

LARP

LARSEN RACING PRODUCTS



- Oval Track**
- Autocross**
- Road Courses**
- Performance**

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Warranty/ Returns: There are no warranty or guarantees of liability, either expressed or implied, written or oral, applicable to Larsen Racing Products. The user assumes all responsibility and liability arising from malfunction, damage, or misuse. Any product suspected of being defective must be returned freight prepaid for inspection.

All sales are considered final. Authorization must be obtained before returning any merchandise. A 20% restocking fee will be charged on all special orders and/or non-stocking orders. Authorization to return and acceptance of any and all returned items is at the sole discretion of LRP. A credit will be issued for the returned items only. No returns accepted after thirty days. All unauthorized returns, or those shipped freight collect, will be refused and returned to sender.

Prices are in U.S.A. dollars and are subject to change without notice. Prices are suggested prices only and possession of a price list does not guarantee the purchaser the prices therein .

Terms of Sale: All new accounts are on a C.O.D, Certified Check, or Money Order only basis until the proper credit information has been filled out and approved to accept checks. If at any time a check is returned "NSF" the account will be automatically placed on C.O.D, Certified Check, or Money Order only basis and will be turned over for collection if it is not returned to a "Paid in Full" status immediately. LRP accepts VISA, MasterCard, and Discover. Credit applications are available upon request. Any accounts past due are subject to a 1.5% finance charge which will be added to your monthly statement. There is a \$10.00 drop ship fee for orders not shipped directly to you.

Quick Change 10" Platinum Differential



Our USA made billet differential uses all gears. No springs or clutches equals less maintenance. This unit has a very smooth operation.

Get the maximum traction with our torque sensing differential. It can sense tire spin and transfer power to the tire with the most grip.

8.8" Differential



With today's horsepower and torque, you need a differential with LRP strength and dependability. We use only the best gear material made from aircraft grade 9310 steel then have it heat treated to our specifications. We use four pinions per side. This differential is capable of handling horsepower up to 750+.

9" Differential



Get the same high quality and performance as our race differentials with our new street differential. These non-preloaded differentials are essential for everyday driving and performance. These differentials have no drag and are all gear driven posi. They are available in 8", 9", Supermax, 8.8 IRS, and Quick Change.

Great for drag racing!



THE NEW PLATINUM TRACK DIFFERENTIAL



The new, redesigned differential is now called the Platinum Track. This all new pre-load design will withstand the punishments of today's horse power and technological advances.

Unsurpassed quality and performance will take you to the winner's circle. The Platinum Track will leave the competition in the dust. Developed by racers, for racers - it is specifically engineered to hold-up under the most extreme conditions.

What Is Wrong With A Spool Or Locker?

In a turn, a spool drives the front of the car straight toward the wall (a push). A locker provides some differential action entering a turn, but as soon as power is applied, it locks up and is no better than a spool. With the rear wheels locked together, the only way to make the car turn is with stagger. Stagger is at best a compromise - just ask anyone who has lost a race when their stagger went away.

What Is The Platinum Track's Advantage Over A Locker?

The Platinum Track torque bias differential allows a car to turn easily into, and roll freely through the turn. It never locks up when power is applied. This is due to the gears used (not springs or clutches) to direct the power to the wheel with the most traction.

How Does The Platinum Track Work?

The axles are connected to the ring gear by special spiral gears that are made in such a way that they sense which tire has the most resistance (traction) and smoothly delivers power to it. The gears operate on the same principle as a steering pinion: you can turn the steering shaft easily, but not the steering arm. The tire with traction instantaneously receives power in direct relation to the amount of traction. For instance, there is no notchiness or "hunting" when accelerating off a corner; the power goes down smoothly.

What Makes The Platinum Track The Best Hidden Secret In The Market?

The axl gear are preloaded. What does this mean to the racer? You can drive in deep, and not have the loose entry feel of most open, or non-loaded differentials. The preload is factory set. The Platinum Track with the correct amount of preload, will let you roll through the center of the corner at greater speed. Your exit speed will also be faster. All of this is possible with less stagger, no more dragging excessive stagger down the straight away scrubbing off speed and tires.



LRP recommends in most racing applications the half tight Platinum Track Differential. These units are available in 1/4 tight and 1/2 tight only. Preset at the factory. Contact our technical staff to help determine the correct preload for your application.

We Recommend Driven Gear Oil with our platinum differentials.



Liquid Gold Fortifier is a special additive for torque bias differentials. It can reduce break-in and running temperatures by as much as 50 degrees. This fortifier will reduce noise, chatter, and helps increase the life of the differential.

Platinum Track Differentials & Service Parts

All of our differentials are proudly made in the USA. Each differential is hand assembled and stamped with a serial number for identification.

The all new pre-load design will withstand the punishment of today's horse power and technological advances.

Unsurpassed quality and performance will take you to the winners circle. At LRP we are committed to bringing you nothing but the best, and it shows with our platinum track wins.



**9" Ford 35 spline
Platinum Track Differential**
1535 * street rod
(no preload)
Add preload to 1535 at a extra cost

9" Ford 28 spline
140014 platinum track 1/4 tight preload
140012 platinum track 1/2 tight preload
140011 28 street rod (no preload)

9" Ford 31 spline
145014 platinum 1/4 preload
145012 platinum 1/2 preload
145011 street rod (no preload)



**8.8 Ford C-Clip
Platinum Track Differential**
(available in 1/4 or 1/2 tight)
1095c



**Quick Change 10"
Platinum Differential**
(available in 1/4 or 1/2 tight)
125014 1/4 tight preload
125012 1/2 tight preload
125011 hotrod (no preload)



**8.8 Ford
Platinum Track Differential**
(available in 1/4 or 1/2 tight)
1090P-IRS
1090P-31" Spline
1090P - 28" Spline



**Super Max
Platinum Differential**
120014 1/4 tight preload
120012 1/2 tight preload
120011 street rod (no preload)



**Ford 8" 28 spline
Platinum Track Differential**
140812 8" track 1/2 tight preload
140811 8" street rod (no preload)

LRP recommends in most racing applications the half tight Platinum Track Differential. These units are available in 1/4 tight and 1/2 tight only. Preset at the factory. Contact our technical staff to help determine the correct preload for your application.



Quick Change shim pack.
5 per pack for carrier bearings.
LRP 1022



LRP7045 9" Inner Housing Seal 2.625"

Carrier Bearings - 2 per pack: LRP 1020
QC Carrier Setup Bearings, .005 oversized: LRP 1021
9" Carrier Bearings: LRP 2949



Differential Cooler pump
LRP 10-524



Hub Assemblies and Gearing

- High density, high-strength castings with five internal strengthening ribs withstand far greater impacts.
- Stress analysis puts all the weight in the right places to maintain ultra-lightweight performance.
- Precision machined to tolerances less than 0.0005" ensures consistent fit-up from one part to the next.
- Internal grease retainers keep grease from flowing and collecting in the center of the hub .

Wide five hub nut kit

Part # LRP 2205



Part# 012-0682
Inner Wheel Bearing
Part # 012-0684
Outer Wheel Bearing



Part # 012-0668
Grease Seal W-5
Part# 2810
W-5 Low Drag Seal



Part # 12-0800
5x5 Grease Seal
Part # 2811
Low Drag Seal



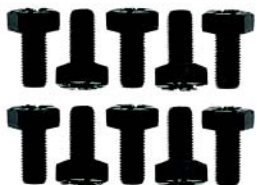
Part# 910-03914
Coarse Lug Nut

Gearing



Quick change ring gear bolts

Part # LRP 7043



9" Ring Gear Bolts
Part # LRP 7040

Part #	Description
F890430	9" 430 GEAR SET
F890537AX	9" 537 LW GEAR SET
F890529	9" 529 GEAR SET
F890543	9" 543 GEAR SET
F890567	9" 567 GEAR SET
F890543AX	9" 543 LW GEAR SET
F890350	9" 350 GEAR SET
F890370	9" 370 GEAR SET
F890529AX	9" 529 LW GEAR SET
F890486	9" 486 GEAR SET
F890300	9" 300 GEAR SET
F890683AX	9" 683 LW GEAR SET
F890700AX	9" 700 LW GEAR SET
F890733AX	9" 733 LW GEAR SET
F890500	9" 500 GEAR SET
F890389	9" 389 GEAR SET
F890457	9" 456 GEAR SET
F890411	9" 411 GEAR SET
F890471	9" 471 GEAR SET
F890514	9" 514 GEAR SET
F890583	9" 583 GEAR SET
F890600	9" 600 GEAR SET
F890650	9" 650 GEAR SET
F890620	9" 620 GEAR SET
F890633	9" 633 GEAR SET
FS9-28LW	9" 28 SPLINE LW GEAR SET
FS9-31LW	FULL SPOOL 9" 31 SP LW GEAR SET
MS9-28	MINI SPOOL 9" 28 SP GEAR SET
MS9-31	MINI SPOOL 9" 31 SP GEAR SET

Rear End Brackets

Aluminum Trailing Arm Bracket

Clamp-on bracket with 1/2" grade 8 bolt, tapered sleeve for shock. Anti-rotating pin will prevent the bracket from rotating on the rear end tube. Tack weld in place.

Part # 2001



Lightweight Adjustable Brake Bracket



Part # 2034
2034-NUT
2034-B rotation pin

Many features including anti-rotation pin, just tack weld in place. This clamp on bracket allows you to adjust the caliper in and out from 11 3/4 to 12 3/16 dia. rotors, to get the most brake pad contact.

Serrated Pinion Mount J Back Bracket



Part # 2010SP

Top Three Link Bracket



Part # 2040

For standard quick change with offset holes (see of 2)

Shredded spacer for J bar, Seal and O-Ring



Part # LRP2013

Part # LRP7204



Part # LRP2011

Panhard Bar Sliders

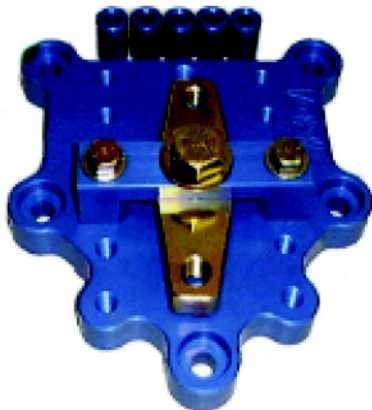
Multiple use slides in both round and rectangular.

Part # 2025
1 3/4" Round



Part # 2030

1x2" Rectangular



Combination Watts Link-Panhard Bar

Watts linkage can make the car move more free through the corners by reducing side load on the rear end, and prevents the rear end from steering the car. Features six holes for changing roll center height easily. Mounts to rear cover of most standard quick changes.

Part # 2016 Swivel Bar



Part # 2017 Bronze Bushing



Part # 2019 Spacer Bushing



Part # 2018 Support Bar

Part # 2014 Stud





LC/SB Brake Fluid Re-Circulator

Part# LC/SB

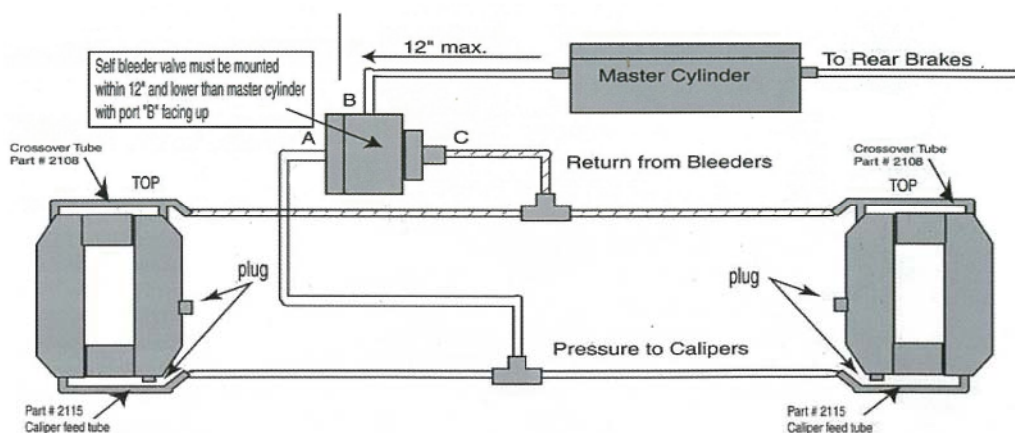
Features:

- Self Bleeding
- Reduces O-ring failure
- Dissipates caliper heat
- Purges air from the brake system
- Reduces brake rotor temperature
- Reduces brake pad wear
- Maintains a firm brake pedal
- Works with all existing calipers

The LRP Liquid Cooled/Self Bleeding Brake System cools the caliper by circulating a large volume of brake fluid through the calipers. Caliper heat is dissipated through cooling lines installed between the calipers and the master cylinder. Air is purged from the system as the fluid is circulated. The vehicle maintains a firm brake pedal and cool calipers. Brake rotor temperature and pad wear is further reduced because the driver no longer has to pump the brakes to compensate for a soft pedal caused by air in the system.

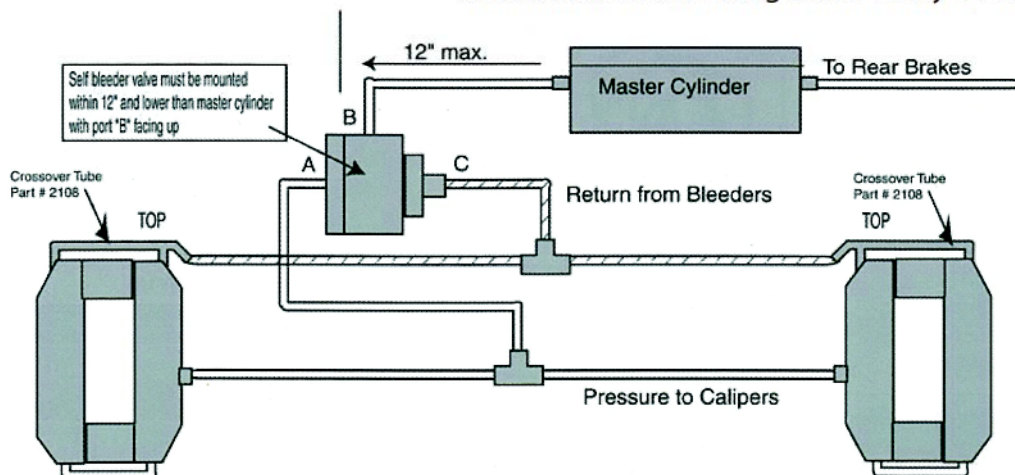
LC/SB PLUMBING diagram 1

Tech Note: We can custom make cross over tubes for you. Just send us your brake caliper for proper fitting.



LC/SB PLUMBING (maximum cooling) diagram 2

Tech Note: Inspect fluid in master cylinder reservoir. If discolored, drain fluid and re-fill. Recommend fluid change after every event.

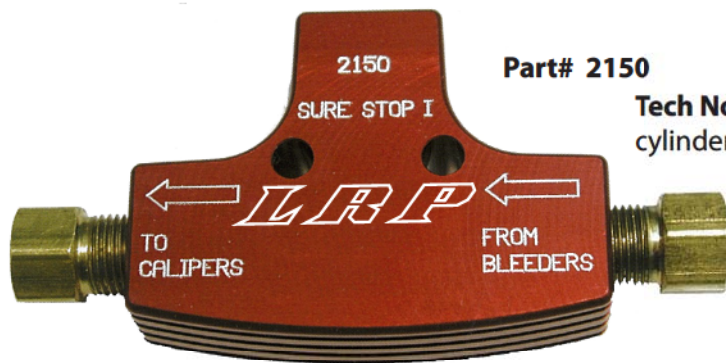
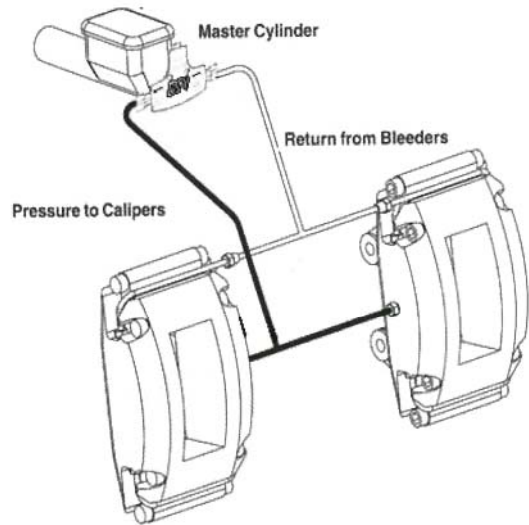


You can't go fast if you can't slow down!

The "Sure Stop I" Self-Bleeding Re-circulator is the easiest brake fluid re-circulator to install. The "Sure Stop I" continuously circulates brake fluid through the caliper then back to the master cylinder to eliminate heat build-up in the rotors, which can cause brake fluid to boil in the calipers.

The "Sure Stop I" also features a closed loop system. This works as a built in safety mechanism that prevents brake loss that open line returns typically have trouble with. This is a must have for every race car!

Do you tend to run out of brakes before the race is over? Eliminate the problem with the "Sure Stop I" Re-circulator.



Part# 2150

Tech Note: Mount on nose of master cylinder or max 12" from master cylinder.

We offer a large variety of brake lines!



The Ultimate Road Course Re-Circulator Sure Stop II

When the brake pedal is depressed with a dual master cylinder the front rod travels much farther than the rear due to the front calipers having much larger pistons. Most cars use a smaller master cylinder for more front brake pressure which create a few problems for your brake system. The Sure stop II resolves this problem.

Problem #1. The rear calipers achieve full pressure before the front calipers, which can cause rear wheel lockup.

Problem #2. The balance bar will try to bind because the front m/c rod is traveling farther. As the race continues the brake balance will change as the front brakes get hotter. The front m/c rod will continue to travel further.

With the development of the Sure Stop II self-bleeding brake fluid re-circulator and the master cylinder equalizer, the rear master cylinder feeds the front until the pressure rises, then allows the front and rear master cylinders to balance throughout the entire race, even as the front brakes begin to fade.



Part# 2160

A MUST FOR YOUR BRAKE SYSTEM

Comes complete with fittings and hardware (master cylinders are not included)

- Eliminate excessive pedal travel
- Eliminate brake fluid boiling
- Reduce pedal fade and brake loss
- Reduce rear wheel lock up
- Increase caliper O-ring life

Brake Activated Kill Switch

With our interest in drivers safety, LRP offers an optional momentary pressure switch that will disconnect the ignition when line pressure rises approximately 200 psi above normal. The switch will reconnect when the pressure is reduced. We know from our own experience, the only reaction the driver will have for sure is to press harder on the brake pedal. This item is sold separately and can be plumbed directly into the "Sure Stop II", or anywhere in your existing brake system.

New Features:

- Balance the front and rear master cylinders.
- Prevents spiking rear calipers before front brake pressure is achieved.
- Reduces excessive pedal travel and prevents over centering of the balance bar.
- Maintains a firm brake pedal without having to adjust the bias during a race.
- Optional pressure switch to kill the engine in the event of a stuck throttle. This screws directly into the top port then wires into the ignition switch with just two wires.



Part# 2185

Note: on initial set up you must keep 100 PSI of line pressure greater in the front than rear.

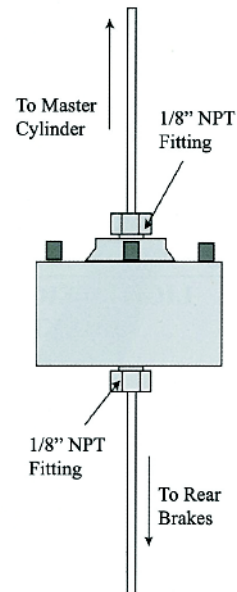
Lock Resistant Brake System (LBS)

LBS was originally developed for the professional race teams in Nascar to prevent a loose or over steer condition under heavy loads. It assures the front tires slip first by dampening the pressure to the rear brakes. With LBS the rear tires will accept nearly twice as much braking force without locking up.



The LBS installs easily in the rear brake line and utilizes a unique dampening valve that acts as a shock absorber to sense and dampen the sharp spike in-line pressure when the brakes are applied suddenly.

The LBS improves the brake performance on any race car or truck. The LRP LBS doesn't reduce rear brake pressure, it dampens and delays it. It prevents rear brake lock-up without degrading rear brake performance and overloading the front brakes.



Great for Hot Rods!
Install it and Forget about it!

Braking and Accessories

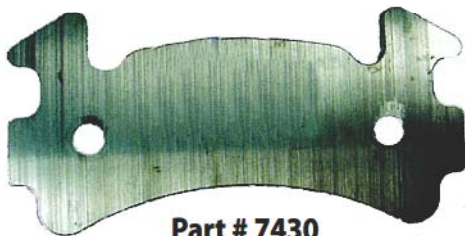
Our Series 71 calipers are billet for maximum strength

- 3-Bolt design
- 3.5" Mount
- Integral locking design to reduce caliper flex
- Stager piston to reduce brake pad taper
- Stainless steel pistons with high temp sealing O-rings
- Internal crossover fluid passages top and bottom
- Locking bridge support - one of the strongest in the market
- All components are made in the U.S.A.



These calipers are designed by people that know racing!

Part #	Piston Size	Rotor Thickness	Replacement Piston	Replacement Seals
71001	1 7/8" - 1 3/4" Stagger	1 1/4"	1 7/8" - 006-0178 1 3/4" - 006-0163	1 7/8" - 007-0178 1 3/4" - 007-0126
71003	1 3/4"	1 1/4"	006-0163	007-0126
71005	1 3/4"	.810	006-0163	007-0126
71007	1 3/8"	1 1/4"	006-0446	007-0981
71009	1 3/8"	.810	006-0446	007-0981
71011	1 1/4"	1 1/4"	006-0250	007-0472
71013	1 1/4"	.810	006-0250	007-0472



Part # 7430

Billet Aluminum to GM Metric Brake Pad Spacer Use with .810 rotors with GM Metric Calipers. Especially useful with different sized pistons where puck style spacer will not work. 0.250" thick.



Part# 71 Insulator

Caliper Piston Heat Insulators Help reduces brake fluid temperature prolonging piston O-ring life. Available for the new 71 Series caliper and XL & GN calipers.

**Hard Brake Line
Coil 19'8" (-3)
Part # 010-0677**



**Part # 1740R Right Hand Bracket
Part # 1740L Left Hand Bracket**

Billet Aluminum Pinto to GM Metric Caliper Bracket This bracket is stronger and helps eliminate flex experienced with steel brackets. Direct replacement for steel brackets, rolled threads for strength.



**In Line Shut Off Valve
Part # 010-0673**

The in-line shut-off valve is a must for your system when using an in-dash pressure gauge. It features female 1/8"NPT threads and is rated at 2000 & 1500 psi.



Accessories

Auto Hub Steering Couplers

With bodies and sliders made of aircraft-quality 6061 aluminum or steel, the LRP Auto Hubs are pin less and spring loaded for quick disconnects. The steel spline shaft welds to your steering column shaft.



Part # 2125
To install 2125 push on steering wheel



Part # 212534 - 3/4 shaft
Part # 212558 - 5/8 shaft
Replacement Spline



Part # 2225

Part # 222534 - 3/4 shaft
Part # 222558 - 5/8 shaft

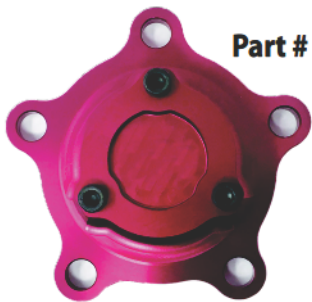
To install 2225 must lift collar



CAUTION! SPLINES ARE NOT INTERCHANGEABLE!

W5 drive flange 5 bolt

Scalloped wide five drive flange made from 7075 billet aluminum extremely light weight



Part # LRP70661



Part# LRP70660
W5 drive flange 8 bolt

Lrp 7450

Hollow aluminum W-5 dust cap bolt. Now you get weight savings without it melting on you



5x5 billet aluminum hub only floater style

The rotor flange is drilled for 5 bolt rotor adapter to float your rotor for maximum braking. Supplied with studs and bearing races installed and fits 2" diameter spindle pin. Machined from billet 6061-T6 aluminum.



Part # LRP7600

COMING SOON! Steering couplers for collapsible columns.

Accessories

Aluminum MSD Clamp

This one piece clamp allows you to remove and replace the MSD without changing the timing.

Part # 7000



Aluminum Magneto & Heiclamp

This one piece clamp allows you to remove and replace the magneto without changing the timing.

Part # 2501



The Ultimate AN Wrench Set

Try the New Ultimate AN Wrench with a steel insert. Features a compact, light-weight, thin design. Multi-colored, individually marked for easy visual distinction.

Part #	Description
7503	-3 AN Wrench
7504	-4 AN Wrench
7505	-6 thru -16 AN Wrench set
7506	-6 AN Wrench
7508	-10 AN Wrench
7510	-10 AN Wrench
7512	-12 AN Wrench
7516	-16 AN Wrench
7520	-20 AN Wrench



Quick Lift Jack Oil

For faster lifting action without foaming. Specially formulated for aluminum jacks.

Part 2000



Taper Spacer for Rod Ends

Part #	Description
7142	1/2" Taper
7143	5/8" Taper
7144	3/4" Taper
7145	3/4" to 5/8" Reducer
7146	5/8" to 1/2" Reducer

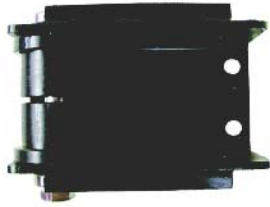
Stabalizer Tire Valve



Part 2525

The Stabilizer is the original. The entire top of the valve releases air, so it will blow off faster and shoots down quicker. Can be adjusted from 5 to 50 psi

Accessories



Chevrolet / Camaro Leaf Spring Slider Box

Use in place of shackles, sealed roller bearings to prevent binding Delron bushing for a long life

Part 7120



Replacement Parts

Part #	Description
7121	Bearings for Sliders
7124	Delron Bushings
7125	Bolt and Nut



Part 7130 Spindle Adapter

A quick way to check your bump steer using our adapter. Remove spindle nut and screw the adapter directly to the spindle; now your bump steer plate will bolt directly to the adapter. Also works great for checking rear end alignment.

1" Aluminum Water Neck Spacer

1" spacer for SBC has two 1/2NPT and two 3/8NPT threads for cooling lines and gauge fittings. Recessed slot for water restrictor. Includes two O-rings.



360 Degree Rotating Fluid Filled Brake Pressure Gauge

We have incorporated a bleeder to give a more accurate reading. You get precise readings every time.

Easy to install because it screws directly into the brake caliper bleeder. The 360 Degree rotating action lets you quickly view the gauge and check your brake pressure from any direction with its swift swivel motion. This great new tool makes checking brake pressure easier with the no-hassle brake pressure adapter.

Part 7110

Metric Adapter



Part 7115

This swivel adapter that allows you to check brake pressure on GM metric calipers. Just remove the bleeder screw and install the adapter. Now your pressure gauge will screw directly into the adapter.



Fits Wilwood, JFS,
Outlaw and Sierra

Part 7111

Adapter for AP
calipers and Alcon

Part 7113



Larsen Racing Products is a full service performance, racing, and hot rod supply shop. We have been serving Sonoma County and beyond for over 21 years. We are said to be the best hidden secret in Northern California. We provide personal customer support and select only the best quality products at fair prices.

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