

Performance > Transmission > Driveline Components > Motorsport



Driven by Precision



PRODUCT CATALOGUE

2019

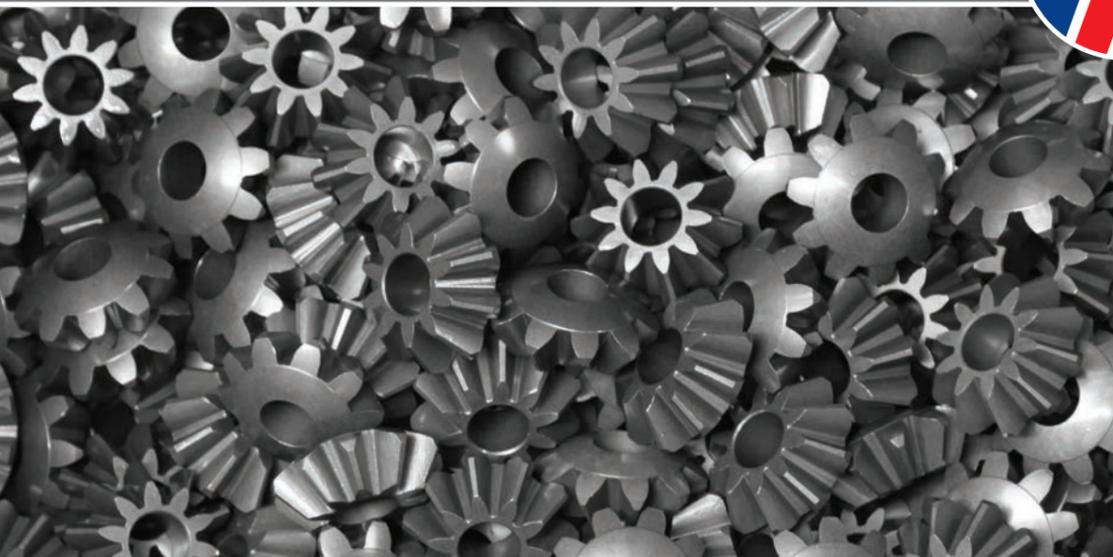
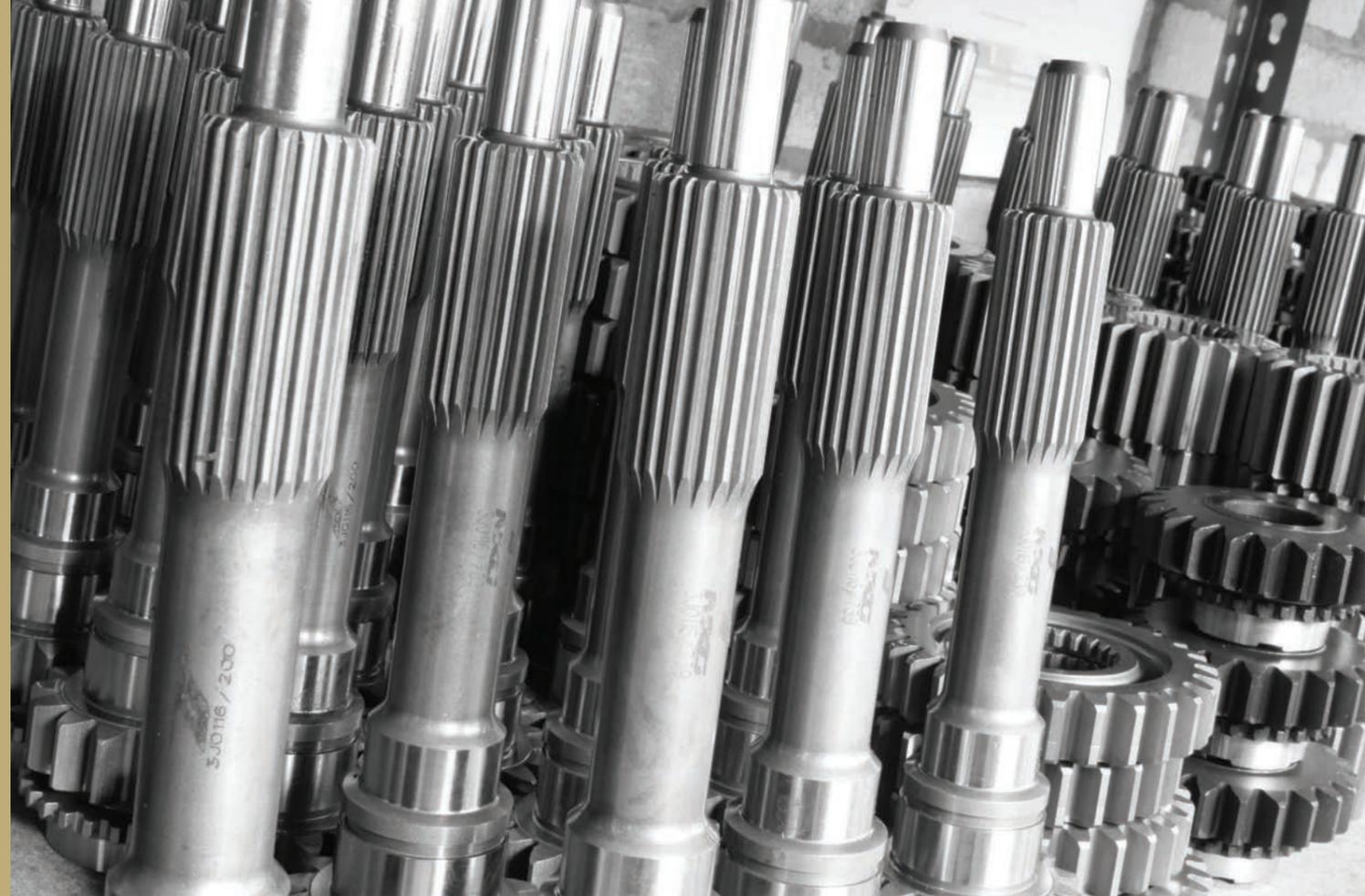


UK DESIGNED & MANUFACTURED

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.

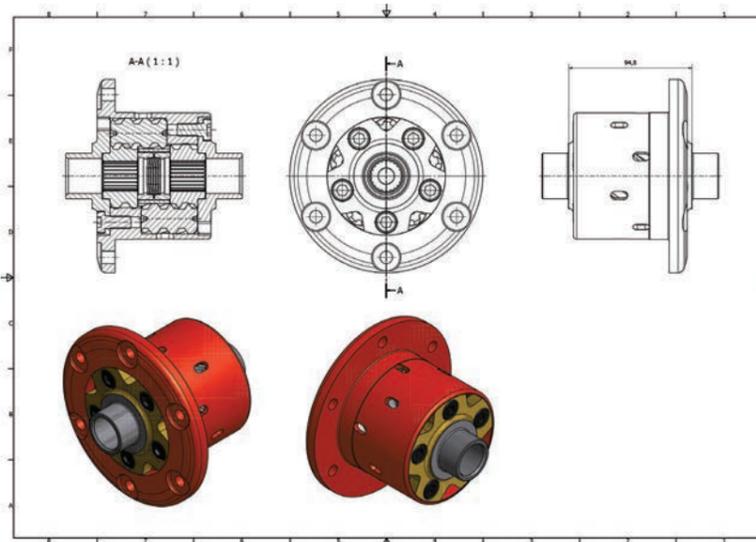
We always have time to talk. So if you have a product enquiry, technical query, require aftercare or have any other questions relating to our product range both present and future, be sure to get in touch. You can be assured of the same high quality of service whatever the nature of your contact with 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 brand-new, 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 2019



We're excited to be introducing a number of new products throughout 2019 – headed up by our brand-new torque-biasing limited slip differential. Initially we are launching it for the very popular Ford English axle but, together with our sole-supplier partners, we will quickly be rolling it out to suit many of the applications already catered for by our advanced plate-type unit.



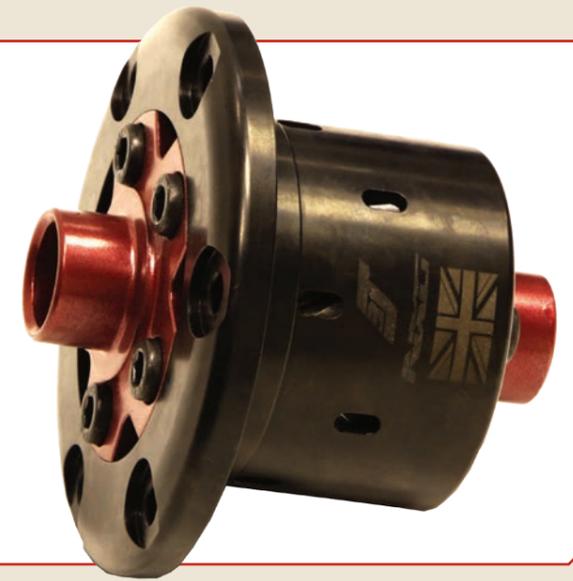
We maintain that our "NXG" is the ultimate in limited slip differential for any axle, however we understand that there is demand for a fit and forget unit to enhance fast road driving. Head to page 10 for more information on that one.

At the other end of the scale, but still talking limited slip differentials, 3J are pleased to be working on a direct-replacement ZF-style motorsport unit for the Atlas axle. It's still a very popular unit, and the go-to diff for a lot of historic motorsport formulas.

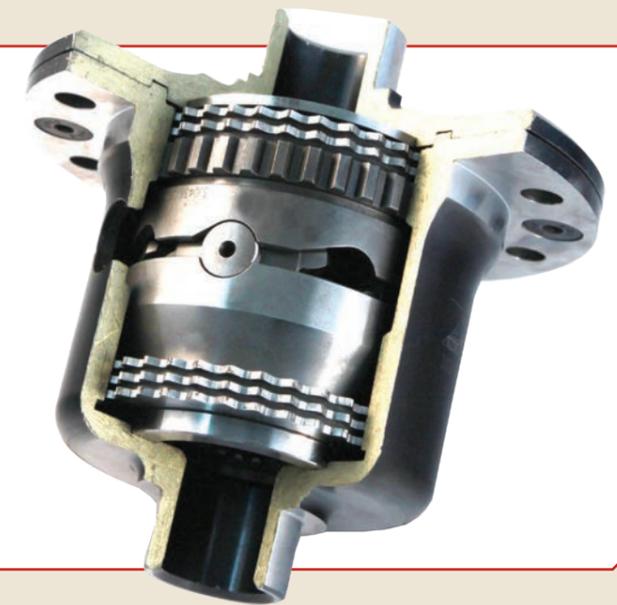
This year we are also splitting our products into three distinct categories; NXG Fast Road, NXG Performance and NXG Ultimate. As much as anything, this is to help you to decide which product is right for your application.



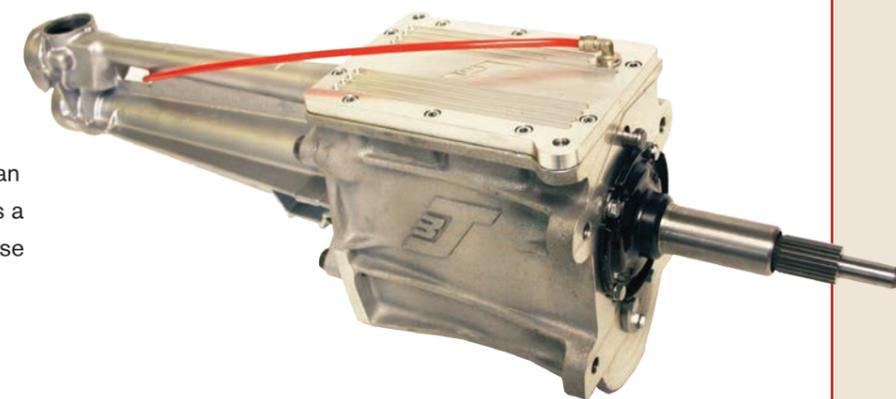
NXG Fast Road is, as the name might suggest, for the fast road user. Someone with a mildly tuned power unit, who wants to improve the performance of their vehicle without any of the side-effects associated with more motorsport-oriented products.



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.



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.



Finally, we've also completely re-designed our website, making it easier to navigate and also easy to buy directly from us online, with confidence. Take a look 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.

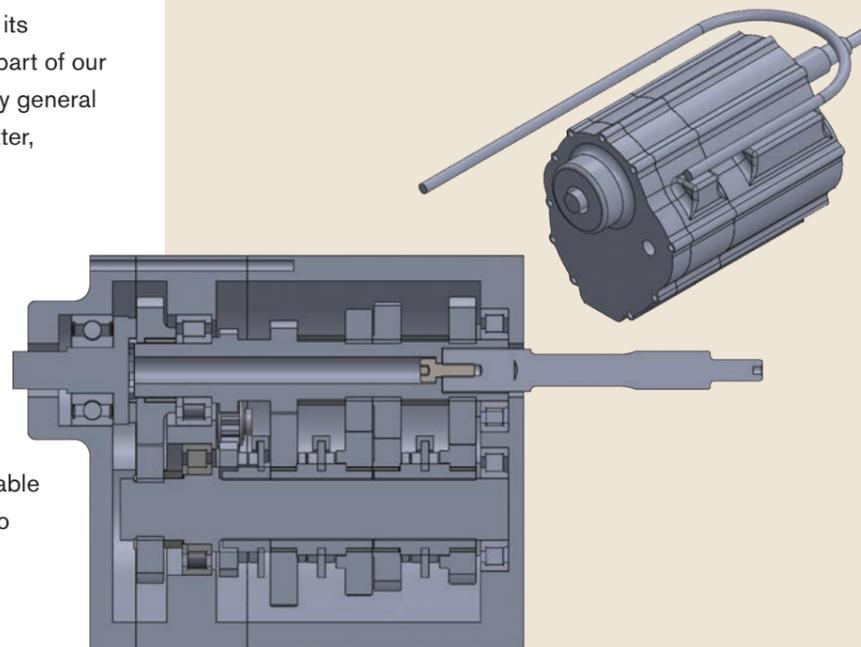
At 3J we look to build long-term relationships and are able to offer preferential terms on servicing and upgrades to our returning clients.

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

Lagonda Club Differentials

The Aston Martin Lagonda club approached us to produce a batch of standard, direct replacement, differentials on their behalf. 3J Driveline undertook this project, applying the latest manufacturing processes and up-graded materials throughout. The end result was a unit that is stronger than ever thanks to a casing manufactured from billet and all internal components that underwent design and manufacturing improvements where our team deemed fit.

These units are only available to members of the Aston Martin Lagonda Club.



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.

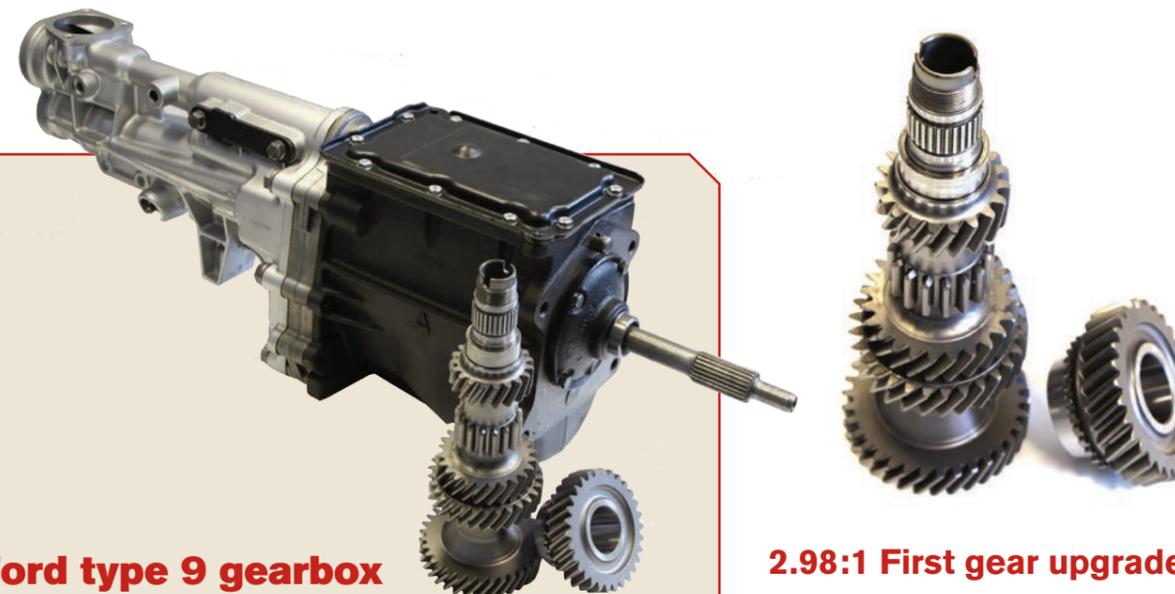
So, if you have a non-3J unit that needs servicing or repairing, and are looking for an experienced company to carry out the labour for you, simply purchase the required replacement/service parts from the appropriate manufacturer. Ship the unit, along with the parts, to us and we will install them for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

3J Driveline are the UK's leading supplier of standard Type-9 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

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.



COMING IN 2019 Sintered Plate option

In our on-going quest to deliver the best plate-type limited slip differentials in the market place, we will be rolling out our 'sintered plate' option to all plate-type NXG units.

If correctly installed into the CWP, our NXG is already regarded as the quietest diff of its kind on the marketplace, but by introducing the sintered plate we can increase the service life of the plate-type unit as well as introduce more pre-load if required, and further reduce the chance of any noises typically associated with this type of differential.



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.

If you use your car for spirited drives to-and-from a local car show, it's pointless running a plate-type differential with 45/45 ramp angles and lots of pre-load.

In reality, because 3J's NXG can be fine-tuned, you would be okay with one of our NXG Performance units, set up to suit.

Ultimately, you have to ask yourself the question:

Do I want my rear wheels to lock together when I ask them to?

- ✓ If the answer is yes, you need a plate-type diff.
- ✗ If the answer is no, then maybe you don't need a limited slip diff at all.
- ✗ If the answer is no, but I would just like a bit more traction out of the corners when I'm driving faster, A torque biasing diff is what you want.
- ✗ If the answer is no, but I've got lots of power and I want it to be predictable when it gets out of shape, you need either an NXG Performance or Ultimate unit.

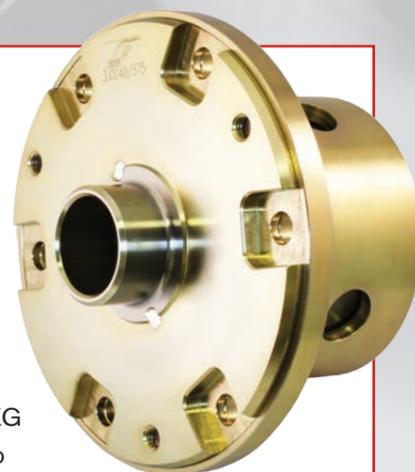
3J Driveline NXG performance and NXG Ultimate Plate-type differentials

The NXG Performance and Ultimate Plate-type limited slip differential is designed, manufactured and assembled right here in the UK. Each has been engineered to be the strongest, 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 and Ultimate 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 ability (in most cases) to upgrade to NXG Ultimate specification by simply changing the ramp and plate pack.



Limited slip differentials

We're always working to expand our range, and further new applications will be rolling out throughout 2019, but our core range of differentials are available either directly through us, one of our stockists, or certain items exclusively through one of our established partners. Contact details of all of our partners can be found on page 19.

Each of these products is available as an NXG Performance or NXG Ultimate plate-type unit. We will be rolling out the NXG Fast Road torque-biasing units during 2019. Please check our website or contact us for up to date application listings.



Coming in 2019



2019 will see the release of our 3J Driveline Historic-Spec Atlas NXG Ultimate Limited Slip Differential. It will be our take on the original motorsport limited slip differential used in the all-conquering rally and track Fords of the 70's, right through to current day. Specifically designed with historic motorsport in mind, our unit will be made right here in the UK with top quality UK sourced materials to deliver the ultimate in performance and reliability.

The Range

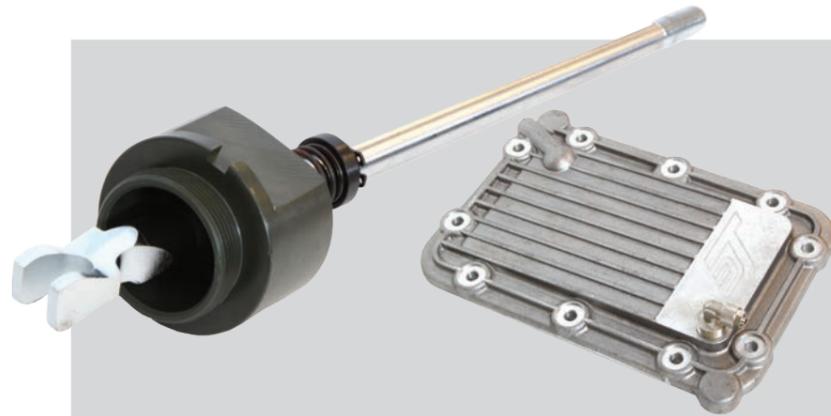
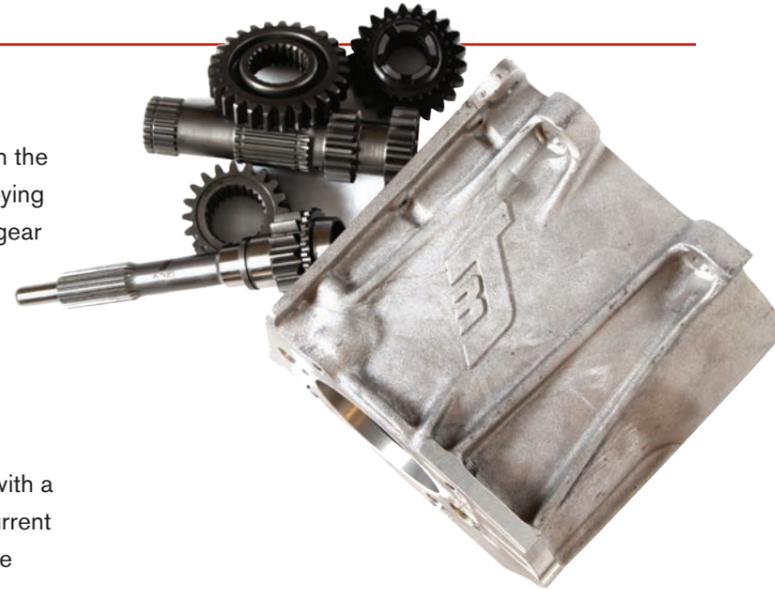
Austin Healey 3000	from £825
BMW 2002	Via Passion Auto France
BMW E21	Via Passion Auto France
BMW E36 (Pre 1998)	from £725
BMW E46 (318d auto, 330i auto, 323i auto, 325xi)	from £725
BMW Mini R53	from £649
Classic Mini (Salisbury type)	Via MED Engineering
Ford Atlas (Mk1/2/3 Capri, Mk3/4/5 Cortina)	from £775
Ford Atlas (Historic Spec, Mk1/2/3 Capri, Mk3/4/5 Cortina)	Coming Soon
Ford 3J English (Mk1/2 Cortina, Mk1/2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan)	Fast Road £TBA, Performance from £629, Ultimate from £669
Ford Original English (Historic Spec, Mk1/Mk2 Cortina, Mk1/Mk2 Escort, 105e Anglia, Corsair, Westfield, Lotus Elan) Performance	from £549
Ford Fiesta IB5/BC (Fiesta, Focus MK1, Orion, KA, Mk6 Escort, Puma)	from £675
Ford Fiesta ST Mk7 B6	Via Jamsport
Ford Focus ST170	from £649
Ford Focus Mk2 ST M66	Via Jamsport
Ford Focus RS Mk2	Via Jamsport
Ford Focus ST MMT6 (Mk3 Focus ST, Mondeo ST220 MMT6)	Via Jamsport
Ford MTX75 (Focus, Mk5/6 RS2000, Mondeo)	from £670
Ford Sierra 7" (Sierra 7" crownwheel, Caterham, Westfield, Tiger)	from £670
Honda Civic (K20 K24 gearbox)	Via Momentum Motorsport
Mazda MX5 (Mk1 1.6L '94-'98, Mk1 1.8 '94-'98, All Mk2, All Mk2.5)	from £665
MGB Roadster (MGB Banjo)	Via Brown and Gammon
MGC/B (MGB/MGC Salisbury housing)	from £735
Mini Chain/Sealed (suitable from motorcycle-engined vehicles)	Via Lynx Racing
Opel Manta (Manta A 19.8mm, Manta B 23.8mm)	from £775

Opel M32 (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
Peugeot BE (Peugeot 205, Peugeot 309, Peugeot 405)	Via Spoox Motorsport
Peugeot MA (Peugeot 106, Citroen AX, Citroen Saxo)	Via Spoox Motorsport
Peugeot ML (Peugeot 406 Turbo, 406 V6)	Via Spoox Motorsport
Porsche 901	£825
Porsche 914 (Porsche 914/early 915)	from £875
Porsche 915	from £875
Porsche 924 Turbo	from £875
Porsche 996 Turbo	from £875
Renault Clio (Mk3 Clio 197 & 200 RS)	Via K-Tec Racing
Sprite/Midget (Austin Healey Sprite, MG Midget)	from £575
Suzuki Swift	from £635
Talbot Sunbeam (Talbot Sunbeam, Lotus Sunbeam)	from £649
Triumph TR (Triumph TR 2/3/4/5/6, Dolomite Sprint)	Via Racetorations
Vauxhall Astra (Astra F16/F18/F20)	from £675
Vauxhall F28 2wd	from £695
Vauxhall Nova/Corsa (F10/F13/F15 and F20 Side gear option)	from £595
VAG O20 (VW Golf, Jetta, Passat, Scirocco, small Crownwheel)	from £635
VAG O2A (VW Golf Mk3/4, Corrado, Jetta, Vento, Skoda Octavia, Seat Ibiza)	from £635
VAG O2J (VW Golf Mk3/4, VW Jetta, Seat Ibiza, Audi A3)	from £635
VAG O2M (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)	Via Darkside Developments
VAG O2Q (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)	Via Darkside Developments

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.



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.



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.



Close Ratio Helical Type 9 Gear Kit/Gearbox

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

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

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

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

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

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 un-rivalled quick shift with steel selector forks and our unique spool system.



Mini Dog Engagement Gear Kit

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.



Anglia & Group 1 two-piece, and Group 4 Fully-Floating, 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 shear resistance than an OE part. Our Ultimate shafts aside, these are considered to be one of the strongest replacement halfshafts on the market today.

A set comprises of:

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

(all parts available separately as spares)

Anglia 619mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Baby 690mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Long/Narrow/Wide 730mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Atlas Group 4 18t fully-floating shafts are available in short 740mm or long 770mm lengths



Anglia & Group 1 two-piece, and Group 4 Fully-Floating, Halfshafts **from £699**

Our NXG Ultimate heavy-duty halfshafts have been specifically designed to meet the needs of the most aggressive applications.

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.

A set comprises of:

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

(all parts available separately as spares)

Anglia 619mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Baby 690mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Long/Narrow/Wide 730mm shafts available with 16t Atlas spline, 18t Grp4 spline, 22t English spline

Atlas Group 4 18t fully-floating shafts are available in short 740mm or long 770mm lengths

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

Peugeot BE Crown Wheel and Pinion

available exclusively through Spoox Motorsport
Ratios available: 4.93, 5.23, 4.785, 5.06



Lightweight Ford English differential carriers from £385

The ultimate quest for additional speed always involves a reduction in overall weight. For those seeking every possible bit of weight loss in their vehicle, our lightweight English diff housings are ideal. 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 in OE and other aftermarket units. The alloy diff carrier saves 3.75kg and our ultimate magnesium unit saves an impressive 4.8kg.



Oil and merchandise

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.



Merchandise

3J is establishing itself as a global brand and so we have created a range of merchandise for our customers to purchase. As with all 3J products, we have invested in high-quality merchandise which will not shrink or fade, and all clothing is embroidered with our distinctive 3J logo if not dual-branded with our NXG logo.



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.



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Email: sales@k-tecracing.com

Lynx

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Email: info@momentummotorsport.co.uk

Racetrations

Tel: +44 (0)1427 616565

Email: sales@racetrations.co.uk

Spoox Motorsport

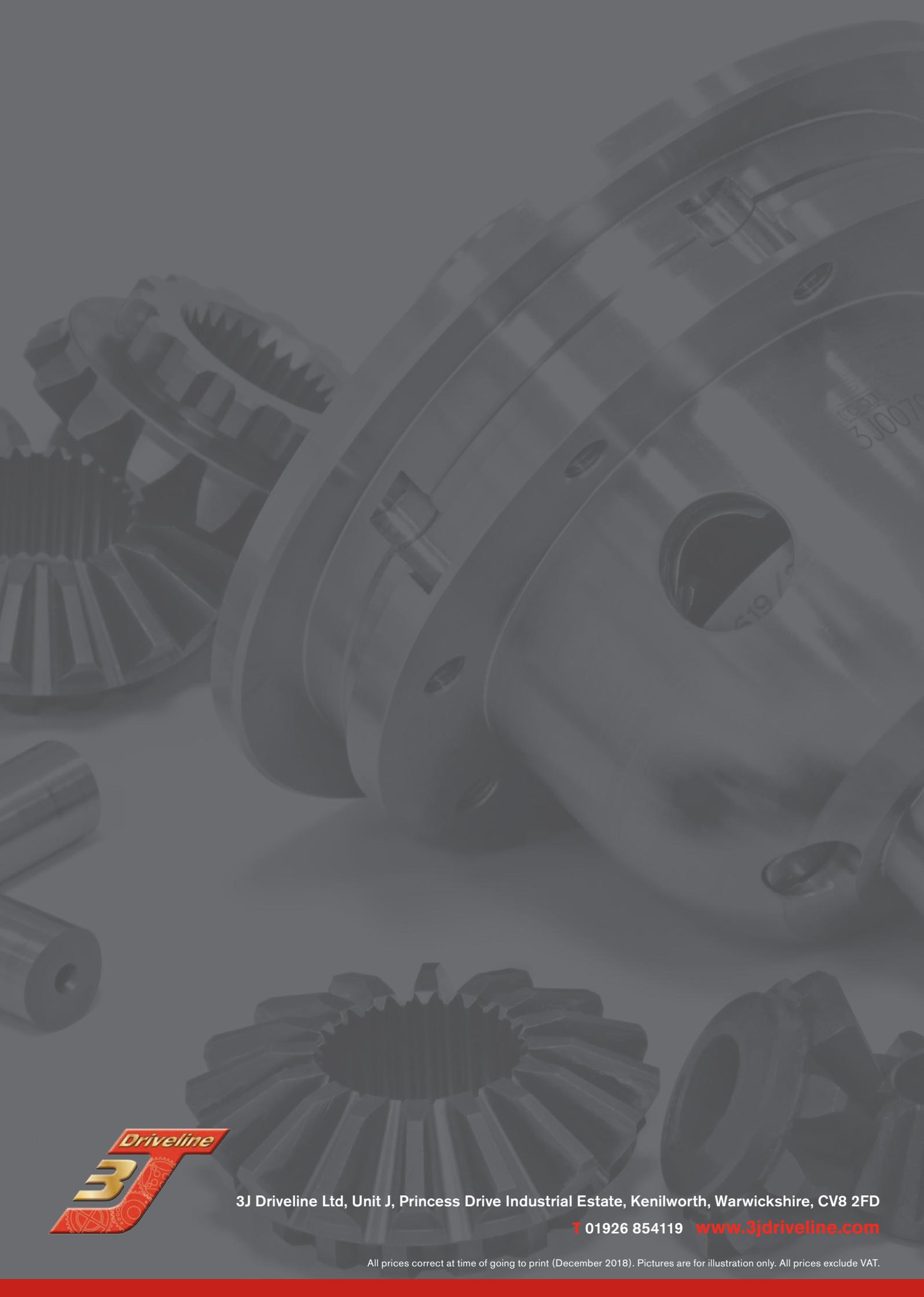
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All prices correct at time of going to print (December 2018). Pictures are for illustration only. All prices exclude VAT.