

JAMAR Super Shifters

Designed for use in sand rails, custom street cars, buggies, and off-road cars. The JAMAR Super Shifter works with T-1 & T-2 '72 VW transmissions in rear and mid-engine format. It features positive reverse lock out and super shifter control. Available in black powder coat or chrome plate.

Shift rods are also available.

6216	JAMAR Super Shifter - Black
6217	JAMAR Super Shifter - Chrome
6233	JAMAR Super Shifter Rod Kit (rod, heim joint, & coupler)



Hurst Look-A-Like Shifters

It looks just like the original. The reverse lock out ring prevents accidental movement into reverse. The custom chrome finish, precise shift pattern, and classic round shift knob make the Hurst Look-A-Like one of the smoothest shifters ever bolted into a VW.

#6331	7 1/2" Shaft
#6324	10" Shaft

6331	The Hurst Look-A-Like Shifter (short model)
6324	The Hurst Look-A-Like Shifter (standard height model)
6328	Type-2 Bus Shifter - The Hurst Look-A-Like



Flat 4 Eliminator Shifter

It's a reproduction of the shifter originally used in the Inch Pincher. The original shifter is now a much sought after item, and is very hard to find. Flat 4 eliminator shifters are made from a chromed heavy duty steel shift lever and a "T" shaped, wood shifter handle. This shifter is designed to give you 40% shorter stroke than a stock VW shifter, for a fast, positive shift change. This shifter comes in vintage look-a-like packaging, with instructions.

For T-1, Karmann Ghia, T-3 - L.H.D or R.H.D

6326	Flat 4 Eliminator Shifter
6318	Flat 4 Eliminator Shifter Replacement T-Handle
6319	Flat 4 Eliminator Shifter Replacement Boot Kit



JAMAR Pro-X Series Shifter

The JAMAR Pro-X Series Shifter features a sealed hardened stainless steel selector shaft and shift lever. The housing is manufactured from 6061 Billet Aluminum and comes with a Polished Finish. The All New Design allows shifting into reverse by pushing down and pulling back; no more two handed shifting as with the old super shifter.



6230 Shifter - JAMAR Pro-X Series

JAMAR Polished Mid-Engine Shifter



The complete nose cone replacement shifter. Designed to operate a T-1 swing axle or IRS VW tranny in mid-engine format.

You'll get lightening shifts every time!



6218 JAMAR Polished Mid-Engine Shifter

T-Handle Shifter

Polished aluminum & black powder coating with short gate shifts make this a great choice for both street and off-road. T-handle shift knob features a positive push-button reverse lockout.

Patterned after the original Dyno Soar Shifter.



6317 Short T-Handle Shifter
6316 Long T-Handle Shifter

Drag Fast Shifter

Bolt in a Drag Fast Shifter for the fastest shifts in town. It's manufactured from solid steel plate and triple chrome plated for a lasting luster.

You can use 'em on or off the road to get precise fast shifts.



6322 Straight Handle Drag Fast Shifter (Sedan)
6323 Angled Handle Drag Fast Shifter (Buggy/Ghia)

Quick Shift Kit

The most economical way to shift faster and easier under all driving conditions.

Shortens throw of VW shift linkage by 40%.

Heavy duty sturdy construction. Easy to install, no special tools needed.



6315 Quick Shift Kit - fits all VW models

Gear Shift Lever Assembly

Replacement Stock Shifter Kit. The #6320 also works well in dune buggy applications.

The #6146 prevents accidental shifts into reverse, by requiring the reverse button/lever to be pressed/ pulled on the shifter.



6320 Gear Shift Lever Assembly (Sedans & Squarebacks)
6325 Gear Shift Lever Assembly (Type-2 '66-74)
6146 Reverse Lock-out Shift Plate (fits most standard trans.)

Urethane Shift Coupler

Eliminate the problem of broken shift rod couplers in early bugs and busses. It's manufactured from poured urethane with steel inner bushings for added support and durability. The urethane construction reduces noise transition and provides a flexible yet tight connection for fast, accurate shifts.



6027 Early Urethane Shift Coupler
(fits Type-1 to '64 & Type-2 to '67)

RHINO Super Coupler

If your missing shifts due to weak and stretchy OEM shift couplers, the Super Coupler will solve your troubles. It's tough, easy to install, and will outlast a stock coupler many times over. It features a solid steel cage and mounting flange with floating Insoform inserts.

An 8mm shake proof fastener assures a positive, no slop shift. It's a natural for Sand Rails and Baja Bugs.



6110 RHINO Super Coupler (fits Type-1, 2, & 3 from 1965)

Stock Shift Coupler

Missed shifts, popping out of gear, and reverse selector problems are often due to worn and damaged Shift Couplers.

If your car has these symptoms, it's most likely your shift coupler.



6309 Stock Shift Coupler (fits Type-1 & 2 to 64)

6329 Stock Shift Coupler (fits Type-1, 2, & 3 65-on)

Shifter Adjuster

Weld it to your shift rod and dial in critical shift rod length and rotation.

Easy to use, fast adjustment.



6330 Shifter Adjuster (Type-1 to '64)

6335 Shifter Adjuster (Type-1 & 3 65'-later, Type-2 '68-later)

Shifter Box

Here's the easy way to install shifter linkage in your Sand Rail or off-road machine. Standard VW shifter parts slip right in to provide solid positive shifts.

Uses most any year shifter lever and can also be used with quick shifters. (#6152 is for use with the shifter box only.)



6145 Shifter Box

6152 Shift Rod Bushing - Urethane Heavy Duty

Shift Rod Bushing & Accessories

If your shift rod jumps around and makes funny sounds, check it out. Go for the small plastic bushing first, if that doesn't do the job, replace the whole unit. Your tranny will thank you. They fit all VW Sedans.



6332 Shift Rod Bushing - Stock

6337 Shift Rod Bushing Clip

6334 Shift Rod Hanger - Sedan

Dual Friction Clutch Disc

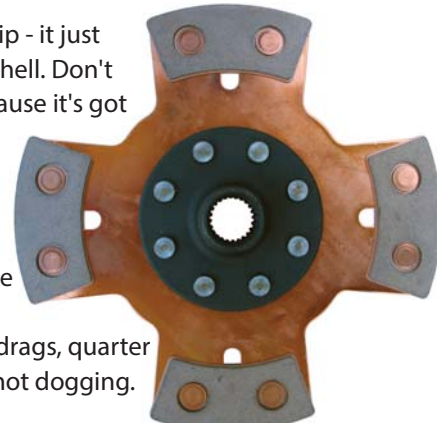
The ultimate clutch disc for street driven high performance engines. The patented Dual Friction design allows you to run a lighter clutch pressure plate assembly for most applications, which helps make this the ideal clutch disc for the daily street use and occasional trips to the drag races.



1301 Dual Friction Clutch Disc (200mm)

4 Disc Pad-Lock Clutch Disc

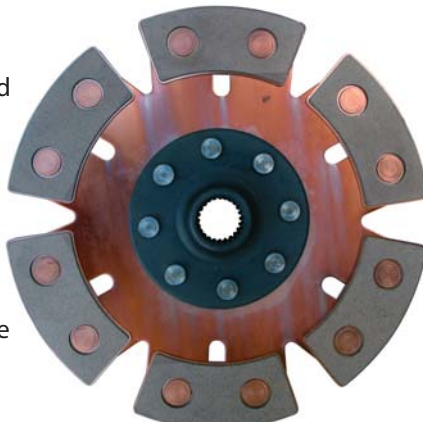
This is the one that doesn't slip - it just grabs, locks up and goes like hell. Don't try to run it on the street because it's got the radical race car "in or out no messing around action." 4 Ceramic Discs are riveted and heat bonded to a heat-treated steel center to provide race performance for all VW engines. It's perfect for sand drags, quarter mile competition and super hot dogging.



1333 Clutch Disc - Pad-Lock - 4 Disc

6 Button Kwik-Lock Clutch Disc

Designed for drag and road race use. Incorporates six sintered copper pucks bonded and riveted to a heat-treated high carbon steel plate. Available with solid or spring center. The spring center helps provide an even tip in.



1356 Clutch Disc - 6 Button Kwik-Lock - 200mm (solid center)

Solid Center Clutch Disc

It's budget priced and designed for use in all 200mm VW fly-wheels. This heavy-duty clutch disc is perfect for hot street machines and dune buggies. It's manufactured from woven material with vented rivets. The center hub is forged steel and power riveted to the clutch plate.



1339 Solid Center Clutch Disc (200mm)

Super Disc

Absolutely the best all around combination clutch disc available today! It operates on the progressive engagement principal made possible with the use of a center wave spring and a pair of outer aluminum, heat-dissipating plates.

For street and off-road applications.



1359 Clutch Disc - Super Disc - 200mm

Clutch Discs

Install a Heavy Duty Clutch Disc and feel the difference. The facing used is of special woven material to withstand the extreme heat and heavy wear of all out driving.



1330 Clutch Disc - 180mm (1200 & 1300cc)

1331 Clutch Disc - 200mm (1500 & 1600cc)

1348 Clutch Disc - 215mm - 1700cc

1346 Clutch Disc - 228mm - 2.0 liter VW Bus

Kennedy Clutches

The all-new Kennedy Racing Clutch series offers you a proven design with less flex and more grabbing power. You'll get less clutch pedal travel and crisper shifts. Choose from four power rated clutches from the healthy 1700lb. model to the load tested 3000lb. earth shaker.

Kennedy Clutches will let you handle unbridled horsepower to deliver race winning performance and durability.

All Kennedy Clutches are sold with an early style T/O bearing pressure ring. The ring is easily removed to make a late style pressure plate. This clutch should be used with a Heavy Duty cross shaft.

1311	Stage 1 (1700 lb.) 200mm Kennedy Clutch
1312	Stage 2 (2100 lb.) 200mm Kennedy Clutch
1313	Stage 2 (2600 lb.) 200mm Kennedy Clutch
1314	Stage 4 (3000 lb.) 200mm Kennedy Clutch

**MADE IN THE
USA!**



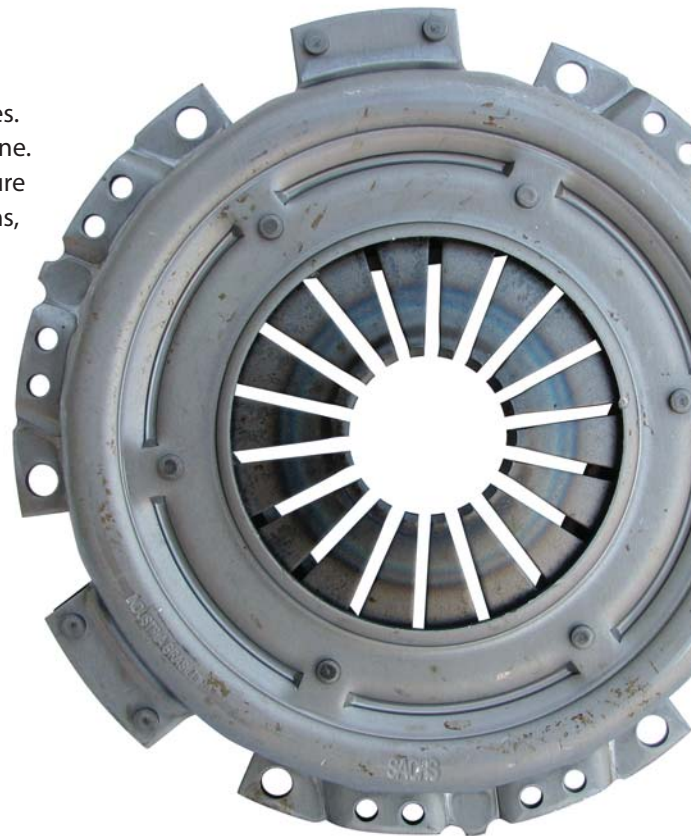
Porsche Style Clutches

Porsche Style Diaphragm Clutches are tougher than stock spring action clutches. They can be used as standard replacement parts or to handle a beefed-up engine. The release action of a Porsche Diaphragm is precise, and positive. Pedal pressure is less than that of old fashioned spring clutches. They work perfectly in VW Vans, Bugs, Buggies and Baja Sedans. These clutches are manufactured from special heat-treated steel and assembled to exacting tolerances to assure maximum performance. They are available in 200mm in early and late style.

1323 - Often described as "early type". Has thrust ring for wide T/O Bearing. Used in most Swing Axle Dune Buggies.

1324 - Does not have center ring. Requires the use of late cross shaft and T/O bearing collar on trans. Most often the correct clutch for IRS applications.

1323	Porsche Style Clutch - 200mm (fits Type-1, 2, & 3 VW to 1970)
1324	Porsche Style Clutch - 200mm fits Type-1, 2, & 3 VW '71-later)
1329	Porsche Style Clutch - 180mm (fits 180mm Flywheels)



Racing Clutch Bolt Kit

Each kit contains 6 plated bolts.
Can be used on all '61 & later engines. (set of 6).

Torque to 22 ft/lbs.



1369 Racing Clutch Bolt Kit (6 bolts)

T/O Bearing Collar

Can be used on any Kennedy Clutch to replace the existing worn or damaged collar.

The collars can be also added to any late style clutch to convert it to an early style clutch for different application purposes.



1315 Replacement Center Clutch T/O Bearing Collar

Clutch Release Bearings

Prevent future teardowns with a heavy-duty ball bearing type Clutch Release Bearing. It replaces the old style carbon bearing perfectly and will last 5x longer! Your clutch action will be smoother with reduced effort, and the life of your entire clutch assembly will be greatly increased. Available to fit early and late Type-1, 2 and 3 VW transmissions. The Clutch Release Bearing Guide Tube (#113-141-181) fits '71-on IRS models, and helps to keep the clutch release bearing in place, due to the absence of centering rings in late model cars.

1342	German Clutch Release Bearing (fits to '70, Type-1, 2 & 3)
1344	German Clutch Release Bearing (fits '71-on, Type-1, 2 & 3)
4533	Early T/O Bearing Clips (pair)
113-141-181	Clutch Release Bearing Guide Tube '71-on



Clutch Clevis Pins

Replace this Clutch Clevis Pin before it wears out on you, and leaves you stranded.



4858	Clutch Clevis Pins - Type 2 to 1967 (211-721-351)
4859	Clutch Clevis Pins - Type 2 1968-79 (211-721-351a)

Clutch Return Springs

A broken clutch return spring is a surefire indication that you're gonna wear out your T/O bearing. This is one those parts that doesn't give any warning and when it snaps you have to replace it.



4532	Clutch Return Spring (Type-1 '72-74, and Type-3 72-on)
4534	Clutch Return Spring (Type-1 '61-71)

Heavy Duty T/O Bearing Cross Shaft

Designed for use with Racing Clutch Pressure Plates, such as the Kennedy Stage 1 - 4.

Comes packed with the following features:

- Induction Hardened 4140 Chromoly T/O Bearing Saddles.
- Graphite Impregnated Self Lubing Bronze Pilot Bushing
- Silicone Bronze Main Shaft Bushing
- Replacement Set Screw, Snap Ring, and End Play Shim



4565 T/O Bearing Cross Shaft - Heavy Duty (to '70)

Type-2 Cross Shaft

This is the one that doesn't slip

- it just grabs, locks up and goes like hell.



Don't try to run it on the street because it's got the radical race car "in or out no messing around action." 4 Ceramic Discs are riveted and heat bonded to a heat-treated steel center to provide race performance for all VW engines. It's perfect for sand drags, quarter mile competition and super hot dogging.

4530 Type-2 Cross Shaft, fits 1968-70

Heavy Duty Cross Shaft



Replace your worn or broken factory cross shaft with a super strong Heavy Duty Cross Shaft. These all-new cross shafts feature heavy steel bearing fingers that are fully welded around the shaft. Includes spacer. Will fit '73-later with an adapter bushing.

4562 Heavy Duty Cross Shaft (16mm) Type-1, fits '71-72

4564 Heavy Duty Clutch Shaft

Clutch Actuating Arm

It's budget priced and designed for use in all 200mm VW flywheels.

This heavy-duty clutch disc is perfect for hot street machines and dune buggies.



4538 Chromoly Forged HD Clutch Actuating Arm Type-1 '61-71, All 002 & Most aftermarket cross shafts

4539 Chromoly Forged HD Clutch Actuating Arm Type-1 '72-79, All 091

Clutch Cables Available for Type-1, 2 & 3.

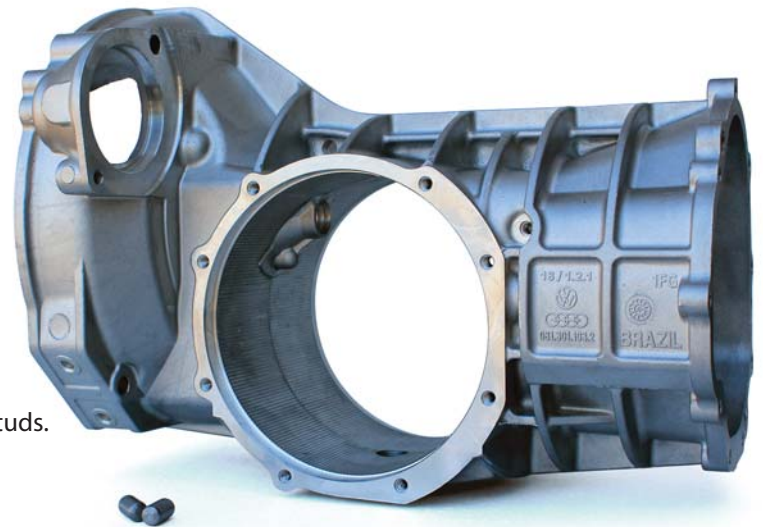
4860	Clutch Cable Type-1 to 7/'60, 8/'61-2/'63 (111 721 335)
4861	Clutch Cable Type-1 8/'60-7/'61 (111 721 335A)
4862	Clutch Cable Type-1 8/'71-7/'74 (111 721 335C)
4863	Clutch Cable Type-1 8/'74-on (111 721 335E)
4864	Clutch Cable Type-1 3/'63-1/'66 (113 721 335)
4865	Clutch Cable Type-1 2/'66-7/'71 (113 721 335A)
4866	Clutch Cable Type-2 to 5/'59 & 10/'61-7/'67 (211 721 335B)
4867	Clutch Cable Type-2 8/'67-7/'71 (211 721 335E)
4868	Clutch Cable Type-2 8/'71-8/'75 (211 721 335J)
4869	Clutch Cable Type-3 4/'65-'74 (311 721 335A)
4840	Clutch Cable Adjusting Nut Type-1, 2 & 3



White Rhino Aluminum Alloy Tranny Case

Now available exclusively from CB Performance is the Aluminum Alloy White Rhino Transmission Case. This is the Magnesium RHINO case on Steroids! Volkswagen stepped up the game and took a great part and made it even better. While Magnesium has the weight advantage, Aluminum Alloy is the definitive choice for a better yield strength under high stress applications.

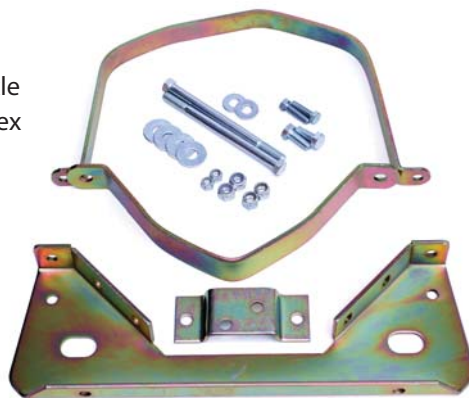
Case does not come with starter bushings, cross shaft bushing or studs.



4528 Tranny Case - White Rhino Aluminum Alloy

Transaxle Strap Kits

Designed to reinforce and stiffen the transaxle within the chassis. A strap kit helps reduce flex and twist of the frame horns. It eliminates broken nose cone mounts and reduces clutch chatter. And now you can choose from a direct bolt solid model or the new Padded Transaxle Strap Kit for quiet running. Each kit is shipped complete and ready to bolt on. They fit all swing and IRS frames.



6149 Transaxle Strap Kit (solid)

6153 Transaxle Strap Kit (padded)

Trans Adapter/Strap Kit

Securely mounts a late model bus tranny into a bug chassis.

Includes front and rear formed steel retaining straps and solid motor mount frame, steel nose mount, and heavy duty mounting hardware.



4493 Trans Adapter/Strap Kit - Type-2 trans into Type-1 IRS

4492 Shift Rod Adapter - Type-2 into Type-1

Tranny Nose Cone & Accessories



4536 Tranny Nose Cone (Type 1) '61-72 (113-301-205g)

5886 Nose Cone Boot - '61-77 (also 111-301-289d) OEM

6333 Nose Cone Shift Lever Seal and Bushing Kit

RHINO Tranny Mounts

Double the strength of stock rubber mounts! Made from injected Insoform to provide you with engine mounts that run quiet and strong. The mounting bolts of the front and rear mount are welded to a steel support and then the Insoform is molded around the steel support. The outer shell of the front nose mount is manufactured from cast ZA 1 metal. You'll get less engine and tranny movement and more stability than ever before.

You can run Rhino Tranny Mounts as a complete kit, or replacements for front or rear mounts on all VW sedans and tranny's, '61 to '72. The use of Rhino Tranny Mounts will in most cases eliminate the need for noisy tranny strap kits.

6210	Tranny Mounts - RHINO Nose Mount, fits swing axle & IRS
6211	Tranny Mounts - RHINO Rear mounts, fits swing axle & IRS (2 per kit)
6212	Tranny Mounts - RHINO Engine Mount Kit, Complete - front & rear (3 pieces)



Engine Mounting Bolt Set

Complete Engine Mounting Bolt Set used for mounting VW Type-1 based Engine Cases to Type 1 VW Transmissions.

Two sets available to cover most years and models.



1220	Engine Mounting Bolt Set (to '70)
1221	Engine Mounting Bolt Set ('71-on) or late case using Dog House Type Oil Cooler

Motor Mounts

Replace worn and broken original mounts to eliminate clutch chatter and engine vibration. Motor mounts supplied by CB replace original OEM mounts without modification or special tools.



6161	Nose Cone Mount (fits Type-2 '63-67)
6162	Motor Mounts - fits to 1972 - rear (set of 2)
6163	Motor Mounts - fits '73 & later - rear (set of 2)
6164	Motor Mount (fits to '60 - front)
6165	Motor Mount (fits '61-'64 - front)
6166	Motor Mount ('65-'72 - front)
6167	Motor Mount ('73 & later - front)

Super Differentials

4552 - Double Strength of your stock VW spyder section. The budget priced Super Diff uses a double thick casting, super strength double snap rings and 4 spyders (not supplied) to give you the strength needed for powerful engines and quick shifts. A beefed up tranny is a must for drag racing, off-road competition and road control. Slips right into all 1961 and later swing axle transmissions. Instead of threaded collars, this differential uses double snap rings.

4555 - Put the power to the road with a 4 Spyder IRS Super Diff. The housing is machined from double thick steel casting that helps eliminate flexing and increases gear life. The IRS Super Diff is a direct bolt-in for all 1969 and later Type-1 transmissions. Order yours today!

4552 Super Differential - Swing Axle

4555 Super Differential - IRS 1969



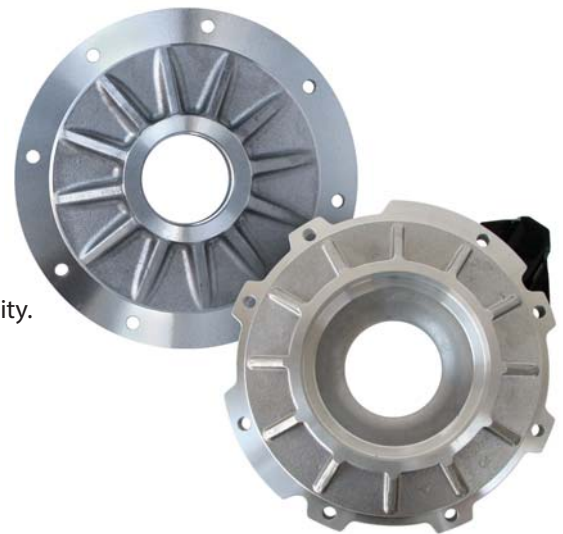
Super Duty Side Cover

All new design! CB's Super Duty Side Plates are designed to keep your ring and pinion gear properly meshed. They are thicker and provide more strength than stock factory side plates. The new design includes a groove to retain the factory O-ring (sold separately) to aid in preventing oil leaks at the location where the axle tube is bolted to the side plate.

"Tough" engineered and manufactured from 613 alloy to provide strength and ductility. Super Duty Side Plates are available in two models to fit all 61 through 68 swing axle transmissions and 69 through 77 IRS T-1 transmissions.

4560 Super Duty Side Cover - IRS (fits '69-later)

4561 Super Duty Side Cover - Swing Axle, fits '61-'68



Transmission Lock Nut Kit

Keep your transmission together and stop oil leaks due to loose nuts with a Plated Lock Nut Set.

Plated Lock Nuts are functional and mechanically beautiful. For that instant racer look, clean-up your tranny, give it a quick coat of paint, remove the old nuts and finish it off with a Plated Lock Nut Kit. Fits T-1 '61-'79. Also fits T-2 '61-'67 & T-3 '64-'73.



1923 Transmission Lock Nut Kit (44 lock nuts)

Transmission Gasket Set

Includes the Gaskets, O Rings and Main Shaft Seal required to assemble a Type-1 Standard Shift Transmission. Manufactured by an OEM supplier. Each gasket is cut from material of the same type and thickness as originally used by Volkswagen. The O Rings and Main Shaft Seal are manufactured from oil resistant nitrile (Buna N) compounds to provide flexibility and mechanical stability.



1981 Transmission Gasket Set - Type-1 '61-'79
Also fits Type-2 '61-'67 & Type-3 '64-'73

Velocity Joints

These are ORIGINAL GKN/Loebro CV Joints. You will know it is time to replace your factory Velocity Joints when you hear them "click" during short radius turns.

Replace yours before they fail.



- | | |
|------|-------------------------------------|
| 4360 | Velocity Joint - Type-1 & 3 - 69-on |
| 4361 | Velocity Joint - Type-2 - 68-on |

Bowden Tubes

Clutch Bowden Tubes.



- | | |
|------|--|
| 4838 | Bowden Tube Type-1 '72-'74, Type-2 '68-'73 |
| 4839 | Bowden Tube Type-1 to '71, Type-2 thru 7/'67, Type-3 all |

Drive Flange

Fits T-1 IRS Transmission and allows use of '68-on T-2 CV Joints. Sold Individually.



- | | |
|------|--|
| 4482 | Drive Flange - Type-1 IRS to 68-on Type-2 CV |
|------|--|

Conversion Stub Axle

For use with T-1 and aftermarket control arms.
For use with T-2 Velocity Joints.



- | | |
|------|--|
| 4488 | Conversion Stub Axle - fits Type-1 IRS
(for use with Type-2 CV Joint) |
|------|--|

Axle Boot Kits

4690, 4692, 4693 - Replace worn and ripped Axle Boots to keep the grease in and the dirt out. The boots are all original and easy to install. Each VW Axle Boot Kit is complete with all clamps and hardware. Manufactured in Germany to original factory specifications. Clamps may vary in kits.

4695 - 4 clamps, shipped complete with hardware kit.

- | | |
|------|--|
| 4690 | Swing Axle Boot Kit (each) |
| 4692 | Axle Boot Kit - IRS '69-on (each) |
| 4693 | IRS Boot Kit - Type-2 Bus 68-on (each) |
| 4695 | Boot Clamp Kit |



Racing Axle Spacer Kit

VW Axle Spacer Kits are designed to replace the stock spacers in Swing Axle and IRS cars. These spacers are made from heat treated alloy steel to resist crushing which causes loose axle nuts.

6229 - New Old Stock from Speed Unlimited! Chromoly Racer Axle Spacer Kits are designed to replace the stock spacers in Swing Axle cars.

Limited Quantities - Available while supplies last!

6224	Racer Axle Spacer Kit - Type-1 Swing Axle
6226	Racer Axle Spacer Kit - Type-1 I.R.S.
6229	Chromoly Racer Axle Spacer Kit - Type-1 Swing Axle (New Old Stock)



Sway-A-Way Racing Axles

Tough Hi-Performance Racing axles. They start with superior steel, and heat treating. The axles are actually forged prior to machining.



The middle diameter of these axles is not tapered like a stock axle. The diameter is constant all the way to the spline. The design provides greater strength than stock axles.

7568	Sway-A-Way Racing Axles - Short Spline 26 11/16 - 61-66 Sedan (pair)
7569	Sway-A-Way Racing Axles - Short Spline 23 11/16 (3" shorter) Special Construction (pair)
7571	Sway-A-Way Racing Axles - Short Spline 27 13/16 - 1967 Sedan (pair)
7572	Sway-A-Way Racing Axles - Long Spline 28 7/16 - 1968 Sedan & Type-3 (all) (pair)

Performance Transaxles

From STOCK REBUILT to PRO DRAG, CB Performance is a proud distributor of both Rancho Performance Transaxles and Metalcraft Performance Transaxles, available for aircooled volkswagen vehicles.

**ALL TRANSAXLES ARE SPECIAL ORDER ONLY,
AND CORE CHARGES MAY APPLY.**

\$330 CORE CHARGE APPLIES IF NO CORE IS SUPPLIED.

**Not available for discounts,
CALL FOR MORE INFORMATION.**



930 Turbo Drivetrain Conversion

These parts on this page are used when converting your stock drivetrain into a beefed up 930 Turbo Drivetrain.

Rager Axles

For use with 3" x 3" Rear Control Arms, and 002, 091 Bus Trans with 930 CV Joints and Flanges.



4484 Rager Axles - 20 1/4" (pair)

930 Velocity Joint

These are ORIGINAL GKN/Loebro CV Joints. Ideal for 930 Turbo Drivetrain Conversions. Bigger, stronger, and more durable than T-1 or T-2 Velocity Joints. A must for high performance off-road IRS cars with T-2 Transmissions. **Sold Individually.**



4485 930 Velocity Joint
4481 930 CV Bolt

Conversion Stub Axle

For use with T-1 and aftermarket control arms, and 930 Turbo Velocity Joints. **Sold Individually.**



4489 Conversion Stub Axle - fits Type-1 IRS
(for use with 930 Turbo CV)

930 Drive Flanges

4483 - Fits T-1 IRS Transmission and allows use of Porsche 930 Turbo CV Joints.

4486 - The first step in beefing up your drive train. The larger flange is required to mount the 930 Turbo Velocity Joints.

4487 - Same as the 4486, but with shaft and spline to fit the 091 tranny. Uses 36mm axle nut. Sold Individually.



4483 Drive Flange - Type-1 IRS to 930 CV
4486 Drive Flange - Bus 002 to 930 CV
4487 Drive Flange - Bus 091 to 930 CV

930 Axle Boots

Boot Retaining Flange Bolts to the Velocity Joint to provide a sealing surface for the rubber CV Boot.

For use with #4491 and #4496, 930 Turbo Drivetrain Conversion. **Sold Individually.**



4490 930 Axle Boot Retaining Flange
4491 930 Axle Boot
4496 930 Axle Boot Clamp