



# 2010 CATALOG

## BELLHOUSINGS

## CHASSIS AND

## SUSPENSION

## EQUIPMENT





# ABOUT US

## Company Background

Lakewood Industries, a trademark of Prestolite Performance, is a manufacturer of bellhousings, suspension components, and chassis components. Founded in 1965, Lakewood has grown from its humble beginnings as a small fabrication shop in Lakewood, Ohio, a suburb of Cleveland. One of the most trusted brands for safety bellhousings, Lakewood Industries' history in racing is strong. Now located in Cleveland, Ohio, the company is proud to support sportsman racers in the U.M.T.R. and the IHRA.

## Custom Manufacturing

Lakewood Industries is proud to manufacturer products in the USA with experienced craftsmen. This in-house production and skill is what allows Lakewood to offer custom products built to your specifications. Specialty bellhousings can be built to your order in 2 – 4 weeks by contacting Technical Services at 216-688-8300.

## Warehousing

Customer service is priority one, and with over 50,000 square feet of finished products in inventory, Lakewood Industries can meet your needs with fast and accurate shipping.

## Engineering

At the heart of Lakewood is an impressive list of resources including sophisticated CAD software, CNC machining, in house chassis dyno, and a fleet of test vehicles including a 2010 Camaro, 2010 Mustang, and 2010 Challenger. Most important of all, however, is a staff of talented engineers with real experience not only in the lab, but on the track as well. We are fortunate to be located near 4 different sanctioned quarter mile facilities, and we prove the value and performance of our products from the burnout box to the big end. Lakewood Industries is proud to be a company for enthusiasts by enthusiasts.



*Cleveland, OH - Headquarters*



*Parallel Blanchard Grinding*



*Product testing at Dragway 42 near West Salem, OH*



*Cleveland, OH - Distribution Center*

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



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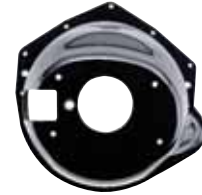


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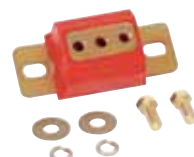


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# S.F.I. APPROVED BELLHOUSINGS

A S.F.I. approved safety bellhousing is required for vehicles running 11.49 seconds or quicker in quarter mile competition. Lakewood Industries has been providing racers a safer solution to weak cast bell housings for over 40 years. Lakewood Bellhousings are built in the USA from high strength; hydro formed, and stress relieved steel to ensure uniform wall thickness. They are precision machined and Blanchard ground to tight tolerances for maximum bolt and bore alignment. All Lakewood safety bell housings are heat treated for added strength and certified to SFI 6.1W specifications. Inspection windows can be installed by contacting our technical services department. Lakewood bell housings still offer these industry leading features:

- Direct fit engineering ensures easy installation for popular passenger cars
- MIG welded thread inserts for transmission mounting, clutch fork pivot ball, and linkage brackets where applicable
- Durable powder coated finish for years of corrosion free service
- Included block plate and grade 8 hardware
- Approved by all major sanctioning bodies

Part Number	Engine	Year	Transmission	Chassis	Linkage	Bore Diameter	Fork Opening	Depth w Block Plate	Notes
<b>AMC</b>									
15411	290 – 401	1969 – 76	Muncie, Saginaw, Richmond	All	Mechanical	4.684	2.00 x 3.64	6.45	Use 15501 pivot ball and 15500 clutch fork
<b>BUICK</b>									
15120	400 – 455	1965 – 76	GM Muncie, Saginaw, Borg Warner, T10, Tremec TKO	1958 – 87 GM Full/Mid Size	Mechanical	4.684	2.125 x 3.3	6.45	
<b>CHEVROLET</b>									
15003	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	1955 – 57 Chevy Full Size	Mechanical	4.684	2.125 x 3.3	6.45	Includes Bellhousing to Frame Mounts
15000	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	1958 – 87 GM Full/Mid Size 1967 – 81 F Body 1968 – 79 Nova	Mechanical	4.684	2.125 x 3.3	6.45	
15030	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	Ford Tremec Tr3550, TKO	1958 – 87 GM Full/Mid Size 1967 – 81 F Body 1968 – 79 Nova	Mechanical	4.684	2.125 x 3.3	7.068	
15032	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	Ford T5	1958- 87 GM Full/Mid Size 1967 – 81 F Body 1968 – 79 Nova	Mechanical	4.850	2.125 x 2.81	6.45	
15050	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	1964 – 67 Nova	Mechanical	4.684	2.25 x 4.06	6.45	



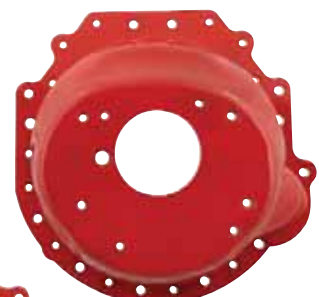
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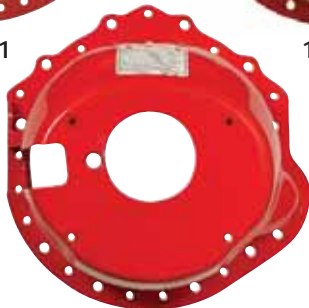
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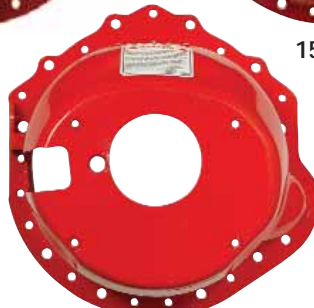
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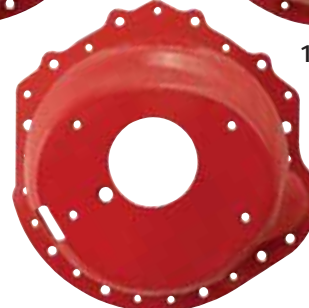
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15030



15032



15050



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# S.F.I. APPROVED BELLHOUSINGS



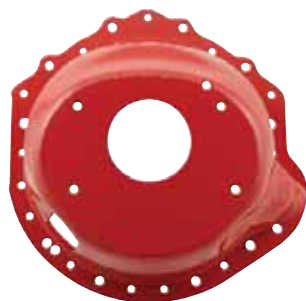
Part Number	Engine	Year	Transmission	Chassis	Linkage	Bore Diameter	Fork Opening	Depth w Block Plate	Notes
<b>CHEVROLET (CONT)</b>									
15010	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	1975 – 80 Mid/Full Size	Cable Operated	4.684	2.40 x 3.25	6.45	
15015	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM, BW T5, Muncie, Saginaw, Borg Warner T10, Tremec TKO	1982 – 83 Camaro/Firebird	Mechanical	4.684	3.15 x 2.37	6.45	Drilled for 17 deg Canted T5
15020	265 – 400, 396 – 502 90 Degree V6,	1955 – 2003	GM, BW T5, Muncie, Saginaw, Borg Warner T10, Tremec TKO	1984 – 92 Camaro/Firebird	Mechanical/Hydraulic	4.684	3.15 x 2.37	6.45	Drilled for 17 deg Canted T5
15005	LS1/LS2/LS6/LS3	1997 - 2009	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	All	Mechanical	4.684	2.50 x 4.05	6.45	Will not fit T56
15035	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie, 465	1962 – 87 GM Full Size Trucks	Mechanical	5.125	2.125 x 3.3	6.45	
15040	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM LS Style Tremec T56	All	Hydraulic	7.00	N/A	6.125	Use O.E. Master/Slave Cylinder #. Designed to work with Hays LS1 Clutch/Flywheel
15080	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	Jeep T170, T150, Richmond, Muncie, Borg Warner T10	All	Mechanical	4.85	2.00 x 3.15	6.45	
<b>OLDSMOBILE</b>									
15100	330 – 455	1964 – 77	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	All	Mechanical	4.684	2.00 x 3.00	6.45	Driver Side Starter Pocket

**NEW!**

**NEW!**



**MADE IN USA**



15010



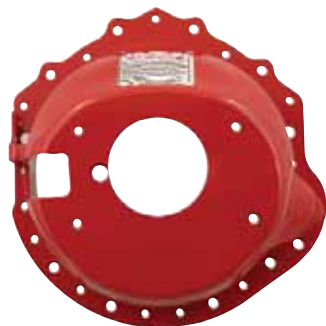
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15020



15005



15035



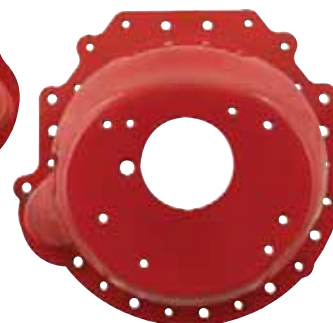
15040

**NEW!**



15080

**NEW!**



15100



# S.F.I. APPROVED BELLHOUSINGS

Part Number	Engine	Year	Transmission	Chassis	Linkage	Bore Diameter	Fork Opening	Depth w Block Plate	Notes
<b>PONTIAC</b>									
15100	326 – 455	1964 – 81	GM Muncie, Saginaw, Borg Warner T10, Tremec TKO	All	Mechanical	4.684	2.00 x 3.00	6.45	Driver Side Starter Pocket
<b>FORD</b>									
15200	289 – 351C/W	1965 – 95	Ford Toploader, BW T10, Tremec TKO	All	Mechanical	4.85	3.00 x 2.37	6.361	6 Bolt Blocks, Tight Tolerance Requires Dial In
15201	289 – 351C/W	1965 – 95	Ford Toploader, BW T10, Tremec TKO, Early Richmond 5 Speed	1979 – 93 Mustang	Factory Cable Style	4.85	2.00 x 3.87	6.361	6 Bolt Blocks, Tight Tolerance Requires Dial In
15202	289 – 351C/W	1965 – 95	Ford Factory 4 Speed, Tremec TR3550, Early TKO, TR4250, Richmond 5 and 6 Speed	1979 – 93 Mustang	Factory Cable Style	4.85	2.15 x 4.15	6.924	6 Bolt Blocks, Tight Tolerance Requires Dial In, 7.2" Input Shaft
15203	289 – 351C/W	1965 – 95	Ford Factory BW T5	1979 – 93 Mustang	Factory Cable Style	4.85	2.15 x 4.15	6.924	6 Bolt Blocks, Tight Tolerance Requires Dial In, 7.2" Input Shaft
15204	289 – 351C/W	1965 – 95	Ford Factory BW T5	1994 – 95 Mustang	Factory Cable Style	4.914	2.15 x 4.15	7.885	6 Bolt Blocks, Tight Tolerance Requires Dial In, 7.2" Input Shaft
15230	4.6 – 5.4	1996 – 2004	Ford Tremec TR 3550/TKO/Jerico DR4	1996 – 04	Factory Cable Style	4.85	2.81 x 3.75	6.924	7.2" Input Shaft



15100



15200



15201



15230



15202



15203



15204



**MADE IN USA**



# S.F.I. APPROVED BELLHOUSINGS



Part Number	Engine	Year	Transmission	Chassis	Linkage	Bore Diameter	Fork Opening	Depth w Block Plate	Notes
<b>FORD (CONT)</b>									
15255	4.6 – 5.4	2005 – 2010	Ford TKO TR3560	2005 – 2010	Factory Hydraulics	4.85	N/A	6.924	<b>NEW!</b> Not for use with
15205	289 – 351	1965 – 95	GM Muncie/Saginaw/ BW T10/ Tremec TKO	All	Mechanical	4.684	2.44 x 3.00	6.361	factory TR3550 Use Lakewood 15500 Fork & 15501 Pivot Ball
15210	390 – 428 FE	1961 – 70	Ford Top Loader/ BW T10/Tremec TKO	All	Mechanical	4.85	3.00 x 4.00	6.564	Tight Tolerance Requires Dial In, Will Not Work with Pre 1965 Bendix Starter
15220	351M – 460	1968 – 78	Ford Top Loader/B W T10/Tremec TKO	All	Mechanical	4.85	3.00 x 4.00	6.564	Tight Tolerance Requires Dial In, 184T Flywheel Only
<b>CHRYSLER</b>									
15320	273 – 360	1964 – 83	New Process 3 & 4 Speed	All	Mechanical	4.807	3.12 x 4.00	7.50	130 Tooth Flywheels Only
15330	383, 413, 426, 440	1959 – 78	New Process 3 & 4 Speed	All	Mechanical	4.807	3.12 x 4.00	7.50	Includes Starter Adapter 15905
15335	383, 413, 426, 440	1959 – 78	New process A-833, T18, 420, 435, 456, 2300, Pre 99 4500	All	Mechanical	5.600	3.12 x 4.00	7.50	
15315	273 - 360	1964 - 83	Tremec TKO	All	Mechanical	4.855	3.09 x 4.41	7.518	<b>NEW!</b>

## Notes:

- (1) Due to very close tolerances, bellhousing must be dialed in to ensure proper flywheel clearance
- (2) Will not work with 1965 and earlier Bendix-type starter
- (3) On all 1981 and later Mustangs, we recommend upgrading to a Hays part no. 76-228 heavy-duty adjustable clutch cable and billet aluminum clutch quadrant
- (4) Includes adapter ring to reduce counter bore diameter to 4.357"



**MADE IN USA**



15255



15205



15210



15220



15320



15330



15335



15315



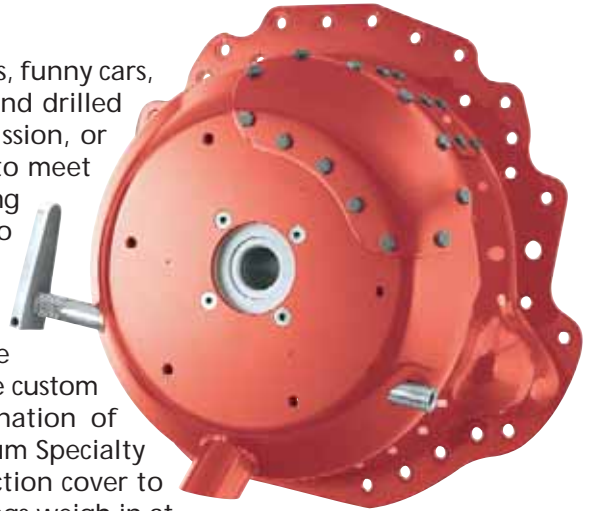
# CUSTOM S.F.I. BELLHOUSINGS

## Custom Steel Bellhousing

Lakewood Specialty Bellhousings are designed for use in dragsters, funny cars, pro stock, truck, or tractor pullers. They are custom machined and drilled to your specifics for almost any combination of engine, transmission, or clutch requirements. Lakewood Specialty Bellhousings are built to meet S.F.I. Specs 6.1, 6.2, or 6.3 and are approved by all major sanctioning bodies. They are available with an optional inspection cover to allow for between the rounds clutch adjustments.

## Custom 6.2 Aluminum Bellhousing

Lakewood Aluminum Specialty Bellhousings are designed for use in dragsters, funny cars, pro stock, truck, or tractor pullers. They are custom machined and drilled to your specifics for almost any combination of engine, transmission, or clutch requirements. Lakewood Aluminum Specialty Bellhousings are built to meet SFI Spec 6.2 and include an inspection cover to allow for between the rounds clutch adjustments. These bellhousings weigh in at only 25 lbs, feature a titanium explosion proof liner, and do not have a starter pocket.



**NOTE:** Lakewood Specialty Bellhousings are custom built to order, so please allow 2 – 4 weeks for manufacturing and delivery. Please contact our Technical Service Department at 216-688-8300 for ordering information, parts numbers, and pricing. Please have your application, engine info, transmission info, clutch type, and clutch linkage requirements available.

Housing Depth	With Starter Pocket	Without Starter Pocket	With Window	Description
6-5/16"	17020	-	No	Same depth as stock Chevrolet and pre-1979 small block Ford. Will accommodate single disc clutches. Can be used in stick shift drag cars, truck pullers, etc.
6-5/16"	17021	-	Yes	
6-7/16"	17030	-	No	Same depth as stock big block Ford. Will accommodate single disc clutches. Can be used in stick shift drag cars, truck pullers, etc.
6-7/16"	17031	-	Yes	
7-1/2"	17040*	17050	No	Same depth as stock Mopar. Will accommodate twin disc clutches.
7-1/2"	17041*	17051	Yes	Can be used in stick shift drag cars, truck pullers, pro stock cars and dragsters.
8-1/8"	17060*	17070	No	Will accommodate triple and some four disc clutches. Can be used in dragsters, funny cars, pro stocks and tractor pullers.
8-1/8"	17061*	17071	Yes	
8-5/8"	*	17080	No	Will accommodate triple and some four disc clutches. Can be used in dragsters, funny cars, pro stocks and tractor pullers.
8-5/8"	*	17081	Yes	

\* Optional welded on mini-starter pocket available.

Part No.	Description
19081	8-5/8" with Inspection Windows



Billet Aluminum Fork  
P5400



**MADE IN USA**



# ADAPTER BELLHOUSINGS



## Engine to Transmission Adapters

These engine to transmission adapters are an excellent choice for street rods, street machines or truck applications where the use of an S.F.I. approved bellhousing is not required. Made from .250" thick hydro- formed steel, these adapters are much stronger than factory aluminum bell housings and allow for easier welding of brackets etc. that are usually required when doing engine swaps.

**NOTE:** These engine to transmission adapters are NOT safety bellhousings. They do not include nor accept a block plate and do NOT meet SFI specifications.

Part Number	Engine	Year	Transmission	Chassis	Linkage	Bore Diameter	Fork Opening	Depth	Notes
<b>CHEVROLET</b>									
77-150	265 – 400, 396 – 502, 90 Degree V6	1955 – 2003	GM Muncie/Saginaw, BW T-10, Borg Warner T10, Tremec TKO	1958 – 87 GM Full/Mid Size	Mechanical	4.684	2.50 x 3.75	6.312	
<b>FORD</b>									
77-200	289 – 351C/W	1965 – 95	Ford Toploader, BW T10, Tremec TKO	All	Mechanical	4.850	3.00 x 2.37	6.236	6 Bolt Blocks, Tight Tolerance bellhousing must Requires Dial In
77-205	289 – 351	1965 – 95	GM Muncie/Saginaw/ BW T10/ Tremec TKO	All	Mechanical	4.684	3.00 x 2.60	6.236	Use Lakewood 15500 Fork & 15501 Pivot Ball
<b>AMC JEEP</b>									
77-410	V8 engines, 304, 343, 360, 390,401	NA	T150 3-speed, T5 5-speed, SR4, T4, T1704 4-speed			4.850	2.00 x 3.50	6.329	For use on CJ transmissions, Includes block plate
<b>CHRYSLER</b>									
77-325	273-318- 340-360 V-8	1964-83	GM Muncie/Saginaw, Richmond/BW, T-5 & T-10, Jerico			4.684	2.50 x 3.75	6.312	Fits 130 tooth flywheel



77-150



77-200



77-205



77-410



77-325



**MADE IN USA**



# BELLHOUSING ACCESSORIES



15705

## SAFETY BLOCK PLATES WITH BELLHOUSING BOLT KITS

*BOX PACKAGED, PAT. NO. 3,841,290*

These steel plates are the same as those included in our bellhousing kits. A must for block protection and required by most racing associations. Block plate must be used to meet S.F.I. safety requirements.

Fits 15000, 15003, 15010, 15015, 15020, 15030, 15050, 15060 bellhousings	15705
Fits 15200, 15201, 15202, 15203 and 15205 bellhousings, Ford 289-351C/W	15726
Fits 15210 bellhousing, Ford 390-428	15741
Fits 15330, 15335 bellhousings, Chrysler 383 – 440	15765



15940

## OFFSET DOWEL PINS *SKIN PACKAGED*

Available for most GM, Ford, and Mopar applications. Adjustable dowel pins correct for improper register bore alignment of bellhousing to engine crankshaft center line. A must when accurately dialing in bellhousings. Available in .007", .014", and .021" offset as well as stock configuration.

GM .625 Dia		Ford/Mopar .500 Dia	
.000" Offset (Stock)	15915	.000" Offset (Stock)	15945
.007" Offset	15920	.007" Offset	15950
.014" Offset	15930	.014" Offset	15960
.021" Offset	15940	.021" Offset	15970

*NOTE: WILL NOT FIT FORD 4.6L/5.4L ENGINE BLOCKS*



15960

## BELLHOUSING LOCATING KIT *SKIN PACKAGED*

This kit is used to dial in a misaligned register bore which could cause a missed shift or premature pilot bearing failure. Two centerless ground dowel pins replace the stock pins and are extra long for use with block plates. The bellhousing dowel pin holes must be enlarged approximately 1/16". Then the bellhousing can be bolted in position loosely. At this point the transmission register bore is checked with a dial indicator and moved in the proper direction by tapping the bellhousing with a mallet. After the bellhousing is positioned, the chamfered washers are placed over the dowel pins and welded to the bellhousing. Welding is required.



15981

All Ford and Mopar (.500 Dia.)	15980
All GM (.622 Dia.)	15981



15976



15975

## PILOT BEARINGS FOR CHEVROLET *SKIN PACKAGED*

Worn pilot bearings can cause hard shifting and increase transmission wear. When changing your clutch, be sure to use a new pilot bearing for best results.

Roller Pilot Bearing reduces parasitic drag. Direct replacement for all Chevrolet V-8 applications	15977
Bronze (factory style) replacement. Fits all Chevrolet V-8 applications.	15976
For use when adapting Ford or Lenco transmission to Chevrolet engines.	15975
Contains sealed ball bearing (.669 I.D. bearing) and adapter ring O.D. 1.72 (included in 15030 and 15060 bellhousing)	



15977

## EZ-ADJUSTABLE DOWEL PINS

These EZ Adjustable Dowel Pins are incredibly easy to use and install! They slip into the engine block dowel pin holes with ease. Designed to be turned easily with an open-end wrench. Once pointed in the proper direction, turn setscrew to tighten (which runs down the center of the pin) and positively locks the dowel in position. No need to pound the pins in and out trying to adjust correctly. No drilling, welding or thread tapping required. Two different offsets are available for each engine so they fit each block correctly, plus dowels are longer than stock so block plates can be used. Fits most 6 and 8 cylinder engines.

GM	0.621" Dia	Part #
.007"	Offset	15907
.014"	Offset	15914



15960



15510

## CLUTCH FORK BOOT BOX PACKAGED

Made of soft pliable rubber to flex easily, this clutch fork boot helps keep unwanted dirt, dust and moisture from entering the bellhousing which can cause contamination of the clutch.

Fits most Chevrolet Lakewood safety bellhousings applications	15510
Fits all Chrysler big block and small block	15515



15515

## HEAVY-DUTY CLUTCH FORKS BOX PACKAGED

These clutch forks are constructed of heavy gauge steel for additional strength to prevent flex and are recommended when installing a high performance or heavy-duty clutch. Durable zinc dichromate finish helps resist rust and corrosion.

GM Applications - Replaces GM P/N 14066235 & 340278

15500

MAKE/MODEL	YEARS	APPLICATION
Buick Apollo	1973-75	W/250 6 Cylinder Engine
Buick Century, Skylark	1976-77	W/231 6 Cylinder Engine
Buick Century, Skylark	1976-77	W/VB Engine
Olds Omega	1973-74	W/250 6 Cylinder Engine
Olds Cutlass, Omega	1975	W/250 6 Cyl., 260 V8 Engines
Olds Cutlass, Omega	1976-79	All
Pontiac (All)	1973-75	W/6 Cylinder Engines
Pontiac (All)	1973-77	W/V8 Engines
Pontiac Firebird	1976-77	W/250 6 Cylinder Engine
Pontiac Firebird	1978-79	W/305, 350 V8 Engines
Pontiac Firebird	1981	W/305 V8 Engine
Chevy/GMC Truck	1973	W/307 V8 Engine
Chevrolet (All Passenger Cars)	1973-75	W/250 6 Cyl., 350 V8 Engines
Chevrolet Nova	1975	W/262 V8 Engine
Chevy/GMC Truck	1973-76	W/350 V8, 454 V8 Engines
Chevrolet Camaro, Malibu	1973-76	All
Chevelle, Monte Carlo, Nova	1976-77	All
Chevy/GMC Truck	1973-78	W/250 6 Cyl., 292 6 Cyl. Eng.
Chevrolet Camaro, Nova	1978-79	All
Chevrolet Camaro	1980-81	All
Chevy/GMC Truck	1977-84	W/305 V8, 250 V8, 454 V8 Eng.
Chevy/GMC Truck	1979-84	W/6 Cylinder Engines
Chevy/GMC Truck	1983-84	W/6 2 Diesel Engine
Chevy/GMC Stepvan	1985	W/292 6 Cylinder Engine
Chevy/GMC Stepvan	1985-86	W/350 V8, 6.2 Diesel Engines
Chevy/GMC Stepvan P20/30	1987-91	All w/Rear Drum Brakes



15500



15525



15535

Mustang-Designed to allow adequate fork to cover clearance when installing a Long style clutch into a 1979-95 Mustang 5.0L, and engineered specifically for use with Lakewood safety bellhousings.

1979 - 2004	Long Style Clutch	15525
1979 - 2004	Diaphragm Clutch	15535





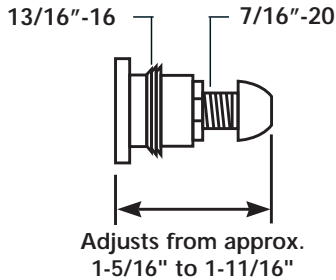
# BELLHOUSING ACCESSORIES



## ADJUSTABLE CLUTCH FORK PIVOT BALL SKIN PACKAGED

Designed to allow additional adjustment of the clutch fork height to eliminate clutch release problems when installing a high performance clutch. Recommended for use with Lakewood safety bellhousings.

Chevy/Pontiac/Olds (most applications)	15501
Mustang 1979-2002 Length 1.400" Thread 1/2-13	15502
Mustang 1979-2002 Length 2.317" Thread 1/2-13	15503
Mustang 1979-2002 Length 2.645" Thread 1/2-13	15504



## BELLHOUSING MOTOR MOUNT KIT SKIN PACKAGED

This kit is required when utilizing the stock motor mounts on a 1955 through 1957 Chevrolet V-8 engine in conjunction with the Lakewood Safety Bellhousing part 15003. The kit includes motor mount brackets and all necessary installation hardware.

Bellhousing Motor Mount Kit	15800
-----------------------------	-------

*NOTE: This kit is included with bellhousing 15003.*



## STARTER ADAPTER KIT FOR CHRYSLER SKIN PACKAGED

Designed for use in conjunction with Lakewood Industries 15330 bellhousings, (383-440 cu. in. including 426 wedge and Hemi engines) this kit is required to relocate the starter when a 130 tooth flywheel is utilized. Kit includes a fabricated plate with stud, starter nose adapter and all necessary hardware.

Starter Adapter Kit	15905
---------------------	-------

*NOTE: This kit is included with bellhousing 15330.*

## SPECIALTY BELLHOUSING ACCESSORIES



Bellhousing anti  
rotator bolts  
16042 - 3/4"  
16041 - 1/2"



Splined cross shaft  
16050



Throwout fork  
Billet steel  
16060



5" Billet clutch  
release arm  
16070



Billet Aluminum Fork  
P5400



Yoke bearing 4 1/4"  
retainer (Alum.)  
16130



Yoke bearing 5 1/4"  
retainer (Alum.)  
16135



Throwout bearing  
16131



Throwout bearing  
16190



Throwout bearing  
16255

# TRACTION BARS



## UNIVERSAL TRACTION BARS

Designed to fit most leaf springs, these bars strengthen rear suspension and reduce wheel-hop. They are constructed of heavy gauge rectangular steel tubing and feature MIG welded brackets for extra strength. Rubber snubbers, U-bolts and installation hardware is included.

Universal Traction Bar, chrome-plated (28" long)	20470
Universal Traction Bar, Lakewood yellow (28" long)	20475



20470

## HEAVY-DUTY UNIVERSAL TRACTION BARS

These heavy-duty universal traction bars fabricated of thick 11 gauge rectangular steel tubing are recommended for the more serious minded competitor. Designed to be used on any leaf spring car and many light duty trucks, these full-length traction bars feature longer Mig welded mounting brackets and heavy-duty 1/4" steel spring clamps. Complete with 7/16" grade 5 hardware and heavy-duty rubber snubbers.

Heavy-duty universal traction bar (30" Long)	22026
--	-------

See page 18 for replacement snubbers or use Mr. Gasket #1608 snubbers.



20475

## TRACTION BARS FOR GM LEAF SPRINGS

These rugged suspension bars are designed for leaf-spring suspensions and can be used for street or strip. Traction is greatly increased, wheel hop is eliminated, and the rubber snubbers provide a better ride. For use with the competition bar only, our exclusive J-bolt option gives a suspension system the strength and rigidity that tough, all-out competition demands. The J-bolt competition bar option is manufactured under U.S. Patent No. 3,704,876. Not recommended for use with air shocks.

**NOTE:** J-bolts not included with bars, order separately. See page 18 for J-bolts and replacement snubbers, or use Mr. Gasket #1608 snubbers.

Applications	Competition P/N*	Street/Strip P/N	See Notes Below
<b>CHEVROLET</b>			
Camaro-1967-70	21150	21606	1, 3
Camaro-1970-1/2-81	-----	21607	2
Chevy II, Nova 1962-79	21150	21606	1, 3
Chevy Passenger-1955-57	-----	21606	1, 3
<b>BUICK</b>			
Apollo-1973-75	21150	21606	1, 3
<b>OLDS</b>			
Omega-1973-78	21150	21606	1, 3
<b>PONTIAC</b>			
Firebird-1967-early-70	21150	21606	1, 3
Firebird-1970-1/2-81	-----	21607	2
Ventura II-1971-78	21150	21606	1, 3

1. This unit is not applicable in conjunction with a stabilizer bar.
2. In order to retain use of rear stabilizer bar, each end of bar must be trimmed approximately 1/2 inch.
3. To avoid spring damage, this unit is not recommended for use with monoleaf springs.

\* For competition bars only, use J-bolt kit #20580.



22026



21606

## TRACTION BARS FOR GM INTERMEDIATES

Designed for use with Chevrolet Chevelle, Pontiac GTO, Tempest, Olds 442, Cutlass and Buick Skylark. Two part numbers cover all GM intermediate chassis cars from 1964-87. The coil spring Traction...Action!® is manufactured from top-grade steel tubing and engineered with an "adjustable link" for superior handling under street or track conditions.

GM Intermediate Applications 1964-77	20188
GM Intermediate Applications 1978-87	20189



20189



# TRACTION BARS

## LADDER BARS FOR GM

These ladder bars are made for street or strip use and are completely bolt-on with no welding necessary. Designed to eliminate wheel hop, strengthen rear suspension and increase traction.

GM Intermediate Coil Spring Cars 1965-72	20460
Camaro 1970-81, Firebird 1970-81 Leaf Spring Cars	20462
Replacement Ladder Bar Bushings (4 per kit)	20535

20460

## TRACTION BARS FOR MUSTANG

A newly re-designed traction bar to fit all 1979-95 Ford Mustangs including rear quad shock applications. Designed to increase traction by eliminating rear wheel hop, and engineered with an anti-dive bushing and loop system for improved braking and handling. Manufactured from quality square steel tubing and complete with snubber reinforcing plates for added chassis strength. "Adjustable Link" allows more precise snubber adjustment for preloading of chassis to give superior handling under various street or track conditions. No special tools or welding is required for installation and all necessary hardware is included.

Mustang Traction Bars 1979-95	20161
Urethane Bushing Replacement Kit (2 per kit)	20532
Replacement Anti-Dive Loop	20162

20462

20161

## TRACTION BARS FOR FORD LEAF SPRINGS

These rugged suspension bars are designed for leaf-spring suspensions. Use them for street or strip. Traction is greatly increased, wheel hop ends, and the rubber snubbers give you a better ride. Not recommended for use with air shocks.

1964-73 Ford w/large housing, 3" diameter axle tube	21602
1964-73 Ford w/small housing, 2-3/4" diameter step down axle tube	21604
1970-77 Maverick	21604

21602

*See page 18 for replacement snubbers or use Mr. Gasket #1608 snubbers.*

21705

## TRACTION BARS FOR TRUCKS

Designed for Pick-Up Trucks with 2-wheel drive, these Lakewood bolt-on traction bars stabilize the rear end and work great for off-roading, performance driving and even on the street especially in wet weather. Spring wrap-up, tire spin and wheel hop is greatly reduced resulting in increased traction. Black powder coated finish for attractive appearance and corrosion resistance. Includes polyurethane snubbers for a better ride.

1988-06 Chevy/GMC 1/2 Ton	21710
1973-87 Chevy/GMC 1/2 Ton	21715
1983-04 Chevy/GMC S-10 Blazer/Pickup	21705
1986-04 Ford F-150 (exc. Lighting)	21715
1985-04 Ford Ranger	21905
2003-08 Dodge Ram 1500 Silver Powder Coated	21720

21715

21720



# LIFT BARS & PANHARD RODS



## LAKESWOOD LIFT BARS

Lakewood Lift Bars utilize the torque from axle rotation to lift the chassis. This transfers the force to "plant" the rear tires and eliminate wheel hop. They are engineered for an easy bolt on installation and legal for NHRA Stock Eliminator classes. They are a bolt on replacement for the factory rear lower control arms and include bolt on relocation brackets that allow adjustment of the pivot point to improve instant center geometry.

- Manufactured from heavy gauge boxed end square tubing
- Powder coated black for corrosion resistance
- Greasable heavy duty Derlin bushings
- Includes hardware

1964-1972 GM A-Body Cars: Chevelle, GTO, Cutlass, Skylark, G.S., 442	21312
1978-1987 GM G-Body Cars: Regal, G.N., Monte Carlo, Cutlass, Grand Prix	21313
1979-1993 Ford Mustang, Capri,	21314
1980-1985 Ford Thunderbird, Cougar	21314
1978-1982 Ford Fairmont,	21314
1981-1982 Ford Granada, Monarch, Zephyr	21314



21312



21313



21314

## TRACTION...ACTION® LIFT BARS

Lakewood Traction...Action lift bars utilize the torque from axle rotation to lift the chassis. This transfers force to "plant" the rear tires and eliminate wheel hop. They are engineered for an easy bolt on installation and legal for NHRA Stock Eliminator classes. They are a bolt on replacement for the factory rear lower control arms and include bolt on relocation brackets that allow adjustment of the pivot point to improve instant center geometry. Camaro and Firebird lift bar also feature an adjustable strut rod to pre-load the chassis for track conditions. Made in the USA, Traction...Action lift bars also feature:

- Heavy gauge square steel tubing to reduce flex
- Black powder coating for corrosion resistance
- Greaseable polyurethane bushings to reduce flex and play over OE rubber bushings
- Includes all brackets and hardware for a simple bolt-on installation

1979-98 Mustang	21900
1999-03 Mustang (except independent rear suspension)	21901
1982-02 Camaro/Firebird	21700



21700



21900

## ADJUSTABLE REAR PANHARD RODS

Lakewood Industries offers a new panhard rod engineered to keep the rear-end centered and aligned under severe cornering conditions. Manufactured from thick-wall steel tubing to prevent flex and bending, this rod is also supplied with durable polyurethane bushings and steel sleeves for added stability. The adjustable feature allows precise location of the rear-end housing in relation to the chassis, and compensates for altered ride heights. Finished in an attractive corrosion-resistant black powder coat and complete with grease fittings for easy lubrication.

1982-02 Camaro/Firebird	20440
2005-2010 Mustang - includes replacement HD frame brace	20405



20440



20405



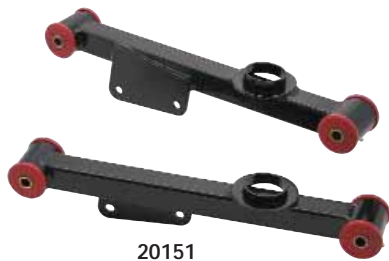
# UPPER & LOWER CONTROL ARMS



20140



20150



20151



20105



21101



20152



20154



20149 / 20144



21102 / 21103



20705

## HEAVY-DUTY LOWER CONTROL ARMS

These Lakewood heavy-duty rear lower control arms eliminate flex that is common with stock OE control arms, thus greatly increasing traction by eliminating wheel hop. The lower arms are manufactured from heavy gauge square steel tubing. Polyurethane bushings replace the soft factory rubber bushings to provide positive stability. These Lakewood heavy-duty rear suspension control arms are easily installed in the stock mounting location without any modifications required, and have a black powder coated finish for attractive appearance and corrosion resistance. Grease fittings are supplied for ease of lubrication.

1982 - 02 Camaro/Firebird	20140
1979 - 98 Mustang	20150
1999 - 04 Mustang	20151
2005 - 2010 Mustang, Tubular Adjustable	20105

## HEAVY-DUTY UPPER CONTROL ARMS

100% bolt-on upper control-arms for the High-Performance minded customer. These control-arms will guarantee a strong performance.

- Eliminate wheel hop, improves traction planting the tires, when used along with our Lakewood performance Lower control-arms.
- Improves handling by reducing body roll
- All grade 8 fasteners included with installation kits
- Powder-coated black for high corrosion resistance
- Constructed from a heavy gauge steel
- Boxed non adjustable control arms feature greasable Delrin bushings
- Tubular adjustable control arms include greasable polyurethane bushings

### BOXED NON-ADJUSTABLE WITH DELRIN BUSHINGS

1979 - 04 Mustang - Polyurethane Bushing	20152
1979-96 Mustang	21101
1978-87 Monte Carlo, Regal, Cutlass, Grand Prix, Malibu	21102
1963-72 Chevelle, GTO, 442, G.S., Cutlass, Tempest, Skylark	21103

### TUBULAR ADJUSTABLE WITH POLYURETHANE BUSHINGS

1964-1972 Chevelle, GTO, Cutlass, Skylark, G.S., 442	20144
1978-1987 Monte Carlo, Cutlass, Regal, Grand Prix, G.N.	20149
Mustang & Capri 79-2004, Cougar & T-Bird 80-85, Fairmont 78-82, Zephyr & Granada 81-82	20154
2005 - 2010 Mustang	20705

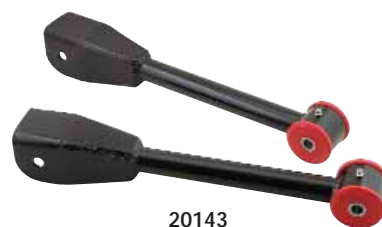
# INDEPENDENT REAR SUSPENSION



## LAKWOOD TRAILING ARMS

Independent Rear Suspension (IRS) systems provide a good balance of ride comfort, road feel, and traction; however wheel hop commonly plagues these designs due to weak stamped steel and rubber bushings. Lakewood engineers have spent countless hours finding solutions to this problem without sacrificing the inherent balance of these systems. Lakewood trailing arms strengthen the rear suspension and improve traction by reducing wheel hop.

- Constructed from High Grade Mild Steel Tubing
- Full Perimeter MIG welds
- Greasable Polyurethane Bushings
- Powdered Coated Black
- Designed and Built in the USA



20143

**NEW!**

2010 – 11 Camaro Rear Trailing Arm

20143

## LAKWOOD TOE LINKS

Factory toe links in IRS systems can bend and deflect under load, which in turn alters toe alignment settings. This not only can cause inconsistent handling, but also alters the tire's contact patch under load. Lakewood toe links are stronger and eliminate these inconsistencies which can improve lateral grip, shorten braking distances, and improve stability under load. Fixed length versions are for vehicles with stock ride height while the adjustable version allows infinite adjustability of toe settings for lowered vehicles or extreme track use.

- Constructed from High Grade Mild Steel Tubing
- Full Perimeter MIG welds
- Greasable Polyurethane Bushings
- Powdered Coated Black
- Designed and Built in the USA



20141

**NEW!**



20142

2010-11 Camaro Adjustable Toe Links

20141

2010-11 Camaro Fixed Toe Links

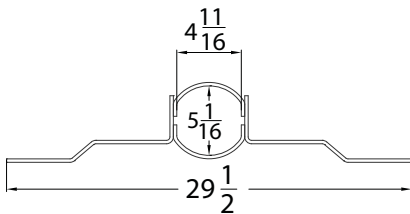
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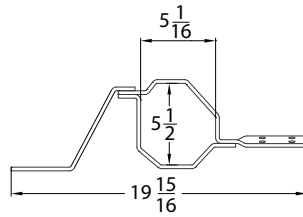




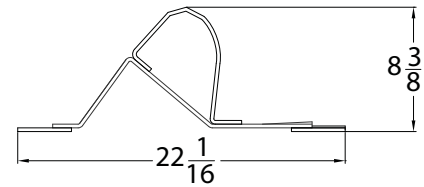
# CHASSIS & SUSPENSION PRODUCT DIMENSIONS



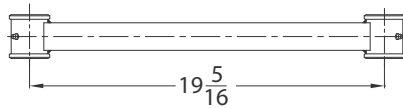
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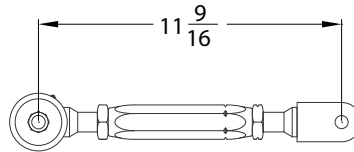
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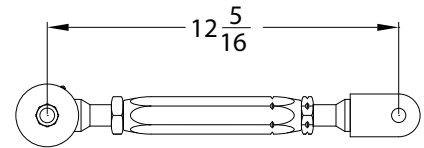
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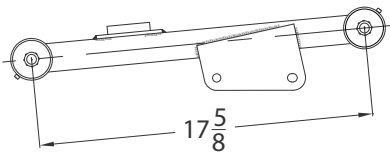
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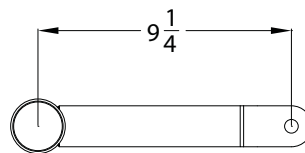
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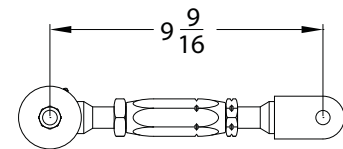
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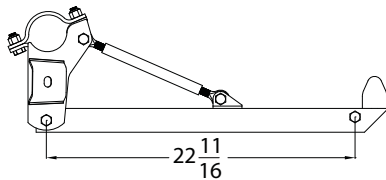
20150 - 20151



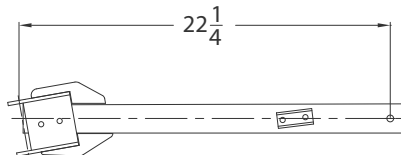
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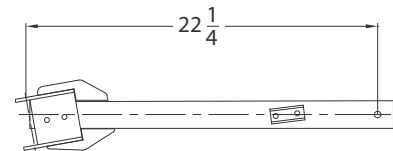
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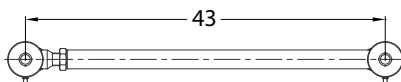
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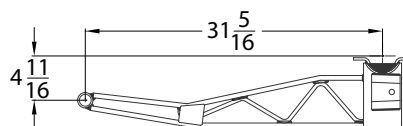
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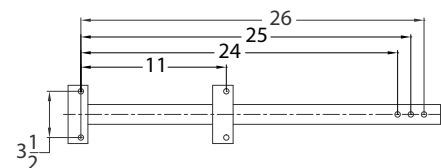
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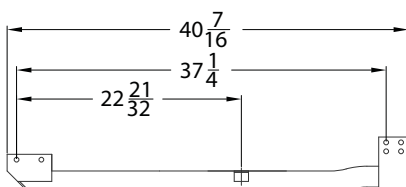
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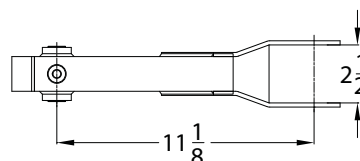
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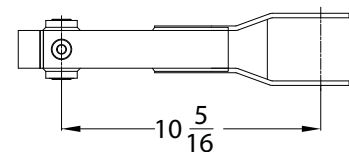
20470 / 20475



20485

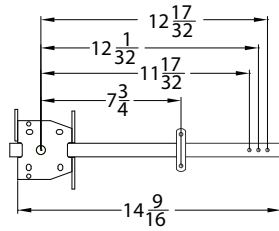


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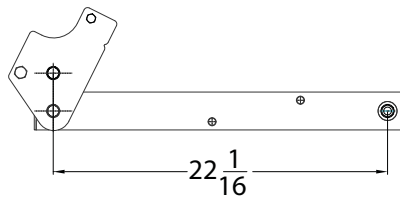


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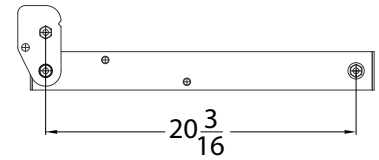
# CHASSIS & SUSPENSION PRODUCT DIMENSIONS



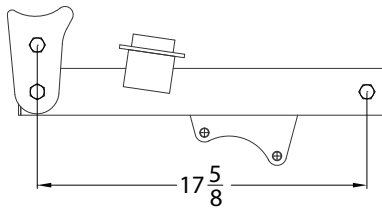
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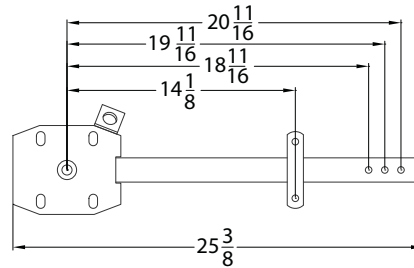
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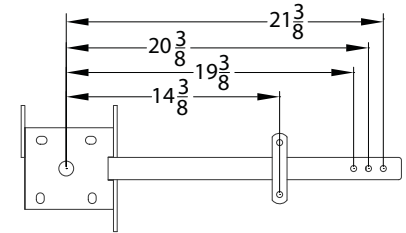
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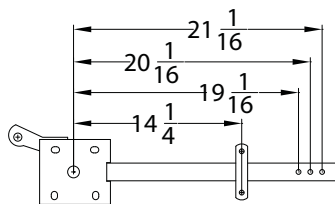
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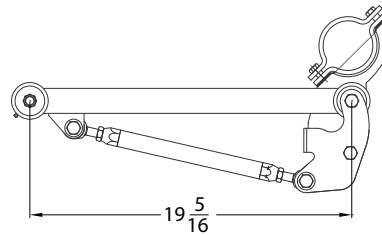
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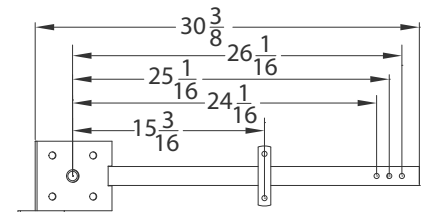
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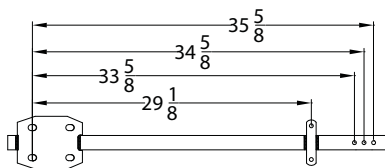
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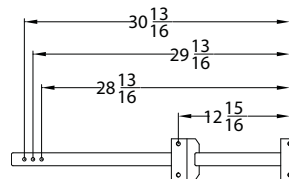
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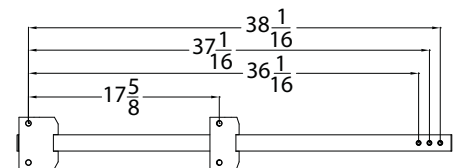
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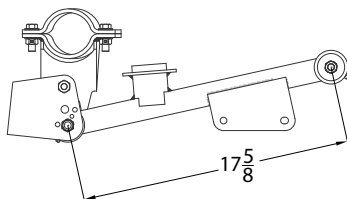
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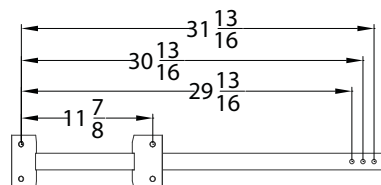
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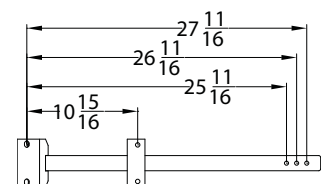
21720



21900 / 21901



21905



22026



# TRACTION BAR ACCESSORIES



20580

## J-BOLT KIT U.S. PATENT NO. 3,704,876

For use with our competition series suspension bars. Fits 1-1/2" wide suspension bar. Kit includes enough components for one bar.

J-Bolt Kit

20580



20571

## REPLACEMENT U-BOLT KITS

Fits Lakewood Traction Bars and many other bars used on leaf spring cars. Kit includes (2) high quality zinc-plated U-bolts with eight nuts and lock washers.

3/8" dia. U-bolts measure 3-1/2" center to center and fit  
part 20470, 20475, 21100 and 21600 series traction bars.

20570

7/16" dia. H.D. U-bolts measure 3-1/8" center to center

20571



20510

## TRACTION BAR WEDGE KIT

These cast aluminum wedge kits will allow the traction bar to be angled up or down to compensate for weak springs or chassis modifications.

2° Wedge Kit - 2 per kit, fits most Ford & Mopar w/narrow leaf spring perch

20500

4° Wedge Kit - 2 per kit, fits most Ford & Mopar w/narrow leaf spring perch

20510

4° Wedge Kit - 2 per kit, fits most GM wide leaf spring perch

20504



20504

## TRACTION BAR SNUBBERS

Specially designed for use with snubber-type traction bars, these replacement snubbers incorporate the latest in shock-absorbing rubber compounds and have a threaded base that allows adjustment for street or track. Fits all snubber-type traction bars and most pinion snubbers.

Rubber Snubbers - Large (2 per set)

20530

Rubber Snubbers - Small - For 20470, 20475 (2 per set)

20534

Replacement Urethane Snubbers - Large (2 per set)

20730



20730



20530

## REPLACEMENT BUSHING KIT

Replace worn or damaged traction bar bushings to improve control and handling. Kit fits Lakewood 20140, 21700, 21900, 21901, 20150, 20151 and 20152 traction bars. Note that 2 kits are required to re-bush both traction bars/control arms.

Urethane Bushing Replacement Kit (4 per kit)

20538



20538



## STRUT TOWER BRACE

More horsepower and high cornering loads can twist the unibody of modern muscle cars. By connecting the strut towers on the unibody, the chassis is strengthened to resist this twisting, which allows the suspension to maintain better control of wheel and tire movement. Lakewood strut tower braces offer these great features.

- Constructed from high strength mild steel
- Easy bolt on installation with no welding required
- Clears factory engine covers and accessories
- Made in the USA
- Durable powder coated finish for years of under hood appeal



39100

2005 – 10 Mustang GT and V6

39100



## LOWER K-MEMBER SUPPORT BRACE

Lakewood Industries offers this lower K-member support brace. Its engineered to prevent the lower control arms from spreading and flexing. Keeping front suspension planted firmly to the ground. This upgrade is a must for anyone already using a upper strut tower brace!

2005 – 10 Mustang

20205

20205



## DRIVE SHAFT SAFETY LOOP

Required and approved by all major racing sanctioning bodies, Lakewood Industries universal drive shaft safety loop is fully adjustable to fit most vehicles. The four piece design is made from 1/4" X 2" mild steel, bright zinc-plated and comes complete with all necessary hardware. Direct fit drive shaft safety loops are engineered for an easy bolt on installation.

Zinc-Plated Universal	18000
1979-2003 Mustang Direct Fit	18017
2005-2011 Mustang Direct Fit	18005
1982-92 Camaro/Firebird Direct Fit	18020
1993-02 Camaro/Firebird Direct Fit	18022



18017



18005



18000



18020



18022



# DRAG SHOCKS

## LAKEWOOD DRAG SHOCKS AND STRUTS

Lakewood Industries is the leader in drag race chassis and suspension technology. Using decades of track and laboratory research, Lakewood Industries has developed the most consistent and accurate drag shock on the market today. Lakewood Drag Shocks have been precisely tuned for superior weight transfer that remains consistent pass after pass. Additionally, the multistage valving provides more stability and control mid track as well as reduced brake dive at the big end.

90/10 front shocks and struts are intended for track use only and provide the maximum front to rear weight transfer while 70/30 shocks and struts can be used for street strip applications. Disconnecting the front sway bar is recommended for maximum track performance. Choose 50/50 rear shocks or struts for versatile street strip performance and reduced wheel hop. 70/30 rear shocks and struts are designed to be used with Lakewood lift and traction bars that raise the rear chassis of the vehicle. Lakewood drag shocks are available for most popular domestic rear wheel drive platforms retaining O.E. style shock mounts. All Lakewood Drag Shocks and Struts offer these great features:

- Twin Tube Body
- Chrome Plated Piston Rod for Long Seal Life
- Specially Formulated Hydraulic Oil to Reduce Foam and Fade
- Rubber Travel Indicator on Rear Shocks to Measure Suspension Travel
- Premium Quality Materials and Assembly
- Manufactured to ISO/QSO Standards
- Multi Stage Valving
- Internal Hydraulic Travel Limiter



# DRAG SHOCKS



YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>AMERICAN MOTORS</b>				
<i>Ambassador, Rebel, Matador, Rambler</i>				
70-78	40103		40301	
62-69			40301	
<i>Concord, Spirit, AMX</i>				
78-83	40103			
<i>Hornet, Gremlin</i>				
70-78	40103			
<i>Javelin, AMX</i>				
68-69	40105		40301	
70-74	40103		40301	
<i>American</i>				
64-69	40105		40301	
<b>BUICK</b>				
<i>Full Size</i>				
71-85	40101	40121	40300	40310
<i>Apollo, Skylark</i>				
73-79	40100	40120	40300	40310
<i>Century, Regal, Special</i>				
73-87	40100	40120	40300	40310
<i>Skylark, Special</i>				
64-67	40101	40121	40300	40310
68-72	40100	40120	40300	40310
<i>Sportswagon</i>				
64-67	40101	40121	40301	
68-69	40100	40120	40301	
<i>Skyhawk</i>				
75-80	40100	40120	40300	40310
<b>CHEVROLET</b>				
<i>Full Size</i>				
49-54			40301	
55-57	40101	40121	40301	
58-64			40300	40310
65-90 (RWD)	40101	40121	40300	40310
<i>Camaro, Z28</i>				
67-69 (All)	40100	40120	40301	
70-81	40101	40121	40302	
**82-92	40510	40500	40301	
**2010-11 Passenger Side	40520	40522	40524	
**2010-11 Driver Side	40521	40523	40524	
<i>Chevelle, Malibu, El Camino</i>				
64-67	40101	40121	40300	40310
68-87	40100	40120	40300	40310
<i>Corvette</i>				
63-82	40101	40121		
<i>Monte Carlo</i>				
70-88	40100	40120	40300	40310
<i>Nova/Chevy II</i>				
62-67	40104		40301	
68-79	40100	40120	40300	40310
<i>Monza</i>				
75-80	40100	40120	40300	40310
<i>Vega</i>				
71	40100	40120		
72-77	40100	40120	40300	40310
<i>S-10 Pick Up (2WD)</i>				
82-04	40100	40120	40300	40310
<i>S-10 Blazer (2WD)</i>				
83-03	40100	40120	40300	40310

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>DODGE</b>				
<i>Challenger</i>				
70-74	40101	40121		
**2010-11	40530	40531	40532	<b>NEW!</b>
<i>Coronet, Charger</i>				
65-72	40101	40121		
73-76	40106			
77-78	40106			
<i>Dart, Demon, Swinger</i>				
62-76	40101	40121		
<i>Magnum</i>				
78-79	40106			
<i>Monaco, Polaris</i>				
62-64	40101	40121		
77-78 (Small)	40106			
<i>St. Regis</i>				
79-81	40106			
<b>FORD</b>				
<i>Full Size</i>				
57-58	40101	40121	40303	
59-64	40101	40121		
65-89	40101	40121	40301	
<i>Falcon</i>				
60-65 (All)	40103		40303	
66-70 (Pass.)	40103		40303	
66-70 (Wagon)	40103		40301	
<i>Fairlane (All)</i>				
62-65 (All)			40303	
66-70 (Pass.)	40103		40303	
66-70 (Wagon)	40103		40301	
<i>Granada</i>				
75-80	40103			
<i>LTD II</i>				
77-79	40101	40121	40301	
<i>Maverick</i>				
69-77	40102			
<i>Mustang</i>				
65-70	40102		40303	
71-73	40103		40303	
**79-93	40511	40501	40301	
**94-04	40516	40506	40301	

\*\*Front Struts

## INSTALLATION/OPERATION TIPS

For street/strip applications, disconnect front sway bar for strip use and reconnect for street operation.

For best ETs with 90/10 shocks, front shock extension on initial launch may need to be limited depending on vehicle horsepower, converter stall-speed (automatic trans) and type of tire used.





# DRAG SHOCKS

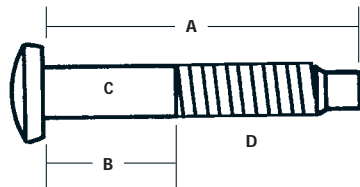
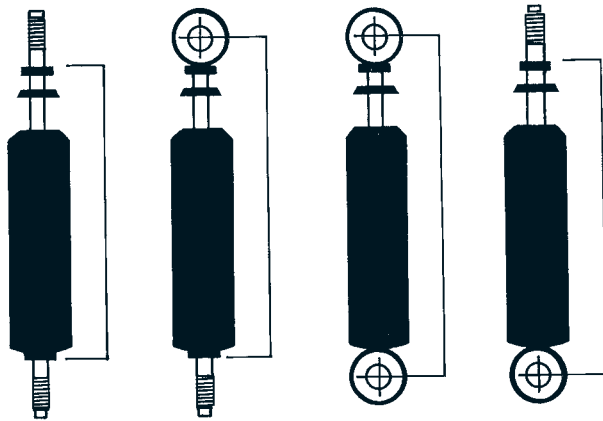
YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>FORD</b>				
<i>Ranchero</i>				
60-65	40103		40303	
66-71	40103		40301	
72-79	40101	40121	40301	
<i>Thunderbird</i>				
59-60	40101	40121		
67-72	40101	40121	40301	
73-76	40101	40121		
77-79	40101	40121	40301	
<i>Torino, Elite, Cobra</i>				
68-71 (Pass.)	40103		40303	
68-71 (Wagon)	40103		40301	
72-76	40101	40121	40301	
<b>GMC</b>				
<i>Sprint, Cabellero</i>				
71-87	40100	40120	40300	40310
<i>S-15 Pick Up (2WD)</i>				
82-04	40100	40120		
<i>S-15 Blazer (2WD)</i>				
83-04	40100	40120		
<b>MERCURY</b>				
<i>Full Size</i>				
57-64	40101	40121		
65-89	40101	40121	40301	
<i>Capri</i>				
**79-86	40511	40501	40301	
<i>Comet</i>				
60-65 (All)	40103		40303	
66-69 (Pass.)	40103		40303	
66-67 (Wagon)	40103		40301	
71-77	40102			
<i>Cougar</i>				
67-70	40102		40303	
71-73	40103		40303	
74-79	40101	40121	40301	
<i>Monarch</i>				
75-80	40103			
<i>Montego, Cyclone</i>				
68-71 (Pass.)	40103		40303	
68-71 (Wagon)	40103		40301	
72-76	40101	40121	40301	
<b>OLDSMOBILE</b>				
<i>Full Size</i>				
65-70	40101	40121	40300	40310
71-85	40101	40121	40300	40310
<i>Cutlass, F-85</i>				
64-67	40101	40121	40300	40310
68-88 (RWD)	40100	40120	40300	40310
<i>Vista Cruiser</i>				
64-67	40101	40121	40301	
68-72	40100	40120	40301	
73-77	40100	40120	40300	40310
<i>Omega</i>				
73-79	40100	40120	40300	40310
<i>Starfire</i>				
75-80	40100	40120	40300	40310

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>PLYMOUTH</b>				
<i>Barracuda</i>				
64-74	40101	40121		
<i>Belvedere</i>				
62-72	40101	40121		
73-74	40106			
<i>Fury, Grand Fury</i>				
62-64	40101	40121		
75-76 (Small)	40106			
<i>Roadrunner</i>				
68-72	40101	40121		
73-75	40106			
<i>Satellite</i>				
62-72	40101	40121		
73-74	40106			
<i>Valiant, Duster, Scamp</i>				
60-76	40101	40121		
<b>PONTIAC</b>				
<i>Full Size</i>				
63-86	40101	40121	40300	40310
<i>Astro, Sunbird</i>				
75-80	40100	40120	40300	40310
<i>Firebird</i>				
67-69 (All)	40100	40120	40301	
70-81	40101	40121	40302	
**82-92	40510	40500	40301	
<i>Grand Prix</i>				
62	40101	40121		
63-68	40101	40121	40300	40310
69-87	40100	40120	40300	40310
<i>GTO</i>				
64-67	40101	40121	40300	40310
68-74	40100	40120	40300	40310
<i>Lemans, Tempest, Grand Am</i>				
64-67	40101	40121	40300	40310
68-81	40100	40120	40300	40310
<i>Ventura, Phoenix</i>				
71-79	40100	40120	40300	40310

\*\*Front Struts

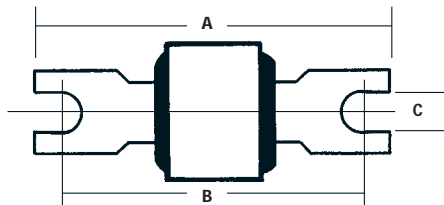


# DRAG SHOCK DIMENSIONS



## STEM DIMENSIONS

Code	A	B	C	D
#1	2.37	1.00	3/8"	3/8"-24
#2	2.06	1.00	3/8"	3/8"-24
#3	1.97	1.00	3/8"	3/8"-24



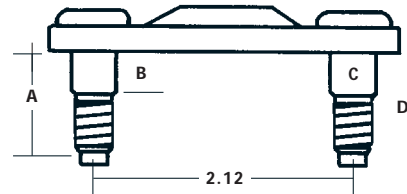
## (BP) BAR PIN DIMENSIONS

Code	A	B	C
#1	3.19	2.38	.33
#2	3.50	2.87	.35
#3	3.00	2.25	.34

## STUDS DIMENSIONS

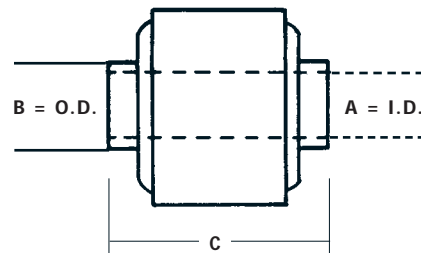
Code	A	B	C
#1	5/8	1.25	3.625

Front Shock Dimensions	Comp. Length	Exten. Length	Top Mount	Bottom Mount
40100 90/10	8.51	13.44	Stem #1	Eye Ring W/BP #3
40120 70/30				Eye Ring
40101 90/10	9.51	14.75	Stem #1	W/BP #1 & SL #1
40121 70/30				
40102 90/10	9.62	14.50	Eye Ring W/BP #1	SP #1
40103 90/10	8.37	13.08	Stem #1	SP #1
40104 90/10	10.00	16.08	Stem #1	SP #1
40106 90/10	7.875	11.625	Stem #1	Eye Ring W/SL #2
Rear Shock Dimensions	Comp. Length	Exten. Length	Top Mount	Bottom Mount
40300 50/50	12.48	20.58	Eye Ring W/BP #2	Eye Ring W/SL #1
40310 70/30	12.62	21.75		Stud #1
40301 50/50	12.05	20.13	Stem #1	Eye Ring W/SL #1, #3, #5
40302 50/50	12.55	21.37	Eye Ring W/BP #2	Stem #1
40303 50/50	10.87	17.87	Stem #3	Stem #2



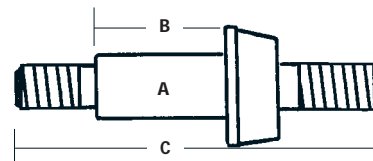
## (SP) STUD PLATE DIMENSIONS

Code	A	B	C	D
#1	1.00	.44	3/8"	5/16"-24



## (SL) SLEEVE DIMENSIONS

Code	A	B	C
#1	7/16	5/8	1.25
#2	7/16	5/8	2.16
#3	1/2	5/8	1.38
#4	1/2	3/4	1.62
#5	1/2	5/8	2.00





# ENGINE MOUNTS

## LAKWOOD MUSCLE MOUNTS BOX PACKAGED

Lakewood Muscle Mounts offer the advantages of stamped steel motor mounts without the typical noise and vibration associated with solid mounts. The heavy gauge steel frame and engine brackets are vulcanized to a hard durometer rubber and feature a safety interlock design where applicable, eliminating the need for torque straps or cables. Muscle mounts are ideal for replacing old, soft or broken OEM mounts which is a leading cause of clutch chatter.

Year	Cyl.	Application	Right	Left
<b>CHEVROLET</b>				
<i>Belair • Biscayne • Caprice • Impala</i>				
1973	8	All w/402 (exc. Police)	24087	24087
1971-72	8	All w/400	24087	24087
1970-72	8	All w/350 (2B)(exc. Taxi, Sta.	24084	24084
1970-72	8	All Sta. Wag. w/350 (2/B)	24087	24087
1972	8	All w/454 (exc. Police)	24087	24087
1970-71	8	All w/454	24087	24087
1970-71	8	All w/350 (4/B)	24087	24087
1970	8	All w/400 (2/B)	24087	24087
1970	8	All w/396	24087	24087
1969	8	All w/350	24087	24087
1968-69	8	All w/396, 427	24087	24087
1967-68	8	All w/327 w/o P.S.	24087	24087
1965-68	8	All w/283, 307 w/o P.S.	24084	24084
1967	8	All w/396, 427	24087	24087
1965-66	8	All w/327, w/o P.S.	24084	24084
1958-64	8	All w/283, 327, 348	24084	24084
<i>Camaro</i>				
1972	8	All w/402	24087	24087
1971	8	All w/400	24087	24087
1970-71	8	All w/307, 350 (exc. spec., Hi-Perf.)	24084	24084
1970	8	All w/350 (spec., Hi-Perf. & 396)	24087	24087
1968-70	8	All (2nd design)	24084	24084
1969	8	All w/302, 350, 396	24087	24087
1969	8	All w/307, 327	24084	24084
1967-69	8	All w/427	24087	24087
1968	8	All	24084	24084
1967	8	All (exc. 396)	24084	24084
<i>Chevelle • Malibu • Monte Carlo</i>				
1970-72	8	All w/400, 402, 454	24087	24087
1969-72	8	All w/350	24087	24087
1969-72	8	All w/307	24084	24084
1968-70	8	All w/396	24087	24087
1968	8	All w/327	24084	24084
1968	8	All w/327	24087	24087
1968	8	All w/307	24084	24084
1964-67	8	All w/283, 327 See Note	24084	24084
<i>Chevy II • Nova</i>				
1972	8	All w/350	24087	24087
1970-72	8	All w/307	24084	24084
1970-71	8	All w/350(exc. spec. Hi-Perf)	24084	24084
1971	8	All w/454	24087	24087
1969-70	8	All w/396	24087	24087
1969	8	All w/350	24087	24087
1969	8	All w/307	24084	24084
1968	8	All w/307, 327(exc. w/P.S.)	24084	24084
1964-67	8	All w/283, 327	24084	24084



24084



24087



24094

Year	Cyl.	Application	Right	Left
<b>FORD</b>				
<i>Fairlane &amp; Torino GT/CJ • LTD II</i>				
1966-71	8	All w/289,302,351 (Conv. only)	24094	24094
1970-71	8	All w/351(exc. Conv.)	24094	24094
1970-71	8	All w/302(exc. Conv.)	24094	24094
1969	8	All w/351 (2/B&4/B) (exc. Conv.)	24094	24094
1968-69	8	All 302 (2/B)(exc. Conv.)	24094	24094
1966-68	8	All w/289 (2/B)(exc. Conv.)	24094	24094
<i>Falcon</i>				
1970	8	All w/302	24094	24094
1968-69	8	All w/302	24094	24094
1966-68	8	All w/289(exc. Conv.)	24094	24094
<i>Mustang GT/CJ</i>				
1971-72	8	All w/351(C)(exc. Conv.)	24094	24094
1971-72	8	All w/302 (exc. Conv.)	24094	24094
1970	8	All w/351 (C&W)(exc. Conv.)	24094	24094
1970	8	All w/302,302 Spec. (exc.Conv)	24094	24094
1967-70	8	All w/289,302,351 (Hi-Perf Conv)	24094	24094
1969	8	All w/351 (exc. Conv.)	24094	24094
1969	8	All w/302 (Boss 4/B) (exc. Conv)	24094	24094
1969	8	All w/302 (exc. Conv.)	24094	24094
1968	8	All w/302 (4/B)(exc. Conv.)	24094	24094
1967-68	8	All w/289 (2/B)(exc. Conv.)	24094	24094
1966	8	All w/289 (w/2/B&4/B) (exc. Conv)(From 11/1/65)	24094	24094
<b>MERCURY</b>				
<i>Comet &amp; Montego GT/CJ</i>				
1970-71	8	All w/351 (exc. Conv.)	24094	24094
1970-71	8	All w/302 (exc. Conv.)	24094	24094
1966-69	8	All w/289 (exc. Conv.)	24094	24094
<i>Cougar GT/CJ/Eliminator/XR-7</i>				
1970-72	8	All w/351 (exc. Conv.)	24094	24094
1970-71	8	All w/302 (exc. Conv.)	24094	24094
1969	8	All w/351 (exc. Conv.)	24094	24094
1968-69	8	All w/302 (exc. Conv.)	24094	24094
1968	8	All w/289 (exc. Conv.)	24094	24094

NOTE: When using this unit on 64-67 Chevelle w/283, 327, it is necessary to procure frame bracket GM 3872815 for L.H. or GM 3872816 for R.H. mount replacement.

CAUTION: Do not use a solid transmission mount in conjunction with these muscle mounts.



# U – JOINTS



## PERFORMANCE UNIVERSAL JOINTS BOX PACKAGED

Lakewood's Performance Universal Joints feature high strength chrome-nickel-moly alloy cross and caps for improved fatigue resistance. The needle bearings are made from a special high-carbon steel and induction heat treated to maximize wear resistance. For the ultimate in strength, Lakewood Universal Joints have a solid forged cross body. They are NOT cross drilled and cannot be externally greased.



23018

Year	Application	Other	Front	Rear
<b>AMC</b>				
<b>AMX, JAVELIN</b>				
68-74	All		23014	23014
<b>CHEVROLET</b>				
<b>BEL-AIR, BISCAYNE, IMPALA</b>				
66-68	All w/ Manual transmission		23014	23014
	All w/ Automatic transmission		23011	23022
65	All		23014	23014
58-64	All		23014	23014
	Center support u-joint use	23014		
55-57	All		23014	23014
<b>CAMARO</b>				
94-02	All w/V-6 & V-8 Engine		23011	23011
88-93	All w/Aluminum driveshaft		23014	23018
	All w/Steel driveshaft w/inside lock rings		23011	23011
85-87	All		23011	23011
82-84	All w/Steel driveshaft w/inside lock rings		23011	23011
	All w/Steel driveshaft w/outside lock rings		23021	23021
75-81	All		23011	23011
69-74	All		23014	23014
67-68	All w/ Manual transmission		23014	23014
	All w/ Automatic transmission		23011	23022
<b>CHEVELLE, MALIBU, MONTE CARLO</b>				
85-89	All		23011	23011
82-84	All w/ inside lock rings		23011	23011
	All w/ outside lock rings		23021	23021
73-81	All		23011	23011
71-72	All Exc. 454 V-8		23014	23014
	All w/ 454 V-8		23011	23022
69-70	All		23014	23014
67-68	All w/ Manual transmission		23014	23014
	All w/ Automatic transmission		23011	23022
64-66	All		23022	23022
<b>CHEVY II, NOVA</b>				
62-79	All		23014	23014
<b>CORVETTE</b>				
97-99	All		23014	23014
	Rear axle half shafts use	23014		
84-96	All		23014	23014
	Rear axle half shafts use	23021		
80-82	All w/ Automatic transmission		23016	23016
	Rear axle half shafts use	23016		
	All w/ Manual transmission		23014	23014
	Rear axle half shafts use	23021		
71-79	ALL		23016	23016
	Rear axle half shafts use	23021		
68-70	All w/ Automatic transmission		23016	23016
	Rear axle half shafts use			23021
	All w/ Manual transmission		23014	23014
	Rear axle half shafts use			23021
63-67	All		23014	23014
	Rear axle half shafts use			23021
53-62	All		23014	23014
<b>DODGE</b>				
<b>ASPEN, DART, DEMON</b>				
79-89	All		23010	23010
68-78	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
66-67	All		23010	23010
64-65	All			23010

Year	Application	Other	Front	Rear
<b>DODGE (CONT)</b>				
<b>CHALLENGER</b>				
73-74	All		23010	23010
70-72	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
<b>CHARGER, CORONET</b>				
68-78	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
66-67	All w/ 273, 318, 383 V-8 Engine		23010	23010
	All w/426, 440 V-8 and inside lock rings	23012	23012	
	All w/426, 440 V-8 and outside lock rings	23016	23016	
<b>FORD</b>				
<b>MUSTANG</b>				
96-01	All		23016	23016
87-95	All w/ 5.0L Eng. & 5-speed manual transmission		23016	23016
	All Exc. 5.0L w/ 5-speed manual transmission		23014	23014
	All w/ automatic transmission		23014	23014
79-86	All		23013	23013
74-78	All		23013	
70-73	All w/ 3.219" outside lock rings		23013	
	All w/ 3.622" outside lock rings		23016	23015
68-69	All w/ 289, 302, 351 V-8		23013	
	All w/ 390, 427, 428 V-8		23016	23015
<b>OLDSMOBILE</b>				
<b>CUTLASS, 442, F85</b>				
71-81	All		23011	23011
68-70	All Exc. 425 or 455 V-8		23011	23011
	All w/ 425 or 455 V-8		23016	23015
64-67	All w/ inside lock rings		23011	23011
	All w/ outside lock rings		23021	23021
<b>PLYMOUTH</b>				
<b>BARRACUDA, Cuda</b>				
73-74	All		23010	23010
68-72	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
64-67	All		23010	23010
<b>BELVEDERE, ROADRUNNER, SATELLITE, GTX</b>				
68-78	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
66-67	All w/ 273, 318, 383 V-8 Engine		23010	23010
	All w/426, 440 V-8 and inside lock rings	23012	23012	
	All w/426, 440 V-8 and outside lock rings	23016	23016	
<b>DUSTER, SCAMP, VALIANT, VOLARE</b>				
66-81	All w/ 1.078" Brg. Cup		23010	23010
	All w/ 1.126" Brg. Cup		23012	23012
<b>PONTIAC</b>				
<b>FIREBIRD, TRANS AM</b>				
94-02	All		23011	23011
88-93	All w/ Aluminum driveshaft		23014	23018
	All w/ Steel driveshaft		23011	23011
85-87	All		23011	23011
82-84	All w/ inside lock rings		23011	23011
	All w/ outside lock rings		23021	23021
76-81	All		23011	23011
69-75	All		23014	23014
67-68	All w/ Manual transmission		23014	23014
	All w/ Automatic transmission		23011	23022
<b>GTO, LEMANS, TEMPEST</b>				
63-81	All		23011	23011

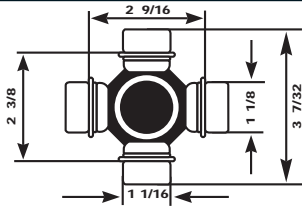


# U - JOINT DIMENSIONS

## CONVERSION U-JOINTS

For mating Non-OEM Drive Train Components

### FROM



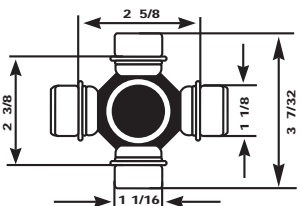
Part No. 23018

FORD	Cars	Six cylinder & small V-8's, usually front joint
	Trucks	Light Duty
GM	Cars	Most small Buick, Olds, Pontiac & Chevy, except with Turbo-Hydramatic 1970-75
	Trucks	Light Duty
SCOUT	Trucks	Light Duty

### TO

GM	Cars	Most intermediate & full size
	Trucks	Light duty

### FROM



Part No. 23019

FORD	Cars-	Six cylinder & small V-8's, usually front joint
GM	Cars-	Most small Buick, Olds, Pontiac, & Chevy, except with Turbo-Hydramatic 1970-75
	Trucks-	Light duty

### TO

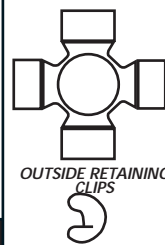
AMC	Cars-	Most applications
	Jeeps-	Most applications
MOPAR	Cars-	Most full size and performance applications
	Trucks-	Light duty

## DIMENSION INFORMATION

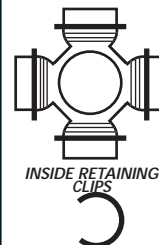
### DETERMINING CORRECT U-JOINT SIZE IS AS EASY AS 1-2-3!

1. Measure the yoke span, inside or outside depending on style, and the bearing cap diameter. Measurements can be taken with old joint in yoke or removed; be sure bearing caps are fully seated on cross if U-joint is not in yoke.
2. Referring to chart below, determine which U-Joint to use.
3. Remove the new U-Joint from the box and compare its dimensions to the old one; it must be exactly the same size to work properly. Lakewood Performance Universal Joints do not carry an equivalent for every OEM application.

#### OUTSIDE YOKE SPAN



#### INSIDE YOKE SPAN



#### BEARING CAP DIAMETER



PART NO.	OUTSIDE YOKE SPAN	INSIDE YOKE SPAN	BEARING CAP DIAMETER
23010	N/A	2.125	1.078
23011	N/A	2.556	1.125
23012	N/A	2.622	1.126
23013	3.219	2.380	1.063
23014	3.219	N/A	1.063
	3.622		1.125
23015 (DANA) 1330		2.781	1.063
23016	3.622	N/A	1.063
	3.219		1.063
23018		2.556	1.125
	3.219		1.063
23019 (DANA) 1350		2.622	1.126
23021	3.622	N/A	1.188
	3.622		1.063
23022		2.556	1.125



23021

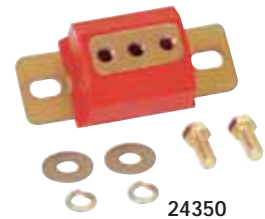
# POLYURETHANE TRANSMISSION MOUNTS, MOTOLIFT, BFL GEAR LUBE



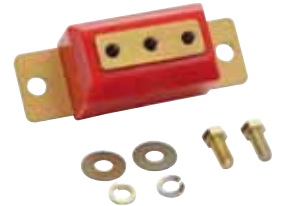
## POLYURETHANE TRANSMISSION MOUNTS

Constructed of durable polyurethane to handle the stress of high horsepower. Absorbs vibration and lasts longer than rubber. Features unique built-in safety lock to keep from separating under high torque loads. Ideal for use on street or strip applications. Complete with grade-8 mounting hardware.

Ford Mustang V8 1979-1994, 6 Cyl 1979-1984, 4 Cyl Manual 1989-1994, 4 Cyl Auto 1979-1986, Capri V8 1979-1984, 6 Cyl 1980-1984, 4 Cyl 1979-1986, Cougar V8 & 6 Cyl 1980-1982. Replaces Energy Suspension 4-1104	24351
General Motors 1956 and later rear wheel drive cars & 2-wheel drive light trucks, 1966-1990 Replaces Energy Suspension 3-1108	24350
Jeep CJ-series & YJ Wrangler and 1980-1992 Jeep Wagoneer full size. Replaces Energy Suspension 3-1108	24350



24350



24351

## MOTO-LIFT BOX PACKAGED

This compact precision tool aids in the installation and removal of all V-type internal combustion engines. Fabricated from heavy-gauge steel plate, moto-lift bolts directly to most intake manifolds on American-made vehicles, and has three locating positions to allow for various weights, keeping the engine balanced during installation or removal.

Moto-Lift	33027
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33027

## BFL® RACING GEAR LUBES 12 PER CASE

These are just a few of the reasons you should be using Lakewood BFL® Racing Gear Lubes:

- BFL® Racing Gear Lubes help guard against differential lock-up, a real safety feature in today's high performance race cars, it also protects your valuable transmission.
- BFL® Racing Gear Lubes help guard against welding, scuffing and scoring due to lubrication breakdown.
- BFL® Racing Gear Lubes increase usable H.P. by reducing friction.
- BFL® Racing Gear Lubes need no viscosity improvers...comes in easy to use poly bottles.

75w-90 Synthetic Blend Straight Hypoid Gear Lube (red label) (12)-32 oz. bottles case	32950
80w-90 Limited Slip Gear Lube (yellow label) (12)-32 oz. bottle case	32970

**IMPORTANT NOTICE:** BFL Gear Lube is priced by the bottle, not by the case.  
BFL Gear Lube is packaged in handy 32 oz. plastic bottles, 12 bottles per case.



32950

32970







# BELLHOUSING ALIGNMENT GUIDE

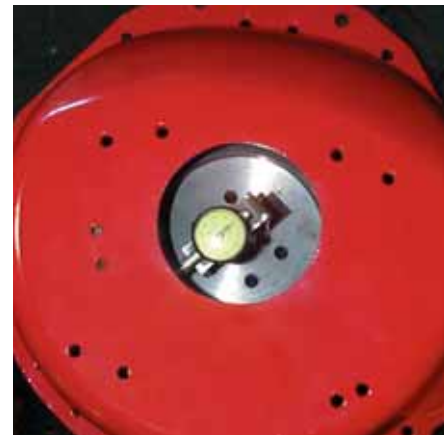
Due to manufacturers' machining tolerances of engine blocks in relationship to dowel pin location, it is quite possible for the crankshaft centerline and bellhousing bore to be misaligned. With the transmission installed in a misaligned condition, several problems can occur, such as pilot bearing and main shaft bearing wear, difficulty in shifting, and in extreme cases breakage of transmission gears and cases. While most housings will fall within the allowable limits, it is good insurance to check for register bore runout whenever any housing or engine block is installed. Most factory service manuals will outline the checking procedure, but will not give correctional measures necessary to ensure trouble-free standard transmission operation, short of trial and error with switching of various O.E. housings.

**NOTE: ADJUSTABLE DOWELS ARE USED TO DIAL IN BELLHOUSINGS BECAUSE THE ENGINE BLOCKS CASTED FROM THE OEM FACTORY CAN BE OUT OF TOLERANCE. SO, YOU WILL NEED TO ALIGN ENGINE AND BELLHOUSING.**

Offset dowel pins are available from Lakewood Industries to ensure correct adapter housing installation. For checking, you will need a dial indicator (preferably with a magnetic base), a few simple tools and close attention to detail to give you accurate installation results.

## INSTRUCTIONS

1. Remove clutch assembly from flywheel and install bellhousing on engine block. (It is easier when you leave the clutch assembly off the flywheel.)
2. Install dial indicator base on the flywheel and adjust plunger to contact the register bore of the housing. (See photo.)
3. Rotate the flywheel and note indicator reading. Misalignment is one-half of the indicator reading (maximum allowable is .005").
4. To correct off-center condition, select the offset dowel pin pair that is closest to one-half of the indicator reading. (i.e., if reading is .016",  $1/2R=.008"$  use .007" dowels. If reading is .024",  $1/2R=.012"$  use .014" dowels).
5. Remove stock dowel pins by driving from back side or pulling with gripper pliers.
6. Clean engine block dowel holes and coat lightly with lubricant.
7. Lubricate dowel pins and install in block. The slot in the dowel pins indicates the direction of maximum offset. They should be installed parallel to one another, and in pairs (both .007" or both .014" and .021").
8. Install and tighten bellhousing securely. Remount the dial indicator and recheck the register bore runout (Repeat step 3).
9. To make small corrections or adjustments to the alignment, you will need to remove the bellhousing and drive the offset dowels out of the block. Reposition the dowels using the slot as a reference point and re-install. Re-check register bore run-out. Repeat this procedure until the register bore is within limits.



## OFFSET DOWEL PIN CHART

Total Indicator Reading	One-Half Total Indicator Reading	Size Dowel To Be Used	Lakewood Offset Dowel Part Number	
			GM .625" DIA	Ford/Mopar* .500" DIA
.012" to .020"	.006" to .010"	.007"	#15920	#15950
.022" to .034"	.011" to .017"	.014"	#15930	#15960
.036" to .052"	.018" to .026"	.021"	#15940	#15970

\*NOTE: Will not fit Ford 4.6L/5.4L engine blocks

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