/5 1.6GT / 2.0 / 2.3
- Escort RS2000 Mk1 / 2
- Escort RS Mexico Mk2
- Sierra 1.6 / 2.0

Type 9 5-speed Sierra Gearbox

Refer to page 26-27

Fitted to: • Capri 1.6 / 2.0 02 / 83 on

- Capri 2.8 11 / 82 on
- Sierra 1.6 / 1.8 / 2.0 to 12 / 88
- Sierra XR4i

MT75 5-speed Gearbox

Refer to page 33

Fitted to: • Sapphire / Escort Cosworth 4wd

· Sierra / Granada 2.9 4wd

Borg Warner T5 5-speed Gearbox

Refer to page 29

Fitted to: • Sierra / Sapphire

· Cosworth 2wd

Type IB5 5-speed Gearbox

Refer to page 34-35

Fitted to: • Ka

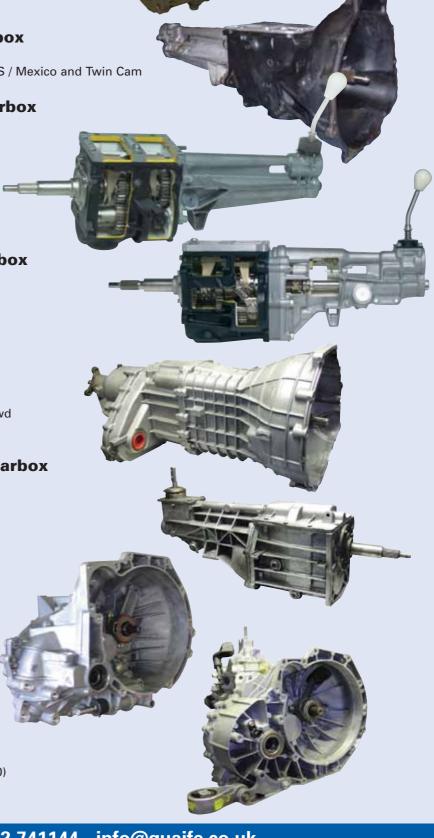
- Focus 1.4 / 1.6 / 1.8
- Fiesta
- Puma
- Escort Mk6

MTX75 5-speed Gearbox

Refer to page 36

Fitted to: • Escort Mk5 / 6 130PS

- Escort Mk5 / 6 RS2000
- Mondeo
- Focus 1.8D / 2.0/RS (not ST170)



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

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

FORD ROCKET HEAVY DUTY SYNCHRO (TYPE E)

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

FORD ROCKET HEAVY DUTY DOG ENGAGEMENT (TYPE E)

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

GEAF	RATIO	S (BAS	SE SET	Γ)	**
1st	2nd	3rd	4th		***
2.390	1.690	1.340	1:1	Rally	
2.040	1.540	1.210	1:1	Race	
2.390	1.690	1.610	1:1	Hot Rod	
1.830	1.380	1.140	1:1	Ultra Close	
2.200	1.540	1.210	1:1	Rallycross	

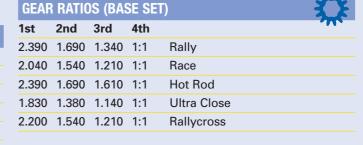
Ford Rocket 4-speed heavy duty synchromesh gearbox

QBE2Z

(Steel or Alloy maincase)

(with exchange gearbox or surcharge) POA

Ford Rocket 4-speed heavy duty synchromesh gearkit QKE2Z



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

(Steel or Alloy maincase)

(with exchange gearbox or surcharge)

POA



FORD ROCKET CLUBMAN SYNCHRO (TYPE E)

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



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

Ford Rocket 4-Speed Clubman synchromesh gearbox QBE6Z

(Steel or Alloy maincase) POA (with exchange gearbox or surcharge)

Ford Rocket 4-Speed Clubman synchromesh gearkit



FORD ROCKET SHORT TAILCASE

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



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

QBE2ZSTC

(Steel or Alloy maincase)

(with exchange gearbox or surcharge)

POA

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

QBE9ZSTC

(Steel or Alloy maincase)

(with exchange gearbox or surcharge)

POA

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

STC001

Short tailcase conversion kit to fit to customers

Quaife gearbox (dog)

STC002

HEAVY DUTY OPERATING BLOCK

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



E2Z169

FORD ROCKET RANGE CHANGE GEARBOX

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

GEAR RATIOS (BASE SET)

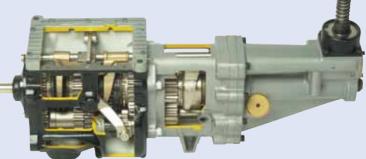
ULAI	HIMITE	יאם) טי	,	3.4	
1st	2nd	3rd	4th		'M'
2.040	1.540	1.210	1:1	Gearbox ratios	
2.280	1.720	1.360	1.120	Under drive ratios	

Complete 4-speed range change Synchromesh gearbox

(Steel or Alloy maincase)	0
(with exchange gearbox or surcharge)	POA
Dog engagement gearbox	QBE5ZD
(Steel or Alloy maincase)	
(with exchange gearbox or surcharge)	POA

Range change conversion kit to fit to customers gearbox

OKE5Z



FORD SIERRA 5-SPEED CLUBMAN SYNCHRO GEARKIT (TYPE 9)

- · Straight cut close ratio gears
- · Layshaft assembled using separate gears
- · Retains original Ford mainshaft
- · Choice of input shaft length
- Maximum recommended power 190bhp / 7500rpm
- · Helical version also available

 Optional alloy case, alloy top cover, gear lever, steel baulk rings and heavy duty operating block available (see pages 25 & 28)



	THE RESERVE OF THE PERSON NAMED IN	
CEAD	D	(BASE SET)
	RAILIS	RASE SELL
MEMIL	ILATIOU	DAUL OLI)

GEAR	KAMU	12 (RY	1.		
1st	2nd	3rd	4th	5th	7 80
2.040	1.540	1.210	1:1	0.870	
2.200	1.690			0.930	
2.390					
2.745					

Ford Sierra 5-speed Clubman synchromesh gearbox

QBE13Z

(Steel or Alloy maincase)

(with exchange gearbox or surcharge)

POA

Ford Sierra 5-speed Clubman synchromesh gearkit

QKE13Z

Ford Sierra 5-speed Clubman, semi-helical synchromesh gearkit

QKE24Z





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

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



OFAD	RATIO	O /DA	OF C	
	2.744			

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

Ford Sierra 5-speed heavy duty synchromesh gearbox OBE15Z

(Steel or Alloy maincase)

(with exchange gearbox or surcharge) POA

Ford Sierra 5-speed heavy duty synchromesh gearkit

QKE15Z

Ford Sierra 5-speed heavy duty semi-helical,

synchromesh gearkit QKE31Z

FORD 5-SPEED SIERRA DOG ENGAGEMENT (TYPE 9)

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

GEAR	RATIO	S (BAS	***		
1st	2nd	3rd	4th	5th	***
2.040	1.540	1.210	1:1	0.870	
2.200	1.690	1.340		0.930	
2.390					

Ford Sierra 5-speed dog engagement gearbox with gear lever QBE22Z (Alloy maincase) (with exchange gearbox or surcharge) POA





FORD ROCKET AND SIERRA 5-SPEED ALLOY ACCESSORIES

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



Ford Rocket alloy maincase (4-sp heavy duty)	QMAMC4
Ford Rocket alloy maincase (4-sp clubman)	QMAMCCL
Ford Sierra alloy maincase (5-sp heavy duty)	QMAMC5
Layshaft spindle (required with 5sp alloy main if not used with Ford stub)	case E14Z1-39
<u> </u>	
Alloy top cover – 4-speed	QMATC4
Alloy top cover – 5-speed	QMATC5
Ford Sierra alloy nose cone with steel over tub	е
	E15Z1-23
Ford 4-speed Rocket alloy nose cone with stee	l over tube
	E2Z1-119
Ford 4-speed Rocket cast iron nose cone	E2Z1-129
QUAIFE breather bottle	QMBBA

FORD ROCKET AND SIERRA GEAR LEVERS

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



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

STEEL BAULK RINGS

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





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

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

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



5-speed dog engagement gearbox with top gear 1:1

QBE26Z511(Alloy maincase)

5-speed dog engagement gearbox with 4th 1:1

and 5th overdrive QBE26Z5OD (Alloy maincase)

6-speed dog engagement gearbox with top gear 1:1

QBE26Z611 (Alloy maincase)

6-speed dog engagement gearbox with 5th 1:1

and 6th overdrive QBE26Z6OD (Alloy maincase)

6-speed dog engagement, helical gearbox with

5th 1:1 and 6th overdrive QBE26Z6H (Alloy maincase)

AUDI 5 SPEED SYNCHRO TRANSAXLE GEARKIT

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

GEAR RATIOS (BASE SET) 1st 2nd 3rd 4th 5th 2.583 1.688 1.211 0.905 0.680 OKE2N

BORG WARNER T5 5-SPEED SYNCHROMESH GEARKIT

- 5-speed synchromesh gearkit
- Helical gears
- · Layshaft 5th gear redesigned to use needle bearing
- · Cosworth and TVR options
- · Standard and close ratios available

Retains original mainshaft



GEAR RATIOS (BASE SET)

denii iiniioo (Dhoe oei)						344
1st	2nd	3rd	4th	5th		· // /
2.915	1.932	1.323	1.000	0.795	STD	
2.527	1.675	1.259	1.000	0.867	Close	

Borg Warner T5 5-speed synchromesh gearkit QKE40Z



STRENGTHENED SELECTOR FORKS

Available separately to use with standard gearkit
 OKE40Z005

BORG WARNER REPLACEMENT PARTS

T5 Helical 5th Gear

Strengthened helical gear pair D2B104/05
 T5 Straight cut 5th Gear

An even stronger gear pair but not as quiet running as helical

running as helicalD2B106/07T5 1st-2nd Synchro sliderD2B109

T45 Helical 5th gear

• Strengthened helical gear pair D2B102/03

FORD BULLET SYNCHRO (2000E)

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

GEAF	RATIO	S		3 7
1st	2nd	3rd	4th	786
2.250	1.495	1.168	1:1	
2.500	1.660	1.220	1:1	
Ford	Bullet 4	1-speed	d synchromesh gearkit	QKE3Z
Ford	Bullet s	steel ba	aulk rings 1st-2nd	E3Z1-21
Ford	Bullet s	steel ba	aulk rings 3rd-4th	E3Z1-22
Ford	Bullet o	cast iro	n nose cone	QMBNC



FORD BULLET DOG ENGAGEMENT (2000E)

- Do
- St
- Ne
- In

 Dog engagement for faster gear change Straight cut, close ratio gears Needle roller bearings support free running gears Includes Quaife mainshaft Larger, Rocket sized spigot bearing 	OKK 380P
GEAR RATIOS	
1st 2nd 3rd 4th	
2.250 1.495 1.168 1:1	THE RESERVE OF THE PARTY OF THE
2.500 1.660 1.220 1:1	

Ford Bullet 4-speed dog engagement gearkit QKE18Z





FORD ESCORT SPORT SYNCHRO (TYPE 2)

Straight cut, close ratio gears
 Layshaft assembled using separate gears



GE	ΛП	\mathbf{D}^{A}	 ര
	A 1 = 4	■ 2-4/A	
	-11		 a Le

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

Ford Escort Sport / Mexico 4-speed synchromesh gearbox QBE12Z

Ford Escort Sport / Mexico 4-speed synchromesh gearkit
QKE12Z

FORD CAPRI 3.0 SYNCHRO (Type 5)

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

GEAF	RATIC)S		30
1st	2nd	3rd	4th	W
2.420	1.690	1.250	1:1	

Ford Capri 3.0 4-speed synchromesh gearkit QKE8Z

QUAIFE FORD ATB DIFFERENTIALS

For technical details, please see pages 3-8

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

QUAIFE PARTS FOR ENGLISH / ATLAS AXLES

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

QUAIFE RACK & PINION KITS

For technical details, please see page 76-78

ZF COMPONENTS AND SIDE GEARS

ZF S5/18 transmission



ZF input pair	QMD1V001
ZF gear lever	D1A1139
ZF side gears (each)	F1A160

PINTO CAMSHAFT PULLEY

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

Pinto camshaft pulley – alloy	QEPPA
Pinto camshaft pulley – steel	QEPPS



FORD RECONDITIONED PARTS

· Complete units using all new bearings, seals and gaskets

RECONDITIONED FORD SIERRA 5-SPEED SYNCHRO (TYPE 9)



QBE37Z

RECONDITIONED COMPLETE SIERRA 7" ATB DIFFERENTIAL ASSEMBLY



Ford Sierra 7" QUAIFE ATB diff assembly (uses recon cases & CWP)

QAF15Z

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

FORD ESCORT / SIERRA / SAPPHIRE COSWORTH 4X4

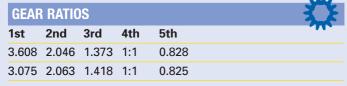
FORD MT75 GROUP N SYNCHRO GEARKIT

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

FORD MT75 DOG ENGAGEMENT

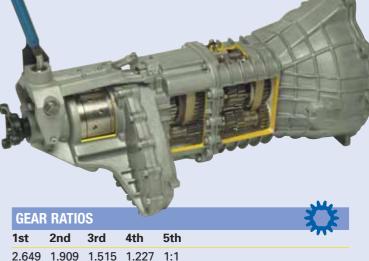
- Straight cut, close ratio gears
- 1:1 5th gear designed for group A use
- · Special strengthened gear case
- · Heavy duty gear lever and housing
- Uses 'dog leg' 1st gear

 Comprehensive kit - includes selectors
Optional QUAIFE ATB centre differential



Ford Escort / Sierra 4X4 5-speed synchromesh gear kit QKE20Z





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

Ford Escort / Sierra 4x4 MT75 5–speed dog engagement gearkit including gear lever and centre case QKE17Z

FORD ESCORT / SIERRA 61/2" 4X4 **HEAVY DUTY FRONT DIFFERENTIAL CASE**



F18Z102

COSWORTH CAMSHAFT PULLEY

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



Cosworth YB camshaft pulley - alloy **QEPCA** Cosworth YB camshaft pulley - steel **QEPCS**

QUAIFE FORD ATB DIFFERENTIALS

For technical details, please see pages 3-8



ATB centre differentials MT75 (only fits with

Quaife dog gear kit) QDF17Z

Ford Escort / Sierra 61/2" 4x4 heavy duty front differential case F18Z102

QDF16Z

Ford Escort / Sierra 61/2" 4x4 front

Ford Escort Cosworth rear, XR4x4 (including flanges) QDF15ZFL

Ford Sierra 71/2" rear (including flanges) QDF14ZC/S

Ford Sierra Cosworth 71/2" front (including shafts) QDF14ZF

Ford Sierra 9" rear incl. flanges (RS500) QDF21Z

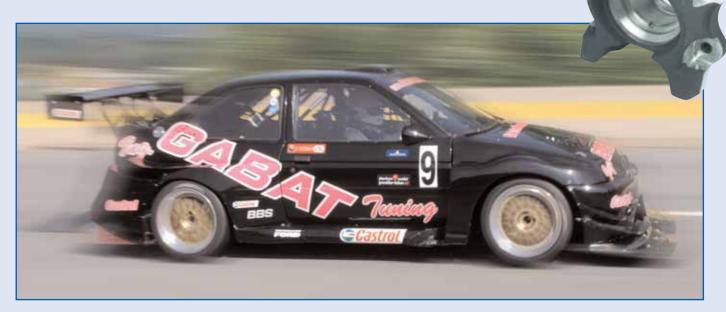
SIERRA GROUP A TYPE UPRIGHT

Made to special order

· Stronger and lighter than original parts

· Made from heat treated LM25 alloy or magnesium

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



FORD FRONT WHEEL DRIVE



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

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

Ford Motor Company

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

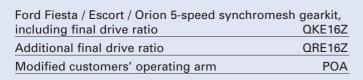
- · Complete gearkit, including input and output shafts
- · Straight cut, close ratio gears
- · All output shaft gears run on needle roller bearings
- Alternative 1st, 2nd, 4th and 5th gear ratios
- May require an operating arm on post 1987 gearboxes (additional cost)
- · Large range of final drive ratios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



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

FINAL DRIVE RATIOS

3.850 4.080 4.380 4.540 4.690 4.910 5.080



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

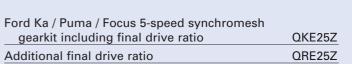
- · Used with latest type synchromesh
- Complete gearkit, including input and output shafts
- · Straight cut, close ratio gears
- All output shaft gears run on needle roller bearings
- · Alternative 5th gear ratio
- Optional Quaife ATB differential



GEAR	RATIO	S		***	
1st	2nd	3rd	4th	5th	m
2.580	1.870	1.420	1.130	1.040	
				0.920	

FINAL DRIVE RATIOS

3.857 4.083 4.380 4.540 4.690 4.910 5.080



FINAL DRIVE RATIO

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

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

FORD KA / PUMA / FOCUS / FIESTA 5-SPEED DOG ENGAGEMENT (IB5 type)

- Complete gearkit including input shafts, output shafts & selector forks
- · Straight cut, close ratio gears
- · Choice of ratios
- Needle roller bearings support free running gears
- Optional Quaife ATB differential



For technical details, please see pages 3-8	IIALS
Escort / Fiesta / Focus / Ka / Orion / Puma ATB differential*	QDF7Z
Ford MTX75 / Contour (USA) / Focus / Monde RS2000	eo / QDF20Z
Ford Focus SVT (6-speed Getrag) ST170	QDF38Z
Ford Focus ST – M66	QDF13J
Ford BC/IB5 Spool	QDF47Z
*Optional drive flange for 100mm lobro joint	
	F7Z4-32

OLIAIFE FORD ATR DIFFERENTIALS

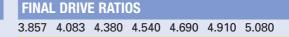
FORD KA / PUMA / FOCUS / FIESTA 5-SPEED SEQUENTIAL (IB5 type)

- New Quaife sequential casings assemble to existing Ford bellhousing casing
- Complete gearkit including input shafts, output shafts, selector forks & sequential gearchange mechanism
- · Straight cut, close ratio gears
- · Choice of ratios
- Needle roller bearings support free running gears
- Optional Quaife ATB differential

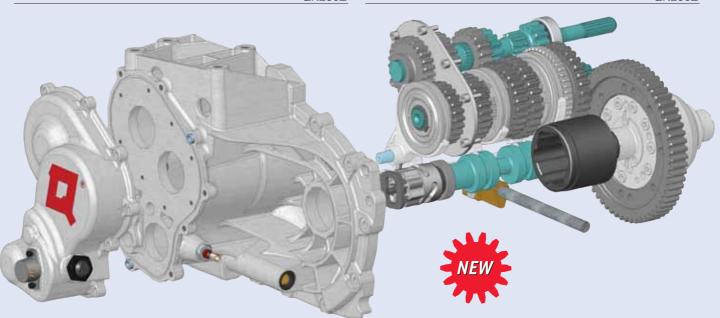
GEAF	RATIO)S			**
1st	2nd	3rd	4th	5th	***
2.580	1.870	1.420	1.130	1.040	
				0.920	
					.M.

GEAR	RATIO)S			3. E
1st	2nd	3rd	4th	5th	***
2.580	1.870	1.420	1.130	1.040	
				0.920	
					·M·

FINAL DRIVE RATIOS 3.857 4.083 4.380 4.540 4.690 4.910 5.080



QKE35Z QKE38Z



Tel: +44 (0) 1732 741144 info@quaife.co.uk Fax: +44 (0) 1732 741555 www.quaife.co.uk

FORD FOCUS / ESCORT / MONDEO MTX75 5-SPEED SYNCHRO GEARKIT

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



FORD ESCORT / FOCUS / MONDEO **MTX 75 DOG ENGAGEMENT**

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



	- 4			
I (4)	EAR	 M		
	7 - 1 1	-	II v	(P)

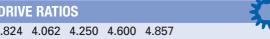
1st	2nd	3rd	4th	5th
2.462	1.824	1.400	1.182	1.040
2.643				

GEAR RATIOS

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



3.625 3.824 4.062 4.250 4.600 4.857



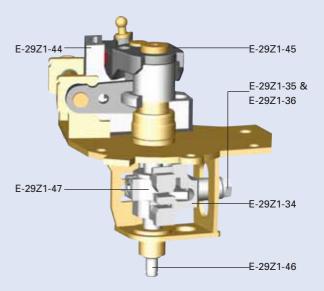
Ford Focus MTX75 5-speed synchromesh gearkit

QKE28Z Additional final drive ratio QRE28Z



FINAL DRIVE RATIOS

3.625 3.823 4.062 4.250 4.600 4.857



Focus MTX75 5-speed dog engagement gearkit including final drive ratio and turret (QME29Z)

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

Additional final drive ratio QRE29Z





FORD FOCUS ST170 6-SPEED DOG ENGAGEMENT Made to special order

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

FOCUS REAR HUB KIT Made to special order

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



Focus rear hut kit (per pair)	F31Z
Disc bells (per pair)	F31Z

GEAR RATIOS						**
1st	2nd	3rd	4th	5th	6th	' N'
3.846	2.588	1.875	1.543	1.250	1.029	Road. FD 2.733
3.846	2.737	2.126	1.711	1.367	1.100	Race. FD 3.000

3.846 2.737 2.148 1.729 1.367 1.100 Rally. FD 3.409

Ford Focus SVT 6-speed dog engagement gearkit

QKE34Z

FOCUS DRIVE SHAFT SET

• Stronger shafts for increased power outputs

With increased power outputs, you may have to uprate driveline components. We can manufacture stronger drive shafts and special output flanges from samples or drawings to suit any installation. See pages 72-75



QUAIFE MANUFACTURED COMPONENTS







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





HILLMAN IMP

HILLMAN IMP CLOSE RATIO 3RD/4TH GEAR CONVERSION

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



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

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

HILLMAN IMP 4 SPEED SYNCHRO GEARKIT

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



GEAR RATIOS

1st 2nd 3rd 4th

3.077 1.833 1.273 0.923

QKE9H

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-8

Hillman Imp (inc flanges) QDF14HFL

HONDA

HONDA CIVIC 5-SPEED SYNCHRO

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



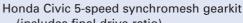
GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th

 2.462
 1.813
 1.500
 1.250
 1.045

FINAL DRIVE RATIOS

3.786 4.154 4.500 4.750



(includes final drive ratio) QKE2J
Additional final drive ratio QRE2J





HONDA CIVIC 5-SPEED DOG ENGAGEMENT EK4

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

HONDA CIVIC EP3 5/6-SPEED DOG GEARKIT Made to special order

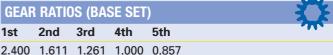
- 5-speed dog engagement gearkit
- · Close ratio

1st

- · Increased length selector rod bushes supplied
- Optional final drives
- Optional Quaife ATB differential

GEAR RATIOS (BASE SET)

2nd 3rd 4th 5th



FINAL DRIVE RATIOS

5.214 5.461 5.846



Honda Civic EP3 5-speed dog engagement gearkit

Honda Civic EP3 6-speed dog engagement gearkit

QKE5J

QKE4J



GEAR RATIOS

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



5.545 5.700 5.818



Honda Civic 5-speed dog engagement gearkit (includes final drive ratio)

QKE6J Additional final drive ratio QRE6J





HONDA CIVIC (EG6 & EK4) REAR HUB KIT Made to special order

- · Lightweight, high strength hub kit
- Use with 95mm bolt centre, competition callipers
- Disc bells available for 165mm PCD discs

Honda Civic rear hub kit	QAF8U
Honda Disc Bells (per pair)	F8U1-13

QUAIFE HONDA CIVIC QUICK RACK & PINION KIT

· Manual, LHD only

Honda Civic LHD quick rack & pinion kit 3.25	
(SH3L)	QSF10U001
Honda Civic LHD quick rack & pinion kit 2.83	
(SR3L)	OSF11U001

QUAIFE HONDA ATB DIFFERENTIALS

For technical details, please see page 3-8

Honda Civic EP3 / Civic Type R / Acura

Honda S2000 / Synthesis

Honda Fit / Jazz

Honda (Sealed)

Honda Integra GS / LS 90-00, Integra GS-R 92-	-93
	QDF1U
Honda Civic CRX (Del Sol) Vtec dohc,	
Civic Si 1999-2000 Vtec dohc	QDF1U
Honda Civic / CRX (Del Sol) Non Vtec, 40mm	bearings
	QDF2U
Honda Civic City, 35mm bearings	QDF3U
Honda Civic / CRX (90-91) Si, plus non Si / Ex	(88-99)
35mm bearings	QDF4U
Honda Accord 1990-97, Prelude 1992-96, Prelu	ıde
1997-00 (except SH)	QDF5U
Honda Acura Integra GS-R 1994-2000 / Civic T	ype R
	QDF6U
Honda Civic SRX Si / EX models 88-89, except	t 90-91
Si 40mm bearings	QDF7U

Pacing Water noting could be a second as a second s	



JAGUAR

JAGUAR STEEL BAULK RINGS

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

JAGUAR QUICK RACK & PINION

 RHD only D1A1-278/279

QUAIFE JAGUAR ATB DIFFERENTIALS

For technical details, please see pages 3-8



Jaguar saloon / E type (IRS – 4HA)	QDF1W
Jaguar XKR MY2006+	QDF3W

Tel: +44 (0) 1732 741144 info@quaife.co.uk Fax: +44 (0) 1732 741555 www.quaife.co.uk

QDF9U

QDF14U

QDF15U

QDF1U/S

R 380 4X4 TRANSMISSION 5-SPEED SYNCHRO Made to speacial order

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

GEAR	RATIO	S		*	
1st	2nd	3rd	4th	5th	<i>*</i> ***
2.424	1.759	1.303	1:1	0.913	

R380 4x4 5-speed synchromesh gearkit	QKE2R
R380 4x4 steel baulk rings 1st – 2nd – 3rd	E2R1-14
R380 4x4 steel baulk rings 4th – 5th	E2R1-15

LAND ROVER / RANGE ROVER CENTRE ATB DIFFERENTIAL

- Fits LT230R or T types
- · Stronger than original unit



QUAIFE LAND ROVER ATB DIFFERENTIALS

For technical details, please see page 3-8



Land Rover Freelander ATB differential	QDF31K
Land Rover / Range Rover ATB differential	QDF12K

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

Crownwheel spacer when using 4.7 ratio F12K2-13

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

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

Land Rover 110 (Salisbury rear axle) ATB differential QDF25K



TWIN-MOTOR TOP HOUSING FOR WARN 8274 WINCH





QUAIFE LAND ROVER / RANGE ROVER HEAVY DUTY AXLE KITS

• Floating shafts with separate flanges · Inspect shafts without removing wheels

· Shaft diameter increased by 0.125" · Front half shafts in both CV types

• Earlier vehicles require Quaife 19 spline ATB diff

· Applications as listed below

REAR AXLE KIT

Land Rover Discovery and Range Rover (92/93 onwards) 24 spline shafts, alloy wheels 24 spline shafts, steel wheels **QAF3K002**

REAR AXLE KIT

Land Rover and Range Rover (pre 92/93) disc brakes,

19 spline only, steel wheels

QAF3K003

REAR AXLE KIT

Land Rover and Range Rover (pre 92/93) drum brakes, 19 spline only, steel wheels

QAF3K004

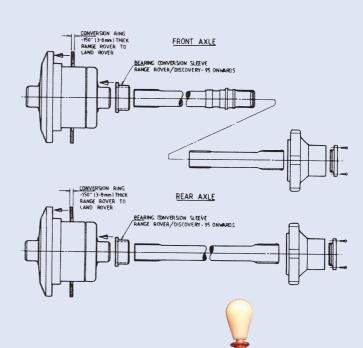
FRONT AXLE KIT

Short outer shafts only (Pre 89) steel wheels only

QAF3K005

FRONT HALF SHAFT PAIR - both CV types

Quaife 19 spline only (per pair) 23T - QAF3K006 32T - QAF3K007



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

• Using standard Land Rover / Range Rover transfer box

· 6-speed with sequential selection

· Dog engagement straight cut gears

· Wide gears and large bearings for additional strength

· Optional helical cut gears

GEAF	RATIO	S				375
1st	2nd	3rd	4th	5th	6th	
2.432	1.803	1.368	1.105	0.935	0.819	straight cut
2.432	1.803	1.368	1.105	0.935	0.819	helical

QBE33G

LOTUS ELAN / EUROPA

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

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





GEAR	RATIO	S		***
1st	2nd	3rd	4th	w .
2.250	1.495	1.168	1:1	
2.500	1.660	1.220	1:1	

Lotus Elan (Bullet) 4-speed synchromesh gearkit QKE3Z

Lotus Elan (Bullet) steel baulk rings

1st - 2nd and 3rd - 4th E3Z1-21/22

Cast iron Bullet nose cone

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

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

GEAF	***			
1st	2nd	3rd	4th	-W
2.500	1.625	1.210	0.956	
Lotus	Europ	a 4-spe	eed synchromesh gearkit	QKE1W

QUAIFE LOTUS ATB DIFFERENTIALS

For technical details, please see pages 3-8



Lotus Elan (English)	QDF5Z/22
Lotus Elan SE Turbo M100	QDF2I
Lotus Elite Climax	QDF5K
Lotus Europa 4-speed (Renault 336 trans)	QDF2X
Lotus Europa 5-speed (Renault 365 trans)	QDF3X

LOTUS ELAN (BULLET 2000E) DOG ENGAGEMENT

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

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

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

ELAN DRIVE FLANGES







LOTUS ELAN (BULLET) LIGHT ALLOY COMPONENTS

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



LOTUS ELISE / EXIGE 6-SPEED SYNCHRO

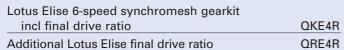
- · New 6-speed synchromesh gearkit
- · Helical, close ratio gears
- · Choice of final drive ratios
- · Includes new strengthened outer casing
- · Optional Quaife ATB differential

GEAR RATIOS

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



3.647 3.955



LOTUS ELISE / EXIGE 6-SPEED DOG ENGAGEMENT

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

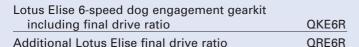
GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th
 6th

 2.583
 2.071
 1.688
 1.412
 1.200
 1.048

FINAL DRIVE RATIOS

3.923 4.214 4.462





LOTUS ELISE / EXIGE 6-SPEED SEQUENTIAL DOG ENGAGEMENT

Made to speacial order

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



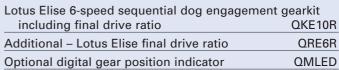
GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th
 6th

 2.583
 2.071
 1.688
 1.412
 1.200
 1.048

FINAL DRIVE RATIOS

3.923 4.214 4.462



FITTING

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

To gearbox only POA

LOTUS ELISE / EXIGE 5-SPEED SYNCHRO

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



GEAF	RATIO	S	***		
1st	2nd	3rd	4th	5th	The state of the s
3.000	1.937	1.556	1.273	1.043	
2 615					

FINAL DRIVE RATIOS

3.923 4.214 4.462

Lotus Elise 5-speed synchromesh gearkit	QKE3R
Lotus Elise final drive ratio	QRE3R



LOTUS ELISE / EXIGE 5-SPEED DOG ENGAGEMENT

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



GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th

 2.417
 1.923
 1.533
 1.278
 1.050

FINAL DRIVE RATIOS

3.923 4.214 4.462 4.917 5.167



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

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

GEA	R RAT	₹ ○ ₹			
1st	2nd	3rd	4th	5th	· · · ·
Std	Std	1.412	1.100	0.909	

Lotus Elise 3rd / 4th / 5th helical gear conversion QKE7R

LOTUS ELISE / EXIGE DRIVE SHAFTS

• Stronger shafts for increased power outputs

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

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34G – QUAIFE 5/6-SPEED FWD SEQUENTIAL GEARBOX

- · Narrower cases for easier installation
- · Wider stronger gears with sliding gear engagement
- · Straight cut or helical
- · Oil capacity 1.5 litres
- All other specifications as (32G)
- Not recommended with paddle shift

Please refer to page 16 for ratios

QBE34G



QUAIFE LOTUS ATB DIFFERENTIALS

For technical details, please see pages 3-8

Lotus Elan (English)	QDF5Z/22
Lotus Elan SE Turbo M100	QDF2I
Lotus Elise (PG1)	QDF28K
Lotus Elise S2 (Toyota)	QDF21E

Lotus Elite Climax	QDF5K
Lotus Esprit Stevens - S4, V8 (88-04 Renault	
UN1/369 trans)	QDF5M
Lotus Esprit Giugiaro Turbo / non Turbo – S1	I,S2,S3
(75-87 Citroen trans)	QDF13H
Lotus Europa 4-speed (Renault 336 trans)	QDF2X
Lotus Europa 5-speed (Renault 365 trans)	QDF3X

LOTUS ESPRIT



25G - QUAIFE 6-SPEED SEQUENTIAL TRANSAXLE

- · Maximum recommended 650bhp
- · Dog engagement, sequential only
- Straight cut (race) or helical cut (road)
- · QUAIFE ATB differential fitted as standard
- · Various ratio options
- · Weight approximately 85kg
- Larger 90mm shaft centres
- Choice of output flanges
- Hydraulic clutch release assembly



1st	2nd	3rd	4th	5th	6th		
2.615	1.938	1.474	1.136	0.929	0.800	Race	
3.400	2.000	1.276	0.941	0.717	0.612	Road	

FINAL D	RIVE	RATIO
---------	------	-------

3.889



QUAIFE 25G (gearbox only)	QBE25G
Spares available	
Gear lever and cable	QMGLL
Digital gear position indicator	QMLED
Hydaulic clutch release assembly	QMHCR

MAZDA

MAZDA RX7 TURBO 6-SPEED DOG ENGAGEMENT Made to special order

- Complete 6-speed dog engagement gearkit
- · Straight cut, close ratio gears
- · Latest 4 dog open face design
- · Comprehensive kit includes selectors
- Required minor modifications to centre and rear cases



GEAR	RATIO	S				***
1st	2nd	3rd	4th	5th	6th	m
2.823	1.941	1.513	1.200	0.958	0.780	

Mazada RX7 turbo 6-speed dog engagement gearkit *

QKE2K

QUAIFE MAZDA ATB DIFFERENTIALS

For technical details, please see pages 3-8

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



MAZDA MX5 (MIATA) 5-SPEED SYNCHRO

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

GEAR	RATIO	S			*
1st	2nd	3rd	4th	5th	'A'
2.564	1.670	1.273	1:1	0.794	

Mazda MX5 (Miata) 5-speed synchro

QKE3K

QKE4K

MAZDA RX7 5-SPEED SYNCHRO

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

Mazda RX7 5-speed synchro

GEAF	RATIC)S			*
1st	2nd	3rd	4th	5th	m
2.345	1.544	1.222	1:1	0.868	

MG

MG MIDGET 4-SPEED DOG ENGAGEMENT GEARKIT



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

GEAF	GEAR RATIOS					
1st	2nd	3rd	4th	1		
2.573	1.660	1.195	1:1			
MG N	/lidget	4-speed	d dog engagement gearkit	QKE14A		



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MGC QUICK RACK & PINION KIT

- LHD or RHD
- 2.9 turns lock to lock



MGC RHD quick rack & pinion kit 2.9	QSF29K001
MGC LHD quick rack & pinion kit 2.9	QSF29K002

QUAIFE MG ATB DIFFERENTIALS

For technical details, please see pages 3-8

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

MGB STEEL BAULK RINGS

D1A1-785

ROVER

ROVER PG1 6-SPEED GEARKITS

Many Lotus cars use Rover gearboxes - see p46-47

ROVER 220 & MGF 5-SPEED SYNCHRO

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





			08	

2.615

GEAR	30				
1st	2nd	3rd	4th	5th	· M
3.000	1.937	1.556	1.273	1.043	

FINAL DRIVE RATIOS

3.923 4.214 4.462

Rover 220 & MGF 5-speed synchromesh gearkit QKE3R

Quaife final drive ratio QRE3R

ROVER 220 & MGF 5-SPEED DOG ENGAGEMENT

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

GEAR RATIOS



 1st
 2nd
 3rd
 4th
 5th

 2.417
 1.923
 1.533
 1.278
 1.050

FINAL DRIVE RATIOS

3.923 4.214 4.462 4.917 5.167



Rover 220 & MGF 5-speed dog engagement
gearkit including final drive ratio

Additional final drive ratio

QRE5R

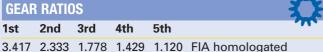




MG ROVER ZR105 DOG ENGAGEMENT

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

GEAR RATIOS



3.100 2.333 1.778 1.429 1.235 Quaife close ratio

EINAL	B B III		00
	ווגיוו	<i>3</i> / 4 1	шч

4.500 4.857 FIA homologated 3.571 3.923 4.143 4.462

MG Rover ZR105 package including 5-speed dog gearkit, final drive and ATB differential QKE7H

Additional final drive ratios available

Quaife ATB differential to suit above QDF10H

ROVER METRO (MA GEARBOX) 5-SPEED SYNCHRO

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

GEAR RATIOS

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

Metro MA 5-speed synchromesh gearkit

QKE4H



QUAIFE ROVER ATB DIFFERENTIALS

For technical details please see pages 3-8

Rover (PG1): 216, 220, 418, 420, 620, 820,

Maestro / Montego 2.0 QDF28K Rover SD1 QDF16K

MINI COOPER S 6-SPEED DOG ENGAGEMENT Made to special order

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



GEAR RATIOS

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

QUAIFE Mini Cooper S 6-speed dog engagement gearkit QKE34Z

QUAIFE Mini Cooper S ATB differential QDF38Z



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MITSUBISHI LANCER EVO 5/6/7/8/9 5-SPEED DOG ENGAGEMENT

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

GEAR RATIOS

**

 1st
 2nd
 3rd
 4th
 5th

 3.000
 2.000
 1.470
 1.111
 0.857

FINAL DRIVE RATIOS

4.307



Mitsubishi Evo 9 5-speed dog engagement gear kit





QUAIFE ATB DIFFERENTIALS

• For technical details, please see pages 3-8

Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1,2,3 (centre) QDH9B Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1,2,3 (front) QDH8B Mitsubishi Eclipse 2WD Turbo QDH7B Mitsubishi Eclipse 2WD non turbo (T350) QDF3I Mitsubishi Lancer Evo 4,5,6,7 (centre) QDH11B Mitsubishi Lancer Evo 4,5,6,7,8,8MR,9 (front) QDH12B Mitsubishi Lancer Evo 8,8MR,9 (centre) QDH13B Mitsubishi 3000GT 4WD Front QDH16B Mitsubishi Colt Lancer QDH1B Mitsubishi Mirage QDH2B Mitsubishi Pajero QDH10B



MITSUBISHI LANCER EVO 8MR 5-SPEED DOG ENGAGEMENT

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

GEAR RATIOS

2nd 1st 3rd 4th 5th

3.000 2.000 1.470 1.111 0.857



4.307

Misubishi Evo 8 MR 5-speed dog engagement gear kit QKE4U



NISSAN

6-SPEED SEQUENTIAL GEARBOX WITH **NISSAN 350Z FITTING KIT**

• Hugely popular Quaife 6-speed sequential gearbox adapted for race use in Nissan 350Z sports car

 New bellhousing and gear lever mount to fit standard 350Z positions

• Uses standard Nissan clutch and release bearing (not



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

QBE60G



QUAIFE ATB DIFFERENTIALS

· For technical details, please see pages 3-8



Nissan 350Z ATB differential

Auto - QDF10L

Manual - QDF11L

Viscous replacement - QDF13L



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NISSAN SKYLINE GTR UPRATED SEQUENTIAL GEARBOX

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

• Optional digital gear position indicator

NISSAN SKYLINE GTR 6-SPEED DOG ENGAGEMENT

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



GE/		

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

Nissan Skyline GTR uprated 6-speed dog engagement sequential gearbox * QBE33G

Optional digital gear position indicator QMLED

GEAR RATIOS

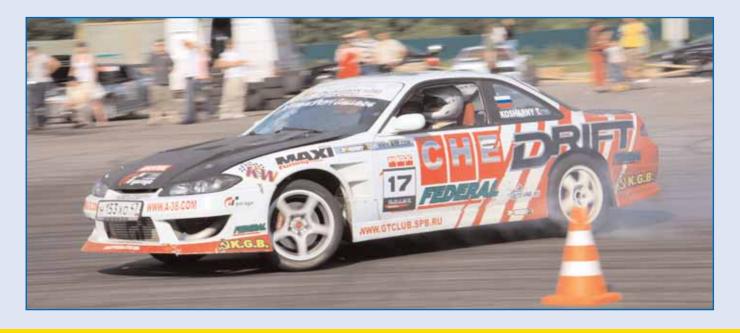
 1st
 2nd
 3rd
 4th
 5th
 6th

 2.782
 1.938
 1.506
 1.178
 0.920
 0.777

Nissan Skyline GTR 6-speed dog engagement gearkit (Straight cut) QKE3FS

Nissan Skyline GTR 6-speed dog engagement gearkit (helical) QKE3FH

Nissan Skyline GTR (front) ATB diff * QDF3L



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

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

GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th

 2.615
 1.765
 1.238
 0.917
 0.741

Nissan Sunny / Pulsar GTiR 5-speed synchromesh gearkit

QKE8F

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

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



1st	2nd	3rd	4th	5th	6th	71
2.762	1.961	1.533	1.212	1:1	0.790	

Nissan Silvia 5-speed dog engagement H pattern gearkit QKE6F5

Nissan Silvia 6-speed dog engagement H pattern gearkit

QKE6F6

Nissan Silvia 5-speed dog engagement sequential gearkit

OKE7F5

Nissan Silvia 6-speed dog engagement sequential gearkit

NISSAN SUNNY/ PULSAR GTIR 5-SPEED DOG ENGAGMENT

Made to special order

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

GEAR RATIOS (BASE SET)



 1st
 2nd
 3rd
 4th
 5th

 3.000
 2.200
 1.667
 1.286
 0.920

FINAL DRIVE RATIOS

4.429 4.067



Nissan Sunny / Pulsar GTiR 5-speed dog engagement gearkit

QKE4F

QUAIFE NISSAN ATB DIFFERENTIALS

• For technical details, please see pages 3-8



 Nissan R180 240-280Z (110mm crownwheel)
 QDF4L

 Nissan R180 240-280Z (115mm crownwheel)
 QDF5L

 Nissan R200 280-300Z / 200SX (fits both S13 &S14)

	QDF7L
Nissan Maxima	QDF8L
Nissan Skyline GTR (front)	QDF3L
Nissan 350Z – Auto	QDF10L
Nissan 350Z – Manual	QDF11L
Nissan 350Z – Viscous diff replacement	QDF13L
Nissan (various models)	QDF6L
Nissan R230	QDF12L
Nissan Skyline GTR 4WD rear	QDF14L
Nissan Sunny	QDF9L

QKE7F6

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

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



34G – QUAIFE 5/6-SPEED FRONT WHEEL DRIVE STRAIGHT CUT AND HELICAL SEQUENTIAL GEARBOX

- · Narrower cases for easier installation
- · Wider stronger gears with sliding gear engagement
- · Straight cut or helical
- · Oil capacity 1.5 litres
- All other specifications as (32G)
- · Not recommended with paddle shift



GEAR RATIOS

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



FINAL DRIVE RATIOS

4.400 4.785



Peugeot 205 5-speed synchromesh gearkit	
(including crown wheel & pinion)	QKE5H
Peugeot 205 5-speed synchromesh gearkit	
(without crown wheel & pinion)	QKE5H000
Additional crown wheel & pinion	QRE5H

GEAR RATIOS (BASE SET)

 1st
 2nd
 3rd
 4th
 5th
 6th

 2.615
 1.937
 1.611
 1.350
 1.160
 1.036
 Straight cut

 3.105
 2.160
 1.724
 1.394
 1.135
 0.975
 Helical

FINAL DRIVE RATIOS

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

Complete gearbox including bellhousing* QBE34G



QUAIFE ATB DIFFERENTIALS

For technical details, please see page 3-8

l controllingua detaile, prodes ess page e e	
Peugeot 106 / 205 (MA gearbox)	QDF9H
Peugeot 205 / 306 / 309 Gti, 405 Mi16	
(BE1,3 & 4 gearbox)	QDF3H
Peugeot 505	QDF8H
Citroen AX, Saxo VTR & VTS, C2 (MA ge	arbox) QDF9H
Citroen ZX (BE3 gearbox)	QDF3H
Citroen SM / DS	QDF13H
Citroen 2CV	QDF11H

PEUGEOT 106 / 205 & CITROEN SAXO 5-SPEED SYNCHRO GEARKIT

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



GEAR RATIOS (BASE SET)

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

Peugeot Citroen MA 5-speed synchromesh gearkit

QKE4H

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

PEUGEOT 205 RHD QUICK RACK & PINION KIT

Peugeot 205 RHD 2.78 L to L

Flat drive pinion	QSF12H001
Splined pinion	QSF12H002

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

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

GEAR RATIOS						30
1st	2nd	3rd	4th	5th		1
3.417	2.333	1.778	1.429	1.120		
3.100	2.333	1.778	1.429	1.235		
0.100	2.000	1.,,,0	1.420	1.200		

FINAL DRIVE RATIOS

Rover selector rods

3.571 3.923 4.143 4.538 4.857



1625 / 1626

5-speed dog gearkit, final drive and ATB differential

OKE7H

Additional final drive ratios available

POA

OUAIFE ATB differential to suit above

CDF10H

End cover with final drive for plate diff

POA



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61G - QUAIFE 6-SPEED **SEQUENTIAL GEARBOX PACKAGE**

QUAIFE has developed a gearbox package designed for the Porsche 996. This includes gearbox, bellhousing, linkage, mounts, flywheel, clutch and all ancillaries necessary for an easy conversion to a bespoke, race-proven QUAIFE 61G sequential gearbox. Please call for more details.

- All dimensions as latest Porsche 996
- Maximum recommended 450bhp
- · Dog engagement, sequential only
- Straight cut (race) or helical cut (road)
- QUAIFE ATB differential fitted as standard
- Oil pump incorporated within the unit
- · Various ratio options
- · Weight approximately 75kg
- Re-designed with hypoid crownwheel & pinion
- Larger 85mm shaft centres



GEAR RATIOS (BASE SET)

1st	2nd	3rd	4th	5th	6th	
2.600	1.933	1.533	1.250	1.043	0.880	Race
3 000	2 000	1 458	1 143	0.921	0.780	Road

FINAL DRIVE RATIOS

3.700 4.111







NEW PORSCHE 996 SERVICEABLE DRIVESHAFT KIT

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



D1A1-975

PORSCHE G50 / G50-50 ALTERNATIVE RATIO SYNCHROMESH GEARS

- Range of helical ratios available for G50 / G50-50 gearbox
- · Use with standard gearbox shafts, except 1st gear
- 1st gears fit G50 only

Contact QUAIFE for list of ratios

E1M

PORSCHE G50 / G50-50 5-SPEED SYNCHRO

- · 5-speed synchromesh gearkit
- · Helical, close ratio gears
- · Supplied with new input shaft

2.692 2.000 1.526 1.182 0.920

• Optional QUAIFE ATB differential

				ns.
-	-	1	 	1 1 4

1st

2nd 3rd 4th 5th

Porsche G50 / G50-50 5-speed synchromesh gearkit QKE1M

PORSCHE GT3 ALTERNATIVE RATIO SYNCHROMESH GEARS

- Range of helical ratios for GT3 gearbox
- · Use with standard gearbox shafts, except 1st gear
- Optional QUAIFE ATB differential

Contact QUAIFE for list of ratios

E2M

PORSCHE FRONT AND REAR DISC BELLS

• Enables use of racing discs with standard calipers



QUAIFE PORSCHE 911/914 QUICK RACK & PINION LHD OR RHD

- 2.5 turns lock to lock
- Left-hand drive or right-hand drive



Porsche quick rack and pinion kit 2.5

QSF3Q001

PORSCHE 911 LIGHTWEIGHT FLYWHEEL

Two clutch types available



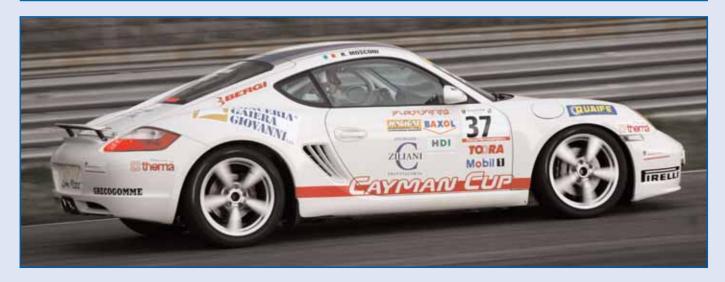
Enables use of AP or Sachs 140mm clutch	E25G1-201
Enables use of AP carbon 5" clutch	E25G1-200

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QUAIFE ATB DIFFERENTIALS For technical details please see pages 3-8

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

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



RENAULT

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

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

GEAF	RATIO	37			
1st	2nd	3rd	4th	5th	78
3.250	2.235	1.619	1.250	1.036	

OKE3W

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

• Both Esprit V8 and GT40 Replica splines available

GEAR	RATIO	S			₹ . }
1st	2nd	3rd	4th	5th	· // ·
2.667	1.750	Std	Std	Std	

QKE4W

QUAIFE ATB DIFFERENTIALS

For technical details, please see pages 3-8



Renault Clio 172 / 182 / 5 Turbo	QDF6M
Renault Megane 225 (NDO trans)	QDF8M
Renault 4-speed (Renault 336 trans)	QDF2X
Renault Alpine A310 4cyl 5-speed (Rena	ult 365 trans) QDF3X
Renault 20/30, 21, 25 / Alpine A310 V6, (UN1/369)	GTA, A610 QDF5M
Renault Alpine A110 / R5 Gordini (Rena	ult 335 trans) QDF7M
Renault Master	QDF1M



SAAB

SAAB 6-SPEED SYNCHRO

- Suitable for vehicles using the (GM) F25 gearbox
- 6-speed synchromesh gearkit
- · Straight cut, close ratio gears
- Includes crownwheel & pinion
- Optional QUAIFE gearlever & QUAIFE ATB differential



	RA	

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

FINAL DRIVE RATIOS

3.867

Saab (F25) 6-speed synchromesh gearkit

QKE14C

QUAIFE SAAB ATB DIFFERENTIALS

For technical details, please see pages 3-8

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

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

Please ring to confirm your requirements.

SEAT / SKODA

QUAIFE ATB DIFFERENTIALS & GEARKITS AVAILABLE

For technical details please see VAG section pages 65-66

SEAT / SKODA 02M 6-SPEED DOG ENGAGEMENT Made to special order

- Complete 6-speed gearkit
- Suitable for fitment with 2WD and 4x4 applications
- · High strength semi helical / close ratio gears
- 3 shaft box
- Dual pinion gives varied output with single crownwheel
- · Final drive included
- Optional QUAIFE ATB differential



GEAR RATIOS

1st	2nd	3rd	4th	5th	6th	**
3.417	2.105	1.478	1.133	0.922	0.757	Race. FD 3.944
3.417	2.105	1.591	1.207	0.893	0.739	Rally. FD 5.733

Seat/Skoda 02M 6-speed dog engagement gearkit

QKE3V



SUBARU IMPREZA 5-SPEED SYNCHRO GEAR KIT

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

GEAF	RATIO	S			₹ ○ ₹
1st	2nd	3rd	4th	5th	**
2 151	າ າາາ	1 750	1 25/	0.072	

Subaru Impreza 5-speed synchromesh gearkit – single synchro only

QKE1Y

QUAIFE SUBARU ATB DIFFERENTIALS

For technical details, please see page 3-8

Subaru Impreza / Legacy (front) (1993-2000) QDH1Y
Subaru Impreza / Legacy (rear) not STi (1993-2000)
QDH2Y

Subaru Impreza STi (front) six-speed DCCD gearbox QDH3Y



SUBARU IMPREZA 5-SPEED DOG ENGAGEMENT

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

GEAR RATIOS



 1st
 2nd
 3rd
 4th
 5th

 2.917
 2.090
 1.556
 1.176
 0.900
 GpN

 2.917
 2.090
 1.556
 1.250
 0.962
 Clubman

Subaru Impreza 5-speed dog engagement gearkit (Group N)

Subaru Impreza 5-speed dog engagement gearkit (Clubman)

QKE4Y

QKE3Y



TOYOTA CELICA GT4 5-SPEED SYNCHRO

- Complete 5-speed synchromesh gearkit
- · Straight cut, close ratio
- · Retains original final drive

GEAR RATIOS

1st 2nd 3rd 4th 5th 3.250 2.270 1.750 1.390 1.200

Toyota Celica GT4 5-speed synchromesh gearkit

QKE7E





TOYOTA COROLLA FWD G6R

6-SPEED DOG ENGAGEMENT

• Complete 6-speed dog engagement gear kit

• Includes QUAIFE strengthened end cover, crown wheel

· Semi helical, close ratios

& pinion

GEAR RATIOS

2nd 4th 5th 3rd 6th 2.583 1.929 1.563 1.333 1.158 1.048

FINAL DRIVE RATIOS

4.800

QUAIFE Toyota Corolla FWD G6R 6-speed dog engagement gearkit

QKE8E

TOYOTA COROLLA AE86 RWD 5-SPEED DOG ENGAGEMENT

- Complete 5-speed dog engagement gearkit
- Requires factory modifications to gearbox case
- · Straight cut, close ratio gears
- Choice of 1st gear ratios
- Gear pattern changed to dog leg 1st

GEAR RATIOS 1st 2nd 3rd 4th 5th 2.347 1.733 1.379 1.144 1:1

2.600

Toyota Corolla AE86 RWD 5-speed dog engagement gearkit QKE4E

QKE4ECASE Gearbox case

QUAIFE TOYOTA ATB DIFFERENTIALS

For technical details, please see page 3-8

Toyota Corolla (AE92), Starlet / Starlet Turbo (EP82)

	QDF 15E
Toyota MR2 (non turbo) 4A-GE	QDF15E
Toyota Starlet Turbo (EP71)	QDF16E
Toyota MR2 (turbo/supercharged) 4A-GZE / 3S	GTE QDF17E
Toyota Celica / MR2 Spyder 6-speed (2ZZ-GE)	QDF21E
Toyota 2000 Corolla GT-S 6-speed	QDF21E
Toyota Scion TC	QDF25E
Toyota Corolla AE86	QDF18E
Toyota Hilux rear	QDF20E
Toyota Hilux SR5 front	QDF26E
Toyota Supra	QDF14E

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TRIUMPH

TR6 / DOLOMITE SPRINT DOG ENGAGEMENT

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

GEAR	RATIO	S		**
1st	2nd	3rd	4th	•
2.013	1.513	1.205	1:1	
2.223				

Triumph TR6 / Dolomite Sprint 4-speed dog gearkit

QKE2T



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



TR6 1-2 SYNCHRO HUB & SLIDER

• Direct replacement for original components

D1A1-350/351



TRIUMPH TR3 & TR4 HEAVY DUTY HALF SHAFTS

D1A1-676

QUAIFE TRIUMPH ATB DIFFERENTIALS

For technical details, please see page 3-8



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

VW 02M 6-SPEED DOG ENGAGEMENT

Made to special order

- · New complete 6-speed gearkit
- Suitable for fitment with 2WD and 4x4 applications
- · High strength semi helical / close ratio gears
- 3 shaft box
- Dual pinion gives varied output with single crownwheel
- · Final drive included
- Optional QUAIFE ATB differential



ı	GEAR	RATIC	S				
	1st	2nd	3rd	4th	5th	6th	W.
,	3.417	2.105	1.478	1.133	0.922	0.757	Race. FD 3.944
,	3.417	2.105	1.591	1.207	0.893	0.739	Rally. FD 5.733

VW 02M 6-speed dog engagement gearkit QKE3V

VW 02A/02J 6-SPEED SYNCHRO

- Complete 6-speed synchromesh gearkit
- · Close ratio gears
- · High strength semi helical design
- Fits 02A/02J gearbox in VW, Audi, Seat & Skoda
- · Suitable for road or race
- Also fits Golf Rallye & G60
- Requires some minor casing modifications

Selector rod support (15mm or 16mm)

- Optional QUAIFE ATB differential except 4WD
- Optional selector rod support (15mm or 16mm)
- · Includes extended gear casing

GEAR RATIOS 1st 2nd 3rd 4th 5th 6th 2.727 1.929 1.500 1.200 0.956 0.800 VW 02A/02J 6-speed synchromesh gearkit QKE1V

VW 02A/02J 6-SPEED DOG ENGAGEMENT

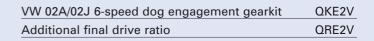
- Complete 6-speed dog engagement gearkit
- · Close ratio gears
- · High strength semi-helical design
- Fits 02A/02J gearbox in VW, Audi, Seat & Skoda
- · Choice of final drive and 5th & 6th gear ratios
- · Suitable for road or race
- Requires some minor casing modifications
- Optional QUAIFE ATB differential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



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

FINAL DRIVE RATIOS

3.923 4.167 4.636 5.091





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QKE1VROD

QUAIFE VAG ATB DIFFERENTIALS

For technical details, please see page 3-8

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



Bolt Kits	
020 / 02C	1557
02A / 02J	F8K206KT
02M / 02Q	1555

QUAIFE VW 16V CAMSHAFT PULLEY

- Peg vernier adjustment
- Ensures accurate valve timing
- · Hard anodised alumium pulley





QUAIFE VW GOLF QUICK RACK & PINION KITS

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

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





CORSA / NOVA F13 / F15 5-SPEED SYNCHRO

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



GEAR RATIOS

lst 2nd 3rd 4th 5th

2.540 1.760 1.420 1.190 1.040

FINAL DRIVE RATIOS

4.533 4.857

Corsa / Nova F13 / F15 5-speed synchromesh gearkit

QKE15C QRE15C

Additional final drive ratio

CORSA / NOVA F13 / F15 6-SPEED DOG ENGAGEMENT

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

GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th
 6th

 2.540
 1.930
 1.560
 1.300
 1.140
 1.040

FINAL DRIVE RATIOS

4.360 4.640 4.860



Additional final drive ratio QRE10C

CORSA / NOVA F13 / F15 5-SPEED DOG ENGAGEMENT

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

GEAR RATIOS

 1st
 2nd
 3rd
 4th
 5th

 2.540
 1.760
 1.420
 1.190
 1.040



4.360 4.530 4.640 4.860 5.170



QKE10C



Corsa / Nova F13 / F15 5-speed dog engagement gearkit

QKE8C

Additional final drive ratio QRE8C

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ASTRA / KADETT F18 / F20 5-SPEED SYNCHRO

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

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

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

GEAR	RATIC	S				*
1st	2nd	3rd	4th	5th		·//\
2.540	1.760	1.420	1.190	1.040		
				0.958		
				0.870		

						- 44
				0.870		
				0.958		
2.540	1.760	1.420	1.190	1.040		

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

FINAL DRIVE RATIOS 4.200 4.500 4.850 5.180

FINAL DRIVE RATIOS 4.200 4.500 4.846 5.180



5-speed Astra / Kadett F18 / F20 synchromesh gearkit QKE13C Additional final drive ratio QRE13C Astra / Kadett F16 / F18 / F20 6-speed dog engagement gearkit QKE11C Additional final drive ratio QRE11C

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

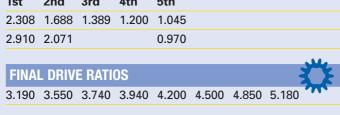
- 5-speed dog engagement gearkit
- · Straight cut, close ratio
- · Includes crownwheel & pinion and heavy duty end cover
- · Choice of final drive and 1st, 2nd and 5th gear ratios
- Comprehensive kit includes selectors
- · Optional gear lever, turret & QUAIFE ATB differential
- Input shaft 7/8" 20T spline

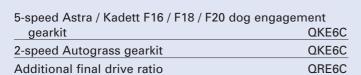
VAUXHALL / GM F35 6-SPEED SYNCHRO

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

GEAF	RATIO	S				**
1st	2nd	3rd	4th	5th	6th	'M '
3.000	1.933	1.368	1.045	0.833	0.704	
Vauxl	QKE20C					

GEAR RATIOS 2nd 4th 5th 3rd 2.308 1.688 1.389 1.200 1.045 2.910 2.071 0.970







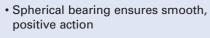
VECTRA (SAAB) F25 6-SPEED SYNCHRO

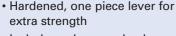
- · 6-speed synchromesh gearkit
- · Straight cut, close ratio
- · Includes crownwheel & pinion
- Optional gearlever and QUAIFE ATB differential

GEAR RATIOS 1st 2nd 3rd 4th 5th 6th 2.538 1.875 1.421 1.190 1.042 0.960 **FINAL DRIVE RATIOS** 3.867 Vectra (Saab) 6-speed synchromesh gearkit QKE14C

VAUXHALL / OPEL GEAR LEVER ASSEMBLY

- · Stronger cast alloy housing
- · Short lever throw for quicker gear change







VAUXHALL NOVA QUICK RACK & PINION KITS

• LHD or RHD 2.5 turns lock to lock

Vauxhall Nova LHD quick rack & pinion kit 2.5

QSD1T001

Vauxhall Nova RHD quick rack & pinion kit 2.5

QSD1T002

VAUXHALL / OPEL TURRET ASSEMBLY

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



QUAIFE ATB DIFFERENTIALS For technical details, please see page 3-8 Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only) QDF2B QDF7B Vauxhall Corsa / Nova (F10 / F13 / F15 / F17) Vauxhall Cavalier / Calibra (F25) QDH5J Vauxhall Vectra / VX220 F23 (Getrag 287) QDF17B Vauxhall Calibra F28 4x4 (front) QDF19B Vauxhall Astra / Corsa VXR, 1.9 CDTI Astra, QDF25B Vectra, Zafira (M32) Vauxhall Calibra 4X4 (rear) QDF26B Vauxhall F40 QDF21B Opel Manta / GT / Ascona QDF4B

OPEL KADETT / ASTRA MK1 RACK & PINION LHD

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

Tel: +44 (0) 1732 741144 info@quaife.co.uk Fax: +44 (0) 1732 741555 www.quaife.co.uk

OPEL MANTA / ASCONA 4-SPEED SYNCHRO

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



GEAR RATIOS

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

Opel Manta 4-speed synchromesh gearkit	QKE2C
Open Manta steel baulk rings 3rd-4th	D1A1-232

OPEL MANTA / ASCONA 4-SPEED DOG ENGAGEMENT

Made to special order

- · 4-speed dog engagement gearkit
- · Straight cut, close ratio
- Includes mainshaft & selector forks

GEAR	RATIO	S		*
1st	2nd	3rd	4th	1
2.255	1.578	1.224	1:1	

OPEN MANTA / ASCONA RACK & PINION

Opel Manta 4-speed dog engagement gearkit

• LHD or RHD 2.5 turns lock to lock

Opel Manta Opel Manta		•		•		QSF3B001 QSF3B002
Oper ivianta	ווווט	quick	Tuck	x pirilori	KIT 2.5	201 30002

VOLVO 240 4-SPEED SYNCHRO

Made to special order

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

GEAF	RATIO)S		30
1st	2nd	3rd	4th	' N
2.250	1.570	1,240	1:1	
2.250	1.650	1.290	1:1	

Volvo 240 4-speed synchromesh gearkit QKE1S

VOLVO 240 4-SPEED DOG ENGAGEMENT Made to special order

- · 4-speed dog engagement gearkit
- · Straight cut close ratio gears
- · Needle roller bearing support mainshaft gears
- Includes QUAIFE Mainshaft

GEAR	RATIC	S		()
1st	2nd	3rd	4th	***
2.250	1.570	1.240	1:1	

. . .

Volvo 240 4-speed dog engagement gearkit QKE2S

VOLVO 240 5-SPEED DOG ENGAGEMENT Made to special order

- 5-speed dog engagement gearkit
- Straight cut, close ratio 1st gear ratio options
- · Needle roller bearings support mainshaft gears
- Includes QUAIFE mainshaft

GEAR	RATIO)S			¥.
1st	2nd	3rd	4th	5th	7
2.345	1.654	1.353	1.145	1:1	
2.802					
2.105					

Volvo 240 5-speed dog engagement gearkit QKE3S

VOLVO 240 QUICK RACK & PINION KIT LHD Made to special order

Volvo 240 LHD 2.5	2SF3J001
Volvo 240 LHD 2.85	2SF5J001





QKE12C

MACPHERSON STRUT TYPE UPRIGHTS

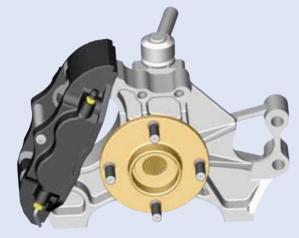
- · Strong, lightweight LM25 alloy
- Use as direct replacement for group A Sierra casting
- Complete assemblies with hubs, bearings, flanges etc
- Front & rear versions with or without drive
- · Choice of four stud or centre lock hubs

without drive	QSD1A
with drive	QSD1A



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

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



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

FORD RS200 FRONT & REAR UPRIGHTS

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

D1A1-681 + D1A1-775

UNIVERSAL FRONT & REAR UPRIGHT ASSEMBLY AS USED ON THE QUAIFE

GTR4 Made to special order

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





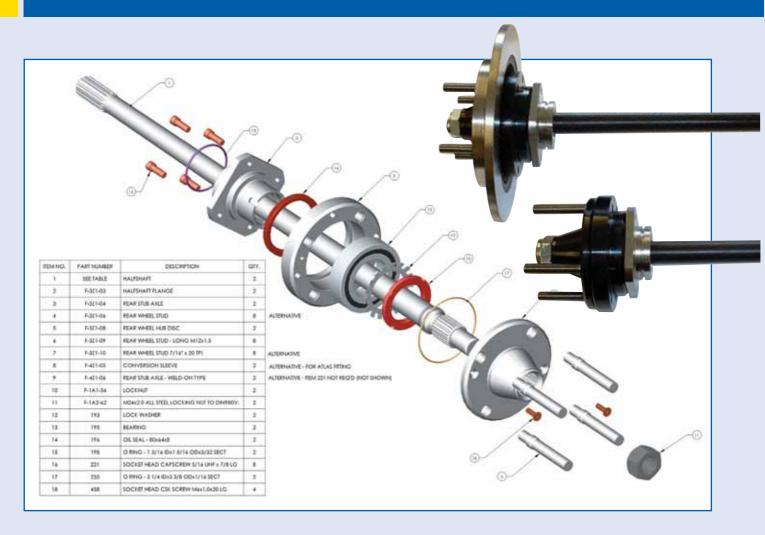
QUAIFE universal hub & upright assembly (fixed)

QSD2QF
QUAIFE universal hub & upright assembly QSD2QR

FOCUS REAR HUB KIT Made to special order

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

Focus rear hut kit (per pair)	F31Z
Disc bells (per pair)	F31Z



ENGLISH / ATLAS AXLE KIT

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

English / Atlas Axle Kit (complete)

QAF4Z

ENGLISH / ATLAS AXLE KIT SPARES

Half shaft nut only	F1A2-62
Half shaft flange	F3Z1-03
Wheel studs (various)	F3Z1

SALISBURY

Axle half shaft (from 700mm to 895mm)

HALF SHAI	FTS AVA	ILABLE FO	R AXLE KITS	
• English = 22T	Standard (Capri = 16T Gr	oup 4 ZF = 18T	
Anglia	22T	660mm	F4Z2-08	
Lotus Cortina	22T	708mm	F4Z2-02S	
English	22T	730mm	F4Z2-02	
English	22T	770mm	F4Z2-07	
Capri	18T	770mm	F1A2-39/F1A2-66	
Capri	18T	820mm	F1A2-61	
Anglia	16T	660mm	F3Z2-16	
Lotus Cortina	16T	708mm	F3Z2-07S	
Escort	16T	730mm	F3Z2-07	
Capri	16T	770mm	F3Z2-02	- 10
Capri	16T	790mm	F24Z2-05	

ATLAS GROUP 4 HALF SHAFTS

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

Atlas Group 4 half shaft	F1A2-39
Atlas Group 4 half shaft (HD)	F1A2-66
Atlas Group 4 flange	D1A1-126

ATLAS GROUP 1 HALF SHAFTS

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

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

ENGLISH PLATE DIFF SIDE GEARS

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

22 spline	F4Z1-11
16 spline	F4Z1-12

GROUP 4 SPLINE SIDE GEARS

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

Group 4 spline side gears for ZF LSD	F1A1-60
Group 4 spline side gears for QUAIFE ATB difference	ential
F	6Z4-11/12

ENGLISH GROUP 1 HALF SHAFTS

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

English Group 1 half shaft	D1T2-18
English Group 1 flange	D1T1-19



QUAIFE DIFFERENTIAL ASSEMBLY

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

Complete QUAIFE differential with housing

Drive shaft extension tube

Atlas crown wheel & pinion Ratios 5.100, 4.600 & 3.090





Ford Sierra 7" QUAIFE ATB diff assembly

(uses new cases & CWP)

QAF15ZQ

Ford Sierra 7" QUAIFE ATB diff assembly with flanges (uses new cases & CWP) QAF15ZQFL

Ford Sierra 7" crownwheel & pinion set (R3.62:1 & R3.92:1)

QRF15Z

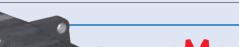


DIFF MOUNTED REVERSING GEARBOX

Made to special order

- · Mounts directly to Quaife Ford Sierra differential housing, no other mounts or adaptors required
- · Provides simple reverse gear solution for motorcycle engine/gearbox equipped vehicles
- · Simple push-pull actuation
- · Uses standard Ford flange to make prop-shaft installation straightforward
- · For in-line use only
- · Reverse light switch included





DIFF MOUNTED RATIO DROP BOX

Made to special order

- · Mounts directly to Quaife Ford Sierra differential housing, no other mounts or adaptors required
- Ideal solution for high-revving powerplants such as electric motors
- Uses standard Ford flange to make prop-shaft installation straightforward
- · For inline use only
- · Compact unit takes minimum space

QBE74G



ATLAS BEAM AXLE CASING

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



End cover – plain

OAF6ZW

End cover – Watts linkage QAF6ZW



QAF6Z



ATLAS INDEPENDENT DIFFERENTIAL ASSEMBLY

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

QAF6ZFL

QUAIFE UNIVERSAL STEERING COLUMN ASSEMBLY

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



QSH10Q Quick release steering wheel boss (not included)

POA



FORD ESCORT MK2 QUICK RACK & PINION KIT

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

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

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

• 2.78 turns lock to lock

Ford Escort Mk3 FWD RHD quick rack & pinion kit 2.78 QSF10Z001

FORD SIERRA QUICK RACK & PINION KIT LHD OR RHD

• 2.8 turns lock to lock

Ford Sierra LHD	QSF9Z001
Ford Sierra RHD	QSF9Z002

HONDA CIVIC QUICK RACK & PINION KIT

· Manual, LHD only

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

MGC QUICK RACK & PINION KIT

MGC RHD	QSF29K001
MGC LHD	QSF29K002

MINI QUICK RACK & PINION KIT RHD

Austin Rover Mini RHD 2.23 QSF35K001

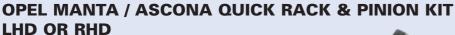


MORGAN QUICK RACK & PINION RHD & LHD

Morgan complete rack QSH2M

OPEL KADETT / ASTRA MK1 QUICK RACK & PINION KIT LHD

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





PEUGEOT 205 RHD QUICK RACK & PINION KIT

Peugeot 205 RHD 2.78	
Flat drive pinion	QSF12H001
Splined pinion	QSF12H002

PORSCHE 911 QUICK RACK & PINION KIT LHD OR RHD

Porsche 911/914 (1974-1989) LHD / RHD 2.5 QSF3Q001

TOYOTA COROLLA AE86 QUICK RACK & PINION KIT

Toyota AE86 LHD 2.5	QSF22E001
Toyota AE86 RHD 2.5	QSF22E002



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

Toyota MR2 LHD 2.5	QSF22E003
Toyota MR2 RHD 2.5	QSF22E004

VAUXHALL NOVA QUICK RACK & PINION KIT LHD OR RHD

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

VOLVO 240 QUICK RACK & PINION KIT LHD

Volvo 240 LHD 2.5	QSF3J001
Volvo 240 LHD 2.85	QSF5J001

VW GOLF QUICK RACK & PINION KIT

VW Golf Mk1 LHD 3.1	QSF7R001
VW Golf Mk2 LHD 2.9	QSF6R001
VW Golf Mk1 RHD 2.9	QSF18R001
VW Polo LHD 2.6	QSF17R001



QUAIFE COMPLETE CENTRAL QUICK RACK

QUAIFE complete central quick rack

Made to customer requirements

· Complete central quick rack and pinion assembly

Suitable for single seater applications

• 1.7 turns lock to lock

· Anodised aluminium clamps (available separately to customer specifications)



QUAIFE COMPLETE BEVEL GEAR RACK

• Made to customer requirements



QUAIFE COMPLETE LEFT OR RIGHT HAND QUICK RACK

QUAIFE complete left or right hand quick rackn

QSH5Q



COMPLETE AUSTIN ROVER MINI QUICK RACK

QSF39K001

FORD ESCORT MK1 & MK2 COMPLETE STANDARD QUICK RACK

QSH9Q001

STEERING COLUMN PINION CLAMP



H4Q1-05

FORD ESCORT MK1 & MK2 COMPLETE HEAVY DUTY QUICK RACK

• RHD 2.2 or 2.5 turns lock to lock

· Anodised aluminium clamps

Ford Escort Mk2 complete heavy duty quick rack & pinion

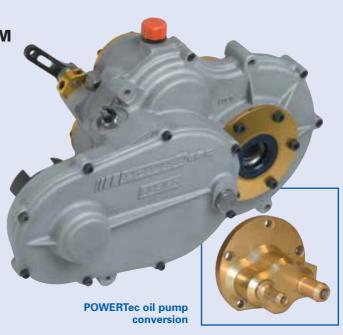
QSF1Z



QUAIFE POWERTEC GEAR DRIVE SYSTEM

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

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



QBA3R

QUAIFE POWERTEC REVERSING DIFFERENTIAL

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

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



72G - QUAIFE 6-SPEED SEQUENTIAL TRANSAXLE GEARBOX

GEAR RATIOS (BASE SET) 1st 2nd 3rd 4th 5th 2.600 1.933 1.588 1.375 1.200 1.043 2.600 1.933 1.588 1.375 1.238 1.111 2.600 1.933 1.647 1.471 1.316 1.200 **FINAL DRIVE RATIOS** 3.700 4.125 Alternative ratio options POA QUAIFE 6-speed transaxle gearbox QBE72G Optional plate type diff POA

QUAIFE REVERSING DIFFERENTIAL UNIT

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





QUAIFE UNIVERSAL GEAR DRIVEN TRANSFER UNIT

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

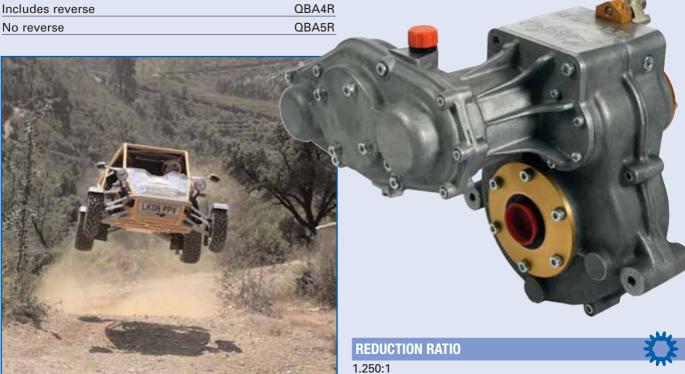
- Adaptor plate can be designed to suit most applications
- · Sealed unit for easy installation
- · Output includes cushion drive

· Shaft centre distance for 191mm

QUAIFE universal gear driven transfer unit

QBA11R

Helical gear drive



QUAIFE CD AXLE UNIT AND DRIVE FLANGE FOR CHAIN DRIVEN CARS

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

- Horizontal or vertical mountings
- Uses QUAIFE Escort / Fiesta ATB differential
- · Uses easily available joints and shafts, or
- Drive shafts made to suit your application
- Internal reduction ratios from 2.251 to 3.75:1
- Reverse gear ratio 2.92:1

QUAIFE drive flange

QUAIFE breather bottle

GKN Lobro joint (Motorsport spec)

- Optional drive flange for 100mm Lobro joint
- · Drive flange replaces standard drive shaft joint
- · Output flanges are optional extras

QUAIFE REVERSING BOX

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

· For inline use only

· Compact heavy duty unit

• Straight through design – low power loss

• Aluminium billet cases

• Uses Ford English flanges

• Optional longer lever

· Long or short lever

· Optional QUAIFE breather bottle



QBE35G

QUAIFE breather bottle

QMBBA

QUAIFE ATB DIFFERENTIAL FOR CHAIN DRIVEN CARS

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

· Sealed unit - only requires greasing

sprocket run out

outputs

included



Tel: +44 (0) 1732 741144 info@quaife.co.uk Fax: +44 (0) 1732 741555 www.quaife.co.uk

F7Z4-32

QMBBA

POA



HONDA FIREBLADE 6-SPEED GEARKIT

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

GEAF	RATIO	S				30	
1st	2nd	3rd	4th	5th	6th	***	
2.357	1.938	1.650	1.450	1.286	1.190		
						QKA	5Ν

HONDA CBR600 6-SPEED CLOSE RATIO GEARKIT

GEAF	R RATIO)S				***
1st	2nd	3rd	4th	5th	6th	m
2.385	1.813	1.500	1.316	1.174	1.091	
						OKA4N

SUZUKI HAYABUSA 6-SPEED GEARKIT

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

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

SUZUKI TL1000 6-SPEED CLOSE RATIO GEARKIT

GEAF	RATIO)S				**
1st	2nd	3rd	4th	5th	6th	***
2.143	1.750	1.444	1.261	1.091	1:1	

YAMAHA 600 CLOSE RATIO CONVERSION KIT

- · Closer 1st, 2nd, 5th & 6th gears
- Retains original 3rd & 4th

GEAR	RATIO	S			
1st	2nd	3rd	4th	5th	6th
2.400	1.895	Std	Std	1.210	1.125

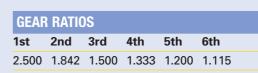
QMCA4L

QMCA4P

QMCA2P

YAMAHA R1 1000CC 6-SPEED GEARKIT

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



QKA5L





NORTON 4-SPEED GEARKIT

- · Direct replacement close ratio gearkit
- · Choice of two road first gears and one race
- · Retains all original shafts and selectors

GEAR	RATIO)S			3) }
1st	2nd	3rd	4th		***
2.132	1.495	1.221	1:1		
2.000					
1.736				Race	

ОМСАЗН

NORTON 5-SPEED GEARKIT

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



QMCA1H

NORTON 6-SPEED GEARKIT

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



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

Camplate gearkit	QMCA2H
Cam drum gearkit	QMCA6H



REPLICA MANX MAGNESIUM GEARBOX CASES







QUAIFE NORTON COMPLETE 5/6-SPEED GEARBOX

- Choice of mainshaft 7R / G50, Manx, Dominator, Commando
- Optional magnesium cases

Complete 6-speed QUAIFE motorcycle gearbox

QMCA2A6

Complete 5-speed QUAIFE motorcycle gearbox

QMCA2A5

GEAR RATIOS							X
1st	2nd	3rd	4th	5th	6th		
2.060	1.660	1.360	1.230	1.110	1:1		
1.910	1.650	1.350	1.110	1:1			
2.270							
2.360							
2.095							

NORTON HEAVY DUTY MAINCASE

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

Aluminium maincase	A1H100A
Magnesium maincase	A1H100M



TRIUMPH T150 6-SPEED CONVERSION GEARKIT

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

GEAR	RATIO	S				**
1st	2nd	3rd	4th	5th	6th	m
2.357	1.938	1.650	1.450	1.286	1.190	



TRIUMPH BONNEVILLE / TRIDENT 3 5-SPEED GEARKIT

• Available for 650 / 750 twin and 750 triple

GEAF	RATIO)S			3
1st	2nd	3rd	4th	5th	
2.200	1.750	1.400	1.250	1:1	
1.960	1.560	1.250	1.120	1:1	

QMCA1B

TRIUMPH 500 TWIN 5-SPEED GEARKIT

GEAR	RATIC	S				**
1st	2nd	3rd	4th	5th		***
1.960	1.560	1.250	1.120	1:1	Race	
2.210						
2.550	1.660	1.330	1.120	1:1	Road	

QMCA2B





VELOCETTE 5-SPEED GEARKIT

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



GEAR	EAR RATIOS						
1st	2nd	3rd	4th	5th		7 17	
2.006	1.597	1.278	1.100	1:1	Race		
2.437	1.760	1.363	1.145	1:1	Road		
2.086	1.660	1.329	1.144	1:1	Race		

VINCENT 5-SPEED GEARKIT

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

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

QMCA1E



QMCA1V

TWIN-MOTOR TOP HOUSING FOR WARN 8274 WINCH

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

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

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

Also available:

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

TWIN-MOTOR CONVERSION PARTS FOR WARN 8274 WINCH

GP81 New lower winch housing, freespool assembly inc.

all parts and fittings

G7001 GP twin-motor top housing G60101 GP mainshaft kit for 8274

GP8001 Replacement brake assembly



2-SPEED REDUCTION TRANSFER UNIT WITH PARKING BRAKE

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

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

Single speed ratio R5.710:1

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

Or

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



QUAIFE ON-BOARD POWER SYSTEMS

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

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

Typical users:

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

Please call for separate brochure



Citroën C25	QDF4H
Fiat Ducato	QDF4H
lveco-Ford	
P100 (All models)	QDF6Z
Transit up to 120	QDF13Z
Transit 140 onwards	QDF11Z
Transit New Type FWD	QDF20Z
Transit New Twin & Single	QDF36Z
40-10 Daily	QDH1G
LDV	
Pilot 200 series	QDF13K

Convoy 400 series	QDF9K
7.5 Ton Truck (4X4)	QDF27K
Mercedes	
207 / 307 / 310 / 408	QDF1V
Peugeot	
Boxer (ME5TU gearbox only)	QDF6H
J5	QDF4H
Renault Master	QDF1M
Talbot Express	QDF4H
Toyota Hi-Lux	QDF20E
VW	
LT28 / LT31	QDF2R
LT34	QDF3R



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

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

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

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

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

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

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

INSTALLATION & SERVICING

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

QUAIFE CAN OFFER SERVICING FOR THE FOLLOWING

Transaxle gearbox
4x4 gearbox
Complete 5/6-speed 60G gearbox
Complete 5/6-speed 15G/27G gearbox
Ford 4-speed gearbox
Ford 5-speed gearbox
QUAIFE FWD sequential gearbox
FWD H-pattern gearbox
Fitting QUAIFE diff to FWD gearbox
Fitting QUAIFE gearkit to FWD gearbox
Fitting QUAIFE diff to RWD unit
QUAIFE reversing box
All QUAIFE motorcycle gearboxes
QUAIFE ATB differential

Fitting/servicing all other products

QUAIFE RECOMMENDS



Silkolene

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

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

SILKOLENE SILKTRAN SYN 5

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

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

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

Recommended for:-

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

OTHERS

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



QUAIFE DOES NOT RECOMMEND THE USE OF AUTOMATIC TRANSMISSION FLUID

SILKOLENE PRO SRG 75

GL 3 / GL4 100% ester synthetic racing gear oil
Developed from aerospace technology for racing gear
boxes where gear trains are subjected to very high
power outputs and high shock loadings. Exceptional
anti-seize and low friction properties extend component
life and reduce power losses. Superior thermal stability
maintains consistently high performance from start to
chequered flag.

Recommended for:-

· Synchromesh gearkits and gearboxes

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

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

