

Quarter Master® Reverse-Mount Starter Aluminum Bellhousing

Clean-sheet redesign yields new bellhousing that weighs significantly less yet delivers more strength for racers using Jerico & T-10 style transmissions

Well known for manufacturing state-of-the-art racing clutches and driveline components, Quarter Master® has recently developed a new aluminum bellhousing for reverse-mount starters, replacing the previous design that enjoyed a huge amount of circle track racing success. Designed using the latest FEA software, the new aluminum bellhousing design is 80 percent stiffer than its predecessor with a clam-style shape that improves the stress bearing points on the bellhousing. This stiffer design greatly improves clutch spline wear, eliminates flexing, trues up clutch alignment to the transmission and pilot bearing and decreases wear on internal transmission components.

This new bellhousing offers superior ground clearance and ergonomics, allowing increased passage for various header configurations. It also allows the use of smaller diameter clutch assemblies, thereby enabling the lowest moment of inertia available for larger, stock-type units. In addition to more strength and convenience, it weighs 3/4 lb. less than the older model. Other significant improvements include lightweight CNC-machining and stiffening ribs on top of the bellhousing for increased durability.

The Quarter Master® Aluminum Reverse-Mount Starter Bellhousing is available for Chevy, Ford, Dodge and Toyota applications utilizing Jerico-type and T10-style transmissions. For more information about the Quarter Master® Aluminum Reverse-Mount Starter Bellhousing, call us at 1-888-CLUTCH-1, or visit us online at www.quartermasterusa.com.



Quick Summary

Product: Quarter Master® Aluminum Reverse-Mount Starter Bellhousing

Part Number: #110100R

Features & Benefits:

- FEA design is 80% stiffer & ¾ lb. lighter than previous #10100 model
- Smaller diameter clutch assemblies enable lowest moment of inertia for large units
- Increased ground & header clearance; CNC-machined for increased concentricity & reduced driveline weight
- Accepts 4.5, 5.5 & 7.25 button clutches with cover mounted 110-tooth ring gear
- Available for Chevy, Ford, Dodge & Toyota applications utilizing Jerico & T-10 style transmissions