

## Quarter Master® Magnesium Reverse-Mount Starter Bellhousing

**State-of-the-art redesign using the latest FEA technology yields bellhousings that delivers more strength for racers using Jerico and T-10 style transmissions**

Well known for manufacturing state-of-the-art racing clutches and driveline components, Quarter Master® has recently developed an innovative Magnesium Bellhousing for Reverse-Mount Starters. This all-new unit replaces the previous design that has enjoyed a tremendous amount of success in multiple racing venues.

Designed using the latest FEA software, the ribbed, clam-shell shape is 30% stiffer than its predecessor and reduces stress in critical points of the bellhousing with no addition to the overall weight. This design also greatly reduces clutch spline wear, eliminates flexing, improves clutch alignment and decreases wear on internal transmission components.

In addition, this new design offers superior ground clearance and ergonomics, which allow for increased clearance for various header configurations. It also enables the use of smaller diameter clutch assemblies, and thus provides the lowest moment of inertia available over larger, stock-type units. Other significant improvements include ultra-precise CNC-machining and stiffening ribs on the top of the bellhousing for increased durability.

The Quarter Master® Magnesium Reverse-Mount Starter Bellhousing is available for Chevy, Ford, and Dodge applications utilizing Jerico-type and T-10 style transmissions. For more information about the Quarter Master® Magnesium Reverse-Mount Starter Bellhousing, call us at 1-888-258-8241, or visit us online at [www.quartermasterusa.com](http://www.quartermasterusa.com).



### Quick Summary

**Product:** Quarter Master® Magnesium Reverse-Mount Starter Bellhousing

**Part Number:** #110150R (Chevy); 110250R (Dodge);

**Ford:** 110350R (Ford)

#### Features & Benefits:

- 30% Stiffer bellhousing design for reverse-mount starters improves stress bearing points without adding weight
- Reduces clutch spline & internal transmission component wear, eliminates flexing, and trues up clutch alignment
- Smaller diameter clutch assemblies enable lowest moment of inertia for larger units
- Increased ground & header clearance; CNC-machined for concentricity & reduced weight
- Accepts 4.5, 5.5 & 7.25 button clutches with cover mounted 110-tooth ring gear
- Available for Chevy, Ford, & Dodge applications with Jerico & T-10 style transmissions

Quarter Master

510 Telser Rd. \* Lake Zurich, IL 60047

Phone: 1-888-CLUTCH-1 \* Fax: 847-540-0526

[www.quartermasterusa.com](http://www.quartermasterusa.com)