

SAFETY BELLHOUSING ADVANTAGES

Lakewood Safety Bellhousings are made for just one purpose... TO MINIMIZE THE DESTRUCTIVE EFFECTS OF A CLUTCH OR FLYWHEEL EXPLOSION!

The stock cast aluminum bellhousing is adequate for OEM applications, but mounted behind a high horsepower - high RPM engine, the cast aluminum bellhousing could become deadly shrapnel in the event of a clutch/flywheel explosion.

When using a stock aluminum bellhousing, the only protection you have for your legs and feet is the vehicle's thin sheet-metal floorboards. There is also the possibility of an innocent bystander being injured from debris being thrown from under the car.

For your own safety and the safety of others, always use a proven Lakewood Safety Bellhousing in any high performance application!



- Hydroformed from premium quality steel plate to ensure uniform thickness throughout for superior strength.
- Stress relieved after forming results in a stronger, safer bellhousing.
- Mig-welded threaded inserts for transmission mounting bolts, clutch pivot ball and clutch linkage brackets where required.
- Precision machined to assure proper bolt hole and center bore alignment.
- Blanchard ground mounting surfaces for precise parallel alignment of engine and transmission.
- Dedicated applications assure a direct fit for all popular passenger cars.
- Approved by all major racing sanctioning bodies and meet SFI 6.1 specifications.
- Complete with safety block plate and grade 8 hardware.

AMC

Year	1969-76
Engine	290-304-343-360-390-401 V-8
Transmission	BW T-150 - also Muncie/Saginaw and Richmond
Bore Dia.	4.684
Depth w/Dust Shield	6.329
Part No.	15411

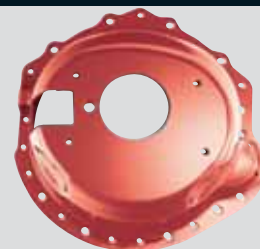
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CHEVROLET

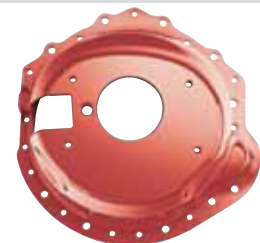
Year	1955-57
Engine	Most V-8 and 90 deg. V-6 engines with block mounted starter (exc. LS-1)
Notes	Includes bellhousing to frame mounts
Transmission	GM Muncie/Saginaw, BW T-10
Bore Dia	4.684
Depth w/ Block Plate	6.45
Fork Opening	2.125 x 3.300
Part No.	15003

15003



Year	1958-81
Engine	Most V-8 and 90 deg. V-6 engines with block mounted starter (exc. LS-1)
Notes	Designed for mechanical clutch linkage
Transmission	GM Muncie/Saginaw, BW T-10
Bore Dia	4.684
Depth w/ Block Plate	6.45
Fork Opening	2.125 x 3.300
Part No.	15000

15000



Year	1958- Later
Engine	Most V-8 and 90 deg. V-6 engines with block mounted starter (exc. LS-1)
Notes	Designed for mechanical clutch linkage and includes special pilot bearing
Transmission	Tremec TR3550 & TKO w/7.200" Input shaft
Bore Dia	4.850
Depth w/ Block Plate	7.068
Fork Opening	2.125 x 3.300
Part No.	15030

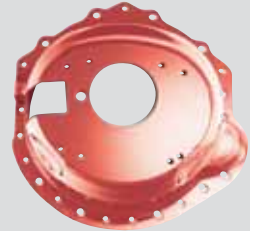
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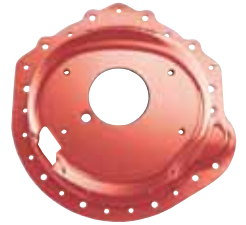
SAFETY BELLHOUSINGS

CHEVROLET

Year 1958-81
Engine Most V-8 and 90 deg. V-6 engines with block mounted starter
Notes Includes special pilot bearing
Transmission Ford Top Loader/Ford BW T-10
Bore Dia. 4.850
Depth w/ Block Plate 6.45
Fork Opening 2.125 x 3.300
Part No. 15060



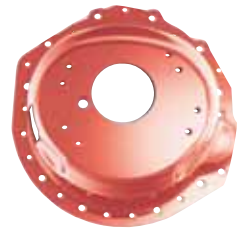
Year 1964-67 Chevy II/Nova
Engine V-8
Notes Designed for mechanical clutch linkage
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/ Block Plate 6.45
Fork Opening 2.25 x 4.06
Part No. 15050



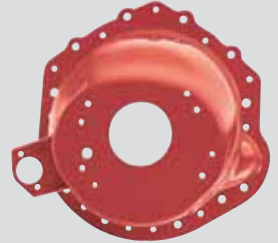
Year 1975-80
Engine Most V-8 and 90 deg. V-6 engines with block mounted starter
Notes For cable operated clutch. Uses stock factory cable, pivot, bearing and fork
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/ Block Plate 6.45
Fork Opening 2.40 x 3.25
Part No. 15010



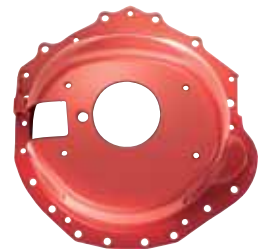
Year 1982-83 Camaro
Engine Small block V-8 and 90 deg. V-6
Notes Designed for mechanical clutch linkage and drilled for 17 deg. canted BW T-5
Transmission BW T-5 and GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/ Block Plate 6.45
Fork Opening 3.15 x 2.37
Part No. 15015



Year 1984-92 Camaro
Engine Small block V-8 and 90 deg. V-6
Notes Includes bracket for hydraulic clutch slave cylinder and drilled for 17 deg. canted BW T-5
Transmission BW T-5 and GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/ Block Plate 6.45
Fork Opening 2.00 x 3.15
Part No. 15020



Year 1997-02
Engine 5.7L V-8 LS-1
Notes Designed for mechanical clutch linkage. Will not fit T-56 transmission
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/ Block Plate 6.45
Fork Opening 2.50 x 4.05
Part No. 15005



Year 1958-81
Engine Most V-8 and 90 deg. V-6 engines with block mounted starter (exc. LS-1)
Notes Designed for mechanical clutch linkage on **TRUCKS**
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 5.125
Depth w/ Block Plate 6.45
Fork Opening 2.125 x 3.300
Part No. 15035



SAFETY BELLHOUSINGS

OLDSMOBILE

Year 1965-77
Engine All V-8 (except diesel)
Notes Starter pocket located on driver's side
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/Block Plate 6.45
Fork Opening 2.00 x 3.00
Part No. 15100

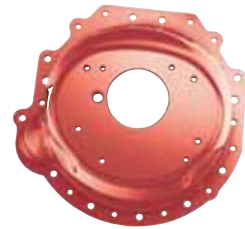
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PONTIAC

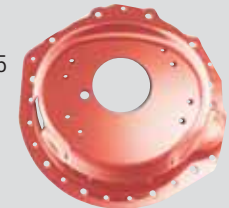
Year 1965-77
Engine All V-8 (except diesel)
Notes Starter pocket located on driver's side
Transmission GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/Block Plate 6.45
Fork Opening 2.00 x 3.00
Part No. 15100

15100



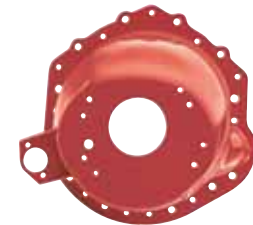
Year 1982-83 Firebird
Engine Small block Chevy V-8 and 90 deg. V-6
Notes Designed for mechanical clutch linkage and drilled for 17 deg. canted BW T-5
Transmission BW T-5 and GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/Block Plate 6.45
Fork Opening 3.15 x 2.37
Part No. 15015

15015



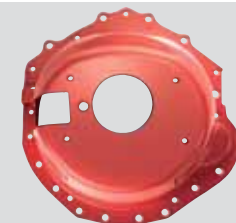
Year 1984-92 Firebird
Engine Small block Chevy V-8 and 90 deg. V-6
Notes Includes bracket for hydraulic clutch slave cylinder and drilled for 17 deg. canted BW T-5
Transmission BW T-5 and GM Muncie/Saginaw, BW T-10
Bore Dia. 4.684
Depth w/Block Plate 6.45
Fork Opening 2.00 x 3.15
Part No. 15020

15020



Year 1997-02
Engine 5.7L V-8 LS-1
Notes Designed for mechanical clutch linkage. Will not fit T-56 transmission
Transmission GM Muncie/Saginaw BW T-10,
Bore Dia. 4.684
Depth w/Block Plate 6.45
Fork Opening 2.50 x 4.05
Part No. 15005

15005

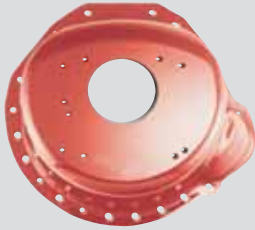


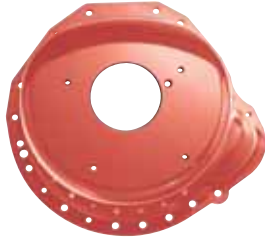




TREMEC TKO TRANSMISSION / BELLHOUSING CROSSOVER

MODEL	PART #	APPLICATION	TRANSMISSION BOLT-PATTERN
TKO-500	TCET4615	FORD	FORD TOP-LOADER
TKO-500	TCET4616	GM	GM MUNCIE/SAGINAW/BW T-10
TKO-600	TCET4617	FORD	FORD TOP-LOADER
TKO-600	TCET4618	GM	GM MUNCIE/SAGINAW/BW T-10
TKO-600	TCET5008	FORD	FORD TOP-LOADER
TKO-600	TCET5009	GM	GM MUNCIE/SAGINAW/BW T-10

SAFETY BELLHOUSINGS

FORD

Year	1965-78		
Engine	289-302-351C/W All 6-bolt blocks		
Notes	See note #1 below		
Transmission	Ford Top Loader/ Ford BW T-10		
Bore Dia.	4.850		
Depth w/Block Plate	6.361		
Fork Opening	3.00 x 2.37		
Part No.	15200	15200	
Year	1979-93 Mustang/Capri		
Engine	289-302-351C/W		
Notes	Designed for factory cable operated type clutch-See note #3 below		
Transmission	Ford Top Loader/ Ford BW T-10 with 1-1/16" -10 spline & early Richmond 5 speed (p/n 7041710)		
Bore Dia.	4.850		
Depth w/Block Plate	6.361		
Fork Opening	2.00 x 3.87		
Part No.	15201	15201	
Year	1979-93 Mustang/Capri		
Engine	289-302-351C/W		
Notes	Designed for factory cable operated type clutch-See notes #1, #3 below.		
Transmission	Factory 4-speed (single rail overdrive); Tremec TR3550/TKO & TR4250; Richmond 5/6 speed (p/n 7041711, 7041610) 7.200" Input Shaft		
Bore Dia.	4.850		
Depth w/Block Plate	6.924		
Fork Opening	2.15 x 4.15		
Part No.	15202	15202	
Year	1983-1/2- 1993, Mustang/Capri		
Engine	289-302-351C/W		
Notes	Designed for factory cable operated type clutch-See notes #1 #3 below		
Transmission	Factory BW T-5 w/7.200" Input Shaft		
Bore Dia.	4.914		
Depth w/Block Plate	6.924		
Fork Opening	2.15 x 4.15		
Part No.	15203	15203	
Year	1994-95 Mustang		
Engine	5.0L V-8		
Transmission	Factory BW T-5		
Bore Dia.	4.914		
Depth w/Block Plate	7.885		
Fork Opening	2.15 x 4.15		
Part No.	15204	15204	
Year	1965-78		
Engine	289-302-351C/W All 6-bolt blocks		
Notes	GM Trans pattern. Use 15500 clutch fork and 15501 adjustable pivot ball		
Transmission	GM Muncie/Saginaw, BW T-10		
Bore Dia.	4.684		
Depth w/Block Plate	6.361		
Fork Opening	2.44 x 3.00		
Part No.	15205	15205	

Notes:

- (1) Due to very close tolerances, bellhousing must be dialed in to ensure proper flywheel clearance
- (2) Will not work with 1965 and earlier Bendix-type starter
- (3) On all 1981 and later Mustangs, we recommend upgrading to a Hays part no. 76-228 heavy-duty adjustable clutch cable and billet aluminum clutch quadrant
- (4) Includes adapter ring to reduce counter bore diameter to 4.357"



MADE IN USA 5

SAFETY BELLHOUSINGS

FORD

Year	1996-03 Mustang	
Engine	4.6L/5.4L V-8	
Notes	Will not fit T-45, T-56 or TR3650. Can be used with Jerico DR-4 transmission having the proper input shaft.	
Transmission	Tremec TR3550 & TKO w/7.200" Input shaft	
Bore Dia.	4.850	
Depth w/Block Plate	6.924	
Fork Opening	2.81 x 3.75	
Part No.	15230	15230



Year	1961-70	
Engine	390-406-427-428 V-8	
Notes	See notes #1, #2 below	
Transmission	Ford Top Loader/ Ford BW T-10	
Bore Dia.	4.850	
Depth w/Block Plate	6.564	
Fork Opening	3.00 x 4.00	
Part No.	15210	15210

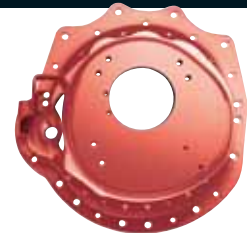


Year	1968-78	
Engine	351M-400-429-460 V-8 184T Ring Gear Only!	
Notes	See notes #1, #2 below	
Transmission	Ford Top Loader/ Ford BW T-10	
Bore Dia.	4.850	
Depth w/Block Plate	6.564	
Fork Opening	4.00 x 3.00	
Part No.	15220	15220



CHRYSLER

Year	1964-83	
Engine	273-318-340-360 V-8	
Notes	Fits 130 tooth flywheel	
Transmission	New Process 3 & 4 speed	
Bore Dia.	4.807	
Depth w/Block Plate	7.50	
Fork Opening	3.12 x 4.00	
Part No.	15320	15320



Year	1959-78	
Engine	383-413-426 (Wedge & Hemi) 440 V-8	
Notes	Fits 130 and 143 tooth flywheel. Includes starter adapter kit #15905. See note #4 below	
Transmission	New Process 3 & 4 speed	
Bore Dia.	4.807	
Depth w/Block Plate	7.50	
Fork Opening	3.12 x 4.00	
Part No.	15330	15330



Year	1959-78	
Engine	361-383-413-426 (Wedge & Hemi) 440 V-8	
Notes	Use of GM trans will require replacement of the input shaft with a Chrysler shaft of the correct length	
Transmission	1975-89 New Process A-833 4 speed OD; 1960-92 Dodge truck T-18 & New Process 420, 435, 456, 2300, 4500; 1990-99 Dodge & pre 1997-99 GM truck New Venture 4500	
Bore Dia.	5.125	
Depth w/Block Plate	7.5	
Fork Opening	3.12 x 4.00	
Part No.	15335	15335



Notes:

(1) Due to very close tolerances, bellhousing must be dialed in to ensure proper flywheel clearance

(2) Will not work with 1965 and earlier Bendix-type starter

(3) On all 1981 and later Mustangs, we recommend upgrading to a Hays part no. 76-228 heavy-duty adjustable clutch cable and billet aluminum clutch quadrant

(4) Includes adapter ring to reduce counter bore diameter to 4.357"