

Performance > Transmission > Driveline Components > Motorsport



Driven by Precision

UK DESIGNED & MANUFACTURED

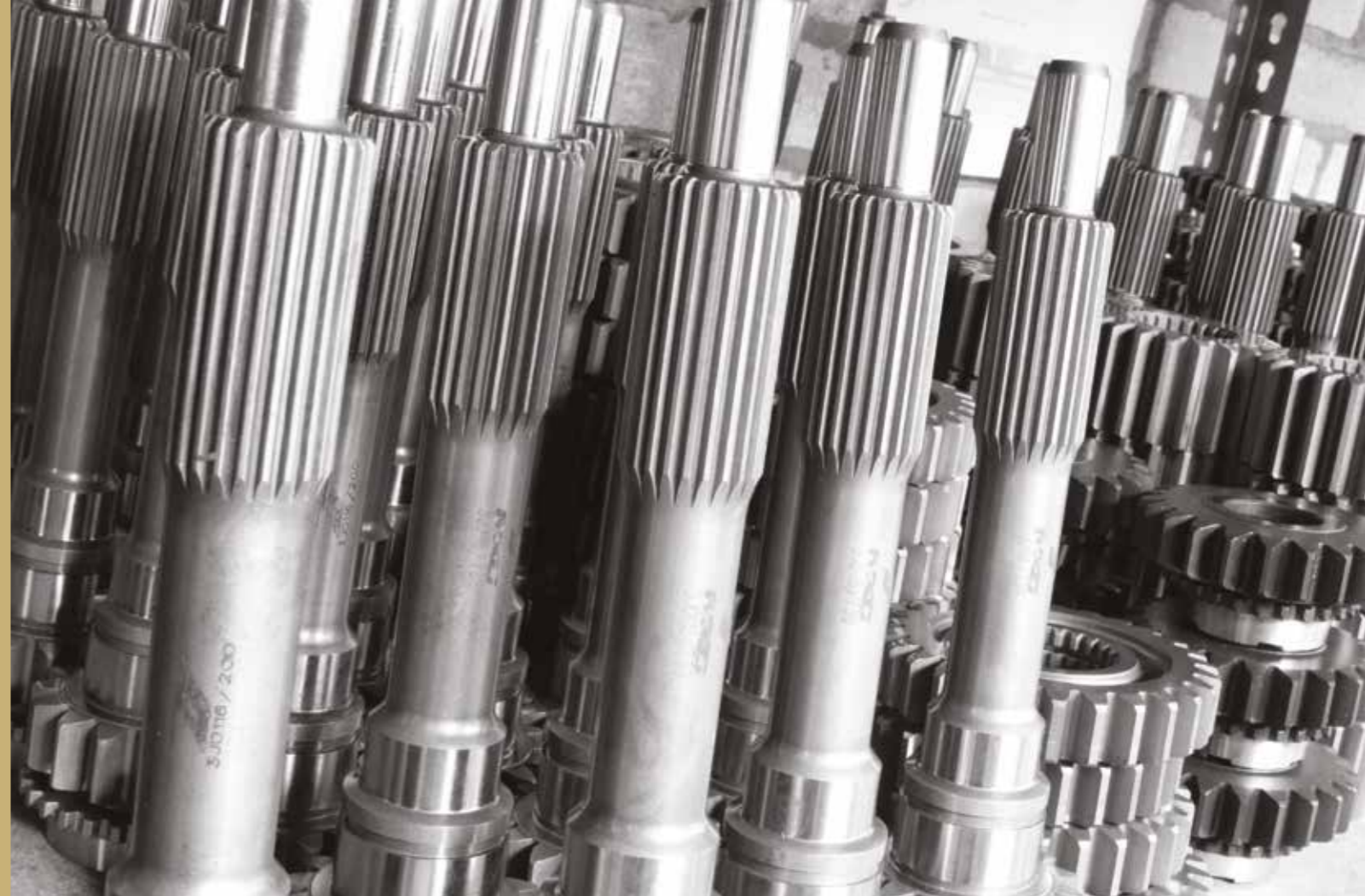
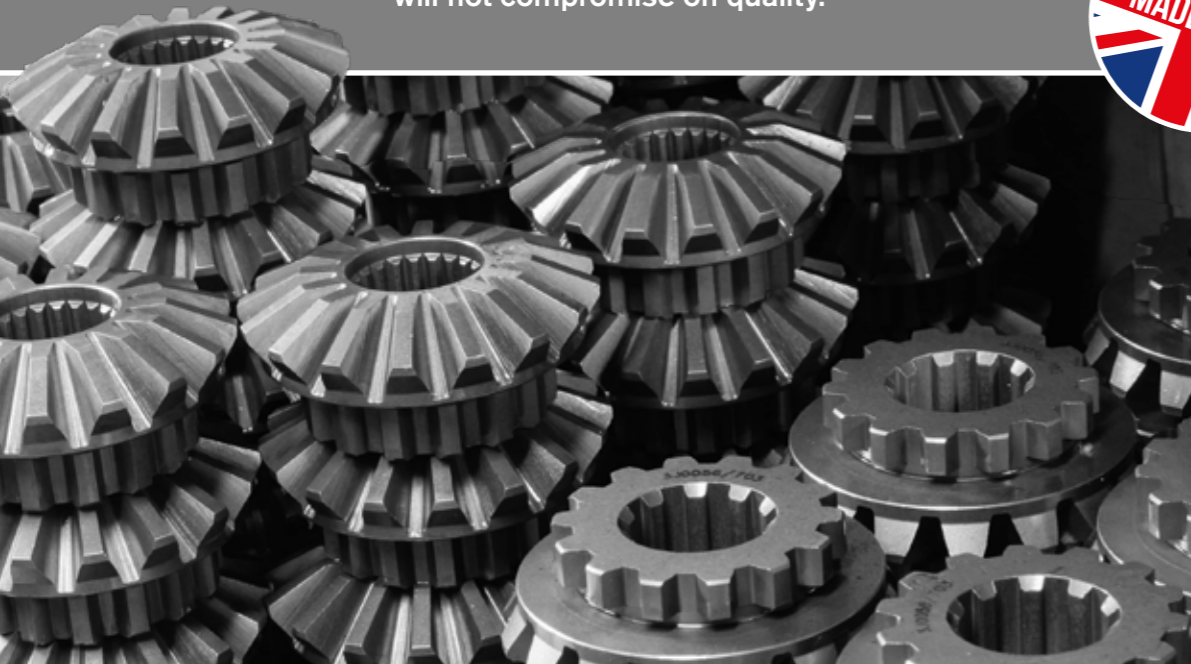
PRODUCT CATALOGUE

2020

We are



3J Driveline Ltd is one of the UK's leading drivetrain specialists. Producing Limited Slip Differentials, Performance Gearkits and Gearboxes, uprated Halfshafts and much more. All of our products are proudly designed, produced and manufactured right here in the UK, so you can buy with confidence that we will not compromise on quality.



3J Driveline Ltd was launched in 2012 and quickly established itself as one of the UK's leading drivetrain authorities. Designing and producing a wide range of limited slip differentials, gearboxes and gear kits, and half-shaft sets for road and competition use.

Our reputation for engineering and the quality of our products make us a first-choice purchase for thousands of car enthusiasts and competitors, with our ever-growing catalogue of product applications further strengthening our position within the market place.

All of our products are designed, manufactured, produced, and built right here in the UK. The simple ethics of customer satisfaction is at the heart of 3J Driveline and when combined with our innovative design, superior products, and competitive pricing structure, we continue to

deliver very happy and satisfied customers. From classic and fast road enthusiasts to club and international racing drivers across the UK, Europe, USA and the rest of the world.

We always have time to talk. So if you have a product enquiry, technical query, require aftercare or have any other questions relating to our product range both present and future, be sure to get in touch. You can be assured of the same high quality of service whatever the nature of your contact with us, as we value each and every client. If we can help, we will help.

Getting in touch has never been easier: You can email us through our easy to use website. We're on Facebook, Twitter and Instagram, and if all else fails, we're always on the end of the phone.

New for 2020

**THE
BTB**

THINGS IN LIFE ARE

NXG NXG NXG
FAST ROAD PERFORMANCE ULTIMATE



With the arrival of 2020 we are pleased to be further rolling out our range of NXG Fast Road variable torque-biasing limited slip differentials. When combined with our core range of NXG Performance plate-type limited-slip differentials, and our range-topping NXG Ultimate units, it allows us to proudly be the only manufacturer of limited slip differentials that truly offers an option for every possible requirement.

Because our sales team are able to offer advice based not only on extensive product knowledge, but real-world technical experience, we can correctly advise on the right unit, and the right setup, for you. So there's no trial and error to worry about.

The very popular Ford English differential is the first of our range to be available in three different formats. With the rest of our existing product list to follow suit.

The dividing of the NXG brand, which launched with us in 2012, means we really can cover all bases. Our core range of plate-type units now sit under the banner of NXG Performance. Supported by a range of other transmission components.

Our NXG Fast Road torque-biasing differential sits with a range of road-friendly gear kits and gearboxes as entry level performance items for those looking for a bit more.

The NXG Ultimate does exactly what it says on the tin. It sits at the top of the tree, for those that demand nothing but the best - complete with sintered plates and the highest grade materials used during manufacturing. The same applies to the transmission components that also wear this logo.



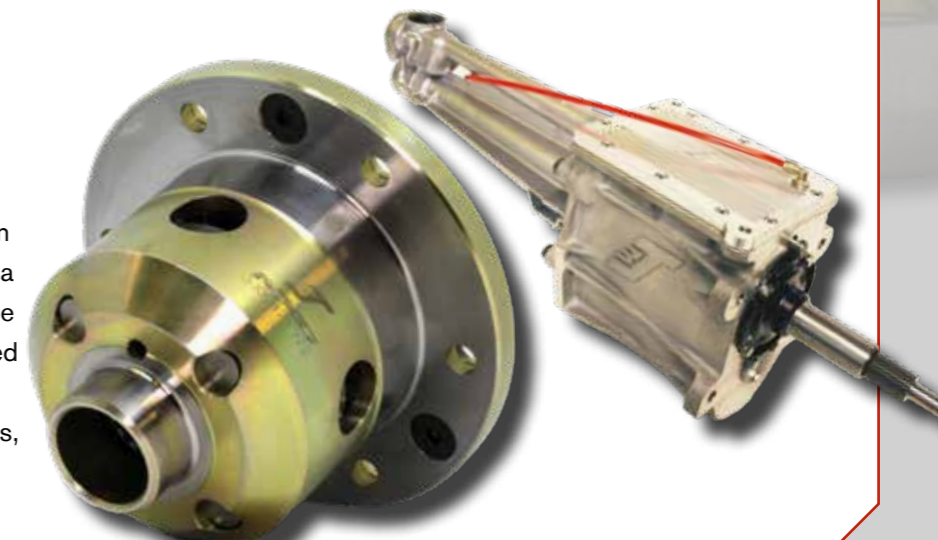
NXG Fast Road is, as the name might suggest, for the fast road user. Someone with a mildly tuned power unit, who wants to improve the performance of their vehicle without any of the side-effects associated with more motorsport-oriented products: Torque biasing limited slip differentials, helical gearsets and direct-replacement shafts.



NXG Performance is aimed at the user who has significantly increased the power of their application, it is more track oriented than the Fast Road range. Perfect for the road-legal track car or even track-themed road car: Plate-type limited slip differentials, straight-cut gearsets and uprated halfshafts.



NXG Ultimate is for-out-and out motorsport applications. Whilst still an option for the hardcore road user, it's a product designed with no-compromise performance in mind: Plate-type limited slip differentials with sintered plates and top-grade materials, HD halfshafts, HD gearsets and lightweight gearbox casings.



Finally, our NXG Historic English and Atlas differentials are due in 2020, along with some exciting new application additions. For up to the minute updates check our website at:

www.3jdriveline.com

Aftercare

When installing 3J products, whether a single gear or an entire transmission, you can be confident that it has been designed and manufactured to the highest industry standards to ensure fitment and use meets our customers' expectations.

To guarantee reliability and optimum performance we recommend assemblies are fitted by a professional mechanic or fitter, with a full understanding of the procedures involved, as some manufacturer's tolerances may, on occasion, require small adjustments on fitment.

This particularly applies to the fitment of gear kits to donor transmission cases where the only way to ensure the optimisation and reliability of the upgrade is to renew all consumable items including bearings, seals and gaskets etc. We also stress the importance of using the correct lubricant especially under the conditions of rigorous motorsport. Feel free to ask our sales team for advice on what is the best for your particular application.

It is essential to follow our strict running-in period of around 40 to 50 miles of light use. On completion the lubricant must be replaced, as this will remove the microscopic contaminants that have entered the product through this period, and which may damage the gear surfaces if left. Following these steps will ensure optimum performance and reliability.

We pride ourselves on providing industry leading technical and post-purchase support, so if you have concerns or require advice on fitment or operation at any stage please call.

When purchasing a 3J product you can be assured of its quality. We believe 'customer support' is an essential part of our business, as such we are only too happy to provide any general or technical information that you, or your designated fitter, may require.

We also extend this 'happy to help' philosophy to customers of our appointed distributors.

From time to time, and with your approval, we will send you information on products and services that we consider may be of interest to your current set up.

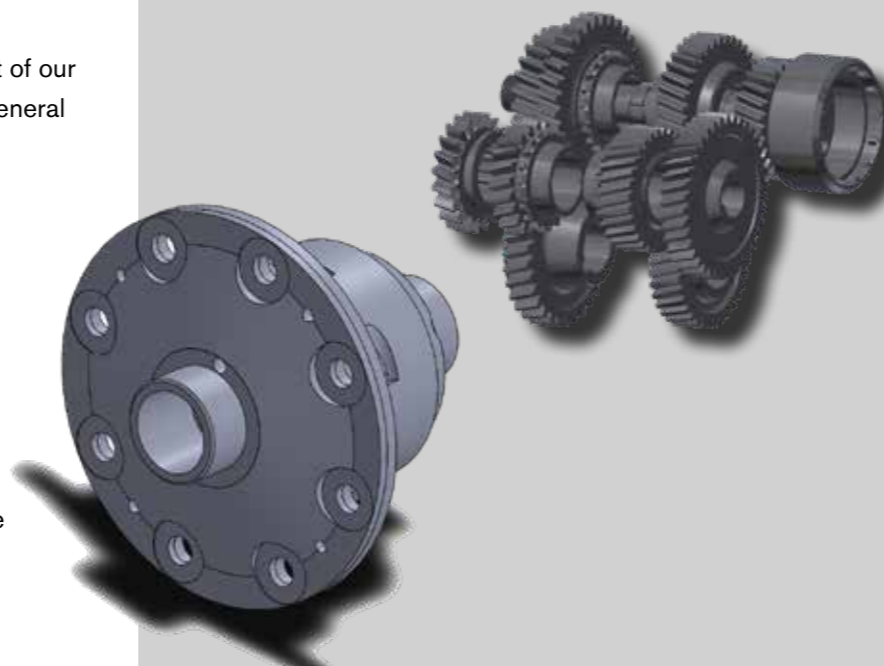
At 3J we look to build long-term relationships and are able to offer preferential terms on servicing and upgrades to our returning clients.

R&D manufacture

As a leading Driveline company our ability to think innovatively is as important as our ability to develop and manufacture new products. At 3J we pride ourselves on our engineering and use of technology, we are always looking for ways to progress in both/ either design or materials, our NXG range, and our many other products are testimony to this.

Using the latest computer CAD modelling and engineering facilities we are able to bring idea to reality.

Our R&D team is also able to provide this service to our clients, offering a full program of support through R&D right through to manufacture.



Our solutions include:

- R&D
- Design
- Proto-typing
- Testing
- Manufacture
- Project management

Following an initial feasibility study our team will create a Solidworks CAD model which will allow the product to be automatically interference tested. Once signed off by the client we will produce a prototype. Close client consultation will enable us to advise on material and production technique. After all amendments have been agreed a pre-production model can be produced ready for testing. The resulting test data will be used to determine any necessary design/material enhancements that need to be made and once all parties are satisfied the critical step of production release will be undertaken.

From concept to manufactured 3J have assisted numerous customers from all over the Automotive and Motorsport sectors by providing this complete product management solution that gives customers the confidence that their market position will not be compromised by quality, reliability or cost. If interested, please contact our development management team who will be happy to discuss your requirements.



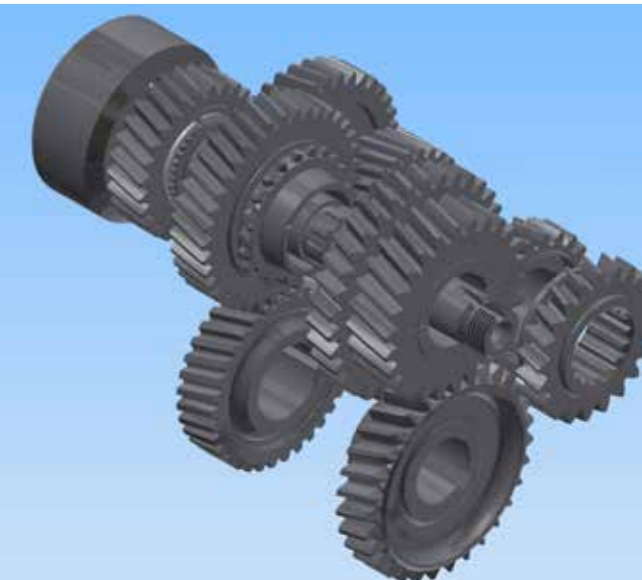
CASE STUDY

SAAB 94/96 Spec 2 Helical Gear Kit

We were asked by MND Motorsport to take a look at the Spec 2 Ratio gear kits within the standard Saab 94/96 casing to see if we would be able to offer a set of internals that would be more durable and improve performance yet remain faithful to FIA approval.

We were able to design and manufacture a gear kit from a higher grade of material and with modifications to improve the known inherent weaknesses.

These units, suitable for the Saab 94/96 2-stroke & V4 are available exclusively through MND Motorsport.



Servicing, spares and reconditioning

Servicing and repairs of all units are completed 'in house' by our experienced technicians. Prior to being stripped and inspected, all units are tested when received into our workshop. A comprehensive check, test and clean is completed, and all details logged on the service record, which is signed off at each stage of the service, before a diagnosis is confirmed.

Our workshop operates a 'full traceability' best practice standard. This means, should you wish to see it a full service-report can be produced at any time. This open policy demonstrates our confidence in our build and servicing facilities.

We always consult with our customers advising of our findings, and our recommended course of action, together with associated costs, 'prior to reassembly' to ensure we deliver on budget and on time.

Once reassembly is complete all LSDs, CWP's and gearboxes are thoroughly tested, including pressure testing on our bespoke test rig. Only once we are happy, will we sign it off as ready for return.



Consultation and servicing of non-3J products

Our workshop is also able to offer consultation and servicing in our workshop on a range of non-3J differentials and transmissions.

Customers' own 'non-3J' units are treated in exactly the same manner and adhere to the same 'workshop good practices' and full reporting routines.

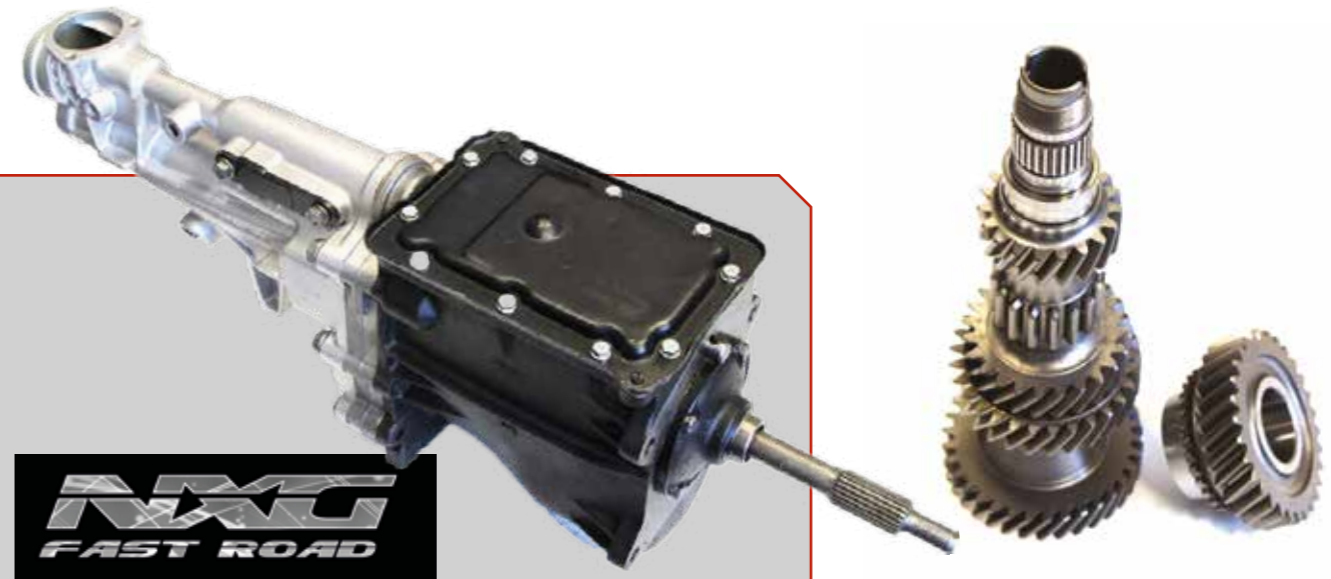
So, if you have a non-3J unit that needs servicing or repairing, and are looking for an experienced company to carry out the labour for you, simply purchase the required replacement/service parts from the appropriate manufacturer. Ship the unit, along with the parts, to us and we will install them for you. For more information get in touch.



PRICES

The below prices are for labour only, all replacement parts will be at additional cost, for a more accurate quote on your application contact us with your requirements.

FWD Differential strip clean, inspect and reassemble	£65
RWD Differential strip clean, inspect and reassemble	£65
English CWP alignment/setting/fitting	£250
Atlas CWP alignment/setting/fitting	£300
Sierra 7" CWP/LSD fitment/setting	£250
FWD gearbox LSD fitting	from £250
RWD gearbox strip, clean, inspect and reassemble	from £200



Ford Type-9 gearbox

from £945

3J Driveline are the UK's leading supplier of standard Type-9 5-Speed reconditioned gearboxes.

Our rigorous build control procedures ensure their high quality. Every reconditioned unit has been fully tested, inspected and serviced by our 'in-house' transmission specialists.

All gaskets, seals, and bearings, together with any gears that have failed our inspection and testing routines, are always replaced through the build.

Furthermore, as part of our high standard of quality control, all units are re-tested prior to being dispatched, so that you can have complete confidence in the quality of this product.

2.98:1 First gear upgrade

Kit - £250 Gearbox - £1195

If you are having your Type-9 serviced, or are ordering an off the shelf unit, then why not consider having our 3J Type-9 first gear upgrade.

It's no secret that the standard Type-9 gear ratios were designed to be driven by elderly gentlemen, to and from the local supermarket. This means first gear is over before it's started and second gear goes on forever. Perfect for driving around town in second gear, not so perfect for performance.

Our 2.98:1 ratio first gear has been designed to be more performance friendly for fast road users and track day drivers.

Axle builds

Our in-house technicians are now able to undertake full axle builds for English, Atlas, Sierra 7" and Sierra 7.5" units.

As with anything that passes through our workshops, all builds are subject to 3J's high standards of service with technicians recording all inspection and testing information before, during and after the rebuild. All units are also subject to a quality inspection before being signed off prior to dispatch.

We are able to fit and service our own 3J products, in addition to any other manufacturer's LSDs, into any axle that you may require.

As with anything we do, feel free to get in touch with us and make use of our unrivalled expertise and customer service. Whether it's an informal chat or full quote, we're happy to help.



Limited slip differentials

3J Driveline NXG Fast Road variable torque biasing differential

3J Driveline recognise that not everyone needs the benefits that a plate-type limited slip differential can offer, and that some drivers would still like to enhance the traction and driveability delivered by their mildly-tuned vehicle.

After numerous prototypes and hours in the design process, 3J Driveline have ripped up the script once again and are pleased to announce our VTB differential into the market place.

Our NXG Fast Road torque-biasing unit is 100% a story from the UK. With the entire process, from conception to assembly, taking place right here in Great Britain.



It's all our own, fresh, design. Using our innovative gears and pack design to deliver more grip than ever previously produced by a helical lsd.

Up to 20% more in some cases.

We've engineered unique milled oil slots to aid lubrication, and higher specification materials than the normal variants offered to the marketplace.

This fit-and-forget unit is a fantastic entry-level limited slip differential and sits perfectly in our NXG Fast Road range.



3J Driveline NXG Ultimate Plate-type limited slip differential

Our NXG Ultimate plate-type limited slip differential is, as the name suggests, the top of the range LSD for those who expect nothing but the best.

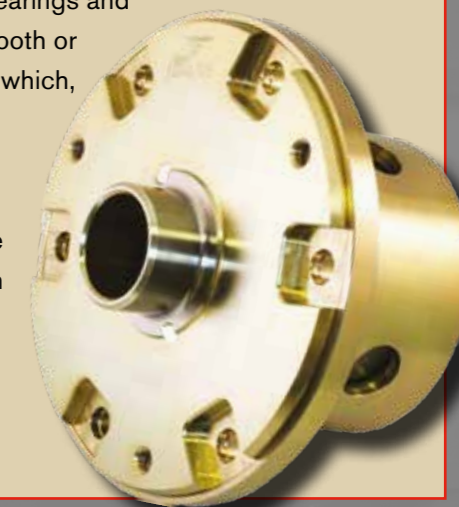
The NXG Ultimate range benefits from everything that a Performance unit does, with the addition of our highest-level material specifications, including aviation spec material in some components.

Our Ultimate LSD units all come assembled complete with our new sintered plate pack for the smoothest, most progressive, and silent diff action of any plate-type unit on the market.



The near infinite range of set-up options make this a diff that is equally as at home in a highly tuned road car as it is in an all-out race car.

In Ford English applications, the NXG Ultimate also benefits from the addition of being supplied with specific journal bearings and the option of 18-tooth or Grp4 side gears, which, when combined with our uprated halfshafts, really does make for the "Ultimate" English rear axle setup.



3J Driveline NXG Performance Plate-type limited slip differential

The NXG Performance plate-type limited slip differential is designed, manufactured and assembled right here in the UK. Each has been engineered to be the most progressive and versatile LSD unit of its kind in the market place today.

The NXG bevel and planet gear pack, with its big, strong tooth profile, gives not only a smooth mesh, it also all but eliminates the rattle and excessive back lash often associated with plate-type LSD's. Whilst the plate pack, which always runs on a minimum of 8 active surfaces (even in our lighter pre-load settings) to give maximum surface-to-surface area contact during use.

We stock an extensive range of NXG Performance LSD's to fit the most common applications, and are constantly adding new lines to our range. The internal design of our plate-type differentials gives us the flexibility to tune lighter settings for the NXG Performance range user, with the option to also deliver superior levels performance for the heavier user that doesn't want to take the leap up to our Ultimate unit.



Choosing the right unit for you

Before investing in a limited slip differential, we always advise that some time is taken to consider what type of unit would actually be best for your application.

Experience has shown that people may opt for a torque biasing differential initially, mainly because it is a less-expensive unit. However, the nature of modifying cars is that things progress, power figures increase, and the user ultimately finds themselves upgrading to a plate-type unit. So before committing to buy, consider whether you're likely to continue modifying your vehicle and whether, perhaps, an NXG Performance unit, with a fast-road set-up, might be better suited to you.

As ever, our experienced staff are always happy to discuss the matter and offer advice on what might be the best unit for you. You can also visit our website which features lots of technical advice which will help guide your decision.

Limited slip differentials

The Range

Austin Healey 3000 NXG Performance	from £825
BMW 2002 NXG Performance	Via Passion Auto France
BMW E21 NXG Performance	Via Passion Auto France
BMW E36 (Pre 1998) NXG Performance	from £725
BMW E46 (318d auto, 330i auto, 323i auto, 325xi) NXG Performance	from £725
BMW 140i NXG Fast Road	Via WG Motorworks
BMW 140i NXG Performance	from £TBC
BMW Mini R53 NXG Performance	from £649
BMW Mini F56 NXG Performance	Via Lohen
Classic Mini NXG Performance (Salisbury type)	Via MED Engineering
Ford Atlas NXG Fast Road (Mk1/2/3 Capri, Mk3/4/5 Cortina) 16t only	POA
Ford Atlas NXG Performance (Mk1/2/3 Capri, Mk3/4/5 Cortina) 16t only	£599
Ford Atlas NXG Ultimate (Mk1/2/3 Capri, Mk3/4/5 Cortina) sintered plate pack 16t or 18t side gears	£775
Ford Atlas (Historic Spec, Mk1/2/3 Capri, Mk3/4/5 Cortina)	Coming Soon
Ford English NXG Fast Road (Mk1/2 Cortina, Mk1/2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan) 22t side gears only	£399
Ford English NXG Performance (Mk1/2 Cortina, Mk1/2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan) 22t or 16t sidegears	£440
Ford English NXG Ultimate (Mk1/2 Cortina, Mk1/2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan) 16t or 18t sidegears, sintered plate pack, carrier bearings	£629
Ford Original English (Historic Spec, Mk1/Mk2 Cortina, Mk1/Mk2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan) Performance	from £549
Ford Fiesta IB5/BC NXG Performance (Fiesta, Focus MK1, Orion, KA, Mk6 Escort, Puma)	from £675
Ford Fiesta ST Mk7 B6 NXG Performance	from £699
Ford Focus ST170 NXG Performance	from £649
Ford Focus Mk2 ST M66 NXG Performance	from £749
Ford Focus RS Mk2 NXG Performance	from £799
Ford Focus ST MMT6 (Mk3 Focus ST, Mondeo ST220 MMT6) NXG Performance	from £749
Ford MTX75 (Focus, Mk5/6 RS2000, Mondeo) NXG Performance	from £670
Ford Sierra 7" NXG Performance (Sierra 7" crownwheel, Caterham, Westfield, Tiger)	from £670
Ford Sierra RS Cosworth 7.5" NXG Performance (7.5" crownwheel as fitted to RWD Cosworth)	Via Burton Power
Honda Civic NXG Performance (K20 K24 gearbox)	Via Momentum Motorsport
Mazda MX5 (Early) NXG Performance (Mk1 with bolt-in shafts)	£665
Mazda MX5 (Late) NXG Performance (Mk1 1.6L '94-'98, Mk1 1.8 '94-'98, All Mk2, All Mk2.5)	£665
MGB Roadster NXG Performance (MGB Banjo)	Via Brown and Gammon
MGC/B NXG Performance (MGB/MGC Salisbury housing)	from £735
Mini Chain/Sealed NXG Performance (suitable from motorcycle-engined vehicles)	POA



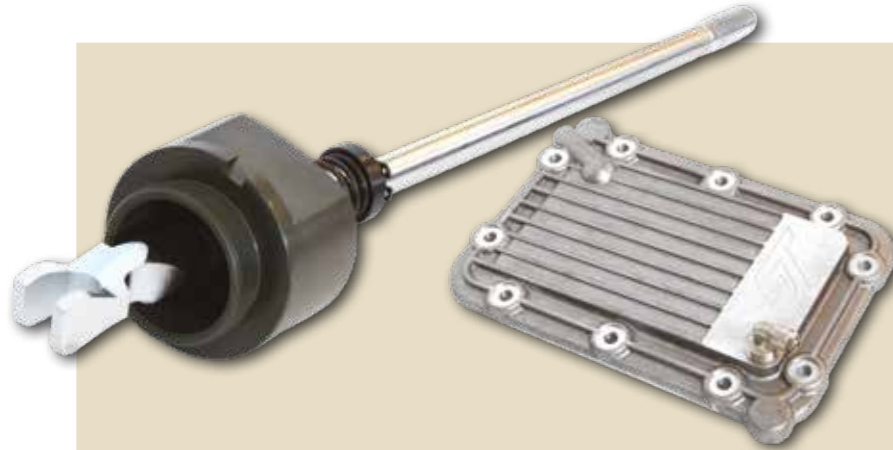
Opel M32 NXG Fast Road (Astra VXR, SRi turbo, 1.6, 2.0, 1.9 CDTi, Corsa VXR, Sri turbo, 1.3CDTi, 1.7 CDTi, Meriva VXR, Vectra 1.9CDTi, 2.2, Astra M20 1.3/1.7 CDTi, Nurburgring Edition)	Via WG Motorworks
Opel M32 NXG Performance (Astra VXR, SRi turbo, 1.6, 2.0, 1.9 CDTi, Corsa VXR, Sri turbo, 1.3CDTi, 1.7 CDTi, Meriva VXR, Vectra 1.9CDTi, 2.2, Astra M20 1.3/1.7 CDTi, Nurburgring Edition)	Via WG Motorworks
Opel Manta NXG Performance (Manta A 19.8mm, Manta B 23.8mm)	from £775
Peugeot BE NXG Fast Road (Peugeot 205, Peugeot 309, Peugeot 405)	POA
Peugeot BE NXG Performance (Peugeot 205, Peugeot 309, Peugeot 405)	POA
Peugeot MA NXG Fast Road (Peugeot 106, Citroen AX, Citroen Saxo)	POA
Peugeot MA NXG Performance (Peugeot 106, Citroen AX, Citroen Saxo)	POA
Peugeot ML NXG Performance (Peugeot 406 Turbo, 406 V6)	POA
Porsche 901 NXG Performance	£825
Porsche 914 NXG Performance (Porsche 914/early 915)	from £875
Porsche 915 NXG Performance	from £875
Porsche 924 Turbo NXG Performance	from £875
Porsche 996 Turbo NXG Performance	from £875
Renault Clio NXG Performance (Mk3 Clio 197 & 200 RS)	Via K-Tec Racing
Sprite/Midget NXG Performance (Austin Healey Sprite, MG Midget)	from £575
Suzuki Swift NXG Fast Road	Via CTC Performance
Suzuki Swift NXG Performance	from £635
Talbot Sunbeam NXG Performance (Talbot Sunbeam, Lotus Sunbeam)	from £649
Triumph TR NXG Performance (Triumph TR 2/3/4/5/6, Dolomite Sprint)	Via Racetorations
Vauxhall Astra (Astra F16/F18/F20) NXG Performance	from £675
Vauxhall F28 2wd NXG Performance	from £695
Vauxhall Nova/Corsa NXG Performance (F10/F13/F15)	from £595
Vauxhall Nova/Corsa NXG Ultimate (with F20 side gears)	from £749
VAG O20 NXG Performance (VW Golf, Jetta, Passat, Scirocco, small Crownwheel)	from £635
VAG O2A NXG Performance (VW Golf Mk3/4, Corrado, Jetta, Vento, Skoda Octavia, Seat Ibiza)	from £635
VAG O2J NXG Performance (VW Golf Mk3/4, VW Jetta, Seat Ibiza, Audi A3)	from £635
VAG O2M NXG Performance (VW Golf Mk4, Bora, Jetta, Polo, Sharan, Audi A3 8L, Seat Leon 1M, Ibiza Mk4, Cordoba, Toledo, Alhambra, Skoda Octavia Mk1, Fabia VRS, Ford Galaxy)	from £699
VAG O2Q NXG Performance (VW Golf Mk5/Mk6, Golf Plus, Jetta, Passat CC, Touran, Caddy, Eos, Scirocco, Sharan, Tiguan, Audi A3, A6, TT, Seat Leon, Toledo, Altea, Octavia, Superb, Yeti)	from £699

All Prices are subject to VAT. Most NXG Performance differentials listed above can be installed with NXG Ultimate sintered plate packs for an additional cost. We can also upgrade your existing 3J NXG differential with an NXG Ultimate sintered plate pack. Get in touch for more information.

Transmission

All of our gear kits and gear boxes are manufactured in the UK, using upgraded UK-sourced materials, and employing our unique milled oil pocket design on the main shaft gear faces. As well as oil scrolls running throughout the bore to increase oil flow and maximise the lubrication of gears. Making them the most reliable gear kits and boxes of their type.

Our experienced sales team are always happy to fully discuss your requirements, advise on ratios or assist with a personal speed calculation based on your vehicle's current set up, and how any one of our gear kits would improve speed in any given gear.



Quality assurance

Any gearbox built by our in-house technicians will be subject to thorough testing before being signed off as ready to ship. Our in-house test rig allows us to ensure that the gearbox performs as it should in every gear. This means you can always have 100% confidence in our build quality.

Weight saving option

In motorsport the expression "to add speed, add lightness" is very pertinent. With this in mind our complete alloy Type-9 and Rocket gearboxes offer a weight saving benefit of 5kg. We also offer alloy lids for both the Type-9 and Rocket units, this adds strength and also improves the breathing system to assist the reliability of the unit.

Input shafts

Our Type-9 gearboxes are all available with either a "2.0" or a longer "V6" length input shaft. Unsure of what you need? Give us a call and speak to our sales team.

Quick shift levers

To further enhance your experience with our Rocket and Type-9 gearboxes, we are able to supply spherical-bearing equipped quick shift gearlevers. We also stock black and white nylon, in addition to turned alloy, gearknobs to suit these.



Close Ratio Helical

Type-9 Gear Kit/Gearbox From £1075



Perfect for a fast road car, and even suitable for the occasional track day, our close-ratio helical Type-9 gear kits and gear boxes. With significant ratio improvements over the standard unit, and improved durability thanks to upgraded materials.



Close Ratio Straight-Cut

Type-9 Gear Kit/Gearbox From £1075



Manufactured from upgraded material and designed with competition in mind: 1st and 2nd gears run on 'bearing races' with caged needle rollers. 3rd and 5th gears are treated with a high-performance coating to aid oil absorption and increase life span. We offer a wide range of ratios, a selection of which is listed below, the full complement of which is listed on our website.



Close Ratio Straight-Cut

Rocket Gear Kit/Gearbox From £799



Popular for road, rally and race applications, as well as F2, Hot Rod, grasstrack and oval racing. Our main shaft gears are designed with unique oil pockets on the face and scrolls running throughout the bore to increase oil flow as well as our performance coating to aid oil absorption. We offer a number of ratios, a selection of which is listed below, with the remainder being listed on our website.



Bullet Gear kit/Gearbox From £POA



We've given the classic 1960's transmission the 3J treatment and applied our latest gear design, milled oil pockets and oil scrolls throughout the bore to increase oil flow and improve lubrication of all the gears.

The new heavy-duty main shaft runs on caged needle roller bearings for the ultimate in reliability. The kit now includes a brand-new reverse gear negating the need to modify or use the old, worn, original first gear.



Close Ratio Straight-Cut

Type-9 Gear Kit/Gearbox From £POA



Our "NXG Ultimate" Type-9 takes the popular five-speed gearbox to the next level. With straight-cut gears benefiting from the same 3J treatment as the rest of the range, the Ultimate unit includes new steel synchros and a new heavy-duty main shaft. Our designers have worked hard to engineer supreme reliability into this industry favourite.



Dog Engagement Rocket

Gear kit/Gearbox From £POA



Supplied as a complete alloy unit, our NXG Ultimate dog box transmission has been designed with all of our 3J quality features that come as standard in all of our products. It features a new heavy-duty main shaft, layshaft spindle and reverse gear system. All of which rank this gearbox above any of its rivals in the market place. Each main shaft gear sits on caged needle roller bearings has a 6-dog design with tapered teeth for unrivalled quick shift with steel selector forks and our unique spool system.



Mini Dog Engagement Kit £POA



Delivering the most exciting addition to the classic Mini racing car for many years, our strong, durable and beautifully designed kit will transform your car and speed up your lap time thanks to its slick, quick and positive gear change.

As well as encompassing our quality design features that are applied to all our transmission products, the Mini kit benefits from 6-dog design on all gears, a single-piece lay-gear, aviation-spec material upgrades as well as stronger steel selector forks.

Halfshafts

Halfshafts

When increasing performance and putting more strain on the drivetrain assembly it is important to consider the implication and importance of upgrading any surrounding and adjoining components. Halfshafts are often overlooked. These quickly become the weakest link when more power and grip are applied to a vehicle. Especially if they have done a lot of mileage or a history of motorsport and fast road use.

When upgrading your rear axle, its worth considering both differential and halfshafts as a combination. If you're upgrading directly to an NXG Performance Isd, you should be looking at our NXG Performance 16t halfshafts. If you are considering more power or harder use in the future, its worth looking straight at our NXG Ultimate 22t HD shafts or NXG Ultimate 18t units.

A halfshaft set comprises of:

- 2x Shafts
- 2x Flanges
- 2x Locking Nuts
- 2x Coned Washers

(all parts available separately as spares)



Midget & Sprite Halfshafts

We also produce NXG Ultimate spec halfshafts to suit the Midget and Sprite in both wire-wheel and bolt-on wheel applications. **£POA**



NXG Fast Road Anglia & Group 1 two-piece Halfshafts **from £525**

Our 3J shafts have been created using our unique spine pattern design which provides a significant increase in strength over the standard units.

Machined from billet and fabricated from high-tensile alloy steel (EN24T/S155) which delivers a far greater sheer resistance than an OE part.

Our NXG Fast Road shafts are available as 22t spline arrangement only in the following lengths:

- Anglia 619mm
- Baby (Escort English) 690mm
- Long 730mm



NXG Performance Anglia & Group 1 two-piece Halfshafts **from £525**

Our NXG Performance two-piece half shafts are created with the same high-grade EN24T/S155 high-tensile alloy steel as our Fast Road examples, but with the addition of being available in 16t spline. This wider spline arrangement means less of a reduction in material along the taper and greater strength as a result.

Our NXG Performance shafts are available in 16t spline only, in the following lengths:

- Anglia 619mm
- Baby (Escort English) 690mm
- Long 730mm



Crown wheel and Pinion kits

Bespoke

3J are able to manufacture halfshafts to bespoke lengths and applications. If you have a particular requirement, contact our sales team who will be happy to assist.

Crown wheel and Pinion Kits

The crown wheel and pinion, or CWP, is an essential part of the drive train as it transfers the power from the gearbox to the differential within, and onwards to the wheels via the driveshafts. As such, it has a significant impact on the performance of the vehicle.

When deciding upon the ratios for your crown wheel and pinion, or final drive as it is also known, it is important that it compliments not only the gear ratios, but the performance characteristics of the engine. If these don't work in harmony, performance will suffer and you won't be getting the best from your vehicle.

This is particularly important when competing on different circuits or trying to combine a useable road and track car.

As with our gearboxes, our technical team are more than happy to assist with advising what ratios might be best for your application based on tyre sizes, wheel sizes, gear ratios and engine performance characteristics.

Ford English Crown Wheel and Pinion, **Prices from £285**

Ratios available: 3.54, 3.77, 3.89, 4.12, 4.44, 4.71, 4.86, 5.14, 5.29

Ford Atlas Crown Wheel and Pinion, **Prices from £300**

Ratios available: 3.44, 3.77, 4.11, 4.38, 4.63, 4.88, 5.14, 5.38, 5.86

Ford Sierra 7" Crown Wheel and Pinion, **Prices from £300**

Ratios available: 3.62, 3.92

Classic Mini Crown Wheel and Pinion, **Prices from POA**

Peugeot BE Crown Wheel and Pinion **Prices from POA**

Ratios available: 4.93, 5.23, 4.785, 5.06

NXG Ultimate Anglia & Group 1 two-piece, and Group 4 Fully-Floating, Halfshafts

Our NXG Ultimate 18t Grp4 spline tapered and heavy-duty halfshafts have been specifically designed to meet the needs of the most aggressive applications.

3J HD Shafts are manufactured using 'aviation-spec' materials, each shaft undergoes a specific and specialist heat treatment procedure. When this is combined with the non-tapered design and 3J wide-tooth splines, these shafts benefit from both a reduction in weight when compared to traditional tapered units, along with superior strength.



18T Tapered **from £525** **HD from £699**

Our NXG Ultimate Shafts are available in the following arrangements:

- Anglia 619mm 22t HD
- Baby (Escort English) 690mm 18t Tapered
- Baby (Escort English) 690mm 22t HD
- Long 730mm 18t Tapered
- Atlas Grp4 740mm 18T fully floating
- Atlas Grp4 770mm 18T fully floating



Oil, diff carriers and stickers

Millers Oils

Having invested in upgrading your drivetrain, we recommend Millers Oils as our preferred lubricant partner.

Tests have provided us with evidence that inspected units showed less signs of visible wear on surfaces in those units running with Millers oils. This result proved to us that the molecular structure of Millers oils is the best fit for our advanced NXG engineering and provides better coating and protection for all internal surfaces.

Millers Nanodrive motorsport gear oil formulations are highly acclaimed for their award-winning use of nano-technology.

It is able to dramatically reduce friction through the use of spherical nanoparticle structures in the oil formulations. These act to fill the rougher surfaces of metallic components by forming a 'tribofilm', making the surface ultra-smooth.

The formulations reduce friction at extreme pressures and continues to function even in stop-start driving conditions – reducing component wear and maintenance costs and results in optimum performance and longevity of the units.

We recommend the use of fully-synthetic CRX 75w90 NT for our manual transmissions in most applications, in heavy-duty usage situations we recommend CRX 75w140 NT.

For our limited slip differentials we would recommend fully-synthetic CRX LS 75w90 NT, for highly stressed applications CRX LS 75w140 NT is our preferred choice.

We are also able to offer a full range of Millers engine oils and other products, please speak to our sales team for further information.



Alloy English Diff Carrier

In the search for more speed, an important factor to consider is the reduction of overall weight. For those embarking on the ultimate quest to remove unwanted weight, our Ford English diff carriers can make the difference. Manufactured to the highest standard, these units are not only lighter, but also incorporate design modifications to provide additional strength in places of known weakness found in OE and other aftermarket examples.

Our alloy diff carrier offers a saving of 3.75kg over a standard cast unit.

£385



Stickers

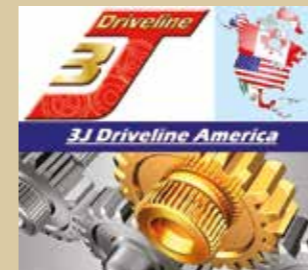
3J logo stickers are available on request and we are always proud to see it on our customer's vehicles, in a range of colours and sizes.



Our partners



3J is proud to work with a number of companies in the UK, and indeed the rest of the world. We have a network of 'sole suppliers' from whom our products are exclusively available.



3J Driveline America

www.3jdrivelineamerica.com

3jdrivelineamerica@teambnitz.com



Passion Auto France

Tel: +33 (0) 9 70 70 70 05

Email: ventes@passionautofrance.com

Brown and Gammon

Tel: +44 (0)1462 4900049

Email: malcolm@ukmgparts.com

CTC Performance

Tel: +44 (0)844 272 2046

Email: sales@ctc-performance.co.uk

K-Tec Racing

Tel: +44 (0)1202 820800

Email: sales@k-tecracing.com

Lohen

Tel: +44 (0)1785 859999

Email: sales@lohen.co.uk

Momentum Motorsport

Tel: +44 (0) 28 92621822

Email: info@momentummotorsport.co.uk

Racetrations

Tel: +44 (0)1427 616565

Email: sales@racetrations.co.uk

WG Motorworks

Email: info@wgmotorworks.co.uk





3J Driveline Ltd, Unit J, Princes Drive Industrial Estate, Kenilworth, Warwickshire, CV8 2FD

T 01926 854119 www.3jdriveline.com

All prices correct at time of going to print (December 2018). Pictures are for illustration only. All prices exclude VAT.