

GT10

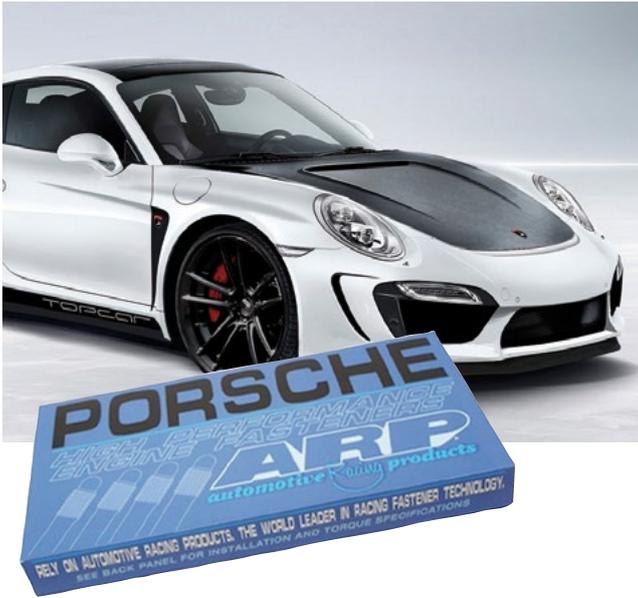
ENGINE

TRANSMISSION &
MISSION

ARP PORSCHE SPECIALTY FASTENERS



The complete ARP range provides an immediate solution for the most common applications. In addition, Gieffe Racing offers study and development of specific products for custom applications. Many Italian motorists who were already using the ARP product but were forced to buy from distributors in other countries, have already tested our prices and our availability getting a positive response. For all those for which the ARP products represent a novelty, our offices are available to provide technical and commercial information about the range, applications, prices and delivery times.



ARP
automotive racing products

Rod bolts

Codice	For model
104-6006	Type IV, 1.7L & 2.0L
204-6001	911 M10
204-6002	944
204-6003	2.0L 911S (1969)
204-6004	RSR TI
204-6005	M9
204-6301	986/987/996/997 M9



ARP
automotive racing products

Cylinder head kits

Codice	For model
204-4206	911-930 - 2.0L-3.8L air cooled engines
204-4210	911-996 - 3.6L Turbo water cooled engine
204-4211	944 - 2.5L SOHC/DOHC water cooled engines
204-4301	944 - 3.0L DOHC water cooled engine
204-4707	911-996 - 3.4L Non-Turbo water cooled engine



ARP
automotive racing products

Drive line/transmission kits

Codice	For model
204-2801	911 late
204-2802	913 early
504-9502	911-930 Turbo



ARP
automotive racing products

Engine block kits

Codice	For model
204-5001	911-996 - 3.4L Non-Turbo water cooled engine
204-5405	911-930 - 3.0L-3.3L air cooled engines
204-5406	911-930 - 3.6L & 3.8L air cooled engines
204-5407	911-930 - 2.0L-2.7L air cooled engines
504-9501	911-930 Turbo

ARP STAINLESS ACCESSORY STUDS



ARP
automotive racing products

ARP Stainless Accessory Studs

ARP has developed an innovative multi-purposes accessory stud that can be used for exhaust systems, intake manifold and a host of other uses. The studs are manufactured from a proprietary alloy developed by ARP (Stainless 300) and are impervious to the rust and corrosion that plagues ordinary fasteners. This stainless steel alloy is nominally rated at 170,000 psi tensile strength, which is substantially stronger than Grade 8 hardware. Ideally suited for installing exhaust headers, the 8mm studs have a unique "nut starter" nose and a hex-broached tip – which allows the studs to easily be installed using an Allen wrench. The studs come with "easy wrenching" 12-point nuts, which work great in the tightest of quarters. Flat washers are also included. Offered in five different lengths, in quantities of 4, 8, 10 and 16-packs.

For instructions & torque values for ARP kits see page: <http://arpinstructions.com>

Codice	Thread	Pcs
400-8001	M8 x 1.25 x 32mm (1.250")	4
400-8002	M8 x 1.25 x 38mm (1.500")	4
400-8003	M8 x 1.25 x 45mm (1.750")	4
400-8004	M8 x 1.25 x 51mm (2.000")	4
400-8005	M8 x 1.25 x 57mm (2.250")	4
400-8011	M8 x 1.25 x 32mm (1.250")	8
400-8012	M8 x 1.25 x 38mm (1.500")	8
400-8013	M8 x 1.25 x 45mm (1.750")	8
400-8014	M8 x 1.25 x 51mm (2.000")	8
400-8015	M8 x 1.25 x 57mm (2.250")	8
400-8021	M8 x 1.25 x 32mm (1.250")	10
400-8022	M8 x 1.25 x 38mm (1.500")	10
400-8023	M8 x 1.25 x 45mm (1.750")	10
400-8024	M8 x 1.25 x 51mm (2.000")	10
400-8025	M8 x 1.25 x 57mm (2.250")	10
400-8031	M8 x 1.25 x 32mm (1.250")	16
400-8032	M8 x 1.25 x 38mm (1.500")	16
400-8033	M8 x 1.25 x 45mm (1.750")	16
400-8034	M8 x 1.25 x 51mm (2.000")	16
400-8035	M8 x 1.25 x 57mm (2.250")	16

ARP OEM RODS BOLTS



ARP OEM Rods bolts

For instructions & torque values for ARP kits see page: <http://arpinstructions.com>



Codice	Application	Model	Pcs
126-6101	Alfa Romeo	2.0L GTV	Complete
206-6004	BMC/Triumph/Rover	1.3L & 1.5L Spitfire	Complete
206-6005	BMC/Triumph/Rover	2.0L GT6 & 2.5L TR6	Complete
206-6006	BMC/Triumph/Rover	2.0L SOHC TR7	Complete
206-6002	BMC/Triumph/Rover	A & B Series 11/32	Complete
206-6001	BMC/Triumph/Rover	A Series 3/8	Complete
206-6021	BMC/Triumph/Rover	A Series 3/8	2
206-6003	BMC/Triumph/Rover	B-Series (1964-68) 18GB & 18GF 3/8	Complete
206-6007	BMC/Triumph/Rover	K-Series	Complete
206-6008	BMW	1.6L Mini Cooper R53 M8 x 43MM UHL	Complete
201-6104	BMW	2.3L (S14) M11 x 41 MM UHL	Complete
201-6301	BMW	2.5L (M50/M50TU) inline 6 M9 x 53MM UHL	Complete
201-6303	BMW	2.8L (M52/M52TU) & 3.0L (M54) inline 6 - M9 x 47MM UHL	Complete
201-6201	BMW	2.8L (M52EURO) 3.0L (S50US) & 3.2L (S52US) inline 6 M9 x 1.25 x 44 UHL	Complete
201-6102	BMW	3.0L (S50 EURO) inline 6 M10 x 45MM UHL	Complete
201-6103	BMW	3.2L (S54) inline 6 M11 x 47MM UHL	Complete
201-6302	BMW	4.4L (M62/M62TU) V8 M9 x 53MM UHL	Complete
201-6305	BMW	Mini Cooper 1.6L N12/14	Complete
151-6004	Ford, 4 & 6 Cylinder	1.6L CVH M8	Complete
251-6202	Ford, 4 & 6 Cylinder	1.8L Duratec	Complete
251-6301	Ford, 4 & 6 Cylinder	2.0L (YB) DOHC Cosworth Sierra/Escort	Complete
251-6201	Ford, 4 & 6 Cylinder	2.0L RS 2000 M8	Complete
251-6222	Ford, 4 & 6 Cylinder	2.0L RS 2000 M8	2
151-6005	Ford, 4 & 6 Cylinder	2.0L Zetec M9	Complete
153-6001	Ford, 4 & 6 Cylinder	2.8L & 2.9L V6	Complete
251-6402	Ford, 4 & 6 Cylinder	2300cc Pinto	Complete
251-6422	Ford, 4 & 6 Cylinder	2300cc Pinto	2
151-6003	Ford, 4 & 6 cilindres	1.6L Zetec M8	Complete
151-6023	Ford, 4 & 6 cilindres	1.6L Zetec M8	2
151-6001	Ford, 4 & 6 cilindres	2000cc Pinto	Complete
151-6021	Ford, 4 & 6 cilindres	2000cc Pinto	2
151-6002	Ford, 4 & 6 cilindres	2300cc Pinto	Complete
151-6022	Ford, 4 & 6 cilindres	2300cc Pinto	2
208-6001	Honda/Acura	1.2L, 1.6L & 1.8L M8	Complete
208-6401	Honda/Acura	1.6L & 1.8L M9	Complete
208-6002	Honda/Acura	2.0L (F20C) & 2.2L (F22C) S2000	Complete
208-6003	Honda/Acura	2.0L (K20A)	Complete
208-6004	Honda/Acura	3.0L (C30A) V6 Acura NSX M9	Complete
208-6005	Honda/Acura	3.2L (C32B) V6 Acura NSX M8	Complete
275-6001	Lancia	2.0L SOHC 8V & DOHC 16V Turbo	Complete
118-6401	Mazda	1.6L (B6) & 1.8L (BP) DOHC Miata M9	Complete
207-6002	Mitsubishi	2.0L (4B11) DOHC (2008 & later)	Complete
107-6001	Mitsubishi	2.0L (4G63) DOHC (1993 & earlier) M9	Complete
107-6021	Mitsubishi	2.0L (4G63) DOHC (1993 & earlier) M9	2
107-6002	Mitsubishi	2.0L (4G63) DOHC (1994-07) M8	Complete
107-6022	Mitsubishi	2.0L (4G63) DOHC (1994-07) M8	2
107-6003	Mitsubishi	2.6L (G54B)	Complete
107-6023	Mitsubishi	2.6L (G54B)	2

Codice	Application	Model	Pcs
107-6004	Mitsubishi	3.0L (6G72) & 3.5L (6G74) V6	Complete
107-6024	Mitsubishi	3.0L (6G72) & 3.5L (6G74) V6	2
202-6005	Nissan/Datsun	2.0L (SR20DE/DET) 11/32	Complete
102-6003	Nissan/Datsun	2.4L (KA24DE) 11/32	Complete
202-6007	Nissan/Datsun	2.6L (RB26DET/DETT) Inline 6 11/32	Complete
202-6004	Nissan/Datsun	3.0L (VG30D/DET/DETT) DOHC V6 11/32	Complete
202-6006	Nissan/Datsun	3.5L (VQ35) DOHC V6 M8	Complete
102-6002	Nissan/Datsun	A Series (A12-A12A-A13-A14-A15)	Complete
102-6001	Nissan/Datsun	L16 Series M8	Complete
202-6001	Nissan/Datsun	L20 Series 4-cylinder & 2.2L (Z22) M9	Complete
202-6003	Nissan/Datsun	L24 (late), L26 & L28 Series inline 6 M9	Complete
202-6002	Nissan/Datsun	L24 Series (early) inline 6 M8	Complete
109-6002	Opel/Vauxhall	1.4L & 1.6L 8V M8	Complete
109-6003	Opel/Vauxhall	1.4L 16V M9	Complete
109-6001	Opel/Vauxhall	2.0L 16V M9	Complete
209-6003	Opel/Vauxhall	2.0L 16V M9	Complete
117-6101	Peugeot	205 & 306	Complete
216-6301	Renault	Clio (F4R) 16V M9	Complete
116-6001	Renault	R12 Gordini/Alpine (807g)	Complete
216-6302	Renault	R5 Turbo (Mid-Engine)	Complete
260-6301	Subaru	1.8L (EJ18) & 2.2L (EJ22) SOHC, 2.5L (EJ25) - DOHC Non Turbo & 2.0L (EJ20) DOHC Turbo	Complete
260-6302	Subaru	2.5L (EJ25) DOHC Turbo	Complete
260-6303	Subaru	2.5L (EJ25) DOHC Turbo	Complete
203-6003	Toyota	1.6L (2TC/2TG) & 1.8L (3TC)	Complete
203-6001	Toyota	1.6L (4AGE) DOHC & 1.6L (4ALC) SOHC M9	Complete
203-6301	Toyota	1.8L (ZZZGE)	Complete
203-6002	Toyota	2.0L (3SGTE) & 2.4L (2ZR)	Complete
203-6302	Toyota	2.0L 4Cyl FA20	Complete
203-6005	Toyota	3.0L (2JZGE/GTE) inline 6 (1993-98) Supra	Complete
203-6004	Toyota	3.0L (7MGTE) inline 6 (1986-92) Supra	Complete
104-6004	Volkswagen/Audi	1.8L & 2.0L water cooled	Complete
104-6024	Volkswagen/Audi	1.8L & 2.0L water cooled	2
104-6001	Volkswagen/Audi	1600cc air cooled	Complete
104-6002	Volkswagen/Audi	1600cc water cooled Rabbit & Corrado G60	Complete
204-6201	Volkswagen/Audi	2.7L (APB/BEL) Turbo & 2.8L - (AFC/ACK/AHA/ATQ) Non Turbo V6	Complete
204-6006	Volkswagen/Audi	2.8L & 2.9L VR6	2
104-6007	Volkswagen/Audi	Audi 5-cylinder	Complete
104-6005	Volkswagen/Audi	Formula Vee (cap screw type) M9	Complete
104-6025	Volkswagen/Audi	Formula Vee (cap screw type) M9	2
104-6003	Volkswagen/Audi	Super Vee (cap screw type) Audi style rod	Complete
104-6023	Volkswagen/Audi	Super Vee (cap screw type) Audi style rod	2



ARP products update

In addition to rod bolts for the specific car models, ARP manufactures rods to bolts in inch sizes for general applications (aftermarket connecting rods), much used by manufacturers of rods and engine specialists.

The update of ARP products is frequent: for this reason, if you do not find what you need in this catalog, please contact the Gieffe Racing staff will be at hand to advise and bring you up to date about news.



Tel. +39 0131 216505
info@giefferacing.com

ARP AFTERMARKET RODS BOLTS



2 bulloni

Codice	Thread	UHL	Material	Wrench Ø	Pcs	Application
200-6227	3/8"	1,500"	ARP2000	7/16"	2	General replacement, steel rods
300-6724	3/8"	1,500"	Custom Age 625+	7/16"	2	General replacement
200-6219	3/8"	1,600"	ARP2000	7/16"	2	General replacement, steel rods
300-6622	3/8"	1,600"	ARP3.5	7/16"	2	Carrillo replacement
300-6623	3/8"	1,600"	ARP3.5	7/16"	2	Carrillo replacement
300-6722	3/8"	1,600"	Custom Age 625+	7/16"	2	Carrillo replacement
300-6723	3/8"	1,600"	Custom Age 625+	7/16"	2	Carrillo replacement
200-6228	3/8"	1,750"	ARP2000	7/16"	2	General replacement, steel rods
200-6220	5/16"	1,500"	ARP2000	3/8"	2	General replacement, steel rods
300-6628	5/16"	1,500"	ARP3.5	3/8"	2	Carrillo replacement
300-6728	5/16"	1,500"	Custom Age 625+	3/8"	2	Carrillo replacement
200-6026	7/16"	1,600"	8740	7/16"	2	Manley replacement, with washers
200-6223	7/16"	1,725"	L19	1/2"	2	Carrillo replacement for H-bolt, without washers
200-6225	7/16"	1,725"	ARP2000	1/2"	2	Lentz replacement without washers
300-6621	7/16"	1,750"	ARP3.5	1/2"	2	Carrillo, Lentz, Ferrea replacement without washer
300-6721	7/16"	1,750"	Custom Age 625+	1/2"	2	Carrillo, Lentz, Ferrea replacement without washer
200-6021	7/16"	1,800"	8740	7/16"	2	Ford 427 (LeMans) and general replacement for aluminum rods, w/ washer
200-6022	7/16"	1,800"	8740	7/16"	2	Venolia, BRC, aluminum rod replacement, with washers
200-6023	7/16"	1,800"	8740	7/16"	2	Manley/Elgin replacement, with washers
200-6222	7/16"	1,800"	ARP2000	1/2"	2	Carrillo replacement for CARR bolt, with washers
200-6224	7/16"	1,800"	ARP2000	1/2"	2	Lentz replacement with washers
200-6221	7/16"	1,850"	ARP2000	7/16"	2	Manley replacement, rod part number 14051 and 14055
200-6024	7/16"	2,000"	8740	7/16"	2	General replacement, aluminum rods, with washers
200-6226	7/16"	2,000"	ARP2000	1/2"	2	Venolia, Brooks, KB, Aluminum rod replacement with washer
200-6526	7/16"	2,000"	L19	1/2"	2	Venolia, Brooks, KB, BRC, Aluminum rod replacement with washer
300-6726	7/16"	2,000"	Custom Age 625+	1/2"	2	Venolia, Brooks, KB, Aluminum rod replacement with washer



8 bulloni

Codice	Thread	UHL	Material	Wrench Ø	Pcs	Application
200-6207	3/8"	1,500"	ARP2000	7/16"	Complete (8)	General replacement, steel rods
300-6704	3/8"	1,500"	Custom Age 625+	7/16"	Complete (8)	General replacement
200-6209	3/8"	1,600"	ARP2000	7/16"	Complete (8)	General replacement, steel rods
300-6603	3/8"	1,600"	ARP3.5	7/16"	Complete (8)	Carrillo replacement
300-6703	3/8"	1,600"	Custom Age 625+	7/16"	Complete (8)	Carrillo replacement
200-6208	3/8"	1,750"	ARP2000	7/16"	Complete (8)	General replacement, steel rods
200-6210	5/16"	1,500"	ARP2000	3/8"	Complete (8)	General replacement, steel rods
300-6608	5/16"	1,500"	ARP3.5	3/8"	Complete (8)	Carrillo replacement
300-6708	5/16"	1,500"	Custom Age 625+	3/8"	Complete (8)	Carrillo replacement



16 bulloni

Codice	Thread	UHL	Material	Wrench Ø	Pcs	Application
300-6602	3/8"	1,600"	ARP3.5	7/16"	Complete (16)	Carrillo replacement
300-6702	3/8"	1,600"	Custom Age 625+	7/16"	Complete (16)	Carrillo replacement
200-6006	7/16"	1,600"	8740	7/16"	Complete (16)	Manley replacement, with washers
200-6203	7/16"	1,725"	L19	1/2"	Complete (16)	Carrillo replacement for H-bolt, without washers
200-6205	7/16"	1,725"	ARP2000	1/2"	Complete (16)	Lentz replacement without washers
300-6601	7/16"	1,750"	ARP3.5	1/2"	Complete (16)	Carrillo, Lentz, Ferrea replacement without washer
300-6701	7/16"	1,750"	Custom Age 625+	1/2"	Complete (16)	Carrillo, Lentz, Ferrea replacement without washer
200-6001	7/16"	1,800"	8740	7/16"	Complete (16)	Ford 427 (LeMans) and general replacement for aluminum rods, w/ washer
200-6002	7/16"	1,800"	8740	7/16"	Complete (16)	Venolia, BRC, aluminum rod replacement, with washers
200-6003	7/16"	1,800"	8740	7/16"	Complete (16)	Manley/Elgin replacement, with washers
200-6202	7/16"	1,800"	ARP2000	1/2"	Complete (16)	Carrillo replacement for CARR bolt, with washers
200-6204	7/16"	1,800"	ARP2000	1/2"	Complete (16)	Lentz replacement with washers
200-6201	7/16"	1,850"	ARP2000	7/16"	Complete (16)	Manley replacement, rod part number 14051 and 14055
200-6004	7/16"	2,000"	8740	7/16"	Complete (16)	General replacement, aluminum rods, with washers
200-6206	7/16"	2,000"	ARP2000	1/2"	Complete (16)	Venolia, Brooks, KB, Aluminum rod replacement with washer
200-6506	7/16"	2,000"	L19	1/2"	Complete (16)	Venolia, Brooks, KB, BRC, Aluminum rod replacement with washer
300-6706	7/16"	2,000"	Custom Age 625+	1/2"	Complete (16)	Venolia, Brooks, KB, Aluminum rod replacement with washer



ARP Head Studs

Obtaining the optimum cylinder head-to-block sealing is especially critical in small displacement engines employing high compression pistons or power adders like turbochargers, nitrous oxide and superchargers. ARP uses a premium grade 8740 alloy that is rated far superior to "aircraft" quality. Each stud is precisely heat-treated to 200,000 psi. Following heat-treat, each stud is centerless ground to make it perfectly concentric. For a more consistent clamping force. Premium parallel ground washers are also included with each kit.

Codice	Application	Model	Kit type
102-4701	Nissan/Datsun	2.0L (SR20DE) DOHC (1991-01) M11	12-point nuts + U/C studs
151-4201	Ford, 4 & 6 cylinder	2000cc Pinto	12-point nuts + studs
151-4202	Ford, 4 & 6 cylinder	2300cc Pinto	12-point nuts + studs
151-4203	Ford, 4 & 6 cylinder	1600cc Escort M10	12-point nuts + studs
151-4204	Ford, 4 & 6 cylinder	2.3L Duratec (2003 & later)	12-point nuts + studs
151-4702	Ford, 4 & 6 cylinder	2300cc Pinto	12-point nuts + U/C studs
165-4201	Saturn	1.9L SOHC (1999-02)	12-point nuts + studs
165-4202	Saturn	1.9L DOHC (1991-99)	12-point nuts + studs
201-4301	BMW	1.6L (W10/W11) Mini Cooper (2002-08) 8740 - Chrysler engine	12-point nuts + studs
201-4302	BMW	2.5L (M50), 3.0L (S50US), 3.2L (S52US) inline 6 ARP2000	12-point nuts + studs
201-4303	BMW	E46 M3/S54 inline 6 ARP2000	12-point nuts + studs
201-4304	BMW	1.6L (N12/N14/N16/N18) Mini Cooper (2007 & later)	12-point nuts + studs
201-4305	BMW	2.5L (M20) SOHC inline 6	12-point nuts + U/C studs
201-4601	BMW	2002 Coupe, 318i, 320i 4-cylinder	12-point nuts + U/C studs
201-4602	BMW	530, 535, 635, 735	12-point nuts + U/C studs
201-4605	BMW	2.3L (S14) 4-cylinder	12-point nuts + U/C studs
201-4701	BMW	BMW B58 6-CYL U/C	12-point nuts + studs
201-5402	BMW	BMW 3.0L I6 B58	12-point nuts + studs
202-4201	Nissan/Datsun	L20 series, 4-cylinder	12-point nuts + studs
202-4202	Nissan/Datsun	A-12 engines	12-point nuts + studs
202-4203	Nissan/Datsun	A-14 engines	12-point nuts + studs
202-4206	Nissan/Datsun	L24, L26, L28 series, 6-cylinder	12-point nuts + studs
202-4207	Nissan/Datsun	2.6L (RB26DETT) GT-R inline 6 ARP2000	12-point nuts + studs
202-4301	Nissan/Datsun	2.0L (RB20DE/DET) & 2.5L (RB25DE/DET) inline 6	12-point nuts + studs
202-4303	Nissan/Datsun	2.0L (SR20DET/RN14) DOHC Turbo (1991-94) M12	12-point nuts + studs
202-4304	Nissan/Datsun	2.4L (KA24DE) DOHC	12-point nuts + studs
202-4305	Nissan/Datsun	3.8L (VR38DETT) DOHC V6 Custom Age	12-point nuts + studs
202-4701	Nissan/Datsun	3.0L (VQ30) & 3.5L (VQ35) DOHC V6	12-point nuts + U/C studs
202-4702	Nissan/Datsun	1.6L (CA16DE/DET) & 1.8L (CA18DE/DET)	12-point nuts + U/C studs
203-4201	Toyota	2.4L (22R)	12-point nuts + studs
203-4202	Toyota	3.0L (7MGTE) inline 6 (1981-92) Supra	12-point nuts + studs
203-4203	Toyota	1.6L (4AGE) DOHC	12-point nuts + studs
203-4204	Toyota	2.0L (3SGTE) DOHC	12-point nuts + studs
203-4205	Toyota	3.0L (2JZGE/GTE) inline 6 (1993-98) Supra	12-point nuts + studs
203-4206	Toyota	1.6L (2TC) & 1.8L (3TC)	12-point nuts + studs
203-4207	Toyota	2.0L (3SGTE) DOHC Custom Age	12-point nuts + studs
203-4301	Toyota	3.0L (2JZGE/GTE) inline 6 (1993-98) Supra Custom Age	12-point nuts + studs
203-4302	Toyota	1.8L (2ZZGE) DOHC ARP2000	12-point nuts + studs
203-4303	Toyota	2.4L (2AZFE) DOHC ARP2000	12-point nuts + studs
203-4701	Toyota	3.0L (7MGTE) inline 6 (1981-92) Supra	12-point nuts + U/C studs
203-4702	Toyota	3.0L (2JZGE/GTE) inline 6 (1993-98) Supra	12-point nuts + U/C studs
203-4703	Toyota	1.8L (1ZZFE) DOHC ARP2000	12-point nuts + U/C studs
203-4704	TOYOTA	TOYOTA 5.7L (3UR-FE)	12-point nuts + studs
203-4705	TOYOTA	TOYOTA B58 6-CYL	12-point nuts + studs
203-5409	TOYOTA	TOYOTA 3.0L I6 B58	12-point nuts + studs
204-4101	Volkswagen/Audi	1.8L DOHC 20V Turbo (early AEB) M11/ARP2000 (without installation tool)	12-point nuts + U/C studs
204-4102	Volkswagen/Audi	1.8L DOHC 20V Turbo (early AEB) M11/ARP2000 (with installation tool)	12-point nuts + U/C studs
204-4103	Volkswagen/Audi	1.8L DOHC 20V Turbo M10/ARP2000 (without installation tool)	12-point nuts + U/C studs
204-4104	Volkswagen/Audi	1.8L DOHC 20V Turbo M10/ARP2000 (with installation tool)	12-point nuts + U/C studs
204-4105	Volkswagen/Audi	2.7L Bi-Turbo V6	12-point nuts + studs
204-4203	Volkswagen/Audi	1.8L & 2.0L 8V Golf/Jetta	12-point nuts + studs
204-4204	Volkswagen/Audi	1.8L & 2.0L 16V Golf/Jetta	12-point nuts + studs
204-4205	Volkswagen/Audi	Audi 5 cylinder, 10 valve	12-point nuts + studs
204-4207	Volkswagen/Audi	Audi 5 cylinder, 20 valve	12-point nuts + studs
204-4302	Volkswagen/Audi	2.0L (FSI) Turbo	12-point nuts + U/C studs
204-4701	Volkswagen/Audi	1.8L & 2.0L 8V Golf/Jetta	12-point nuts + U/C studs
204-4702	Volkswagen/Audi	1.8L & 2.0L 16V Golf/Jetta	12-point nuts + U/C studs
204-4703	Volkswagen/Audi	Audi 5 cylinder, 10 valve	12-point nuts + U/C studs
204-4704	Volkswagen/Audi	Audi 5 cylinder, 20 valve	12-point nuts + U/C studs
204-4705	Volkswagen/Audi	2.8L & 2.9L VR6	12-point nuts + U/C studs
204-4706	Volkswagen/Audi	1.6L & 1.9L Turbo & Non-Turbo diesel (1982-02) ARP2000	12-point nuts + U/C studs
204-4708	Volkswagen/Audi	AUDI RS3/TT-RS 2.5T	12-point nuts + studs

ARP PRO SERIES HEAD BOLTS

Codice	Application	Model	Kit type
205-4001	Holden	308 cid	Hex nuts + studs
205-4002	Holden	Commodore V6 7/16	Hex nuts + studs
205-4601	Holden	308 cid	Hex nuts + studs
205-4602	Holden	308 cid 7/16	12-point nuts + U/C studs
206-4201	BMC/Triumph	A Series, 9 studs	12-point nuts + studs
206-4202	BMC/Triumph	B Series	12-point nuts + studs
206-4203	BMC/Triumph	1.3L & 1.5L Spitfire	12-point nuts + studs
206-4204	BMC/Triumph	A Series, 11 studs	12-point nuts + studs
206-4205	BMC/Triumph	2.0L GT6 & 2.5L TR6	12-point nuts + studs
206-4206	BMC/Triumph	A Series, 11 studs, shaved head	12-point nuts + studs
206-4207	BMC/Triumph	2.1L TR4	12-point nuts + studs
206-4208	BMC/Triumph	2.0L SOHC TR7	12-point nuts + U/C studs
207-4201	Mitsubishi	2.0L (4G63) DOHC (1993 & earlier) M12	12-point nuts + studs
207-4202	Mitsubishi	2.6L (G54B)	12-point nuts + studs
207-4203	Mitsubishi	2.0L (4G63) DOHC (1994 & later) M11	12-point nuts + studs
207-4205	Mitsubishi	3.0L (6G72) DOHC V6 ARP 2000	12-point nuts + U/C studs
207-4206	Mitsubishi	2.0L (4B11) DOHC (2008 & later) ARP2000	12-point nuts + studs
207-4207	Mitsubishi	2.0L (4B11) DOHC (2008 & later) Custom Age	12-point nuts + studs
207-4302	Mitsubishi	2.0L (4G63) DOHC (1994-07) M11 Custom Age	12-point nuts + studs
207-4701	Mitsubishi	2.0L (4G63) DOHC (1993 & earlier) M12	12-point nuts + U/C studs
207-4702	Mitsubishi	2.0L (4G63) DOHC (1994 & later) M11	12-point nuts + U/C studs
208-4301	Honda/Acura	Honda D16Z - Only, M10	12-point nuts + studs
208-4302	Honda/Acura	Acura B18A1, M11	12-point nuts + U/C studs
208-4303	Honda/Acura	Acura VTEC B18CI, M11, GSR	12-point nuts + U/C studs
208-4304	Honda/Acura	Honda H22A4, VTEC	12-point nuts + U/C studs
208-4305	Honda/Acura	Civic D16Y	12-point nuts + studs
208-4306	Honda/Acura	B20B, w/B16A head	12-point nuts + U/C studs
208-4307	Honda/Acura	H23A	12-point nuts + U/C studs
208-4308	Honda/Acura	1.5L (L15) SOHC 16V 4-cylinder 2007 & later	12-point nuts + studs
208-4601	Honda/Acura	B16A	12-point nuts + U/C studs
208-4701	Honda/Acura	K20A (A2 & A3)	12-point nuts + U/C studs
208-4702	Honda/Acura	F20 S2000	12-point nuts + U/C studs
208-4703	Honda/Acura	HONDA B20 A5	12-point nuts + studs
209-4301	Opel/Vauxhall	2.0L 16V	12-point nuts + studs
209-4302	Opel/Vauxhall	2.5L V6 Opel	12-point nuts + studs
209-4701	Opel/Vauxhall	2.0L 16V	12-point nuts + U/C studs
209-4702	Opel/Vauxhall	2.5L V6 Opel	12-point nuts + U/C studs
216-4301	Renault	2.0L (F4R)	12-point nuts + studs
218-4701	Mazda	1.6L (B6) & 1.8L (BP) DOHC Miata	12-point nuts + studs
218-4702	Mazda	2.3L DOHC 16V (2003 & later)	12-point nuts + studs
218-4703	Mazda	2.0L FS-DE (1998-02)	12-point nuts + studs
218-4704	Mazda	2.5L (KL) Series V6 ARP2000	12-point nuts + U/C studs
228-4301	Hyundai	2.0L (G4KF) ARP2000	12-point nuts + studs
231-4701	General Motors	2.2L Ecotec	12-point nuts + U/C studs
234-4201	Holden	308 cid 1/2	12-point nuts + studs
251-4701	Ford, 4 & 6 cylinder	2.0L (YB) DOHC Cosworth Sierra/Escort M12	12-point nuts + U/C studs
251-4702	Ford, 4 & 6 cylinder	2.0L Zetec	12-point nuts + U/C studs
251-4703	Ford, 5 cylinder	2.5 I B5254	12-point nuts + U/C studs
253-4701	Ford, 4 & 6 cylinder	2.5L Duratec V6	12-point nuts + studs
260-4701	Subaru	EJ Series DOHC ARP2000	12-point nuts + U/C studs
260-4702	Subaru	EJ Series SOHC ARP2000	12-point nuts + U/C studs
260-4704	Subaru	EJ Series DOHC Custom Age	12-point nuts + U/C studs
271-4301	Suzuki	1.6L (M16A) DOHC	12-point nuts + studs
275-4701	Lancia	Delta 20L 16V	complete

ARP PRO SERIES HEAD BOLTS



ARP Pro Series Head bolts

All Pro Series bolts are cold-forged to ensure molecular integrity, heat-treated prior to thread rolling and machining, and are rated nominally at 200,000 psi. Hardened and parallel-ground washers are included with each kit to ensure even load distribution and accurate torque readings. They have a reduced wrenching hex or 12-point head and wide area flange to eliminate the need for valve train removal for cylinder head retorquing and permits the use of larger diameter valve springs.

Codice	Application	Model	Note
203-3801	Toyota	1.3L (4EFE/FTE) & 1.5L (5EFE/FHE) DOHC ARP2000	Dadi 12 punti + prigionieri
203-3902	Toyota	3.0L (7MGE/GTE) inline 6 (1981-92) Supra	12-point
204-3901	Volkswagen/Audi	1.8L DOHC 20V Turbo M10/ARP2000 (without installation tool)	12-point
204-3902	Volkswagen/Audi	1.8L DOHC 20V Turbo M10/ARP2000 (with installation tool)	12-point
206-3601	BMW	1.6L (R50/52/53) Mini Cooper	12-point



ARP Main Studs

There are many important reasons to use ARP main stud kits, including the elimination of main cap walk and fretting, as well as protecting the threads in your engine block. All kits come complete with hardened parallel-ground washers and high quality nuts. Some applications have provisions for mounting windage trays and have specially designed standoff studs with serrated lock nuts to position the windage tray and lock it securely in place. The studs are manufactured from 8740 chrome moly steel, heat-treated in-house to 200,000 psi tensile strength, and precision J-form threads rolled after heat-treat to create a fastener that has threads 2000% stronger than others.

For instructions & torque values for ARP kits see page: <http://arpinstructions.com>



Codice	Application	Model	Type
102-5401	Nissan/Datsun	2.4L (KA24DE/KA24E)	2-bolt main
102-5402	Nissan/Datsun	NISSAN 3.0L (VG30DE/DETT) V6	2-bolt main
108-5401	Honda/Acura	Honda 1.5L (L15) 4-Cylinder	2-bolt main
141-5801	Chrysler	141-5801	2-bolt main
151-5401	Ford, 4 & 6 cylinders	2000cc Pinto	2-bolt main
151-5402	Ford, 4 & 6 cylinders	2300cc Pinto	2-bolt main
151-5403	Ford, 4 & 6 cylinders	1600cc Escort	2-bolt main
151-5404	Ford, 4 & 6 cylinders	2.0L Zetec (1998 and later)	2-bolt main
201-5000	BMW	2.5L (M50), 2.8L (M52), 3.0L (S50US) & 3.2L (S52US) inline 6	2-bolt main
201-5001	BMW	1.5L-2.0L (M10) & 2.3L (S14) 4-cylinder	2-bolt main
201-5002	BMW	3.2L (S54) inline 6	2-bolt main
201-5401	BMW	1.6L (N12/N14/N16/N18) Mini Cooper ARP2000	2-bolt main
202-5401	Nissan/Datsun	L20 Series 4-cylinder	2-bolt main
202-5402	Nissan/Datsun	2.0L (SR20DE/DET)	2-bolt main
202-5403	Nissan/Datsun	2.6L (RB26DETT) GT-R Inline 6 ARP2000	2-bolt main
202-5406	Nissan/Datsun	L24, L26 & L28 Series 6-cylinder	2-bolt main
202-5801	Nissan/Datsun	3.5L (VQ35) DOHC V6	4-bolt main
202-5802	Nissan/Datsun	3.8L (VR38DETT) DOHC V6 ARP2000	4-bolt main
203-5401	Toyota	2.4L (2AZFE) DOHC ARP2000	2-bolt main
203-5402	Toyota	3.0L (7MGTE) Supra (1986-92) w/ bolts for 3 cap	2-bolt main
203-5403	Toyota	1.6L (4AGE) & 2.0L (3SFE) DOHC	2-bolt main
203-5404	Toyota	2.0L (3SGTE) DOHC	2-bolt main
203-5405	Toyota	3.0L (2JZGE/GTE) Supra (1993-98)	2-bolt main
203-5406	Toyota	2.4L (22R)	2-bolt main
204-5402	Volkswagen/Audi	1.6L & 2.0L Rabbit, Golf & Jetta	2-bolt main
204-5403	Volkswagen/Audi	2.8L & 2.9L VR6	2-bolt main
204-5408	Volkswagen/Audi	2.0L (FSI) Turbo	2-bolt main
204-5801	Volkswagen/Audi	2.7L Bi Turbo V6 with side bolts ARP 2000	4-bolt main
206-5401	BMC/Triumph	A Series	2-bolt main
206-5402	BMC/Triumph	B Series (3 cap main)	2-bolt main
206-5403	BMC/Triumph	B Series (5 cap main)	2-bolt main
206-5404	BMC/Triumph	2.0L SOHC TR7	2-bolt main
206-5405	BMC/Triumph	Austin Healey 6 cylinder	2-bolt main
207-5401	Mitsubishi	2.0L (4G63) DOHC (2007 & earlier)	2-bolt main
207-5402	Mitsubishi	2.6L (G54B)	2-bolt main
207-5403	Mitsubishi	2.0L (4B11) DOHC (2008 & later) ARP2000	4-bolt main
207-5801	Mitsubishi	3.0L (6G72) V6 (1993 & later)	4-bolt main
208-5401	Honda/Acura	2.2L (H22A) & 2.3L (H23A) (12 pt nuts)	2-bolt main
208-5402	Honda/Acura	1.6L (B16A) (12 pt nuts)	2-bolt main
208-5403	Honda/Acura	1.8L (B18C1) Acura	2-bolt main
208-5404	Honda/Acura	1.8L (B18A1/B1) Acura	2-bolt main
209-5401	Opel/Vauxhall	2.0L 16 valve	2-bolt main
209-5402	Opel/Vauxhall	2.5L V6	2-bolt main
216-5401	Renault	2.0L (F4R)	2-bolt main
218-5401	Mazda	1.6L (B6) & 1.8L (BP) DOHC Miata (12 pt nuts)	2-bolt main
218-5402	Mazda	2.3L DOHC 16V (2003 & later)	2-bolt main
228-5401	Hyundai	2.0L (G4KF) ARP2000	2-bolt main
271-5201	Suzuki	1.6L (M16A) DOHC	4-bolt main



ARP Main Bolts

Forged from 8740 chrome moly. The threads are rolled after heat-treating. The 200,000 psi nominal rated Pro Series are designed for use in competition applications. Parallel-ground, hardened washers are included with each kit. For instructions & torque values: <http://arpinstructions.com>



Codice	Application	Model
203-5001	Toyota	1.6L (4AGE) DOHC
206-5001	MGB	2 cap main
206-5002	MGB	5 cap main
207-5201	Mitsubishi	2.0L (4B11) DOHC (2008 & later) ARP2000
260-5401	Subaru	2.0L, 2.2L & 2.5L SOHC/DOHC EJ Series (Crankcase thru bolt kit)

ACCESSORIES



Stretch Gauges

ARP offers a highly accurate stretch gauge with a dial indicator that reads in increments of .001". Features extra heavy springs for consistent repetition. Comes with a heavy-duty, insulated plastic carrying case.



Codice	Type
100-9941	Standard
100-9942	"Billet-style"



ULTRA TORQUE

Specifically designed to reduce tension pre-load scatter and eliminate the need to cycle high performance engine fasteners before final installation.

- OBTAINS: 95%-100% of all ARP recommended installation pre-loads on the first pull - MAINTAINS: all ARP recommended installation pre-loads within 5% on all remaining cycles.
- STABILIZES: all ARP fastener installation pre-loads within 5% between a group of fasteners.
- Prevents seizing and galling on all threaded fasteners.
- Prevents rust and corrosion during the life of the lubricant.
- Effective lubrication range -50° C + 1100° C;
- Melting point: 182° C - Metal Free



Codice	Pack
100-9908	0.5 fl. oz. Pouch
100-9909	1.69 fl. oz. squeeze tube
100-9910	10 oz. brush top container
100-9911	20 oz. brush top container



MP-50 MOLY PASTE

MP-50™ Moly Paste is a non-melting, lubricating compound containing a high percentage of low-friction molybdenum disulfide (MoS2).



Codice	Pack
MP50	8 Oz (327 ml)



MAX TUFF

Max-Tuff is a multi-synthetic and ultra-resistant lubricant to be used during the assembly of equipment. Contains Synside™, Royal Purple Extreme Pressure (E.P.) technology that forms a chemical film on surfaces that can withstand far greater loads than other E.P. in extreme conditions. Protects ferrous and non-ferrous metals from rust and corrosion.



Codice	Pack
RP01335	1 lb (454 g)



SADEV is well known for its motorsport applicable gearboxes and has a vast variety available to be used in many different applications. SADEV' variety of gearboxes can be found in such applications like tarmac circuit racing to full off road rally raid, Ice racing to 24hr endurance events. Gieffe Sadev Racing is the official distributor for Italy. A lasting partnership based on shared fundamental qualities such as reliability and after sales service.



Engine torque	
Circuit	280 N.m
Hill Climb	380 N.m
Drift	250 N.m
Rally	250 N.m

ST75LW

The ST75 LW has been designed in order to renew SADEV's bestseller with the updated manufacturing process. The new version of the ST75-14 allows SADEV to make a technological step forward and offers the most elaborated product of its range (oil pump, differential, ratios). The optimisation of the design of the casings allow SADEV to optimise weight by keeping the same robustness, all at an unbeatable price.

- 5 or 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Gear engagement made by dogs
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Limited slip differential (free differential optional)
- Ramp and plate system - 3 discs type
- Preload made by belleville spring washer
- Wide range of ramp plates available
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Contactless flat shift sensor
- Flat shift sensor
- Splash lubrication system
- Oil pump integrated (optional)
- Oil suction screen
- Magnetic drain plugs
- AS7G aluminum casings
- Weight (input shaft included) : 32 kg - 70 lbs



Engine torque	
Circuit	350 N.m
Hill Climb	450 N.m
Rallycross	290 N.m
Rally	290 N.m

ST82-14

The bestseller in the transverse range, the ST82-14 is loaded with the latest technology. Designed for turbocharged engines such as 1.6L turbo and benefiting from all SADEV's experience, it combines optimised architecture with a small footprint and a low weight. Incorporating all the latest innovations such as paddle-shift, the ST82-14 will prove a formidable solution for your future projects..

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (semi-auto optional)
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Central limited slip differential
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Contactless flat shift sensor
- Splash lubrication system
- Oil pump integrated (optional)
- Oil suction screen
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Case joint faces sealed with O'rings
- Weight (input shaft included): 35 Kg - 77 lbs



In a **worldwide exclusive**, on the website www.giefferacing.com you can find the legendary SDTSA gearbox which has recently returned to production due to the great success achieved in 25 years of activity.

You can buy all the spare parts directly online by identifying, on the original exploded views, the ones you need !!!

2WD TRANSVERSE



Engine torque	
Circuit	550 N.m
Hill Climb	620 N.m
Drift	470 N.m
Rally	470 N.m

ST90-17

The ST90-17 is the latest of SADEV's innovations in the 2WD transverse range, and adapted for turbocharged engines such as 2.0L turbo. SADEV's main commitment was to concentrate on complex improvements in one gearbox. It offers, among others, a bigger centre distance and the development of the differential to improve its efficiency in getting power to the wheels. The ST90-17 is adapted for Touring cars and GT cars.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (semi-auto optional)
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Gear engagement made by dogs
- Inspection bungs
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Limited slip differential (low friction optional)
- Ramp and plate system - 3 discs type (4 discs optional)
- Preload made by compression springs
- Wide range of ramp plates available
- Reverse locking solenoid (optional)
- Contactless gear position sensor and flat shift sensor
- Temperature sensor (en option)
- Splash lubrication system
- Integrated oil pump and oil suction screen
- Painted AS7G aluminum casings
- Casing joint faces sealed with O-rings
- Quick release system to remove the differential cartridge
- Weight (input shaft included) : 36 kg - 79 lbs

2WD TRANSAXLE

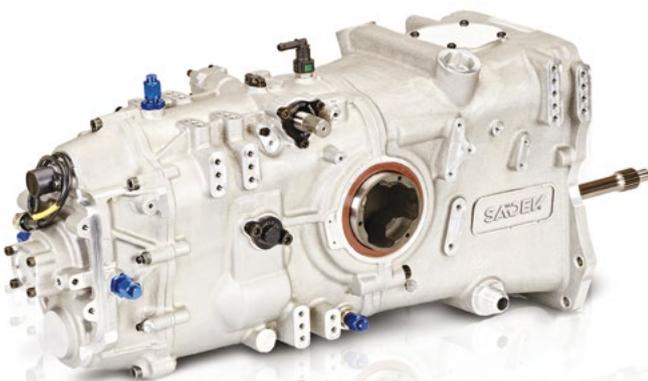


Engine torque	
Circuit	300 N.m
Hill Climb	400 N.m
Single Seater	300 N.m

SL75LW

Drawing on decades of experience in the single-seater world, SADEV has perfected the SL75LW, an ingenious blend of creativity and technology. Its many possible technical configurations make this an "à la carte" product that can adapt to your application. It is available in a simplified version, with five speeds and free differential, and a high-performance version with self-locking limited slip differential, six speeds and integrated paddle shift.

- 5 or 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (semi-auto optional)
- External selector rocker (optional)
- Bevel gear ratio : 10x31 or 8x31
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Free differential (limited slip differential optional)
- Ramp and plate system - 3 discs type
- Preload made by belleville spring washer
- Wide range of ramp plates available
- Reverse lockout cable
- Contactless gear position sensor
- Splash lubrication system
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Weight (input shaft included) : 37 Kg - 81 lbs

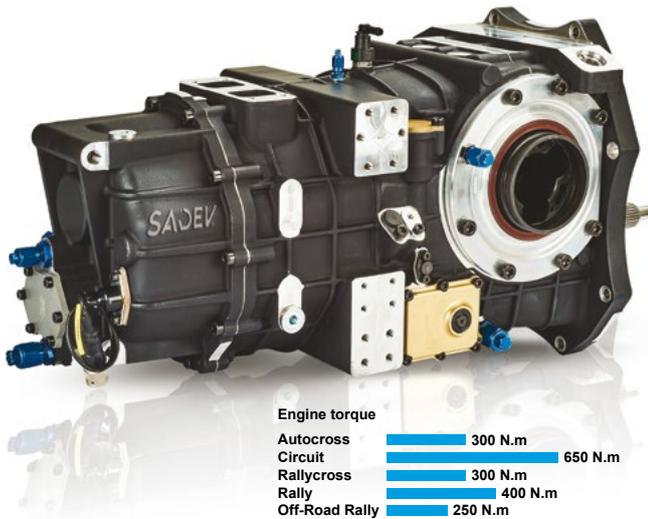


Engine torque	
Circuit	400 N.m
Hill Climb	500 N.m
Single Seater	400 N.m

SL82LW

The SL82LW gearbox is the perfect extension of the SL75LW: it uses the same mounting and fixing points, enabling instant interchangeability. With optimised weight and improved internal mechanics, the SL82LW gearbox offers attractive technical characteristics that exceed the capacity limits of the SL75LW.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- External selector rocker (optional)
- Bevel gear ratio : 9x30
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Free differential (limited slip differential optional)
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Contactless gear position sensor
- Splash lubrication system
- Oil pump integrated (optional)
- Oil suction screen
- AS7G aluminum casings
- Weight (input shaft included) : 42 Kg - 92 lbs

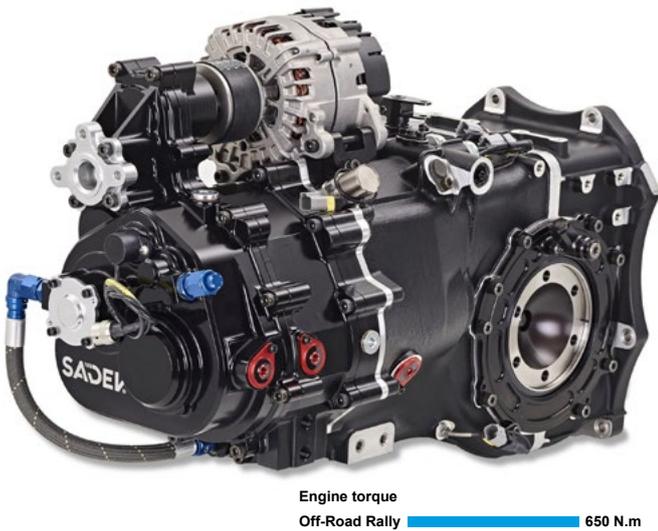


Engine torque	
Autocross	300 N.m
Circuit	650 N.m
Rallycross	300 N.m
Rally	400 N.m
Off-Road Rally	250 N.m

SL90-20

Flexibility is the best word to describe the SL90-20 transmission. Its variety of adaptable parts enables us to build a gearbox tailored to your needs. As well as accepting heavy loads, it comes in several versions: with or without load-bearing casing, 5 or 6 speeds, self-locking differential cartridge etc.

- 6 speed sequential gearbox + 1 reverse gear
- Bevel gear ratio : 9x35 or 10x31
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile-
- Shot penning on internal parts
- Specific input shaft
- Limited slip differential
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Reverse lockout cable
- Oil pump integrated (optional)
- Internal lubrication ramp (optional)
- Painted AS7G aluminum casings
- Assembled with spacers and studs
- Case joint faces sealed with O'rings
- Weight (input shaft included) : 60 Kg - 132 lbs

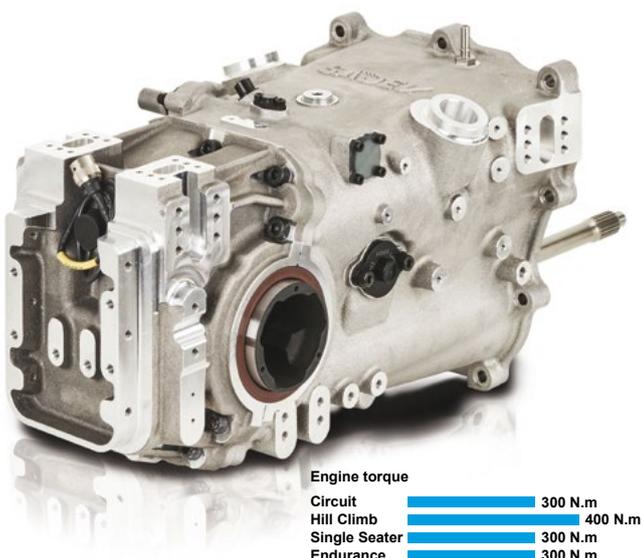


Engine torque	
Off-Road Rally	650 N.m

SL924

The SL924 is the latest novelties for Off-Road applications, the reference for all manufacturers competing in 2 wheel-drive categories. The SADEV Engineering department used the latest innovation to create the SL924, a transmission that can accept the biggest turbo or naturally aspirated engine torque. Powerful, robust and innovative, the SL924 is the best ally to drive through the sandy dunes of all Off-road races..

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Bevel gear ratio : 12x26
- Wide range of ratios available
- Drop gear ratios
- Straight cut gears
- Gear engagement made by dogs
- Inspection bungs
- Interchangeable gear ratios
- High strength carburizing steel
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing (optional)
- Limited slip differential
- Ramp and plate system - 4 discs type
- Wide range of ramp plates available
- Output for axles : flange for Ø128 mm Lobro
- Differential locking system
- Reverse lockout cable or solenoid system
- Gear position sensor
- Flat shift sensor up shift (Down shift optional)
- Integrated oil pump
- Lubrication lines through the casing
- Directed and pressurised lubrication on the gears and bevel gear
- Painted AS7G aluminium casings
- Casing joint faces sealed with O'rings
- Weight (input shaft included) : 89 Kg - 196 lbs

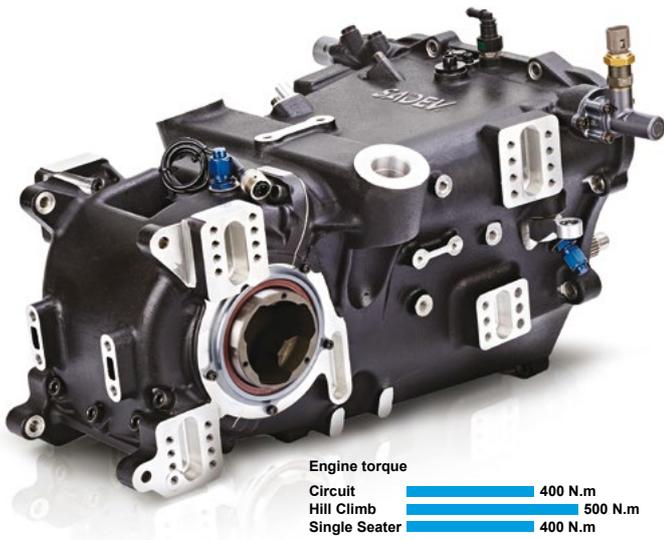


Engine torque	
Circuit	300 N.m
Hill Climb	400 N.m
Single Seater	300 N.m
Endurance	300 N.m

SLR75LW

With an innovative architecture based on the concepts used in F1, SADEV offers a gearbox of only 37.5 kg combining technicality, audacity and cost control. In order to grant a better weight distribution, our design department has chosen to place the differential at the rear. The other main feature of the SLR75-14? It has a structural casing. All the suspension and rear ends are fixed to the casing. F4 homologated by the FIA, the SLR75-14 gearbox has already convinced many chassis manufacturer.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (external semi-auto optional)
- External selector rocker (optional)
- Bevel gear ratio: 10x31 or 8x31
- The bevel gear is cut and grinded in house on Sadev CNC units
- Wide range of ratios available
- Straight cut gears
- Gear engagement made by dogs
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Free differential (limited slip differential optional)
- Ramp and plate system - 3 discs type
- Preload made by belleville washer
- Wide range of ramp plates available
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Splash lubrication system
- Oil pump integrated (optional)
- AS7G aluminum casing
- Weight (input shaft included) : 37.5 Kg - 81 lbs

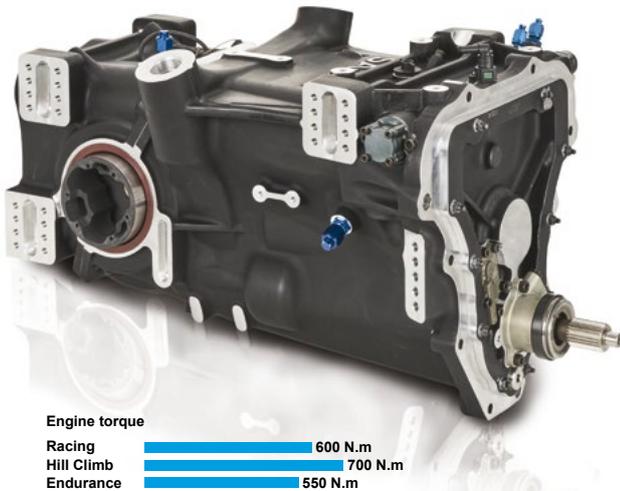


Engine torque		
Circuit		400 N.m
Hill Climb		500 N.m
Single Seater		400 N.m

SLR82-14

With its bold, streamlined design, the SLR82-14 is part of the latest generation of SADEV gearboxes, combining experience with new technology. Our design and production tools enable an optimised footprint, increased robustness and reduced weight. And because cars are constantly evolving, the SLR82-14 has to be ahead of the curve, offering integrated semi-automatic control and gears that can handle turbocharged engines

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (semi-auto optional)
- Bevel gear ratio : 9x30 or 8x31
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears-
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing (optional)
- Limited slip differential (free differential optional)
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Contactless gear position sensor
- Splash lubrication system
- Oil pump integrated
- Oil suction screen
- Painted AS7G aluminum casings
- Weight (input shaft included) : 48 kg - 105 lbs



Engine torque		
Racing		600 N.m
Hill Climb		700 N.m
Endurance		550 N.m

SLR90-20

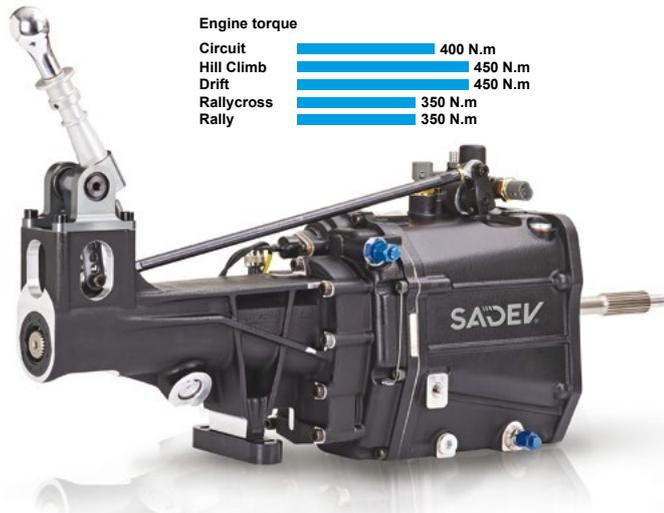
Specially designed for Circuit, GT and Single Seater racing, the SLR90-20 combines innovation and optimized architecture.

We set out to create an all new transmission with these key changes in mind: reduction and better distribution of masses, smaller dimensions, robustness and improved capacity, the SLR90-20 is tailored to the current needs of the targeted disciplines.

Its design is daring : our design department has opted for a rear differential to grant a better weight distribution. And, as far as the driver safety is a priority for SADEV, our designers have studied extensively the casings so that a larger rear crash box can be integrated and meet the LMP requirements.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection (semi-auto optional)
- Bevel gear ratio : 8x31 or 10x31
- The bevel gear is cut and grinded in house on Sadev CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing (optional)
- Limited slip differential (free differential optional)
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Reverse lockout cable
- Contactless gear position sensor
- Splash lubrication system
- Oil pump integrated
- Painted AS7G aluminum casings
- Weight (input shaft included) : 57 kg - 125 lbs





Engine torque

Circuit	400 N.m
Hill Climb	450 N.m
Drift	450 N.m
Rallycross	350 N.m
Rally	350 N.m

SCL82-17

The best seller in SADEV's in-line gearbox range, the SCL82-17 offers an ultra-powerful, affordable solution for multiple uses. Its small size means it can fit into Caterham-type cars. Thanks to its rally, rallycross and track results, the SCL82-17 is universally recognised for its quality and robustness.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Direct gear ratio : 19x20 or 19x22
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing (optional)
- Reverse lockout cable
- Contactless gear position sensor
- Contactless flat shift sensor
- Splash lubrication system
- Fittings to connect external oil cooler
- Oil suction screen
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Casing joint faces sealed with O'rings
- 1315 U-joint or BMW Guibo flex disc flange
- Weight (long tail version with gearlever) : 30 Kg - 66 lbs
- Weight (short version) : 27 Kg - 59 lbs



Engine torque

Circuit	680 N.m
Hill Climb	1000 N.m
Drift	1000 N.m
Rally	600 N.m

SCL924

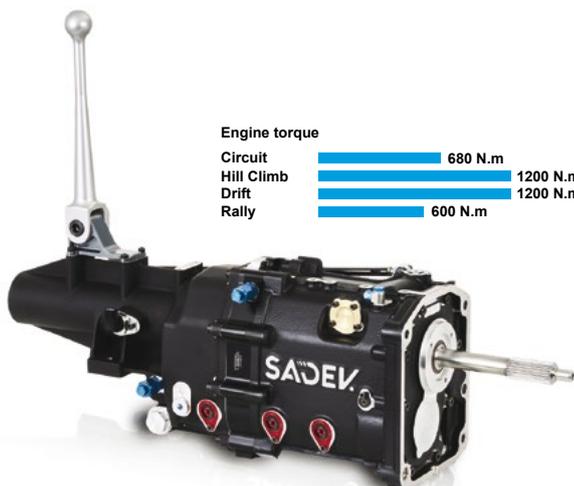
With the SCL90, SADEV has accumulated experience and success in recent years.

To go even further and offer you an even more advanced product, our team of engineers has combined expertise and latest technological developments to create a new formidable gearbox: the SCL924.

A very compact, strong, light and efficient product for high powered engines used in many applications such as GT, Off-road, Drift (...), while keeping overall cost in mind.

Mission accomplished ! The SCL924 meets all these criteria and is now a reference in its category.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Gear engagement made by dogs
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Flat shift sensor
- Fittings to connect external oil cooler
- Oil suction screen
- Magnetic drain plugs, Inspection bungs (optional)
- Casing joint faces sealed with O'rings
- Internal lubrication ramp
- Directed and pressurised lubrication on the gears
- Lubrication lines through the casing
- Integrated oil pump
- Painted AS7G aluminum casings
- Output flange for Lobro, 1315 or 1350 joint, BMW flector
- Weight (input shaft included) : 38 Kg - 83 lbs



Engine torque

Circuit	680 N.m
Hill Climb	1200 N.m
Drift	1200 N.m
Rally	600 N.m

SCL924 LT

Beginning with the SCL90 and more recently the new, more advanced SCL924, SADEV has accumulated experience and success across many motorsport platforms.

The SCL924 LT (Long Tail) is the next progression. With up to (8) shifter locations, slip yoke output, OEM style speed sensor and tail-case cross member mounting surface, this further expands the integration options for our customers.

The SCL924 is a very compact, strong, light and efficient product for high powered engines used in many applications such as GT, Off-road, and Drift, while keeping overall cost in mind.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Gear engagement made by dogs
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot peening on internal parts
- Specific input shaft
- Hydraulic clutch bearing (optional)
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Flat shift sensor
- Fittings to connect external oil cooler
- Oil suction screen
- Magnetic drain plugs, Inspection bungs
- Casing joint faces sealed with O'rings
- Directed and pressurised lubrication on the gears
- Lubrication lines through the casing Integrated oil pump
- Painted AS7G aluminum casings
- 1350 Slip Yoke guided through needle bearings
- Weight (input shaft included) : 43.7Kg - 96 lbs

4WD TRANSVERSE



Engine torque	
Circuit	600 N.m
Hill Climb	1000 N.m
Drift	1000 N.m
Rallycross	1000 N.m
Rally	550 N.m

ST4-917

Specially designed for rallycross, the ST4-917, an alternative to traditional longitudinal gearboxes, opens new possibilities for Supercar design. The ST4-917 adapts to the most powerful engines and offers a revolutionary cost/performance/weight ratio.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Front to rear bevel gear ratio : 26x22
- Final drive ratio : 25x39
- Epicyclic geartrain ratio : 2,778
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Low friction limited slip differential
- Ramp and plate system - 3 discs type
- External preload adjustment
- Wide range of ramp plates available
- Reverse lockout cable or option of solenoid
- Directed and pressurised lubrication on the gears and bevel gear
- Oil suction screen
- Magnetic drain plugs
- Weight (input shaft included) : 59 kg - 130 lbs

4WD TRANSAXLE



Engine torque	
Autocross	500 N.m
Circuit	600 N.m
Hill Climb	800 N.m
Ice Racing	500 N.m
Rallycross	600 N.m
Rally	500 N.m
Off-Road Rally	450 N.m

SL90-20

Flexibility is the best word to describe the SL90-20 transmission. Its variety of adaptable parts enables us to build a gearbox tailored to your needs. As well as accepting heavy loads, it comes in several versions: with or without load-bearing casing, 4WD central engine, 4WD overhang engine.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Bevel gear ratio : 9x35 or 10x31
- The bevel gear is cut and grinded in house on our CNC units
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Limited slip differential
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Reverse lockout cable (solenoid system optional)
- Flat shift sensor
- Splash lubrication system
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Case joint faces sealed with O'rings
- Weight (input shaft included) : 67 Kg - 148 lbs



Engine torque	
Circuit	600 N.m
Hill Climb	1000 N.m
Rallycross	1000 N.m
Rally	550 N.m

SC917

Specially designed for extreme applications, the SC917 is the benchmark for longitudinal rallycross gearboxes. Benefiting from all SADEV's experience, it combines optimised architecture with a small footprint and a low weight. Incorporating innovations such as a low-friction differential and a reverse lockout solenoid, the SC917 will prove a formidable solution for your future projects.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Specific input shaft
- Shot penning on internal parts
- Central limited slip differential (optional low friction)
- Ramp and plate system - 3 discs type
- Wide range of ramp plates available
- Differential locking system
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Contactless flat shift sensor
- Directed and pressurised lubrication on the gears
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Angle possible -15° to 195°
- Weight (input shaft included) : 47 Kg - 103 lbs



Engine torque
Off-Road 900 N.m

SC924LW

Tackling even the trickiest terrain, the SC924 is a benchmark in the off-road world. Its weight-focused design, compactness and robustness make it the weapon of choice for rally raid. Innovations such as the low-friction differential and the optimised tooth profiles make it the ideal solution for your future projects.

- 6 speed sequential gearbox + 1 reverse gear
- Manual sequential gear selection
- Wide range of final drives available
- Wide range of ratios available
- Straight cut gears
- Dog ring gear engagement
- Interchangeable gear ratios
- High strength carburizing steel
- Gear teeth grinded with optimized profile
- Shot penning on internal parts
- Specific input shaft
- Central limited slip low friction differential
- Ramp and plate system
- Wide range of ramp plates available
- Differential locking system
- Reverse lockout cable (solenoid system optional)
- Contactless gear position sensor
- Integrated oil pump (Gerotor)
- Directed and pressurised lubrication on the gears
- Oil suction screen
- FIA sensor screen (option)
- Painted AS7G aluminum casings
- Drop gear angle -10° only
- Weight (input shaft included) : 55 Kg - 121 lbs

DIFFERENTIALS



Engine torque
Circuit 400 N.m
Hill Climb 600 N.m
Autocross 350 N.m
Off-Road 300 N.m

SPO2

Used for many applications as Autocross, Off-Road, Circuit, and other, the SPO2 differential is a resolutely versatile and reliable product that can be positioned at the front or rear of the vehicle. Offering a wide choice of possible configurations, it adapts easily to your needs.

- Bevel gear ratio: 8x31, 15x29
- In house cutted bevel gear on our CNC units
- High strength carburizing steel
- Limited slip differential
- Ramp and plate system - 3 discs type
- Preload made by spring washer
- Wide range of ramp plates available
- Splash lubrication system
- Magnetic drain plugs
- AS7G aluminum casings
- Input flange: for 1120 or 1315 joints, Lobro
- Output for axles: flange for Ø108 mm Lobro
- Weight: 21 Kgs - 46lbs



Engine torque
Circuit 600 N.m
Hill Climb 1000 N.m
Ice Racing 500 N.m
Drift 1000 N.m
Rallycross 1000 N.m
Rally 500 N.m

SPO3

Used for many applications, ranging from ice to circuit racing, the SPO3 differential is a resolutely versatile and reliable product that can be positioned at the front or rear of the vehicle. Offering a wide choice of possible configurations, it adapts easily to your needs.

- Bevel gear ratio : 8x31, 10x29 or 10x33
- The bevel gear is cut and grinded in house on our CNC units
- High strength carburizing steel
- Shot penning on internal parts
- Limited slip differential (low friction optional)
- Removable differential cartridge (optional)
- Preload made by spring washer
- Anti-friction coating on odd discs
- Anti wear steel flat discs
- Wide range of ramp plates available
- Splash lubrication system
- Magnetic drain plugs
- Painted AS7G aluminum casings
- Assembled with spacers and studs
- Casing joint faces sealed with O rings
- 3 assembly possible : Centered - Offset on crown wheel side - Offset on opposite side of the crown wheel
- Weight : 27 Kg - 59 lbs



SP08

For over two decades, SADEV has been a key player in the Off-Road racing application, building an impressive track record of victories and expertise. Driven by a relentless pursuit of excellence and a passion for pushing the boundaries of performance, our team of engineers has combined technical mastery, continuous development, and innovative thinking to create a groundbreaking differential: the SP08. With its ultra-compact, lightweight design, the SP08 has been rigorously tested and approved by some of the sport's top drivers. It has firmly established itself as the undisputed reference in the T1+ and Baja categories.

- Overall ratio 5.627
- Output flange for Ø128 mm Lombro
- Integrated trigger wheel on output flanges Ø128mm
- Magnetic drain plugs
- Integrated oil pump with internal lubrication
- Directed and pressurized lubrication on internal gears
- Inlet and outlet for cooling system
- Integrated oil suction screen
- Main casing from aluminium billet
- Casing sealed with O'rings
- Assembled casing with studs
- 12 inserted mounting points (M10 x 1.25)
- High strength carburizing steel
- Bevel gear CNC cut and ground in house
- Gear teeth ground with optimized profile
- Shot Peening on internal parts
- Limited slip differential "Low Friction"
- Mechanical differential locking system
- Easy differential access
- Ramp and plate system - 4 discs type
- Wide range of ramp plates available
- Preload made by Belleville spring washer
- Offset input
- Weight: 53 Kgs - 115lbs

ACCESSORIES



PADDLE SHIFT for ST75LW gearbox

Electro-hydraulic unit for controlling the external actuator on the ST75LW gearbox.

The electro-hydraulic unit is completely sealed and self-contained. No maintenance / service is required by the user. All adjustments and test are carried out by SADEV technicians at our SADEV facilities. The hydraulic connections on the gearbox are made using sealed couplings, making the assembly and disassembly of the system very easy.



DISCONNECT

The SADEV rear drive disconnect was especially designed for 4WD cars. The main feature is a system that disconnects the rear wheels from the front wheels when using handbrake. It is compact, easy to set up and reliable. Today, the disconnect is already known as multiple champion in international competitions.