MANUAL TRANSMISSION FLYWHEEL

PART NUMBER	MATERIAL	RING GEAR	UNBALANCE	APPLICATION
M-6375-A302 ①③	Billet Steel	157-Tooth	28.2 oz.-in.	Pre-1981 302 engines and 351 engines using 157T flywheels. Meets SFI 1.1.
M-6375-A302A ①③	Aluminum	157-Tooth	28.2 oz.-in.	Pre-1981 302 engines and 351 engines using 157T flywheels. Reduced rotating mass for faster engine acceleration in race applications. Meets SFI 1.1.
M-6375-B302 ①	Cast Iron	157-Tooth	50.0 oz.-in.	1981 and later 302 engines. Exact replacement for 1986-95 Mustang stock unit.
M-6375-C302 ①③	Billet Steel	157-Tooth	50.0 oz.-in.	1981 and later 302 engines. Meets SFI 1.1.
M-6375-C302A ①③	Aluminum	157-Tooth	50.0 oz.-in.	1981 and later 5.0L/302 engines. Reduced rotating mass for faster engine acceleration in race applications. Meets SFI 1.1.
M-6375-D302 ①	Billet Steel	157-Tooth	0 oz.-in.	All small blocks with 0 unbalance rotating assemblies. Meets SFI 1.1.
M-6375-D46 (6 bolt) ①②	Nodular Iron	164-Tooth	0 oz.-in.	4.6L SOHC Mustang. Has increased RPM capability over stock cast iron flywheel. Fits 10.5" clutch.
M-6375-F46 (6-bolt) ①②	Billet Steel	164-Tooth	0 oz.-in.	4.6L SOHC Mustang. Has increased RPM capability over stock cast iron or M-6475-D46 nodular iron flywheel. Meets SFI 1.1.
M-6375-G46 (8-bolt) ①②	Billet Steel	164-Tooth	0 oz.-in.	4.6L SOHC Mustang GT/DOHC Cobra Mustang. Has increased RPM capability over stock Cobra flywheel. Fits 10.5" and 11" clutch. Meets SFI 1.1.
M-6375-Z460	Billet Steel	176-Tooth	24.2 oz.-in.	Fits 1979-97 460 including M-6007-C460/D460/A514. For external balance only. Long style clutch. Meets SFI 1.1.
M-6375-R00 ①②	Aluminum	164-Tooth	0 oz.-in.	Used on the 2000 Cobra "R" Mustang. Fits Cobra 4.6L/5.4L DOHC 4-valve engines and other Mustangs with 8-bolt crank. Reduced rotating mass for faster engine acceleration in race applications. Fits 10.5" and 11" clutch. Meets SFI 1.1.

NOTES:

① Diaphragm clutch uses metric bolts and dowel pins. Requires metric pressure plate bolts N602549-S51M and alignment dowel pins D1FZ-6397-B. Ford Racing kit M-6397-A302, see below.

② 4.6L engines may have 6 or 8 bolts to attach to the crankshaft. Check the engine code before ordering. Romeo built engines have 6 bolts and Windsor built engines have 8 bolts. All Cobra engines have 8 bolts.

③ Has bolt-on counterweight 4" long for A302, 7.2" long for C302.

M-6375-A302 shown

11" CLUTCH BOLT KIT
M-6397-A46

- Use with Ford Racing flywheels to align and attach the 11" diaphragm-style clutch and pressure plate to the flywheel
- This kit includes 3 dowel pins that are necessary to align and stiffen the pressure plate shell. **NOTE:** If the dowels are not used the clutch may chatter and the engine vibrate
- Includes pressure plate bolts and dowel pins for use with 11" modular flywheel

PRESSURE PLATE BOLT AND DOWEL KIT
M-6397-A302

- Use with Ford Racing flywheels to align and attach the 10.5" diaphragm-style clutch pressure plate to the flywheel
- This kit includes 3 dowel pins that are necessary to align and stiffen the pressure plate shell. **NOTE:** If these dowels are not used the clutch may chatter
- This kit includes 6 bolts (8mm) with integral lock washers. **NOTE:** Ford Racing and production flywheels have metric bolt holes for diaphragm-style clutches. Ford Racing billet steel flywheels also have 5/16"-18 SAE bolt holes for "long" style clutches.

MANUAL TRANSMISSION FLYWHEEL BOLTS

M-4216-A200 Sold in pkg. of 100
M-4216-A210 Sold in pkg. of 10
7.16"-20 x .9375" bolt

4.6L MANUAL FLYWHEEL BOLTS
M-6379-B

- Fits 4.6L modular engines with manual transmission flywheels
- M10x1x26.5 bolt
- Package of 8

*Not legal for sale or use on pollution-controlled motor vehicles. **Direct replacement part.

See pages 2-8 for important safety, emissions and warranty information.