

TERMS OF TRADING

We ask you to read this section fully before purchasing any goods

HOW TO ORDER

Give as many details as possible, e.g. Engine size, gearbox 3-4-5 speed, model, year of manufacture, petrol or diesel, hydraulic cable or mechanical clutch, if any changes have been made.

FREIGHT

Customers, we do not pay Freight and Insurance charges as these are not included in the sale price of the goods. Freight of all goods is at the purchaser's risk. Sydney customers, we will dispatch your goods where possible by the cheapest delivery service and add the cost to your invoice.

All goods become the customer's responsibility on removal or despatch from our premises. Dellow Automotive Pty Ltd will not insure goods unless confirmed in writing. Any insurance on goods is at the customer's expense. Goods are sent via Ipec Road Express door to door.

Dellow Automotive Pty Ltd has the option of backcharging for any freight charges incurred from shipment that was sent "Receiver to Pay". If the payments are not received, then the customer's account will be closed.

PAYMENT

Must be made in full by Money Order, Bank Cheque, Credit Card (VISA, Mastercard, Bankcard or Direct Deposit). All other cheques including Business Cheques are cleared first.

RETURNED GOODS

1. Goods returned must be in a resaleable condition and freight paid by the customer.
2. Original invoice and reason for return.
3. Credits must not be deducted from your account until official credit note is issued.
4. All goods returned will be subjected to a 20% restocking charge with the exception of faulty goods. It takes time to parcel up, invoice, then despatch goods, so make sure you order the correct item or take a deposit from your customer.
5. All sales are final and goods will not be accepted for return after 30 days.
6. No claims will be considered if any item has been modified, e.g. ground or redrilled.
7. Individual items cannot be returned for credit if supplied in kit form, e.g. engine mounts, hydraulic parts, clutch plates etc.

WARRANTY CLAIMS

No product supplied or manufactured by Dellow Automotive or its subsidiary companies can be altered, modified or re-welded without written consent from Dellow Automotive Pty Ltd. All warranty claims must be returned to the factory at the customer's expense. Dellow Automotive Pty Ltd accepts no responsibility or payment for "down time" when installing or re-installing any parts produced by this company.

HOURS OF OPERATION

Monday to Friday 8.30am to 5.00pm

Saturday Morning 8.30am to 12.00pm

Sunday Closed

Telephones (02) 9774 4419

(02) 9774 3873

International 61 2 9774 4419

No reverse charge telephone calls are accepted.

FAX FACILITIES

All details plus sketches are appreciated. Allow time for research if odd or special applications are required.

Fax (02) 9774 4783

Email Facilities dellowauto@aol.com

CHANGE IN PRICES

All prices are subject to change without notice.

WARNING

Certain State Laws and regulations make the fitting of some motor accessories and performance equipment illegal on certain model cars, other than those used for racing or off road purposes. It is your responsibility to ensure that goods you are purchasing or selling can be legally fitted to the intended vehicle.

IMMEDIATE SHIPMENT

Customers: Direct deposits can be made at any ANZ Bank, into our account. We suggest you deposit cash for prompt attention, as paying by cheque takes one week to clear your funds.

C.O.D. POST

This is the only method of dispatching goods before payment is made, unfortunately we cannot guarantee its time of delivery. There is a size and weight limitation.



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FIVE SPEED TOYOTA CONVERSIONS

Over the past 30 years we have been producing kits to install Toyota 5 speed overdrive boxes behind a wide range of engines. These conversions are preferred because of a wide range of reasons. The most popular is to obtain a box with overdrive to give better driving and fuel consumption out on the open road. Engine revs drop which reduce wear and tear on your engine.

There are 4 basic types of Toyota 5 speed manual over drive transmissions:

Type 1:

Toyota 2T or 3T split alloy case 5 speed has 7 bolts holding the original bellhousing to the box and the diameter of the front shaft is 23mm with 21 splines. This box is used in many of our 4 cylinder swaps:

2T has 20 output splines

3T has 22 output splines

Toyota call this their T50 transmission.

CELICA 2T & 3T

Alloy Cast 5 Speed Conversions

1st	3.58:1	Gearbox Weight – 26kg
2nd	2.02:1	Front Shaft – 21 splines x 23mm
3rd	1.38:1	Gearbox length – 22"
4th	1.00:1	Gearbox length to shifter – 15"
5th	86 :1	Oil Capacity – 2.2 Litres
		Tailshaft splines x 21

This box is an alloy case with 7 bolts holding the box to the bellhousing.

Type 2:

Toyota steel case 5 speed has 5 or 7 bolts holding the original bellhousing to the box and the diameter of the front shaft is 29mm with 21 splines. This box is used in many of our cylinder and some V8 swaps. The output shaft has 21 splines.

Toyota call these their P51 or W50 transmission.

TOYOTA STEEL CASE 5 SPEED CONVERSIONS

RATIOS OF CROWN, CORONA, CELICA AND CRESSIDA BOXES

1ST – 3.00:1	1ST – 3.29:1	1ST – 3.52:1	1ST – 3.62:1
2ND – 1.99:1	2ND – 2.04:1	2ND – 2.05:1	2ND – 2.04:1
3RD – 1.39:1	3RD – 1.39:1	3RD – 1.39:1	3RD – 1.39:1
4TH – 1.00:1	4TH – 1.00:1	4TH – 1.00:1	4TH – 1.00:1
5TH – .85:1	5TH – .85:1	5TH – .85:1	5TH – .85:1
Difficult to find	Diminishing stocks	Good Stocks	Good Stocks

4 STICK POSITIONS

A – 18"

B – 19"

C – 20 1/2"

D – 21"

Gearbox weight – 40kg

Gearbox length – 22"

Front Shaft – 21 splines x 29mm

Oil Capacity – 2.6 litres

Tailshaft splines – 21

We stock and recommend

Penrite Oil in 2.5 litre cans

Type 3:

Toyota all alloy oval case 5 speed has 9 bolts and 2 dowells holding the original bellhousing to the box and the diameter of the front shaft is 29mm with 21 splines and is 160mm long. This box is used in most of our V8 swaps. The output shaft has 21 splines.

Toyota calls these their – W55, W57, W58, W59 depending on their internal ratio.

TOYOTA – OVAL CASE SUPRA TYPE 5 SPEED

This all new box is an all alloy case box and can be distinguished by 9 bolts and 2 dowels holding the box to its bellhousing. This box has proved successful behind V8 and V6.

	W55	W57	W58	W59
Gearbox weight – 35 kg	1st – 3.57:1	1st – 3.28	1st – 3.28	1st – 3.95
Front shaft – 21 splines x 29mm	2nd – 2.06:1	2nd – 2.06:1	2nd – 1.89	2nd – 2.14
Gearbox length – 22"	3rd – 1.38:1	3rd – 1.27	3rd – 1.27	3rd – 1.27
Tail shaft splines – 21	4th – 1.00:1	4th – 1.00	4th – 1.00	4th – 1.00
Oil Capacity – 2.5 litres	5th – .85	5th – .86	5th – .78	5th – .85
	Good Stocks	Limited Stocks	Very Rare	Good Stocks

5 Different Stick Positions: 14" – 18" – 19" – 20 1/2 " – 21"



Type 4:

Toyota's big all alloy case 5 speed has 9 bolts and 2 dowells holding the original bellhousing to the box and the diameter of the front shaft is 29mm with 21 splines. The drain plug is parallel with ground and the front shaft is 190mm long.

Note: If the transmission came out of a pick-up or Hilux it will have a 160mm long front shaft and requires a different length bellhousing.

Toyota call this their R154 transmission and came out in Supra Turbos usually with the 7M engine.

APPLICATIONS FOR TYPE 1: 2T/3T 7 Bolt Split Alloy Case

MG Midget

Morris Minor

MG, TC, TD, TF & Y

MG Magnette

MGA & MGB MKI

Cortina – Escort

Sunbeam, Alpine, Rapier, Gazelle

Datsun "A" Series

Datsun "A" Series (engine in Morris Minor)

APPLICATIONS FOR TYPE 2: Steel case 7 bolt with alloy extension housing

Holden 6 – Grey motor

Holden 6 – Red/Blue or Black motor

Holden V8 – 253 – 308

Commodore V6 3.8

MG Magnette

MGB, MKI & II

Corolla 3K, 4K & 5K

Chev V6 & V8

Slant 6 Chrysler

Hemi 6 Chrysler

Chrysler 273-318 V8

Rover / P76 V8

Morgan with Rover V8

Capri V6

Falcon 6 XK, L, M, P

Falcon 6 XR to XF

Falcon EA on

Ford V8 289 – 302

Jaguar 6

Triumph 4 & 6

Volvo – tilted or upright

Escort, Cortina, Capri 4 cylinder

Mazda Rotary, top or bottom starter

Austin Healy 100/4 and 100/6

VL Nissan, Commodore

V8 Crown 3V-4V-5V

V8 Lexus, Soarer

1JZ Toyota Soarer
Nissan FJ 20
Sunbeam, Alpine, Rapier, Gazelle
Toyota 4AGE
Daimler SP250

APPLICATIONS FOR TYPE 3: All alloy (oval case 9 bolt Supra Type)

Holden 6 – Red, Blue or Black
Holden V8 – 253 – 308
Commodore V6 – 3.8
Chev V6 and V8
Ford V8 289, 302, 351
Chrysler Slant 6
Chrysler Hemi 6 & V8
Rover / P76 V8 (Buick 215)
Morgan with Rover V8
Capri V6
Falcon 6, XR, XF
Falcon 6, EA & on
Jaguar 6 & V12
Nissan VL
Nissan FJ20
Ford Escort, Capri 4 cyl
Triumph 4 & 6
Mazda Rotary, top and bottom starter
V8 Lexus, Soarer
Toyota 1JZ, Soarer
Austin Healy 100/4 & 100/6
Toyota 4AGE
Daimler SP250

APPLICATIONS FOR TYPE 4: Big Supra – R154 (190mm front shaft)

Holden V8 253 – 308
Chev V6 & V8
Commodore V6
Falcon 6 – XR, XF
Falcon 6 – EA & on
Ford V8 – 289, 302, 351
Ford V8 – 302 injected

Chrysler 6 & V8

Jaguar 6 & V12

Lexus V8

Toyota 1JZ

TREMEC TR3550 & TKO FIVE SPEEDS

We are the Australian distributor of these robust transmissions and produce most of the components to assist with the installation into your car or truck.

Housing produced to suit:

- Holden Commodore V6 3.8L
- Holden Commodore V8 253/308
- Chev V8 305 – 350
- Chev V8 – Big Block
- Chev V6 – 221 – 262
- Chev V8 – 6.2 & 6.5 Diesel
- Ford 6 Cylinder 200/250 CI / 4.1 LT XR–XF
- Ford 6 Cylinder 3.9 LT / 4LT EA & later
- Ford V8 – 289 – 302 – 351
- Ford V8 – 302 injected
- Ford V8 – 332 – 352 – 390
- Ford V8 – 429 – 460
- Chrysler Six – Hemi 245 – 265
- Chrysler V8 – 273 – 318 – 360
- Toyota Lexus V8 four litre
- Toyota Soarer 1JZ three litre
- Nissan FJ20



TREMEC ACCESSORIES

We manufacture and stock many of the external items needed to install the Tremec.

They include:

- Bellhousings
- Clutch forks
- Thrust bearing and carrier
- Clutch plates
- Pilot bushes
- Speedo cables
- Rear crossmembers
- Tail shaft yokes
- Universal joints

- Gear sticks
 - Front flanges
 - Rubber support mounts
 - A range of internal spare parts
-

HOLDEN CHEV & FORD V8 BELLHOUSINGS

Over the past 35 years we have made casting patterns to produce bellhousings with mechanical, cable or hydraulic set up.

The following housings are available:

- Borg-Warner T5 (check model first)
 - Tremec TR3550 & TKO
 - Toyota steel case
 - Toyota Supra alloy case
 - Toyota Supra Turbo (R154) alloy case
 - Borg-Warner T10 & Super T10
 - Muncie – Saginaw
 - Ford Single Rail & Top Loader
 - Aussie Depress 4 speed
 - VN, ZF, Six speed
-

WHEN FITTING ANY T5 INTO YOUR HOLDEN VEHICLE

We manufacture a comprehensive range of new cast alloy bellhousings to adapt the T5 you have chosen. Because Holden vehicles have been made over the years with three different clutch systems on the side of the bellhousing then we produce different casting so as you can retain most of your original components. When ordering please specify mechanical clutch, hydraulic clutch, full cable clutch.

Please give as much information as possible when ordering.

WHEN FITTING ANY T5 INTO A FORD VEHICLE

Over the years Ford in Australia have had two clutch systems: cable or hydraulic throughout the early years all Ford V8s were hydraulic clutch mounted on the passenger side. Ford had two different diameter flywheels 10" and 11". You have a choice of housings to suit either flywheel off us retaining the 2 bolt starter. In later years Ford switched to a cable clutch on the driver's side with a small 3 bolt starter on the passenger side. This required us to design and make a complete new range of patterns to suit your needs.

Please give as much information as possible when ordering.

WHEN FITTING ANY T5 INTO ANY OTHER VEHICLE

Our enormous range of casting patterns usually allow us to get your engine – transmission combination adapted. (There will always be the exception).

Adaptations include: Chevy, Buick, Pontiac, Rover V8, Capri V6, Escort, Falcon 6, Hemi 6 & V8, Chrysler, Jaguar, Ford Big Block, Lexus V8 etc.

We do ask you to give us as much information about the Model T5 plus the vehicle you're intending to fit it into (Refer to our chart on page10).

T5 ACCESSORIES

We manufacture and stock many of the external items needed to install a T5. They include bellhousings, clutch forks, thrust bearing and carrier, clutch plates, pilot bushes, speedo cables, rear cross members, tail shaft yokes, gear stick and screws, front flanges and rubber support mounts.

FORD V8 289 – 302 – 351 WINDSOR – CLEVELAND

Over the past 30 years we have been producing Ford V8 housings to accept the 10" or 11" flywheel with the 2 bolt starter bolted to the driver's side with provision on the passenger side for the hydraulic slave cylinder to mount on. These housings have been made to suit a vast range of manual 3, 4 and 5 speed transmissions:

Top Loader, Single Rail, Muncie, Saginaw, EA6 T5, Mustang T5, Supra, Supra Turbo, Dyna, Coaster, Nissan Caball/Cabstar etc.

T5 – BORG WARNER LOCAL & IMPORTED

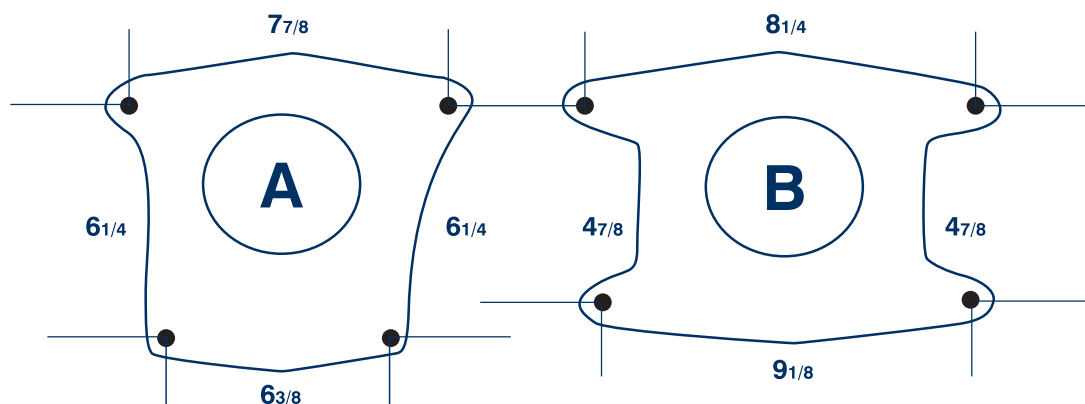
It is important to not that there are so many differences in Borg Warner T5 Manual five speed transmissions that we would require a separate catalogue. It is important to compare our sketches to determine which transmission you have purchased prior to ordering a bellhousing.

Bellhousings to suit: Holden 6, Commodore 6 except VL, Holden V8 including Commodores, Falcon 6 cable and hydraulic clutch, Ford V8 right or left starter, Chevy V8 hydraulic or cable, Chrysler Hemi 6 or V8, Escort. Others on request.

**The VN-V6 and EB V8 boxes are sometimes difficult to adapt because of the length of the front shaft and the shifter stick is so far back.*

Accessories for T5 – Local & Imported

Our design department have made sure that the external accessories to suit most conversions are produced by us. They include bellhousings, clutch forks, thrust race and carriers, clutch plates, pilot bushes, speedo cables, tailshaft yokes, gearstick and screws, gearknobs and inserts, front flanges, rubber mounts and transmission wedges.



FRONT SHAFT LENGTH	VEHICLE	CLUTCH SPLINE	PILOT BUSH	DIAGRAM
6 3/8 – 160mm	Group A – Commodore	26 x 1 1/8"	19/32 Tip	B
6 9/16 – 167mm	Ford 6 – T5 Falcon	10 x 1 1/16"	43/64 Tip	A
7 1/8 – 180mm	Pontiac 4 cyl	14 x 1"	19/32 Tip	B
7 1/8 – 180mm	Ford V8 – Mustang USA	10 x 1 1/16"	19/32 Tip	A
7 1/8 – 180mm	Cosworth (UK)	10 x 1 1/16"	43/64 Tip	A
7 1/8 – 180mm	Nissan	24 x 1"	5/8 Tip	A
7 5/8 – 193mm	Ford V8 – EB (Aust)	10 x 1 1/16"	43/64 Tip	A
8" – 205mm	V8 – T5 Commodore	10 x 1 1/8"	19/32 Tip	B
8" – 205mm	V8 Commodore VR	10 x 1 1/8"	19/32 Tip	A
8 1/2 – 215mm	Imported American	14 x 1 1/16"	19/32 Tip	B
9 1/2 – 240mm	V6 – T5 Commodore	10 x 1 1/8"	19/32 Tip	A

NISSAN CABALL - CABSTAR 5 SPEED - SUITS 2-3 TONNE

Ideal 5 Speed overdrive transmission when fitted into medium range trucks. We produce a range of cast alloy bellhousings and accessories to fit this box behind the following engines:

- Chevy V8 & V6
- Holden V8 253 - 308
- Ford V8 302 - 351
- Ford SIX 200 - 3.6 - 250
- Commodore V6 3.8
- Hemi 6
- Chrysler V8

Accessories such as:

- Clutch plates
- Forks
- Speedo Cables
- Thrust Races
- Pilot Bushes

We import these boxes from Japan.

FORD V8 302 INJECTED (EB FALCON & IMPORTED MUSTANG)

With the introduction of the EB V8 Falcon here in Australia saw Ford for the first time go to a full cable clutch system on the driver's side with a small 3 bolt starter on the passenger side to clear the narrow sub frame and torsion bar. All of the Falcon engines ran a 157 tooth fly wheel whereas the identical model in a Fairlane ran a 167 tooth flex plate. Fairlanes were never made by Ford as a manual. We ask anyone who is going to fit a T5 or any other transmission behind one of these late V8 engines to supply us with the following information:

1. Diameter of flywheel or flexplate (10" or 11")
2. Tooth count on ring gear (157, 160, 164, 167)
3. 2 Bolt or 3 Bolt Starter
4. Driver or passenger mounted starter
5. Was the engine out of Falcon, Fairlane, F150 or imported from the USA

We now manufacture the 302 injected V8 bellhousing to fit the EB and later V8 T5 Manual transmission with the 3 bolt starter – 10" counter balance flywheel with cable clutch on the right hand side.

FORD V8 FE – 332, 352, 406, 428

We still have the original patterns to produce these light weight housings to a range of manual transmissions.

FORD V8 429 – 460 (Big Block)

These housings are reproduced in alloy with provision for a standard Ford slave cylinder and clutch fork.

To suit:

Top Loader

Single Rail

F100 – F350

B.W. Super T10

TR3550 & TKO Tremec

We also have new 11" steel flywheels.

V6 COMMODORE BELLHOUSING COMBINATIONS

Due to the fact that Commodore V6 engines have been out since 1989 and now they are available from the wreckers at a realistic price we have had our design department produce a range of bellhousings to suit most common swaps.

V6 Commodore to suit the following manual transmissions:

Celica Corona steel case 4 or 5 speed

Supra 4 or 5 speed

Supra Turbo 5 speed

Top Loader

Single Rail

Falcon 6 – T5

VK, VL, V8, T5

Muncie / Saginaw

Aussie 6 – 3 or 4 speed

Ford 6 – 3 speed

The above housings are available in 4 different clutch designs:

Original Holden mechanical

Original Holden full cable

Original Holden hydraulic

Toyota Hydraulics

Other accessories include:

- Counterbalance flywheels 6 & 8 bolt
 - Heavy Duty Flywheel bolt kits
 - Clutch Plates
 - Pilot Bushes
 - Clutch Forks – cable and hydraulic
 - Transmission Mounts
 - Tail shaft yokes
 - Universal Joints
 - Speedo Cables
 - Engine Mounts
 - Pedal Boxes
-

COBRA KIT CARS

We have many products to assist in fitting various engines and transmissions into your Cobra.

Ford V8 – 289 – 302

Ford V8 – 302 injected

Ford V8 – 429 – 460 Big Block

Chevy V6 – 229 – 262

Chevy V8 – 307 – 350

Commodore V8 or V6

LEXUS V8 – 1UZ-FE & 1UZ-LS

These engines of the future have become an important part of our production. Because of their compact size, weight, horsepower output and being able to pass emission tests. We have made a range of cast alloy bellhousings to suit the following transmissions:

Toyota Supra, Toyota Steel Case, Tremec, Borg Warner T5, Aussie 4 speed, R154 Toyota Twin Turbo.

Other items produced by us to assist your conversion:

- Bellhousing
- Pilot Bush
- Steel Flywheel
- Hi Tensile Bolt Kit
- Clutch Plate
- Pressure Plate
- Clutch Fork
- Thrust Race
- Speedo Cable
- Tail shaft Yokes



LEXUS – SOARER TWIN TURBO SIX – 1JZ

Similar to the V8 Lexus we do manufacture a comprehensive range of items to assist you with your conversion installation.



TOYOTA CROWN V8 3.5L 3V-4V & 5V

This is known as Toyota's original V8 and is completely different than the Lexus. A full range of accessories are made to assist you in a conversion.

MAZDA ROTARIES

We manufacture a brand new cast alloy bellhousing (no adaptor plates) to fit:

Toyota Corona 4 speed

Toyota Celia steel case 5 speed

Toyota Supra 4 and 5 speed

Kit includes:

- Bellhousing
- Pilot Bush
- Steel clutch
- Fork and clip

- Adjustable pivot ball
- Heavy duty clutch plate
- Thrust race and carrier
- Clutch adjustable push rod

Kit A: To suit all rotary engines with 290mm diameter flywheel.

Kit B: To suit 13B Turbo with 320mm diameter flywheel.

TAIL SHAFT SLIP YOKES

Toyota Split alloy case 2T or 3T (20 or 22 Splines)

- Holden Red Six
 - Escort – Cortina – Capri
 - MGA – MGB
 - Sunbeam Alpine – Rapier – Gazelle
-

Toyota Steel Case or alloy case Supra (21 Splines)

- Holden 6 & V8
 - Holden V8 1 tonner
 - Commodore V6
 - Ford V8 & 6 Cyl
 - Chrysler V8 & 6 Cyl
 - Capri V6
 - Rover / P76 V8
 - Jaguar
 - MGB MKI & II
 - Sunbeam Alpine – Rapier – Gazelle
-

Turbo Hydro 400

- Holden V8 253 – 308 to Turbo 400
 - Holden V8 253 – 308 1 tonner to Turbo 400
 - Imported cross over universal joint
-

Borg Warner T5 Five Speed

- Holden V8 VK – VL T5 – GMH Universal Joint
- Holden V8 VN – VP – VR & VS – GMH Universal Joint
- Holden V8 VN – VP – VR & VS – Ford Universal Joint
- Falcon 6 Cyl EA & later – GMH Universal Joint

- Falcon 6 Cyl EA & later – Ford Uni
 - Falcon V8 EB & later – GMH Uni
 - Falcon V8 EB & later – Ford Uni
-

TREMEC

- TR3550 to GMH Uni
 - R3550 to Ford Uni
 - TKO to Large Ford Uni
-

FORD TOP LOADER OR SINGLE RAIL

- Yoke to Holden V8 Uni
 - Yoke to Ford 6 or V8 Uni
 - Yoke to Chrysler 6 or V8 Uni
 - Yoke to Jaguar Uni
-

GENERAL ACCESSORIES

Flywheels

We manufacture a comprehensive range of new flywheels within our plant.

- Chevy V6 262 with counter balance
- Holden V8 253 / 308
- Chevy V8 6.2 / 6.5 Diesel with counter balance
- Commodore V6 3.8L – 6 bolt with counter balance
- Commodore V6 3.8L – 8 bolt with counter balance
- Ford V8 289 / 308 157–160 tooth 10" XR–XT etc
- Ford V8 302 injected 157–160 tooth 10" (externally counter balanced)
- Ford V8 429 – 460
- Toyota V8 Crown 3.5L
- Toyota V8 Lexus 4.0L
- Toyota 6 Cyl Soarer, 1JZ – 2JZ
- Holden 6 into Landrover
- Holden 6 into Jackaroo / Rodeo

Flywheel bolt sets available for all of the above items.

There are four different types of V6 Commodore flywheels which can be determined by the locating the flange diameter on the back of your V6 crank.

Series I VN flange diameter: – 63.15mm

Series I VN flange diameter: – 27.80mm 6 bolt

Series II and later flange diameter: – 32.05mm 8 bolt

Series II and later flange diameter: – 32.05mm duel mass – Getrag

Flywheel Ring Gears (New)

- Chevy V6 & V8 – 11"
 - Chevy V6 & V8 – 10 1/2 "
 - Holden V8 253 / 308 – 10"
 - Commodore V6 3.8L – 10"
 - Chevy V8 6.2 – 6.5 Diesel – 11"
 - Ford V8 429 – 460 – 11"
 - Ford V8 Cleveland or Windsor 11" 164 or 168 tooth
 - Ford V8 302 Windsor 10" injected – 157 – 160 tooth
 - Holden 6 Cylinder all red motors
-

Clutch Fork & Clip

- Holden V8 253 / 308 mechanical or hydraulic
- Chevy V8 327 / 350 mechanical or hydraulic L.H. side
- Ford V8 302 / 351 mechanical or hydraulic
- Commodore WB V8 253 / 308 – Cable only
- Commodore V6 3.8L – Cable only
- Commodore in line six – Cable only
- Holden Six HK – T – G – Q – J – X & Z (Heavy Duty)
- Holden Six LC – LJ – LH – LX (Heavy Duty)
- Hilux (with V8 Conversion)
- Ford V8 EB & later – Cable only



Manual Commodore Six & V8 Pedal Boxes

Note: V8 & Six Cylinder pedals are different

- Commodore VB – VC – VH & VK – 6 Cylinder
- Commodore VB – VC – VH & VK – V8
- Commodore VL – V8
- Commodore VN – VP – VR & VS – V6
- Commodore VN – VP – VR & VS – V8



Bronze bushes fitted to all our pedal boxes. All pedal boxes are sold on an exchange basis with your automatic pedals.

Speedo Cables

We have in stock over 2000 cables at all times to suit the following transmissions (auto & manual) and can be dispatched within the hour.

Toyota – split alloy case, steel case & Supra, Top loader, S. Rail, Muncie, Saginaw, Tremec, Borg Warner T10 & Super T10, all T5's, Toyota Dyna – Coaster, Datsun & Mazda, Aussie 4 speed, Turbo Hydro 350 – 400 – 700R, Powerglide, C4 – C9, Trimatic.

Cables to Suit

Dashes with Commodore style push on, screw on, clip on and bayonet fittings, Smiths, VDO & Auto Meter Gauges.

Electronic cables in stock to suit your transducer. Special cables made to order including odd lengths. (24 hour service) dispatched Australia wide in special air satchels.

Clutch Plates

We carry in stock a huge range plus the knowledge of clutch plates to suit the most odd conversion. Give us as much information as possible when ordering – eg. Number of splines, outside diameter etc.

Crankshaft Spigot Bushes

Our range of sintered bronze crankshaft spigot bushes is much too large to list. Every bush is made of impregnated bronze produced to correct tolerances in an injection die.

Note: Early V6 Commodores have a crank bone of 20.95 and later ones measure 27.85.

RUBBER ENGINE MOUNTS

- Chevy small block – 70mm tower width 40mm high
 - Chevy small block – 70mm tower width 45mm high
 - Chevy Corvette (H/Duty) – 50mm tower width 55mm high
 - Ford Mustang V8 221 – 260 – 289 Left & Right
 - Ford V8 400 "M" Engine Left & Right
 - Ford V 429–460 Left & Right
 - Ford V8 FE 390 – 428 Left & Right
 - GM Diesel V8 350 D & DX
 - GM Diesel V8 6.2 & 6.5 H/Duty
 - Pontiac V8 400 – 455
 - Suzuki 4WD fitted with Corolla 3–425K – Left & Right
 - Commodore V6 mount used in our Hi-Lux Kit & other various kits
-



TRANSMISSION MOUNTS

- Chevy V8 TH350 – 400 & 700R – 2 bolt
 - Chevy Pontiac TH 350 – 400 & 700R – Single Bolt
 - Ford V8 C6 Auto 2 part mount (Lincoln & Mercury)
 - Ford Top Loader & Single Rail (Wide Mount)
 - Ford Top Loader & Single Rail (Narrow Mount)
-

BORG WARNER T5 TRANSMISSION MOUNTS

There are 7 different widths on the extension housing of T5s – we carry them all with a flat mounting base (advise width).

TOYOTA TRANSMISSION MOUNTS

Toyota Steel Case & Supra – 4 bolt

Toyota 2T & 3T – 2 bolt

Toyota Big Supra 7M

THRUST RACE CARRIERS & BEARINGS

We manufacture and carry on the shelf a huge range of different length thrust race carriers in stock at all times for every conversion we have ever made since 1964. Although there is too many to list we must point out the type of bearing and carrier needed for your vehicle is determined by: type of pressure plate (high diaphragm, flat diaphragm or 3 finger, long style or Borg & Beck. Other factors are the thickness of your flywheel after many years of machining to clean it up, whether your car is mechanical clutch, cable clutch or hydraulic system. Please supply us with as much information as possible. On many occasions we find the incorrect bearing and carrier has been fitted (especially to HZ – WB & Commodores) which results in major damage to the clutch arm and pressure plate fingers.



'NORYL' FLYWHEEL / DUST INSPECTION COVERS TO SUIT

- Turbo Hydro 350 & 400 onto 253 – 308 using our steel adaptor.
- Chevy V8 onto the Tri-Matic transmission using our steel adaptor.
- Turbo Hydro 400 behind 308. Original G.M.H. replacement (steel).
- Turbo Hydro 400 behind Chevy V8 original G.M.H. replacement (steel).
- Turbo Hydro 350 behind Chevy V8 original G.M.H. replacement (steel).
- 253 – 308 V8 Engines when using Dellow 81 & 83 series manual bellhousings with driver's side starter motor.
- Chevy or Holden V8 Engines when using Dellow 81 & 83 series manual bellhousings (no starter cut out).
- Holden 6 Cylinder when fitting Toyota 4 & 5 speed steel case gearbox.
- Chevy to Tri-Matic using our steel adaptor. No starter hole.
- Holden V8 when fitting Supra 5 speed (passenger side starter).
- Chevy V8 when fitting Supra 5 speed (drivers side starter).
- Holden 6 cylinder Red Motor to Supra 5 speed.
- Holden Commodore – HZ & WB to Supra 5 speed (cable clutch).
- Chevy V8 to powerglide Auto.



REAR TRANSMISSION CROSSMEMBERS & MOUNTING BRACKETS

1. EJ-EH Manual body when installing Aussie Depress 4 speed.
2. Commodore 6 cyl VB – VC – VH & VK when installing Supra, steel case, Celica, Top Loader, Single Rail, Tremec and most T5s.
3. Commodore V8 – VB, VC, VH & VK when installing Supra, steel case, Celica Top Loader, Single Rail, Tremec and most T5s.
4. Commodore V8 (VL only) when installing Supra, steel case, Celica Top Loader, Single Rail, Tremec and most T5s.

Note: When installing Borg-Warner T5 you must have the correct rear transmission rubber mount (see special section on T5 Rubber Mounts).

5. LC – LJ – LH – LX & VC Torana when installing Supra, steel case, Celica, Top Loader, Single Rail, Tremec and most T5s – clears duel exhaust.
 6. Fitting Turbo Hydro 350 or 700R into HQ – J – X – Z & WB vehicles – 3 part item with diagram.
 7. Fitting Turbo Hydro 350 or 700R into LC – LJ – LH – LX & VC Toranas. Clears duel exhaust.
 8. Fitting Toyota Steel case or Supra 5 speed into your HT – HG – HQ – HJ – HX – HZ & WB vehicles using the original Holden rubber mount (stepped bracket).
 9. Universal box section which welds into your original crossmember –suits HT & WB (diagram supplied).
 10. MGB MKI & MKII rear cross member when fitting Toyota Celica steel case, Supra, 2T & 3T.
 11. Sunbeam Alpine rear cross member when fitting Toyota steel case, 2T & 3T.
 12. Rear transfer case support mount for all Landcruisers up to August 1980.
-



HYDRAULIC CLUTCH CONVERSIONS

We manufacture complete kits to convert your Holden from mechanical to hydraulic clutch plus many of the replacement items to rebuild or repair your existing kit.

Kits to suit:

LC, LJ

LH, LX, UC

HK, HT, HG

HQ, HJ

HX, HZ, WB

Commodore (except VL) and later

AUTOMATIC TRANSMISSION BELLHOUSINGS

We produce a comprehensive range of cast alloy bellhousings to fit the following engine/transmission combinations together:

- Chevy V6 & V8 to C4 & C9 Transmission
- Chevy V6 & V8 to powerglide with detachable housing
- Holden V8 253 – 308 to C4 & C9 Transmission
- Holden V8 253 – 308 to powerglide with detachable housing
- Ford V8 302 – 351 to C4 & C9 Transmission (2 Bolt Starter)
- Ford V8 302 – 351 to powerglide with detachable housing (2 Bolt Starter)
- Ford V8 302 injected to C4 & C9 Transmission (3 Bolt Starter passenger side)
- Ford V8 302 injected to powerglide with detachable housing (3 Bolt Starter passenger side)
- Chevy V6 & V8 to Model 8 & 12 Borg Warner (FMX)
- Holden V8 253 / 308 to Model 8 & 12 Borg Warner (FMX)
- Chevy V6 & V8 to Model 65 Borg Warner
- Holden V8 253 – 308 to Model 65 Borg Warner
- Toyota Lexus V8 4.0L to C4 & C9
- Toyota Lexus V8 4.0L to powerglide (with detachable housing)
- Toyota Soarer 6 cyl 1JZ to C4 & C9
- Toyota Soarer 6 cyl 1JZ to powerglide (with detachable housing)
- Nissan FJ20 to C4 & C9
- Nissan FJ20 to powerglide (with detachable housing)
- Nissan RB30 to C4 & C9
- Nissan RB30 to powerglide (with detachable housing)
- Falcon 6 cyl EA & Later to Borg Warner 35 – 40 or 51
- Falcon 6 cyl EA & Later to C4 & C9
- Falcon 6 cyl EA & Later to powerglide (with detachable housing)
- Commodore V6 3.8L to C4 & C9
- Commodore V6 3.8L to powerglide (with detachable housing)
- Commodore V6 3.8L to Borg Warner 35 – 40 or 51



AUTOMATIC TRANSMISSION – ADAPTOR PLATES

- Holden V8 253 – 308 to Chevy Turbo Hydro 350, 400 – 700R transmission
 - Holden V8 308 Turbo block to Tri-matic transmission
 - Holden V8 253 – 308 to Jeep TH400
 - Chevy V6 & V8 to Jeep TH400
 - Holden V8 253 – 308 to Chevy V8 Powerglide
 - Holden V8 253 – 308 to 1977 & later Jaguar with TH400
 - Chevy V8 to 1977 & later Jaguar with TH400
 - Holden 6 to Turbo Hydro 350 – 400 or 700R transmission
 - Jaguar V12 to Turbo Hydro 350 – 400 or 700R transmission
 - Holden 6 Red – Blue or Black to VN & later V6 Turbo 700R
-

FOUR WHEEL DRIVE CONVERSIONS

For over 30 years Dellow Automotive has been making kits to fit alternative engines into Four Wheel Drive vehicles.

Wherever possible we produce a fully cast alloy bellhousing which allows the use of as many original parts as possible. We also maintain the flywheel, pressure plate and starter motor off the engine you are going to install in your vehicle.

TOYOTA LANDCRUISERS (1970 – 1990) F, 2F, 3F, B, H & 2H

- Chevy V6 & V8 into Landcruiser 3, 4 & 5 speed
- Holden V8 253/308 into Landcruiser 3, 4 & 5 speed
- Ford V8 302/351 into Landcruiser 3, 4 & 5 speed
- Chrysler V8 273/318 into Landcruiser 3, 4 & 5 speed
- Chrysler 6 Cyl 245 – 265 into Landcruiser 3, 4 & 5 speed
- Falcon XR to XF into Landcruiser 3, 4 & 5 speed
- Falcon EA and on into Landcruiser 3, 4 & 5 speed
- Commodore V6 3.8L into Landcruiser 3, 4 & 5 speed



Ask for detailed fax or email sheet on your model.

HILUX'S

Toyota pick ups and Hiluxs are manufactured with 2 different 2 & 4 wheel drive transmissions.

The "W" series transmission are the ones found in most vehicles. This box has 9 bolts and 2 dowells holding the box to bellhousing. It has the transmission drain plug directly under the case pointing to the ground and the circumference of the case at the front measures 28 1/2 inches.

The second and much larger transmission is called the R154 Box and still has 9 bolts and 2 dowells holding the box to bellhousing but the drain plug comes out of the case parallel to the ground. The case being much larger at the front has a circumference of 31 1/2 inches.

Both boxes have a front shaft length 160mm long but require different housings to adapt.

TOYOTA HILUX 2WD & 4WD (Petrol or Diesel)

- Chevy V6 & V8 into Hilux 2 or 4WD
- Holden V8 253 / 308 into Hilux 2 or 4WD
- Ford V8 302 / 351 into Hilux 2 or 4WD
- Chrysler V8 273 / 318 into Hilux 2 or 4WD
- Commodore V6 3.8L into Hilux 2 or 4WD
- Toyota V8 Crown 3.5L into Hilux 2 or 4WD
- Toyota V8 Lexus 4.0L into Hilux 2 or 4WD
- Toyota 6 Cyl Soarer 1JZ into Hilux 2 or 4WD
- Rover V8 3.5L into Hilux 2 or 4WD
- Holden Six 186 – 202 into Hilux 2 or 4WD
- Toyota 18R.C into Hilux 2 or 4WD



- Toyota B & 2B Diesel into Hilux 2 or 4WD (5 speed only)

Ask for detailed fax or email sheet on your model.

TOYOTA BUNDERA / SURF with the Large R154 Transmission

- Chevy V6 & V8 into Bundera / Surf
 - Holden V8 253 / 308 into Bundera / Surf
 - Ford V8 302 / 351 into Bundera / Surf
 - Chrysler V8 273 / 318 into Bundera / Surf
 - Commodore V6 3.8 into Bundera / Surf
 - Toyota V8 Lexus 4.0L into Bundera / Surf
 - Toyota 6 Cyl Soarer 1JZ into Bundera / Surf
 - Rover V8 into Bundera / Surf
-

TOYOTA 18 R CONVERSIONS

- To replace Hilux Diesel with 4 speed
 - To replace 12R Toyota with Hiace or Hilux
 - To replace 5R Toyota with Dyna
-

NISSAN PATROL (1970 – 1980) G60 3 speed

- Chevy V6 & V8 into Nissan Patrol G60 3 speed
- Holden V8 253 – 308 into Nissan Patrol G60 3 speed
- Falcon 6 – XR to XF into Nissan Patrol G60 3 speed

Ask for detailed fax or email sheet on your model.

NISSAN PATROL (1980 – 1987) MQ-MK Petrol or Diesel 4 or 5 Speed

- Chevy V6 & V8 into Nissan Patrol
- Holden V8 253 / 308 into Nissan Patrol
- Ford V8 302/351 into Nissan Patrol
- Chrysler V8 – 273 / 318 into Nissan Patrol
- Chrysler 6 cyl 245 – 265 into Nissan Patrol
- Falcon 6 XR – XF into Nissan Patrol
- Falcon 6 EA and on into Nissan Patrol
- Commodore V6 3.8L into Nissan Patrol

Ask for detailed fax or email sheet on your model.

NISSAN PATROL 1988 & later GQ & GU 4.2L Petrol or Diesel

(Includes Ford Maverick)

- Chevy V6 & V8 into Nissan Patrol 1988 and later models
- Holden V8 253 / 308 into Nissan Patrol 1988 and later models
- Ford V8 302 / 351 into Nissan Patrol 1988 and later models
- Falcon 6 Cyl XR – XF into Nissan Patrol 1988 and later models
- Falcon 6 Cyl EA & later into Nissan Patrol 1988 and later models
- Commodore V6 3.8L into Nissan Patrol 1988 and later models

Note: We do NOT do any kits for the Patrol with a 3 litre petrol.

Ask for detailed fax or email sheet on your model.

AUTOMATIC 4 WHEEL DRIVE BELLHOUSINGS

- Chevy V8 & V6 onto Landcruiser auto transmission
 - Holden V8 253 - 308 onto Landcruiser auto transmission
 - Falcon 6 XR-XF onto Landcruiser auto transmission
 - Chevy V8 & V6 onto Nissan Patrol MQ auto transmission
 - Holden V8 253-308 onto Nissan Patrol MQ auto transmission
-

LANDROVERS

- Holden 6 Cyl into Series I, II, III Landrovers
 - Falcon 6 Cyl into Series I, II, III Landrovers
 - Toyota B – 2B or 3B Diesel into Series I, II, III Landrovers
-

SUZUKI 4WD

- Toyota Corolla 3K, 4K & 5K into LJ50, LJ80 & LJ81
 - Toyota Corolla 3K, 4K & 5K into Sierra 4 speed model
-

JEEPS

Over the years we have made just about every V8 & 6 cylinder kit available for the eleven different Jeep manual transmissions.

Ask for detailed fax or email sheet on your model

JACKAROO / RODEO Petrol or Diesel

- Holden 6 into Jackaroo / Rodeo
 - Ford Pinto or Escort into Jackaroo / Rodeo
-

RANGE ROVERS

- Chevy V6 or V8 into Range Rover 4 & 5 Speed
 - Holden V8 253 / 308 into Range Rover 4 & 5 Speed
 - Chevy V8 6.2 or 6.8 Diesel into Range Rover 4 & 5 Speed
-

DATSUN "A" SERIES 1000, 1200, 1400

- Fitting "A" series engine into Hiace or Lite Ace
 - Fitting "A" series engine into Toyota Fork Lift Truck
 - Fitting Toyota Split alloy case 2T or 3T five speed behind Datsun "A" series engine
 - Fitting above engine / transmission combination into a Morris Minor (clears rack and pinion steering on firewall)
-

DOING AN ENGINE SWAP ON TOYOTA LANDCRUISERS

Toyota came Australia with their first Landcruiser around 1964 which had an "F" engine with a 3 speed box and continued until 1973. The next major change was in 1974 when a 4 speed box was introduced still using the "F" engine. You could also get vehicles with a 6 cylinder diesel known as a "H" engine and a 4 cylinder diesel called a "B".

In later years the "F" was replaced with a "2F" and in 1985 a "3F" was introduced. When the "3F" was installed into those models the transmission and transfer case was tilted 9.75° that was the reason we ask if your Toyota has a "2F" for "3F" because we make all our conversion bellhousings tilted so as the crossmember and other items are not altered.

Then in 1984 all models with a 6 cylinder "H" series diesel engine had the transmission tilted 6° until 1990. Again we drill all the "H" and "2H" housings to suit the tilt.

A major change came in Landcruisers with the introduction of the BJ series 4 cylinder diesel. This gear box will not interchange with other Landcruisers because of its longer front shaft, different spline (21) spigot tip and its 35mm front flange size. These vehicles are known as BJ40, BJ41, BJ42 and BJ43. Some have the transmission support rubber mount under the front of the gearbox case but a handful has the mount under the bellhousing.

So it is important to give us as much information as possible when enquiring or ordering any engine swap kit to suit a Toyota Landcruiser.

DOING AN ENGINE SWAP ON A NISSAN PATROL MQ PRODUCED BETWEEN AUGUST 1980 TO SEPTEMBER 1987

These vehicles like Toyota Landcruisers made changes along the way making it necessary to give us as much information as possible prior to ordering your Engine Swap Kit.

Nissan Patrol MQ's came out with 3 different engine combinations – SD33 which was a six cylinder diesel, next was the P40 which was a four litre 6 cylinder petrol and finally the L28 with a six cylinder 2.8 litre petrol possibly the most common of the three vehicles sold in Australia.

All three came out with a four speed box until 1984 when the 5 speed came in over a long span of time.

The early L28 vehicles with a 4 speed box had a separate transfer case (floating type) and is ideal for anyone doing an automatic swap because as an example you can fit a Ford V8 302 Engine and matched Auto (C4) and the only adaptation is the engine mounts, rear crossmember and small tail shaft between the auto/trans and transfer case. All 3 MQ boxes do not interchange. The SD33 and P40 manual transmissions have a shorter front shaft on the gearbox than the L28.

When a V8 engine is installed in the SD33 or P40 body the heads will touch the firewall. You can do some panel work on the firewall or move the engine/transmission combination forward about 25mm. If you're purchasing a used 5 speed box to replace your 4 speed be very careful to make sure it came from the same engine as your 4 speed or measure the length of the front shaft. In in doubt fax a diagram or call us.

To date we do the following engine swap kits for 4 or 5 speed Nissan Patrol MQ's:

- Holden V8 253 – 308
- Holden V6 3.8L
- Chev V6 or V8 262 – 350
- Ford V8 302 – 351
- Ford Six 200 – 3.6 – 250
- Ford Six EA – 3.9 and on
- Chrysler V8 273 – 318
- Hemi Six 245 – 265
- Chevy V8 Diesel 6.2 – 6.5

HOLDEN V8 253 – 308 & CHEVY V6 & V8 INTO JAP TRUCKS

Holden or Chev into Toyota Dyna or Coaster 1977 to 84 with 5 speed transmission.

Holden or Chev into Toyota Dyna or Coaster 13B diesel with 9 bolt oval case 5 speed 1985 and later.

Holden or Chev into Nissan Caball, Cabstar or Parkway Bus 4 or 5 speed with 191mm long front shaft on the transmission (top bolts measure 180mm apart).

Holden or Chev into Nissan Caball, Cabstar or Parkway Bus 4 or 5 speed with 210mm long front shaft on the transmission (top bolts measure 195mm apart).

Holden or Chev into Daihatsu Trucks 1977 – 95. **Note:** this box has 4 bolts inside the housing and the front retainer tube is part of the alloy housing. Original Delta housing should measure 183mm.

Holden or Chev into Daihatsu Trucks 1977 – 95 fitted with a Toyota Dyna transmission (4 bolts externally hold transmission to bellhousing).

Holden or Chev into Toyota Dyna 2000 produced after 1984 with oval case alloy 5 speed with 9 bolts holding the gear box to bellhousing.

COMMODORE V6 INTO JAP TRUCKS

Commodore V6 into Toyota Dyna or Coaster 1977 – 84 5 speed with either petrol or diesel.

Commodore V6 into Toyota Dyna or Coaster 1985 and later with 13B engine.

Commodore V6 into Nissan Cabstar, Caball or Parkway Bus 4 or 5 speed with 191mm long front shaft on the transmission (top transmission bolts measure 180mm apart).

Commodore V6 into Nissan Cabstar, Caball or Parkway Bus 4 or 5 speed with 210mm long front shaft on the transmission (top transmission bolts measure 195mm apart).

Commodore V6 into Daihatsu Trucks 1977 to 95 fitted with a Toyota Dyna transmission (4 bolts externally hold transmission to bellhousing).

Commodore V6 into Hiace – Dyna 2000 produced after 1984 with oval case alloy 5 speed with 9 bolts holding the gear box and bellhousing.

Commodore V6 into Hilux 2 & 4 Wheel Drive – 4 or 5 speed – petrol or diesel with 9 bolts holding the bear box to

bellhousing (regular transmission).

Commodore V6 into Hilux 2 & 4 Wheel Drive – 5 speed petrol or diesel with the R154 Large Transmission.

For further detailed information on a particular kit we have fax sheets or we can email you direct.

FALCON 6 200 – 3.6 OR 250 CU.IN INTO JAP TRUCKS

Falcon 6 into Toyota Dyna or Coaster petrol model 1973 – 84 with driver's side slave cylinder.

Falcon 6 into Toyota Dyna or Coaster 4 cylinder diesel model 1973 – 84 with passenger's side slave cylinder.

Falcon 6 into Toyota Dyna or Coaster 6 cylinder "H" Diesel Model 1973 – 84.

Falcon 6 into Toyota Dyna or Coaster 13B Diesel with 9 bolt oval case 5 speed (1985 and later).

Falcon 6 into Nissan Caball/Cabstar or Parkway Bus 40R 5 speed with 191mm long front shaft on the transmission (top bolts measure 180mm apart).

Falcon 6 into Nissan Caball/Cabstar or Parkway Bus with 210mm long front shaft on the transmission (top bolts measure 195mm apart).

Falcon 6 into Daihatsu Trucks 1964 – 76 – Note some front shafts have 21 splines and some have 13.

Falcon 6 into Daihatsu Trucks 1977– 95 – note this box has 4 bolts inside the housing and the front retainer tube is part of the alloy bellhousing – original Delta housing should measure 183mm.

Falcon 6 into Daihatsu Trucks 1977– 95 fitted with a Toyota Dyna Transmission (4 bolts externally hold transmission to bellhousing).

Falcon 6 into Toyota Dyna 2000 produced after 1984 with oval case alloy 5 speed with 9 bolts holding the gear box to bellhousing.

HOLDEN SIX 179 – 202 INTO JAP TRUCKS

Kits to fit the following:

Hiace with 12R engine

Hiace with 18R engine

Toyota Dyna / Coaster 4 speed 64–76

Toyota Dyna / Coaster 5 speed 77–84

Toyota Dyna / Coaster 5 speed 84 & on

Daihatsu 64–76

Daihatsu Delta 77 & later

Mazda EVA – EVB

Mazda E2500 – E2700 & E3000

Nissan Caball 4 & 5 speed

Jackaroo & Shuttle



FORD "F" SERIES DIESEL CONVERSION

We manufacture a full 360° Heavy Duty alloy bellhousing to fit any Chevy V8 Diesel 6.2L or 6.5L onto any Ford "F" Series transmission. This housing has provision on the passenger side for the original Ford slave cylinder and internal pivot bracket to accept the Ford Fork and Thrust Race.

1. Bellhousing and Pivot Bracket
 2. Crankshaft pilot bush
 3. Heavy Duty Chevy Diesel Rubber Mounts
 4. Engine mounting steel plates and posts
 5. Chevy Diesel counter balanced flywheel
-

CHEVY V8 OR HOLDEN V8 TO S.A.E. NO. 3

Majority of trucks run a No.3 SAE bolt pattern onto the fly wheel housing of their engine. We manufacture an alloy housing for this engine swap. There are 4 different patterns in SAE 3.

1. USA - UK = 409.98
 2. Japanese = 416.00
 3. ODD JAP = 404.3
 4. HINO = 397.5
-

ROAD RANGER 610/R TO S.A.E. NO.3

When fitting a Road Ranger transmission onto your current diesel truck engine you will require one of our cast alloy housings.

Please advise if: USA, UK, JAP, or odd JAP size.

ALLISON AUTOMATIC AT540 BEHIND

- Chevy V8 327 - 350
 - Chevy V8 6.2 or 6.5 Diesel
 - Chevy V8 253 - 308
-

SAE3 TO ROAD RANGER

There are four different SAE number 3 sizes - we suggest you check the locating lip size.

- | | |
|--------|------------|
| 416.0 | * UD |
| 409.98 | * USA & UK |
| 404.3 | * ODD JAP |
| 397.5 | * HINO |
-

LOWERING BLOCKS

Vehicle	Year/Model	Size	Width	Pin Size Inches	Pin Size MM	Size Part Number
HOLDEN	1952 – 64	1 1/2	76	3/4	21	LB1164 – 1 1/2
HOLDEN	1952 – 64	2	76	3/4	21	LB1164 – 2
HOLDEN	1965 – WB	1 1/2	76	1/2	13	LB1165 – 1 1/2
HOLDEN	1965 – WB	2	76	1/2	13	LB1165 – 2
FALCON 6	XK – L – M – P	1 1/2	67	1/2	13	LB1162 – 1 1/2
FALCON 6	XK – L – M – P	2	67	1/2	13	LB1162 – 2
FALCON 6	XR – XF 6 CYL	1 1/2	76	1 1/4	31	LB1166 – 1 1/2
FALCON 6	XR – XF 6 CYL	2	76	1 1/4	31	LB1166 – 2
FALCON V8	XR – XF V8	1 1/2	76	1 3/8	35	LB1168 – 1 1/2
FALCON V8	XR – XF V8	2	76	1 3/8		LB1162 – 2
FALCON	EA & LATER	1 1/2	76	1 1/4	31	LB1169 – 1 1/2
FALCON	EA & LATER	2	76	1 1/4	31	LB1169 – 2
FALCON COMMERCIAL	EF – EL & ES	1 1/2	73	1 1/4	31	LB1167 – 1 1/2
FALCON COMMERCIAL	EF – EL & ES	2	73	1 1/4	31	LB1167 – 2
VALIANT	ALL MODELS	1 1/2	76	1/2	13	LB1163 – 1 1/2
VALIANT	ALL MODELS	2	76	1/2	13	LB1163 – 2
CAPRI – CORTINA	ALL MODELS	1 1/2	70	1	25	LB1170 – 1 1/2
CAPRI – CORTINA	ALL MODELS	2	70	1	25	LB1170 – 2
ESCORT	EARLY	1 1/2	57	1	25	LB1171 – 1 1/2
ESCORT	EARLY	2	57	1	25	LB1171 – 2
ESCORT	LATE	1 1/2	70	1	25	LB1172 – 1 1/2
ESCORT	LATE	2	70	1	25	LB1172 – 2
MAZDA	EARLY 808 TO RX3	1 1/2	57	1 1/8	27	LB1176 – 1 1/2
MAZDA	EARLY 808 TO RX3	2	57	1 1/4	27	LB1176 – 2
MAZDA	LATE – RX4 ON	1 1/2	70	1 1/8	27	LB1177 – 1 1/2
MAZDA	LATE – RX4 ON	2	70	1 1/8	27	LB1177 – 2
TOYOTA	COROLLA	1 1/2	57	1 1/16	20	LB1180 – 1 1/2
TOYOTA	COROLLA	2	57	1 1/16	20	LB1180 – 2
TOYOTA	CORONA EARLY	1 1/2	67	1 1/16	20	LB1181 – 1 1/2
TOYOTA	CORONA EARLY	2	67	1 1/16	20	LB1181 – 2
TOYOTA	CORONA LATE	1 1/2	70	1	25	LB1182 – 1 1/2
TOYOTA	CORONA LATE	2	70	1	25	LB1182 – 2
TOYOTA	CROWN	1 1/2	76	7/8	22	LB1184 – 1 1/2
TOYOTA	CROWN	2	76	7/8	22	LB1184 – 2

LOWERING BLOCKS cont'd

Vehicle	Year/Model	Size	Width	Pin Size Inches	Pin Size MM	Size Part Number
DATSUN	1000 - 1200	1 1/2	57	5/8	15	LB1150 - 1 1/2
DATSUN	1000 - 1200	2	57	5/8	15	LB1150 - 2
DATSUN	1000 - 1200 UTE	1 1/2	67	5/8	15	LB1151 - 1 1/2
DATSUN	1000 - 1200 UTE	2	67	5/8	15	LB1151 - 2
DATSUN	180B - 200B	1 1/2	70	1/2	13	LB1152 - 1 1/2
DATSUN	180B - 200B	2	70	1/2	13	LB1152 - 2
MITSUBISHI	SIGMA/GALANT	1 1/2	70	3/4	21	LB1140 - 1 1/2
MITSUBISHI	SIGMA/GALANT	2	70	3/4	21	LB1140 - 2
MITSUBISHI	TRITON 4X4	1 1/2	76		13	LB1141 - 1 1/2
MITSUBISHI	TRITON 4X4	2	76		13	LB1141 - 2
JACKAROO RODEO	ALL MODELS NEW 14MM ROD	1 1/2	85	12	12	LB1190 - 1 1/2
JACKAROO RODEO	ALL MODELS NEW 14MM ROD	2	85		12	LB1190 - 2

NOTE:

- We do special 1" thick blocks to order
- All our U Bolts threads are 7/16 UNF except EF & later Falcons or Rodeo & Jackaroos
- To date we manufacture six different width U Bolts: 57mm, 67mm, 70mm, 73mm & 85mm
- "U" Bolts can be purchased separately
- All Jap Kits come with nuts
- From time to time we find differences in Jap vehicle sizes
- Some base plates need being drilled out to accept our larger bolts

NOTES

NOTES

DELLOW AUTOMOTIVE

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