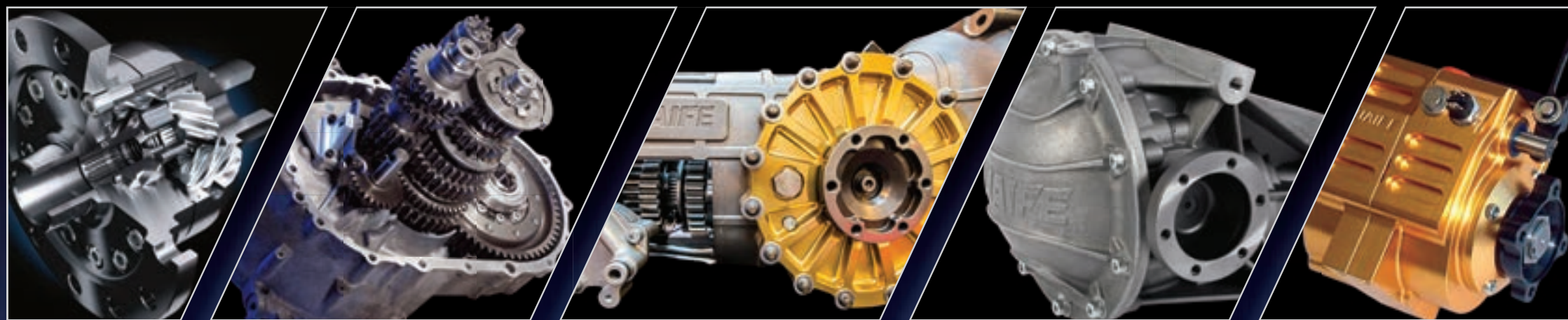




Product Catalogue



RT Quaife Engineering Limited

Vestry Road, Otford, Sevenoaks, Kent TN14 5EL

United Kingdom

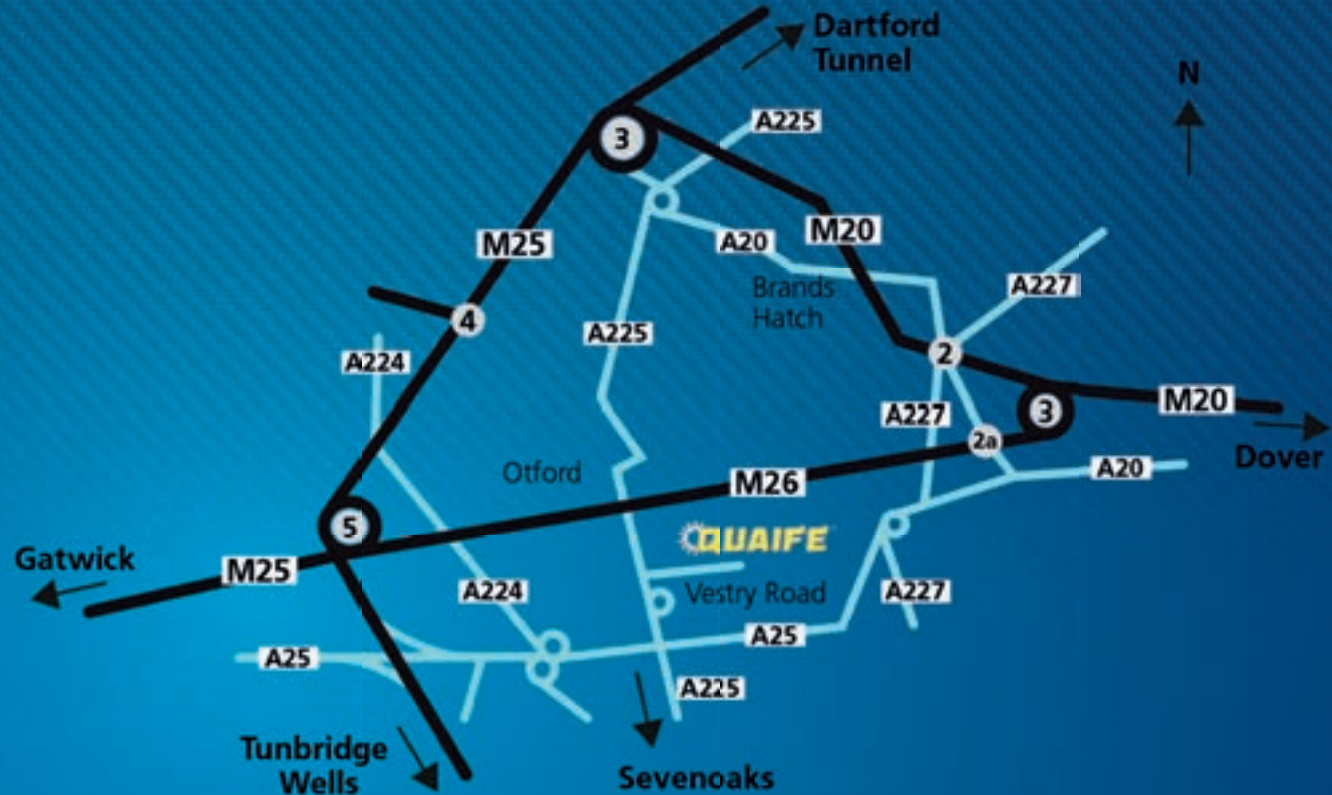
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Automotive Engineering – From Design To Production

Information and prices within this brochure may change without prior notification.

Products may vary from the catalogue photographs.

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

Freight can be arranged door-to-door – worldwide.

Telephone calls are recorded for training purposes.

All prices shown exclude VAT.

E&OE



1965

R.T Quaife Engineering Ltd was established in 1965 by Rodney Quaife, initially operating from a small workshop in Kent, England. Quaife designed and manufactured motorcycle gearkits and gearboxes including close ratio 5-Speed gearkits for Norton and Triumph. Overtime the business grew more and more successful with Quaife gearkits used to achieve victories in the Daytona Speedway and Isle of Man TT.

70/80/90's

The company diversified into the automotive industry after the enormous growth in four-wheel motorsport. As the company expanded the famous Automatic Torque Biasing differential was designed. Soon recognised for its reliability and effectiveness it was used across a number of different applications from the Maserati Ghibli road car to Gerhard Burger's Benetton F1 going on to win the 1986 Mexico Grand Prix. The onset of the 90's saw the development of Quaife's own V8 4WD British GT championship contender along with a new range of sequential gearboxes for the expanding motorsport market.

2000's

This era brought about Quaife's OEM supplier status, designing and manufacturing ATB differentials for the World's major automotive manufacturers. The ATB differential has featured in many well-known performance platforms including all three generations of Ford Focus RS, Chrysler Neon, Chevrolet Cobalt, Saturn Ion and more besides. This decade also saw the launch of Quaife's most successful sequential gearboxes ever: the QBE60G and QBE69G which still dominate the motorsport scene today.

Today

From humble beginnings more than 50 years ago the company has grown to occupy over 50,000 sqft of factory floor space. Operating state of the art machinery the Quaife brand is growing from strength to strength and while motorsport is still our roots, we now regularly design and manufacture drivetrain and power transfer systems for a diverse customer base covering industries on land and sea.



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Audi	pg38	pg104-105	pg11	pg25		
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Birkin	pg28-34		pg12			
BMW	pg26-30		pg12			
Caterham	pg28-34, 60-61	pg62-63	pg13 (Ford)	pg21-22 (Ford)	pg123	
Chevrolet	pg26-30		pg12			
Chrysler			pg12			
Daewoo			pg12			
Dodge	pg26-30		pg12			
Ferrari			pg12			
Fiat		pg46	pg13			pg126



	Gearboxes	Gearkits	ATB Diffs	Plate-Type Diffs	Axle Parts	Steering Racks
Ford	pg26-36, 44, 52, 56-57, 60-61, 72-74	pg53-55, 58-59, 62-63, 68-71, 73	pg13	pg21-21	pg 67, 122-125	pg126-128
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Lamborghini			pg14			
Lancia		pg46-47	pg14			
Land Rover	pg27, 83	pg84	pg14			
Lotus		pg84-89	pg14			
Maserati			pg15			
Mazda	pg26-28	pg90	pg15			



	Gearboxes	Gearkits	ATB Diffs	Plate-Type Diffs	Axle Parts	Steering Racks
Mercedes	pg30		pg15			
MG	pg28	pg91	pg15	pg22-23		pg126
Mini (BMW)	pg38		pg15	pg23		
Mitsubishi	pg92	pg93	pg15			
Morgan	pg28-30	pg81	pg15			
Morris		pg91	pg16			
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Porsche	pg98		pg16	pg98		pg126
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Renault		pg99	pg16-17			



	Gearboxes	Gearkits	ATB Diffs	Plate-Type Diffs	Axle Parts	Steering Racks
Rover	pg30	pg85-87	pg17			
Saab		pg100	pg17			
Seat	pg38	pg104-105	pg17	pg24-25		
Skoda	pg38	pg104-105	pg17	pg24-25		
Subaru	pg26-30	pg100-101	pg17			
Talbot			pg17	pg23		
Tesla			pg17			
Toyota	pg27-30	pg101-103	pg17	pg24		pg127
Triumph			pg17	pg24		
TVR	pg30		pg18			
Vauxhall	pg38, 106	pg107-110	pg18	pg24		pg127
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Volvo		pg111	pg18			pg127
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The Quaife Automatic Torque Biasing (ATB) helical gear limited slip differential has been in continuous production since the 1980's and is renowned for its performance, quality and reliability. Whether you are a racing driver, a trackday addict or simply live in a snowy region of the world, the Quaife ATB differential is the perfect traction solution.

Available for a vast range of popular front, rear and four wheel drive cars, the Quaife ATB differential is used in a huge variety of motorsport disciplines including rallying, circuit racing, sprinting, rallycross, drifting and oval racing. The Quaife ATB is also frequently chosen by owners of highly tuned road cars looking to improve their vehicle's traction, particularly in front wheel drive applications.

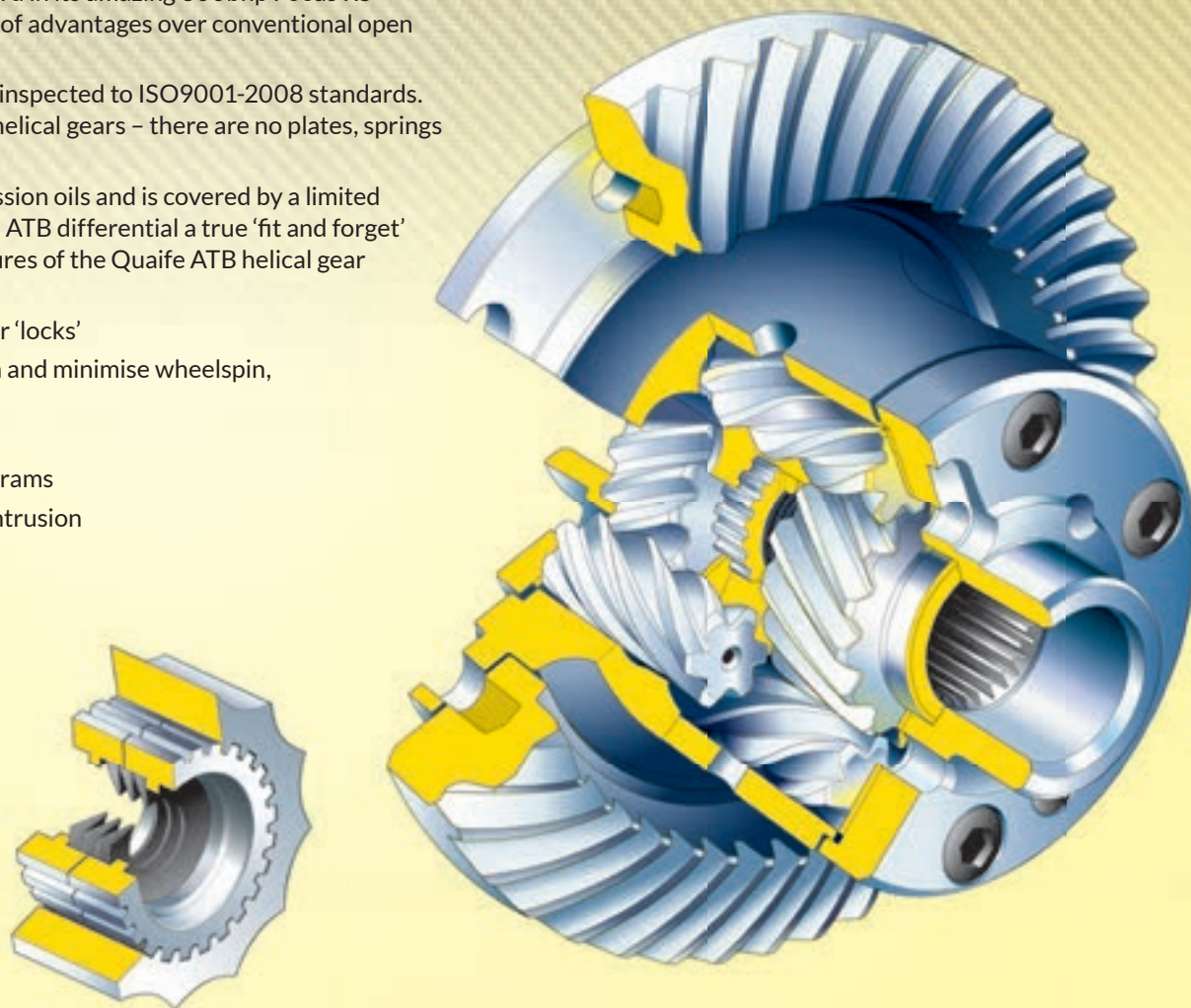
Selected by GM, Chrysler and Ford as an OEM fitment (most recently by Ford in its amazing 300bhp Focus RS and RS500 models) the Quaife ATB limited slip differential offers a number of advantages over conventional open and plate-style differentials.

Quaife ATB differential units are manufactured in the United Kingdom and inspected to ISO9001-2008 standards. The Quaife ATB differential uses a well-proven, durable internal system of helical gears – there are no plates, springs or other components to replace...ever.

The Quaife ATB differential has been designed to use the standard transmission oils and is covered by a limited lifetime warranty for both road and competition use. This makes the Quaife ATB differential a true 'fit and forget' upgrade that offers compromise-free performance and reliability. Key features of the Quaife ATB helical gear limited slip differential include:

- Safe, progressive and seamless in action, the Quaife ATB differential never 'locks'
- Controlled power is transmitted to all driven wheels, to maximise traction and minimise wheelspin, particularly in slippery conditions
- Fitment eliminates unwanted torque steer, understeer or oversteer
- Designed to work in harmony with road car OEM electronic stability programs
- Improves braking performance by reducing lock ups and minimises ABS intrusion
- Reduces tyre wear, especially on front wheel drive cars
- Gear operated with no components to replace – ever
- Direct replacement for factory standard 'open' differential unit
- Retains normal axle lubrication systems and maintenance schedule
- Over 250,000 units sold worldwide since the 1980's
- Backed by the confidence of a Quaife lifetime warranty

More traction, more speed, more control with Quaife ATB helical gear limited slip differential



The Quaife Automatic Torque Biasing (ATB) helical gear limited slip differential is designed to prevent the complete loss of drive that occurs with a conventional 'open' differential when one wheel spins. Whilst requiring some torque in the slipping wheel to function, the Quaife ATB is progressive in action but never locks – controlled power is transmitted to all the driving wheels. Ideally suited to high powered front wheel drive cars, Quaife ATB differentials also benefit rear and four wheel drive vehicles where optimum traction is required.

A direct replacement for a factory 'open' differential, no special oils are required and the standard transmission lubrication can be retained. Lubrication services should be observed at factory intervals or more frequently for Quaife ATB units subjected to motorsport use.

The range of Quaife ATB differential applications is being continuously expanded – new fitments for 2017 are **highlighted in red**.



Alfa Romeo 101/105	QDH5E	£715.00	Audi (rear), A4 Quattro	QDF4Q	£855.00
Alfa Romeo 145, 155, 916 Spider, GTV, GT, 147, 156	QDH2K	£645.00	Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q	£855.00
Alfa Romeo 156 2.5 V6, 156 GTA, 147 GTA, GT 3.2, 166	QDH6E	£715.00	Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q	£855.00
Alfa Romeo 159 / Brera 2.4 JTD	QDF21B	£645.00	Audi R8	QDH1V	£POA
Alfa Romeo Alfasud 8 bolt & 10 bolt	QDH4E	£715.00	Audi R8 (Gen 2)	QDH5V	£POA
Alfa Romeo MiTo, 155 TB, 159 JTD	QDF25B	£645.00	Audi (front) S3 Quattro DSG 4WD c/w bolt kit (25T brake ring)	QDF25R	£855.00
Alfa Romeo MiTo QV (2010+) Guilietta	QDH7E	£715.00	Audi (front), S4, S6, A6 4.2l (01E)	QDF8Q	£855.00
Aston Martin DB7	QDH1V	£POA	Audi (front) TT, A3 2WD (02M)	QDF13R	£645.00
Audi A3 1.8, 1.8T, Tdi (02J)	QDF10R	£645.00	Audi (front) TT Quattro (2008+), S3 Quattro (2006+) 4WD (02Q)	QDF23R	£715.00
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R	£645.00	Audi (front) TT Quattro, S3 Quattro 4WD (02M)	QDF14R	£715.00

Austin Healey 3000	QDF13K/10	Chrysler Sebring, Cirrus (T350 trans)	QDF3I
Austin Healey Sprite	QDF5K	Citroën 2CV	QDF11H
Austin Rover Mini Cooper S (Hardy Spicer)	QDF14K	Citroën AX, Saxo VTR & VTS, C2 (MA gearbox)	QDF9H
Austin Rover Mini (Pot Joint)	QDF36K	Citroën DS3	QDF19H
Birkin	QDH1L	Citroën GSA	QDF17H
BMW 130i / 330i (E36)	QDF13N	Citroën Saxo (MA gearbox)	QDF9H
BMW 2002	QDF4N	Citroën SM / DS	QDF13H
BMW 320i, 120i	QDF16N	Citroën ZX (BE3 gearbox)	QDF3H
BMW 325i (E30 / E36) / 525-535i (E28 / E34) / 633-635csi / 735i	QDF2N	Daewoo Matiz 1995	QDF33B
BMW 328i (E36)	QDF3N	Dodge Charger SRT-8	QDF9V
BMW 330 (E46)	QDF14N	Dodge Neon, Avenger, Sirrus (T350 trans)	QDF3I
BMW 530d (E60)	QDF15N	Dodge Neon SRT-4 (T850 trans)	QDH1U
BMW 540i (E39)	QDF8N	Dodge Shelby FWD	QDF16B
BMW 850, Z8, 330d (E46), 335i (E92)	QDF10N	Dodge Viper V10 (Dana 44 axle) Viper 1 upto 2002	QDF9S
BMW M3 (E30) / (E36 – 3.0l only)	QDF2N	Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U
BMW M3 (E36 3.2l / E46), M5 (E34)	QDF5N	Ferrari 212	QDH6D
BMW X3 Automatic	QDF21N	Ferrari 250	QDH4D
BMW Z3 4 cyl / 318ti (E36)	QDF6N	Ferrari 275 GTB	QDH5D
Caterham (De'Dion axle)	QDF15Z	Ferrari 330	QDH3D
Caterham (English axle)	QDF5Z	Ferrari 340 Mexico (1952)	QDH2D
Caterham (Ital/Marina axle)	QDF8K		
Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B		
Chevrolet Corvette C6 Z06	QDF24B		
Chrysler 300C 5.7L Hemi / SRT8 (215 axle)	QDF9V		
Chrysler 300C 5.7L Hemi / SRT8 (210 axle)	QDF7V		

£POA



Fiat 500 (Not Abarth) Cinquecento/Seicento	QDH3K
Fiat 500 Abarth / Abarth EVO	QDH2K
Fiat Coupé 20V Turbo	QDH6E
Fiat Grande Punto TD	QDF25B
Fiat Uno (C510) / Punto / Grande Punto / Idea / Tipo / Tempra / Bravo / Marea Stilo / Multipla / Palio / Siena / Coupe / Barchetta / Strada (New) / Doblo	QDH2K
Ford Atlas (16t or 18t spline)	QDF6Z
Ford English (22t or 16t spline)	QDF5Z
Ford Escort / Fiesta / Focus / Ka / Orion / Puma (BC / IB5 trans)	QDF7Z
Ford Escort / Sierra 6½" 4x4 heavy duty front differential case	F18Z1-02
Ford Escort / Sierra 6½" 4x4 front	QDF16Z
Ford Escort Cosworth rear, XR4x4 (including flanges)	QDF15ZFL
Ford Explorer (4x4) front	QDF37Z
Ford Fiesta ST180 / Focus (1.6l Ecoboost) IB6	QDF57Z
Ford Focus ST170 (SVT/Getrag 285)	QDF38Z
Ford Focus Mk2 ST – M66	QDF13J
Ford bearing for Focus Mk2 ST – M66	0553
Focus Mk3 ST250 – MMT6	QDF41Z
Ford Focus Mk3 RS	QDF59Z
Ford Granada Mk1 & Mk2	QDF48Z
Ford Ka Mk2 (2008+)	QDH3K
Ford Mondeo ST220 M66	QDF41Z
Ford MTX75 / Contour (USA) / Focus / Mondeo / RS2000	QDF20Z
Ford Probe GT V6 (G-type trans)	QDF6F
Ford Ranger FWD	QBE61Z
Ford Ranger RWD	QBE60Z
Ford Sierra 7"	QDF15Z



Ford Sierra / Granada 7½" rear (including flanges)
Cosworth 108mm Lobro

Scorpio 100mm Lobro

Ford Sierra Cosworth 7½" front (including shafts)

Ford 9" 31 spline

Hewland FT (Formula Atlantic) (with alloy end cover)

Hewland FT200

Hewland JFR/FTR (FTR-212-FD & Powerflow replacement)

Hewland MK9 (Formula 3) (with alloy end cover)

Hillman Avenger

Hillman Imp (including flanges)

Honda Accord '90-'97, Prelude '92-'96, Prelude '97-'00 (except SH)

Honda Acura Integra GS-R '94-'00 / Civic Type R EK9
40mm bearings

Honda Civic City, 35mm bearings

Honda Civic EK4 / CRX (Del Sol) Vtec, Civic Si '99-'00 Vtec

Honda Civic EK3 / CRX (Del Sol) Non Vtec, 40mm bearings

Honda Civic EG / CRX ('90-'91) Si, plus non Si / Ex ('88-'99)
35mm bearings

QDF14ZC

QDF14ZS

QDF14ZF

QDH1R

QDF7S

QDF8S

QDF14S

QDF2S

QDF1H

QDF14HFL

QDF5U

QDF6U

QDF3U

QDF1U

QDF2U

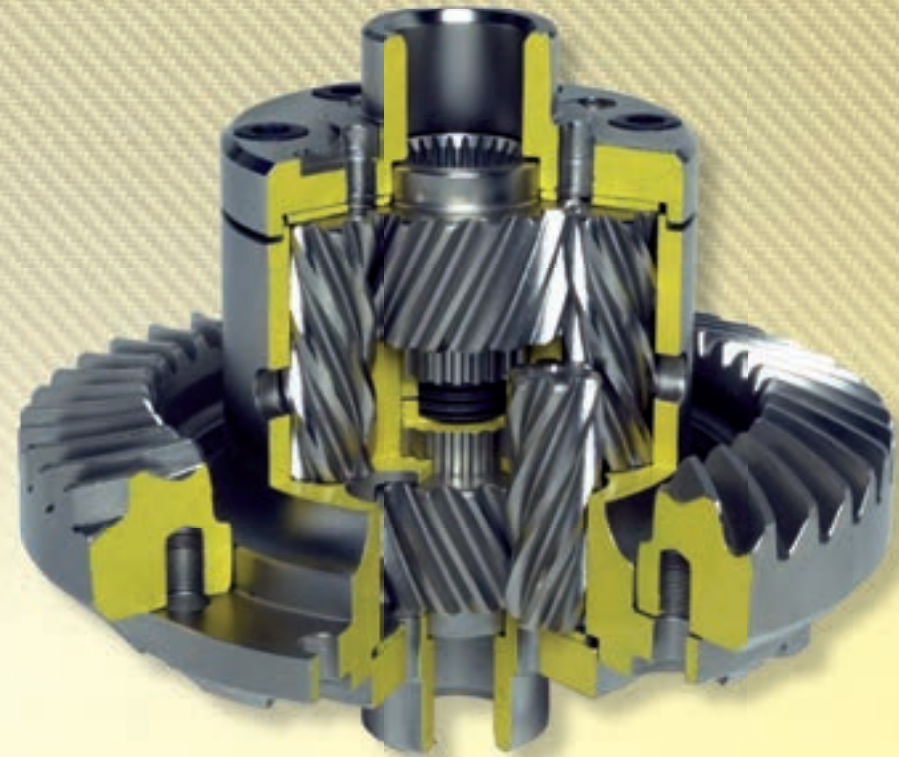
QDF4U

Honda Civic EP3, FD2, FN2 (K20/K24) / Integra DC5 / Acura RSX, TSX	QDF9U
Honda Civic EP3, FD2, FN2, DC5 (K20/K24) – DSS 28T STD Bearings	QDF17U
Honda Civic EP3, FD2, FN2, DC5 (K20/K24) – DSS 28T HD Bearings	QDF18U
Honda Civic FK2	QDF20U
Honda Civic SRX Si / EX models '88-'89, except '90-'91 Si 40mm bearings	QDF7U
Honda Fit / Jazz Mk1 (2001-2008)	QDF15U
Honda Fit / Jazz Mk2 (2008+)	QDF16U
Honda Integra GS / LS '90-'00, Integra GS-R 92-93, Y21	QDF1U
Honda S2000 / Synthesis	QDF14U
Hyundai Accent	QDH4B
Hyundai i30 / Veloster turbo	QDH7B
Hyundai Coupe / Tiburon – 6-speed	QDH14B
Hyundai Genesis	QDH19B
Hyundai Getz	QDF21B
Isuzu Impulse / Piazza FWD	QDF2I
Isuzu Piazza RWD	QDF4B
Jaguar saloon / E type (IRS – 4HA)	QDF1W
Jaguar XK/XKR Mk2 (X150 Aluminium body 2006+) S-Type 2003-2008	QDF3W
Jaguar XK8/XKR Mk1 (X100 Steel body 1996-2006)	QDF5W



Kia Venga	QDH23B
Lamborghini Gallardo Front	QDH4V
Lamborghini Gallardo Rear	QDH1V
Lamborghini Huracán	QDH5V
Lamborghini Murcielago Front	QDH2V
Lamborghini Murcielago Rear	QDH3V
Lancia Delta Integrale	QDH6K
Lancia Fulvia	QDH4K
Lancia Ypsilon, Musa, Delta MK1 & MK2, Dedra, Lybra	QDH2K
Land Rover 110 (Salisbury rear axle)	QDF25K
Land Rover 110 (2002-2010) / Range Rover P38	QDF42K
Land Rover Freelander	QDF31K
Land Rover / Range Rover centre (suffix G requires early hub)	
LT230R	QDF30KR
LT230T	QDF30KT
Land Rover / Range Rover / Discovery	QDF41K
Lotus Elan (English)	QDF5Z/22
Lotus Elan SE Turbo M100	QDF2I
Lotus Elise (PG1)	QDF28K
Lotus Elise S2 (Toyota/Aisin BC16)	QDF21E
Lotus Elise SC & Cup (Toyota EC60)	QDF29E
Lotus Elite Climax	QDF5K
Lotus Esprit Stevens – S4, V8 (88-04 Renault UN1/369 trans)	QDF5M
Lotus Esprit Giugiaro – S1,S2,S3 (75-87 Citroën trans)	QDF13H
Lotus Europa 4-speed (Renault 336 trans)	QDF2X
Lotus Europa 5-speed (Renault 365 trans)	QDF3X
Lotus Europa (2006+)	QDF25B
Lotus Evora (Aisin EA60/BG6)	QDF27E
Lotus Evora Automatic	QDF30E

Maserati Merak (74-82)	QDF13H
Mazda 3 MPS 2.3 litre Turbo 2WD	QDF7F
Mazda 626 (93-00), MX6, MX3 V6 (92-94), 3 (G-type trans)	QDF6F/23DG
Mazda Protégé ES 1995-2000 (F-type trans)	QDF5F
Mazda Protégé LX (90-94), ES (01-03), Protégé 5 (not 99-00) (G-type trans)	QDF6F/23DG
Mazda MX5 / Miata Mk3 (NC) 2006+ with 100D chassis	QDF9F
Mercedes 310	QDF37B
Mercedes 500 SLC	QDF5V
Mercedes C30 CDI AMG	QDF38B
Mercedes C230 Kompressor Automatic	QDF42B
Mercedes C260 CGI	QDF39B
Mercedes C320 cdi, CLK63 AMG, E55 AMG, E63 AMG	QDF27B
Mercedes CLK430, CLK55, E55, CL500, SL55	QDF28B
Mercedes CLK63 AMG, E63 AMG, CL55 AMG, CLS55 AMG	QDF29B
Mercedes R124 353 2501 Automatic	QDF43B
Mercedes SLK 350	QDF36B
Mercedes SLK 350, 204 C220d	QDF30B
MG Midget (A series)	QDF5K
MGA / MGB (Banjo axle)	QDF15K
MGB (Salisbury axle, crown wheel face to bearing 18.5mm)	QDF6KB
MGB V8 / MGC (crown wheel face to bearing 13mm)	QDF6KC
MGF (PG1 including ZR 1.8 models) / MG ZS V6	QDF28K
MG ZR 105 (MA gearbox)	QDF9H
Mini Cooper S R53 & R56 (SVT/Getrag 285) / Mitsubishi Colt CZT	QDF38Z
Mini F56	QDF22N
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (centre)	QDH9B
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (front) + 2WD 90-92	QDH8B
Mitsubishi Eclipse 2WD non turbo + turbo 93-99	QDH7B



Mitsubishi Eclipse 2WD non turbo (T350 trans)	QDF3I
Mitsubishi Lancer Evo 4, 5, 6, 7 (centre) for crownwheel	QDH11B
Mitsubishi Lancer Evo 5, 6, 7, 8, 8MR, 9 (front) w/o crownwheel 5-speed non-active centre diff only	QDH12B
Mitsubishi Lancer Evo 8, 8MR, 9 (centre) for crownwheel 6-speed non-active centre diff only	QDH13B
Mitsubishi 3000GT 4WD Front (including speedo drive)	QDH16B
Mitsubishi Lancer Evo 4, 5, 6, 7, 8, 9, 10 (rear) open diff replacement	QDH18B
Mitsubishi Lancer Evo 10 (front)	QDH17B
Morgan V8 (7HA)	QDH1M
Morgan Plus 8, Roadster, 4/4 Sports (BTR Beam axle), Aero 8 Mk1/2	QDH3M
Morgan Aero 8 Mk3+ (Hydratrak replacement BTR-M80)	QDH4M

Morris Marina
 Morris Minor
 Nissan 350Z – Auto (open replacement)
 Nissan 350Z – Auto (viscous replacement)
 Nissan 350Z – Manual (open replacement)
 Nissan 350Z – Manual (viscous replacement)
 Nissan Almera / Primera / Pulsar SR20 (RS5F32V – viscous diff)
 Nissan Almera / Primera / Pulsar SR20 (RS5F32A – open diff)
 Nissan GTR R35 (rear)
 Nissan GTR R35 (front)
 Nissan Maxima
 Nissan R180 240-280Z (110mm crownwheel)
 Nissan R180 240-280Z (115mm crownwheel)
 Nissan R200 280-300Z / 200SX (fits both S13 & S14 – with equal length drive flanges non-viscous)
 Nissan R230 300ZX
 Nissan Skyline GTR R32/R33/R34 (front)
 Nissan Skyline GTR R32/R33/R34 (rear)

QDF8K
 QDF5K
 QDF10L
 QDF18L
 QDF11L
 QDF13L
 QDF6L
 QDF17L
 QDF15L
 QDF16L
 QDF8L
 QDF4L
 QDF5L
 QDF7L
 QDF12L
 QDF3L
 QDF14L

Noble M12 5-speed
 Noble M12 / M400 6-speed
 Opel Manta / GT / Ascona
 Peugeot 106 / 205 (MA gearbox)
 Peugeot 205 / 306 / 309 Gti, 405 Mi16 (BE1,3 & 4 gearbox)
 Peugeot 208 GTi / RCZ (THP Engine)
 Peugeot 505/504
 Pontiac Grand Am (GTP)
 Porsche 911 / 901/ 914 (1969-1974)
 Porsche 911 / 915 (18T or 43T) / 924 Turbo (43T)
 Porsche 944 (1986 onwards incl turbo)
 Porsche 968CS
 Porsche 986 Boxster 2.5l ('97-'99)
 Porsche 986 Boxster S 3.2l ('00-'04), 987 3.2l ('05-'06)
 Porsche 996 6-speed – open diff replacement
 Porsche 996 Turbo, GT2/GT3 (2000-2004) Carrera 2
 Porsche 997
 Porsche G50 / 996 / 911 '87 / 930 5-speed '89 on / 993 /968
 Porsche Tiptronic – 993 & 964 only
 Porsche Cayman, Boxster 986/987 (2.7l – 5 speed / Audi 01X
 Porsche Cayman S, Boxster S 987 3.4l ('07+)
 Porsche Cayman & S, Boxster 986/987 (Tiptronic)

QDF20Z
 QDF41Z
 QDF4B
 QDF9H
 QDF3H
 QDF19H
 QDF8H
 QDF18B
 QDF5Q
 QDF1Q
 QDF4Q
 QDF10Q
 QDF6Q
 QDF7Q
 QDF7Q
 QDF14Q
 QDF13Q
 QDF2Q
 QDF9Q
 QDF16Q
 QDF12Q
 QDF15Q

Renault 4

Renault 4-speed (Renault 336 trans)
 Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369)
 Renault Alpine A110 (Renault 335 trans)
 Renault Alpine A310 4cyl 5-speed (Renault 365 trans)
 Renault Clio 172 / 182 / 5 Turbo (JB3 / Williams JC5)

QDF12M
 QDF2X
 QDF5M
 QDF7M
 QDF3X
 QDF6M





Renault Clio 197 / 200 (TL4)
 Renault Clio V6 (PK6)
 Renault Megane 225 (ND0 trans)
 Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego
 Rover SD1
 Saab 900 Classic 80-93MY
 Saab New 900 94MY only
 Saab New 900 95-98MY 9-3 98MY Current
 Saab 9000 85-93MY
 Saab 9000 94MY and 95MY only
 Saab 9000 96-98MY
 Saab 9-3 F40 (02-07)
 Saab 9-3 Viggen F35 / 9-5 Aero
 Seat Arosa Sport (02T)
 Seat Ibiza (with VW 02A transmission – push in flanges)
 Seat Ibiza (with VW 02J transmission – bolt in flanges)
 Seat Ibiza (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit
 Seat Leon (02M)
 Seat Leon FR (197bhp) / Leon Cupra (237bhp) (02Q)
 Skoda Fabia / Octavia (02M)
 Skoda Fabia (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit
 Skoda Octavia (with VW 02A transmission – push in flanges)

QDF9M
 QDF10M
 QDF8M
 QDF28K
 QDF16K
 QDH7J
 QDH2J
 QDH5J
 QDH1J
 QDH4J
 QDH6J
 QDH9J
 QDH8J
 QDF22R
 QDF8R
 QDF10R
 QDF26R
 QDF13R
 QDF16R
 QDF13R
 QDF26R
 QDF8R

Skoda Octavia (with VW 02J transmission – bolt in flanges) QDF10R
 Skoda Octavia vRS 2.0-litre (02Q) QDF16R
 Subaru BR-Z QDF28E
 Subaru Impreza / Legacy (front) (1993-2000) QDH1Y
 Subaru Impreza / Legacy (rear) not STi (1993-2000) QDH2Y
 Subaru Impreza 2001+ All models (front) QDH3Y
 Talbot Sunbeam QDF1H
 Tesla Model S QDH2T
 Toyota 2000 Corolla GT-S 6-speed (Aisin BC16), Scion xB QDF21E
 Toyota Corolla (AE92), Non-supercharged Starlet / Starlet Turbo (EP82/EP91) 4E-FTE QDF15E
 Toyota Celica GT4 QDF31E
 Toyota Celica / MR2 Spyder 6-speed (Aisin BC16) 1ZZ-GE / MR2 SW20 (3S-GE) QDF21E
 Toyota GT86 / Scion FR-S QDF28E
 Toyota MR2 Mk1 (non supercharged) 4A-GE QDF15E
 Toyota MR2 (turbo/supercharged) Mk1 4A-GZE / Mk2 3S-GTE QDF17E
 Corolla AE92 supercharged / 1MZ-FE (3.0 V6) QDF25E
 Toyota Scion tC QDF16E
 Toyota Starlet Turbo (EP71) QDF23K
 Triumph Dolomite Sprint –does not fit TR2 Lockheed axle QDF8K
 Triumph GT6 (modification required if fitting R3.27:1 CWP) QDF8K
 Triumph Herald QDF8K
 Triumph Spitfire QDF23K
 Triumph Stag, TR2, TR3, TR3A, TR4A, TR5, TR6 QDF8K
 Triumph TR7 4-speed QDF16K
 Triumph TR7 5-speed /TR8 QDF8K
 Triumph Vitesse QDF8K

TVR All models open replacement (BTR-M76 1997-2005 4 bolt front mount)	QDH3M		VW Beetle 1302 / 1303 33 / 37 spline (IRS)	QDF4R	
TVR Cerbera 4.5 / T350 & all models Hydratrak option (BTR-M76 1997-2005 4 bolt front mount)	QDH6M		VW Beetle swing axle	QDF9R	
TVR Sagaris, Tuscan 2 Hydratrak replacement (BTR-M80 2005+ 3 bolt front mount)	QDH4M		VW New Beetle / Golf Mk3 & 4 / Jetta / Vento (02J – bolt in flanges)	QDF10R	
TVR Sagaris, Tuscan 2 open replacement (BTR-M80 2005+ 3 bolt front mount)	QDH5M		VW Golf DSG 2WD c/w bolt kit (20T brake ring)	QDF19R	
Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only)	QDF2B		VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – 109mm crownwheel)	QDF1R/109	£605.00
Vauxhall Bearing spacer (F20 TO 2WD F28)	F2B123		(020 – 111mm crownwheel)	QDF1R/111	£605.00
Vauxhall Astra / Corsa VXR, 1.9 CDTi Astra, Vectra, Zafira (M32)	QDF25B		VW Golf Mk3 & 4 / Corrado / Jetta / Vento (02A – push in flanges)	QDF8R	
Vauxhall Astra Bearing for QDF25B	1801		VW Golf Mk4 2WD 6-speed (02M)	QDF13R	
Vauxhall Calibra F28 4x4 (front)	QDF19B		VW Golf Mk4 4WD 6-speed (front – 02M)	QDF14R	
Vauxhall bearing for F28 4x4 (front)	2378	£27.00	VW Golf Mk5 GTi / VW Golf GT TDi / VW Golf 1.4 TSi GT (02Q)	QDF16R	
Vauxhall Calibra 4X4 (rear)	QDF26B	£645.00	VW Golf MK5 4WD (front – 02Q)	QDF23R	£715.00
Vauxhall Cavalier / Calibra (F25)	QDH5J	£605.00	VW Golf Mk6 DSG 2WD c/w bolt kit (25T brake ring)	QDF28R	£855.00
Vauxhall Corsa / Nova (F10 / F13 / F15 / F17)	QDF7B	£605.00	VW Golf R Mk6 DSG 4WD c/w bolt kit (25T brake ring)	QDF25R	£855.00
Vauxhall Vectra V6 VXR (F40)	QDF21B	£645.00	VW Golf R32 Mk5 DSG 4WD c/w bolt kit (20T brake ring)	QDF27R	£855.00
Vauxhall Vectra / VX220 F23 (Getrag 287)	QDF17B	£645.00	VW Golf Rallye 4WD (front – 02C)	QDF15R	£715.00
Volvo 240	QDF8J/27	£715.00	VW Polo G40 (085) (1986-1994)	QDF20R	£645.00
Volvo 850/855 '92-'97, C70 '96-'03, S70, V70 '97-'00, S40, V40 '96-'03 (5-speed – M56)	QDF12J	£645.00	VW Polo GTi / Lupo GTi (02T) 5 & 6 speed 2002+	QDF22R	£645.00
Volvo Amazon (10 bolt crownwheel)	QDF8J/10	£715.00	VW Polo / Golf Mk5 (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit	QDF26R	£715.00
Volvo Amazon (8 bolt crownwheel)	QDF9J	£715.00	VW Crown wheel bolt fitting kit (02A/02J)	F8R206KIT	£120.00
Volvo C30, V50, C70N, S40N '04+, S60 T5, V70N T5 '05-'07 (6-speed – M66)	QDF13J		VW Crown wheel bolt fitting kit (02M/02Q)	1555	
Volvo S60R 4x4 rear	QDF11J		VW Crown wheel bolt fitting kit (020/02C)	1557	
Volvo S60R 4x4 front	QDF14J				
Volvo S80 '97-'04, S60 '01-'04, V70N '00-'07 (5-speed – M56)	QDF12J				



Commercial Vehicles

Citroën C25
Fiat Ducato
Ford P100 (All models)
Ford Transit up to 120
Ford Transit 140 onwards
Ford Transit New Type FWD
Ford Transit New Twin & Single
Iveco 40–10 Daily
Isuzu NPS 300
LDV Pilot 200 series
LDV Convoy 400 series
LDV 7.5 Ton Truck (4WD)
Mercedes 207 / 307 / 310 / 408
Mitsubishi Fuso FG
Peugeot Boxer (ME5TU gearbox only)
Peugeot J5
Renault Master
Talbot Express
Toyota Hi–Lux
VW LT28 / LT31
VW LT34
Volvo Truck

QDF4H
QDF4H
QDF6Z
QDF13Z
QDF11Z
QDF20Z
QDF36Z
QDH1G
QDF5I
QDF13K
QDF9K
QDF27K
QDF1V
QDH20B
QDF6H
QDF4H
QDF1M
QDF4H
QDF20E
QDF2R
QDF3R
QDF10J

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Non-Commercial Vehicles

AC Bristol
Alvis
Chrysler PT Turbo
Ford BC / IB5 Spool
Ford Cortina MK3, 4 & 5 (1.3 & 1.6 only)
Ford Mustang (Live axle)
Ford Mustang 8.8"
Ford Sierra 7 1/2" spool
Ford Sierra 9" rear incl. flanges (RS500 - 35 spline)
Ford Taurus SHO V6
Honda (Sealed)
Isuzu Saturn (all S series)
Lada Samara
Mazda (100E)
Mazda 6 V6
Mendeola HD4
Mitsubishi Pajero
Mitsubishi Eclipse GT V6 6-speed (2006+)
Nissan Sunny
Suzuki Cultus 4WD / Swift rear
Toyota Corolla AE86
Toyota Supra

QDH1H
QDH3H
QDH2U
QDF47Z
QDF23Z
QDF35Z
QDF29Z
QDF30Z
QDF21Z
QDF25Z
QDF1U/S
QDF4I
QDF2C
QDF1F
QDF8F
QDF15S
QDH10B
QDH15B
QDF9L
QDF5P
QDF18E
QDF14E

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Plate-Type Limited Slip Differentials

The Tran-X powered by Quaife LSD is a multiple plate limited slip differential. It features two ramp blocks sandwiching two planet carrier pins which sit in the radius between the leading and trailing ramp angle. As torque is applied to the differential's input, the pins ride up their respective leading ramps, pushing the blocks apart and increasing the transfer of torque across the axle.

The angle of this ramp determines how quickly this transfer occurs within the LSD. An angle of 35 degrees allows the blocks to be pushed apart more readily than a 55 degree setting, resulting in a more aggressive differential locking action. Plus, the preload setting dictates the contact friction between the plates themselves. The higher the preload, the more rapidly friction increases between the plates, creating a more aggressive locking action. Combined with the ramp angles, the preload allows subtle adjustments to the torque transfer characteristics allowing users to alter the dynamic balance of their car.

Typical settings for a lightweight track car would be 45/90, allowing progressive locking under acceleration, whilst not locking up under braking. Some Tran-X powered by Quaife differentials feature dual ramp blocks, allowing ramp angles to be changed between two combinations, for example track and fast road settings (disassembly and reassembly of the LSD is required). We also offer a less aggressive 'super-lightweight' plate setting (preload 10-15 lbsft) for certain road and kit car applications to optimise performance and reduce operating noise.

We also offer a 4-pin 'trials spec' (non LSD) differential for use where strength is vital, but all forms of LSD are banned by the rules of a particular discipline.

The range of plate-type differential applications is being continuously expanded – new fitments for 2017 are **highlighted in yellow**.



LSD Tuning Kit

3 x dual ramp reaction blocks
1 x set of replacement plates
1 x storage case
£195.00



Part no. TDX1E

Alfa 101 & 105 (25 spline)

Ramp Angles

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

LSD – £605.00
Trials – £585.00



Part no. TDX3K

Austin Healey 3000

Ramp Angles

45/45
30/60
35/90

Pre-Load (lbsft)

45-55 & 95-105

Price

LSD – £750.00

Plate-Type Limited Slip Differentials



Part no. TDX9K Mini Cooper S (Salisbury)
Ramp Angles 45/45
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA



Part no. TDX5Z Ford English Axle (Tran-X)
Ramp Angles 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price 22T, 16T & 18T LSD – £535.00*
 Trials – £515.00*
 *Includes side bearings



Part no. TDX6Z Ford Atlas Axle
Ramp Angles 45/45
 35/65
 35/85
Pre-Load (lbsft) 45-50 & 85-95
Price 16T LSD – £715.00
 18T LSD – £715.00



Part no. TDX2Z Ford Fiesta BC/IB5
Part no. TDX3Z Ford BC/IB5 Sealed with flanges (£POA)
Ramp Angles 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £605.00
 Trials – £585.00



Part no. TDX1Z Ford English Axle (Salisbury)
Ramp Angles 45/45
 30/60
 35/90
Pre-Load (lbsft) 10-15, 30-40 & 65-75
Price 22T LSD – £500.00
 16T LSD – £500.00



If you can't see your application here
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Fax: +44 (0) 1732 741555
Website: www.quaife.co.uk



Plate-Type Limited Slip Differentials



Part no. TDX4Z **Ford Sierra 7"**
Ramp Angles (Fits push-in drive shafts only)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £605.00
 Trials – £585.00



Part no. TDX1U **Honda B-Series EK4**
Ramp Angles
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX1H **Hillman Imp**
Ramp Angles
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £745.00*
 Trials – £730.00*
 *Includes output shafts



Part no. TDX2U **Honda EP3 FN2 DC5**
Ramp Angles
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX2K **MG Midget/AH Sprite**
Ramp Angles
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £535.00*
 Trials – £515.00*
 *10T, 22T or 23T



Part no. TDX3U **Honda FK2**
Ramp Angles
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX4K MGB Banjo Axle
Ramp Angles 45/45
 30/60
 35/90
Pre-Load (lbsft) 10-15, 30-40 & 65-75
Price LSD – £715.00



Part no. TDX2H Peugeot / Citroën MA
Ramp Angles 45/45
 30/60
Pre-Load (lbs/ft) 25-35 & 65-75
Price LSD - £645.00
 (Requires crownwheel modification)



Part no. TDX5K MGB Salisbury Axle (3.9 & 3.7 CWP)
Part no. TDX6K MGB V8 / MGC Salisbury Axle (3.3 & 3.07 CWP)
Ramp Angles 45/45
 30/60
 35/90
Pre-Load (lbsft) 45-55 & 95-105
Price LSD – £715.00



Part no. TDX3H Peugeot / Citroën BE
Ramp Angles 45/45
 30/60
Pre-Load (lbsft) 25-35 & 65-75
Price LSD – £605.00
 Trials – £585.00



Part no. TDX1N BMW Mini (Getrag 285)
Ramp Angles 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £645.00
 Trials – £625.00



Part no. TDX4H Talbot Sunbeam / Hillman Avenger
Ramp Angles 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £535.00
 Trials – £515.00



Plate-Type Limited Slip Differentials



Part no. TDX2E
Ramp Angles

Toyota GT86 / Subaru BRZ

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

LSD – £715.00



Part no. TDX1B
Ramp Angles

Vauxhall / Opel F10, F13, F15

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

22T or 34T LSD – £605.00
Trials – £585.00



Part no. TDX7K
Ramp Angles

Triumph TR/Dolomite Sprint

45/45
30/60
35/90

Pre-Load (lbsft)

10-15, 30-40 & 65-75

Price

LSD – £730.00



Part no. TDX1R
Ramp Angles

VAG 020 (109mm CW)

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

LSD – £605.00
Trials – £585.00



Part no. TDX2B
Ramp Angles

Vauxhall / Opel F16, F18, F20

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

LSD – £605.00
Trials – £585.00



Part no. TDX2R
Ramp Angles

VAG 02A (Push in)

45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft)

10-15, 25-35 & 60-75

Price

LSD – £605.00
Trials – £585.00



Part no. TDX3R
Ramp Angles VAG 02J (Bolt in)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £605.00
 Trials – £585.00
 *Requires customer supplied
 standard retaining pads



Part no. TDX6R
Ramp Angles VW Golf Mk4 2WD
 6-Speed(02Q)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX4R
Ramp Angles VW Golf Mk4 2WD
 6-Speed(02M)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX7R
Ramp Angles VW Golf Mk4 4WD
 6-Speed(02Q)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



Part no. TDX5R
Ramp Angles VW Golf Mk4 4WD
 6-Speed(02M)
 45/45 & 35/90
 45/90 & 55/90
 30/60 & 20/75
 35/35 & 45/45
 25/25 & 35/35
Pre-Load (lbsft) 10-15, 25-35 & 60-75
Price LSD – £POA
 Trials – £POA



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Throughout 50 years of the design, manufacture and supply of transmissions to the motorsport industry Quaife has been asked to adapt products to fit a vast range of engines in everything from road modified cars to custom built space-frame racing machines.

To extend this further, Quaife has designed a range of packages to ensure the easiest possible installation into the most popular motorsport applications.

Along with our inline 6-speed sequential transmissions, Quaife can supply off-the-shelf bellhousings with the correct input shaft length and clutch spline arrangement to retain the stock clutch and engine mounting positions, whilst retaining the original gear lever position in the vehicle.

Some of the popular packages are shown here, and can be purchased as complete packages or as adapter kits for existing Quaife gearboxes from our sales team, or straight from our webshop (see contact details below).

Where a specific fitment package is not yet available, Quaife's in-house design team can create bolt on or weld on adapter plates for most other applications, even if the original bellhousing is part of the main gearbox casing. Quaife regularly manufactures profiled adapter plates from high quality aluminium plate and can spline-cut blank off-the-shelf input shafts for bespoke vehicle fitments. Please ask for more information and bespoke quotations.



Application not listed?
Custom adapter plates
available to order.



Alfa Romeo 101/105/GTA
QBE60G / QBE69G



BMW N47 / N52 / S50 / S54
QBE60G / QBE69G



BMW M52 (Auto Bellhousing)
QBE60G / QBE69G



Chevrolet LS3 / LS5 / LS7
QBE60G / QBE69G



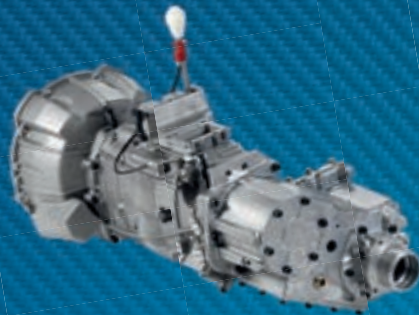
Dodge Viper
QBE60G / QBE69G



Ford Mustang (Coyote)
QBE60G / QBE69G



Ford YB Cosworth 2WD /4WD
QBE60G / QBE69G / QBE87G



Land Rover V8
QBE60G / QBE69G



Nissan 350Z (- 2006)
QBE60G / QBE69G



Nissan SR20
QBE60G / QBE69G



Honda S2000
QBE60G / QBE69G



Mazda MX5 (Mk1 / Mk2)
QBE60G / QBE69G



Nissan 350Z (2006 -)
QBE60G / QBE69G



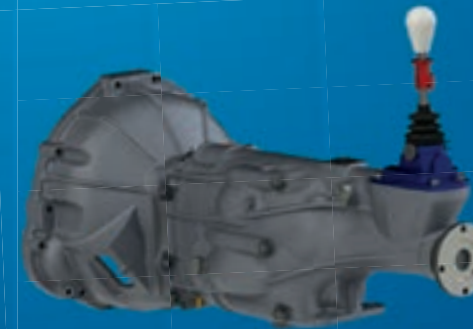
Toyota Supra 1JZ / 2JZ
QBE60G / QBE69G



Land Rover TD5
QBE60G / QBE69G / QBE86G



Mazda RX7 (FD3)
QBE60G / QBE69G



Nissan GTR (RB26)
QBE60G / QBE69G / QBE91G



Toyota GT86 (BRZ / FR-S)
QBE60G / QBE69G

QBE60G

Heavy Duty In-Line 6-Speed Sequential RWD Type 9 Replacement Gearbox

Key features of the QBE60G include:

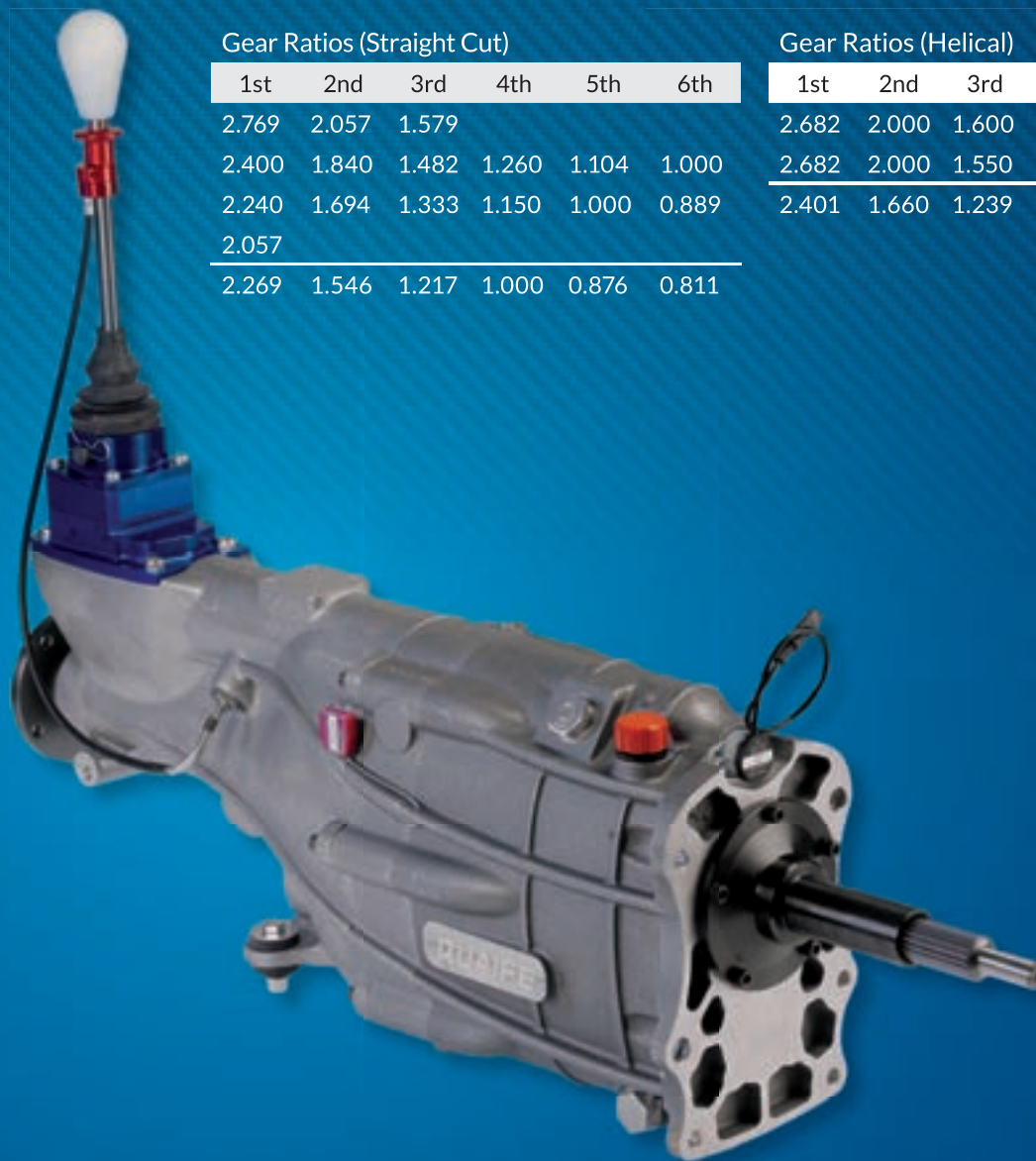
- Over 1200 manufactured since launch in 2008
- Direct replacement for Ford Type 9 gearbox
- OE fitment for Caterham and Ginetta
- Large choice of ratios
- Helical or straight cut gears
- Modern shift drum for perfect gear shifts
- Available with standard Ford tail bush or upgraded needle roller conversion with sliding flange
- 80mm shaft centres
- Choice of gear levers
- Choice of input shafts and bellhousings for non-Ford engines
- Optional air actuator for paddleshift
- Oil temperature sensor
- Configurable as 5 speed if rules prevent 6 forward gears
- Strengthened LM25 alloy cases

Gear Ratios (Straight Cut)

1st	2nd	3rd	4th	5th	6th
2.769	2.057	1.579			
2.400	1.840	1.482	1.260	1.104	1.000
2.240	1.694	1.333	1.150	1.000	0.889
2.057					
2.269	1.546	1.217	1.000	0.876	0.811

Gear Ratios (Helical)

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
2.401	1.660	1.239	1.000	0.866	0.772



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00

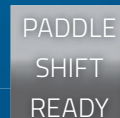
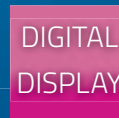
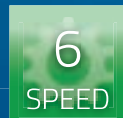
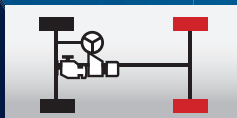
Multiple Applications

QBE60G
(Straight Cut)

£5,995.00

QBE60G
(Helical)

£6,295.00



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QBE69G

Extra Heavy Duty In-Line 6-Speed Sequential Gearbox

Key features of the QBE69G heavy duty six-speed sequential gearbox include:

- Heavy-duty 90mm shaft centres
- Wide straight cut or helical gears
- Used extensively in high horsepower circuit racing and drifting
- Built in oil pump
- Choice of gear levers
- Optional air actuator for paddleshift
- Large range of fitment packages to suit older and modern engines
- Choice of ratios
- Ground gears available for certain ratio choices
- Heavy duty tail with needle roller bearings and sliding prop flange
- 3-piece case for easy maintenance

Gear Ratios (Straight Cut)

1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	Straight Cut (1:1)
2.759	2.050	1.565				Straight Cut (1:1)
2.435	1.858	1.494	1.217	1.000	0.870	Straight Cut (o/d)
2.759	2.050	1.565				Straight Cut (o/d)
2.063	1.687	1.357	1.151	1.000	0.901	Straight Cut (o/d)
2.211					0.868	Straight Cut (o/d)
					0.790	Straight Cut (o/d)
2.653	1.745	1.306	1.000	0.850	0.762	Straight Cut (2o/d)

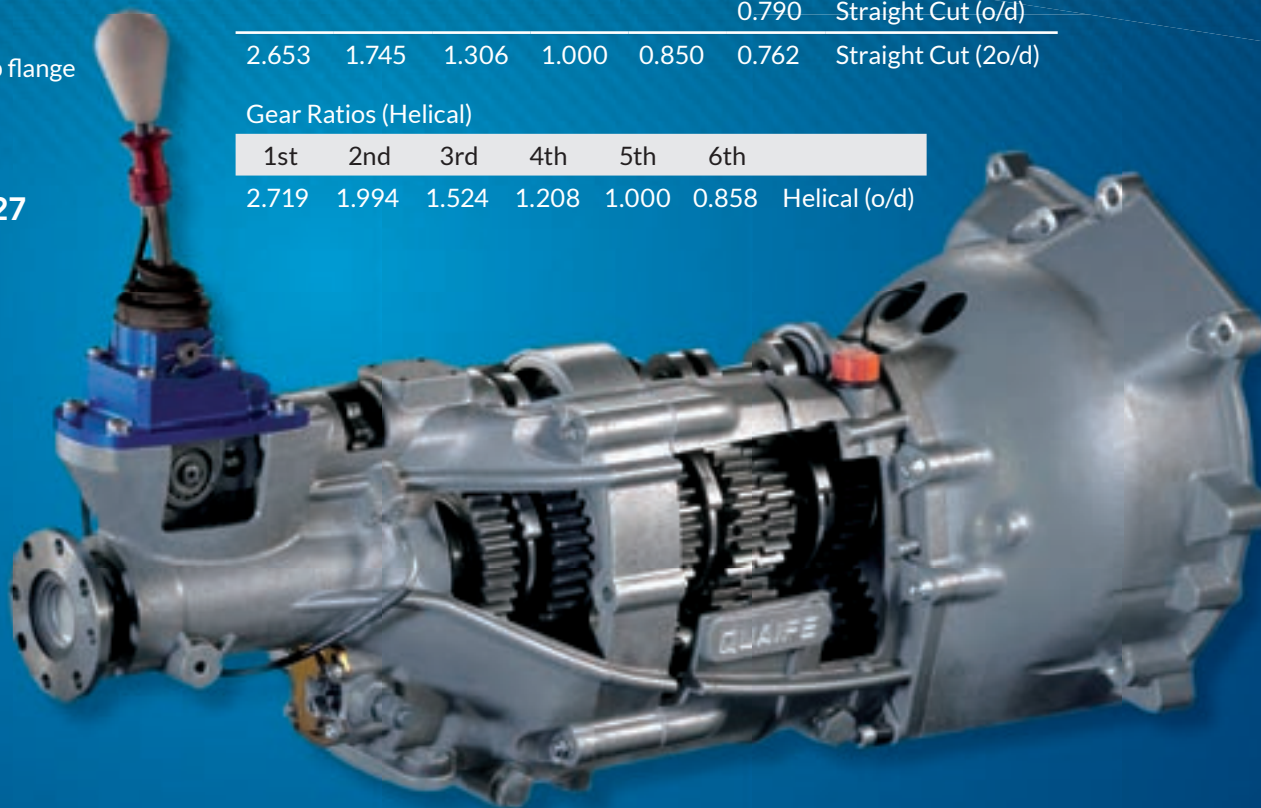
Gear Ratios (Helical)

1st	2nd	3rd	4th	5th	6th	
2.719	1.994	1.524	1.208	1.000	0.858	Helical (o/d)

See our gearbox packages list on page 26 / 27

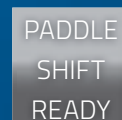
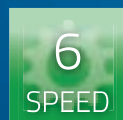
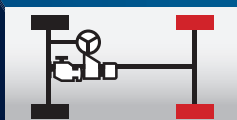


Digital Gear Position and Oil Temperature Indicator optional extra
£399.00



QBE69G
(Straight Cut)
£7,395.00

QBE69G
(Helical)
£7,675.00



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QBE89G

In-Line 7-Speed Sequential Gearbox

Key features of the Quaife QBE89G seven-speed sequential lightweight universal rear wheel drive gearbox include:

- 7 speed ultra-close ratio
- For use in lightweight high-revving vehicles
- Perfect for narrow power bands
- 80mm shaft centres
- Ford based front end allows fitment to common engines
- Direct replacement for Ford Type 9
- Lightweight LM25 alloy cases
- Choice of gear levers
- Optional air actuator for paddleshift
- Modern shift drum for perfect gear shifts
- Uses standard Ford tailcase bush

Gear Ratios

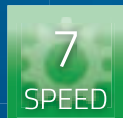
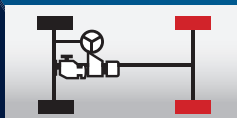
1st	2nd	3rd	4th	5th	6th	7th
2.750	2.214	1.800	1.471	1.238	1.043	0.920



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00

QBE89G
£5,380.00



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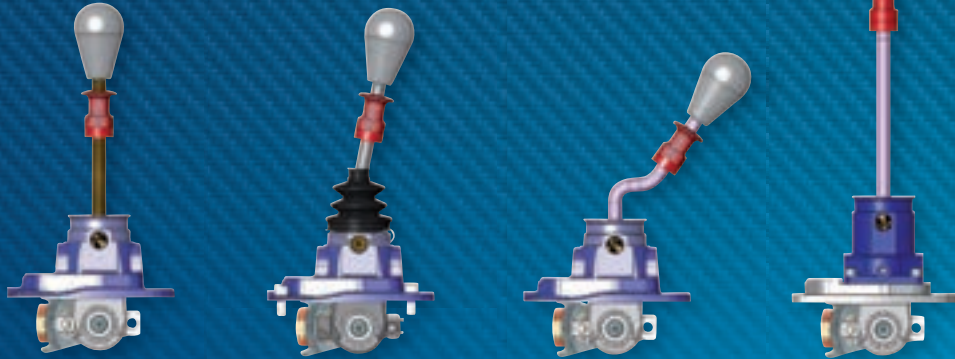
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QBE60G & QBE69G Accessories



Gear Lever choices for In-line 6-Speed Sequential Gearboxes (included in price)



1. Straight QGE60G011 2. Standard QGE60G001 3. Caterham QGE60G004 4. Long QGE60G007

Optional Gear Levers for In-line 6-Speed Sequential Gearboxes (additional cost)



5. Offset remote assembly QGE60G002 £POA 6. Extended remote assembly QGE60G003 £POA

Digital Gear Position Indicator

- For use with sequential gearboxes
- Used with hall effect gear position sensor
- Large LED display shows gear position
- Lightweight
- Easy to mount
- Oil temperature display reads signal from gear box sensor

QMLED £399.00



Paddle Shift Gearchange System for In-line Sequential Gearboxes

Quaife is pleased to present the Geartronics advanced semi-automatic paddle shift system. Designed to work seamlessly with Quaife gearboxes fitted with the QMPAD air actuator and gear change mechanism, the system offers drivers the ability to keep both hands on the wheel while up-shifting on full-throttle and allowing smooth clutchless down-shifts.

With proven reliability in rallying, rallycross and circuit racing, it is a sophisticated pneumatically powered system, operated by an advanced closed loop gear control unit (GCU) that optimises performance & reliability.

The comprehensive package, all available directly from Geartronics (www.geartronics.co.uk), includes the gear position indicator, GCU and PC set-up software, compressor, accumulator, actuator and valve assembly, twin paddle assembly, throttle blipper, wiring harness and fittings. The system also provides for full on board data logging and integration with current software.

Please ask the Quaife team about this product and how to specify your new gearbox build so that it is ready for this system.



Multiple Applications



QBM1M

In-Line 4 Speed Sequential with Drop Gears

Key technical features of the QBM1M four-speed sequential Rocket-style gearbox with drop gears include:

- Sequential replacement for the Ford Rocket gearbox
- Mates with a standard Ford bellhousing
- Used in hillclimb, short circuit and oval racing
- 80mm shaft centres
- Modern dog design with a barrel style shift mechanism
- Choice of gear lever locations
- Large range of base ratios
- 4th gear no longer restricted to 1:1
- 6 quick change drop gear options to adjust overall gearing saves changing differential ratio
- Compact design
- Weight approximately 26kg

Gear Ratios

1st	2nd	3rd	4th
3.31 - 1.600	2.28 - 1.210	2.17 - 0.990	2.05 - 0.790

Drop Gear Ratios

Set A	Set B	Set C	Set D	Set E	Set F
1.370	1.300	1.240	1.180	1.140	1.090



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00

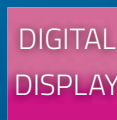
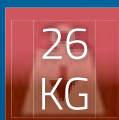
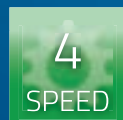
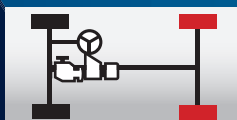


QBM1M
£425.00

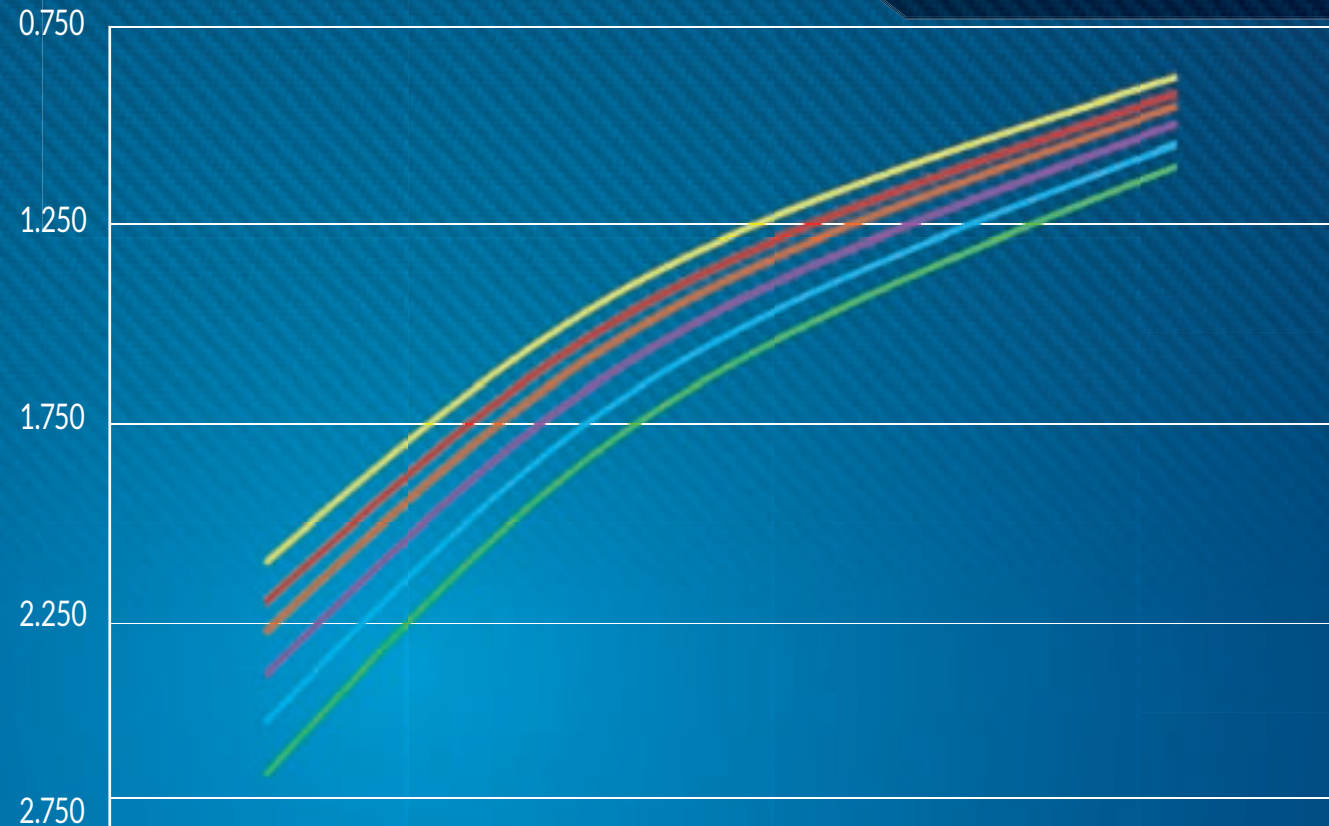
- Optional drop set ratios
- Allows the QBM1M ratio set to be tuned as necessary
- Handy carry case



QBM1M
£3,230.00



- Adjacent chart shows an example of the range of ratio options available when using different drop gears
- Quick change gears secured behind rear cover enabling ratio adjustment at the track
- No longer necessary to change final drive ratios in axle between events
- Can be used to alter the overall gearing to suit individual circuits, driving styles or even weather



	1st Gear	2nd Gear	3rd Gear	4th Gear
Set A	2.646	1.882	1.428	1.105
Set B	2.513	1.788	1.357	1.050
Set C	2.394	1.702	1.292	1.000
Set D	2.285	1.625	1.233	0.955
Set E	2.210	1.571	1.193	0.923
Set F	2.109	1.500	1.138	0.881

QBM5M

Heavy Duty In-Line 5 & 6-Speed Sequential RWD Modular Gearbox with Drop Gears

Key features of QBM5M include:

- Next generation of the proven QBE60G
- Large 85mm shaft centres
- Choice of 5 or 6 speed
- Straight cut close ratio gears
- Quick change drop gears
- Built in air actuator for paddle shift systems which can be used in conjunction with gear lever
- Built in shift-cut sensor for flat shift systems
- Oil temperature sensor
- Built-in oil pump
- Fixed output flange
- Webbed LM25 alloy split cases
- Tested in extreme Rally-X environment

Gear Ratios (5-Speed Base set)

1st	2nd	3rd	4th	5th
2.400	1.694	1.333	1.140	1.000
2.229		1.296	1.000	0.889

Gear Ratios (6-Speed Base set)

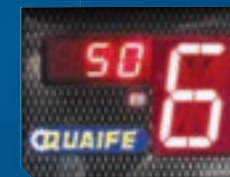
1st	2nd	3rd	4th	5th	6th
2.400	1.840	1.482	1.260	1.104	1.000
2.240	1.694	1.333	1.150	1.000	0.889
2.057					

QKM5M
£425.00

Drop Set Ratios

Set A	Set B	Set C	Set D	Set E
1.200	1.111	1.040	1.350	1.500

- Optional drop set ratios
- Allows the QBM1M ratio set to be tuned as necessary
- Handy carry case



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00

See our gearbox packages list on page 26 / 27

QBM5M
£7,750.00
(6-Speed)
£7,625.00
(5-Speed)



5/6
SPEED

39
KG

STRAIGHT
CUT
GEARS

OIL
PUMP

GEAR
LEVER

DIGITAL
DISPLAY

PADDLE
SHIFT
READY

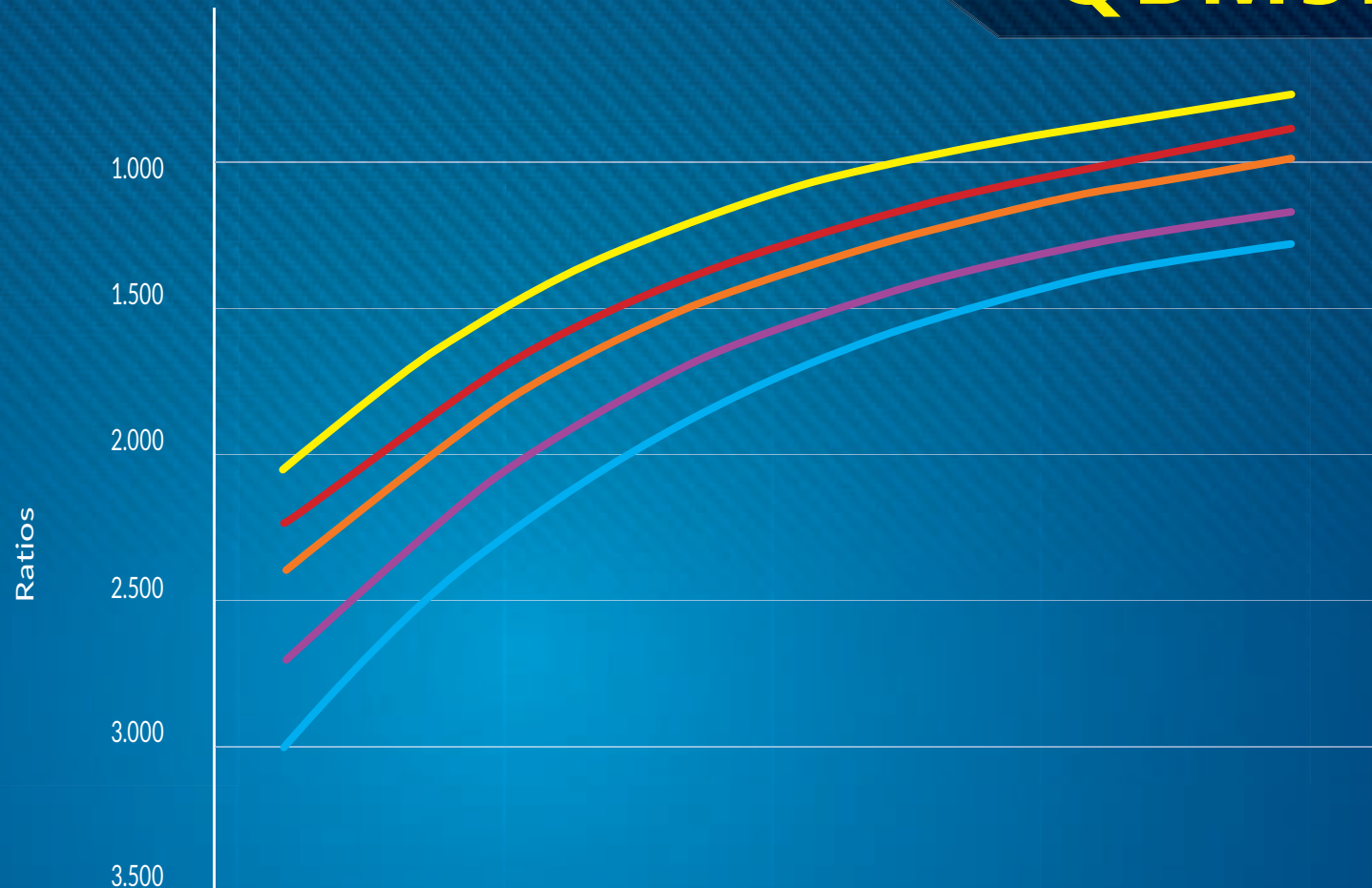
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info@quaife.co.uk

www.quaife.co.uk

- Adjacent chart shows an example of the range of ratio options available when using different drop gears
- Quick change gears secured behind rear cover enabling ratio adjustment at the track
- No longer necessary to change final drive ratios in axle between events
- Can be used to alter the overall gearing to suit individual circuits, driving styles or even weather



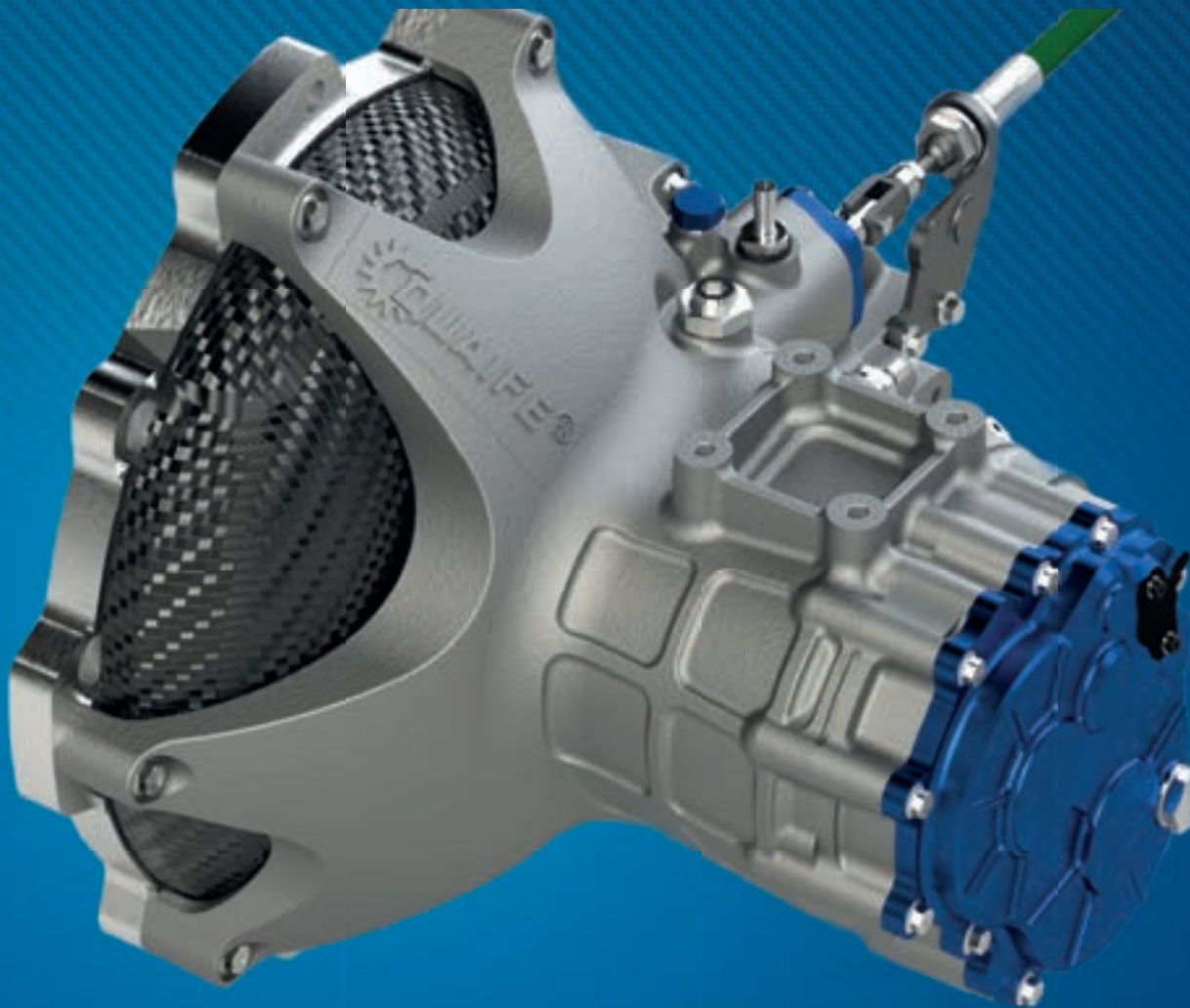
		1st Gear	2nd Gear	3rd Gear	4th Gear	5th Gear	6th Gear
—	Set C	2.080	1.595	1.284	1.092	0.957	0.867
—	Set B	2.222	1.704	1.372	1.167	1.022	0.926
—	Set A	2.400	1.840	1.482	1.260	1.104	1.000
—	Set D	2.700	2.070	1.667	1.418	1.242	1.125
—	Set E	3.000	2.300	1.853	1.575	1.380	1.250

QBM2M

Front Wheel Drive 6-Speed Sequential Gearbox

Key features of the QBM2M sequential front wheel drive gearbox include:

- Large 85mm shaft centres
- 6 straight cut, open face dog engagement gears
- Innovative range of alloy adapter rings to suit a wide variety of popular power plants
- Incorporates a fitted carbon fibre bellhousing cover for ultimate weight saving
- Quaife sequential gearshift configurable for front or rear wheel drive transverse applications
- Output shafts can be fitted with 110mm Lobro or 3-ear Tripode joints for commonly found driveshafts
- Wide variety of clutch spline options available
- Choice of Quaife ATB differential or Tran-X LSD included
- Differential accessible via detachable cover for rapid servicing
- Optional LED digital gear position indicator available
- As used in the Mini Challenge championship for the last two seasons



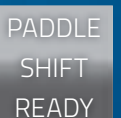
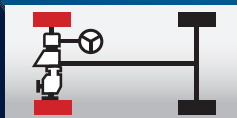
Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.833	2.071	1.611	1.316	1.105	0.958
			1.286	1.045	0.870

Final Drive Ratio

3.714

QBM2M
£7,850.00



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QBE61G

Transaxle 6-Speed Sequential Gearbox

Key features of the QBE61G Transaxle gearbox include:

- Hypoid crownwheel and pinion for strength
- Choice of two final drive options.
- Sequential dog engagement for a fast and precise gear change
- Straight cut or helical options for race and road use
- Quaife ATB differential fitted as standard
- Various bellhousings available – see below
- Built-in oil pump
- Designed for light-weight, mid-engined or rear-engined applications



Digital Gear Position and
Oil Temperature Indicator
optional extra

£399.00

Gear Ratios

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

Final Drive Ratio Options

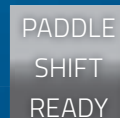
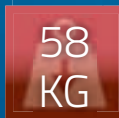
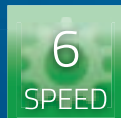
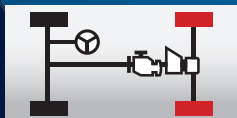
3.750 4.000

Bellhousings for QBE61G & QBE72G

Ford OHV RS2000 / Zeta	E18G123
Ford Zetec / Focus	E18G1148
Ford Mondeo (6-Speed)	E52G103
Ford Mondeo V6 (5-Speed)	E42G1018
Rover K Series	E18G1144
Volkswagen / Seat / Skoda 4 Cylinder	E18G1142
Vauxhall F20 / F28	E18G121
Peugeot	E18G1139
Kia Large / Mazda 323	E18G1135
Kia Small	E18G1124
Nissan	E18G139
Toyota	E18G1171
Toyota / Lotus Elise	E32G119
Honda NSX	E32G115



QBE61G
£9,225.00



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Key features of the QBE72G six-speed compact sequential transaxle gearbox include:

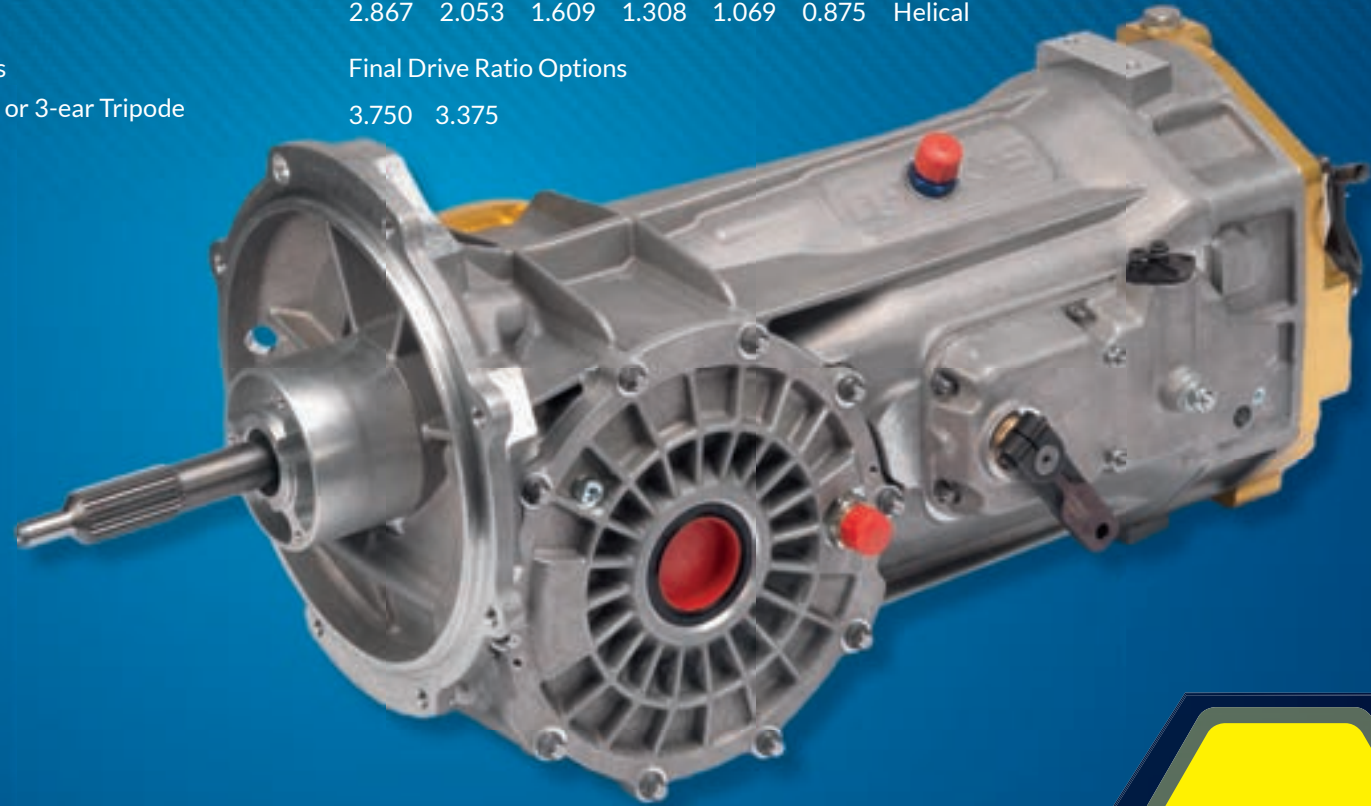
- Hypoid crownwheel and pinion
- Sequential dog engagement for fast and precise gear change
- Quaife ATB differential fitted as standard
- Various diff output flanges available
- Optional digital gear position indicator available
- Large 85mm shaft centres
- Designed for lightweight mid-engine sports cars
- Output shafts can be fitted with 110mm Lobro or 3-ear Tripode joints for commonly found driveshafts

Gear Ratios

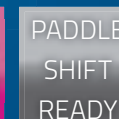
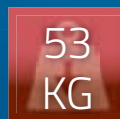
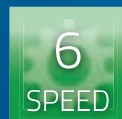
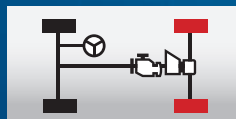
1st	2nd	3rd	4th	5th	6th	
2.833	2.071	1.813	1.611	1.444	1.316	Straight Cut
		1.733	1.500	1.350	1.200	Straight Cut
				1.300	1.136	Straight Cut
					1.105	Straight Cut
2.867	2.053	1.609	1.308	1.069	0.875	Helical

Final Drive Ratio Options

3.750 3.375



Digital Gear Position and Oil Temperature Indicator
optional extra
£399.00



QBE72G
£POA

Multiple Applications

QBM3M

Compact Transaxle 6-Speed Sequential Gearbox

Key technical features of the QBM3M compact transaxle 6-speed sequential gearbox include:

- Removable bellhousings to suit wide range of installations
- Different lengths and splines of quill shaft available to suit most popular powerplants
- Supplied with either Quaife ATB or Tran-X plate type differential
- Differential can be accessed via a single cover for rapid servicing
- Differential drive flange width is the same as previous Quaife products and is therefore a direct upgrade for older transaxle gearboxes



Digital Gear Position and Oil Temperature Indicator
optional extra
£399.00

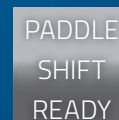
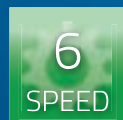
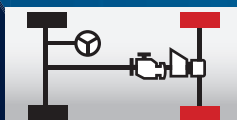
Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.833	2.071	1.813	1.611	1.444	1.316
		1.733	1.500	1.350	1.200
				1.300	1.136
					1.105

Final Drive Ratio Options

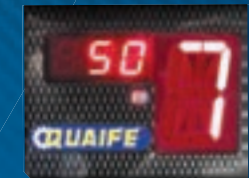
3.750 3.375

QBM3M
£POA



Key technical features of the QBE81G seven-speed compact transaxle gearbox include:

- Ideal for mid and rear engine sportscars
- Developed with Radical Sportscars
- Air actuator for paddleshift
- Built in oil pump
- Compact tail-high design good for confined fitment package
- Choice of ATB or plate-type LSD
- 85mm shaft centres
- Choice of ratios in both straight cut and helical
- Choice of final drive ratio
- Fitments include Ford's V6 Ecoboost engine
- Available as 6 speed for higher power applications



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00



Gear Ratios (Helical)

1st	2nd	3rd	4th	5th	6th	7th
2.867	2.053	1.609	1.308	1.069	0.875	0.765

Final Drive Ratios

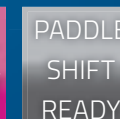
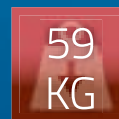
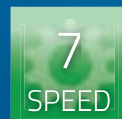
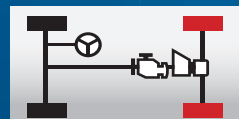
3.130

Gear Ratios Straight cut (Straight Cut)

1st	2nd	3rd	4th	5th	6th	7th
2.438	1.889	1.500	1.238	1.043	0.897	0.774
2.438	1.889	1.500	1.286	1.115	0.958	0.833

Final Drive Ratios

3.056 4.067



QBE81G
£POA

Multiple Applications

QBE62G

ZF Transaxle 5-Speed H-Pattern Gearbox

Key technical features of the QBE62G ZF transaxle gearbox include:

- Designed as a modern update to the ZF DS-25/2 gearbox
- Fitments include Ford GT40 original and recreations, De Tomaso Pantera, BMW M1
- Replicates original H-Pattern of GT40 with dog-leg 1st gear using standard lever and rods
- 85mm shaft centres
- Modern Ford synchromesh internals for smooth precise gear shift
- Comes with Quaife ATB differential as standard
- For use on road or track
- Can be fitted with external mechanical oil pump
- Bellhousings to suit Ford and Chevy V8s
- Billet tailcase for additional strength
- Can be used with choice of cable or hydraulic clutch release bearing fitments
- Helical gears for minimising noise and ensuring everyday usability

Gear Ratios

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

Final Drive Ratios

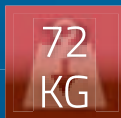
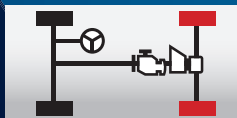
3.500 3.750



Bellhousings for QBE62G

Ford / Chevy V8 (GT40)	E62G1121
Porsche G50	E25G145
Ford RS500 Cosworth	E25G137
Lotus V8	E25G133

QBE62G
£8,225.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

6-Speed Sequential & 5-Speed H Pattern Transaxle Gearbox

QBM6M/7M

Key features of the QBM6M 6-speed sequential transaxle gearbox include:

- 6-speed sequential transaxle gearbox for motorsport use
- Transverse gear set for compact design
- Straight cut close ratio gears for the track
- Open face dog design using modern camdrum shifting for fast precise gear changes
- Bellhousing adapter plate can be manufactured for multiple applications
- Carbon fibre bellhousing insert for weight saving
- 95mm shaft centres allows for high horse-power applications
- Built-in oil pump with internal spray bar to lubricate gears and crownwheel and pinion
- Hypoid crownwheel and pinion for strength
- Cassette type differential access
- Quaife ATB or plate-type differential included
- Porsche lobro-style output flanges
- Optional magnesium cases available



Digital Gear Position and Oil Temperature Indicator optional extra QBM6M only

£399.00

Gear Ratios

1st	2nd	3rd	4th	5th	6th
3.091	2.308	1.813	1.476	1.250	1.083

Final Drive Ratios

3.131

QBM6M
£POA



Key features of the QBM7M 5-speed H-pattern transaxle gearbox include:-

- 5-speed H-pattern transaxle gearbox for fast road use
- Transverse gear set for compact design
- Helical gears for fast road and track use
- Modern Ford synchromesh components for smooth gear changes
- Bellhousing adapter plate can be manufactured for multiple applications
- Carbon fibre bellhousing insert for weight saving
- 95mm shaft centres allows for high horse-power applications
- Built-in oil pump with internal spray bar to lubricate gears and crownwheel and pinion
- Hypoid crownwheel and pinion for strength
- Cassette type differential access
- Quaife ATB or plate-type differential included
- Porsche lobro-style output flanges
- Optional magnesium cases available



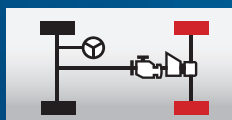
Gear Ratios

1st	2nd	3rd	4th	5th
3.500	2.000	1.391	1.037	0.833

Final Drive Ratios

3.198

QBM7M
£POA



6
SPEED

81
kg

STRAIGHT
CUT
GEARS

HELICAL
GEARS

OIL
PUMP

GEAR
LEVER

DIGITAL
DISPLAY

PADDLE
SHIFT
READY

Multiple Applications



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

QBE9D

Alfa Romeo 6-Speed Sequential Gearkit

Key features of the QBE9D include:

- Strengthened outer gear casing with stock C630 mounting points
- Wider than standard, open face, dog engagement gears
- Retains OE clutch and drive shafts
- Ultra-fast sequential gearshift with replacement lever & cable
- Choice of close ratio helical or straight cut gear ratios
- Choice of final drive ratio included
- Optional ATB limited slip differential (QDH6E)
- Optional LED digital gear position indicator available
- Will also fit Lancia Stratos with C630 gearbox



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00



Gear Ratios

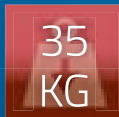
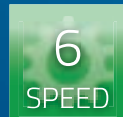
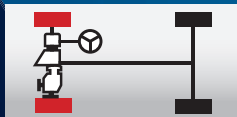
1st	2nd	3rd	4th	5th	6th	
3.000	2.000	1.500	1.160	0.929	0.774	Helical
2.500	1.647	1.353	1.125	0.950	0.815	Straight Cut

Final Drive Ratios

4.000	4.545	Straight Cut
	3.417	Helical

QBE9D
£4,750.00
QDH6E
£715.00

Additional Final Drive Ratio
QRE9D £655.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

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www.quaife.co.uk

Alfa Romeo 5-speed complete gearkit

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Includes input shaft, mainshaft, layshaft and reverse gear
- Includes all new selector forks and bearings, and Ford synchromesh parts
- Fits in standard casings with standard gearchange
- Optional Quaife ATB & Tran-X LSD differential



Gear Ratios

1st	2nd	3rd	4th	5th
2.303	1.579	1.206	1.000	0.860
2.544	1.711	1.259	1.000	0.870

Alfa Romeo 5-speed gearkit

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Includes input shaft, mainshaft, layshaft and reverse gear
- Fits in standard casings with standard gearchange
- Uses all original synchromesh parts
- Optional Quaife ATB & Tran-X LSD differential



Gear Ratios

1st	2nd	3rd	4th	5th
2.476	1.667	1.222	1.000	0.857

Austin Healey 3000 4-Speed Gearkit

- 4-speed synchromesh gearkit
- Straight cut, close ratio gears
- Optional Quaife mainshaft
- Optional Quaife 1st/2nd & 3rd/4th hubs and sliders
- Optional Quaife ATB & Tran-X LSD differential



Gear Ratios

1st	2nd	3rd	4th
2.640	1.880	1.430	1.000
2.413	1.722	1.254	1.000

QKE3D
£POA

Products available through:

Furiani Racing
Tel: +49 (0) 223 415 757
Email: info@furiani.de
Web: www.furiani.de

QKE4D
£POA

Synchro
E4D122
Slider
E4D123
£POA

Products available through:

Alfaholics
Tel: +44 (0) 1275 349 449
Email: mail@alfaholics.com
Web: www.alfaholics.com

QKE13A
£POA

Products available through:

John Chatham Cars
Tel: +44 (0) 1179 501836
Email: info@johnchathamcars.co.uk
Web: www.johnchathamcars.co.uk

Key features include:

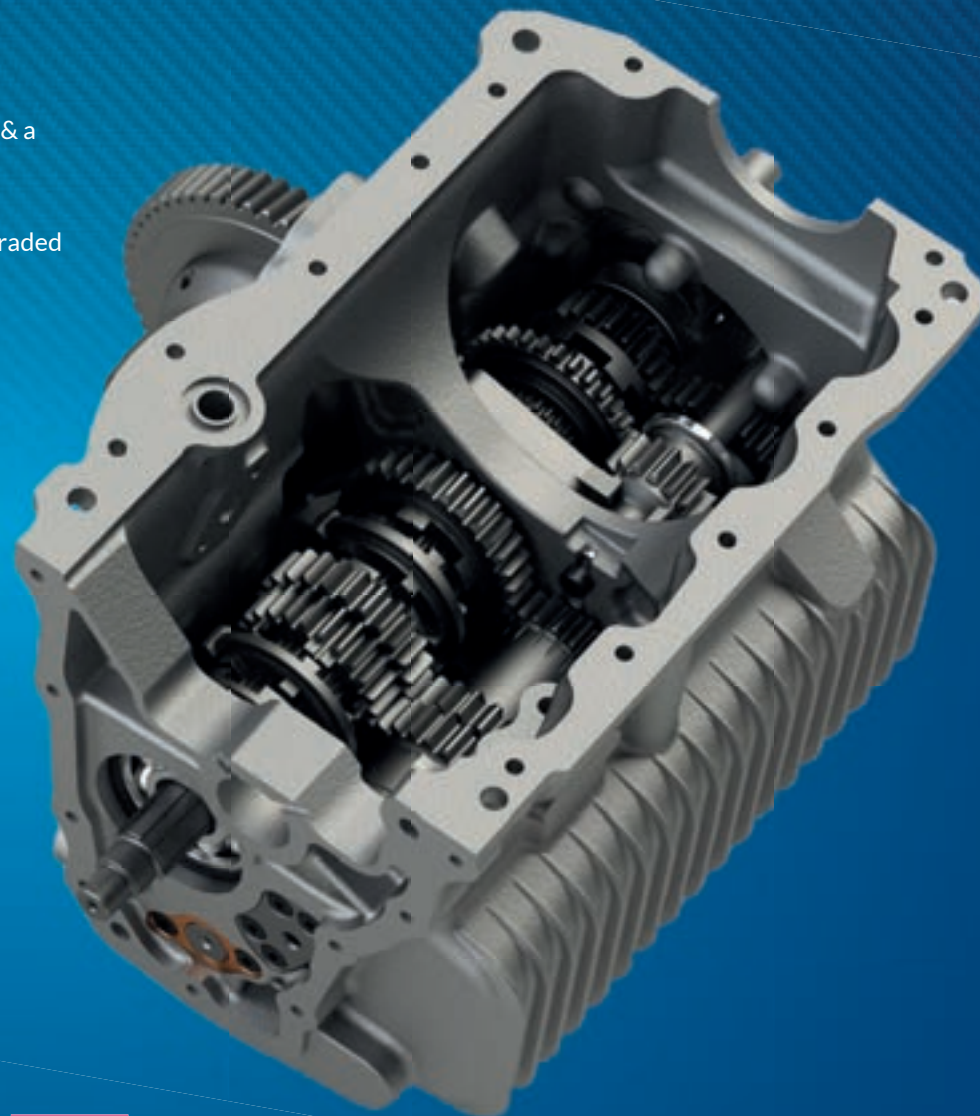
- QBE18A is a 5-speed heavy duty sequential rod change gearbox for the A Series Mini
- 65mm wide shaft centres
- QBE19A is a 5-speed heavy duty H-pattern rod change gearbox for the A Series Mini
- 65mm wide shaft centres.
- Also available a 4-speed heavy duty H -pattern gearbox with 65mm wide shaft centres & a 4-speed Clubman H-pattern gearbox with original 60mm shaft centres
- Includes an oil temperature sensor
- Gearboxes all retain the standard differential, drop gears and final drive ratio, with upgraded Quaife parts also available

Gear Ratios

1st	2nd	3rd	4th	5th
2.153	1.500	1.200	1.000	0.880



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

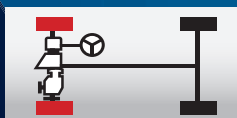


Products available through: Swiftune Engineering

Tel: +44 (0) 1233 850 843
Email: sales@swiftune.co.uk
Web: www.swiftune.co.uk

QBE18A
£POA

QBE19A
£POA



Austin Rover Mini / Metro 4-Speed Synchro (Remote and A+ Type)

- Straight cut, close ratio gearkit
- With moly-coated gears for added durability
- Use standard mainshaft forks and synchromesh
- Fits standard or Quaife replacement primary gears
- Optional final drive ratios available
- Optional Pot Joint Quaife ATB differential
- Optional Salisbury replacement Quaife ATB & Tran-X LSD differential



QKE3A
(Remote)
EPOA

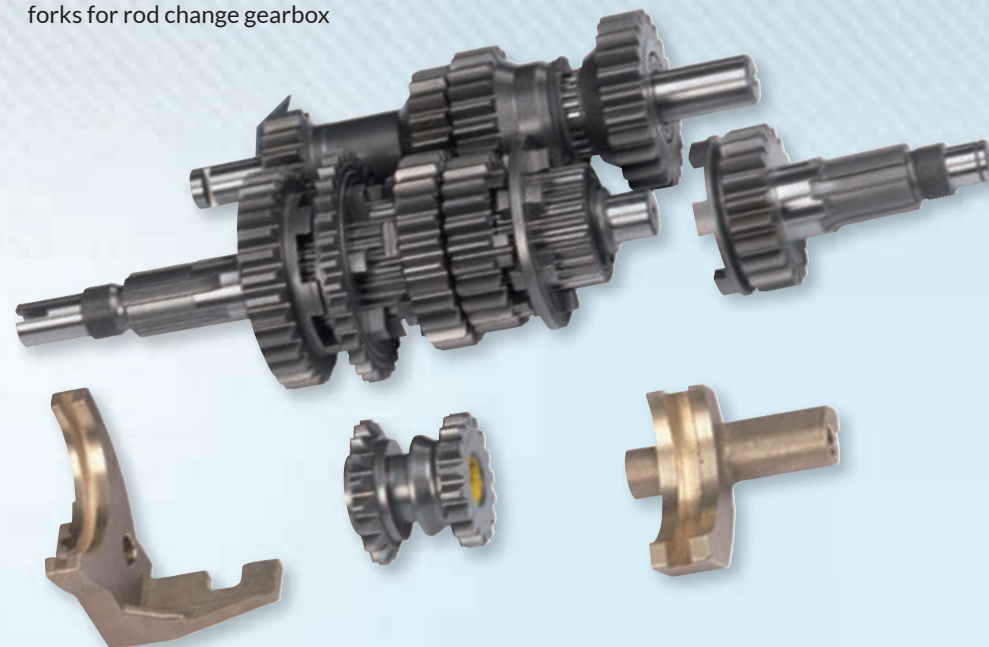
QKE5A
(A+)
EPOA

Gear Ratios

1st	2nd	3rd	4th	
2.544	1.731	1.259	1.000	Remote
2.877	1.827	1.329	1.000	A+ Type
2.544	1.731	1.259	1.000	A+ Type

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
- Hardened steel selector forks for remote gearbox
- Optional Pot Joint Quaife ATB differential
- Optional Salisbury replacement Quaife ATB & Tran-X LSD differential



QKE15A
EPOA

Gear Ratios

1st	2nd	3rd	4th
2.362	1.564	1.193	1.000
2.143	1.486	1.193	1.000
1.692	1.441	1.197	1.000

	Type 2 4-Speed Sport Gearbox	2000E 4-Speed Bullet Gearbox	Type E 4-Speed Rocket Gearbox		Type 9 5-Speed Sierra Gearbox	
Fitted to:	All Mk1/2 Escorts excluding RS/Mexico and Twin Cam	Cortina Mk1 Lotus Cortina Mk1/2 - 68 Escort RS1600/Mexico Escort Twin Cam	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		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	
	Quaife	Quaife	Quaife	Tran-X	Quaife	Tran-X
Clubman Helical Synchromesh	X	E43Z pg53	X	X	E24Z pg62	X11Z/X12Z pg63
Clubman Straight Cut Synchromesh	E12Z pg55	X	E6Z pg57-58	X10Z pg59	E13Z pg62	X
Heavy Duty Helical Synchromesh	X	E44Z pg 53	X	X	E31Z pg62	X13Z/X14Z pg63
Heavy Duty Straight Cut Synchromesh	X	E3Z pg52-54	E2Z pg57-58	X	E15Z pg62	X
Heavy Duty Dog Engagement	X	E18Z pg54	E9Z pg56	X	E22Z pg60	X
Sequential	X	X	X	X	E60G/E89G pg28/pg32	X
Sequential c/w Drop Gear	X	X	M1M pg34	X	M5M pg36	X
Accessories	X	X	pg64-67	X	pg64-67	X



Ford Gearbox Identification List



	MTX75 5-Speed Gearbox	Type IB5 5-Speed Gearbox	MT75 5-Speed Gearbox	Borg Warner T5 5-Speed Gearbox
Fitted to:	Escort Mk5/6 130PS Escort Mk5/6 RS2000 Mondeo Focus 1.8D/2.0/RS (not ST170)	Focus 1.4/1.6/1.8 Fiesta Puma Escort Mk6	Sapphire/Escort Cosworth 4WD Sierra / Granada 2.9 4WD	Sierra / Sapphire Cosworth 2WD
	Quaife	Quaife	Quaife	Quaife
Straight Cut Synchromesh	E28Z pg71	E-16Z/E25Z pg69	X	X
Helical Synchromesh	X	X	E20Z pg73	E40Z pg55
Heavy Duty Dog Engagement	E29Z pg71	E35Z pg69	E17Z pg73	X
Sequential	M2M pg38	M2M pg38	E87G pg72	E69G pg30
Sequential Conversion	X	E38Z pg68	X	X



QBE3Z

Bullet 2000E Gearbox

Key features of the QBE3Z Bullet (2000E) gearbox include:

- 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
- Only fits 3 rail gearbox
- Can be fitted to Type 3 gearbox but with Ford Escort / Lotus Elan style short input only
- Donor box required
- Optional Quaife ATB & Tran-X LSD available

Gear Ratios

1st	2nd	3rd	4th
2.250	1.495	1.168	1.000
2.500	1.660	1.220	1.000



QBE3Z
£1,550.00



4
SPEED

26
KG

STRAIGHT
CUT
GEARS

Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk



Ford Bullet (2000E) Standard Ratio Clubman Helical Gearkit

- Helical Synchromesh gearkit
- Standard Ford / Lotus gear ratios for homologation
- Fits standard mainshaft
- Optional Quaife ATB & Tran-X LSD available

Ford Bullet (2000E) Standard Ratio Heavy Duty Gearkit

- All gears run on needle roller bearings
- Gearkit includes heavy duty mainshaft
- Larger Rocket sized spigot bearing replaces original Ford
- Standard Ford / Lotus gear ratios for homologation
- Optional Quaife ATB & Tran-X LSD available

Products available through: Tony Thompson Racing

Tel: +44 (0) 1664 812454

Fax: +44 (0) 1664 813192

Email: info@tonythompsonracing.co.uk

QKE43Z
Clubman
£POA

Gear Ratios

1st	2nd	3rd	4th
2.510	1.697	1.231	1.000

QKE44Z
Heavy Duty
£POA

Gear Ratios

1st	2nd	3rd	4th
2.510	1.697	1.231	1.000

Ford Bullet (2000E) Synchro

- 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
- Only fits 3 rail gearbox
- Can be fitted to Type 3 gearbox but with Ford Escort / Lotus Elan style short input only
- Optional Quaife ATB & Tran-X LSD available

Ford 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
- Choice of two ratio sets
- Optional Quaife ATB & Tran-X LSD differential

Products available through: Tony Thompson Racing

Tel: +44 (0) 1664 812454

Fax: +44 (0) 1664 813192

Email: info@tonythompsonracing.co.uk



QKE3Z
£980.00

Gear Ratios

1st	2nd	3rd	4th
2.250	1.495	1.168	1.000
2.500	1.660	1.220	1.000

QKE18Z
£POA

Gear Ratios

1st	2nd	3rd	4th
2.250	1.495	1.168	1.000
2.500	1.660	1.220	1.000

Ford Escort Sport (Type 2) Synchro

- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft
- Optional Quaife ATB & Tran-X LSD available



QKE12Z
£850.00

Gear Ratios

1st	2nd	3rd	4th
2.500	1.640	1.220	1.000

Borg Warner T5 Synchro

- 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
- Optional Quaife ATB differential & Tran-X LSD available



QKE40Z
£POA

Gear Ratios

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

Products available through: Gearbox Man

Tel: +44 (0) 1582 840008

Email: info@gearboxman.com

QBE9Z

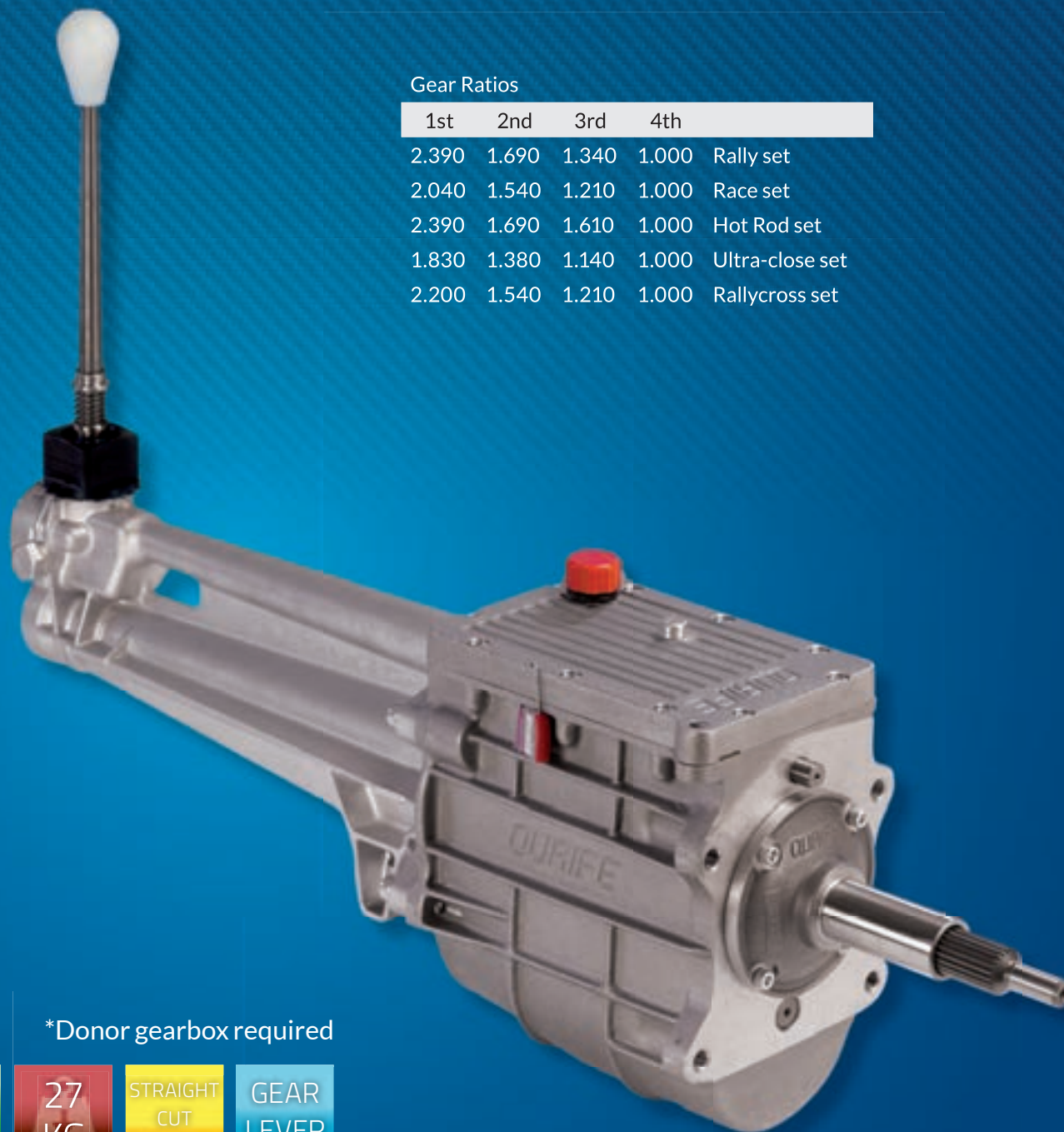
Ford Rocket Type E Dog Engagement Gearbox

Key features of the QBE9Z Ford Rocket Heavy Duty Dog Engagement (Type E) gearbox include:

- Straight-cut, close-ratio dog engagement gears for rapid shifts
- Large choice of motorsport gear ratios
- Includes choice of Quaife gear lever
- Choice of input shaft length for numerous installation options
- Alternative ratios available to order
- See page 64-67 for accessories
- Approximate weight 27Kg (alloy case)
- Fitted with heavy duty layshaft spindle
- Comes with heavy duty operating block
- Comes with alloy top cover
- Optional alloy main case available
- Optional short alloy tail case available
- Optional Quaife alloy replacement tail case available
- Main shaft gears supported by needle roller bearings
- Donor gearbox required
- Optional Quaife ATB & Tran-X LSD available

Gear Ratios

1st	2nd	3rd	4th	
2.390	1.690	1.340	1.000	Rally set
2.040	1.540	1.210	1.000	Race set
2.390	1.690	1.610	1.000	Hot Rod set
1.830	1.380	1.140	1.000	Ultra-close set
2.200	1.540	1.210	1.000	Rallycross set



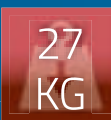
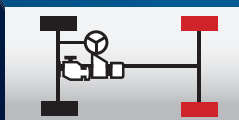
*Donor gearbox required

QBE9Z
(Iron Maincase)

£2,300.00*

QBE9Z
(Alloy Maincase)

£2,705.00*



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Key features of the QBE2Z Ford Rocket heavy duty synchromesh (Type E) gearbox include:

- Straight-cut, close-ratio gears with synchromesh
- Includes Quaife mainshaft, layshaft spindle and alloy top cover
- Mainshaft gears supported by needle roller bearings for additional strength
- Choice of input shaft length for numerous installation options
- Optional alloy main case, Quaife alloy tail case and heavy duty operating block available
- Choice of optional gear levers available
- For all optional extras, please see page 64-67
- Alternative ratios available to order
- Donor box required
- Optional Quaife ATB & Tran-X LSD available

QBE2Z Gear Ratios

1st	2nd	3rd	4th	
2.390	1.690	1.340	1.000	Rally set
2.040	1.540	1.210	1.000	Race set
2.390	1.690	1.610	1.000	Hot Rod set
1.830	1.380	1.140	1.000	Ultra-close set
2.200	1.540	1.210	1.000	Rallycross set



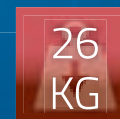
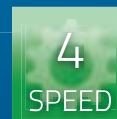
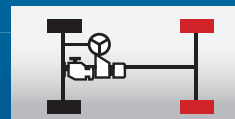
Key features of the QBE6Z Ford Rocket (Type E) Clubman synchromesh gearbox include:

- Straight-cut, close-ratio gears with synchromesh engagement
- Retains original Ford mainshaft
- Large choice of motorsport gear ratios
- Choice of input shaft length for numerous installation options
- Alternative ratios available to order
- Optional alloy main case top cover and gear levers available
- Donor box required
- Optional Quaife ATB & Tran-X LSD available

QBE6Z Gear Ratios

1st	2nd	3rd	4th	
2.480	1.690	1.210	1.000	Rally / Race set
2.480	1.690	1.610	1.000	Hot Rod set
2.290	2.070	1.950	1.000	BRISCA F2
3.030	2.070	1.950	1.000	Spedeworth

*Donor gearbox required



QBE2Z
(Iron Maincase)

£1,550.00*

QBE2Z
(Alloy Maincase)

£1,995.00*

QBE6Z
(Iron Maincase)

£1,075.00*

QBE6Z
(Alloy Maincase)

£1,550.00*



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

Ford Rocket (Type E) Clubman Synchro

- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft

- Optional alloy maincase, alloy top cover, gear lever, steel baulk rings and heavy duty operating block available (see page 64-67)
- Alternative ratios available £POA
- Optional Quaife ATB & Tran-X LSD available

Ford Rocket (Type E) Heavy Duty Synchro

- 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

- Optional alloy maincase, gear lever, steel baulk rings, heavy duty operating block and short tailcase available (see pages 64-67)
- Alternative ratios available £POA
- Standard main case will require modification, must be used with HD layshaft
- Optional Quaife ATB & Tran-X LSD available



Gear Ratios

1st	2nd	3rd	4th	
2.480	1.690	1.210	1.000	Rally / Race
2.480	1.690	1.610	1.000	Hot Rod
2.290	2.070	1.950	1.000	BRiSCA F2
3.030	2.070	1.950	1.000	Spedeworth

QKE6Z
£660.00

Gear Ratios

1st	2nd	3rd	4th	
2.390	1.690	1.340	1.000	Rally
2.040	1.540	1.210	1.000	Race
2.390	1.690	1.610	1.000	Hot Rod
1.830	1.380	1.140	1.000	Ultra Close
2.200	1.540	1.210	1.000	Rallycross

QKE2Z
£1,045.00

Ford Rocket Type E Synchromesh Gearkits



Tran-X Rocket Gearkit

TKX10Z

£805.00

- Synchromesh Clubman gearkit
- Choice of straight cut close ratio gears
- Direct fit for Ford Type E 4-speed gearbox
- Uses original Ford main shaft
- Optional alloy maincase and top cover
- Used in Hotrod, F2, and Rally

Complete Ford Rocket Gearbox

TBX10Z

£1,230.00

- Synchromesh gearkit as above
- Optional heavy duty operating block
- Donor box required



		1st GEAR				2nd GEAR			3rd GEAR		
M/S		27	26 [†]	26 [†]	25	23	22 [†]	22 [†]	20	22 [†]	22 [†]
		TX10093	TX10090	TX11726	TX10648	TX10092	TX10222	TX11727	TX10091	TX11728	TX10094
L/S		16	16	17	17	20	20	21	23	23	20 [‡]
		TX10164	TX10164	TX10650	TX10650	TX10016	TX10017	TX11729	TX10018	TX10018	TX10037
INPUT	DROP										
17	25	2.482	2.390	2.249	2.163	1.691	1.618	1.541	1.279	1.407	1.618
TX10038	TX10019										
17	24	2.382	2.294	2.159	2.076	1.624	1.553	1.479	1.228	1.350	1.553
TX10038	TX10021										
15	27	3.038	2.925	2.753	2.647	2.070	1.980	1.886	1.565	1.722	1.980
TX10165	TX10029										
†Not the same gear		‡Double gear for 2nd & 3rd – Replaces TX10016 in Hot Rod kits									



QBE22Z

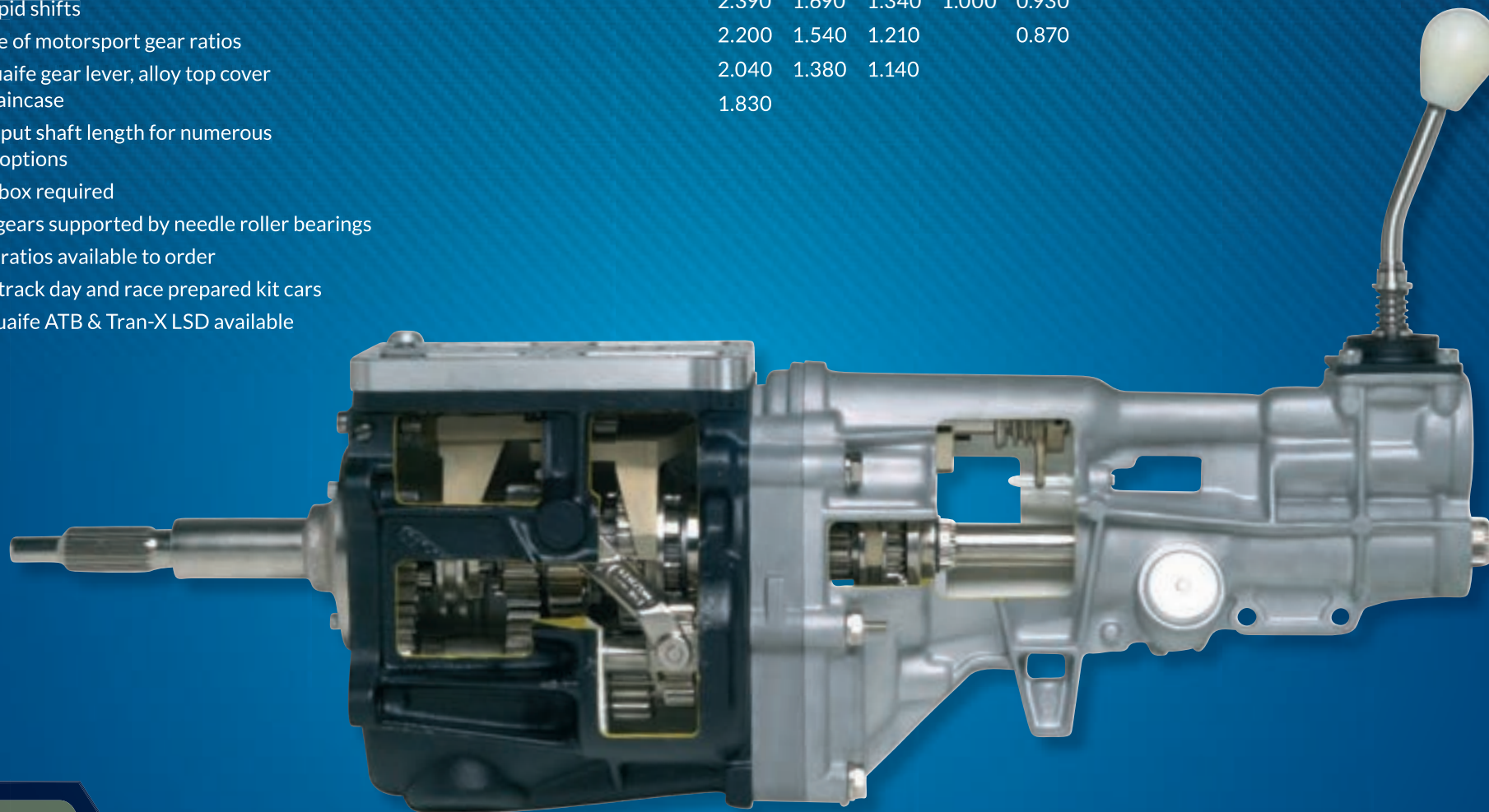
Ford Sierra Type 9 Dog Engagement Gearbox

Key features of the QBE22Z Ford Sierra Type 9 5-speed dog engagement gearbox include:

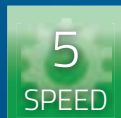
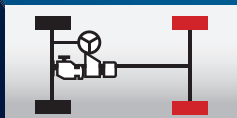
- Straight-cut, close-ratio dog engagement gears for rapid shifts
- Large choice of motorsport gear ratios
- Includes Quaife gear lever, alloy top cover and alloy maincase
- Choice of input shaft length for numerous installation options
- Donor gearbox required
- Main shaft gears supported by needle roller bearings
- Alternative ratios available to order
- Perfect for track day and race prepared kit cars
- Optional Quaife ATB & Tran-X LSD available

Gear Ratios

1st	2nd	3rd	4th	5th
2.390	1.690	1.340	1.000	0.930
2.200	1.540	1.210		0.870
2.040	1.380	1.140		
1.830				



QBE22Z
£3,700.00



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Fax: +44 (0)1732 741555

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www.quaife.co.uk

Key features of the QBE13Z Ford Sierra Type 9 Clubman synchromesh gearbox include:

- Close ratio gearbox for Clubman motor sports
- Straight-cut gears with synchromesh engagement
- Retains original Ford mainshaft selector mechanism and synchromesh components
- Large choice of motorsport gear ratios
- Choice of input shaft length for numerous installation options
- Optional alloy main case and top cover
- Optional gear levers (various sizes)
- Alternative ratios available to order
- Also available as helical gearbox
- Donor gearbox required
- For all optional extras, please see page 64-67
- Optional Quaife ATB & Tran-X LSD available

QBE13Z Gear Ratios

1st	2nd	3rd	4th	5th
2.745	1.690	1.210	1.000	0.930
2.390	1.540			0.870
2.200				
2.040				



Key features of the QBE15Z Ford Sierra (Type 9) heavy duty synchromesh engagement gearbox include:

- Heavy-duty mainshaft gears supported by needle roller bearings
- Straight-cut, close-ratio gears with synchromesh
- Large choice of motorsport gear ratios
- Optional alloy main case and top cover
- Choice of input shaft length for numerous installation options
- Also available as helical gearbox
- Donor gearbox required
- For all optional extras, please see page 64-67
- Optional Quaife ATB & Tran-X LSD available

QBE15Z Gear Ratios

1st	2nd	3rd	4th	5th
2.390	1.690	1.210	1.000	0.930
2.200	1.540			0.870
2.040				

QBE13Z

(Iron Maincase)

£1,400.00

(Alloy Maincase)

£2,085.00



5
SPEED

33
KG

STRAIGHT
CUT
GEARS

GEAR
LEVER

QBE15Z

(Iron Maincase)

£2,020.00

(Alloy Maincase)

£2,705.00



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

Ford Sierra (Type 9) 5-Speed Clubman Synchro Gearkit

- Straight cut close ratio gears
- Layshaft assembled using separate gears
- Retains original Ford mainshaft
- Choice of input shaft length
- Maximum recommended power – 190bhp
- Optional alloy case, alloy top cover, gear lever, steel baulk rings and heavy duty operating block available (see pages 64-67)
- Alternative ratios available £POA
- Helical version also available
- Also available as fully assembled gearbox (donor required)
- Optional Quaife ATB differential & Tran-X LSD available



Ford Sierra (Type 9) 5-Speed Heavy Duty Synchro Gearkit

- Straight cut, close ratio gears
- Layshaft assembled using separate gears
- Includes Quaife mainshaft
- Choice of input shaft length
- Needle roller bearings support free running gears
- Maximum recommended power – 250bhp
- Optional alloy case, gear lever, steel baulk rings and heavy duty operating block available (see pages 64-67)
- Alternative ratios available £POA
- Helical version also available
- Also available as fully assembled gearbox (donor required)
- Optional Quaife ATB differential & Tran-X LSD available



QKE13Z
(Straight Cut)
£910.00

QKE24Z
(Helical)
£1,045.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.040	1.540	1.210	1.000	0.870
2.200	1.690			0.930
2.390				
2.745				

QKE15Z
(Straight Cut)
£1,375.00

QKE31Z
(Helical)
£1,555.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.040	1.540	1.210	1.000	0.870
2.200	1.690			0.930
2.390				

Tran-X Sierra Type 9 Helical Gearkits

- Upgraded helical gearkits for standard Sierra T9 gearbox
- First gear upgrade for longer ratio
- Complete heavy duty helical gearkit for road based track day cars with choice of fifth gear ratio
- Also available with heavy duty V6 layshaft conversion (requires gearbox case modification)
- The perfect first step onto the motorsports transmission ladder



2.98 1st gear - Standard 4cyl layshaft bearing					Part No.	Price
2.98	1.97	1.37	1.00	0.82	TKX11Z	£285.00
2.98 1st gear - HD V6 layshaft conversion					Part No.	Price
2.98	1.97	1.37	1.00	0.82	TKX12Z	£370.00
2.83 HD helical complete gearkit					Part No.	Price
2.83	1.81	1.26	1.00	0.83	TKX13Z	£760.00
				0.85		
				0.87		
				0.89		
2.66 HD helical complete gearkit					Part No.	Price
2.66	1.75	1.26	1.00	0.82	TKX14Z	£945.00
				0.84		
				0.86		
				0.89		

Ford Rocket Short Tailcase

- Available for heavy duty synchro and dog Rocket gearboxes
- Clubman version now available
- Suits Sierra gear lever
- Moves gear lever and prop shaft 10" forward
- Gives improved universal joint angles
- Rocket or Bullet output spline available



Short tailcase conversion kit to fit:

Quaife heavy duty synchro Rocket gearbox	
QKSTC001	£565.00
Quaife Rocket gearbox (dog)	
QKSTC003	£565.00
Clubman or standard Rocket gearbox	
QKSTC005	£POA

Ford Rocket & 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, straight 12" with 10mm thread

QGE2Z001 **£92.50**

Ford Rocket 4-speed gear lever, bent 8" with 12mm thread

QGE2Z002 **£92.50**

Ford Rocket 4-speed gear lever, straight 12" with 10mm thread (3 bolt tailcase)

QGE2Z003 **£92.50**

Ford Sierra 5-speed gear lever, straight 12" with 10mm thread

QGE11Z001 **£92.50**

Ford Sierra 5-speed gear lever, bent 8" with 12mm thread

QGE11Z002 **£92.50**

Ford Sierra 5-speed Caterham gear lever 3/8" UNC thread

QGE11Z003 **£92.50**



Ford Rocket & Sierra Gear Knobs

Nylon gear knob (10mm thread)

QGE11Z004 **£18.00**

Nylon gear knob (12mm x 1.75 thread)

QGE11Z005 **£18.00**

Nylon gear knob (12mm x 1.50 thread)

QGE11Z006 **£18.00**

Nylon gear knob (3/8" UNC thread)

QGE11Z007 **£18.00**



Quaife Alloy Maincases:

- Produced using LM25
- Rocket alloy maincase saves approximately 3.7 kg
- Sierra alloy maincase saves approximately 4.5 kg

Ford Rocket (Type E) Clubman

QMAMCCL £455.00

Ford Rocket (Type E) Heavy Duty

QMAMC4 £455.00

Ford Sierra (Type 9) Heavy Duty

QMAMC5 £455.00

Layshaft spindle (required with 5-speed alloy maincase if not used with Ford stub)

E14Z139 £63.00

Quaife Alloy Top Covers:

- Produced using LM25
- Alloy top covers greatly increase the rigidity of the maincase

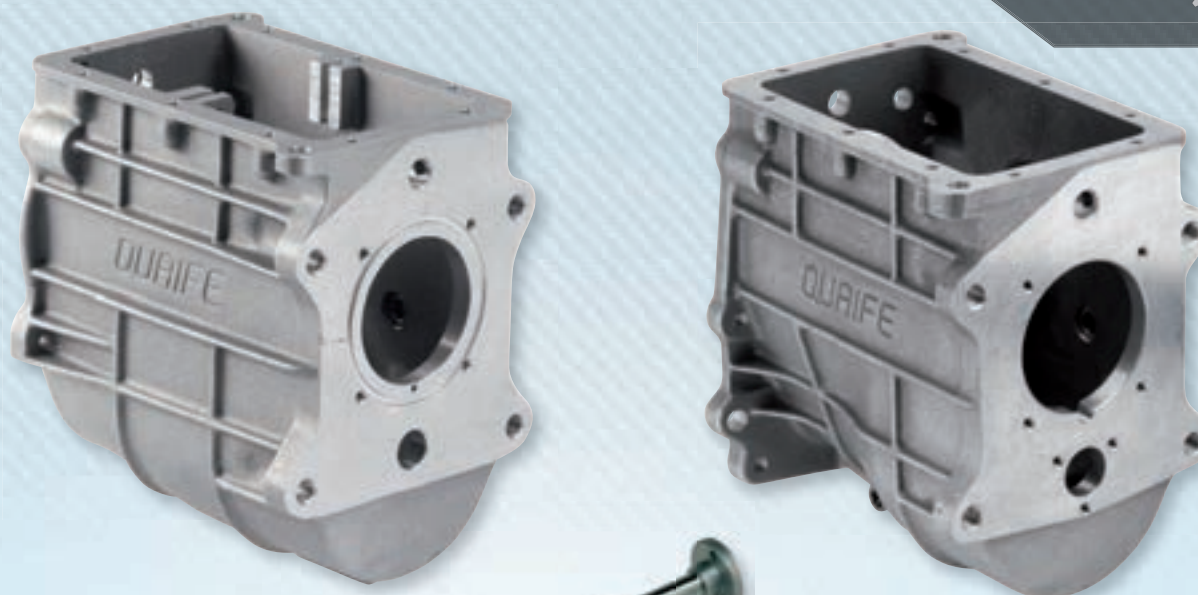
- Includes all bolts, dowels and breather

Ford Rocket (Type E)

QMATC4 £70.00

Ford Sierra (Type 9)

QMATC5 £85.00



Quaife Alloy Nose Cones:

- Produced using LM25
- Fitted with steel over tube for clutch release bearing

Ford Rocket (Type E)

E2Z1119 Long - V6 £61.00

E2Z1135 Short - 4cyl £61.00

E2Z1129 Cast iron £53.00

Ford Sierra (Type 9)

E15Z123 Long - V6 £61.00

E15Z126 Short - 4cyl £61.00



Ford Rocket / Sierra Steel Baulk Rings:

Ford Rocket/Sierra steel baulk rings 1st-2nd

E13Z125 £89.00

Ford Sierra steel baulk rings 3rd-4th

E13Z16 £89.00

Ford Rocket steel baulk rings 3rd-4th

E2Z189 £89.00

Ford Bullet steel baulk rings 1st-2nd

E3Z121 £POA

Ford Bullet steel baulk rings 3rd-4th

E3Z122 £POA



Heavy Duty Operating Block

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

E2Z169 £85.00



ZF Components (S5/18 transmission) & Side Gears:

ZF input pair

QMD1V001 £485.00

ZF gear lever

D1A1139 £189.00

ZF side gears (each)

F1A160 £92.50



Pinto Camshaft Pulley

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

Pinto camshaft pulley – alloy

QEPPA £65.00

Pinto camshaft pulley – steel

QEPPS £55.00

Cosworth Camshaft Pulleys

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

Cosworth YB camshaft pulley – alloy

QEPCA £65.00

Cosworth YB camshaft pulley – steel

QEPCS £55.00



Sierra Group A Type Upright

- Stronger and lighter than original parts
- Made from heat treated LM25 alloy or magnesium

MacPherson strut-type uprights

D1A1671 £485.00



Ford Escort / Sierra 6½" 4x4 Heavy Duty Front Differential Case

F18Z102 £835.00



Reconditioned Complete Sierra 7" ATB Differential Assembly

Ford Sierra 7" Quaife ATB diff assembly (uses reconditioned cases)

QAF15Z £1,270.00

Ford Sierra 7" Quaife ATB diff assembly with flanges (uses reconditioned cases)

QAF15ZFL £1,485.00

Reconditioned Complete Sierra 7" Tran-X LSD Assembly

Ford Sierra 7" Tran-X LSD diff assembly (uses reconditioned cases)

QAF15Z £1,270.00

Ford Sierra 7" Tran-X LSD diff assembly with flanges (uses reconditioned cases)

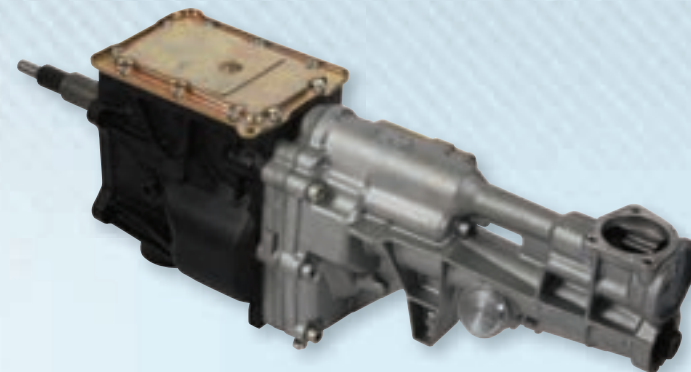
QAF15ZFL £1,485.00



Reconditioned Ford Sierra (Type 9) Synchromesh Gearbox

- Complete units using all new bearings, seals and gaskets
- Various input shaft lengths and gear ratios available

QBE37Z £POA



Sierra 7" CWP Options

- R3.14:1 & R3.38:1 available as used Ford only
- R3.62:1 & R3.92:1 available as used Ford or new Manganese Phosphate coated
- R4.11:1, R4.44:1 & R4.71:1 available as new Manganese Phosphate coated
- For details see page 125



QKE38Z

Ford IB5 5-Speed Sequential Gearkit

Key features of the QKE38Z Ford IB5 five-speed sequential gearkit include:

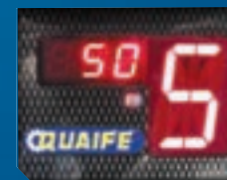
- Five straight-cut, close-ratio gears with motorsport suited final drive ratios
- Ultra fast sequential gearshift with drum style change mechanism
- Open face dog design ensuring positive sequential shift
- Retains stock Ford IB5 clutch, diff, driveshafts and mounts
- Optional LED digital gear position indicator
- Optional heavy duty input shaft for high horse power
- Optional Quaife ATB or Tran-X LSD
- Includes a new transmission housing, sequential gear lever and cable
- Uses standard Ford IB5 bellhousing (not supplied)
- Can be fitted as direct replacement to the IB5 gearbox in Ford Fiesta, Focus, Puma & KA Mk1

Gear Ratios

1st	2nd	3rd	4th	5th
2.583	1.867	1.421	1.130	1.042
				0.960

Final Drive Ratios

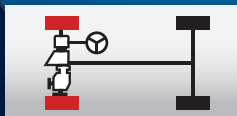
3.857 4.083 4.380 4.545 4.690 4.910 5.080



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

QKE38Z
£4,650.00

Additional Final Drive Ratio
QRE38Z £655.00



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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 & Tran-X LSD differential



Gear Ratios

1st	2nd	3rd	4th	5th
2.583	1.867	1.421	1.190	1.042
2.153	1.733		1.130	0.960
				0.920

Final Drive Ratios

3.313 3.857 4.083 4.385 4.545 4.692 4.917 5.083

Modified Operating Arm
£POA

QKE16Z
£1,660.00

Extra Final Drive Ratio
QRE16Z
£655.00

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 & Tran-X LSD differential

Gear Ratios

1st	2nd	3rd	4th	5th
2.583	1.867	1.421	1.130	1.042
				0.960
				0.920

Final Drive Ratios

3.857 4.083 4.385 4.545 4.692 4.917 5.083

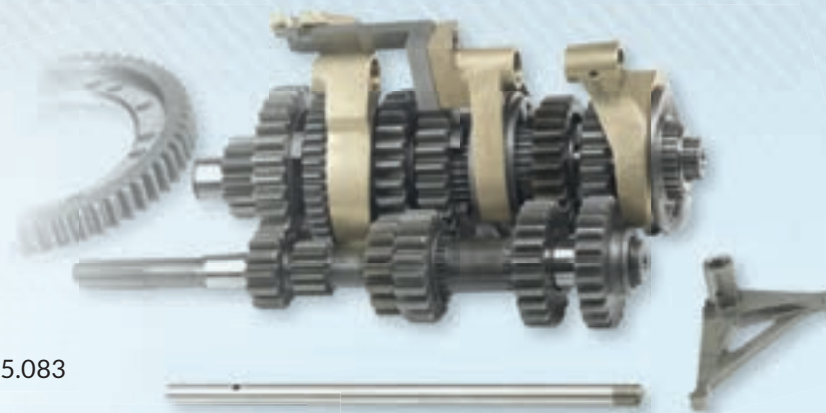


QKE25Z
£1,660.00

Extra Final Drive Ratio
QRE25Z
£655.00

Ford KA / Puma / Focus / Fiesta ST150 5-Speed dog engagement (IB5 Type)

- Open face dog engagement for fast gearchanges
- Straight-cut, close-ratio gears
- Installs into stock IB5 gear casing
- Quaife selector forks included in kit
- Large choice of final drive ratios
- Optional Quaife ATB & Tran-X LSD differential
- Optional heavy duty input shaft (Ford 23 Spline)



Gear Ratios

1st	2nd	3rd	4th	5th
2.583	1.867	1.421	1.130	1.042
				0.920

Final Drive Ratios

3.857 4.083 4.385 4.540 4.692 4.917 5.083

Extra Final Drive Ratio
QRE35Z
£655.00

QKE35Z
£3,315.00

QKE46Z

Ford Focus Mk3 (MMT6) 5-Speed Sequential Gearkit

Key features of the QKE46Z include:

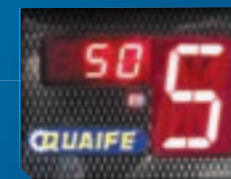
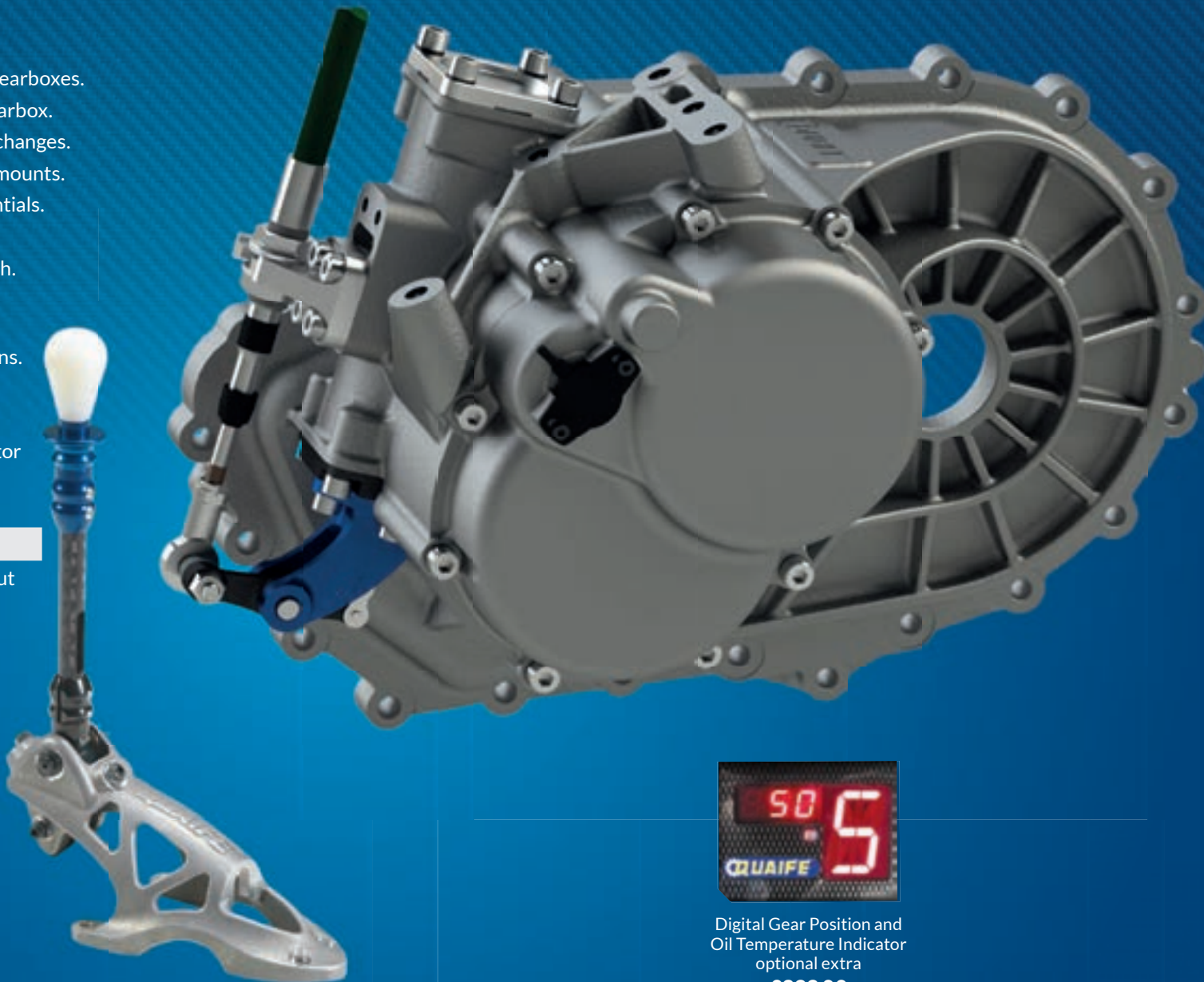
- Compatible with both ST250 2WD and RS 4WD gearboxes.
- Gearkit reuses original bellhousing from donor gearbox.
- Drum style shift mechanism for fast reliable gear changes.
- Retains OEM clutch, differential, driveshafts and mounts.
- Optional Quaife ATB or Tran-X plate-type differentials.
- Strengthened outer casing.
- 5 wider than standard gears for additional strength.
- Choice of straight cut or helical gears.
- New generation of gearchange mechanism allows fitment into front or rear wheel drive configurations.
- Compatible with flat shift systems.
- Includes Oil Temperature Sensor.
- Supplied with either a lever and cable or air actuator

Gear Ratios

1st	2nd	3rd	4th	5th	
3.000	2.067	1.556	1.263	1.087	Straight Cut
3.214	1.950	1.400	1.069	0.935	Helical

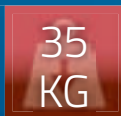
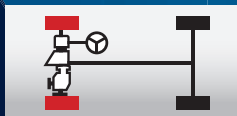
Final Drive Ratios

3.944	3.450	Straight Cut
3.542		Helical



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

QKE46Z
£POA



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Ford Escort / Mondeo MTX75 5-Speed Synchro

- 5-speed synchromesh gearkit
- Helical gears
- Needle roller bearings support free running gears
- Final drive ratio included

- Optional Quaife ATB differential
- Option for 3rd gear – choice between early 3 piece synchro & later 1 piece synchro. Please specify with order.



Gear Ratios

1st	2nd	3rd	4th	5th
2.643	1.824	1.400	1.130	0.962

Final Drive Ratios

3.625	3.824	4.062	4.250	4.600	4.857
-------	-------	-------	-------	-------	-------

QKE28Z
£1,960.00

Extra Final
Drive Ratio
QRE28Z
£655.00

Ford Escort / Focus / Mondeo MTX75 Dog Engagement

- Straight cut, close ratio gears
- Needle roller bearings support free running gears
- Choice of 1st and 5th gear ratios
- Final drive ratio included

- Comprehensive kit – includes selectors
- Optional Quaife ATB differential
- For fitment to Escort, shorten input shaft by 11mm
- Optional selector turret for Focus RS available at additional cost



Gear Ratios

1st	2nd	3rd	4th	5th
2.462	1.824	1.400	1.182	1.040
2.643				0.920

Final Drive Ratios

3.625	3.823	4.062	4.250	4.600	4.857
-------	-------	-------	-------	-------	-------

QKE29Z
£3,230.00

Extra Final
Drive Ratio
QRE29Z
£655.00

QBE87G

Extra Heavy Duty 4x4 Sequential Gearbox

Key features of the QBE87G heavy duty six-speed sequential gearbox include:

- Replacement for Ford MT 75 gearbox
- Based on the popular QBE69G
- Ford Sierra Cosworth RS500 bellhousing available
- Choice of ATB, viscous differential or spool
- Choice of 4x4 drop ratios
- Choice of chain or gear driven front output
- Ford rear output flange
- Front output accepts Ford yoke
- Choice of gear levers
- Modern gearbox for Historic cars

Gear Ratios (Straight Cut)

1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	Straight Cut (1:1)
2.759	2.050	1.565				Straight Cut (1:1)
2.435	1.858	1.494	1.217	1.000	0.870	Straight Cut (o/d)
2.759	2.050	1.565				Straight Cut (o/d)
2.063	1.687	1.357	1.151	1.000	0.901	Straight Cut (o/d)
2.211					0.868	Straight Cut (o/d)
					0.790	Straight Cut (o/d)
2.653	1.745	1.306	1.000	0.850	0.762	Straight Cut (2o/d)

Gear Ratios (Helical)

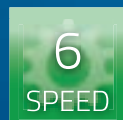
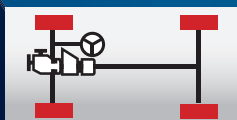
1st	2nd	3rd	4th	5th	6th	
2.719	1.994	1.524	1.208	1.00	0.858	Helical (o/d)



Digital Gear Position and
Oil Temperature Indicator
optional extra

£399.00

QBE87G
£9,950.00



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www.quaife.co.uk

Ford MT75 Group N Synchro Gearkit

- Direct replacement for original gearkit
- Helical gears
- Uses standard Ford Synchromesh components
- Homologated group N ratios
- Optional 'Recce' ratio sets available
- Specially strengthened gears for improved durability

Gear Ratios

1st	2nd	3rd	4th	5th	
3.608	2.046	1.373	1.000	0.828	Gp N
3.075	2.063	1.418	1.000	0.825	'Recce'



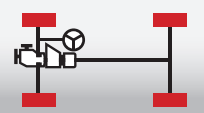
Key features of the QBE17Z Ford MT75 dog engagement gearbox for Escort / Sierra Cosworth 4x4 include:

- Straight-cut, close-ratio dog engagement gears
- Heavy duty gear lever and housing
- Strengthened gear cases
- Uses 'dog leg' 1st gear
- Includes selector forks, interlocks and operating blocks
- Optional Quaife ATB or standard Ford Viscous centre differential
- Homologated gear ratios for Group A use
- Also available as QKE17Z MT75 gearkit

**Gear Ratios**

1st	2nd	3rd	4th	5th
2.649	1.909	1.515	1.227	1.000

QKE20Z
£3,755.00



5
SPEED

80
KG

STRAIGHT
CUT
GEARS

GEAR
LEVER

QBE17Z
£8,795.00

QKE17Z (Gearkit)
£5,935.00



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

QBD3X

Ford RS200 6-Speed Sequential Gearbox

Key technical features of the Quaife QBD3X six-speed sequential gearbox for the Ford RS200 include:

- A direct replacement for the original RS200 5-speed H-pattern FFD gearbox
- Reuses the original Ford front and centre differentials and propshafts
- Heavy-duty 90mm shaft centres (15mm wider than the standard)
- Strengthened LM25 alloy cases
- Retains original mounting points
- Choice of gear levers
- Straight cut or helical gears
- Optional air actuator for paddleshift
- Race proven in the Pike's Peak Hill Climb
- Choice of ratio sets

Gear Ratios Straight cut (Straight Cut)

1st	2nd	3rd	4th	5th	6th
2.727	1.929	1.421	1.190	1.043	0.923
2.692	2.000	1.611	1.333	1.125	0.960

Gear Ratios (Helical)

1st	2nd	3rd	4th	5th	6th
2.917	2.133	1.611	1.238	0.958	0.778



Rear Upright

D1A1681

£POA



Front Upright

D1A1775

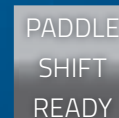
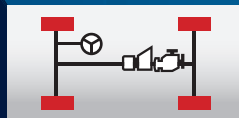
£POA



Digital Gear Position and
Oil Temperature Indicator
optional extra

£399.00

QBD3X
£14,950.00



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	1.044

Hillman Imp 4 Speed Synchro Gearkit

- Uses original Hillman final drive
- Helical, close ratio Synchromesh gears
- Gearkits include input shaft, input shaft gears & output shaft gears
- Uses standard Synchromesh components
- Optional Quaife QDF14H ATB differential & drive flanges available.



Gear Ratios

1st	2nd	3rd	4th
3.077	1.833	1.273	0.923

Products available through:

Cotswold Motive Design

Tel: +44 (0)1386 840220

Email: dmweedon@btinternet.com

QKE8J

Honda Civic 5-Speed Sequential Gearkit

Key technical features of the QKE8J five-speed Honda EP3/FN2/DC5 sequential gearkit include:

- Gearkit reuses original bellhousing from donor gearbox
- Drum style shift mechanism for fast reliable gear changes
- Race proven in rally, drag, time attack, road and race environments
- Retains stock EP3/FN2/DC5 clutch differential, driveshafts and mounts
- Optional Quaife ATB or plate type LSD
- Strengthened outer casing
- 5 wider than standard gears for additional strength
- Additional bearing support for shafts
- Can be used with original speed sensors
- Choice of straight cut or helical gears
- Optional billet bellhousing available
- New generation of gear change mechanism allows fitment into front or rear wheel drive configurations
- Compatible with flat shift systems
- Supplied with either lever and cable or air actuator



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00



Products available through:

Momentum Motorsport

Tel: +44 (0)2892 621822

Email: info@momentummotorsport.co.uk

Web: www.momentummotorsport.co.uk

Gear Ratios

1st	2nd	3rd	4th	5th	
3.100	2.067	1.421	1.048	0.870	Straight Cut
3.100	2.067	1.611	1.333	1.136	Straight Cut
2.417	1.611	1.263	1.000	0.852	Straight Cut
2.400	1.600	1.261	1.038	0.857	Helical

Final Drive Ratios

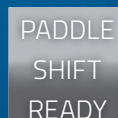
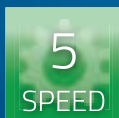
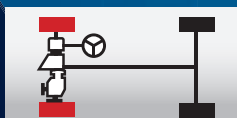
4.143	4.357	4.750	Straight Cut
4.750			Helical



Billet bell housing now available

QKE8J
£POA

Additional Final Drive Ratio
QKE8J £POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Honda Civic FK2 6-Speed Sequential Gearkit

QKE10J

Key features of QKE10J include:

- Direct fitment for Honda Civic Type R (FK2)
- Drum style shift mechanism for fast reliable gear changes
- Strengthened LM25 alloy outer casing
- 6 wider than standard gears for additional strength
- Choice of straight cut or helical gears
- Gearkit reuses original bellhousing from donor gearbox
- Retains stock FK2 clutch, differential, driveshafts and mounts
- Optional Quaife ATB differential
- Can be used with original speed sensors
- New generation of gearchange mechanism allows fitment into front or rear wheel drive configurations
- Compatible with flat shift systems
- Supplied with either a lever and cable or air actuator
- Includes oil temperature sensor



Digital Gear Position and Oil Temperature Indicator
optional extra

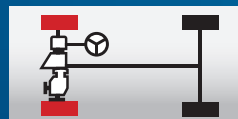
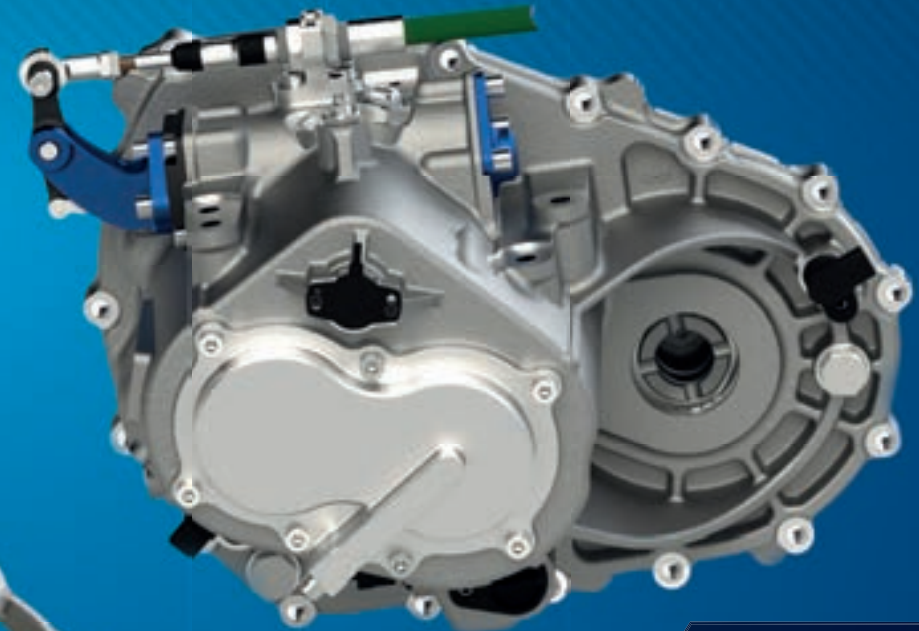
£399.00

Gear Ratios

1st	2nd	3rd	4th	5th	6th	
2.769	1.944	1.476	1.227	1.042	0.920	Straight Cut
3.364	2.500	1.944	1.579	1.333	1.227	Straight Cut
3.500	2.048	1.462	1.133	0.939	0.853	Helical

Final Drive Ratios

4.143	Straight Cut
4.000	Helical



6
SPEED

35
KG

STRAIGHT
CUT
GEARS

HELICAL
GEARS

GEAR
LEVER

DIGITAL
DISPLAY

PADDLE
SHIFT
READY

QKE10J
£5,250.00

Honda



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

QBE9J

Honda Civic B-Series 5-Speed Sequential Gearkit

Key technical features of QBE9J include:

- Strengthened outer casing with stock mounting positions
- Five open face dog engagement gears
- Retains OE clutch and drive shafts
- Ultra-fast Quaife sequential gearshift designed for a rod change lever
- Air-shift compatible with optional Quaife actuator.
- Choice of Quaife final drive ratio included
- Optional Quaife ATB limited slip differential (QDF1U) or plate-type LSD (TDX1U)
- Optional LED digital gear position indicator available

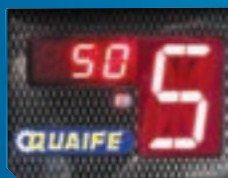
Products available through:

DMRR

Tel: +44 (0)28 37538633

Email: sales@dmrr.net

Web: www.dmrr.net



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

Gear Ratios

1st	2nd	3rd	4th	5th	
2.909	2.091	1.666	1.375	1.176	Straight Cut

Final Drive Ratios

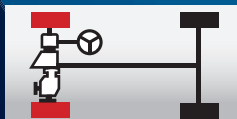
4.500	4.154	3.786	Straight Cut
4.500	4.750	5.000	Helical



Honda

78

QBE9J
£POA
QDF1U/TDX1U
£605.00
Additional Final Drive Ratio
QRE9J £655.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Honda Civic 5-Speed Synchro

- 5-speed synchromesh gearkit
- Close ratio, semi-helical gears
- Range of final drive ratios
- Final drive ratio included
- Optional Quaife ATB differential
- Suitable for gearbox codes Y21, Y80, S80 & S4C
- To fit EK4 with QDF1U ATB differential
- To fit EK9 117mm crownwheel must be modified

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	5.000
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QKE2J
£1,915.00

Extra Final
Drive Ratio
QRE2J
£655.00

QBE6Q

Jaguar E-Type 5 Speed Helical Synchromesh Gearbox

Key technical features of QBE6Q include:

- Strengthened LM25 alloy outer casing with stock mounting positions
- Five close ratio synchromesh gears
- Retains OE clutch and drive shafts
- Ground helical gears for road use
- 5-speed H-pattern with overdrive
- Larger shaft centres for additional strength
- Modern Ford synchromesh for smooth gear changes
- Brand new gearbox design and manufactured entirely in UK, not a reconditioned gearbox
- Direct replacement for standard 4-speed E-Type; keeps gear lever in standard position
- No need to modify original monocoque shell
- Retains original bellhousing, clutch, mounting points and propshaft
- Quaife replacement 4HA differential assembly also available in choice of final drive ratios (see page 123)

Gear Ratios

1st	2nd	3rd	4th	5th
2.971	1.847	1.357	1.000	0.762



Products available through:

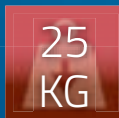
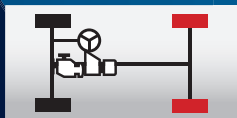
New Forest Classic Cars Ltd

Tel: +44 (0) 1590 610 929

Email: info@newforestclassiccars.com

Web: www.newforestclassiccars.com

QBE6Q
£POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Morgan / Moss Plus4 and pre-72 Plus8 4-speed Synchro Helical Gearkit

- Direct replacement for original 4-speed Morgan road gearkit
- 22mm wide Helical gears
- New high-strength steel selector forks
- Modern, well-proven synchromesh engagement
- Replacement layshaft spindle
- Uses standard gearshift mechanism
- Optional Quaife ATB differential

Gear Ratios

1st	2nd	3rd	4th
2.480	1.564	1.197	1.000



Products available through:
JB Sports Engineering

Tel: +44 (0) 7932 045693

Email: info@jb-engineering.co.uk

QKE3Q
 £POA

QKE5U

Kia Venga 5-Speed Sequential Gearkit

Key technical features of the QKE5U five-speed Kia Venga sequential gearkit include:

- Designed for the Kia Venga 2010-onwards
- Direct replacement for standard gearbox using original bellhousing
- Retains stock clutch differential, driveshafts and mounts
- Optional Quaife ATB differential
- 5-speed gearbox with straight cut gears
- Race proven in a one-make championship
- Supplied with sequential lever and cable
- Compatible with flat shift systems

Gear Ratios

1st	2nd	3rd	4th	5th
3.200	2.231	1.800	1.471	1.211

Final Drive Ratios

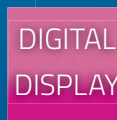
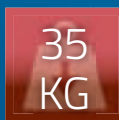
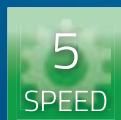
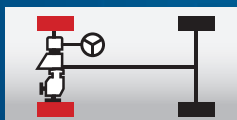
3.733



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

QKE5U
£4,650.00

Additional Final Drive Ratio
QRE5U £655.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Land & Range Rover Heavy Duty 6-Speed Sequential Gearbox

QBE86G

Key features of the QBE86G Land / Range Rover heavy duty six-speed sequential gearbox include:

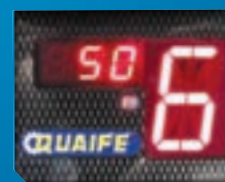
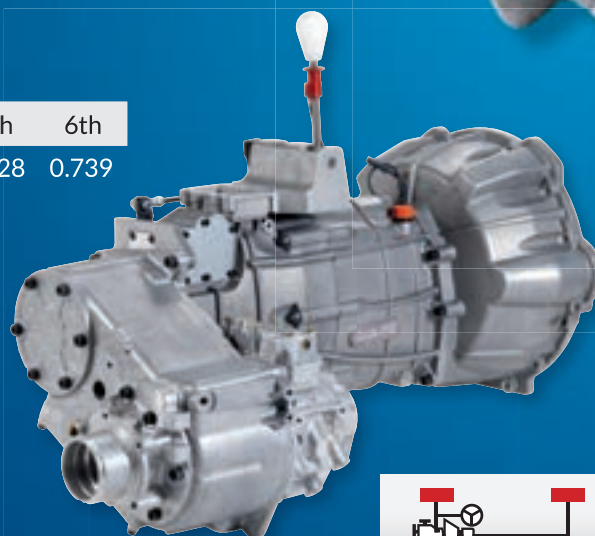
- Direct replacement for the Landrover R380 gearbox
- Mates to original Landrover LT230 transfer case
- Retains original propshaft positions and lengths
- Helical gears
- Based on heavy duty QBE69G with stronger reverse gear for competition use
- Ideal for Rally Raid, Comp Safari and Challenge
- As used by Race to Recovery in their Wildcats
- Completed the Dakar Rally 2013
- Used by Giggiepin 4x4 to win multiple events in their challenge truck
- Range of bellhousing options including Rover V8, Coyote, LS7
- Gear lever for LHD or RHD
- Retains original R380 oil pump
- Oil temperature sensor
- Strengthened LM25 alloy cases
- Quaife ATB available for transfer case

Gear Ratios

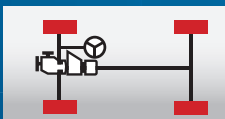
1st	2nd	3rd	4th	5th	6th
2.831	1.759	1.260	1.000	0.828	0.739
2.654					



Bell Housing (featured)- Rover V8
£500.00



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00



6
SPEED

55
KG

HELICAL
GEARS

GEAR
LEVER

DIGITAL
DISPLAY

QBE86G
£6,975.00

Land Rover



Recommends: Fuchs Titan Race Oil (see page 131) | REM Superfinishing (see page 131) | All Prices Exclude VAT

R380 4x4 Transmission 5-Speed Synchro Gearkit

- 5-speed synchromesh gearkit for R380 4x4 gearbox
- Straight cut, close ratio
- Quaife mainshaft included
- Optional steel baulk rings
- Optional Quaife ATB differential
- Now fits metric input bearing
- Optional 2WD Rover SD1 mainshaft



**QKE2R
£POA**

Gear Ratios

1st	2nd	3rd	4th	5th
2.424	1.759	1.303	1.000	0.913

Have you seen our R380 replacement sequential gear box on page 83?



Lotus Elan & Similar

- Direct replacement for very rare 1950s ZF 4-speed gearkit
- Available with helical or straight-cut gears
- 17.5mm wide gears running on high-quality needle roller bearings
- Modern, well-proven synchromesh engagement
- Includes replacement reverse idler running on needle roller bearings
- Race-winning gearkit in major international events



**QKE4V
£POA**

**QKE3V
£POA**

QKD3V Gear Ratios – Helical

1st	2nd	3rd	4th
2.363	1.643	1.176	1.000

QKD4V Gear Ratios – Straight Cut

1st	2nd	3rd	4th
2.363	1.643	1.176	1.000

**Products available through:
Neil Twyman Ltd**

Tel: +44 (0) 1707 655751

Email: info@twymanracing.com

Key features of the QKE10R Lotus Elise / Exige PG1 six-speed sequential gearkit include:

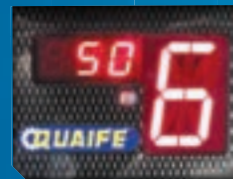
- Six straight-cut, close-ratio gears with motorsport suited final drive ratios
- Fast and precise sequential gearchange
- Retains stock Lotus Elise / Exige clutch, diff, driveshafts and mounts
- Optional Quaife ATB and LED digital gear position indicator available
- The QKE10R package includes the new transmission housing, gear lever and cable

Gear Ratios

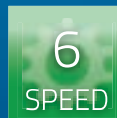
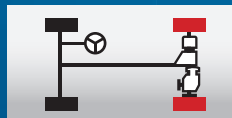
1st	2nd	3rd	4th	5th	6th
2.583	2.071	1.688	1.412	1.200	1.048

Final Drive Ratios

3.923 4.214 4.462



Digital Gear Position and Oil Temperature Indicator optional extra
£399.00



QKE10R
£4,650.00

Additional Final Drive Ratio
QRE6R £655.00

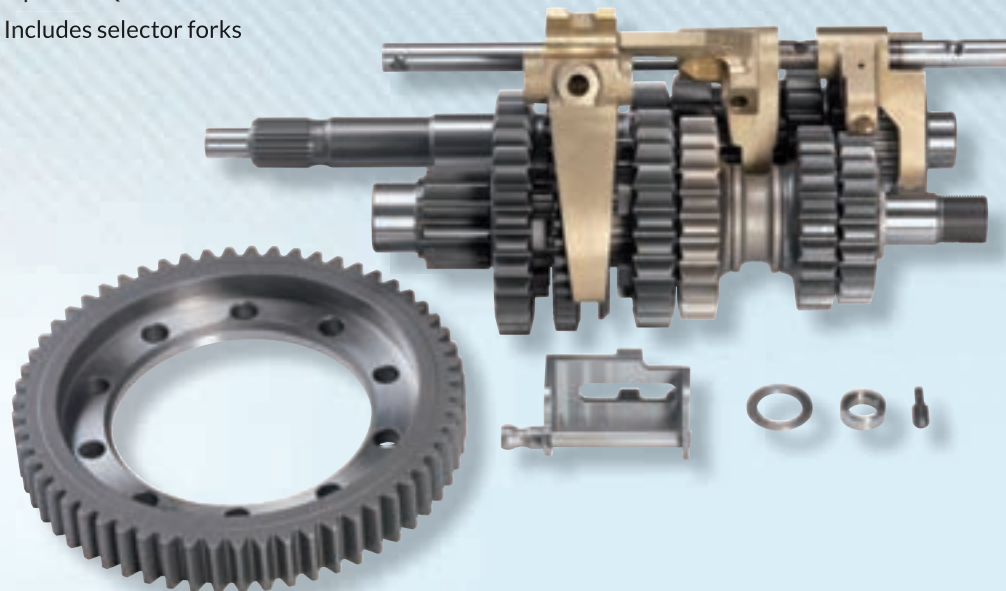
Rover 220 & MGF (PG1) 5-Speed Synchro Gearkit

- 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
- Optional Quaife ATB differential



Rover 220 & MGF (PG1) 5-Speed Dog Engagement Gearkit

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



QKE3R
£1,190.00

Final Drive
(Not Included)
QRE3R
£655.00

Gear Ratios

1st	2nd	3rd	4th	5th
3.000	1.937	1.556	1.273	1.043
2.615				

Final Drive Ratios

3.923 4.214 4.462

QKE5R
£3,325.00

Extra Final
Drive Ratio
QRE5R
£655.00

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 (PG1) 6-Speed Synchro Gearkit

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



QKE4R
£3,895.00

Extra Final
Drive Ratio
QRE4R
£655.00

Gear Ratios

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

Final Drive Ratios

3.647 3.955

Lotus Elise / Exige (PG1) 6-Speed Dog Engagement Gearkit

- 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



QKE6R
£4,035.00

Extra Final
Drive Ratio
QRE6R
£655.00

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

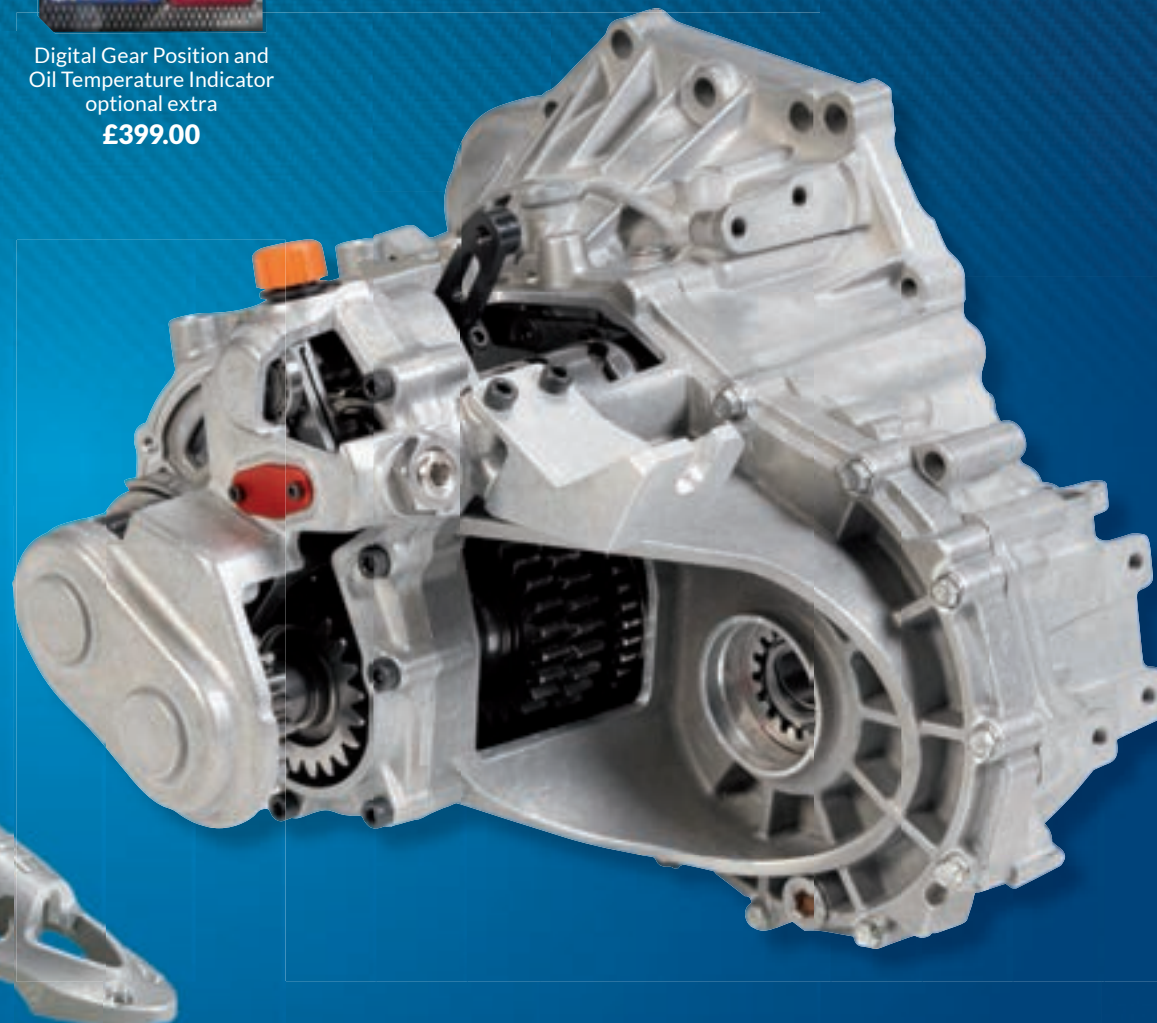
Key technical features of QKE9E include:

- Popular sequential conversion for Toyota MR2 and Lotus Elise Mk2 with 2ZZ-GE engines
- Race proven throughout the world
- Uses stock C64 bellhousing
- New alloy main case and cover retain stock mounting positions
- Additional bearings in rear cover for extra support
- Wide straight cut gears for strength
- Optional Quaife ATB available
- Choice of ratios and final drives to suit most applications
- Comes with sequential gear lever and cable
- Paddle shift compatible with Quaife air actuator
- Retains stock clutch, differential, driveshafts and mounts
- Can also be used in C52 gearbox (4AGE engine) with different crownwheel (QKE12E)



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.545	1.929	1.563	1.333	1.167	1.050
3.200	2.250	1.647	1.368	1.143	0.957

Final Drive Ratios

3.733	3.857	4.143	4.417	5.000
-------	-------	-------	-------	-------

QKE12E (C52)
£4,650.00

Additional Final Drive Ratio
QRE12E £655.00

QKE9E (C64)
£4,650.00

Additional Final Drive Ratio
QRE9E £655.00



Key technical features of QKE11E include:

- Fits to EC60 Toyota gearbox bellhousing
- Race proven in Elise Cup cars in Italy
- Strengthened alloy cases
- Modern drum shift mechanism ensures perfect gear change
- 6-speed close ratio gears with two final drive options
- Retains stock clutch differential, driveshafts and mounts
- New generation of gear change mechanism allows fitment into front or rear wheel drive configurations
- Paddle shift compatible with Quaife air actuator
- Compatible with flat shift systems
- Optional ATB differential available



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00

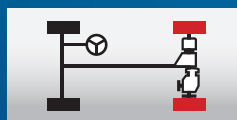


Gear Ratios Straight (Base Set)

1st	2nd	3rd	4th	5th	6th
3.500	2.545	2.000	1.600	1.333	1.143

Final Drive Ratios

3.176 3.400



6
SPEED

35
KG

STRAIGHT
CUT
GEARS

GEAR
LEVER

DIGITAL
DISPLAY

PADDLE
SHIFT
READY

QKE11E
£4,650.00

Mazda MX5 (Miata) 5-Speed Synchro Gearkit

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

- Fits 3-part synchro boxes, '94 onwards
- Optional Quaife ATB differential



Mazda RX7 5-Speed Synchro Gearkit

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

- Non-turbo engines
- Optional Quaife ATB differential



QKE3K
£1,690.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.564	1.670	1.273	1.000	0.794
2.345	1.544	1.222	1.000	0.868

QKE4K
£1,690.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.345	1.544	1.222	1.000	0.868
2.564	1.670	1.273	1.000	0.794

MG MGA 4-Speed Synchronmesh Gearkit

- 4-Speed synchronmesh gear kit
- Straight cut close ratio gears
- One piece layshaft
- Uses original 'crash' first gear
- Optional mainshaft available

Products available through:

Brown and Gammons
+44 (0) 1462 490049
sales@ukmgparts.com
www.ukmgparts.com

MG Midget 4-Speed Dog Engagement Gearkit

- Complete 4-speed open face dog engagement gearkit
- Dog engagement on all gears
- Straight cut, close ratio gears
- Includes selector forks
- Optional Quaife ATB & Tran-X LSD differential

Products available through:

Race Engines Components Ltd
+44 (0) 1902 373770
gsvalves@aol.com
www.gsvalves.co.uk



TKX11K
£POA

Gear Ratios

1st	2nd	3rd	4th
N/A	1.667	1.286	1.000

QKE14A
£POA

Gear Ratios

1st	2nd	3rd	4th
2.573	1.660	1.195	1.000

QBE6U

Mitsubishi Evolution 4-9 Heavy Duty 5-Speed Sequential Gearbox

Key technical features of the Quaife QBE6U five-speed Mitsubishi Lancer Evolution sequential gearbox include:

- Fits Mitsubishi Lancer Evolution 4-9 without modification
- Supplied as a complete sequential gearbox by Momentum Motorsport
- Successful in Time attack, rally, hillclimb, drag racing and more
- 5-speed wide straight-cut gears in homologated ratios
- Choice of two final drive ratios
- REM superfinished gears
- Optional Quaife ATB centre diff
- Comes with either gear lever and cable or air actuator
- Retains stock clutch, differential, driveshafts and mounts directly to engine and transfer case



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00

Gear Ratios – Straight cut GpN Rally Set

1st	2nd	3rd	4th	5th
3.000	2.000	1.470	1.111	0.857

Final Drive Ratios

4.308 4.143

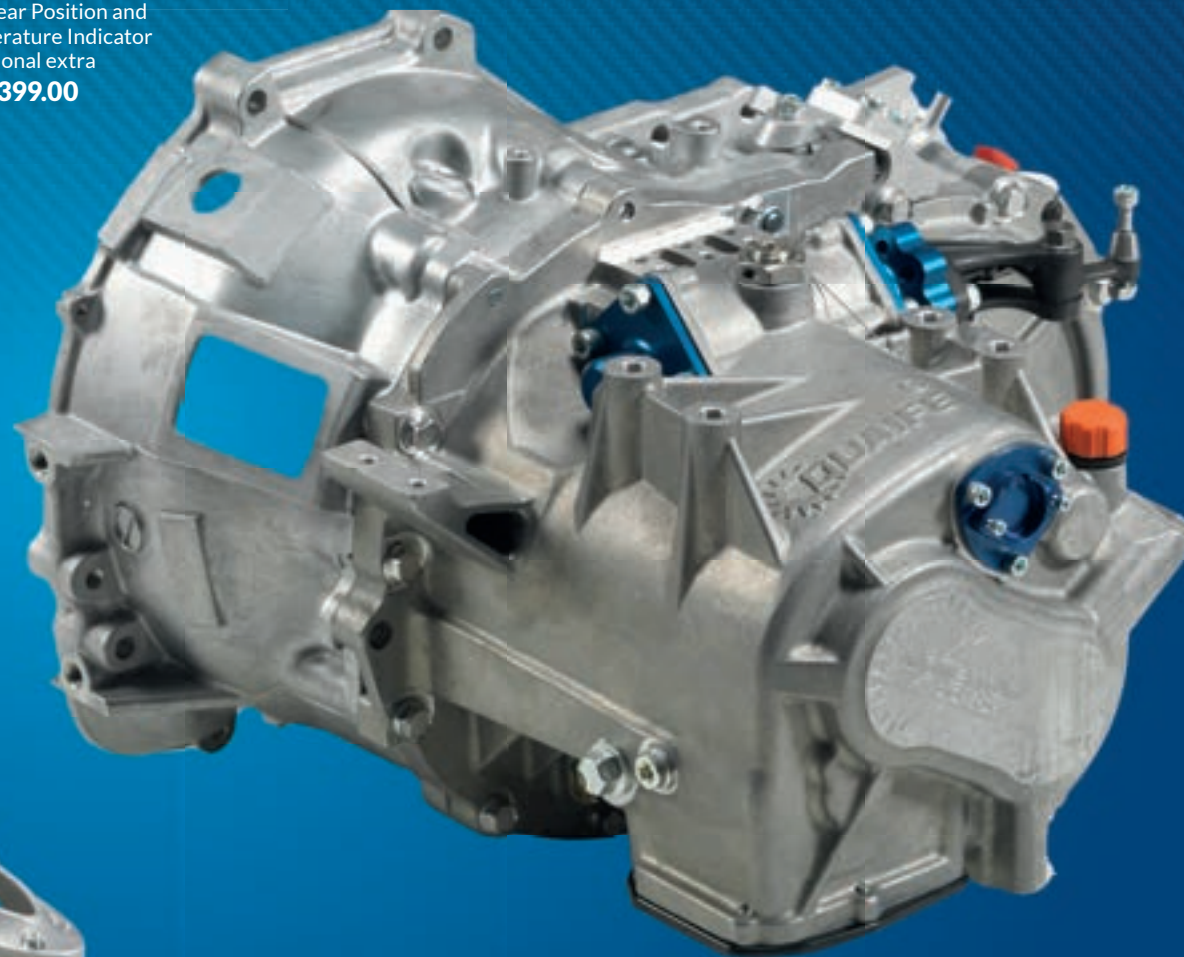
Products available through:

Momentum Motorsport

Tel: +44 (0) 289 262 1822

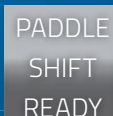
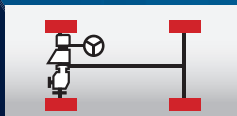
Email: info@momentummotorsport.co.uk

Web: www.momentummotorsport.co.uk



QBE6U
£POA

QDH11B
£POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

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
- Optional Quaife ATB differential



Gear Ratios

1st	2nd	3rd	4th	5th
3.000	2.000	1.470	1.111	0.857

Final Drive Ratios

4.307

QKE3U
£3,855.00

Mitsubishi Lancer Evo 8MR 5-Speed Dog Engagement

- Complete 5-speed dog engagement gearkit
- Converts 6-speed to homologated Gp N ratios

- Includes final drive
- Optional Quaife ATB differential



Gear Ratios

1st	2nd	3rd	4th	5th
3.000	2.000	1.470	1.111	0.857

Final Drive Ratios

4.307

QKE4U
£4,385.00

QBE91G

Heavy Duty Nissan Skyline R32-34 GTR Sequential 6-Speed Gearbox

Key features of the QBE91G Nissan Skyline R32-34 GTR heavy duty six-speed sequential gearbox include:

- Popular gearbox replacement for Nissan Skyline R32-34
- Choice of bellhousings including fitment for RB26
- 90mm shaft centres
- Bolts to original Skyline transfer cases
- Oil temperature sensor
- Gear lever extended to sit in standard position
- Minor tunnel modifications required
- Upgraded input shaft to stronger Toyota 1JZ spec
- Large choice of straight cut and helical gears

Gear Ratios (Straight Cut)

1st	2nd	3rd	4th	5th	6th	
2.435	1.858	1.494	1.268	1.116	1.000	Straight Cut (1:1)
2.759	2.050	1.565				Straight Cut (1:1)
2.435	1.858	1.494	1.217	1.000	0.870	Straight Cut (o/d)
2.759	2.050	1.565				Straight Cut (o/d)
2.063	1.687	1.357	1.151	1.000	0.901	Straight Cut (o/d)
2.211					0.868	Straight Cut (o/d)
					0.790	Straight Cut (o/d)
2.653	1.745	1.306	1.000	0.850	0.762	Straight Cut (2o/d)

Gear Ratios (Helical)

1st	2nd	3rd	4th	5th	6th	
2.719	1.994	1.524	1.208	1.000	0.858	Helical (o/d)



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00



See our gearbox packages list on page 26 / 27

Products available through:

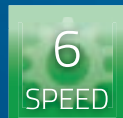
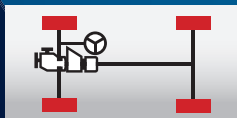
Special Vehicle Services

Tel: +44 (0)870 240 6657

Email: info@specialvehicle.co.uk

Web: www.specialvehicle.co.uk

QBE91G
£POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Nissan Silvia 5-Speed Dog Engagement Gearkit

- Complete 5-speed dog engagement gearkit with 1:1 top gear
- Straight cut, close ratio gears
- Comprehensive kit – includes selectors and gear lever

- H-pattern gearchange
- Optional Quaife ATB differential
- Fits both S13 & S14, but S13 requires casing mods to sandwich plate

Nissan Sunny / Pulsar GTiR 5-Speed Synchro Gearkit (4WD Only)

- Complete 5-speed synchromesh gearkit
- Helical, close ratio gears

- Kit includes input shaft
- Retains original final drive ratio



QKE6F
£3,320.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.762	1.961	1.533	1.212	1.000

QKE8F
£2,320.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.615	1.765	1.238	0.917	0.741

Peugeot/Citroën MA 5-Speed Dog Engagement Gearkit

- Straight-cut, close-ratio gears
- Wider than standard gears for improved durability
- Dog engagement gears for rapid shifts
- Large choice of final drives for race, rally and trackday use
- Kit includes Quaife ATB differential
- Optional Tran-X plate diff available
- Stronger Rover selector rods included in kit if required



Gear Ratios

1st	2nd	3rd	4th	5th
3.417	2.333	1.778	1.429	1.120
3.100	2.333	1.778	1.429	1.235

Final Drive Ratios

3.571	3.923	4.143	4.538	4.857
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QKE7H
£3,950.00

Peugeot 106 / Citroën C2 (MA Gearbox) 5-Speed Synchro

- 5-speed synchromesh gearkit
- Helical gears
- Quaife close ratio or GpN homologated
- Uses standard final drive

- Now with coated gears for added durability
- Optional Quaife ATB & Tran-X LSD
- Citroën C2 5th gear option available

Peugeot 205 GTi / Citroën ZX 5-Speed Synchro Gearkit (BE3 & Later)

- 5-speed synchromesh gearkit
- Helical gears
- Close ratio
- Optional final drive

- Minor case mod required
- Suitable for BE3 with or without Quaife final drive. BE4 must use Quaife final drive
- Quaife final drive can be used with standard gears
- Optional Quaife ATB & Tran-X LSD



Gear Ratios

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

QKE4H
£1,470.00

Gear Ratios

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

Final Drive Ratios

4.400 4.785

QKE5H
Quaife Final Drive
£1,975.00

QKE5H000
No Final Drive
£1,495.00

Extra Final Drive Ratio
QRE5H
£655.00

QBE85G

Porsche 997 6-Speed Sequential Transaxle Gearbox

Key features of the Quaife QBE85G Porsche 997 gearbox include:

- Designed to replace the original Porsche 997/RSR gearbox
- 85mm shaft centres
- Uses standard Porsche Racing heat exchanger
- Built in oil pump
- Accepts standard clutch, flywheel and starter
- Retains use of standard gear lever
- Compatible with Porsche electronics
- Major dimensions as per Porsche 997 sequential
- Large range of ratio choices and two final drives
- Can be fitted with either ATB, Quaife LSD or Porsche LSD
- Can also be retro fitted to Porsche 996 models (with heat exchanger) – additional parts are required for the installation

Gear Ratios

1st	2nd	3rd	4th	5th	6th
3.167	2.133	1.722	1.421	1.150	0.964
3.167	2.133	1.722	1.421	1.130	0.929
2.692	2.000	1.647	1.400	1.200	1.040
2.692	2.000	1.647	1.350	1.130	0.964
2.692	2.000	1.647	1.350	1.130	0.929
3.545	2.615	2.000	1.647	1.400	1.200

Final Drive Ratios

3.750	4.000
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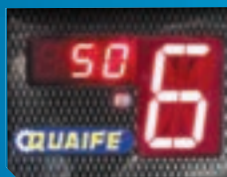
Quaife Porsche 997 Plate Differential

- Designed to be interchangeable with standard Porsche internals
- Direct replacement for standard Porsche differential



Replacement diff body and cover
QKP2Q

Complete diff assembly
QDP2Q



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00

Products available through:

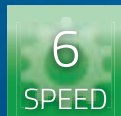
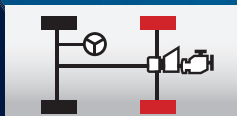
Parr Motorsport Ltd

Tel: +44 (0) 1293 537911

Email: motorsport@parr-uk.co.uk

Web: www.parr-uk.co.uk

QBE85G
£POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Renault 5 Tour de Course / Maxi Gearkit (UN1/ 369)

- 5-speed synchromesh gearkit
- Helical gears
- Strengthened input shaft & gear cluster
- Retains original crownwheel & pinion (not included in kit)
- Original ratios
- Direct replacement for original parts
- Optional Quaife ATB differential

Renault UN1 (Lotus Esprit V8) Helical Gearkit (Upgrade Kit)

- Both Esprit V8 and GT40 Replica splines available
- Optional Quaife ATB differential

Products available through:

GTO Racing

Tel: +44 (0) 118 9401101

Email: parts@gtoracing.co.uk



QKE3W
£POA

Gear Ratios

1st	2nd	3rd	4th	5th
3.250	2.235	1.619	1.250	1.036

QKE4W
£POA

Gear Ratios

1st	2nd	3rd	4th	5th
2.667	1.750	Std	Std	Std

Saab 6-Speed Synchro Gearkit

- Suitable for vehicles using the (GM) F35 gearbox
- Converts standard box to 6-speed
- Helical, close ratio gears

- Includes crownwheel & pinion
- Optional Quaife ATB differential available



QKE20C
£POA

Gear Ratios

1st	2nd	3rd	4th	5th	6th
3.000	1.933	1.368	1.045	0.833	0.704

Final Drive Ratio

4.071

Subaru Impreza 5-Speed Synchro Gearkit

- 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



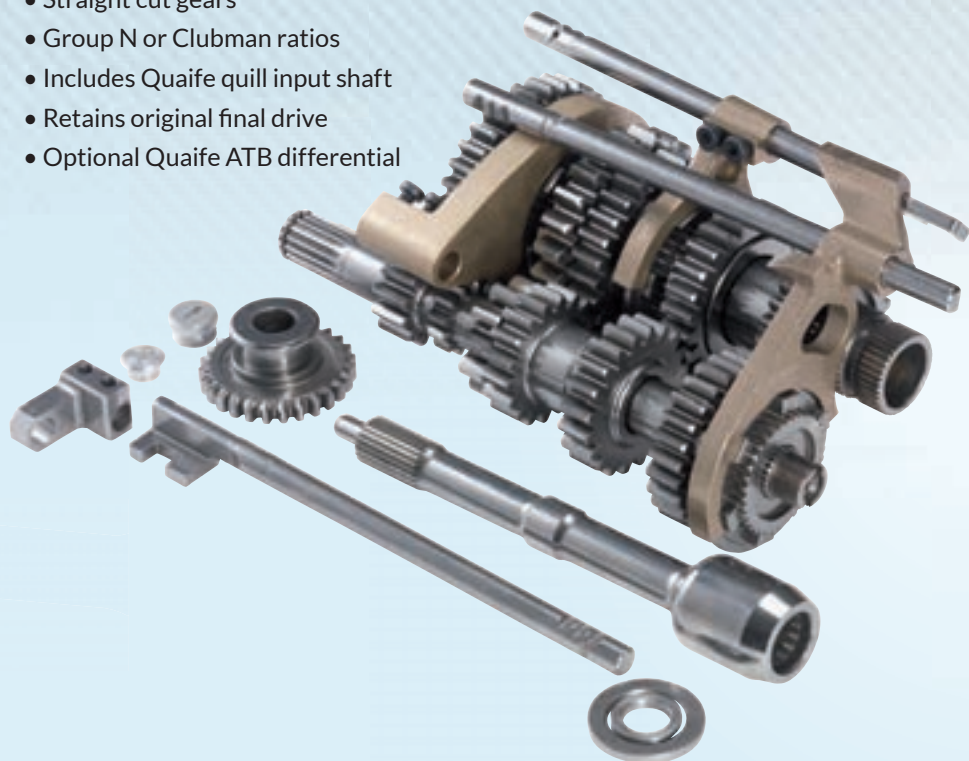
QKE1Y
£2,630.00

Gear Ratios

1st	2nd	3rd	4th	5th
3.454	2.333	1.750	1.354	0.972

Subaru Impreza 5-Speed Dog Engagement Gearkit

- Complete 5-speed dog engagement gearkit
- Fits only 1993-1999 gearbox models with idler E4Y1-06
- Fits 1999 on with idler E3Y1-18
- Does not fit 2003 Type 75 gearboxes
- Straight cut gears
- Group N or Clubman ratios
- Includes Quaife quill input shaft
- Retains original final drive
- Optional Quaife ATB differential



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

QKE3Y
(GpN)

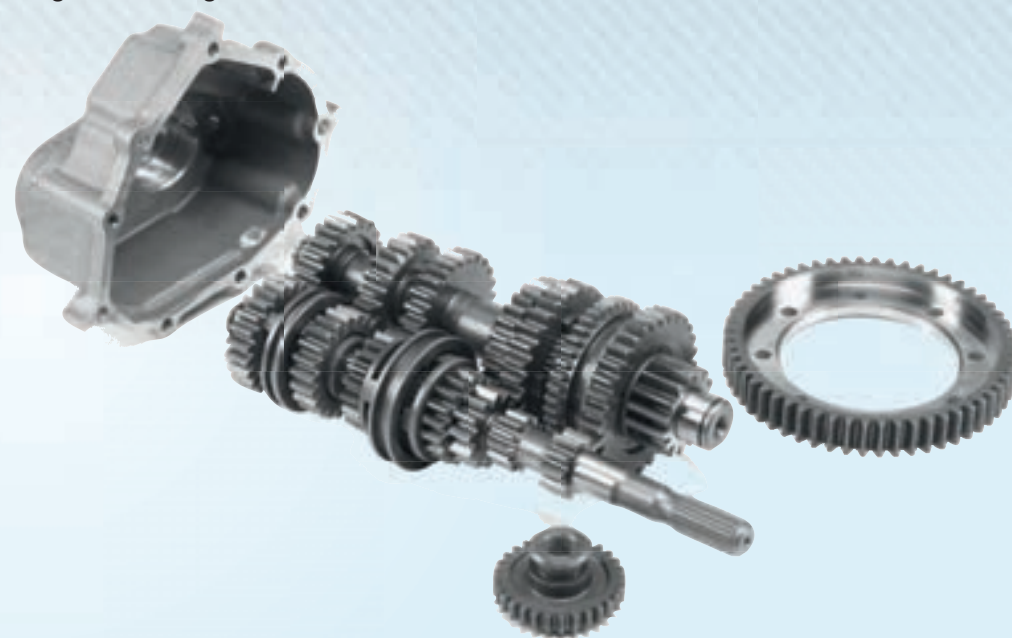
£4,130.00

QKE4Y
(Clubman)

£4,130.00

Toyota MR2 Spyder, Celica, Corolla & Lotus Elise / Exige 6-Speed Dog Engagement Gearkit

- Straight-cut, close-ratio gears
- Dog engagement gears for rapid shifts
- Large choice of final drives for race, rally and trackday use
- Fits directly into standard Toyota gearbox casing



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.545	1.929	1.563	1.333	1.167	1.050
3.200	2.250	1.647	1.368	1.143	0.957

Final Drive Ratios

3.733	3.857	4.143	4.417	5.000
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QKE10E
£2,860.00

Extra Final
Drive Ratio
QRE9E
£655.00

QKE9E

Toyota 6-Speed Sequential Gearkit C52/C64

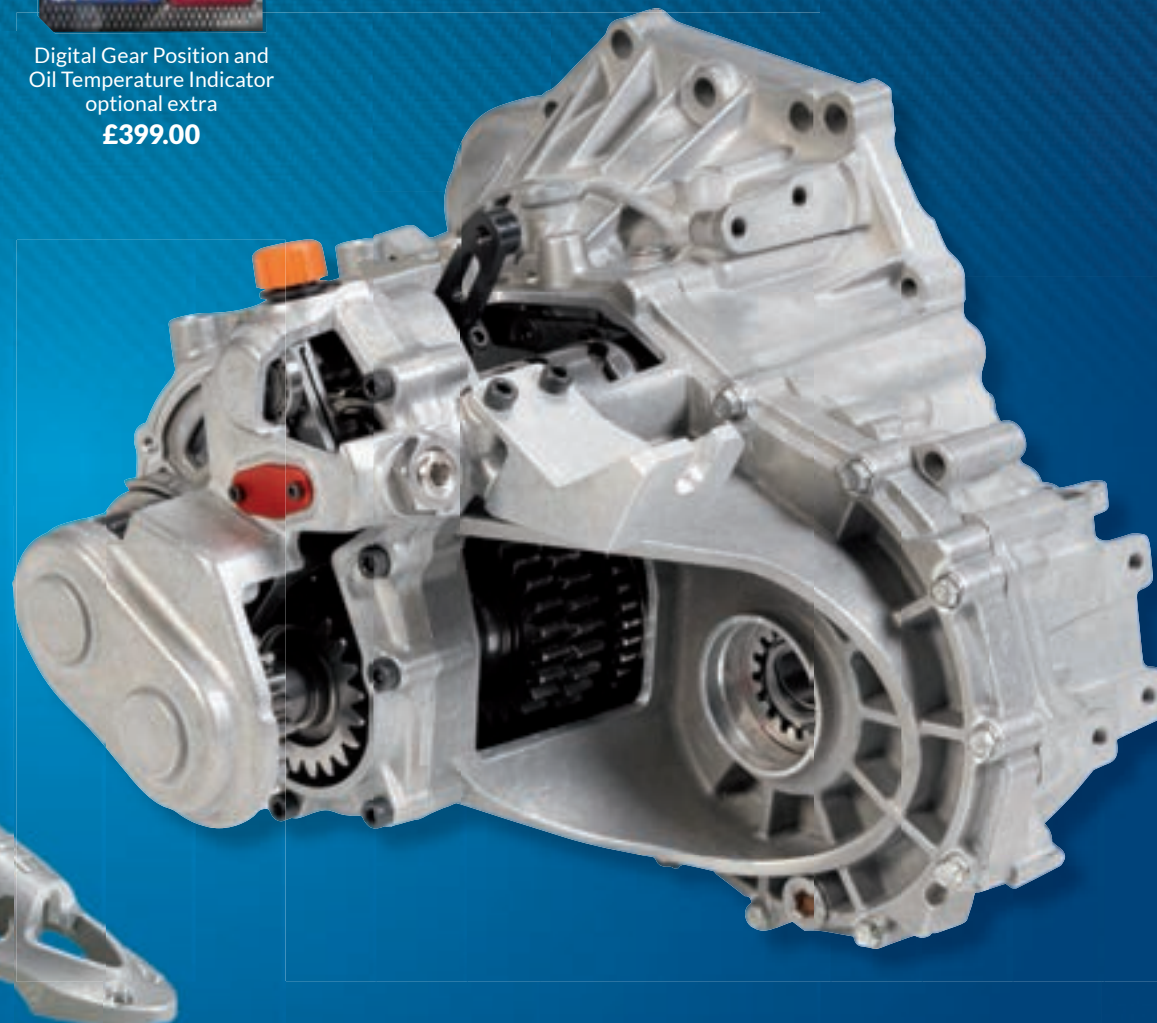
Key technical features of QKE9E include:

- Popular sequential conversion for Toyota MR2 and Lotus Elise Mk2 with 2ZZ-GE engines
- Race proven throughout the world
- Uses stock C64 bellhousing
- New alloy main case and cover retain stock mounting positions
- Additional bearings in rear cover for extra support
- Wide straight cut gears for strength
- Optional Quaife ATB available
- Choice of ratios and final drives to suit most applications
- Comes with sequential gear lever and cable
- Paddle shift compatible with Quaife air actuator
- Retains stock clutch, differential, driveshafts and mounts
- Can also be used in C52 gearbox (4AGE engine) with different crownwheel (QKE12E)



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.545	1.929	1.563	1.333	1.167	1.050
3.200	2.250	1.647	1.368	1.143	0.957

Final Drive Ratios

3.733	3.857	4.143	4.417	5.000
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QKE12E (C52)
£4,650.00

Additional Final Drive Ratio
QRE12E £655.00

QKE9E (C64)
£4,650.00

Additional Final Drive Ratio
QRE9E £655.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

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www.quaife.co.uk

Key technical features of QKE11E include:

- Fits to EC60 Toyota gearbox bellhousing
- Race proven in Elise Cup cars in Italy
- Strengthened alloy cases
- Modern drum shift mechanism ensures perfect gear change
- 6-speed close ratio gears with two final drive options
- Retains stock clutch, differential, driveshafts and mounts
- New generation of gear change mechanism allows fitment into front or rear wheel drive configurations
- Paddle shift compatible with Quaife air actuator
- Compatible with flat shift systems
- Optional ATB differential available



Digital Gear Position and Oil Temperature Indicator optional extra

£399.00

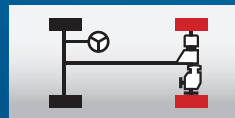


Gear Ratios Straight (Base Set)

1st	2nd	3rd	4th	5th	6th
3.500	2.545	2.000	1.600	1.333	1.143

Final Drive Ratios

3.176 3.400



QKE11E
£4,650.00

Toyota

QKE6V

VAG 02M & 02Q 5-Speed Sequential Gearkit

Key technical features of QKE6V include:

- Gearkit reuses original bellhousing from donor gearbox
- Drum style shift mechanism for fast reliable gear changes
- Retains OEM clutch, differential, driveshafts and mounts
- Optional Quaife ATB or plate type differentials available
- Strengthened outer casing.
- 5 wider than standard gears for additional strength.
- Choice of Straight cut or helical gears.
- New generation of gearchange mechanism allows application into front or rear wheel drive configurations.
- Compatible with flat shift systems.
- Includes Oil Temperature Sensor.
- Supplied with either a lever and cable or air actuator.



Digital Gear Position and Oil Temperature Indicator
optional extra
£399.00

Gear Ratios

1st	2nd	3rd	4th	5th	
3.182	2.067	1.611	1.350	1.150	Straight Cut
2.538	1.611	1.263	1.000	0.870	Straight Cut
3.308	1.947	1.375	1.036	0.900	Helical

Final Drive Ratios

3.526	3.788	Straight Cut
3.278	3.529	Helical

Products available through:

TSR Performance

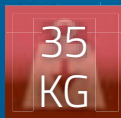
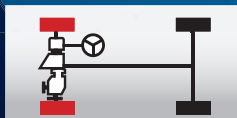
Tel: +44 (0) 1278 453 036

Email: sales@tsr-performance.com

Web: www.tsr-performance.com



QKE6V
£POA



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

02A/02J 6-Speed Synchro Gearkit

- Complete 6-speed synchromesh gearkit
- Converts standard box to 6-speed
- Close ratio gears
- Fits 02A/02J gearbox in VW, Audi, Seat & Skoda
- Retains original final drive

- Suitable for road or race
- Requires some minor casing modifications
- Includes extended gear casing
- Optional Quaife ATB & Tran-X LSD
- Optional selector rod support (15mm or 16mm)
- Optional Crownwheel bolt kit



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.727	1.929	1.500	1.200	0.956	0.800

02A/02J 6-Speed Dog Engagement Gearkit

- Complete 6-speed dog engagement gearkit
- Converts standard box to 6-speed
- Choice of final drive and 5th & 6th gear ratios

- Requires some minor casing modifications
- Includes selector rod support (15mm or 16mm)
- Includes extended gear casing
- Optional Quaife ATB & Tran-X LSD
- Optional Crownwheel bolt kit



Gear Ratios

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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Crown Wheel Bolt Kit
F8R206KIT
£115.00

QKE1V
£2,480.00

Selector Rod Support
QKE1VROD
£75.00

Crown Wheel Bolt Kit
F8R206KIT
£115.00

QKE2V
£3,260.00

Extra Final Drive Ratio
QRE2V
£655.00

QBE21C

Vauxhall F20 5-Speed Sequential Gearbox

Key features of the QBE21C include:

- Supplied fully assembled
- Strengthened outer casing and bellhousing
- EN39 grade steel, open face, dog engagement gears
- Ultra-fast Quaife sequential gearshift
- Includes Quaife ATB differential or plate type LSD
- Retains OE F20 drive shafts
- Optional LED digital gear position indicator available
- Choice of either manual gear lever or paddleshift actuator included
- Drum style shift mechanism for fast reliable gear changes
- 5 wider than standard gears for additional strength
- Gearbox mounts will require fabrication to suit
- New generation of gearchange mechanism allows application into front or rear wheel drive configurations
- Compatible with flat shift systems
- Includes Oil Temperature Sensor

Gear Ratios

1st	2nd	3rd	4th	5th
2.417	1.611	1.263	1.000	0.852
3.100	2.067	1.611	1.333	1.136

Final Drive Ratios

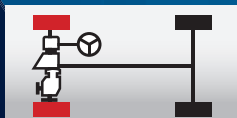
4.286



Digital Gear Position and
Oil Temperature Indicator
optional extra
£399.00



QBE21C
£6,695.00



Tel: +44 (0)1732 741144

Fax: +44 (0)1732 741555

info@quaife.co.uk

www.quaife.co.uk

Corsa / Nova F13/F15 5-Speed Synchro Gearkit

- 5-speed synchromesh gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion
- Choice of final drive ratios

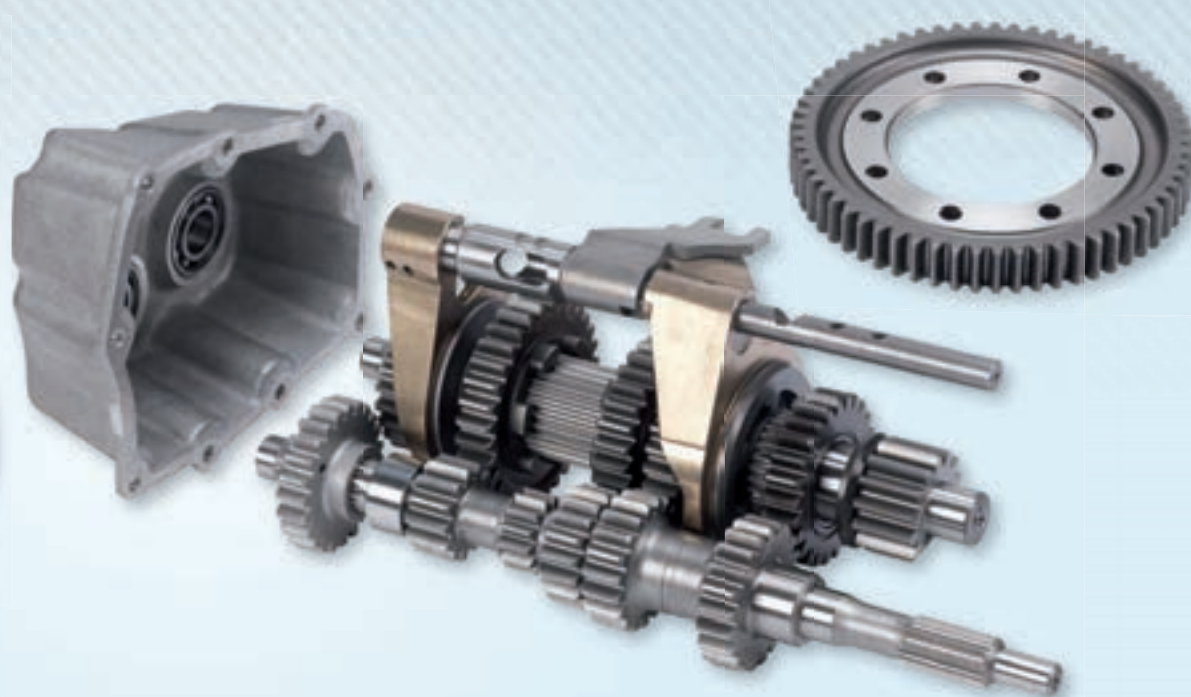
- Fitment to F15 casing requires F13 synchro assemblies (baulk rings and synchro hubs)
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret available – see page 110



Corsa / Nova F13/F15 5-Speed Dog Engagement Gearkit

- 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
- Input shaft – 7/8" 20T spline
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret (recommended for dog kits) available – see page 110



QKE15C
£1,770.00

Extra Final
Drive Ratio
QRE15C
£655.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040

Final Drive Ratios

3.933	4.533	4.857
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QKE8C
£2,915.00

Extra Final
Drive Ratio
QRE8C
£655.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040

Final Drive Ratios

4.357	4.533	4.643	4.857	5.166
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Corsa / Nova F13/F15 6-Speed Dog Engagement Gearkit

- 6-speed dog engagement gearkit
- Converts standard box to 6-speed
- Straight cut, close ratio
- Includes crownwheel & pinion and heavy duty end cover
- Choice of final drive ratios

- Comprehensive kit – includes selectors
- Input shaft – 7/8" 20T spline
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret (recommended for dog kits) available – see page 110



QKE10C
£3,995.00

Extra Final
Drive Ratio
QRE10C
£655.00

Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.540	1.930	1.560	1.300	1.140	1.040

Final Drive Ratios

4.357 4.643 4.857

Astra / Kadett F18/F20 5-Speed Synchro Gearkit

- 5-speed synchromesh gearkit
- Straight cut, close ratio
- Includes crownwheel & pinion
- Choice of final drive and 5th gear ratios

- Final drive can be fitted to standard gearbox
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret available – see page 110



QKE13C
£1,770.00

Extra Final
Drive Ratio
QRE13C
£655.00

Gear Ratios

1st	2nd	3rd	4th	5th
2.540	1.760	1.420	1.190	1.040
				0.958
				0.870

Final Drive Ratios

4.200 4.500 4.846 5.182

Astra / Kadett F16/F18/F20 5-Speed Dog Engagement Gearkit

- 5-speed dog engagement gearkit
- 2-speed Autograss kit available
- 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
- Input shaft – 7/8" 20T spline
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret (recommended for dog kits) available – see page 110



Gear Ratios

1st	2nd	3rd	4th	5th
2.308	1.688	1.389	1.200	1.045
2.910	2.071			0.970

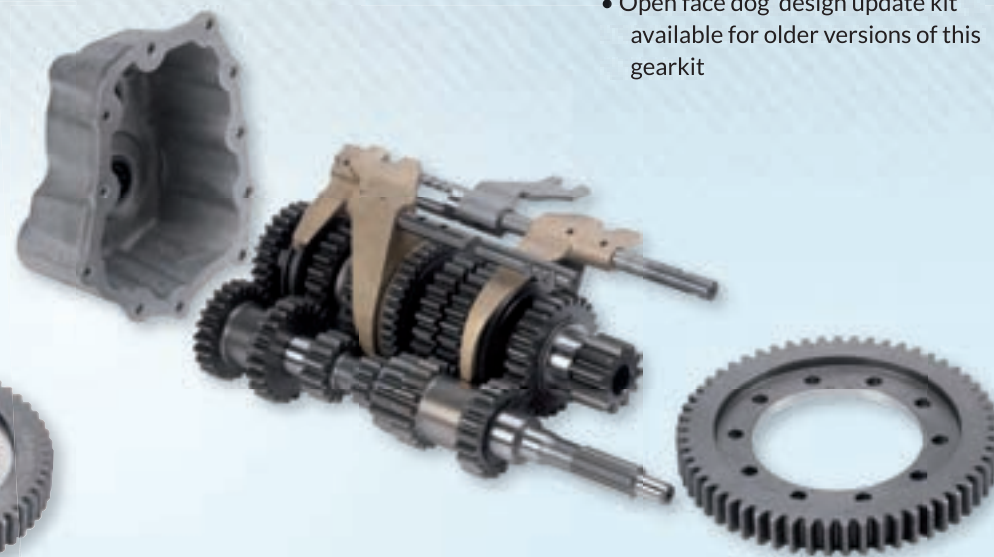
Final Drive Ratios

3.190	3.555	3.737	3.944	4.200	4.500
4.846	5.182				

Astra / Kadett F16/F18/F20 6-Speed Dog Engagement Gearkit

- 6-speed dog engagement gearkit
- Converts standard box to 6-speed
- 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
- Input shaft – 7/8" 20T spline
- Optional Quaife ATB & Tran-X LSD differential
- Optional gearlever and turret available – see page 110
- Open face dog design update kit available for older versions of this gearkit



Gear Ratios

1st	2nd	3rd	4th	5th	6th
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	4.846	5.182		
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2-Speed Kit (Autograss)
£1,450.00

QKE6C
£3,195.00

Open Face Dog Upgrade Kit QKE6CU
£1,040.00

Extra Final Drive Ratio QRE6C
£655.00

Open Face Dog Upgrade Kit QKE6CU
£1,330.00

QKE11C
£4,130.00

Extra Final Drive Ratio QRE11C
£655.00

Chevrolet/Opel/Saab/Vauxhall F35 6-Speed Synchro Gearkit

- Suitable for vehicles using the (GM) F35 gearbox
- Converts standard box to 6-speed
- 6-speed synchromesh gearkit

- Helical, close ratio gears
- Includes crownwheel & pinion
- Quaife ATB differential



Gear Ratios

1st	2nd	3rd	4th	5th	6th
3.000	1.933	1.368	1.045	0.833	0.704

Final Drive Ratios

4.071

QKE20C
£POA

F13/F15/F16/F18/F20 Gear Lever Assembly

- Stronger cast alloy housing
- Short throw lever for quicker gear change
- Spherical bearing ensures smooth, positive action
- Hardened, one piece lever for extra strength
- Includes nylon gear knob
- Connecting linkage not supplied
- Strongly recommended for dog kits



QKE6CT
Turret
£480.00

F13/F15/F16/F18/F20 Turret Assembly

- Stronger LM25 alloy housing
- Thicker, stronger bronze operating finger
- One piece steel operating rod
- Connecting linkage not supplied
- Strongly recommended for dog kits



QKE6CG
Gear Lever
£360.00

Opel Manta / Ascona 4-Speed Synchro Gearkit

- 4-speed synchromesh gearkit
- Straight cut, close ratio
- Retains original mainshaft
- Optional steel baulk rings for 3rd/4th gear
- Includes spigot bearing



QKE2C
£795.00

Opel
Manta Steel
Baulk Rings
D1A1232
£128.00

Gear Ratios

1st	2nd	3rd	4th
2.250	1.578	1.224	1.000

Volvo 240 4-Speed Synchro Gearkit (M45)

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



QKE5S
£POA

Gear Ratios

1st	2nd	3rd	4th
2.432	1.658	1.222	1.000

Norton 5-Speed Gearkit

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



Gear Ratios

1st	2nd	3rd	4th	5th	
1.986	1.654	1.351	1.106	1.000	Race
2.118					Race / Road
2.357					Road

QMCA1H
£POA

Norton 6-Speed Gearkit

- Choice of mainshaft – 7R / G50, Manx, Dominator, Commando
- Normal or reverse camdrum
- Includes ultra-lightweight magnesium cases



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.250	1.737	1.429	1.227	1.109	1.000

QMCA6H
£POA

Norton Heavy Duty Maincase

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



Alloy maincase

A1H100A

£POA

Magnesium maincase

A1H100M

£POA

Products available through:

Mick Hemmings Motorcycles

Tel: +44 (0) 1327 844877

Fax: +44 (0) 1327 844877

Triumph Bonneville / QMCA1B Trident Triple 5-Speed Gearkit

- Available for 650 / 750 twin and 750 triple

Gear Ratios

1st	2nd	3rd	4th	5th
2.200	1.750	1.400	1.250	1.000
1.960	1.560	1.250	1.120	1.000

Triumph 500 / QMCA2B Twin 5-Speed Gearkit

Gear Ratios

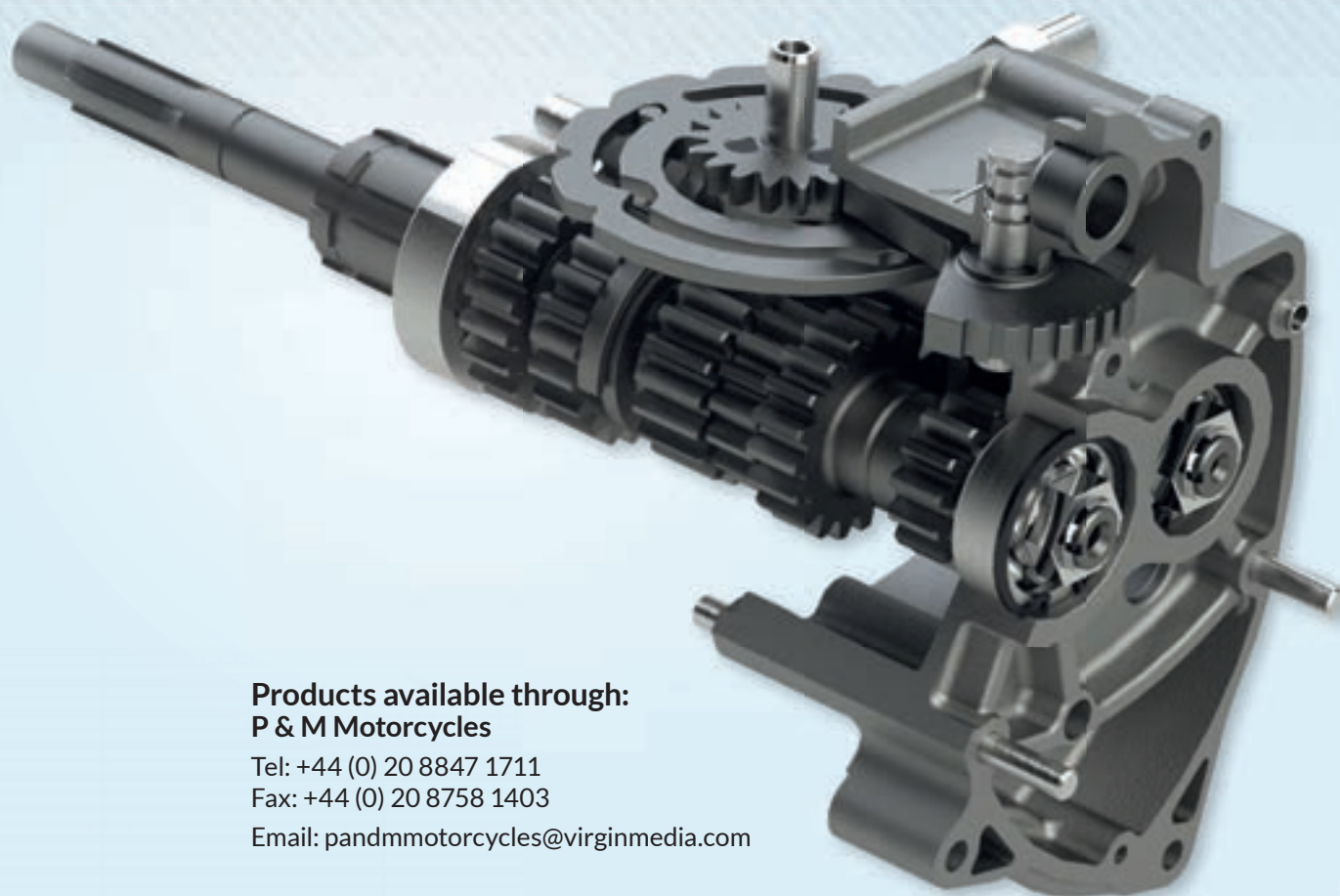
1st	2nd	3rd	4th	5th	
1.960	1.560	1.250	1.120	1.000	Race
2.210					
2.550	1.660	1.330	1.120	1.000	Road

Triumph T150 / QMCA5B 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 Ratios

1st	2nd	3rd	4th	5th	6th
2.200	1.750	1.478	1.253	1.120	1.000



Products available through: P & M Motorcycles

Tel: +44 (0) 20 8847 1711

Fax: +44 (0) 20 8758 1403

Email: pandmmotorcycles@virginmedia.com



Velocette 5-Speed Gearkit

Key technical features of the Quaife QMCA1V Velocette gearkit include:-

- Converts original Velocette Venom, KTT Mk VII, VIII, Pre War MSS and Mk II KSS Prefix 12 gearboxes from 4-speed to modern 5-speed.



Products available through:
DDSL

Tel: +44 (0) 1255 830 355

Email: owen.d.ddsl@gmail.com

Gear Ratios

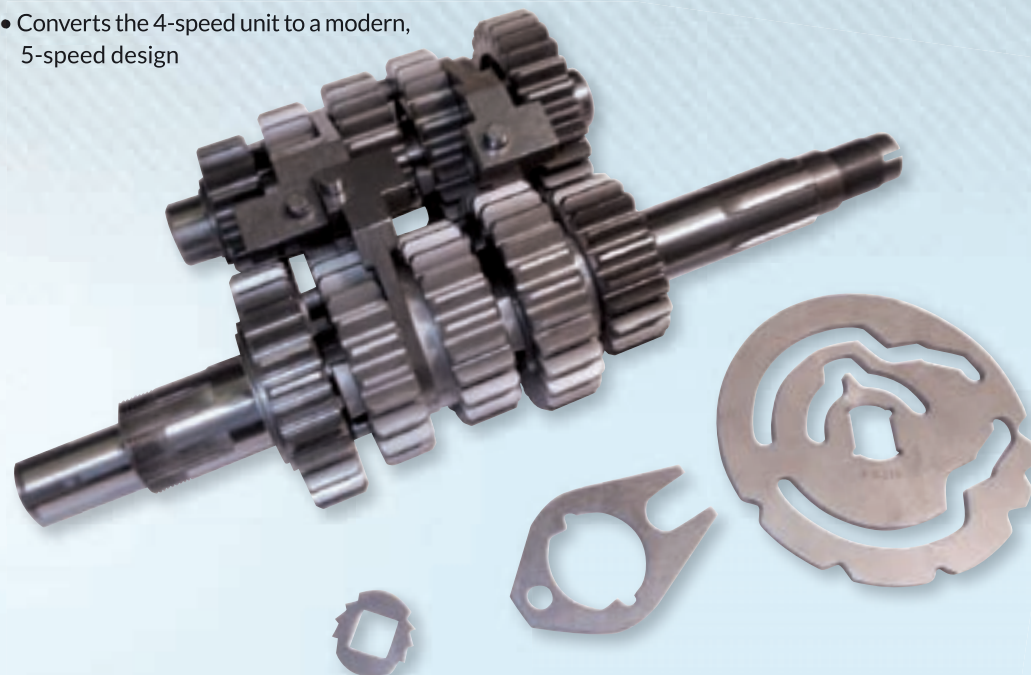
1st	2nd	3rd	4th	5th	
2.006	1.597	1.278	1.100	1.000	Race
2.437	1.760	1.363	1.145	1.000	Road
2.086	1.660	1.329	1.144	1.000	Race

QMCA1V
EPOA

Vincent Twin Cylinder 5-Speed Gearkit

Key technical feature of the Quaife QMCA1E gearkit include:

- Designed to fit the Vincent gearbox fitted to all twin cylinder models
- Converts the 4-speed unit to a modern, 5-speed design



Products available through:
Sports Power

Tel: +44 (0) 1732 865 496

Gear Ratios

1st	2nd	3rd	4th	5th
2.070	1.611	1.342	1.134	1.000
2.255				

QMCA1E
EPOA

- Ideal for racing, trackdays or fast cruising.
- Supplied with uprated selector forks,
- Quaife designed camplate and modern, dog engagement gears with a high-strength tooth profile
- two ratio options on first gear.

Honda Fireblade CBR954RR 6-Speed Gearkit

- Complete 6-speed gearkit for the CBR954RR Honda Fireblade (may fit other models)
- Stronger gears fir higher power outputs
- Improved dog design to increase the life of the dogs



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.357	1.938	1.650	1.450	1.286	1.190

QKA5N
£995.00

Suzuki TL1000 6-Speed Close Ratio Gearkit

- Complete 6-speed gearkit
- Includes input shaft
- Output gears fit standard output shaft



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.143	1.750	1.444	1.261	1.091	1.000

QMCA2P
£1,200.00

Suzuki Hayabusa 6-Speed Gearkit

- Complete 6-speed gearkit for the 2008+ Gen 2 Hayabusa engine
- Quaife dog engagement
- Stronger gears for higher power outputs
- Heavy duty output spline & circlips suitable for use in sports cars and other 4 wheel applications



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.615	1.938	1.529	1.263	1.136	1.043

QMCA4P
£1,215.00

Yamaha R1 6-Speed Close Ratio Gearkit

- Complete 6-speed gearkit
- Fits 1998-2001 models (4XV & 5JJ)
- Includes input shaft
- Output gears fit standard output shaft



Gear Ratios

1st	2nd	3rd	4th	5th	6th
2.235	1.777	1.524	1.360	1.222	1.115

QKA5L
£POA

Quaife Gear Drive System

Key technical features of the Quaife QBA3R gear drive system include:

- Developed jointly by Quaife and Radical Performance Engines
- Used as original equipment in Radical SR3
- Suitable for use with the majority of popular Japanese superbike powerplants
- Direct drive from motorcycle engine gearbox output via unique cushion drive
- User changeable reduction gears with ratios from 2.9:1 to 3.6:1
- Cable push-pull operated reverse system
- Uses Quaife Escort/Fiesta ATB helical gear limited slip differential
- Uses easily available joints and shafts or
- Drive shafts made to suit your application
- Final drive ratio 2.5:1
- Weight approximately 25kg
- Over 1,000 in use worldwide



QBA3R
£POA



QBA7R
£POA

Quaife Reversing Differential

Key technical features of the Quaife QBA7R reversing differential include:

- Developed jointly by Quaife and Radical Performance Engines
- Used as original equipment in Radical SR1 & SR4
- Chain driven automatic torque biasing differential unit, incorporates reverse gear
- Synchromesh engagement on reverse gear
- Integrated Quaife ATB helical gear limited slip differential
- Cable push-pull operated selector fork arrangement
- Positive index lock is incorporated into the differential bearing support

Quaife Universal Chain Drive Axle Unit

Key technical features of the QBA2R Quaife reversing differential unit include:

- Combined differential, reverse and reduction box assembly designed for motorcycle engine vehicles
- Capable of either horizontal or vertical mounting in vehicles
- Includes integrated Escort/Fiesta Quaife ATB differential
- Uses standard Escort/Fiesta (IB5/BC gearbox) drive shafts
- Optional 100mm or 108mm Lobro joint compatible drive flanges are also available (see page 119)
- Features internal reduction ratios from 2.430:1 to 3.767:1
- Reverse gear ratio 2.92:1
- Used with taper lock sprocket or splined input shaft
- Recommended oil: 75W90 GL5 (see page 131)
- Weight 22kg
- Over 500 in use worldwide



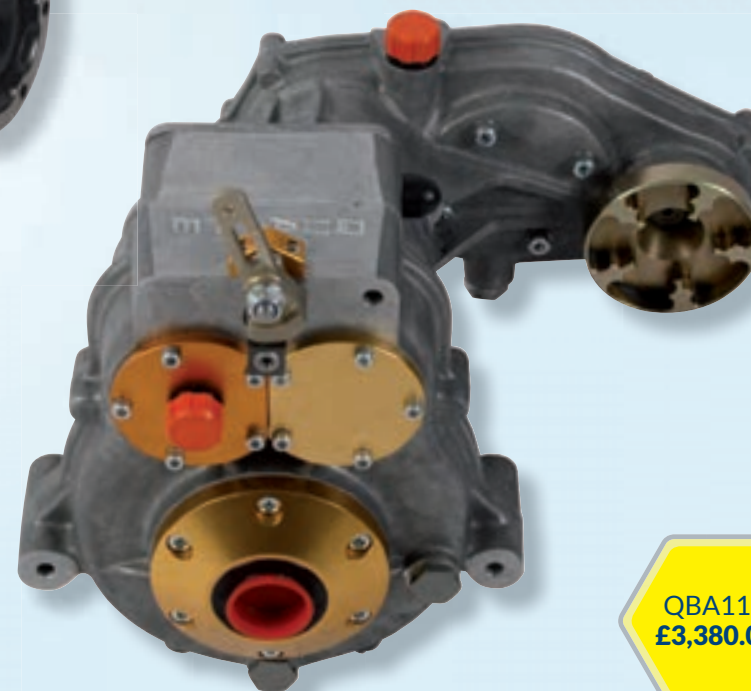
QBA2R
£1,975.00



Quaife Universal Gear Drive Transfer Unit

Key technical features of the Quaife QBA11R universal gear driven unit include:

- Designed to enable the easy connection of QBA2R to the majority of motorcycle engine gearbox output shafts
- Sealed unit for external installation
- Helical gear drive and input includes cushion drive
- Transfer ratio 1.0:1 or 1.250:1
- Overall ratio from 2.430:1 to 4.709:1

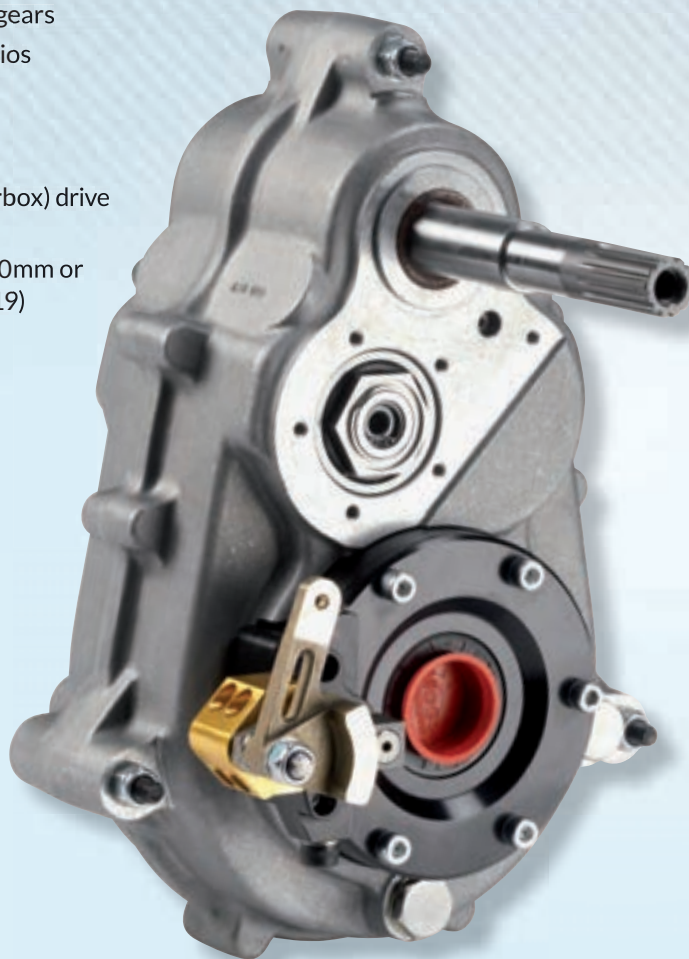


QBA11R
£3,380.00

Universal Axle Unit

Key technical features of QBA4R include:

- 195mm shaft centres
- Input shaft can be designed to suit a wide variety of applications
- Choice of straight-cut or helical gears
- A range of internal reduction ratios from 5.869:1 to 8.100:1
- Quaife Escort/Fiesta ATB differential included
- Uses Escort/Fiesta (IB5/BC gearbox) drive shafts
- Optional drive flanges to suit 100mm or 108mm Lobro joints (see page 119)
- For use with CVT clutch, chain drive or electric motor
- Optional lock-out mechanism for differential



QBA4R
£2,235.00

QBA5R
£1,805.00

ATB Differential for Chain Driven Vehicles

Key technical features of the QDF7ZR chain driven ATB differential include:

- Sealed unit
- Light weight; approx. 5kg
- Uses Escort/Fiesta (IB5/BC gearbox) drive shafts
- Optional drive flanges to suit 100mm or 108mm Lobro joints (see page 119)
- Ground spigot to minimise sprocket run out
- Sprocket not included
- Lubricate with LM grease
- Ideal for Formula SAE cars



QDF7ZR
£605.00

Extras

The following optional extras are available for Quaife universal drive transfer units:

- Quaife breather bottle; available in 3/8" or 1/4" BSP threads
- Drive flanges to suit either 100mm or 108mm Lobro joints
- Splined bush for QBA2R; to be used with splined input shaft, to suit a taperlock sprocket



Breather Bottle
QMBBA
£40.00

Drive Flanges
(2 Required)
F7Z432: 100mm
£165.00
A11R426: 108mm
£170.00

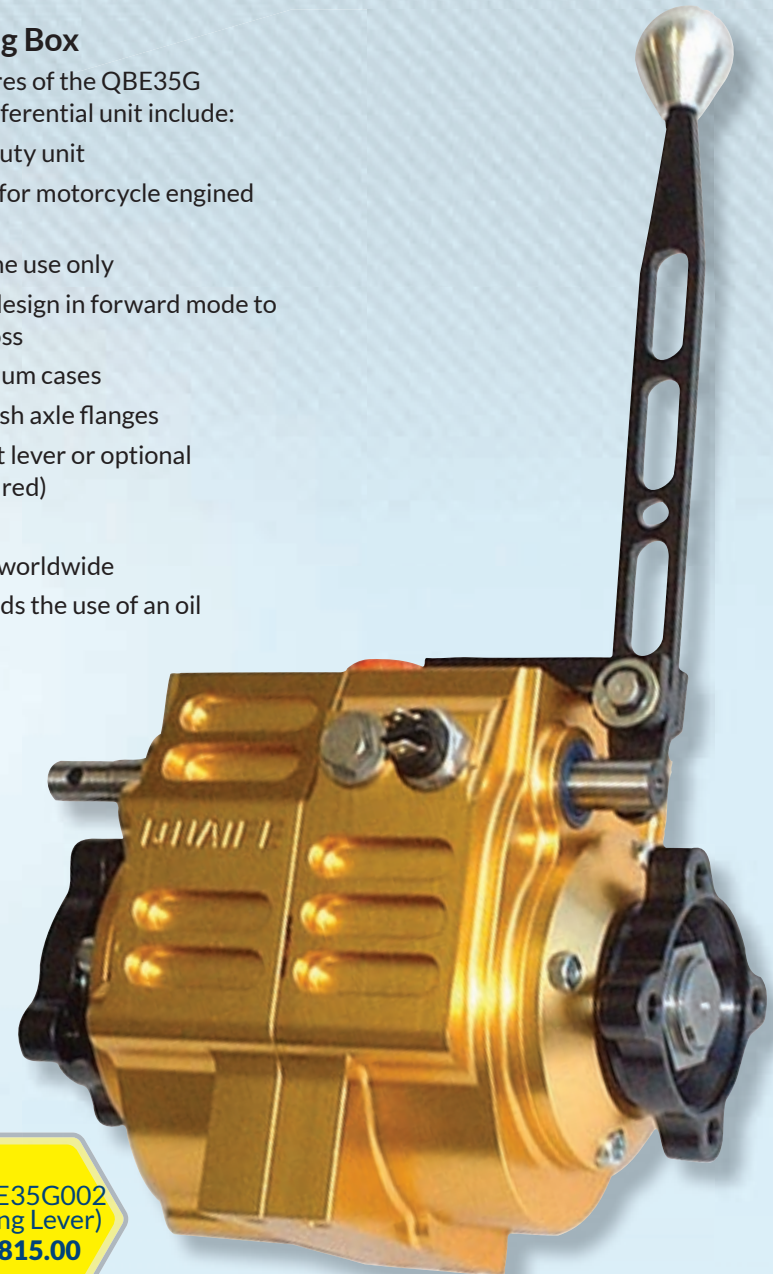
Splined Bush
A2R139
£96.00



In-line Reversing Box

Key technical features of the QBE35G Quaife reversing differential unit include:

- Compact, heavy duty unit
- Provides solution for motorcycle engaged cars
- Designed for in-line use only
- Straight through design in forward mode to minimise power loss
- Uses billet aluminium cases
- Utilises Ford English axle flanges
- Operated by short lever or optional longer lever (pictured)
- Weight only 8kg
- Over 1000 in use worldwide
- Quaife recommends the use of an oil breather bottle



QBE35G001
(Short Lever)
£815.00

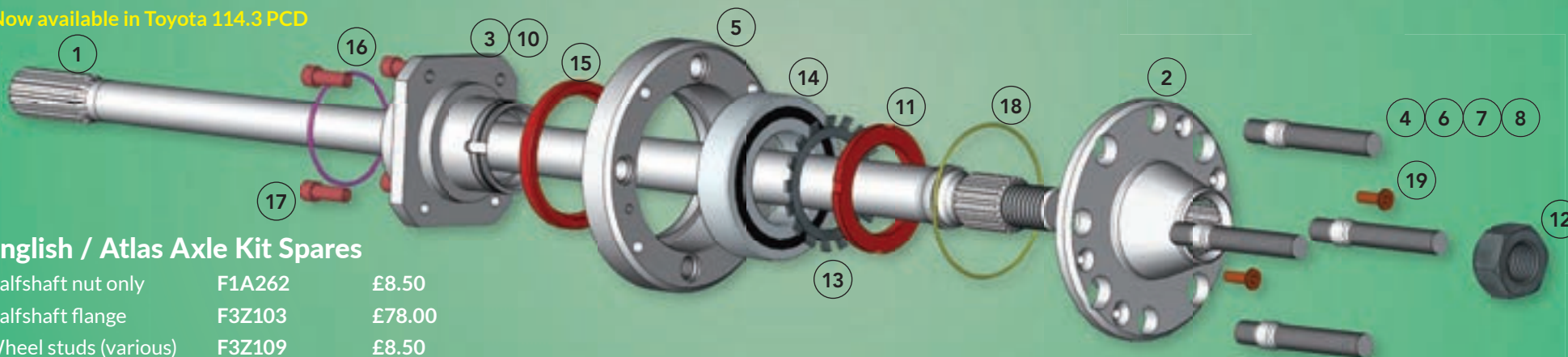
QBE35G002
(Long Lever)
£815.00

English / Atlas Axle Kit

The Quaife English / Atlas axle kit dramatically improves the strength and longevity of an axle by removing the weight of the vehicle from the halfshafts themselves and putting it onto the axle tube.

- Axle kit contains complete car set – 2 hubs & 2 shafts
- Bearing size increased utilising double row ball bearing
- Semi floating halfshaft 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 halfshafts – others available to order
- Available with Gp1 or Gp4 wheel studs
- **Now available in Toyota 114.3 PCD**

Item no.	Part no.	Description	Qty.
1	See below	Halfshaft	2
2	F3Z103	Halfshaft flange	2
3	F4Z103	Rear stub axle	2
4	F3Z106	Rear wheel stud – M12 x 1.5	8
5	F3Z108	Rear wheel hub disc	2
6	F3Z109	Rear wheel stud – long M12 x 1.5	8
7	F3Z110	Rear wheel stud 7/16" UNF	8
8	F3Z118	Rear wheel stud, Gp4 spec	8
9	F4Z105	Atlas Conversion sleeve (not shown)	2
10	F4Z106	Rear stub axle – weld-on type	2
11	F1A156	Locknut	2
12	F1A262	M24x2.0 All steel locking nut	2
13	0193	Lockwasher	2
14	0195	Bearing	2
15	0196	Oil seal – 64 x 80 x 8	2
16	0198	O ring – 1 3/16" id x 1 5/16" od x 3/32" sect	2
17	0221	Socket head capscrew 5/16" UNF x 7/8" lg	8
18	2235	O ring – 3 1/4" id x 3 3/8" od x 1 1/16" sect	2
19	0458	Socket head CSK screw M6 x 1.0 x 20 lg	4



English / Atlas Axle Kit Spares

Halfshaft nut only	F1A262	£8.50
Halfshaft flange	F3Z103	£78.00
Wheel studs (various)	F3Z109	£8.50
Wheel studs (Gp4)	F3Z118	£11.00

Halfshafts Available For Axle Kits

Anglia 22T	660mm F4Z208	£118.00
Anglia 16T	660mm F3Z216	£118.00
Lotus Cortina 22T	708mm F4Z202S	£118.00
Lotus Cortina 16T	708mm F3Z215	£118.00
Escort Gp5 18T HD	715mm F1A269	£153.00
Escort 22T	730mm F4Z202	£118.00
Escort 16T	730mm F3Z207	£118.00
Escort 18T	730mm F1A267	£118.00

English = 22T	Capri = 16T	Gp4 ZF = 18T
Escort 22T	770mm F4Z207	£118.00
Capri 18T	770mm F1A239	£118.00
Capri 18T HD	770mm F1A266	£153.00
Capri 18T HD	820mm F1A268	£160.00
Capri 16T	770mm F3Z202	£118.00
Capri 16T	790mm F24Z205	£118.00
Capri 18T	820mm F1A261	£123.00

QAF4Z
Standard
Shafts
£775.00

QAF4Z
HD Shafts
£850.00

Atlas Gp4 Halfshafts

- 2-piece separate shaft and flange
- Large diameter shafts for strength and durability
- 770mm long with Gp4 ZF spline (18T)
- Optional Gp4 spline side gears to fit ZF LSD and Quaife ATB differential
- Heavy duty version available

Atlas Gp4 halfshaft	F1A239	£118.0
Atlas Gp4 halfshaft (HD)	F1A266	£153.00
Atlas Gp4 halfshaft (HD Gun drilled)	F1A270	£236.00
Atlas Gp4 halfshaft (HD 300M/ V132)	F1A271	£236.00
Atlas Gp4 halfshaft (HD 300M/ V132 Gun drilled)	F1A272	£310.00
Atlas Gp4 flange	D1A1126	£80.00

Atlas Gp1 Halfshafts

- 2-piece separate shaft and flange
- Larger diameter shafts for strength and durability
- Flange is used to retain original bearing – when fitting latest Gp1 flange bearing retaining plate bore requires machining
- Gp4 ZF spline (18T) available
- Can be cut down to English Axle length – 95mm long spline
- Optional Gp4 spline side gears fit Quaife ATB differential
- Heavy duty version available

Atlas Gp1 halfshaft 18T	D1T214	£135.00
Atlas Gp1 halfshaft 18T (HD)	D1T229	£169.00
Atlas Gp1 halfshaft 16T	D1T221	£135.00
Atlas Gp1 halfshaft 16T (HD)	D1T230	£169.00
Atlas Gp1 flange	D1T102	£89.00
Atlas Gp1 flange (Un-drilled)	D1T124	£89.00

English Gp1 Halfshafts

- 2-piece separate shaft and flange
- Standard English (22T) spline
- Flange is used to retain original bearing
- Shafts are standard English Axle length
- Can be cut down – 89mm long spline
- Uses later Mk2 bearing, does not fit Cortina Mk1 or any other axle using the early narrow bearing

English Gp1 halfshaft	D1T218	£135.00
English Gp1 flange	D1T119	£89.00

English Plate Diff Side Gears

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

22 spline	F4Z211	£95.00
16 spline	F4Z212	£95.00

Gp4 Spline Side Gears

- Used to convert a differential from standard Capri to Gp4 spline (18T)
- Enables use of larger diameter shafts

Gp4 spline side gears for ZF LSD	F1A160	£93.00
Gp4 spline side gears for Quaife ATB differential	F6Z411/12	£95.00

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
- Tran-X LSD available

QAF6ZFL
£1,995.00



Complete Quaife Differential With Housing

QDE5G

Drive shaft extension tube

£2,775.00

£POA

QDE5G
£2,775.00

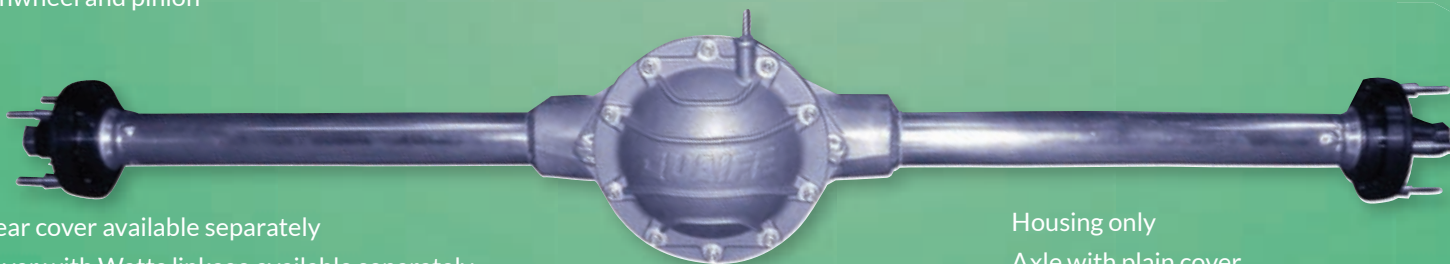


See page 125 for available final drive ratios

Atlas Beam Axle Casing

- High strength steel housing replicates original Ford part
- Uses Atlas crownwheel and pinion

QAF6Z
£POA



- Optional plain rear cover available separately
- Optional rear cover with Watts linkage available separately
- Uses Quaife axle kit - see page 120

Housing only

Axle with plain cover

Axle with Watts linkage cover

QAF6Z

£POA

QAF6ZP

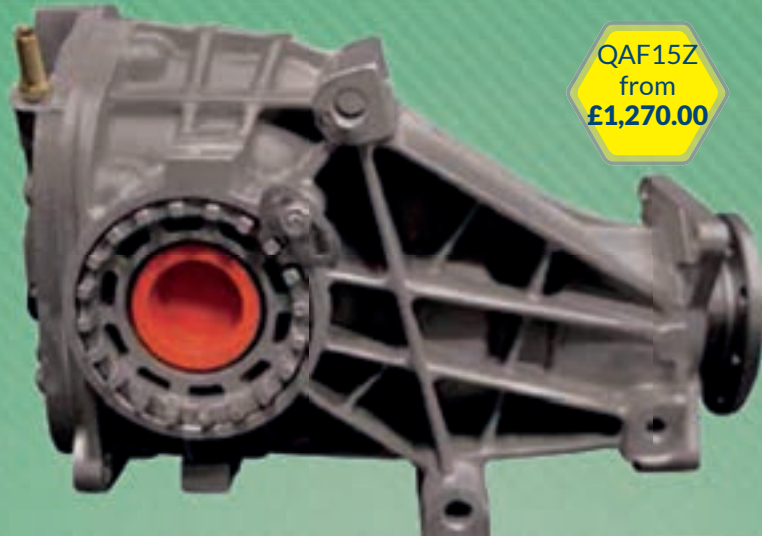
£POA

QAF6ZW

£POA

Quaife Complete Differential Housing With Oil Pump

- Provides a more robust alternative to the popular Ford Atlas unit
- Manufactured from aircraft specification L169 Alloy to reduce weight
- Includes built in oil pump with feeds directed to CWP
- Built in oil temperature sensor is compatible with Quaife sequential display units
- Rated to transmit up to 1,000 bhp
- Other final drive ratios are available upon request



QAF15Z
from
£1,270.00

Quaife Complete Sierra 7" Differential Assembly

- Complete assembly including differential and final drive
- Supplied with either reconditioned Ford or new Quaife cases
- Supplied with Quaife ATB differential
- Optional drive flanges for 100mm or 108mm bolt on drive shafts
- Range of final drive ratios available



Final Drive Ratio Options
3.083 3.750 4.250

QAM23Q
£POA

Quaife Complete Jaguar Salisbury 4HA Differential Unit

- Lightweight LM25 Alloy housing with Steel mount inserts
- Fits the standard Jaguar differential and final drive
- Standard Jaguar Salisbury 4HA mounting points
- Other final drive ratios are available upon request



QAF4W
£POA



Crownwheel & Pinion Kits



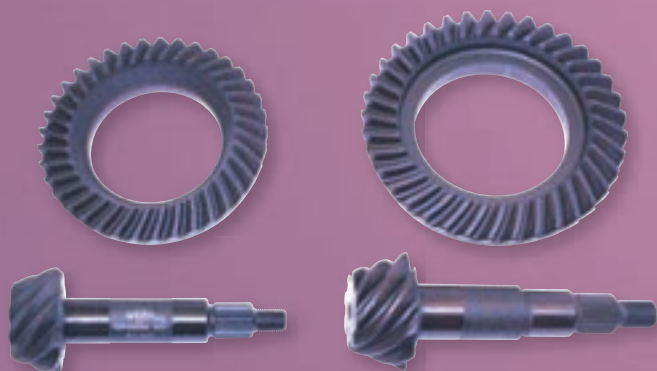
Powered by  **QUAIFE**

Tran-X is a long established brand known across the globe as a specialist in the entry level motorsport market. Concentrating heavily on the core motorsport transmission components, especially those used in Escorts and other Ford based vehicles, Tran-X has long been thought of as the 'go-to' supplier for many motorsport competitors.

Over the years Tran-X has expanded its range of plate type LSD units into a comprehensive list of great value motorsport differentials.

When the opportunity arose, Quaife Engineering jumped at the chance to acquire the strong Tran-X brand. The new 'Tran-X powered by Quaife' brand now gives all involved with Clubman motorsport the confidence to continue competing with Tran-X drivetrain components with the knowledge that they are now supported by Quaife's 50 year heritage in all levels of motorsport design and manufacturing.

Together, Tran-X powered by Quaife will continue to expand the product range, introducing more great value for money components to the global Clubman market.



All Tran-X powered by Quaife parts are ordered and invoiced through RT Quaife Engineering Ltd.

All prices shown exclude VAT. | Freight can be arranged door-to-door – worldwide. | Telephone calls are recorded for training purposes.



Performance Crownwheel & Pinion Kits

In a front-engined, rear wheel drive application, the crownwheel and pinion (CWP) transfers engine torque from the propshaft to the car's differential (LSD) and then to the road wheels via the drive (half) shafts. As a function of this process the crownwheel and pinion ratio is the principal variable controlling the overall gearing, which means that changing it has a significant effect on vehicle performance.

It is extremely important to tailor the CWP ratio to the engine characteristics and desired vehicle speed, whether it is for a road based trackday car or an outright competition vehicle that requires fine tuning from circuit to circuit. This is why Quaife Engineering has made a wide range of Tran-X CWP ratio sets available. The current range includes CWP sets for the Ford English, Atlas, Sierra 7" and Sierra 7½" axles, in ratios ranging from 3.14:1 to 5.86:1. The Tran-X CWP sets are precision engineered using superior high tensile steel billets on industry-leading Gleason gear cutting machines, Manganese Phosphate coated for added wear resistance and finally quality inspected to ISO9001-2008 standards.

Quaife can also provide lightweight aluminium alloy differential casings to complete an installation. These offer the twin advantages of making future CWP ratio changes considerably easier as well as reducing overall weight compared to the standard units. The Tran-X components can be supplied separately, or we can build complete differential assemblies incorporating the CWP set, new bearings, oil seals and gaskets. These complete units can be built with either the Quaife ATB or Tran-X LSD differential.

While Tran-X CWP ratios are available to suit a wide variety of performance requirements, we are keen to expand the range. Please contact Quaife's Technical Sales team for further enquiries.

English Crownwheel & Pinion Kits

3.545:1	TRF54Z001	£280.00
3.777:1	TRF54Z002	£280.00
3.889:1	TRF54Z003	£280.00
4.125:1	TRF54Z004	£280.00
4.444:1	TRF54Z005	£280.00
4.714:1	TRF54Z006	£280.00
4.857:1	TRF54Z007	£280.00
5.143:1	TRF54Z008	£280.00
5.286:1	TRF54Z009	£280.00

Atlas Crownwheel & Pinion Kits

3.111:1	TRF55Z009	£495.00
3.636:1	TRF55Z008	£495.00
4.111:1	TRF55Z001	£495.00
4.357:1	TRF55Z002	£495.00
4.625:1	TRF55Z003	£325.00
4.875:1	TRF55Z004	£495.00
5.143:1	TRF55Z005	£325.00
5.375:1	TRF55Z006	£495.00
5.857:1	TRF55Z007	£495.00

Sierra 7½" Crownwheel & Pinion Kits

3.640:1 (Used Ford Original)	TRF58Z001	£325.00
3.920:1 (Used Ford Original)	TRF58Z002	£325.00
4.444:1	TRF58Z003	£POA
5.143:1	TRF58Z004	£POA

Sierra 7" Crownwheel & Pinion Kits

3.140:1 (Used Ford Original)	TRF56Z001	£315.00
3.380:1 (Used Ford Original)	TRF56Z002	£315.00
3.620:1	TRF56Z003	£285.00
3.920:1	TRF56Z004	£285.00
4.111:1	TRF56Z005	£POA
4.444:1	TRF56Z006	£POA
4.714:1	TRF56Z007	£495.00



Fiat X 1-9 Quick Rack & Pinion Kit

RHD TRW Italia 2.4 turns lock to lock

QSH5K001

£POA

RHD Cam Gears 2.4 turns lock to lock

QSH5K002

£POA

Ford Escort Mk1/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
- Does not fit Quinton Hazell rack

LHD 2.5 (short)

QSD1D001

£115.00

RHD 2.2 (long)

QSD1D002

£115.00

RHD 2.2 (short)

QSD1D003

£115.00

RHD 2.5 (short)

QSD1D004

£115.00

LHD 2.5 (long)

QSD1D005

£115.00

Ford Escort Mk3/4 FWD Quick Rack & Pinion Kit

RHD 2.83 turns lock to lock

QSF10Z001

£130.00

Ford Sierra Quick Rack & Pinion Kit

LHD 2.8 turns lock to lock

QSF9Z001

£120.00

RHD 2.8 turns lock to lock

QSF9Z002

£120.00

Honda Civic Quick Rack & Pinion Kit

LHD 2.83 turns lock to lock (SH3L housing)

QSF10U001

£130.00

LHD 3.25 turns lock to lock (SR3L housing)

QSF11U001

£130.00

Honda CRX Quick Rack & Pinion Kit

RHD 2.75 lock to lock (VTI manual rack)

QSF19U001

£POA

RHD 2.75 lock to lock (1616 manual rack)

QSF19U002

£POA



MGC Quick Rack & Pinion Kit

RHD 2.9 turns lock to lock

QSF29K001

£POA

LHD 2.9 turns lock to lock

QSF29K002

£POA

Mini Quick Rack & Pinion Kit

RHD 2.23 turns lock to lock

QSF35K001

£POA

Opel Kadett / Astra Quick Rack & Pinion Kit

Opel Kadett / Astra MK1 LHD 2.7 turns lock to lock

QSF6B001

£POA

Opel Kadett C LHD 3.0 turns lock to lock

QSF20B001

£120.00

Opel Manta (A)* / Ascona Quick Rack & Pinion Kit

*Will fit Manta (B) with mods

LHD 2.5 turns lock to lock

QSF3B001

£120.00

RHD 2.5 turns lock to lock

QSF3B002

£120.00

Peugeot Quick Rack & Pinion Kit

Peugeot 205 RHD 2.78 turns lock to lock

Flat drive pinion

QSF12H001

£140.00

Splined pinion

QSF12H002

£140.00

Peugeot 106 RHD 2.6 turns lock to lock

QSF16H001

£195.00

Citroën Saxo RHD 2.6 turns lock to lock

QSF16H002

£195.00

Porsche 911 Quick Rack & Pinion Kit

911/914 (1974-1989) LHD & RHD 2.5 turns lock to lock

QSF3Q001**Toyota Corolla AE86 Quick Rack & Pinion Kit**

LHD 2.5 turns lock to lock

QSF22E001

RHD 2.5 turns lock to lock

QSF22E002**Toyota MR2 Mk1 (AW11) Quick Rack & Pinion Kit**

LHD 2.5 turns lock to lock

QSF22E003

RHD 2.5 turns lock to lock

QSF22E004**GM Nova Quick Rack & Pinion Kit**

LHD 2.5 turns lock to lock

QSD1T001

RHD 2.5 turns lock to lock

QSD1T002**Volvo 240 Quick Rack & Pinion Kit**

LHD 2.5 turns lock to lock

QSF3J001

LHD 2.85 turns lock to lock

QSF5J001**VW Quick Rack & Pinion Kit**

Golf Mk1 LHD 3.1 turns lock to lock

QSF7R001

Golf Mk2 LHD 2.9 turns lock to lock

QSF6R001

Golf Mk1 RHD 2.9 turns lock to lock

QSF18R001

Polo LHD 2.6 turns lock to lock

QSF17R001**Quaife Central Steering Rack**

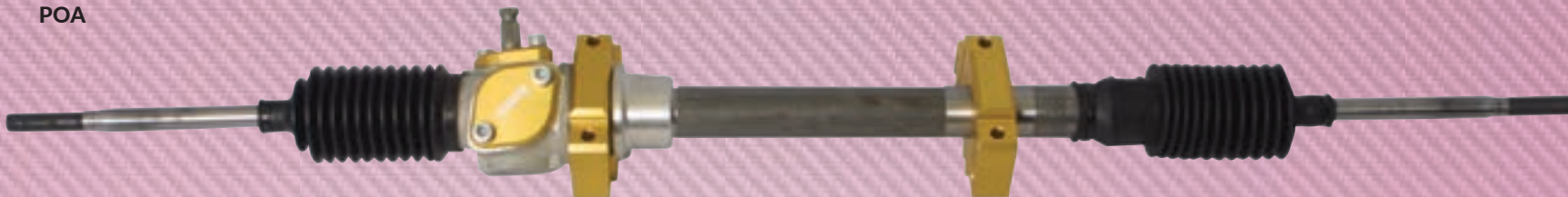
110mm of travel

QSH4Q**Steering Column Pinion Clamp****H4Q1-05**

Ford Escort Mk1 & Mk2 Complete Heavy Duty Quick Rack

QSF1Z

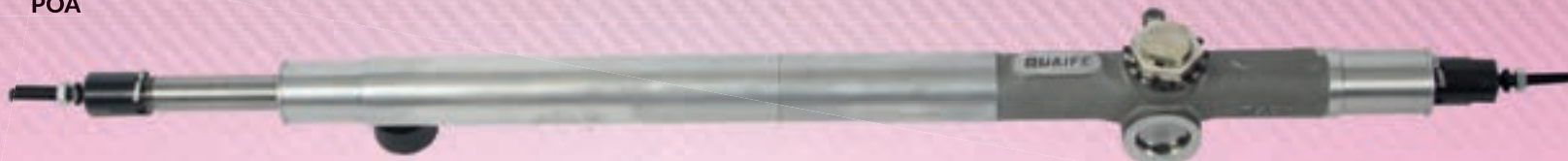
POA



Quaife Complete Left or Right Hand Quick Rack

QSH13Q

POA



Quaife Complete Bevel Gear Rack

QSH6Q

POA

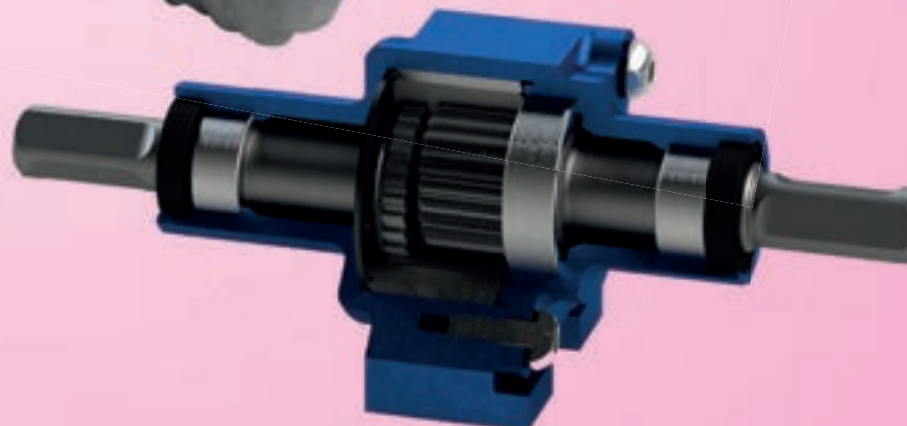


Quaife Ratio Change Steering Box for Power Steering

- R1.250:1, other ratios available on request.
- Various input and output shafts available.
- Universal mount
- 6082T6 Aluminium billet housing

QSH21Q

POA



Quaife/Tran-X Products: Installation & Servicing

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

Quaife offers servicing for the following products:

- Transaxle gearbox
- 4x4 gearbox
- Complete 5/6-speed 60G/69G gearbox
- Complete 5/6-speed 15G/27G gearbox
- Ford 4-speed gearbox
- Ford 5-speed gearbox / SL72
- Quaife FWD sequential gearbox
- FWD H-pattern gearbox
- Fitting ATB or LSD diff to FWD gearbox
- Fitting Quaife gearkit to FWD gearbox
- Fitting ATB or LSD diff to RWD unit
- Quaife reversing box
- All Quaife motorcycle gearboxes
- Quaife ATB differential
- Tran-X LSD differential
- Fitting/servicing all other products

Maximise the life of your Quaife products: when installing, replace bearings, seals, gaskets etc.

Transient Transmission Testing Dynamometer

Quaife has reinforced its 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 in-house environment at Quaife's Sevenoaks headquarters.

Quaife's Axiline transmission testing dynamometer features extensive data acquisition and control, enabling technicians to accurately measure input and output torque. This bolsters the ability of Quaife's engineering team to optimise every component in a design by focusing 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.

In projects ranging from high power motorsport applications to efficient electric vehicle and hybrid power transmission units, Quaife conducts extensive assessment of prototype designs, materials and techniques, to help improve durability, performance and weight.



Unless experienced, use a professional service agent.

Gear Cutting Capabilities:

- 1 Liebherr LSE380 Shaper with Automation
- 4 Sykes H160 Gear Hobbing Machines
- 2 Sykes V400 NC Gear Shapers
- 2 Genetron CNC Gear Shapers
- 2 Barbour Coleman Gear Hobbing Machines
- 2 Maxicut Rack Cutting Machines
- 1 Kashifuji CNC Gear Hobbing Machine
- 1 Gleason Pfauter CNC Gear Hobbing Machine
- 1 Liebherr LC180 Automated Gear Hobbing Machine
- 1 Gleason P60 Automated Gear Hobbing Machine
- 1 Gleason P100 Automated Gear Hobbing Machine
- 2 Pfauter Gear Hobbing Machines
- 1 Fellows Gear Shaper

Turning Capabilities:

- 2 Doosan GT2100 M
- 1 Doosan Lynx 220 LSY
- 1 Doosan Lynx 220 L
- 1 Doosan Puma 2100 SY
- 1 Mazak Nexus 250Y 4 Axis Live Tooling CNC Lathe
- 1 Puma 250GL Twin Spindle Gantry loaded CNC Lathe
- 2 Kia SKT 21L 2 Axis CNC Lathes
- 1 Kia SKT 21LMS CNC Lathe with Bar feed & Live Tooling
- 3 Doosan Puma 280 CNC Lathes
- 1 Doosan Puma 280M CNC Lathe with Live Tooling
- 2 Doosan Lynx 220B CNC Lathes
- 2 Hitachi Seiki CS25Y 4 Axis Vertical Lathes with Live Tooling
- 1 Star SR-32J CNC Lathe with Bar feed
- 3 Manual Lathes

Milling Capabilities:

- 4 Doosan 750 CNC Vertical Machining Centre
- 2 Doosan 1000 CNC Vertical Machining Centre with 4th axis
- 3 Hitachi Seiki 630 Horizontal Machining Centres linked to a 36 Pallet FMS Line
- 1 Doosan HP6300 Horizontal Machining Centre with 7 Pallets
- 1 Makino 86 Twin pallet 4 Axis Horizontal Machine Centre
- 3 Mori Seiki 400 Horizontal Machining Centres
- 1 Eagle 1000 Vertical Machine Centre
- 3 Manual Turret Mills with D.R.O. Units
- 1 Twin Pallet Doosan HP 6300
- 1 Twin Pallet Doosan HP 5100

Grinding Capabilities:

- 2 Jones and Shipman CNC Cylindrical Grinders
- 2 Studer CNC Cylindrical Grinders

Broaching Capabilities:

- 2 Horizontal Broaching Machines
- 1 3-Station Vertical Broaching Machine with FANUC Controlled Robot Arm
- 250+ Broaches

Spline Rolling Capabilities:

- 1 Ex Cello Roto-Flow Spline Roller

Straightening Capabilities:

- 1 Galbini CNC Straightening Press

REM Capabilities:

- 1 R.E.M. Super Finishing Machine

Wire eroding capabilities:

- 1 Soditech AG600L Wire EDM Machine

Additional Capabilities:

- 3 Rotary Washing Machines
- 1 Conveyor Washing Machine
- 3 Horizontal Automatic Band Saws
- 2 Large Alloy Vibratory Finishing Machines
- 2 General Purpose Vibratory Finishing Machines
- 2 Rosler Shot Blast Machines
- 1 Guyson Glass Bead Cabinet
- 1 Delapena Hone
- 2 Belt Linishers
- 2 Laser Marking Machines

Quality Control Capabilities:

- 1 Gleason 350GMM Gear Checking Machine
- 4 Mitutoyo Chrysta-Apex CMM's
- 2 Hardness Testers
- 1 Tesa Profile 80
- 1 Trimos Twinner T4
- 1 Axiline 97000EC Transient Transmission Testing Dynamometer



FUCHS-TITAN

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 Titan Oils for its range of gearboxes, gearkits and differentials.

TITAN RACE SYN 5

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

- 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

TITAN PRO SRG 75

GL 3 / GL4 100% ester synthetic racing gear oil

Recommended for:

- Synchromesh gearkits and gearboxes

Note:

- Gearboxes / differentials running with Tran-X plate-type LSD units should use an 80W90 oil with limited slip additives
- When running Quaife ATB differential with standard gearbox – as one unit – lubricate as per vehicle / gearbox manufacturers recommendation



REM Superfinishing

Upgrade your gearkit, gearbox or CWP with our in-house REM superfinishing process.

This highly polished surface finish produces a smooth surface that not only allows for more even lubrication of the entire gear, but also reduces friction between meshing parts, thereby reducing heat and wear on the part, and increasing the longevity of your gearkit or gearbox.

REM superfinishing can be ordered as an optional extra when you specify your ratio choices for your chosen gearkit or gearbox.

This is an essential upgrade for anyone looking to further improve the performance of their gearbox or differential.

Call the Quaife team for further details.



Important: Quaife does not recommend the use of automatic transmission fluid