



2026 PRODUCT SHOWCASE

SPRINT CAR





**LOOK FOR NEW
WEBSITE EARLY 2026**

DIVERSIFIED MACHINE INC.

FAMILY OF AMERICAN MADE MOTORSPORTS COMPONENTS



DMI RACING COMPONENTS ARE HIGH QUALITY AMERICAN MADE COMPONENTS TO SERVICE THE SPRINT CAR, MIDGET, AND MICRO SPRINT MARKETS. DEBUTED IN 2001, DMI RACING COMPONENTS HAVE BEEN A TRUSTED NAME AND PROVEN WINNERS SINCE DAY 1. FROM TORSION BARS TO FRONT SPINDLES, MANY OF THE SPORT'S TOP PROFESSIONALS RELY ON DMI COMPONENTS TO WIN THE BIGGEST EVENTS.



BULLDOG QUICK CHANGE REARS WAS CREATED IN 2004. THE FIRST BULLDOG XR-1 QUICK CHANGE WAS TESTED LATE IN 2004 AND ENTERED THE SPRINT CAR QUICK CHANGE REAR MARKET IN 2005. BULLDOG ENTERED THE CLOSED TUBE QUICK CHANGE REAR MARKET IN 2010 TO SERVICE LATE MODELS, MODIFIEDS AND MORE. THE BABY BULLDOG WAS BORN IN 2011 AND INSTANTLY BECAME THE CHOICE OF MIDGET TEAMS ACROSS THE GLOBE. IN 2022 BULLDOG ENTERED THE DRIFT MARKET WITH THE RELEASE OF THE XR-420I. BULLDOG QUICK CHANGE REARS ARE THE BENCHMARK FOR QUICK CHANGE REARS.



THE DMI 'D-MARK' IS YOUR ASSURANCE OF QUALITY, PRECISION AND PERFORMANCE. LOOK FOR THE D-MARK ON HARDWARE, SMALL COMPONENTS AND MORE. THE LINE OF D-MARK COMPONENTS IS EVER EXPANDING AND GROWING.



THE DMI PLATINUM RESERVE COLLECTION WAS RELEASED IN 2024. THE COLLECTION FEATURES THE ULTIMATE IN DESIGN AND QUALITY. THE COMPONENTS ARE THE MOST ELITE OFFERED IN THE INDUSTRY.

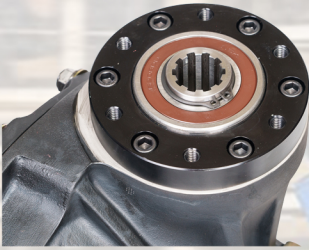


RECOGNIZING THE NEED FOR PURPOSE BUILT LUBRICANTS FOR THE MOTORSPORTS INDUSTRY, BULLDOG BLOOD LUBRICANTS WAS ESTABLISHED IN 2009. BULLDOG BLOOD LUBRICANTS DO NOT SACRIFICE PERFORMANCE FOR PRICE.



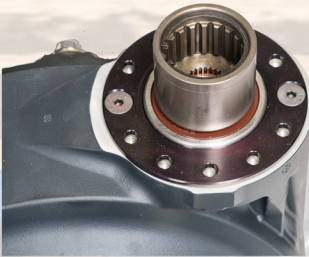
WHAT TYPE OF DRIVELINE?

THERE ARE A FEW DIFFERENT TYPES OF DRIVELINES COMMONLY USED IN THE SPRINT CAR INDUSTRY. BELOW WE WILL SHOWCASE THE MOST COMMON TYPES.



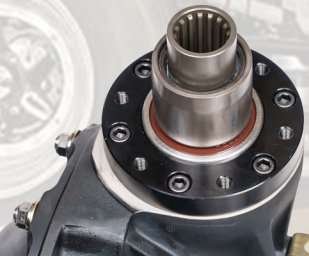
INTERNAL 10-10

THE INDUSTRY STAPLE IS THE INTERNAL 10-10. THE INTERNAL 10-10 SITS FLUSH WITH THE FACE OF THE REAR. THE TYPICAL DRIVESHAFT IS 10 SPLINE ON THE REAR SIDE AND 16 SPLINE ON THE YOKE SIDE. THIS IS A VERY COMMON SYSTEM WITH WING AND NON WING 305, WING AND NON WING 360 AND NON WING 410 SPRINT CARS. THIS STYLE REQUIRES A SPRING IN THE U-JOINT.



WINTERS STYLE SWIVEL COUPLER

THE WINTERS STYLE SWIVEL COUPLER ALLOWS THE DRIVESHAFT TO ROTATE IN AN ORBITAL PATTERN. THE FEMALE COUPLER STICKS OUT FROM THE SNOUT OF THE REAR. THE TYPICAL DRIVESHAFT CHOSEN FEATURES A 32 SPLINE ON THE YOKE END AND A SPLINED BALL BOLTED TO THE REAR SIDE OF THE SHAFT. THE DRIVESHAFT IS HELD INTO THE REAR WITH A LARGE SNAP RING. THIS STYLE DRIVELINE CAN BE USED IN ALL APPLICATIONS AND IS THE MOST COMMON CHOICE OF WINGED 410 SPRINT CARS. TEAMS LIKE THAT THE SHAFT STAYS IN THE REAR DURING FRANTIC ENGINE CHANGES. THIS STYLE DOES NOT REQUIRE A SPRING IN THE U-JOINT.



DMI STYLE SWIVEL COUPLER

THE DMI STYLE SWIVEL COUPLER ALLOWS THE DRIVESHAFT TO ROTATE IN AN ORBITAL PATTERN. THE FEMALE COUPLER STICKS OUT FROM THE SNOUT OF THE REAR AND HAS THE CROWN SPLINED MALE BALL HOUSED IN IT AS WELL. THE BALL FEATURES AN INTERNAL 16 SPLINE THAT ALLOWS THE DRIVESHAFT TO SIMPLY SLIDE INTO PLACE. THIS STYLE DRIVELINE CAN BE USED IN ALL APPLICATIONS. IT IS COMMONLY CHOSEN BY TEAMS THAT WANT THE BENEFITS OF THE SWIVEL SPLINE WITH THE EASE OF USE OF AN INTERNAL 10-10. THIS STYLE REQUIRES A SPRING IN THE U-JOINT.

WHY CHOOSE



XR4



MATERIAL CHOICE

THE BULLDOG XR-4 CENTER SECTION IS PRODUCED FROM SAND CAST AZ91C-T6 MAGNESIUM... THE CHOICE OF THE AEROSPACE INSUSTRY. STRENGTH, WEIGHT SAVINGS AND VERSATILITY MAKE THE PROCESS AND MATERIAL THE BEST OPTION FOR THE MANUFACTURER DEDICATED TO PRODUCING THE INDUSTRY'S FINEST COMPONENTS.

ACCURACY

BULLDOG QUICK CHANGE REAR SNOUTS ARE THE TRUEST IN THE INDUSTRY ENSURING PROPER DRIVELINE FUNCTION. SNOUTS ARE 100% PERPENDICULAR TO THE LOWER SHAFT ASSEMBLY. THE ALIGNMENT KEEPS THE TORQUE BALL FREE OF BIND AND THE CAR PERFORMING AT ITS MAXIMUM POTENTIAL.

RELIABILITY AND PERFORMANCE

BULLDOG QUICK CHANGE REARS ARE ASSEMBLED USING THE FINEST COMPONENTS. THE RING AND PINIONS MANUFACTURED FOR BULLDOG ARE PRODUCED IN THE INDUSTRIAL HEARTLAND OF NORTHERN ITALY BY ONE OF THE WORLD'S MOST RENOWNED GEAR MANUFACTURERS. CRITICAL BEARINGS ARE SOURCED FROM SOME OF THE MOST RECOGNIZED NAMES FOR PRECISION AND QUALITY. DMI AND BULLDOG AXLES ARE CONSTRUCTED USING PREMIUM, DOMESTICALLY PRODUCED ALUMINUM. A BULLDOG QUICK CHANGE IS DEDICATED TO GET YOU TO THE FINISH LINE SAFE AND FAST!

SUPPORT

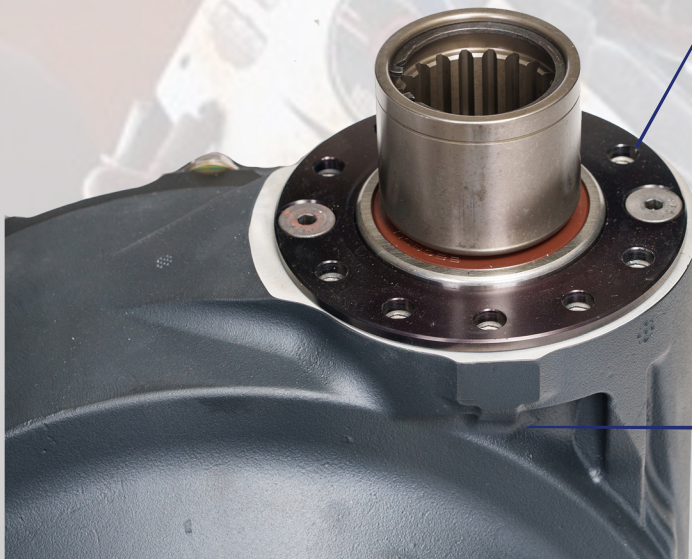
DMI'S EXPERIENCED STAFF IS UNMATCHED IN THE INDUSTRY. AT THE TOP IS DMI OWNER DAVE ELY, A SPRINT CAR WINNER, CHAMPION AND FORMER NATIONAL SPRINT CAR HALL OF FAME DRIVER OF THE YEAR NOMINEE. IF YOU REQUIRE ASSISTANCE, DAVE OR A MEMBER OF HIS EXPERIENCED, RACE WINNING TEAM OF EMPLOYEES ARE HERE TO HELP GUIDE YOU TO VICTORY LANE.



**THE CHOICE OF 2025 KNOXVILLE NATIONALS
CHAMPIONS SHANE LIEBIG & RYAN TIMMS**



BULLDOG XR-4 UNITS CAN BE PRODUCED WITH AN INNOVATIVE FRONT SNOOT SLEEVE. THE ALUMINUM SLEEVE ALLOWS THE ENTIRE LOWER SHAFT ASSEMBLY TO BE UNINSTALLED WITH THE REMOVAL OF (2) FLAT HEAD ALLEN BOLTS. NO MORE HEAT - NO MORE SLIDE HAMMER - NO MORE STRUGGLE.



BULLDOG XR-4 REARS FEATURE MACHINED FLATS ON BOTH SIDES OF THE CENTER SECTION PROVIDING AN ACCURATE, REPEATABLE LOCATION TO MEASURE WHEN SQUARING.

IMPORTANT DRIVELINE LENGTHS WHEN USING XR-4 WITH A 40" ENGINE SETBACK

INTERNAL 10-10 DRIVESHAFT-29" W/ U-JOINT SPRING

DMI STYLE SWIVEL COUPLER DRIVESHAFT - 26.5" W/ U-JOINT SPRING

WINTERS STYLE SWIVEL COUPLER DRIVESHAFT - 27.5" W/O A U-JOINT SPRING

TORQUE TUBE - 26.5"-27" *44 SPLINE DRIVELINES REQUIRE A

1" SHORTER TORQUE TUBE & SRC-2370XL TORQUE BALL



&



ARE THE INNOVATORS

**SINCE THEIR INCEPTION IN 2004,
BEEN THE INNOVATORS OF THE
IF YOU AREN'T FIRST...**

SPLINED SHIFTER ARM AND ASSEMBLY *RELEASED IN 2004*



BULLDOG WAS THE FIRST IN THE INDUSTRY TO OFFER A SPLINED SHIFTER ARM TO MAKE ARM ORIENTATION A SNAP. ADDITIONALLY, THE DMI SHIFTER MECHANISM USES SUBSTANTIALLY LESS COMPONENTS THAN THE COMPETITION - SIMPLE AND EASY. THE SHAFT HAS BEEN UPDATED FOR 2026. THE NEW ARM USES A SMALLER DIAMETER FASTENER REDUCING WEIGHT AND INCREASING SHAFT WALL THICKNESS. THE BILLET STEEL SHAFT FEATURES A HEAT TREATED TIP TO RIDE IN THE SLIDING COUPLER.



TRICK BREATHER HOSE HOLDER *RELEASED IN 2023*

BULLDOG WAS THE FIRST IN THE INDUSTRY TO DEVELOP THE TRICK BREATHER HOSE HOLDER. LIGHTWEIGHT, STAINLESS STEEL HOLDER SHOWCASES BULLDOG'S ATTENTION TO DETAIL.



REAR COVER SEALING RING *RELEASED IN 2008*

BULLDOG WAS THE FIRST IN THE INDUSTRY TO UTILIZE A SILICONE SEALING RING IN THE REAR COVER. THE RING HANDLES HIGH TEMPS, STAYS IN PLACE AND PROVIDES A LEAK FREE SEAL.



SHORT REAR COVER NUT *RELEASED IN 2009*

BULLDOG WAS THE FIRST IN THE INDUSTRY TO PRODUCE A SHORT COVER NUT. THE SHORT NUT PROVIDED MORE FUEL CELL CLEARANCE AND SAVES WEIGHT. BUILDING ON THE CONCEPT FOR 2026, BULLDOG OFFERS AN EVEN SHORTER TITANIUM COVER NUT. THE NUT MEASURES AN INCREDIBLE SHORT .437" AND SITS FLUSH WITH THE COVER VIRTUALLY ELIMINATING ANY POSSIBILITY OF FUEL CELL PUNCTURE.



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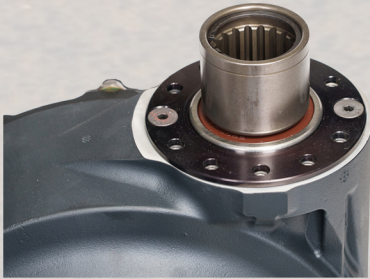
OF THE QUICK CHANGE INDUSTRY

BULLDOG QUICK CHANGE REARS HAVE QUICK CHANGE REAR INDUSTRY. YOU'RE LAST.



FORGED ALUMINUM CNC SCULPTED SIDE BELL *RELEASED IN 2024*

BULLDOG WAS THE FIRST IN THE INDUSTRY TO OFFER A FORGED ALUMINUM SIDE BELL CNC SCULPTED FOR STRENGTH AND PERFORMANCE. INCREASED BRAKING REQUIREMENTS DEMANDED A STRONGER SIDE BELL. BULLDOG DELIVERED. THE DMI TEAM WORKED TIRELESSLY DURING THE 2025 RACING SEASON TO ELIMINATE BREATHER RESIDUE. THE LATEST SIDE BELL DESIGN ACCOMPLISHED THAT GOAL. NEW FOR 2026, THE BELL IS THERMAL COATED PREVENTING BRAKE HEAT TRANSFER.



ALUMI-TITE ALUMINUM FRONT SNOOT SLEEVE *RELEASED IN 2024*

BULLDOG WAS THE FIRST IN THE INDUSTRY TO OFFER AN ALUMI-TITE ALUMINUM FRONT BEARING HOUSING - DEVELOPED AFTER A TRIP TO A HOTEL PARKING LOT TO ASSIST A TRAVELING TEAM WITH A LOWER SHAFT SWAP OUT. THE ALUMI-TITE SLEEVE DOES NOT REQUIRE HEAT OR A SLIDE HAMMER TO COMPLETELY UNINSTALL THE LOWER SHAFT ASSEMBLY.

IMPORTANT OPEN TUBE REAR SPECS AND INFORMATION

SIDE BELL NUTS - 30 FT/LBS.

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

PINION RETAINER BOLTS - 35 FT/LBS.

SWIVEL COUPLERS

DMI STYLE SWIVEL COUPLERS AND WINTERS STYLE SWIVEL COUPLERS MUST BE SERVICED FREQUENTLY. HIGHER HP CARS (410) SHOULD BE SERVICED MORE FREQUENTLY (4-6 RACES) THAN LESS HP CARS. 360'S AND 305'S REQUIRE SERVICE EVERY 8-10 RACES. DISASSEMBLE, CLEAN THOROUGHLY, INSPECT AND REPLACE WORN COMPONENTS. PACK LIBERALLY WITH BULLDOG 777 EXTREME PRESSURE GREASE AND INSTALL IN COUPLER, INSERT SEAL AND INSTALL SNAP RING ENSURING ENGAGEMENT. ON A WINTERS STYLE THE SEAL SHOULD BE ZIP TIED OR SAFETY WIRED TO THE DRIVESHAFT.

SHIFTER MECHANISM

PROPER SHIFTER ENGAGEMENT / DISENGAGEMENT IS CRITICAL TO THE SERVICE LIFE OF YOUR BULLDOG OPEN TUBE REAR. BULLDOG HIGHLY SUGGESTS USING DMI STRATO SHIFTER ASSEMBLY SRC-2400BK. STRATO SHIFTER RELEASES ALL TENSION OFF REAR INTERNALS WHEN LOCKED IN GEAR. TO SET CABLE, PLACE THE REAR IN GEAR. LOCK SHIFTER IN GEAR. ADJUST NUTS ON CABLE UNTIL CABLE FALLS ONTO SHIFTER ARM QUICK DISCONNECT WITH NO TENSION. TIGHTEN JAMS. LIFT HANDLE TO DISENGAGE REAR. REMOVE CABLE FROM QUICK DISCONNECT AND ENSURE THE SHIFTER ARM IS FULLY OUT OF GEAR. REINSTALL CABLE ONTO ARM AND LOCK BACK IN GEAR ENSURING ONE LAST TIME THE SHIFTER IS PROPERLY LOCKED IN GEAR.

WHY CHOOSE



XR-2 ?



MATERIAL CHOICE

THE BULLDOG XR-2 CENTER SECTION IS PRODUCED FROM SAND CAST AZ91C-T6 MAGNESIUM... THE CHOICE OF THE AEROSPACE INDUSTRY. STRENGTH, WEIGHT SAVINGS AND VERSATILITY MAKE THE PROCESS AND MATERIAL THE BEST OPTION FOR THE MANUFACTURER DEDICATED TO PRODUCING THE INDUSTRY'S FINEST COMPONENTS.

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SUPPORT

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THE BULLDOG XR-2 IS REDESIGNED FOR 2026 FEATURING THE LATEST BULLDOG REAR COVER PATTERN. THE XR-2 IS STILL THE LIGHTEST CENTER SECTION IN SPRINT CAR RACING AND WILL REMAIN THE CHOICE OF THE SPORT'S MOST WEIGHT CONSCIOUS RACERS.



INTERNAL SWIVEL COUPLER

THE BULLDOG XR-2 IS THE ONLY REAR THAT FEATURES AN INTERNAL SWIVEL COUPLER OPTION. EITHER WINTERS OR DMI STYLE SWIVEL COUPLERS CAN BE INSTALLED BELOW THE SNOOT OF THE REAR. THE FRONT BEARING IS SECURELY HELD IN PLACE BY A SNOOT LOCKING RING. THE LOCATION OF THE SWIVEL ASSEMBLY PROTECTS IT IN A CRASH AND ENABLES IT TO RUN COOLER.

IMPORTANT DRIVELINE LENGTHS WHEN USING XR-2 WITH A 40" ENGINE SETBACK

INTERNAL 10-10 DRIVESHAFT-29" W/ U-JOINT SPRING

DMI STYLE SWIVEL COUPLER DRIVESHAFT - 26.5" W/ U-JOINT SPRING

WINTERS STYLE SWIVEL COUPLER DRIVESHAFT - 27.5" W/O A U-JOINT SPRING

TORQUE TUBE W/ SNOOT SPACER - 26.5"-27"

INTERNAL DMI STYLE SWIVEL COUPLER DRIVESHAFT W/O SNOOT SPACER -
29.25" W/ U-JOINT SPRING

INTERNAL WINTERS STYLE SWIVEL COUPLER DRIVESHAFT W/O SNOOT SPACER -
30.5" W/O A U-JOINT SPRING

TORQUE TUBE W/O SNOOT SPACER - 27.5"-28" *44 SPLINE DRIVELINES REQUIRE
A 1" SHORTER TORQUE TUBE & SRC-2370XL TORQUE BALL

NEW FOR 2026



PRC-2020

PLATINUM RESERVE COLLECTION SPINDLE

FORGED 7075-T6 ALUMINUM BODY
BLACK CERAKOTE FINISH
DLC COATED TITANIUM SNOOT
EASY ACCESS GREASE ZERKS
STAINLESS WEAR RING FOR SEAL
TRICK LOCKNUT ASSEMBLY



PRC-2059

PLATINUM RESERVE COLLECTION KING PIN

6AL-4V TITANIUM
FULL HEX HEAD
DLC COATED FOR WEAR RESISTANCE
MACHINED FLAT FOR SET SCREW



PRC-1964

PLATINUM RESERVE COLLECTION FRONT HUB SET

ALUMINUM ROTARY FORGING
BLACK CERAKOTE FINISH
D-MARK/87SPEED TITANIUM HARDWARE
PRIME PRECISION BEARINGS



PRC-2100 / PRC-2080

PLATINUM RESERVE COLLECTION ACKER SPEED STEERING ARMS

1" 2024-T3 ALUMINUM MACHINED TO 3/4" ENSURING FLAT
UNIFORMED SURFACES
PROVEN ACKERMAN THAT INCREASES ENTRY
AND CENTER OF CORNER SPEED



PRC-2260

PLATINUM RESERVE COLLECTION ANGLED PITMAN ARM

HEAVY DUTY TAPERED DESIGN IS THE INDUSTRY'S STRONGEST.
THE ARM IS NOT BENT. THE BEND IS MACHINED INTO THE ARM
D-MARK/87SPEED TITANIUM PINCH BOLT



NEW FOR 2026



PRC-2390

PLATINUM RESERVE COLLECTION 1 PC. TORQUE TUBE

7075-T6 ALUMINUM BAR
HARD BLACK ANODIZE
10 MOUNTING POINTS ON FLANGE
UNMATCHED PRECISION AND STRENGTH



PRC-2590

PLATINUM RESERVE COLLECTION WHEEL SPACER KIT

22 PIECE KIT HANDLES LEFT AND RIGHT SIDE OF AXLE
PLATINUM CERAKOTE FINISH
TAPERED SPACERS FEATURE SPLINES PREVENTING WHEEL LOOSENING
MOCK WHEEL CENTER SPACERS AID DURING WEEKLY MAINTENANCE



PRC-3000

PLATINUM RESERVE COLLECTION ENGINE TURNOVER TOOL

MODULAR DESIGN AIDS IN STORAGE AND SHIPPING
BLACK PLASTIC PROTECTIVE CASE



PRC-2120 / PRC-2130

PLATINUM RESERVE COLLECTION FRONT TORSION ARMS

2024-T3 ALUMINUM DESIGNED TO PROMOTE FORWARD TRACTION
BLACK CERAKOTE FINISH
D-MARK/87SPEED TITANIUM PINCH BOLT

**COMING
SOON!**

AVAILABLE EARLY 2026

PLATINUM RESERVE COLLECTION SPLIT BEARING BIRDCAGES

PLATINUM RESERVE COLLECTION 7075-T6 MACHINED DOUBLE BEND REAR TORSION ARMS

NEW FOR 2026



FRC-2000

FUEL BLOCK MANIFOLD MOUNT

PRECISION MACHINED FLAT ALUMINUM
MOUNTS TO FRAME MASTER CYLINDER MOUNT
VERSATILE MOUNT PROVIDES STRENGTH
BLACK ANODIZE

FRC-2500

FUEL BLOCK MANIFOLD

-8 AN PORTS ON EACH END
(3) - 6 AN PORTS ON SIDE
CNC SCULPTED ALUMINUM
BLACK ANODIZE



MAGNESIUM AXLE NUTS AND SPACERS

ALL MAGNESIUM AXLE NUTS AND SPACERS NOW FEATURE
GRAPHITE CERAKOTE FINISH



SRC-2039 AND SRC-2059 KING PINS

ALL KING PINS NOW FEATURE FULL HEX ON HEAD TO PREVENT
WRENCH SLIP AND MACHINED FLAT FOR SET SCREW.

SRC-2039 STEEL KING PIN

SRC-2059 TITANIUM KING PIN



BIRDCAGE SPACER AND INSERTS

SRC-2602 1" WIDE BIRDCAGE SPACER TO SLIDE BIRDCAGE OUT
SRC-2603 SPLINED BIRDCAGE INSERT



TWO BOLT SHIFTER CABLE BRACKET

RRC-1049 BILLET ALUMINUM TWO BOLT SHIFTER CABLE BRACKET
WITH BUILT IN SPACERS AND HARDWARE



DMI RACING COMPONENTS ARE THE PREMIER COMPONENTS IN THE SPRINT CAR INDUSTRY. PRECISION MACHINING, THE FINEST MATERIALS AND THE BEST CUSTOMER SUPPORT SET DMI APART FROM THE COMPETITION. VIEW THE COMPLETE DMI CATALOG OR VISIT WWW.DIVERSIFIEDRACING.COM TO SEE THE COMPLETE LINE OF PRODUCTS AND OFFERINGS.





T-REX

(Torsion Restraint EXpress)
System



The T-Rex Torsion Restraint System is designed to prevent arms or stops from being pulled off the bar. it is the safest system available. An approved torsion restraining device for all major sanctioning bodies.

DMI T-REX TORSION BARS ARE THE INDUSTRY LEADER IN QUALITY, PERFORMANCE AND CONSUMER CONFIDENCE. OUR 4340 DOMESTIC MATERIAL IS SUPPLIED BY THE SAME PRODUCER FOR THE LAST 25 YEARS. SAME FOR OUR HEAT TREATER. THE MANUFACTURING PROCESS HASN'T CHANGED AT DMI. NO DIFFERENT GRADE BARS HERE... THAT MAKES NO SENSE. DMI MAKES ONE GRADE -THE BEST. DMI BARS - CONSISTENT FROM BAR TO BAR AND YEAR TO YEAR. DMI OFFERS STANDARD 23" & 24" EFFECTIVE LENGTH TORSION BARS. PUT SOME SPRING IN YOUR STEP - CHOOSE DMI T-REX TORSION BARS

Spring Rate Chart

30" & 31" HOLLOW BAR 23" EFFECTIVE LENGTH

Arm Length	12"	12.5"	13"	13.5"	14"	14.5"	15"	15.5"	16"	16.5"	17"
.950	288	265	245	227	211	197	184	173	162	152	143
.975	319	294	272	252	235	219	204	191	180	169	159
.987	336	309	286	265	247	230	215	201	189	178	167
1.000	352	325	300	279	259	241	226	211	198	186	176
1.015	373	344	318	295	274	256	239	224	210	197	186
1.025	388	357	330	306	285	265	248	232	218	205	193
1.037	406	374	346	321	298	278	260	243	228	215	202
1.050	425	391	362	336	312	291	272	255	239	225	212
1.065	444	409	378	351	326	304	284	266	250	235	221

Spring Rate Chart

30" & 31" HOLLOW BAR 24" EFFECTIVE LENGTH

Arm Length	12"	12.5"	13"	13.5"	14"	14.5"	15"	15.5"	16"	16.5"	17"
.950	276	254	235	218	203	189	177	165	155	146	137
.975	306	282	261	242	225	210	196	183	172	162	152
.987	322	296	274	254	236	220	206	193	181	170	160
1.000	338	311	288	267	248	231	216	202	190	179	168
1.015	358	330	305	283	263	245	229	214	201	189	178
1.025	371	342	317	293	273	254	238	223	209	196	185
1.037	389	358	331	307	286	266	249	233	219	206	194
1.050	407	375	347	322	299	279	260	244	229	215	203
1.065	426	392	363	336	313	291	272	255	239	225	212

Rates in Stock

30" Hollow	31" Hollow
.900	.950
.925	.962
.950	.975
.962	.987
.975	1.000
.987	1.015
1.000	1.025
1.015	1.037
1.025	1.050
1.037	
1.050	
1.065	



THE WORLD'S LEADER IN TORSION BARS



AT DMI WE PRIDE OURSELVES ON BEING THE LEADING SUPPLIER OF TORSION BARS TO THE SPRINT CAR INDUSTRY. IT'S NO ACCIDENT THAT WE'VE EARNED THAT TITLE. OUR CHOICES IN MATERIALS, SERVICE PROVIDERS AND THE KNOWLEDGE WE'VE ACCRUED OVER A LIFETIME IN THE SPORT HAVE HELPED US TO ACHIEVE THE STATUS. IT'S A FAIR STATEMENT THAT TORSION BARS WILL ALWAYS HAVE MORE QUESTIONS ASSOCIATED TO THEM THAN ANSWERS. WE CERTAINLY LAY NO CLAIM TO KNOWING EVERYTHING THERE IS TO KNOW ABOUT THEM. HOWEVER, BELOW WE'LL USE THIS OPPORTUNITY TO SHARE WITH YOU SOME OF WHAT WE'VE LEARNED OVER THE YEARS. TOO MANY TODAY BUY A PIECE OF TEST EQUIPMENT AND ENVISION THEMSELVES AN EXPERT ON THE SUBJECT. WE CRINGE AT SOME OF THE INFORMATION WE HEAR PEOPLE SPEWING ABOUT TORSION BARS AS HONEST ABE SAID, "BETTER TO REMAIN SILENT AND BE THOUGHT A FOOL THAN TO SPEAK OUT AND REMOVE ALL DOUBT."

EFFECTIVE LENGTH

THE TURNED DOWN SECTION IN THE MIDDLE OF THE TORSION BAR IS THE EFFECTIVE LENGTH. COMMONLY OUR 30" AND 31" TORSION BARS HAVE A 23" EFFECTIVE LENGTH. IN 2023 WE BEGAN OFFERING AND STOCKING 30" AND 31" BARS WITH 24" EFFECTIVE LENGTH. BY INCREASING THE EFFECTIVE LENGTH A FEW THINGS ARE ACCOMPLISHED. IT CHANGES THE RESONANCE FREQUENCY OF THE BAR. CONSEQUENTLY, IT PROVIDES A SMOOTHER FEEL TO THE DRIVER IN CERTAIN CONDITIONS. SECONDLY THE SPRING RATE IS SOFTENED AS THE EFFECTIVE LENGTH INCREASES. LOOKING AT THE CHARTS ON THE OPPOSING PAGE YOU WILL SEE THAT A 24" EFFECTIVE LENGTH BAR IS 10-15 LBS. SOFTER SPRING RATE THAN A 23" EFFECTIVE LENGTH BAR OF THE SAME DIAMETER. EFFECTIVE LENGTH CHANGES MAKE A DIFFERENCE. SOME OF JJ YELEY'S 2003 RECORD BREAKING YEAR IN USAC SPRINT CAR RACING COULD BE ATTRIBUTED TO SOME UNCHARACTERISTIC EFFECTIVE LENGTHS AND I PERSONALLY HAVE RACED CARS WITH EFFECTIVE LENGTHS FROM 14" TO 27". WHILE THIS TECHNOLOGY IS FAIRLY NEW TO MARKET, WE HAVE HAD PLENTY OF EXPERIENCE WITH IT OVER THE LAST 20+ YEARS.

LIFE EXPECTENCY OF TORSION BARS

LOTS OF MYTHS SURROUND THE LIFE EXPECTANCY OF TORSION BARS. THERE ARE MANY COMPANIES THAT OFFER TESTING SERVICES. WE HAVE NO LACK OF EXPERIENCE TESTING BARS OURSELVES. PERSONALLY, MY FAMILY'S KREITZ OVAL TRACK PARTS TOOK DELIVERY OF ONE OF THE FIRST THREE INTERCOMP TORSION BAR DYNOS EVER PRODUCED IN THE MID TO LATE 90'S. I WORKED CLOSELY WITH THE LATE BRUCE RHOE OF INTERCOMP TO DEVELOP THE TESTING METHOD THAT BECAME THEIR STANDARD. FAST FORWARD 10 YEARS OR SO AND MY FATHER AND I SUCCESSFULLY MANUFACTURED AND SOLD AN ECONOMICAL TORSION BAR CHECKER UTILIZING A PERSON'S EXISTING SCALE PAD. AND I'M FAMILIAR WITH ALL THE MODERN-DAY TESTERS AND I HAVE TO SAY THAT MY OPINION IS WHILE THEY WILL COMPARE BARS TO VERIFY SIZING AND CONSISTENCY, I DON'T BELIEVE THERE HAS EVER BEEN A TESTER TO TELL US THE "WHOLE STORY". JUST LIKE A SHOCK, TORSION BARS HAVE COMPRESSION AND REBOUND. HAVING THE AID OF SOMETHING TO MAKE THAT CYCLE (AIR OR ELECTRICITY) DOESN'T REPRESENT THE ACTUAL SERVICE OF THE BAR. IF A BAR STARTS TO CHANGE, I'M CONFIDENT IT'S ON THE REBOUND SIDE. IT PROBABLY LOSES SOME "BOUNCE ENERGY". AS FOR A BAR GOING BAD, I'VE ALMOST NEVER SEEN IT. IT'S A COMMON JUSTIFICATION THAT PEOPLE MAKE FOR SIMPLY MISSING THE SET-UP. IN ADDITION, I'VE SEEN BARS THAT FLIPPED THE RACE BEFORE, WERE BENT AND STRAIGHTENED, WIN THE NEXT EVENT. EASIEST THING TO DO AT HOME IS PAY ATTENTION TO RIDE HEIGHTS. IF THEY ARE MAINTAINED THE BAR IS FINE. I BELIEVE IF YOU WANTED TO BE EXTRA DILIGENT REPLACING BARS EVERY 20-25 RACES WOULD BE A SAFE PRACTICE.

WHAT IS THE SPRING RATE

THE SPRING RATE IS THE COMBINATION OF THE BAR SIZE, THE EFFECTIVE LENGTH AND THE ARM LENGTH. THE BAR SIZE IS THE OUTSIDE DIAMETER. ONE THING THAT WE HEAR IS PEOPLE REFER TO A BAR AS 1000 LB. FOR EXAMPLE. THIS IS WRONG!! A 1000 TORSION BAR IS THE O.D. OF THE BAR IF THE BAR WAS SOLID. (1.000") A 1025 WOULD BE 1.025". HOWEVER, BECAUSE WE USE HOLLOW BARS THE O.D. MUST BE ADJUSTED FOR THE HOLE. CONSEQUENTLY, AS AN EXAMPLE THE O.D. OF A 1000 HOLLOW TORSION BAR IS 1.078". HOWEVER, THE BAR IS STILL REFERRED TO AS AN INCH BAR, THOUSAND OR 1.000. WE'VE ALREADY WENT OVER THE EFFECTIVE LENGTH IN A PREVIOUS SECTION. THE ARM LENGTH IS THE DISTANCE FROM THE CENTER OF THE BAR TO THE PICKUP POINT ON THE AXLE. ON THE FRONT IT WOULD BE WHERE THE TORSION ARM RIDES ON THE AXLE. ON THE REAR IT WOULD BE WHERE THE BOTTOM BIRDCAGE BOLT SLIDES THROUGH THE ARM ROD END. COMMONLY, USING A MAXIM 87-40 CAR AS AN EXAMPLE THE RF ARM LENGTH IS 14" OR IF THE WHEEL BASE IS PUSHED TO 87.5" 13.5". THE RIGHT REAR IS 14.688".

FRICTION FIGHTER GEARS

CHOOSING THE CORRECT QUICK CHANGE GEARS IS VITAL TO THE PERFORMANCE AND DEPENDABILITY OF YOUR QUICK CHANGE REAR. QUICK CHANGE GEARS ARE HIGHLY STRESSED COMPONENTS AND IT IS EXTREMELY IMPORTANT YOU CHOOSE THE RIGHT MANUFACTURER WHEN CHASING WINS AND CHAMPIONSHIPS. THE GEAR SETS BELOW ARE THE BEST CHOICES TO ENSURE YOU SEE THE CHECKERED FLAG AND HOIST THE CHAMPIONSHIP TROPHY.



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

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 CHART

10 SPLINE QUICK CHANGE GEAR CHART			
Gear Set	Number of Teeth	4.12 RAR (10-32 Teeth)	4.86 RAR (10-34 Teeth)
1	20/10	4.12/4.12	4.86/4.86
2	20/11	4.12/4.55	4.86/5.34
3	20/12	4.12/4.99	4.86/5.83
4	20/13	4.12/5.42	4.86/6.32
5	20/14	4.12/5.85	4.86/6.81
6	20/15	4.12/6.28	4.86/7.30
7	20/16	4.12/6.71	4.86/7.79
8	20/17	4.12/7.14	4.86/8.28
9	20/18	4.12/7.57	4.86/8.77
10	20/19	4.12/8.00	4.86/9.26
11	20/20	4.12/8.43	4.86/9.75
12	20/21	4.12/8.86	4.86/10.24
13	20/22	4.12/9.29	4.86/10.73
14	20/23	4.12/9.72	4.86/11.22
15	20/24	4.12/10.15	4.86/11.71
16	20/25	4.12/10.58	4.86/12.20
17	20/26	4.12/11.01	4.86/12.69
18	20/27	4.12/11.44	4.86/13.18
19	20/28	4.12/11.87	4.86/13.67
20	20/29	4.12/12.30	4.86/14.16
21	20/30	4.12/12.73	4.86/14.65
22	20/31	4.12/13.16	4.86/15.14
23	20/32	4.12/13.59	4.86/15.63
24	20/33	4.12/14.02	4.86/16.12
25	20/34	4.12/14.45	4.86/16.61
26	20/35	4.12/14.88	4.86/17.10
27	20/36	4.12/15.31	4.86/17.59
28	20/37	4.12/15.74	4.86/18.08
29	20/38	4.12/16.17	4.86/18.57
30	20/39	4.12/16.60	4.86/19.06
31	20/40	4.12/17.03	4.86/19.55
32	20/41	4.12/17.46	4.86/20.04
33	20/42	4.12/17.89	4.86/20.53
34	20/43	4.12/18.32	4.86/21.02
35	20/44	4.12/18.75	4.86/21.51
36	20/45	4.12/19.18	4.86/22.00
37	20/46	4.12/19.61	4.86/22.49
38	20/47	4.12/20.04	4.86/22.98
39	20/48	4.12/20.47	4.86/23.47
40	20/49	4.12/20.90	4.86/23.96
41	20/50	4.12/21.33	4.86/24.45
42	20/51	4.12/21.76	4.86/24.94
43	20/52	4.12/22.19	4.86/25.43
44	20/53	4.12/22.62	4.86/25.92
45	20/54	4.12/23.05	4.86/26.41
46	20/55	4.12/23.48	4.86/26.90
47	20/56	4.12/23.91	4.86/27.39
48	20/57	4.12/24.34	4.86/27.88
49	20/58	4.12/24.77	4.86/28.37
50	20/59	4.12/25.20	4.86/28.86
51	20/60	4.12/25.63	4.86/29.35
52	20/61	4.12/26.06	4.86/29.84
53	20/62	4.12/26.49	4.86/30.33
54	20/63	4.12/26.92	4.86/30.82
55	20/64	4.12/27.35	4.86/31.31
56	20/65	4.12/27.78	4.86/31.80
57	20/66	4.12/28.21	4.86/32.29
58	20/67	4.12/28.64	4.86/32.78
59	20/68	4.12/29.07	4.86/33.27
60	20/69	4.12/29.50	4.86/33.76
61	20/70	4.12/29.93	4.86/34.25
62	20/71	4.12/30.36	4.86/34.74
63	20/72	4.12/30.79	4.86/35.23
64	20/73	4.12/31.22	4.86/35.72
65	20/74	4.12/31.65	4.86/36.21
66	20/75	4.12/32.08	4.86/36.70
67	20/76	4.12/32.51	4.86/37.19
68	20/77	4.12/32.94	4.86/37.68
69	20/78	4.12/33.37	4.86/38.17
70	20/79	4.12/33.80	4.86/38.66
71	20/80	4.12/34.23	4.86/39.15
72	20/81	4.12/34.66	4.86/39.64
73	20/82	4.12/35.09	4.86/40.13
74	20/83	4.12/35.52	4.86/40.62
75	20/84	4.12/35.95	4.86/41.11
76	20/85	4.12/36.38	4.86/41.60
77	20/86	4.12/36.81	4.86/42.09
78	20/87	4.12/37.24	4.86/42.58
79	20/88	4.12/37.67	4.86/43.07
80	20/89	4.12/38.10	4.86/43.56
81	20/90	4.12/38.53	4.86/44.05
82	20/91	4.12/38.96	4.86/44.54
83	20/92	4.12/39.39	4.86/45.03
84	20/93	4.12/39.82	4.86/45.52
85	20/94	4.12/40.25	4.86/46.01
86	20/95	4.12/40.68	4.86/46.50
87	20/96	4.12/41.11	4.86/46.99
88	20/97	4.12/41.54	4.86/47.48
89	20/98	4.12/41.97	4.86/47.97
90	20/99	4.12/42.40	4.86/48.46
91	20/100	4.12/42.83	4.86/48.95



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 EXTREME TEMPERATURES CREATED BY TODAY'S INBOARD BRAKE SYSTEMS. THE OIL FORMULATION GREATLY REDUCES THE CHANCES OF MICRO-PITTING.

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, BIRDCAGE BEARINGS AND MORE.

THE **777 EXTREME PRESSURE SPLINE GREASE** IS THE BEST CHOICE FOR DRIVESHAFT SPLINES AND SWIVEL BALL ASSEMBLIES. 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.

OIL CAPACITY AND FILL PROCEDURE

XR-1, XR-2, XR-3 & XR-4 - 2-2.5 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.



SPLINE'S TIP

WE ARE FREQUENTLY ASKED ABOUT THE SERVICE LIFE OF BULLDOG BLOOD. QUICK CHANGE GEARS SHOULD BE INSPECTED WEEKLY. IF YOU REPLACE THE USED FLUID WITH NEW FLUID EVERY TIME YOU HAVE THE REAR COVER OFF, YOU NEVER NEED TO DO A COMPLETE OIL CHANGE. IF YOU ARE GOING TO RE-USE THE DRAINED FLUID WE RECOMMEND DOING A COMPLETE DROP EVERY 300 LAPS. IF YOU DO RE-USE THE FLUID NEVER STRAIN IT WITH A PAINT STRAINER. ENSURE THE FLUID IS CLEAN OF LARGE DEBRIS AND POUR IT BACK INTO THE REAR. PAINT STRAINERS REMOVE THE SOLID INGREDIENTS FROM THE ADDITIVE PACK.

THINKING...

**IF YOU THINK YOU ARE BEATEN, YOU ARE.
IF YOU THINK YOU DARE NOT, YOU DON'T.
IF YOU LIKE TO WIN, BUT YOU THINK YOU CAN'T,
IT IS ALMOST CERTAIN YOU WON'T.**

**IF YOU THINK YOU'LL LOSE, YOU'VE LOST.
FOR OUT IN THE WORLD WE FIND, SUCCESS
BEGINS WITH A FELLOW'S WILL
IT'S ALL IN THE STATE OF MIND.**

**IF YOU THINK YOU ARE OUTCLASSED, YOU ARE.
YOU'VE GOT TO THINK HIGH TO RISE.
YOU'VE GOT TO BE SURE OF YOURSELF
BEFORE YOU CAN EVER WIN A PRIZE**

**LIFE'S BATTLES DON'T ALWAYS GO
TO THE STRONGER OR FASTER MAN, BUT
SOONER OR LATER THE MAN WHO WINS IS
THE MAN WHO THINKS HE CAN!**



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ORDER INFORMATION - DMI DOES NOT REQUIRE A MINIMUM ORDER. ALL CUSTOM OR SPECIAL ORDERS ARE SUBJECT TO AN ADDITIONAL FEE. CUSTOM ORDERS ALSO REQUIRE A 50% DEPOSIT AT TIME OF ORDERING. ORDERS MAY BE PLACED 7 DAYS A WEEK, 24 HOURS A DAY VIA FAX LINE 717.397.7470, EMAIL DAVEE@DIVERSIFIEDRACING.COM OR OUR E-COMMERCE PLATFORM. PHONE ORDERS WILL BE TAKEN DURING NORMAL BUSINESS HOURS 7:30 AM - 4:30 PM EST MONDAY THROUGH FRIDAY. PLEASE ORDER USING DMI ASSIGNED PART NUMBERS.

FOREIGN ORDERS - ALL FOREIGN ORDERS MUST BE PAID IN FULL PRIOR TO RELEASE, IN U.S. CURRENCY. ADDITIONAL SHIPPING DOCUMENTATION AND INSURANCE COSTS MAY BE APPLIED FOR AND ARE PAID FOR BY PURCHASER.

RETURNS AND BACKORDERS - THE INVOICE ENCLOSED WITH YOUR SHIPMENT WILL NOTIFY YOU OF ANY ITEMS DMI HAD TO BACKORDER. DMI WILL BACKORDER ITEMS UNLESS REQUESTED OTHERWISE. IF YOU WISH TO CANCEL A BACKORDER, PLEASE CONTACT A SALES REPRESENTATIVE. THE CUSTOMER IS RESPONSIBLE FOR A 25% RESTOCKING FEE AND FREIGHT CHARGES IF THE BACKORDER IS CANCELLED AFTER IT HAS ALREADY SHIPPED. PRODUCTS MAY BE EXCHANGED FOR REFUND, CREDIT, OR EXCHANGE WITHIN 30 DAYS OF RECEIPT. ALL RETURNED ITEMS ARE SUBJECT TO A 25% RESTOCKING FEE. SHOULD YOU NEED TO RETURN AN ITEM, PLEASE CONTACT A SALES REPRESENTATIVE FOR A RETURN GOODS AUTHORIZATION NUMBER.

SALES TAX - APPLICABLE SALES TAX WILL BE CHARGED ON EVERY ITEM WHICH SALES TAX EXEMPTION CERTIFICATION HAS NOT BEEN PROVIDED. IN COMPLIANCE WITH RECENT SALES TAX REQUIREMENTS, SALES TAX WILL BE CHARGED BASED ON THE DELIVERY ADDRESS FOR THE PRODUCTS. IF THE PURCHASER IS NOT SALES TAX EXEMPT IN THE STATE OF THE RECIPIENT'S ADDRESS, THE PURCHASER WILL BE CHARGED SALES TAX.

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