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M-W Upgraded Components For Vintage IRS Applications

Mark Williams Enterprises has applied contemporary metallurgical and manufacturing technologies to develop high-strength driveline components for vintage Corvette, Jaguar, Pantera and Viper independent rear suspensions — bolstering the reliability of these popular rear ends for use in road racing, autocross and street rod applications.

Particular attention has been paid to the Corvette, with components available for C2, C3 and C4 rears. For example, C2/C3 Vettes come with a 17-spline inboard yoke shaft that is prone to failure. M-W's replacement has a stronger 30-spline design and is CNC-machined from 300M material. Other C2/C3 enhancements include axle hub kits, a pinion yoke and 1350-series half-shafts, as well as a billet Posi-Traction case. Also available are rear hub yoke shafts for the C4.

Likewise, the popular Jaguar XK and XJ rear can be reinforced with a conversion kit that replaces the breakage-prone 10-spline yoke shaft by converting it to a 31-spline unit that features a 300M aircraft alloy forging. A companion hub assembly is made of 4340 steel and through-hardened using the Austempering process. For Vipers and Panteras, M-W offers conversions from U-joints to CV joints and 300M axles.

Complete details on the company's complete line of driveline components can be found at www.MarkWilliams.com, and a full-line catalog is available upon request. Noted for its extensive in-house manufacturing capabilities, M-W is located in the Colorado Technical Center at 765 S. Pierce Ave., Louisville, CO 80027. Call 800-525-1963 for more info.

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