



S4 | S5 Transaxle Features

- Based on 85mm shaft centers
- Super-duty 28mm wide Weddle gearsets
- All gears have replaceable faceplates
- 19mm reverse gear
- 1 3/16-18 Hemi input spline (300 M material)
- Hybrid Dana 60 differential
- 33 spline 1.700 OD drive stubs
- 935 flanges (standard)
- 4.57, 4.86 ultra duty ring & pinions
- 8-lug or 6-lug face plates/dog rings

From S4 - \$10,950 (includes manual shifter)

S5 - \$11,950 (includes manual shifter)

S4 | S5 Overview

Simplicity and extra durability, that's what the S4 delivers. No more H pattern, just pull to shift up, push to shift down. It goes beyond the capabilities of our MD4-2D, yet it fits the same chassis mounts. If you're considering an upgrade from an MD4 some minor spacer work will be needed on your motor mounts to raise the motor slightly. With the larger transmission gears of the S4 the input shaft had to be raised, which in turn raises the bell housing about 3/4" higher in relation to MD4. Although the differential are of the S4 is the same height, the S4 transmission area of the case is about 2" higher than the MD4 case. In road racing applications the S4 can be tipped upside down and positioned extra low for a low center of gravity, ideal for weight distribution. Electric paddle steering wheel shifters are available to bolt right up to the S4 from PBS Engineering. This is the same kind of shifter that IRL and Formula One cars use.

S4 | S5 Ratios

1st Gears

3.27 3.09 2.91

2nd, 3rd, 4th & 5th Gears

2.21 2.14 2.08 1.93 1.79 1.67

1.59 1.56 1.50 1.44 1.37 1.32

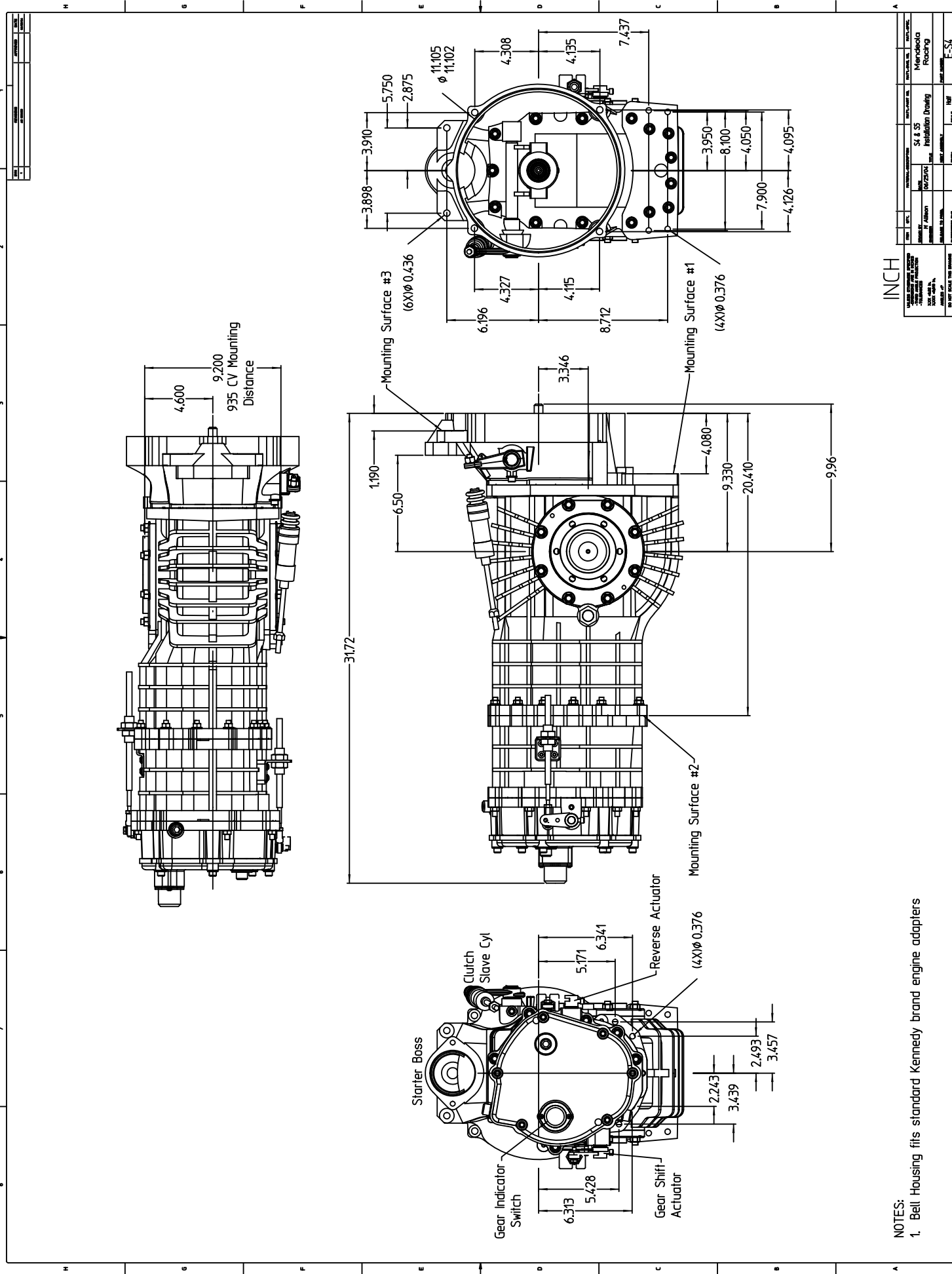
1.26 1.20 1.14 1.10 1.04 1.00

0.96 0.92 0.89 0.82 0.72 0.68

Ring & Pinion

4.57 (4.86 & 5.14 are optional)





INCH		E-S4	
DATE	REV	DESCRIPTION	BY
		S4 & S5 Installation Drawing	
		MEMPHIS RACING	
MEMPHIS RACING		E-S4	

NOTES:
1. Belt Housing fits standard Kennedy brand engine adapters