



## BELLHOUSINGS

Lakewood Bellhousings are manufactured through a hydraulic forming process known as hydroforming. They utilize this process in order to minimize the thinning of material as the bellhousing is being formed. Hydroforming allows them to maintain proper material thickness in critical areas. All bellhousings are manufactured from high quality 1/4-inch thick steel and stress relieved after forming, resulting in a stronger bellhousing. Lakewood Bellhousings have been tested and meet or exceed S.F.I. Spec. 6.1, when used with approved block plate.

Lakewood Bellhousings are designed to contain a clutch or flywheel explosion with a possible deformation or elongation of the housing. All bellhousings include the block plate and are marked with an S.F.I. Spec. 6.1 serial number. They are finished in a safety red enamel.



**P/N 15000**

PART NO.	YEAR	APPLICATIONS
15000	1958-81	CHEVROLET: Most V-8 and 90 degree V-6 applications with block mounted starter and conventional mechanical clutch linkage.
15200	1965-78	FORD: 289-302-351 C & W cu. in. all 6 bolt block

\* Due to very close tolerances, the bellhousing must be dialed in to ensure proper flywheel clearance.

## BELLHOUSING COMPONENTS:

Adjustable Clutch Fork Pivot Ball For GM Applications U.S. Pat.No. 3,983,983)



**P/N 15501**

### **P/N 15501**

This handy item allows additional adjustment of the clutch for height when clutch assemblies are changed. It's highly recommended for use with Lakewood Bellhousing.

## Hays Transmission Adapter

Designed to replace the stock aluminum bellhousing, this transmission adapter is made from .25-inch thick hydroformed steel for extra strength and is perfect for engine swaps. This transmission adapter is NOT a safety bellhousing. It does not include nor accept a block-plate and does NOT meet SFI specifications. It is ideal for street rods, street machines and oval track applications where the use of an SFI approved bellhousing is not required.

### **P/N 15975**

Roller Pilot Bearing for Chevrolet Applications. For use when adapting Ford or Lenco transmission to Chevrolet engines. Contains sealed ball bearing (.669 I.D. bearing) and adapter ring.

(Included in 15060 bellhousing).



**P/N 77-150**

Chevrolet, V8 and 90 degree V6 applications with block mounted starters and conventional mechanical clutch linkage and accepts the standard GM Muncie, Saginaw, Borg-Warner T-10 transmissions.

LAKEWOOD & HAYS

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