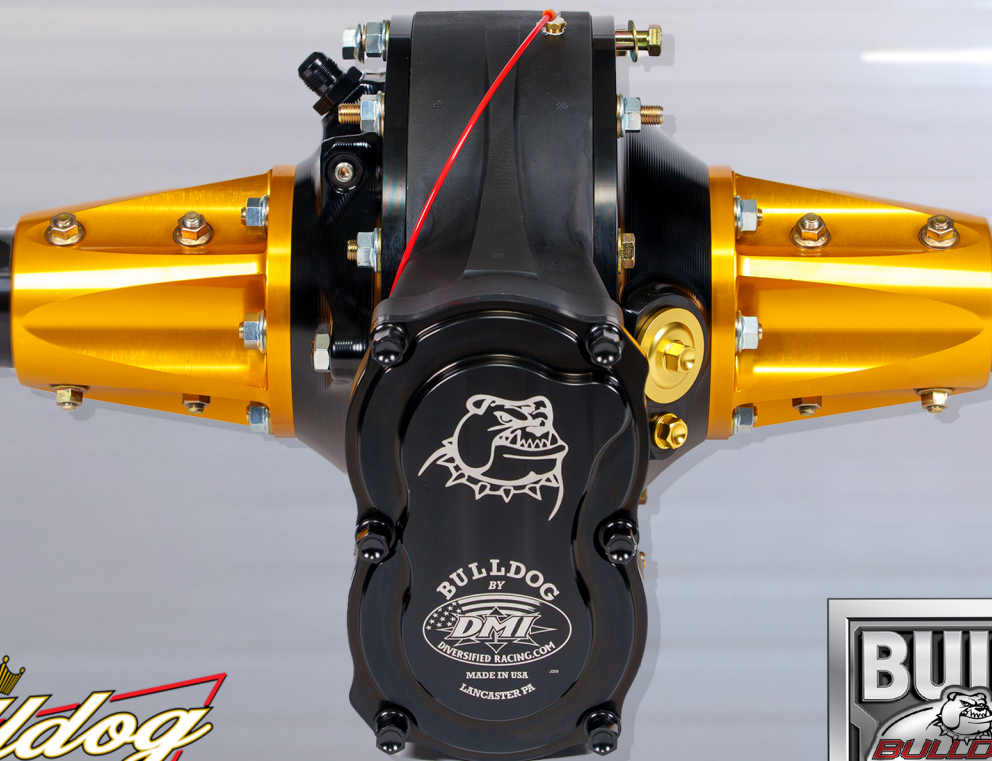




2026 PRODUCT SHOWCASE

DIRT LATE MODEL & STEEL TUBE DIRT MOD



VISIT OUR WEBSITE



WHY CHOOSE



CT-2

CLOSED TUBE QUICK CHANGE



CT-2 WITH EZ SERIES BELLS

CENTER

THE **BULLDOG CT-2** QUICK CHANGE IS THE NEWEST CLOSED TUBE REAR FROM **DMI**. USING THE LATEST COMPUTER AIDED SOFTWARE, THE REAR WAS DESIGNED TO BE STRONG AND LIGHTWEIGHT. THE HIGHEST QUALITY MAGNESIUM SAND CASTINGS OFFER A SUBSTANTIAL WEIGHT SAVINGS OVER THE COMPETITION WHILE MAINTAINING STRENGTH. THE SAND CAST PROCESS REMAINS THE CHOICE OF THE AEROSPACE INDUSTRY. ENGINE HOUSINGS, TURBINE BLADES, LANDING GEAR AND STRUCTURAL FRAMES RELY ON THE SAND CAST PROCESS FOR COMPLEX, RELIABLE AND HIGH STRENGTH COMPONENTS. THE PROCESS AND AZ91 MAGNESIUM IS THE PERFECT CHOICE TO PRODUCE THE **BULLDOG CT-2** CENTER SECTION.



CT-2 WITH CONVENTIONAL 8 RIB BELLS

BELLS

BULLDOG CT-2 UNITS ARE AVAILABLE WITH CONVENTIONAL 8 RIB MAGNESIUM SIDE BELLS OR FORGED ALUMINUM EZ BELLS. WHILE BOTH CONFIGURATIONS FEATURE **DMI**'S TRU-TUBE ALIGNMENT, THE EZ SERIES FEATURES UNMATCHED VERSATILITY AND TUBE REPLACEMENT. IN ADDITION, EZ BELLS ARE ALMOST 75% STRONGER THAN CONVENTIONAL BELLS. LESS FLEX = MORE TRACTION. HEAVY DUTY TUBE COLLARS REMAIN STRAIGHT AND TRUE IN THE HARDEST CRASHES. L9 HARDENED STUDS PROVIDE MAXIMUM EZ BELL TO SIDE BELL CLAMP. IN ADDITION, SPARE EZ TUBE ASSEMBLIES CAN BE OUTFITTED COMPLETE WITH HUBS, BRAKES AND BIRDCAGES. REPLACE A BENT TUBE ASSEMBLY IN UNDER 10 MINUTES AND GET BACK ON TRACK. NO NEED TO REMOVE TORQUE ARMS. NO NEED TO TAKE THE REAR OUT OF THE CAR. NO NEED TO DRAIN FLUID. WHETHER YOU'RE A PROFESSIONAL RACER OR A WEEKEND WARRIOR, THE **BULLDOG EZ CT-2** QUICK CHANGE REAR IS THE PROVEN CHOICE FOR PERFORMANCE, RELIABILITY AND THE WINNING EDGE.



NEW FOR 2026



TAPERED SHIMS FOR EZ TUBE BELL TO SIDE BELL. WANT TO RUN CAMBER? HOW ABOUT MANIPULATE TOE? THE SECRET IS OUT! ONLY DMI EZ SERIES QUICK CHANGE REARS ALLOW YOU TO FINE TUNE YOUR TUBE ALIGNMENT FOR MAXIMUM LATERAL AND LONGITUDINAL TRACTION.

(1) TAPERED SHIM = APPROXIMATELY $\frac{1}{4}$ " TOE OR .33 DEGREES OF CAMBER

***IT IS HIGHLY RECOMMENDED TO UTILIZE STRANGE PERFORMANCE CAMBER DRIVE FLANGES WHEN USING THE TAPERED SHIMS.**



GIGANTORAPTOR LOWER SHAFT IS THE STRONGEST LOWER SHAFT EVER PRODUCED FOR DIRT LATE MODELS. INCREASED O.D. MAKES THE SHAFT VIRTUALLY INDESTRUCTIBLE. WORRIED ABOUT FRONT YOKE BOLT FAILURE? NOT WITH THIS BEHOMETH. $\frac{1}{2}$ -20 THREADS BURIED DEEP IN THE SHAFT OFFERS A STRONG SOLUTION TO A HIGHLY STRESSED COMPONENT. UTILIZING AN L9 BOLT THIS YOKE ASSEMBLY IS READY FOR BIG SMOKE AND MAXIMUM TRACTION. STRANGE PERFORMANCE OFFERS 31 SPLINE 1310 AND 1350 YOKES TO FIT THE SHAFT.



IS PROUD TO ENDORSE THE USE OF  **StrangeOval** DRIVELINE COMPONENTS INCLUDING DRIVE FLANGES AND BILLET YOKES.



SABERTOOTH POSI LOCK PINION NUT OFFERS ALMOST 3X'S THE TOOTH ENGAGEMENT OF OUR PREVIOUS POSI LOCK ASSEMBLY. INCREASED TRACTION HAS PLACED A GREATER DEMAND ON THE PINION NUT. THE NEW DESIGN ENSURES THE PINION REMAINS TIGHT AND PERFORMING AT MAXIMUM EFFICIENCY AND INCREASED RELIABILITY.



LOCK-ATOR TUBE WASHERS. TODAY'S LATE MODELS PLACE A HEIGHTENED DEMAND ON THE TUBE TO BELL TORSIONAL STRESS. LOCK-ATOR CONTOURED WASHERS INSIDE THE TUBE ASSEMBLY ENSURES THE TUBE LOCKS IN AND REMAINS STRAIGHT AND TRUE.

WIDE 5 ALUMINUM TUBES

ALUMINUM WIDE 5 TUBES HAVE BEEN THE STAPLE OF THE DIRT LATE MODEL INDUSTRY FOR THE LAST 30+ YEARS. **DMI AND BULLDOG** ALUMINUM WIDE 5 SPINDLE STYLE TUBES ARE PRODUCED FROM 7075-T6 ALUMINUM FOR STRENGTH AND DEPENDABILITY. DMI TUBES FEATURE THE LARGEST RADIUS IN THE INDUSTRY. ALL TUBES FEATURE BEAUTIFUL BLACK ANODIZING AND HAVE A STAINLESS STEEL RING ON THE SEAL DIAMETER TO PREVENT WEAR. THE BULLDOG LOGO IS YOUR ASSURANCE OF QUALITY.



INNER BEARING/RACE 18790/18720
OUTER BEARING/RACE 18690/18620
SEAL 23756

RRC-2275 - (LENGTH) 3/4 TON ALUMINUM WIDE 5 TUBE

3/4 TON ALUMINUM WIDE 5 TUBES HAVE BEEN THE STANDARD IN THE DIRT LATE MODEL MARKET SINCE THE DAWN OF TIME. IT IS STILL A VERY POPULAR CHOICE OF CHASSIS BUILDERS AND RACERS ALIKE.



INNER BEARING/RACE 12305
OUTER BEARING/RACE 12306
SEAL 27353SBH

RRC-2272 - (LENGTH) 1 TON ALUMINUM WIDE 5 TUBE

THE 1 TON ALUMINUM WIDE 5 TUBE HAS BEEN A VERY POPULAR CHOICE OVER THE LAST 10 YEARS FOR RACERS SEEKING A STRONGER SNOOT AREA. THE INCREASED O.D. OF THE BEARING SURFACES INCREASES WALL THICKNESS AND STRENGTH. ALL BEARING AND SEAL DIAMETERS ARE INDUSTRY STANDARD. THE INDUSTRY'S MOST RECOGNIZED CHASSIS BUILDERS RELY ON 1 TON TUBES IN THEIR BUILDS.



INNER BEARING/RACE 32912J
OUTER BEARING/RACE L305649/L3056103125
SEAL 27353SBH

RRC-2279 - (LENGTH) DEUCE 'N A HALF ALUMINUM WIDE 5 TUBE

LOOKING FOR THE STRONGEST WIDE 5 TUBE - LOOK NO FURTHER. DEUCE 'N A HALF ALUMINUM WIDE 5 TUBES FEATURE THE LARGEST DIAMETER AND THICKEST WALL SNOOT OF ANY TUBE ON THE MARKET. THE DEUCE 'N A HALF TUBE IS A 1 TON TUBE ON STEROIDS! IF YOU ARE SEEKING A SPINDLE STYLE TUBE THAT OFFERS LESS FLEX WHILE MAINTAINING THE USE OF INDUSTRY STANDARD HUBS, THE DEUCE 'N A HALF MAY BE THE TUBE FOR YOU.



SPLINE SAYS RRC-2272 1 TON TUBES AND RRC-2279 DEUCE 'N A HALF TUBES REQUIRE WIDE 5 HUBS THAT HAVE HAD THE RACES CHANGED TO ACCEPT LARGER BEARINGS. NO MACHINING OF THE HUB IS REQUIRED TO ACCEPT LARGER RACES. SIMPLY DROP OUT THE OLD RACE AND DROP IN THE NEW.

STEEL TUBE DIRT MODIFIED

IF YOU RACE A STEEL TUBE MODIFIED AND ARE LOOKING FOR A STRONG, RELIABLE AND HIGH PERFORMING QUICK CHANGE REAR... LOOK NO FURTHER.

THE DMI BULLDOG QUICK CHANGE IS CHOSEN BY LEADING CHASSIS BUILDERS AND WINNING RACERS IN ALL REGIONS OF THE COUNTRY. TO FACILITATE ORDERING WHEN ENTERING THE SEGMENT, **DMI WAS THE FIRST COMPANY** TO DEVELOP TWO COMMON BUILDS THAT WOULD SERVE 99.9% OF THE MOD MARKET. BELOW ARE THE TWO BUILDS AND THE SPECIFICS OF EACH. IF YOU'RE READY TO WIN, YOU'RE READY FOR A BULLDOG.

THE SATURDAY NIGHT SPECIAL

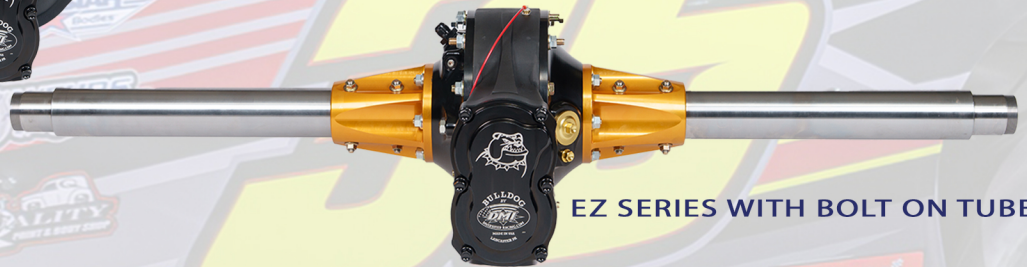
BULLDOG SATURDAY NIGHT SPECIAL REARS FEATURE BLACK THERMAL COATING, STANDARD RING & PINION, STANDARD BEARINGS AND SEALS, HEAT TREATED LOWER SHAFT AND ALUMINUM SPOOL. AVAILABLE IN CONVENTIONAL 8 RIB BELLS OR EZ SERIES BOLT ON TUBES

THE PRO SERIES

BULLDOG PRO SERIES STEEL TUBE MODIFIED QUICK CHANGE REARS SET THE BENCHMARK. THE REARS ARE BLACK THERMAL COATED, FEATURE A REM POLISHED RING AND PINION, M2 TREATED BEARINGS AND LOW DRAG SEALS REDUCING FRICTION, GUN-DRILLED ULTRALIGHT LOWER SHAFT AND AN ULTRALIGHT ALUMINUM SPOOL. AVAILABLE WITH CONVENTIONAL 8 RIB BELLS OR EZ SERIES BOLT ON TUBES.



CONVENTIONAL 8 RIB



EZ SERIES WITH BOLT ON TUBES



ORDER A COMPLETE
ASSEMBLY WITH HUBS,
ROTORS AND AXLES

HEAVY TUBES

THE STEEL TUBE DIRT MODIFIED MARKET HAS SEEN GREAT SUCCESS WITH HEAVY TUBES. THE TUBES INCREASE TRACTION. MANY TEAMS UTILIZE HEAVY LEFT SIDE TUBES. A FEW RUN HEAVY TUBES ON BOTH SIDES. VERIFY WITH YOUR TRACK OR SERIES RULES THE LEGALITY OF HEAVY TUBES.

HOLLOW AXLES & QUICK CHANGE GEARS

HOLLOW AXLES



32.5" AXLE = 7.4 LBS.

DMI HOLLOW AXLES ARE PRODUCED FROM MADE IN THE USA 4340 THAT IS MILLED AND HEAT TREATED TO OUR EXACT SPECIFICATIONS. ALL AXLES ARE TURNED TO THE CORRECT DIMENSIONS FOR OPTIMUM TRACTION AND RELIABILITY. TRUST DMI AXLES FOR THE BEST IN RELIABILITY AND PERFORMANCE.



32.5" AXLE = 6.4 LBS.

DMI HOLLOW ULTRALIGHT AXLES ARE DESIGNED EXCLUSIVELY FOR THE CRATE ENGINE MARKET. USING THE SAME MADE IN THE USA 4340 AS OUR STANDARD HOLLOW AXLES, THE ULTRALIGHT AXLES FEATURE A WEIGHT REDUCING SMALLER O.D. GET THAT CRATE TO JUMP OFF THE CORNER.



FRICTION FIGHTER QUICK CHANGE GEARS

SIMPLY STATED FRICTION FIGHTER 10 SPLINE QUICK CHANGE GEARS ARE THE STRONGEST, LIGHTEST, HIGHEST QUALITY GEARS AVAILABLE. 9310 ULTRA HIGH STRENGTH STEEL, STONE GROUND, REM® FINISHED, AND FEATURE A REDUCED 1" GEAR MESH AREA ELIMINATING FRICTION.

#20 GEAR SET WEIGHS 4.23 LBS.



FRICTION FIGHTER SPORTSMAN SERIES QUICK CHANGE GEARS

FRICTION FIGHTER SPORTSMAN SERIES 10 SPLINE QUICK CHANGE GEARS ARE PRODUCED FROM HIGH STRENGTH 9310 ALLOY STEEL AND PRECISION HOBBED. THE GEARS ARE LIGHTENED AND REM® FINISHED. THERE ISN'T A NICER GEAR SET AVAILABLE FOR THE MONEY.

#20 GEAR SET WEIGHS 4.74 LBS.



THE PROFESSIONAL GEAR DRAIN PAN

GEAR CHART

TO DETERMINE FINAL DRIVE

(# TOP TEETH) / (# BOTTOM TEETH) X RP RATIO = FINAL DRIVE

TO DETERMINE RPM CHANGE

(CURRENT RPM) / (GEAR RATIO) X (NEW GEAR RATIO) = NEW RPM

EXAMPLE: 8200 / 5.42 X 5.56 = 8400

Gear Set	Number of Teeth	4.12 RHP (8-32 Teeth)	4.86 RHP (12-34 Teeth)
1	20/10	4.12/2.06	4.86/2.43
2	20/11	4.12/2.27	4.86/2.68
3	20/12	4.12/2.43	4.86/2.91
4	20/13	4.12/2.69	4.86/3.17
5	20/14	4.12/2.86	4.86/3.43
6	20/15	4.12/3.03	4.86/3.68
7	20/16	4.12/3.20	4.86/3.94
8	20/17	4.12/3.37	4.86/4.19
9	20/18	4.12/3.54	4.86/4.45
10	20/19	4.12/3.71	4.86/4.71
11	20/20	4.12/3.88	4.86/4.96
12	20/21	4.12/4.05	4.86/5.22
13	20/22	4.12/4.22	4.86/5.47
14	20/23	4.12/4.39	4.86/5.73
15	20/24	4.12/4.56	4.86/5.98
16	20/25	4.12/4.73	4.86/6.24
17	20/26	4.12/4.90	4.86/6.49
18	20/27	4.12/5.07	4.86/6.75
19	20/28	4.12/5.24	4.86/7.00
20	20/29	4.12/5.41	4.86/7.26
21	20/30	4.12/5.58	4.86/7.51
22	20/31	4.12/5.75	4.86/7.77
23	20/32	4.12/5.92	4.86/8.02
24	20/33	4.12/6.09	4.86/8.28
25	20/34	4.12/6.26	4.86/8.53
26	20/35	4.12/6.43	4.86/8.79
27	20/36	4.12/6.60	4.86/9.04
28	20/37	4.12/6.77	4.86/9.30
29	20/38	4.12/6.94	4.86/9.55
30	20/39	4.12/7.11	4.86/9.81
31	20/40	4.12/7.28	4.86/10.06
32	20/41	4.12/7.45	4.86/10.32
33	20/42	4.12/7.62	4.86/10.57
34	20/43	4.12/7.79	4.86/10.83
35	20/44	4.12/7.96	4.86/11.08
36	20/45	4.12/8.13	4.86/11.34
37	20/46	4.12/8.30	4.86/11.59
38	20/47	4.12/8.47	4.86/11.85
39	20/48	4.12/8.64	4.86/12.10
40	20/49	4.12/8.81	4.86/12.36
41	20/50	4.12/8.98	4.86/12.61
42	20/51	4.12/9.15	4.86/12.87
43	20/52	4.12/9.32	4.86/13.12
44	20/53	4.12/9.49	4.86/13.38
45	20/54	4.12/9.66	4.86/13.63
46	20/55	4.12/9.83	4.86/13.89
47	20/56	4.12/10.00	4.86/14.14
48	20/57	4.12/10.17	4.86/14.40
49	20/58	4.12/10.34	4.86/14.65
50	20/59	4.12/10.51	4.86/14.91
51	20/60	4.12/10.68	4.86/15.16
52	20/61	4.12/10.85	4.86/15.42
53	20/62	4.12/11.02	4.86/15.67
54	20/63	4.12/11.19	4.86/15.93
55	20/64	4.12/11.36	4.86/16.18
56	20/65	4.12/11.53	4.86/16.44
57	20/66	4.12/11.70	4.86/16.69
58	20/67	4.12/11.87	4.86/16.95
59	20/68	4.12/12.04	4.86/17.20
60	20/69	4.12/12.21	4.86/17.46
61	20/70	4.12/12.38	4.86/17.71
62	20/71	4.12/12.55	4.86/17.97
63	20/72	4.12/12.72	4.86/18.22
64	20/73	4.12/12.89	4.86/18.48
65	20/74	4.12/13.06	4.86/18.73
66	20/75	4.12/13.23	4.86/19.00
67	20/76	4.12/13.40	4.86/19.25
68	20/77	4.12/13.57	4.86/19.50
69	20/78	4.12/13.74	4.86/19.76
70	20/79	4.12/13.91	4.86/20.01
71	20/80	4.12/14.08	4.86/20.27
72	20/81	4.12/14.25	4.86/20.52
73	20/82	4.12/14.42	4.86/20.78
74	20/83	4.12/14.59	4.86/21.03
75	20/84	4.12/14.76	4.86/21.29
76	20/85	4.12/14.93	4.86/21.54
77	20/86	4.12/15.10	4.86/21.80
78	20/87	4.12/15.27	4.86/22.05
79	20/88	4.12/15.44	4.86/22.31
80	20/89	4.12/15.61	4.86/22.56
81	20/90	4.12/15.78	4.86/22.82
82	20/91	4.12/15.95	4.86/23.07
83	20/92	4.12/16.12	4.86/23.33
84	20/93	4.12/16.29	4.86/23.58
85	20/94	4.12/16.46	4.86/23.84
86	20/95	4.12/16.63	4.86/24.09
87	20/96	4.12/16.80	4.86/24.35
88	20/97	4.12/16.97	4.86/24.60
89	20/98	4.12/17.14	4.86/24.86
90	20/99	4.12/17.31	4.86/25.11
91	20/100	4.12/17.48	4.86/25.37



RACING WITH A PURPOSE REQUIRES PURPOSE-BUILT COMPONENTS AND LUBRICANTS

OUR **75-90 GEAR OIL** OFFERS UNMATCHED PROTECTION, LOWERING OPERATING TEMPERATURE, REDUCING BLOW BY AND INCREASING GEAR LIFE. THE OIL WITHSTANDS THE INCREASED TRACTION DEVELOPED BY THE LATEST TECHNOLOGY IN DIRT MODIFIEDS.

THE **657 MULTIPURPOSE GREASE** WITHSTANDS TEMPERATURES UP TO 657°F. THE ABILITY TO HANDLE HIGH TEMPERATURES, HIGH RESISTANCE TO WATER WASHOUT AND EXCELLENT ADHESION MAKE IT A GREAT CHOICE FOR TORSION BARS, HUB BEARINGS, ETC.

THE **777 EXTREME PRESSURE SPLINE GREASE** IS THE BEST CHOICE FOR DRIVESHAFT SPLINES. WITHSTANDING TEMPERATURES UP TO 777°F, THE GREASE FORMS A CERAMIC FILM ON THE COMPONENTS PROTECTING AGAINST HIGH SHOCK LOADS AND EXTREME PRESSURES COMMONLY SEEN IN DRIVELINE APPLICATIONS.



IMPORTANT INFORMATION OIL

THE PROPER OIL LEVEL VARIES FOR DIFFERENT MODEL REARS. BELOW ARE APPROXIMATE CAPACITIES.

EZ SERIES- 2-2.5 QTS CT-1, CT-2 & SS-1- 3-3.5 QTS

THE FILL LEVEL PLUG IS LOCATED ON THE RIGHT SIDE BELL BELOW THE LARGE INSPECTION PLUG. REMOVE FILL LEVEL PLUG AND FILL THE UNIT UNTIL OIL RUNS OUT OF FILL LEVEL HOLE. RE-INSTALL FILL LEVEL PLUG AND ADD AN ADDITIONAL 4-6 OZ OF FLUID. THE REAR GEAR AREA DOES NOT REQUIRE FILLING.

TORQUE SPECS

SIDE BELL NUTS - 35 FT/LBS

3/8-24 FRONT YOKE BOLT - 35 FT/LBS W/ BLUE THREADLOCKER

1/2-20 FRONT YOKE BOLT - 90FT/LBS W/ BLUE THREADLOCKER

FRONT SEAL PLATE BOLTS - 35 FT/LBS

PINION RETAINER BOLTS - 35 FT/LBS

THREADED RING GEAR BOLTS - 60 FT/LBS W/ RED THREADLOCKER

NEVER RE-USE RING GEAR BOLTS

VISION STATEMENT

AT DMI OUR VISION IS TO CREATE A RELATIONSHIP WITH OUR CUSTOMERS WHERE THEY KNOW NOT ONLY ARE THEY A VALUED CUSTOMER BUT ALSO A PART OF THE DMI FAMILY. WE WANT THE CUSTOMER TO KNOW THAT THEIR SUCCESSES ARE OUR SUCCESSES. WE WILL DO EVERYTHING WE CAN TO PROVE TO THE CUSTOMER THAT THEY MADE THE RIGHT CHOICE ENTRUSTING DMI WITH THEIR SAFETY, PROVIDING THEM A FAIR VALUE AND OFFERING THE HIGHEST PERFORMING COMPONENTS AVAILABLE IN MOTORSPORTS TODAY, TOMORROW AND IN THE FUTURE.

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OWNERS, DAVE & JENNIFER ELY

NOTES



thank you

TO THE BEST CUSTOMERS IN
THE SPORT FOR BELIEVING IN
OUR PRODUCTS, TRUSTING US
WITH YOUR SUCCESS AND
A GREAT 25 YEARS.

Dave Ely