



MD4E Transaxle Features

- 5.14 Ring and Pinion (standard)
- 10" Ring gear diameter
- VW 24-spline input shaft (300M material)
- Utilizes Weddle Racing 002 gear sets
- 930 Drive stubs

From \$5,395

MD4E Overview

Entry Level Transaxle

The MD4E uses the same massive case as the MD4-2D. The pinion shaft accepts both the VW 113 or 002 gearsets. By utilizing the 5.14 R&P ratio a higher ratio gear stack can be used assuring you of the strongest possible gear combo. Its target application is sand buggies producing 325 HP or less and off-road racers 175 HP. This would include 2.5 liter turbos and normally aspirated engines under 3.5 liters.

Keep in mind that all current MD Series main cases are universal, as are the diffs and bell housings. Should you decide to enhance your engines performance level your Mendeola dealer can convert your "E" into a "2-D", greatly increasing its' strength.

MD4E Transaxle Options:

- 4.11 or 4.86 Ring and Pinions
- Aluminum intermediate housing
- 935 Drive stubs (8620 and super duty 300M)
- Pro-Drag conversion kit (supplied with spool)
- Swingaxle conversion kit

MD4E Ratios

Mainshaft Sets 1st & 2nd Gears

2.64 - 1.93	2.64 - 2.08	2.90 - 1.86
2.90 - 1.93	2.90 - 2.08	2.90 - 2.17
3.11 - 1.81	3.11 - 1.93	3.11 - 2.08
3.11 - 2.17	3.11 - 2.25	3.11 - 2.36
3.11 - 2.46	3.33 - 1.93	3.33 - 2.08
3.33 - 2.17	3.33 - 2.25	3.44 - 1.93
3.44 - 2.08	3.44 - 2.17	3.44 - 2.25
3.44 - 2.36	3.44 - 2.46	3.75 - 2.08
3.75 - 2.17	3.75 - 2.25	3.75 - 2.36
3.75 - 2.46	4.13 - 2.46	4.38 - 2.67

3rd Gears

1.14	1.22	1.26	1.31	1.35	1.39	1.44
1.50	1.56	1.60	1.67	1.71	1.78	1.84

4th Gears

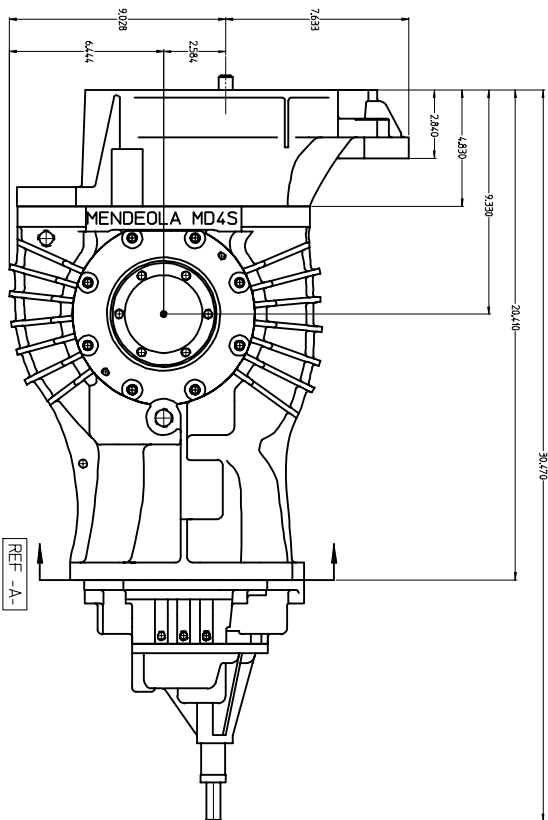
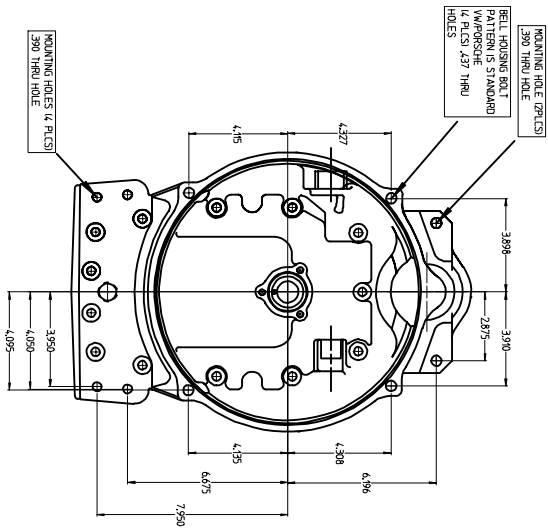
0.70	0.77	0.82	0.89	0.93	1.00	1.04
1.09	1.14	1.18	1.22	1.26	1.31	1.35
1.39	1.44	1.50	1.56	1.60	1.67	

Ring & Pinions

5.14 (4.11 & 4.86 are optional)



LAYOUT



C.V. FLANGES ARE LOCATED SYMMETRICAL
 TO INPUT SHAFT.
 930 PORSCHÉ.

