QUAIFE®

Automotive engineering - from design to production

Customised Innovation Performance

Product Catalogue 2018

ATB Differentials

The Quaife Automatic Torque Biasing (ATB) helical gear limited slip differential has been in continuous production since the 1980's and is renowned for its performance, quality and reliability. Whether you are a racing driver, a trackday addict or simply live in a snowy region of the world, the Quaife ATB differential is the perfect traction solution.

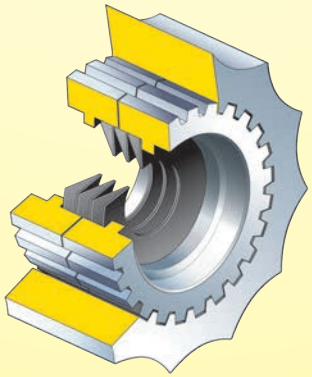
Available for a vast range of popular front, rear and four wheel drive cars, the Quaife ATB differential is used in a huge variety of motorsport disciplines including rallying, circuit racing, sprinting, rallycross, drifting and oval racing. The Quaife ATB is also frequently chosen by owners of highly tuned road cars looking to improve their vehicle's traction, particularly in front wheel drive applications.

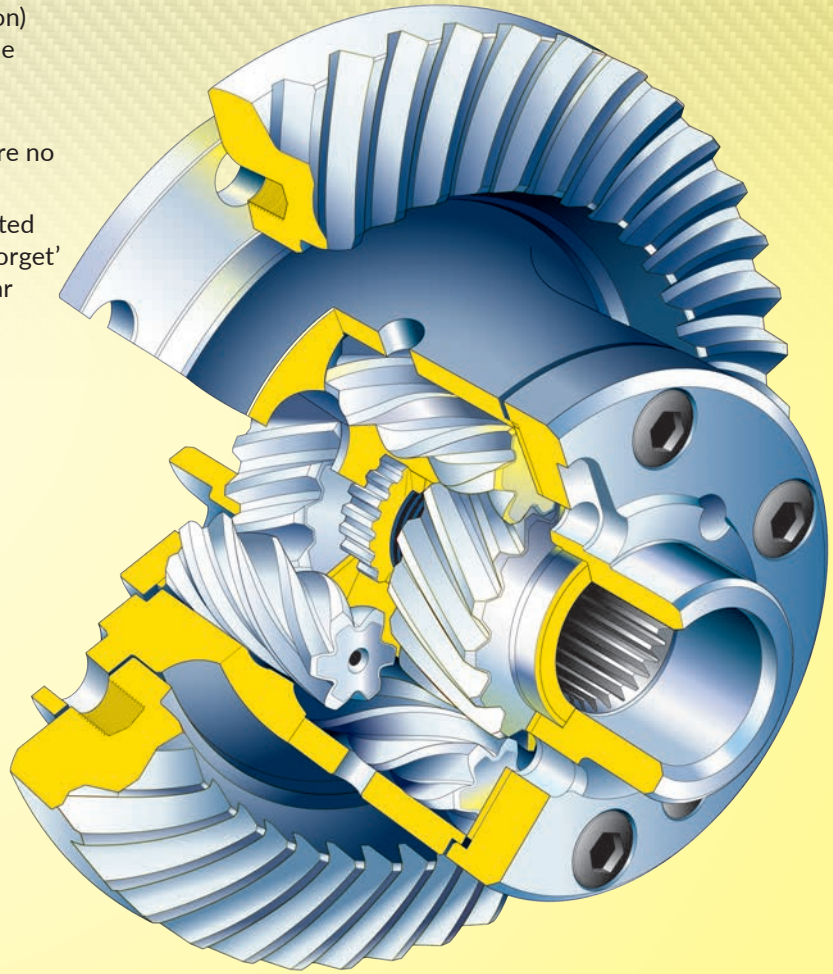
Selected by GM, Chrysler and Ford as an OEM fitment (most recently by Ford in its 2017/18 Focus RS Edition) the Quaife ATB limited slip differential offers a number of advantages over conventional open and plate-style differentials.

Quaife ATB differential units are manufactured in the United Kingdom and inspected to ISO9001-2008 standards. The Quaife ATB differential uses a well-proven, durable internal system of helical gears – there are no plates, springs or other components to replace...ever.

The Quaife ATB differential has been designed to use the standard transmission oils and is covered by a limited lifetime warranty for both road and competition use. This makes the Quaife ATB differential a true 'fit and forget' upgrade that offers compromise-free performance and reliability. Key features of the Quaife ATB helical gear limited slip differential include:

- Safe, progressive and seamless in action, the Quaife ATB differential never 'locks'
- Controlled power is transmitted to all driven wheels, to maximise traction and minimise wheelspin, particularly in slippery conditions
- Fitment eliminates unwanted torque steer, understeer or oversteer
- Designed to work in harmony with road car OEM electronic stability programs
- Improves braking performance by reducing lock ups and minimises ABS intrusion
- Reduces tyre wear, especially on front wheel drive cars
- Gear operated with no components to replace – ever
- Direct replacement for factory standard 'open' differential unit
- Retains normal axle lubrication systems and maintenance schedule
- Over 250,000 units sold worldwide since the 1980's
- Backed by the confidence of a Quaife lifetime warranty





More traction, more speed, more control with Quaife ATB helical gear limited slip differential

The Quaife Automatic Torque Biasing (ATB) helical gear limited slip differential is designed to prevent the complete loss of drive that occurs with a conventional 'open' differential when one wheel spins. Whilst requiring some torque in the slipping wheel to function, the Quaife ATB is progressive in action but never locks – controlled power is transmitted to all the driving wheels. Ideally suited to high powered front wheel drive cars, Quaife ATB differentials also benefit rear and four wheel drive vehicles where optimum traction is required.

A direct replacement for a factory 'open' differential, no special oils are required and the standard transmission lubrication can be retained. Lubrication services should be observed at factory intervals or more frequently for Quaife ATB units subjected to motorsport use.

The range of Quaife ATB differential applications is being continuously expanded – new applications for 2018 are **highlighted in red**.

Alfa Romeo 101/105	QDH5E
Alfa Romeo 1600 GTV	**QDH8E**
Alfa Romeo 145, 155, 916 Spider, GTV, GT, 147, 156	QDH2K
Alfa Romeo 156 2.5 V6, 156 GTA, 147 GTA, GT 3.2, 166	QDH6E
Alfa Romeo 159 / Brera 2.4 JTD	QDF21B
Alfa Romeo Alfasud 8 bolt & 10 bolt	QDH4E
Alfa Romeo MiTo, 155 TB, 159 JTD	QDF25B
Alfa Romeo MiTo QV (2010+) Guilietta	QDH7E
Aston Martin DB7	QDH1V
Audi A1 1.4 TSi 7-speed DSG (DQ200)	**QDF31R**
Audi A3 1.8, 1.8T, TDI (02J)	QDF10R
Audi A3 2.0-litre TFSI Sport / A3 Sportback 2.0-litre TFSI (02Q)	QDF16R
Audi (rear), A4 Quattro	QDF4Q
Audi (front), A4 2WD (pre-1999, 012/DUK)	QDF6Q
Audi (front), Coupe GT, 4000 Quattro, Quattro (016/093)	QDF4Q
Audi R8 (Gen 1)	QDH1V
Audi R8 (Gen 2)	QDH5V
Audi (front) S3 Quattro DSG 4WD c/w bolt kit (25T brake ring)	QDF25R
Audi (front), S4, S6, A6 4.2l (01E)	QDF8Q
Audi (front) TT, A3 2WD (02M)	QDF13R
Audi (front) TT Quattro (2008+), S3 Quattro (2006+) 4WD (02Q)	QDF23R
Audi (front) TT Quattro, S3 Quattro 4WD (02M)	QDF14R

Quaife ATB Differentials

ATB Differentials

Austin Healey 3000	QDF13K/10
Austin Healey Sprite	QDF5K
Austin Rover Mini (Pot Joint)	QDF36K
Birkin	QDH1L
BMW 130i / 330i (E46)	QDF13N
BMW 2002	QDF4N
BMW 320i, 120i	QDF16N
BMW 325i (E30 / E36) / 525-535i (E28 / E34) / 633-635csi / 735i	QDF2N
BMW 328i (E36)	QDF3N
BMW 330 (E46)	QDF14N
BMW 530d (E60)	QDF15N
BMW 540i (E39)	QDF8N
BMW 850, Z8, 330d (E46), 335i (E92)	QDF10N
BMW M3 (E30) / (E36 – 3.0l only)	QDF2N
BMW M3 (E36 3.2l / E46), M5 (E34)	QDF5N
BMW X3 Automatic	QDF21N
BMW Z3 4 cyl / 318ti (E36)	QDF6N
Caterham (De'Dion axle)	QDF15Z
Caterham (English axle)	QDF5Z
Caterham (Ital/Marina axle)	QDF8K
Chevrolet Corvette C5 97-04 (inc Z06)	QDF22B
Chevrolet Corvette C6 Z06	QDF24B
Chrysler 300C 5.7L Hemi / SRT8 (215 axle)	QDF9V
Chrysler 300C 5.7L Hemi / RT (210 axle)	QDF7V
Chrysler Sebring, Cirrus (T350 trans)	QDF3I
Citroën 2CV	QDF11H
Citroën AX, Saxo VTR & VTS, C2 (MA gearbox)	QDF9H
Citroën DS3	QDF19H
Citroën GSA	QDF17H
Citroën Saxo (MA gearbox)	QDF9H
Citroën SM / DS	QDF13H
Citroën ZX (BE3 gearbox)	QDF3H
Daewoo Matiz 1995	QDF33B
Dodge Charger SRT8	QDF9V
Dodge Neon, Avenger, Sirrus (T350 trans)	QDF3I
Dodge Neon SRT-4 (T850 trans)	QDH1U
Dodge Shelby FWD	QDF16B
Dodge Viper V10 (Dana 44 axle) Viper 1 upto 2002	QDF9S
Dodge Viper SRT-10 Viper II 2003 onwards	QDH4U
Ferrari 212	QDH6D
Ferrari 250	QDH4D
Ferrari 275 GTB	QDH5D
Ferrari 330	QDH3D
Ferrari 340 Mexico (1952)	QDH2D
Fiat 500 (Not Abarth) Cinquecento/Seicento	QDH3K

Fiat 500 Abarth / Abarth EVO	QDH2K
Fiat Coupé 20V Turbo	QDH6E
Fiat Grande Punto TD / Evo	QDF25B
Fiat Uno (C510) / Punto / Grande Punto / Idea / Tipo / Tempra / Bravo / Marea Stilo / Multipla / Palio / Siena / Coupe / Barchetta / Strada (New) / Doblo	QDH2K
Ford Atlas (16t or 18t spline)	QDF6Z
Ford English (22t or 16t spline)	QDF5Z
Ford Escort / Fiesta / Focus / Ka / Orion / Puma (BC / IB5 trans)	QDF7Z
Ford Escort / Sierra 6½" 4x4 heavy duty front differential case	F18Z102
Ford Escort / Sierra 6½" 4x4 front	QDF16Z
Ford Escort Cosworth rear, XR4x4 (including flanges)	QDF15ZFL
Ford Explorer (4x4) front	QDF37Z
Ford Fiesta ST180 / Focus (1.6l Ecoboost) IB6	QDF57Z
Ford Focus ST170 (SVT/Getrag 285)	QDF38Z
Ford Focus Mk2 ST - M66	QDF13J
Ford bearing for Focus Mk2 ST - M66	0553
Focus Mk3 ST250 - MMT6	QDF41Z
Ford Focus Mk3 RS	QDF59Z
Ford Granada Mk1 & Mk2	QDF48Z
Ford Ka Mk2 (2008+)	QDH3K
Ford Mondeo ST220 - MMT6	QDF41Z
Ford MTX75 / Contour (USA) / Focus / Mondeo / RS2000	QDF20Z
Ford Probe GT V6 (G-type trans)	QDF6F
Ford Ranger FWD	QDF61Z
Ford Ranger RWD	QDF60Z
Ford Sierra 7"	QDF15Z

Ford Sierra / Granada 7½" rear (including flanges)	
Cosworth 108mm Lobro	QDF14ZC
Scorpio 100mm Lobro	QDF14ZS
Ford Sierra Cosworth 7½" front (including shafts)	QDF14ZF
Ford 9" 31 spline	QDH1R
Hewland FT (Formula Atlantic) (with alloy end cover)	QDF7S
Hewland FT200	QDF8S
Hewland JFR/FTR (FTR-212-FD & Powerflow replacement)	QDF14S
Hewland MK9 (Formula 3) (with alloy end cover)	QDF2S
Hillman Avenger	QDF1H
Hillman Imp (including flanges)	QDF14HFL
Honda Accord '90-'97, Prelude '92-'96, Prelude '97-'00 (except SH)	QDF5U
Honda Acura Integra GS-R '94-'00 / Civic Type R EK9 40mm bearings	QDF6U
Honda Civic City, 35mm bearings	QDF3U
Honda Civic EK4 / CRX (Del Sol) Vtec, Civic Si '99-'00 Vtec	QDF1U
Honda Civic EK3 / CRX (Del Sol) Non Vtec, 40mm bearings	QDF2U
Honda Civic EG / CRX ('90-'91) Si, plus non Si / Ex ('88-'99) 35mm bearings	QDF4U

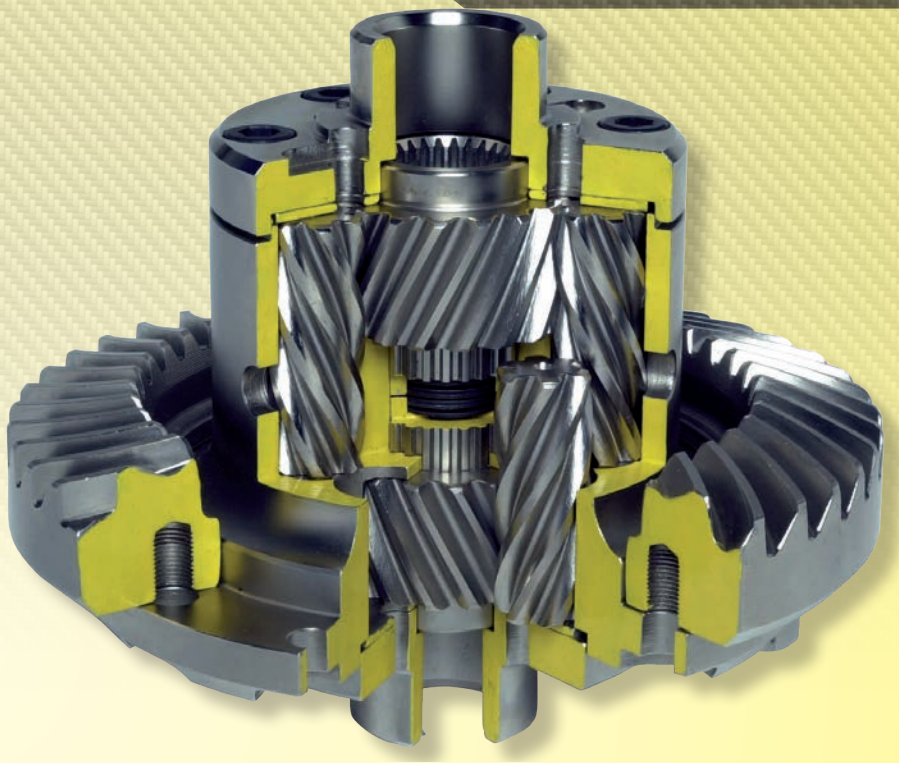
Quaife ATB Differentials

ATB Differentials

Honda Civic EP3, FD2, FN2 (K20/K24) / Integra DC5 / Acura RSX, TSX	QDF9U
Honda Civic EP3, FD2, FN2, DC5 (K20/K24) – DSS 28T STD Bearings	QDF17U
Honda Civic EP3, FD2, FN2, DC5 (K20/K24) – DSS 28T HD Bearings	QDF18U
Honda Civic FK2	QDF20U
Honda Civic SRX Si / EX models '88-'89, except '90-'91 Si 40mm bearings	QDF7U
Honda Fit / Jazz Mk1 (2001-2008)	QDF15U
Honda Fit / Jazz Mk2 (2008+)	QDF16U
Honda Integra GS / LS '90-'00, Integra GS-R 92-93, Y21	QDF1U
Honda S2000 / Synthesis	QDF14U
Hyundai Accent	QDH4B
Hyundai i30 / Veloster turbo	QDH7B
Hyundai Coupe / Tiburon – 6-speed	QDH14B
Hyundai Genesis	QDH19B
Hyundai Getz	QDH21B
Isuzu Impulse / Piazza FWD	QDF2I
Isuzu Piazza RWD	QDF4B
Jaguar saloon / E type (IRS – 4HA)	QDF1W
Jaguar XK/XKR Mk2 (X150 Aluminium body 2006+) S-Type 2003-2008	QDF3W
Jaguar XK8/XKR Mk1 (X100 Steel body 1996-2006)	QDF5W

Kia Venga	QDH23B
Lamborghini Gallardo Front	QDH4V
Lamborghini Gallardo Rear	QDH1V
Lamborghini Huracán	QDH5V
Lamborghini Murcielago Front	QDH2V
Lamborghini Murcielago Rear	QDH3V
Lancia Delta Integrale	QDH6K
Lancia Fulvia	QDH4K
Lancia Ypsilon, Musa, Delta MK1 & MK2, Dedra, Lybra	QDH2K
Land Rover 110 (Salisbury rear axle)	QDF25K
Land Rover 110 (2002-2010) / Range Rover P38	QDF42K
Land Rover Freelander	QDF31K
Land Rover / Range Rover centre (suffix G requires early hub) LT230R LT230T	 QDF30KR QDF30KT
Land Rover / Range Rover / Discovery	QDF41K
Lotus Elan (English)	QDF5Z/22
Lotus Elan SE Turbo M100	QDF2I
Lotus Elise (PG1)	QDF28K
Lotus Elise S2 (Toyota/Aisin BC16)	QDF21E
Lotus Elise SC & Cup (Toyota EC60)	QDF29E
Lotus Elite Climax	QDF5K
Lotus Esprit Stevens – S4, V8 (88-04 Renault UN1/369 trans)	QDF5M
Lotus Esprit Giugiaro – S1,S2,S3 (75-87 Citroën trans)	QDF13H
Lotus Europa 4-speed (Renault 336 trans)	QDF2X
Lotus Europa 5-speed (Renault 365 trans)	QDF3X
Lotus Europa (2006+)	QDF25B
Lotus Evora (Aisin EA60/BG6)	QDF27E
Lotus Evora Automatic	QDF30E

Maserati Merak (74-82)	QDF13H
Mazda 3 MPS 2.3 litre Turbo 2WD	QDF7F
Mazda 626 (93-00), MX6, MX3 V6 (92-94), 3 (G-type trans)	QDF6F/23DG
Mazda Protégé ES 1995-2000 (F-type trans)	QDF5F
Mazda Protégé LX (90-94), ES (01-03), Protégé 5 (not 99-00) (G-type trans)	QDF6F/23DG
Mazda MX5 / Miata Mk3 (NC) 2006+ with 100D chassis	QDF9F
Mercedes 310	QDF37B
Mercedes 500 SLC	QDF5V
Mercedes C30 CDI AMG	QDF38B
Mercedes C36 AMG	**QDF44B**
Mercedes C230 Kompressor Automatic	QDF42B
Mercedes C260 CGI	QDF39B
Mercedes C320 cdi, CLK63 AMG, E55 AMG, E63 AMG	QDF27B
Mercedes CLK430, CLK55, E55, CL500, SL55	QDF28B
Mercedes CLK63 AMG, E63 AMG, CL55 AMG, CLS55 AMG	QDF29B
Mercedes R124 353 2501 Automatic	QDF43B
Mercedes SLK 350	QDF36B
Mercedes SLK 350, 204 C220d	QDF30B
MG Midget (A series)	QDF5K
MGA / MGB (Banjo axle)	QDF15K
MGB (Salisbury axle, crown wheel face to bearing 18.5mm)	QDF6KB
MGB V8 / MGC (crown wheel face to bearing 13mm)	QDF6KC
MGF (PG1 including ZR 1.8 models) / MG ZS V6	QDF28K
MG ZR 105 (MA gearbox)	QDF9H
Mini Cooper S R53 & R56 (SVT/Getrag 285) / Mitsubishi Colt CZT	QDF38Z
Mini F56	QDF22N
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (centre)	QDH9B
Mitsubishi Eclipse / Talon 4x4, Lancer Evo 1, 2, 3 (front) + 2WD 90-92	QDH8B



Mitsubishi Eclipse 2WD non turbo + turbo 93-99	QDH7B
Mitsubishi Eclipse 2WD non turbo (T350 trans)	QDF3I
Mitsubishi Lancer Evo 4, 5, 6, 7 (centre) for crownwheel	QDH11B
Mitsubishi Lancer Evo 5, 6, 7, 8, 8MR, 9 (front) w/o crownwheel 5-speed non-active centre diff only	QDH12B
Mitsubishi Lancer Evo 8, 8MR, 9 (centre) for crownwheel 6-speed non-active centre diff only	QDH13B
Mitsubishi 3000GT 4WD Front (including speedo drive)	QDH16B
Mitsubishi Lancer Evo 4, 5, 6, 7, 8, 9, 10 (rear) open diff replacement	QDH18B
Mitsubishi Lancer Evo 10 (front)	QDH17B
Morgan V8 (7HA)	QDH1M
Morgan Plus 8, Roadster, 4/4 Sports (BTR Beam axle), Aero 8 Mk1/2	QDH3M
Morgan Aero 8 Mk3+ (Hydratrak replacement BTR-M80)	QDH4M

Quaife ATB Differentials

ATB Differentials

Morris Marina	QDF8K
Morris Minor	QDF5K
Nissan 350Z – Auto (open replacement)	QDF10L
Nissan 350Z – Auto (viscous replacement)	QDF18L
Nissan 350Z – Manual (open replacement)	QDF11L
Nissan 350Z – Manual (viscous replacement)	QDF13L
Nissan Almera / Primera / Pulsar SR20 (RS5F32V – viscous diff)	QDF6L
Nissan Almera / Primera / Pulsar SR20 (RS5F32A – open diff)	QDF17L
Nissan GTR R35 (rear)	QDF15L
Nissan GTR R35 (front)	QDF16L
Nissan Maxima	QDF8L
Nissan R180 240-280Z (110mm crownwheel)	QDF4L
Nissan R180 240-280Z (115mm crownwheel)	QDF5L
Nissan R200 280-300Z / 200SX (fits both S13 & S14 – with equal length drive flanges non-viscous)	QDF7L
Nissan R230 300ZX	QDF12L
Nissan Skyline GTR R32/R33/R34 (front)	QDF3L
Nissan Skyline GTR R32/R33/R34 (rear)	QDF14L
Noble M12 5-speed	QDF20Z

Noble M12 / M400 6-speed	QDF41Z
Opel Manta / GT / Ascona	QDF4B
Peugeot 106 / 205 (MA gearbox)	QDF9H
Peugeot 205 / 306 / 309 Gti, 405 Mi16 (BE1,3 & 4 gearbox)	QDF3H
Peugeot 406 Coupe (ME/ML5)	**QDF21H**
Peugeot 208 GTi / RCZ (THP Engine)	QDF19H
Peugeot 505/504	QDF8H
Pontiac Grand Am (GTP)	QDF18B
Porsche 911 / 901/ 914 (1969-1974)	QDF5Q
Porsche 911 / 915 (18T or 43T) / 924 Turbo (43T)	QDF1Q
Porsche 944 (1986 onwards incl turbo)	QDF4Q
Porsche 968CS	QDF10Q
Porsche 986 Boxster 2.5l ('97-'99)	QDF6Q
Porsche 986 Boxster S 3.2l ('00-'04), 987 3.2l ('05-'06)	QDF7Q
Porsche 996 6-speed – open diff replacement	QDF7Q
Porsche 996 Turbo, GT2/GT3 (2000-2004) Carrera 2	QDF14Q
Porsche 997	QDF13Q
Porsche G50 / 996 / 911 '87 / 930 5-speed '89 on / 993 /968	QDF2Q
Porsche Tiptronic – 993 & 964 only	QDF9Q
Porsche Cayman, Boxster 986/987 (2.7l – 5 speed / Audi 01X	QDF16Q
Porsche Cayman S, Boxster S 987 3.4l ('07+)	QDF12Q
Porsche Cayman & S, Boxster 986/987 (Tiptronic)	QDF15Q
Renault 4	QDF12M
Renault 4-speed (Renault 336 trans)	QDF2X
Renault 20/30, 21, 25 / Alpine A310 V6, GTA, A610 (UN1/369)	QDF5M
Renault Alpine A110 (Renault 335 trans)	QDF7M
Renault Alpine A310 4cyl 5-speed (Renault 365 trans)	QDF3X
Renault Clio 172 / 182 / 5 Turbo (JB3 / Williams JC5)	QDF6M

Renault Clio 197 / 200 (TL4)	QDF9M
Renault Clio V6 (PK6)	QDF10M
Renault Megane 225 (ND0 trans)	QDF8M
Rover (PG1): 216, 220, 418, 420, 620, 820, Maestro / Montego	QDF28K
Rover SD1	QDF16K
Saab 900 Classic 80-93MY	QDH7J
Saab New 900 94MY only	QDH2J
Saab New 900 95-98MY 9-3 98MY Current	QDH5J
Saab 9000 85-93MY	QDH1J
Saab 9000 94MY and 95MY only	QDH4J
Saab 9000 96-98MY	QDH6J
Saab 9-3 F40 (02-07)	QDH9J
Saab 9-3 Viggen F35 / 9-5 Aero	QDH8J
Seat Arosa Sport (02T)	QDF22R
Seat Ibiza (with VW 02A transmission – push in flanges)	QDF8R
Seat Ibiza (with VW 02J transmission – bolt in flanges)	QDF10R
Seat Ibiza (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit	QDF26R
Seat Ibiza 1.4 TSi 7-speed DSG (DQ200)	**QDF31R**
Seat Leon (02M)	QDF13R
Seat Leon FR (197bhp) / Leon Cupra (237bhp) (02Q)	QDF16R
Skoda Fabia / Octavia (02M)	QDF13R
Skoda Fabia (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit	QDF26R
Skoda Fabia 1.4 TSi 7-speed DSG (DQ200)	**QDF31R**
Skoda Octavia (with VW 02A transmission – push in flanges)	QDF8R
Skoda Octavia (with VW 02J transmission – bolt in flanges)	QDF10R
Skoda Octavia vRS 2.0-litre (02Q)	QDF16R
Subaru BR-Z	QDF28E
Subaru Impreza / Legacy (front) (1993-2000)	QDH1Y
Subaru Impreza / Legacy (rear) not STi (1993-2000)	QDH2Y
Subaru Impreza - All models (front) (2001-2007)	QDH3Y
Talbot Sunbeam	QDF1H
Tesla Model S	QDH2T
Toyota 2000 Corolla GT-S 6-speed (Aisin BC16), Scion xB	QDF21E
Toyota Corolla (AE92), Non-supercharged Starlet / Starlet Turbo (EP82/EP91) 4E-FTE	QDF15E
Toyota Celica GT4	QDF31E
Toyota Celica / MR2 Spyder 6-speed (Aisin BC16) 1ZZ-GE / MR2 SW20 (3S-GE)	QDF21E
Toyota GT86 / Scion FR-S	QDF28E
Toyota MR2 Mk1 (non supercharged) 4A-GE	QDF15E
Toyota MR2 (turbo/supercharged) Mk1 4A-GZE / Mk2 3S-GTE Corolla AE92 supercharged / 1MZ-FE (3.0 V6)	QDF17E
Toyota Scion tC	QDF25E
Toyota Starlet Turbo (EP71)	QDF16E
Triumph Dolomite Sprint –does not fit TR2 Lockheed axle	QDF23K
Triumph GT6 (modification required if fitting R3.27:1 CWP)	QDF8K
Triumph Herald	QDF8K
Triumph Spitfire	QDF8K
Triumph Stag, TR2, TR3, TR3A, TR4A, TR5, TR6	QDF23K
Triumph TR7 4-speed	QDF8K

Quaife ATB Differentials

ATB Differentials

Triumph TR7 5-speed /TR8	QDF16K
Triumph Vitesse	QDF8K
TVR All models open replacement (BTR-M76 1997-2005 4 bolt front mount)	QDH3M
TVR Cerbera 4.5 / T350 & all models Hydratrak option (BTR-M76 1997-2005 4 bolt front mount)	QDH6M
TVR Sagaris, Tuscan 2 Hydratrak replacement (BTR-M80 2005+ 3 bolt front mount)	QDH4M
TVR Sagaris, Tuscan 2 open replacement (BTR-M80 2005+ 3 bolt front mount)	QDH5M
Vauxhall Astra / Kadett (F16 / F18 / F20 / F28-2WD only)	QDF2B
Vauxhall Bearing spacer (F20 TO 2WD F28)	F2B123
Vauxhall Astra / Corsa VXR, 1.9 CDTI Astra, Vectra, Zafira (M32)	QDF25B
Vauxhall Astra Bearing for QDF25B	1801
Vauxhall Calibra F28 4x4 (front)	QDF19B
Vauxhall bearing for F28 4x4 (front)	2378
Vauxhall Calibra 4X4 (rear)	QDF26B
Vauxhall Cavalier / Calibra (F25)	QDH5J
Vauxhall Corsa / Nova (F10 / F13 / F15 / F17)	QDF7B
Vauxhall Vectra V6 VXR (F40)	QDF21B
Vauxhall Vectra / VX220 F23 (Getrag 287)	QDF17B
Volvo 240	QDF8J/27
Volvo 850/855 '92-'97, C70 '96-'03, S70, V70 '97-'00, S40, V40 '96-'03 (5-speed – M56)	QDF12J
Volvo Amazon (10 bolt crownwheel)	QDF8J/10
Volvo Amazon (8 bolt crownwheel)	QDF9J
Volvo C30, V50. C70N, S40N '04+, S60 T5, V70N T5 '05-'07 (6-speed – M66)	QDF13J
Volvo S60R 4x4 rear	QDF11J
Volvo S60R 4x4 front	QDF14J
Volvo S80 '97-'04, S60 '01-'04, V70N '00-'07 (5-speed – M56)	QDF12J
VW Beetle 1302 / 1303 33 / 37 spline (IRS)	QDF4R
VW Beetle swing axle	QDF9R
VW New Beetle / Golf Mk3 & 4 / Jetta / Vento (02J – bolt in flanges)	QDF10R
VW Golf Mk1 & 2 / Jetta / Passat / Scirocco (020 – 109mm crownwheel)	QDF1R/109
(020 – 111mm crownwheel)	QDF1R/111
VW Golf Mk3 & 4 / Corrado / Jetta / Vento (02A – push in flanges)	QDF8R
VW Golf Mk4 2WD 6-speed (02M)	QDF13R
VW Golf Mk4 4WD 6-speed (front – 02M)	QDF14R
VW Golf Mk5 GTi / VW Golf GT TDi / VW Golf 1.4 TSi GT (02Q)	QDF16R
VW Golf MK5 4WD (front – 02Q)	QDF23R
VW Golf Mk6 DSG 2WD c/w bolt kit (25T brake ring)	QDF28R
VW Golf R Mk6 DSG 4WD c/w bolt kit (25T brake ring)	QDF25R
VW Golf DSG 2WD c/w bolt kit (20T brake ring)	QDF19R
VW Golf R32 Mk5 DSG 4WD c/w bolt kit (20T brake ring)	QDF27R
VW Golf Rallye 4WD (front – 02C)	QDF15R
VW Polo G40 (085) (1986-1994)	QDF20R
VW Polo GTi / Lupo GTi (02T) 5 & 6 speed 2002+	QDF22R
VW Polo / Golf Mk5 (02J-B, 02R, 02S 6-speed) 2004+ c/w bolt kit	QDF26R
VW Golf R32 Mk4 4WD Rear	**QDF30R**
VW Polo 1.4 TSi 7-speed DSG (DQ200)	**QDF31R**
VW Crown wheel bolt fitting kit (02A/02J)	F8R206KIT
VW Crown wheel bolt fitting kit (02M/02Q)	1555
VW Crown wheel bolt fitting kit (020/02C)	1557

Plate-Type Limited Slip Differentials

The Tran-X powered by Quaife LSD is a multiple plate limited slip differential. It features two ramp blocks sandwiching two planet carrier pins which sit in the radius between the leading and trailing ramp angle. As torque is applied to the differential's input, the pins ride up their respective leading ramps, pushing the blocks apart and increasing the transfer of torque across the axle.

The angle of this ramp determines how quickly this transfer occurs within the LSD. An angle of 35 degrees allows the blocks to be pushed apart more readily than a 55 degree setting, resulting in a more aggressive differential locking action. Plus, the preload setting dictates the contact friction between the plates themselves. The higher the preload, the more rapidly friction increases between the plates, creating a more aggressive locking action. Combined with the ramp angles, the preload allows subtle adjustments to the torque transfer characteristics allowing users to alter the dynamic balance of their car.

Typical settings for a lightweight track car would be 45/90, allowing progressive locking under acceleration, whilst not locking up under braking. Some Tran-X powered by Quaife differentials feature dual ramp blocks, allowing ramp angles to be changed between two combinations, for example track and fast road settings (disassembly and reassembly of the LSD is required). We also offer a less aggressive 'super-lightweight' plate setting (preload 10-15 lbsft) for certain road and kit car applications to optimise performance and reduce operating noise.

We also offer a 4-pin 'trials spec' (non LSD) differential for use where strength is vital, but all forms of LSD are banned by the rules of a particular discipline.

Part no. TDX1E	**Alfa 101 & 105 (25 spline)**
Ramp Angles	45/45 & 35/90 45/90 & 55/90 30/60 & 20/75 35/35 & 45/45 25/25 & 35/35
Pre-Load (lbsft)	10-15, 25-35 & 60-75

Part no. TDX3K	**Austin Healey 3000**
Ramp Angles	45/45 30/60 35/90
Pre-Load (lbsft)	45-55 & 95-105

Part no. TDX9K Mini Cooper S (Salisbury)

Ramp Angles 45/45

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Part no. TDX6Z Ford Atlas Axle

Ramp Angles 45/45
35/65
35/85

Pre-Load (lbsft) 45-50 & 85-95

Part no. TDX1Z Ford English Axle (Salisbury)

Ramp Angles 45/45
30/60
35/90

Pre-Load (lbsft) 10-15, 30-40 & 65-75

Part no. TDX5Z Ford English Axle (Tran-X)

Ramp Angles 45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Includes side bearings

Part no. TDX2Z Ford Fiesta BC/IB5

Part no. TDX3Z Ford BC/IB5 Sealed with flanges (£POA)

Ramp Angles 45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Plate-Type Limited Slip Differentials

Plate-Type Differentials

Part no. TDX4Z — **Ford Sierra 7"**

Ramp Angles (Fits push-in drive shafts only)
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Part no. TDX1H — **Hillman Imp**

Ramp Angles
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Includes output shafts

Part no. TDX2K — **MG Midget/AH Sprite**

Ramp Angles
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Part no. TDX4K — **MGB Banjo Axle**

Ramp Angles
45/45
30/60
35/90

Pre-Load (lbsft) 10-15, 30-40 & 65-75

Part no. TDX5K — **MGB Salisbury Axle (3.9 & 3.7 CWP)**

Part no. TDX6K — **MGB V8 / MGC Salisbury Axle (3.3 & 3.07 CWP)**

Ramp Angles
45/45
30/60
35/90

Pre-Load (lbsft) 45-55 & 95-105

Part no. TDX2H — **Peugeot / Citroën MA**

Ramp Angles
45/45
30/60

Pre-Load (lbs/ft) 25-35 & 65-75

(Requires crownwheel modification)

Plate-Type Limited Slip Differentials

Part no. TDX3H	**Peugeot / Citroën BE**
Ramp Angles	45/45 30/60
Pre-Load (lbsft)	25-35 & 65-75

Part no. TDX7K	**Triumph TR/Dolomite Sprint**
Ramp Angles	45/45 30/60 35/90
Pre-Load (lbsft)	10-15, 30-40 & 65-75

Part no. TDX4H	**Talbot Sunbeam / Hillman Avenger**
Ramp Angles	45/45 & 35/90 45/90 & 55/90 30/60 & 20/75 35/35 & 45/45 25/25 & 35/35
Pre-Load (lbsft)	10-15, 25-35 & 60-75

Part no. TDX1B	**Vauxhall / Opel F10, F13, F15**
Ramp Angles	45/45 & 35/90 45/90 & 55/90 30/60 & 20/75 35/35 & 45/45 25/25 & 35/35
Pre-Load (lbsft)	10-15, 25-35 & 60-75

Part no. TDX2E	**Toyota GT86 / Subaru BRZ**
Ramp Angles	45/45 & 35/90 45/90 & 55/90 30/60 & 20/75 35/35 & 45/45 25/25 & 35/35
Pre-Load (lbsft)	10-15, 25-35 & 60-75

Part no. TDX2B	**Vauxhall / Opel F16, F18, F20**
Ramp Angles	45/45 & 35/90 45/90 & 55/90 30/60 & 20/75 35/35 & 45/45 25/25 & 35/35
Pre-Load (lbsft)	10-15, 25-35 & 60-75

Part no. TDX1R — **VAG 020 (109mm CW)**

Ramp Angles
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Part no. TDX2R — **VAG 02A (Push in)**

Ramp Angles
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Part no. TDX3R — **VAG 02J (Bolt in)**

Ramp Angles
45/45 & 35/90
45/90 & 55/90
30/60 & 20/75
35/35 & 45/45
25/25 & 35/35

Pre-Load (lbsft) 10-15, 25-35 & 60-75

Requires customer supplied standard retaining pads

LSD Tuning Kit

Change the behaviour of your diff with this complete tuning kit, available for most Tran-X diffs.
Consists of:

3 x dual ramp reaction blocks
1 x set of replacement plates
1 x storage case

Recommended Lubricants

Having invested thousands upgrading the drivetrain of your race or fast road car, compromising on the chosen lubricant can prove to be a false economy.

In addition to the friction-reducing nature of these fluids, lubricants are also essential in cooling, noise reduction, maintaining component surface cleanliness, minimising the risk of corrosion, improving reliability, and, above all, optimising performance.

We understand the clear advantages of selecting the optimum lubricant, and our technical team is happy to provide clear and informative advice in this area should you require it.

All Tran-X plate LSDs will require an oil with special limited slip additives to prolong the life of the diff, and to enhance performance.

Run In Period

When your new LSD has been fitted, a run in period should be undertaken to ensure that all parts have been completely bedded in.
This should involve 30-50 miles of light use, after which the oil should be changed.
A correct running in procedure will dramatically increase the life of your LSD, reducing internal stresses and increasing performance.

If your LSD is serviced and parts are replaced, it is important that the running in procedure is carried out again.