Duntov Racing Differentials

We have been building our own racing differentials for more than 40 years. The differential plays a major role in the handling of your Corvette racecar, and we will help you specify the right differential for your car. All our racing differentials come with the best 4130 HD stub axles, REM coated gear sets and new second design Eaton carriers. You can specify either the 800 lb. preload springs with steel clutch discs, or the 400lb.preload springs and carbon fiber plates. For more information on racing Corvette differentials and their effect on handling, check out our article on the subject here.

All our racing differential gear sets are REM coated. The REM treatment looks the part has been chrome plated. The physicochemical process used to achieve this finish utilizes high density, non-abrasive ceramic media and vibratory finishing equipment. The process removes microscopic surface asperities that are inherent in any machining process. Nothing is added to the part's surface.

The new style Eaton carrier comes from the factory set up with the 400 lb. springs as show, and with carbon fiber clutch discs, which we change for steel clutch discs, with either 800 or 400 lb springs.

All our racing differentials are set up with the preload and backlash specifications we have learned the hard way over the years. ***Please select your preference for 800 or 400 lb. springs.***

All our Racing Differentials come with: REM Treated Ring & Pinion • New Eaton Carrier • Choice of 800 lb or 400 lb Preload Kit with Steel Clutch Discs • Safety Wired ARP Ring Gear Bolts • Heavy-Duty Axles • Racing Set-up • HD Rear Cover

For the ultimate in racing Corvette differentials, we use Mark Williams 30-spline axles and carrier. The axles are made from 300M steel, the same steel used in SpaceX's rocket engines. This option is not for everyone as it adds $7,126 to the prices listed below. The Carrier is make from 4140 steel. It is recommended for the highest performance applications, ie 800 horsepower big blocks. The very best is always crazy expensive, but the Mark Williams axles and carrier are clearly on another level.

RD100	***2.73 Ratio Duntov Eaton Racing Differential***	**$4,184**
RD120	***3.06 Ratio Duntov Eaton Racing Differential***	**$3,506**
RD130	***3.36 Ratio Duntov Eaton Racing Differential***	**$3,506**
RD140	***3.55 Ratio Duntov Eaton Racing Differential***	**$3,370**
RD150	***3.73 Ratio Duntov Eaton Racing Differential***	**$3,370**
RD160	***3.90 Ratio Duntov Eaton Racing Differential***	**$3,370**
RD170	***4.11 Ratio Duntov Eaton Racing Differential***	**$3,506**
RD180	***4.33 Ratio Duntov Eaton Racing Differential***	**$3,506**
RD190	***4.56 Ratio Duntov Eaton Racing Differential***	**$3,506**

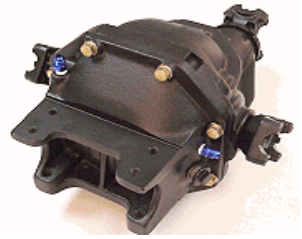
All Duntov differentials are shipped *Freight Prepaid* to anywhere in the Continental United States.

Please specify either 800 or 400 pound preload springs. If you are not sure, give us a call.

Duntov Racing Differential Add-On Options

RD001 ***Add for Dash 8 Fittings in Case and Rear Cover*** **$167**

With stock untreated gears, heat will cause a drop off in performance after only 15 minutes of 10 / 10ths racing. With REM treated gear sets, heat induced degradation begins after about 30 minutes, even with superior synthetic gear oil.



Most vintage racing sessions are less than 30 minutes, but if you are going to run enduros, you might want to consider a differential cooler. We can plumb your diff case and rear cover with dash 8 fittings if you already have the rest of the system, or you can order the complete package from us including a Tilton pump, Earl's radiator, and the lines and fittings to hook it all up, Part # RD600 below.

RD002 ***Add for Substituting an Aluminum Rear Cover*** **$676**

Although heavy, the iron differential cover is low and almost all the way back, exactly where you want the weight. Lightening that cover should be one of the last things to do if you need to lighten your Corvette, however, this part was available from the factory for Corvette racers back in 1963, Part # 0228635.

We sand cast these covers in 356-T6 aluminum using an original GM wooden plug. It comes with a gasket. This cover accommodates the 1963-1977 2.25 inch rear leaf spring. If you are running a later model 2.5 inch rear spring, this cover won't work.

Other Differential Related Parts

RD200 ***Duntov Tilton Differential Cooling System*** **$984**

Your differential will last a very long time if you keep it cool, and for extended sessions you will pick up a noticeable performance boost. This is the entire system. Just mount the pump and cooler and wire the pump. When filling the system with lubricant, be sure to circulate the fluid before deciding you have enough lubricant. The right amount is when you have the fill hole open, the pump running and fluid is circulating back into the differential. It should be pouring out from the bottom of the fill hole, not the top!

REM Coated Ring & Pinion Sets

RD301	***2.73 REM Treated Ring & Pinion Gear Set***	**$1,340**
RD302	***3.08 REM Treated Ring & Pinion Gear Set***	**$662**
RD303	***3.36 REM Treated Ring & Pinion Gear Set***	**$662**
RD304	***3.55 REM Treated Ring & Pinion Gear Set***	**$526**
RD305	***3.73 REM Treated Ring & Pinion Gear Set***	**$526**
RD306	***3.90 REM Treated Ring & Pinion Gear Set***	**$526**
RD307	***4.11 REM Treated Ring & Pinion Gear Set***	**$662**
RD308	***4.33 REM Treated Ring & Pinion Gear Set***	**$662**
RD309	***4.56 REM Treated Ring & Pinion Gear Set***	**$662**

We use Richmond, US Gear, and Yukon gearsets. Not all ratios are available from all manufacturers. 4.11 gearsets are available for either the three or four-series carriers.

Other Racing Driveline Parts

RD400 ***4130 Chrome Moly Halfshaft Assemblies*** **$887**

If you are running an engine with less than 500 HP, you are probably safe to go with good, solid 3 inch OEM half shafts. If you have any more power than that, it would be prudent to go with 4130 chrome moly half shafts. We supply these with the best Spicer U-Joints and Spicer flanges.

RD500 ***4130 Chrome Moly Rear Spindle. 7/16" Stock Wheel Studs*** **$474**

RD520 ***4130 Chrome Moly Rear Spindle, 3" X 1/2" wheel studs*** **$496**

All the wheels studs are by ARP. The 7/16th inch stock length studs are typically used only for steel wheels.

Most racecars with as much power as we run have large diameter tubular axles. On the outboard side of our driveline, we are stuck with a 50 year old spindle support housing design that dictates an axle diameter of only 1.063 inches. The original axles handled up to 375 HP on tire patches that were 5 inches wide. With twice the power and twice the tire patch, the load on the spindles has gone up dramatically. We would not race on a stock spindle.

RD600 ***One Car Set ARP 7/16ths Wheel Studs (20 studs)*** **$94**

RD620 ***One Car Set ARP 7/16ths Wheel Studs (20 studs)*** **$99**

Specify standard length for steel wheels or 3 -inch for allow wheels.

ARP is the best name in fasteners for racing. We sell these studs in two lengths and two diameters.

RD700 ***Aluminum Front Differential Mount Spacers*** **$64**

These are solid aluminum bushings that replace the stock rubber bushing. It's really important to keep your differential perfectly still!

Other Driveline Racing Parts and Services

RE100 ***Duntov Custom Mild Steel Painted Headers, est.*** **$4,800**

We make headers for all our racecars. The configuration of our headers is specified by our engine shop, but they always involve equal length runners and two steps up in diameter and merge collectors that are flowed tested like a cylinder head. Our headers typically make 40 HP more than stock headers.

We can build your headers in mild steel or stainless, and we can either paint them or plate them using the latest ceramic coating. Obviously, we need to talk before ordering, as there is more information required about your engine and your car! Our headers typically run over the frame, but if you want them to run under, we can do that if you have sufficient grond clearance.

Racing Parts

Brakes

DUNTOV CLASSICS, LLC

Single Pin Racing Calipers

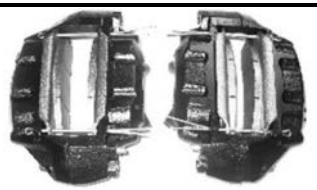
RB010	***Axle set of Single Pin Delco Calipers***, *Standard bore sizes w/Titanium Pistons -* ***No Pads***	**$1,186**
RB011	***Axle set of Single Pin Delco Calipers***, *Standard bore sizes w/Titanium Pistons,* ***Gold Racing Pads***	**$1,543**
BR012	***Axle set of Single Pin Delco Calipers***, *Standard bore sizes w/Titanium Pistons,* ***Platinum Ultimate Pads***	**$1,633**

These are stainless steel sleeved Delco lip seal calipers with our titanium insulators. They come either without pads, our Gold racing pads, or our super premium Platinum racing pads.

Specify Front or Rear!

Twin-Pin Racing Calipers

RB014	***Axle set of Twin-Pin Delco Calipers***, *Standard bore sizes w/Titanium Pistons -* ***No Pads***	**$1,412**
RB015	***Axle set of Twin-Pin Delco Calipers***, *Standard bore sizes w/Titanium Pistons,* ***Gold Racing Pads***	**$1,766**



These are stainless steel sleeved Delco J56 Calipers. The twin pin design keeps the pad from moving around in the caliper housing, and the ninety degree bend in the backing plate which adds stiffness to the pad.

Specify Front or Rear!

Big Bore Racing Front Calipers

RB017	***Axle set of Big Bore Delco Calipers***, *w/Titanium Pistons -* ***No Pads***	**$1,446**
RB018	***Axle set of Big Bore Delco Calipers***, *w/Titanium Pistons,* ***Gold Racing Pads***	**$1,804**
BR019	***Axle set of Big Bore Delco Calipers***, *w/Titanium Pistons,* ***Platinum Ultimate Pads***	**$1,892**

These Duntov Big Bore front calipers are standard Delco castings that we bore and sleeve to gain a 21% greater clamping power and improved pad wear. We then install a spacer to reinforce the caliper across the center of the pad area. The pistons, lip seals and boots are GM, and the titanium insulators are our own.

Wide Big-Bore Racing Front Calipers

RB020	***Axle set of Wide Big Bore Delco Calipers***, *w/Titanium Pistons -* ***No Pads***	**$1,788**
RB021	***Axle set of Big Bore Delco Calipers, w/Titanium Pistons, Gold Pads***	**$2,146**
RB022	***Axle set of Big Bore Delco Calipers, w/Titanium Pistons, Platinum Ultimate Pads***	**$2,234**

These calipers are spaced out to accommodate thicker pads. The pads are 20 mm vs. the stock 13 mm The purpose of the thicker pads is heat insulation, as Brake pad material is a great insulator. When these pads wear down 13mm, they can be used on the rear calipers!

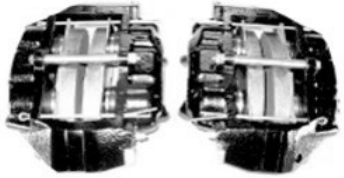
Hybrid Delco Big-Bore Racing Front Calipers

RB040	***Axle set of Big Bore Delco / Brembo Calipers, w/Stainless Pistons - No Pads***	**$2,976**
RB041	***Axle set of Big Bore Delco / Brembo Calipers, w/Stainless Pistons, w/Gold Pads***	**$3,334**
RB042	***Axle set of Big Bore Delco / Brembo Calipers, w/Stainless Pistons, w/Platinum Ultimate Pads***	**$3,422**

These caliper cores started life as Delco castings that machine to utilize Brembo differential cylinder bores, Brembo pistons and seals. They are made made to accommodate the standard 13 mm pads. There is no external difference between these modified calipers and the originals.

Wide Hybrid Delco Big-Bore Racing Front Calipers

RB044	***Axle set of Wide Big Bore Delco / Brembo Calipers, w/Stainless Pistons - No Pads***	**$3,074**
RB045	***Axle set of Wide Big Bore Delco / Brembo Calipers, w/Stainless Pistons, w/Gold Pads***	**$3,432**
RB046	***Axle set of Wide Big Bore Delco / Brembo Calipers, w/Stainless Pistons, w/Platinum Ultimate Pads***	**$3,518**



These are hybrid Brembo / Delco calipers that accomodate the 20mm pads. The Brembo seals last longer than the GM seals under racing conditions, and changing the seals after every race is typically not necessary. There is no external difference between the Brembo / Delco calipers than the other Delco based brake calipers above.

Reverse Front Caliper Mount Assemblies with Air Ducts

RB140 ***Reverse Front Caliper Mounts with Air Ducts*** **$2,654**

Mounting the front calipers behind the spindle is a great idea. It allows more unobstructed air into the center of the rotor. Also, the new caliper position equalizes bearing loads, and the weight of the caliper is moved rearward.

Specify standard or wide calipers.

Vented Stock Rotors

RB150 **Axle Set Vented Rotors** - ***Specify Front or Rear*** **$280**

RB152 **Car Set Vented Rotors** **$480**

It is easy to find vented stock rotors, but they are for street cars and they are all plated to prevent rust developing in the grooves. The plating destroyed the rotor for racing use. We cut these vents ourselves and they are ready to install in your racecar

Two-Piece Vented Rotors

RB154 ***Axle Set Vented Two-Piece Rotors - Specify Front or Rear*** **$1,146**

RB156 ***Car Set Vented Two-Piece Rotors*** **$2,022**

RB158 ***Replacement Rotors*** **$386**

When it is legal to do so, two piece rotors are a good way to reduce rotating weight. Our two piece rotors take almost 12 lbs off the car in rotating weight! The hat attaches to the rotor with 8 Grade 8 safety wired bolts.

The replacement rotors are priced each, and they are the same front and rear.

Single Pin 13 Standard Thickness Racing Brake Pads

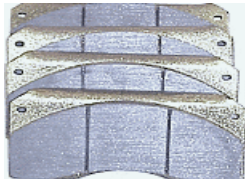
RB162 ***One Axle Set Gold Single-Pin Racing Pads*** **$326**

RB164 ***One Axle Set Platinum Single-Pin Racing Pads*** **$746**

We ran Gold pads for years after testing for cold pad performance, friction coefficient, feel and longevity. A few years ago, we switched to the NASCAR developed Platinum pads. They are more expensive, but generate much more stopping power (and heat). The require no bedding and are ready to race right out of the box.

J56 Racing Brake Pads

RB166 ***One Axle Set J56 Twin Pin Gold Racing Pads*** **$366**



These period correct angled backing plates were designed by Zora Duntov to minimize backing plate flex under hard braking. The pad material back then generated nowhere near the coefficient of friction of today's pad materials, so it took more human induced clamping force to stop the car!

Bridge Caliper Standard 13mm thick Racing Brake Pads

RB180 ***One Axle Set Bridge Caliper 13mm Gold Pads*** **$358**

RB182 ***One Axle Set Bridge Caliper 13mm Platinum Pads*** **$778**

We machine a small relief on the top center of these backing plates to clear the bridge caliper spreader bar.

20 mm Thick Racing Pads

RB184 ***Gold Bridge Caliper 20MM Thick Racing Pads*** **$798**

RB186 ***Platinum Bridge Caliper 20MM Thick Racing Pads***

These 20 mm Platinum pads are hands down the best possible pads for a racing vintage Corvette or Camaro. The extra thickness is a great insulator to keep that fluid from boiling, and when they wear down to 13 mm, you can use them on the rear calipers. We machine a small relief on the top center of these backing plates to clear the bridge caliper spreader bar.

Caliper Overhaul Kits

RB180 ***Axle Set Standard-Bore Delco Front Caliper OH Kits*** **$58**

RB182 ***Axle Set Standard-Bore Delco Rear Caliper OH Kits*** **$58**

RB184 ***Axle Set Big-Bore Delco Front Caliper OH Kits*** **$62**

There are a lot of variables, but generally speaking it is advisable to change out these GM lip seals and dust boots after every race weekend, at least on the front calipers. The veriables are how hard the brakes were used, how long they have been in the car, and how effective are the brake ducts. If you are a gentleman racer, your brake rubber might last for years!

Duntov Titanium Insulated Pistons

RB200 ***Axle Set Front Caliper Titanium Insulated Pistons*** **$816**

RB220 ***Axle Set Rear Caliper Titanium Insulated Pistons*** **$796**

RB230 ***Axle Set Big-Bore Titanium Insulated Pistons*** **$836**

Each set includes a caliper overhaul kit.

Aluminum is roughly ten times better at conducting heat than titanium. The stock Delco piston is aluminum and effectively transfers the heat from the back of the brake pad right to the brake fluid. It is virtually impossible to race with aluminum brake pistons, and phenolic insulators are not durable enough for racing. These pistons are the only way to go. They are expensive, but not nearly as expensive as boiling your brake fluid and hitting a tree.

Racing Parts

Suspension & Steering

DUNTOV CLASSICS, LLC

Racing Shocks

Most vintage racers never test their shocks, and therefore don't get much benefit from adjustable shocks. Testing to us means not only plotting the shock performance on a shock dyno, but also testing the shocks on the track during a dedicated and controlled test session. We extensively and thoroughly test shocks and offer three options for the vintage Corvette racer.

Non-Adjustable C2 & C3 Corvette Racing Shocks

RS010	***Front Set Non-Adjustable Duntov Racing Shocks***	**$406**
RS012	***Rear Set Non-Adjustable Duntov Racing Shocks***	**$406**
RS014	***Car Set Non-Adjustable Duntov Racing Shocks***	**$771**

These look like a street car shocks, but they are definitely proper vintage Corvette racing shocks. If you just want to enjoy racing and not make a career out ot it, these shocks are perfect. We have tested and have run them right out of the box. Install them and forget them, as they will work for the typical 3000 lb vintage Corvette club racecar.

Single -Adjustable Racing Shocks

RS020	***Front Set Single-Adjustable Duntov Racing Shocks***	**$516**
RS022	***Rear Set Single-Adjustable Duntov Racing Shocks***	**$554**
RS024	***Car Set Single-Adjustable Duntov Racing Shocks***	**$964**

They are set for you, but you can change the adjustment of the whole car set in 5 minutes. The bounce setting is fixed; the rebound is adjustable. It is the rebound that upsets the C2 /C3 racecars on hilly courses like Road Atlanta. Unless you are a suspension Guru, and fine tune your car like a piano from the seat of your pants, these shocks should be good enough.

Double-Adjustable Racing Shocks

RS030	***Front Set Double-Adjustable Duntov Racing Shocks***	**$776**
RS032	***Rear Set Double-Adjustable Duntov Racing Shocks***	**$808**
RS034	***Car Set Double-Adjustable Duntov Racing Shocks***	**$1,426**

These are the best inexpensive double adjustable conventional shocks we have found. We will set them up for you, and work with you to help you dial them in to your car and track.

Double-Adjustable Duntov Reservoir Racing Shocks

RS040	***Front Set Double-Adjustable Canister Racing Shocks***	**$3,549**
RS042	***Rear Set Double-Adjustable Canister Racing Shocks***	**$4,175**
RS044	***Car Set Double-Adjustable Canister Racing Shocks***	**$6,952**

These are not inexpensive, but the very best is never cheap. These shocks are straight from NASCAR and F1 technology. They are legal in vintage racing because they are not 'remote' reservoir canister shocks, but the reservoir is inline and a part of the shock itself. Our trackside engineer, Tony Dowe, has specified the valving and initial adjustments and we will help you go from there.

Front Hub Assemblies

RS100	***Car Set 65-68 Duntov Racing Front Hub Assemblies***	**$627**
RS120	***Car Set 69-82 Duntov Racing Front Hub Assemblies***	**$518**

Specify ARP Wheel Studs- Stock 1.75 X 7/16" wheel studs, or 3 " X 1/2 "

These front hubs are OEM parts that have been trued for runout, then bored and fitted with ARP wheel studs. Timken bearings are included and installed. If you have the early spindle, this is a good time to upgrade to the later, stronger spindle, that uses the larger bearing hub. They are cheap and available on our website.

Racing Front Springs

RS180 ***Car Set 65-82 Duntov Racing Front Springs*** **$440**

We offer four spring rates from 450-850 pounds. You want to run the softest springs you can. We run 450 lb front springs in our big block cars, but our cars are fully sorted and adjustable, and that allows us to optimize spring rates. Contact Alan to discuss racing front springs.

Racing Rear Springs

RS200 ***Duntov Racing Steel Leaf Spring*** **$638**

We offer seven spring rates for the vintage Corvette racer. To put these rates into perspective, the stock 9-leaf rear spring was 196 lbs, and the HD F41 rear spring was 330. We start with new steel leaves, and re-arch the main leaf to assure adequate spring rate at full droop. This is particularly important at Road Atlanta and Monterey.

Again, you want to run the lightest spring rate you can and still not bottom out! A rear sway bar helps in this regard. We do not recommend fiberglass leaf springs for racing. Steel leafs progressively increase spring rates and allow for a greater range of rate from full droop to full bump. Fiberglass leaves are individually too stiff and too flat. Our cars like a 300 lb. rear spring, but you will might need more.

Positive Spring Mount Assemblies

RS210 ***Duntov Racing Upper A-Arm Assemblies*** **$720**

This hardware locks the leaf spring to the trailing arm. It is required with our rear sway bar, but it is a good idea to run it whether you run a rear sway bar or not. This linkage prevents the trailing arm from floating off the spring as you crest hills. Included are the four expensive high misalignment spherical bearings and the mounting hardware as shown.

The spacers at the top are cut a little long so you will probably have to trim them slightly to fit snugly into the back of your trailing arms. The stock trailing arm width varies too much for us to ship a positive inside fit. You will also have to cut a window in the bottom of your trailing arm. If you buy your racing trailing arms from us and at the same time you order this assembly, we will do all the machining on the trailing arm to accommodate these mounts.

Racing Upper A-Arm Assemblies

RS320 ***Duntov Racing Upper A-Arm Assemblies*** **$1,160**

Up to now, your choices for front A-Arm bushing material were OEM rubber, poly or solid steel. Since we run spherical bearings in our A-Arms, we have added them to our racing parts offering.

Racing Lower A-Arm Assemblies

RS330 ***Duntov Racing Lower A-Arm Assemblies, Stock Bar*** **$1,252**

RS340 ***Duntov Racing Lower A-Arm Assemblies, Adj Bar*** **$1,626**

Part #RS330, set up for the stock swaybar

The lower A-Arms can be ordered for either the stock or adjustable sway bars. The RS330 stock sway bar bosses are massively strengehened with an 1/8 inch chrome moly plate welded underneath to reinforce the connedtion to the arm.

Part number RS 340 is designed to accomodate our racing adjustable front sway bar. Both these racing A-Arm sets include Moog Racing ball joints.

Moog Lower Ball Joints

RS350 ***Car Set Moog Racing Upper Ball Joints*** **$156**

RS352 ***Car Set Moog Racing Lower Ball Joints*** **$164**

These special Moog Racing ball joints are US made, and they are the ones we use in our racecars

Stock-Type Front Swaybar Assemblies W/Poly Bushings & End Links

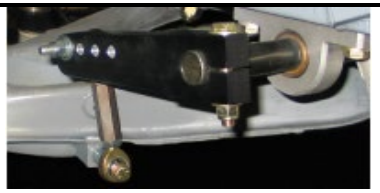
RS354 ***One inch Solid Stock-Tpyp Front Sway Bar*** **$343**

RS356 ***1.125 inch Solid Stock-Type Front Sway Bar*** **$346**

RS358 ***1.25 inch Solid Stock-Type Front Sway Bar*** **$352**

We offer three stock type front swaybars and the one racing front swaybar assembly that we use in our cars. Generally speaking, the softer the bar the better the traction, but if that were the whole story, we would be better off to have no front swaybar at all. When designing and building a racecar, many things are considered in selecting the right sized front swaybar, but if you already have your car, consider this: Does the car generally push (understeer)? If so, go smaller on the stock bar. If the front end is stuck but the rear end is always loose, go bigger.

Racing Front Swaybar Assembly



RS360 ***Duntov Racing Front Swaybar Assembly*** **$1,346**

This adjustable tubular splined swaybar assembly utilizes self aligning aluminum pillow block bushings and spherical bearings that bolt directly into our lower control arm steel bung. It is way better than the stock design as it is adjustable and never in a bind.

Racing Rear Swaybar Assembly

RS362 ***Duntov Racing Rear Swaybar Assembly*** **$1,645**

This setup allows an accomplished driver to make handling adjustments during a race to compensate for tire wear, fuel load or changing track conditions. It is a game changer for those going for the win.

Duntov HD Racing Trailing Arm W/Spherical Bearing

RS410 ***Duntov HD Trailing Arm W/Spherical Bearing*** **$721**

The trailing arm front bushing is the only bushing on the car that has to accommodate movement about an axis with a variable plane. All other bushings manage movement about an axis on a fixed plane. The trailing arm front bushing has to accommodate movement up and down in an arc. For that reason, it's not possible to run solid steel bushings in your trailing arms. Your options are the stock rubber bushings which deflect with the arc, or poly bushings which are forced to deflect when put into a bind, and quickly wear an oblong hole. Our racing trailing arms start life as new OEM stock arms which we reinforce with a continuous perimeter weld and add a .125 4130 chrome moly steel plate on top to resist bending. We then weld in the spherical bearing. The collar shown pressed in place in the picture is designed to properly accommodate the bearing movement while still allowing conventional trailing arm shims.

Duntov HD Racing Trailing Arm W/Spherical Bearing

RS410 ***Duntov HD Trailing Arm W/Spherical Bearing*** **$721**

These arms are offset 2 inches more than the stock arm. They are designed to accommodate wider wheels and tires by going inboard, but there is more to consider. There are three places where tire clearance is about the same on the inside; the arm, the frame directly over the axle centerline (when the suspension is in full bump) and the end of the leaf spring.

Remember to figure in tire wall flex when evaluating the clearance between your tire and the sharp end of the rear leaf spring. The arms come with bearings welded in place and includes the spacers and studs.

Duntov Racing Trailing Arm Assemblies

RS440 ***Duntov HD Trailing Arm Assy W/No Parking Brake*** **$1,478**

RS444 ***Duntov HD Trailing Arm Assy W/Parking Brake*** **$1,627**

Specify 7/16 stock length or 1/2 inch X 3 inch studs

Thehe trailing arm assemblies have to be set up for racing. GM specifies end play of up to 8 thousandths on these spindles. That might be the only major manufacturer specification in the automotive world with an end play spec on opposed tapered roller bearings. Racing requires preload.

These assemblies are the best of everything: A spherical bearing in place of the stock type front bushing, fully welded arm with 4130 reinforced steel plate on top, 4130 spindles, and ARP wheel studs.

C2 / C3 Camber Bracket and Racing Strut Rod Set

RS360 ***Duntov Racing Strut Rod Assembly*** **$857**

The camber support bracket has been extensively modified and strengthened.

For racing applications, this is the only way to go. As you know, the strut rod acts as the lower control arm on the rear suspension of the 63-82 Corvette. For racing, nothing but steel will do for bushings. These are high quality spherical rod ends, Left and Right hand threaded to simplify camber adjustment.

Duntov Quick-Steer Power Steering Setup

RS500 ***Duntov Quick-Steer Kit for vintage racing*** **$2,339**

Power steering in a vintage racing Corvette you can run more positive caster. These cars are happiest with 6 or more degrees of positive caster. A normal athletic driver can't handle much more than about 4.5 degrees of positive caster for long without power steering. This is not the original 50's era Corvette power steering set up. It is a new US made quick steer gearbox that incorporates that eliminates both control valve and slave cylinder. We modify the internal valving in the stock racing pump to mute the power steering assist, providing the driver with proper racecar feedback.

The gearbox bolts to the original location and uses the stock pitman arm. The other major component is a modern compact hydraulic pump. We supply the pump, reservoir, braided stainless steel lines and fittings, the pump pulley and standard head cylinder mount. We will confirm by email the cylinder head mount detail. You supply the drive pulley and belt. If your have no cylinder head mounting holes, we can discuss alternatives.

As mentioned on our website, we were one of the last of the fast guys to go to power steering. My thought was, 'Why add weight to the front of the car that could possibly spring a leak?' I changed my mind when I realized how much better the car handles with caster that you can't run with manual steering. But there is another factor I didn't realize, both for safety and endurance. When one of these 3300 pound cars gets away from you, the steering input to catch the slide can sometimes be more that what is available after a long stint. With a proper power sterring setup, you don't get arm weary and you are able to stay with the car when you otherwise couldn't.

Big Block Custom Drag Link

RS520 ***Duntov Big -Block Custom Drag Link*** **$572**

Depending on your custom racing oil pan, there is often a lack of clearance with the stock drag link. This is a new drag link that has been modified to allow for additional clearance in the span between the inboard tie rod mounting bosses. This drag link is stronger than the original, and has exactly the same steering geometry. Includes all new hardware.

Bump Steer Block Assemblies

RS530 ***Car Set of Fixed Bump Steer Block Assemblies*** **$307**

RS540 ***Car Set of Adjustable Bump Steer Block Assemblies*** **$522**

To stabilize the car under braking , a stock vintage Corvette toes in a lot under braking. These blocks fix that. We make the aluminum portion of this assembly and supply the correct steering knuckles and hardware to put it together. The 6061-T6 aluminum block is machined to accept a stock tapered tie rod end. Every car varies , but this block will reduce the bump steer on your C2/C3 racecar, which will help stabilize the car under braking. The RS530 blocks will get you close, but for precise adjustment to zero toe change over the full range of front suspension travel, there is the RS540 set. The threaded Howe tie rod ends are included.

DUNTOV CLASSICS, LLC

Grand Sport Body Parts

We own the molds taken off of Grand Sport VIN number 002. They were taken off the car in plaster, and we used them with tooling resin to make a male plug of every part, and then made female production molds off of the male plugs. The Grand Sport parts we make are exactly correct and have been used on more than one of the original 5 Grand Sports that Zora Duntov built. He built five within six months in winter of 1962-1963, and a half century later we built twelve in ten years!

If you are looking to turn your C2 into a Grand Sport look-a-like, we can help. Note that the original Grand Sport hood has rounded corners at the windshield end. The stock hood C2 hood has sharply pointed corners. We have modified these hoods to fit a stock 63-67 Corvette, more or less. Exact fit depends on your car, as there are very few 63-67 Corvettes left that are just like they came from the factory. Expect some adjustments will be necessary.

Grand Sport Rear Brake Scoops

RF200 ***Car Set Grand Sport rear Brake Scoops*** **$430**

Grand Sport Fender Flares

RF210 ***Car Set Grand Sport Fender Flares*** **$1,436**

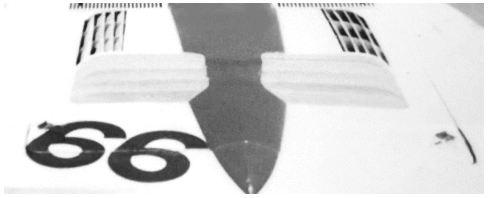
Grand Sport Hoods

RF220 ***Grand Sport Nassau 1963 Hood*** **$1,436**

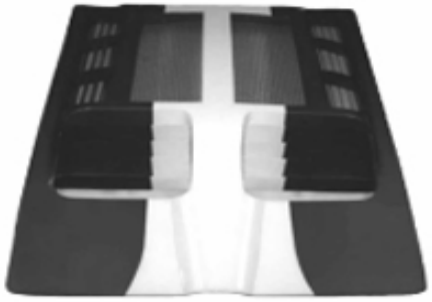
RF221 ***Grand Sport Sebring 1964 Hood*** **$3,270**

RF222 ***Grand Sport Sebring 1965 Hood*** **$3,570**

The Nassau Hood



Sebring 64 Hood



Sebring 65 Hood

Grand Sport Front End with Headlights & Acrylic Covers

RF280 ***A complete GS Front end with headlights & Covers*** **$6,220**

This body section has been blended from the original Grand Sport mold to fit the front end of a stock unwrecked original C2 Corvette. It fits in our shop, but no one can say it will fit your car perfectly. Some fitment will be no doubt be necessary. It comes complete with headlights and covers. Some assembly is required!

C3 L88 Body Parts

The first L88 Corvette was actually a C2, the prototype that Roger Penske entered at Daytona in February 1966, driven by Dick Guldstrand and Ben Moore. This car had a 580 HP engine and could be ordered at your local Chevrolet dealer for street use, but it was definitely designed for racing.

With the introduction of the 1968 Corvettes, the L88 option became famous. Dick Guldstrand drove James Garner's 1968 L88 Corvette to again win at Daytona, making it a back to back win for the L88. The next several years saw Tony Delorenzo absolutely dominate Corvette racing in this country winning back to back Daytona 24 hour and Sebring 12 hour races. We had one of the Delorenzo cars in our shop for more than ten years, and now we produce the cars and parts that honor the winning tradition of these race cars.

C3 L88 Flares

RF300 ***An Axle Set of Stock C3 L88 Flares*** **$664**

RF310 ***An Axle Set of Vintage Racing C3 L88 Flares*** **$686**

Here are obviously two L88 flare options. First we have the stock L88 flares exactly like those you could order from your Chevrolet dealer back in the day, and the racing version. If you are racing in HSR, SVRA and many other organizations, tires are allowed that are too wide for the stock flares. Select our racing flares to accommodate the widest legal tires. These fiberglass flares are hand laid gel coated race parts.

C3 L88 Headlight Kit

RF400 ***Car Set C3 L88 Complete Headlight Kit*** **$1,196**

RF410 ***L88 Headlight Replacement Lens (specify side)*** **$144**

Also known as the L88 distance kit, these headlight assemblies were used back in the day when the C3's ran at Sebring, Daytona and LeMans. Here is a car set of everything but the headlights themselves, including all the headlight adjusting hardware, the headlight buckets and bezels and even the Dzus fasteners.

C3 L88 Long Hoods

Stock L88 Hood

High-Rise L88 Hood

RF500 ***Stock L88 Long Hood*** **$1,035**

RF520 ***High Rise L88 Long Hood*** **$1,326**

We make the lightweight OEM style stock L88 hood, and we make a taller version for those racing with organizations that allow it. The hoods come complete with inner frame and reinforced bosses for a stock style hood mount. These hoods are made for racing. They are hand laid and as light as we can make them. If you want to make them stiffer, let us know. The hoods we make are the long version. If you need a short hood because you want to keep the stock wiper cover, let us know and we will get back to you.

Poly Windshields

RF600	***Half-Height Convertible Acrylic Windshields***	**$864**	*Please provide a pattern for half height windshields.*
RF 620	***Full-Height Convertible Acrylic Windshields***	**$986**	*For full height windshields, specify the year of your Corvette.*

These save at least 20 pounds off the weight of a stock windshield, and that weight is obviously high and forward. You can't get just anyone to mold one of these windshields, as optics are important! Our acrylic windshields are all but indistinguishable from a stock glass windshield, and have zero distortion.

Vintage Racing Wheels

RW010	***Black Duntov Wheels, 15 Inch diameter X 10 Inches Wide***	**$1,126**
RW011	***Gold Duntov Wheels, 15 Inch diameter X 10 Inches Wide***	**$1,126**
RW012	***Polished Duntov Wheels, 15" diameter X 10 Inches Wide***	**$1,126**

The wheel centers are 6061-T6 aluminum and are available hard anodized in Gold, Black or polished aluminum.

We spent the better part of a year getting our new aluminum vintage wheels just right. They are the lightest vintage wheels on the market at only 14 lbs for the 9.5 inch X 15. They are available in 8.5, 9.5 and 10 inch widths in three offsets. We run 4.75 inch offset all the way around (as measured in the pic below), which requires our Stud Hub at the rear for proper inside clearance.

For non standard wheel offsets, please call. Rim Widths are available from 5 to 16 inch, and the wider wheels are more expensive.

Grand Sport Wheels

RW200	***Authentic Five Spoke Grand Sport Aluminum Wheels***	***Inquire***

We had an original Grand Sport magnesium wheel digitized and made a mold to exactly duplicate the original 5-spoke design. These are only available in 15 inch diameter and in either 8.5 and 10 inch widths.