

edQuay

RACE CARS



XL Series Dragster Catalog



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Pottstown, PA 19464
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XL Series Dragster Story

The year 2000 saw another aspect of our continuing dragster development process. Some of our customers did not like the “look” of the “Bracketeer” and requested that we build a car more on the lines of the body design of all the other manufacturers. They said that they liked the laid back roll cage, the larger windshield area and the dash layout of the cars being built by the companies in North Carolina and Florida. We hate to copy anyone but it’s a stupid businessperson that doesn’t listen to the customer. Therefore we started development of our next generation dragster, the XL Series car. A car with the “look” everyone wanted but with ed Quay touches.

There are a couple of points that we felt should not be changed when the design of the XL car was started. 1. The body would continue to be made of fiberglass as we feel this is the material that sooner or later everyone will employ. 2. The design of the rear suspension would not be changed, if it isn’t broke don’t fix it, is the old saying. It wasn’t broke and we didn’t fix it!!! Our cars are some of the best “working” cars on the race track today!!! **BAR NONE!!!**

There were other areas that our customers said that they would like to see changed and change them we did.

1. Most wanted the car to be able to be certified to go quicker than 7.50. **IT CAN!!!**
- 2.They wanted a slightly longer wheelbase to add stability at the speeds it takes to go that quick. It’s now 235"W.B. up from 225".
- 3.The roll cage was given that “laid back” look and small tubing was added between the uprights (for driver head protection) as required for 7.50 or quicker cars.
- 4.Greater electrical capacity was wanted as was the ability to work the master disconnect switch from the driver compartment and a charging plug mount was made standard.
- 5.A removable nose was requested in addition to rear body panels that went all the way to the rear suspension. The rear body panels are also rolled over the top rail to add strength and be “different”.
- 6.The new dash design allows more room for gauges and switches.
- 7.The body was redesigned to make it more “mainstream” in appearance (no more little “wings” at the driver compartment) and the windshield was enlarged.
- 8.The “dzus” fasteners were changed to removable ones and the body is aluminum panel reinforced both inside and out at the mounting points.
- 9.The 4 link is upgraded to a “Pro” version with larger diameter top & bottom bars.
- 10.A fabricated housing with symmetrical ends is now “standard”.
- 11.The fuel tank is aluminum and the capacity is increased to 4.5 gallons for those that run alcohol.
- 12.Approximately 3" was added between the back of the driver compartment and the front of the engine to give extra room to mount the large fuel pump/filter setups in use today and allow you to remove the engine without removing the radiator.

QUESTION _ Did you ever wondered why all the other dragsters have the same 4 link configuration??? Doesn’t it stand to reason that someone would design their own version of a 4 link if they knew how to do it? The fact that you can weld together tubing doesn’t make you a car builder. You must know what to do with your product after it hits the race track!



Kent Hanley of Newtown, CT purchased the first XL Series 4 link dragster and gave us valuable input as to the “look” that most people wanted. Kent is a competitor in both NHRA Super/Comp racing and the big dollar bracket races across the country. The very first week out he was runner-up at a bracket race at Lebanon Valley Raceway in NY and a couple of weeks later he was again runnerup at the NHRA Matco Tools Supernationals at Englishtown NJ, quite an accomplishment for a new car.



The XL Series body is a modular design with the main section (from the front spindle mounts to the driver area) being one piece, the rear panels and the removable nose are separate pieces. Constructed of fiberglass the body only weighs 38 lbs. and is virtually indestructible. A fiberglass body is as light as an aluminum one, is stronger, doesn't dent and it is very easy to repair if you do damage it. The body can be completely removed or “flipped up” to work on the chassis.

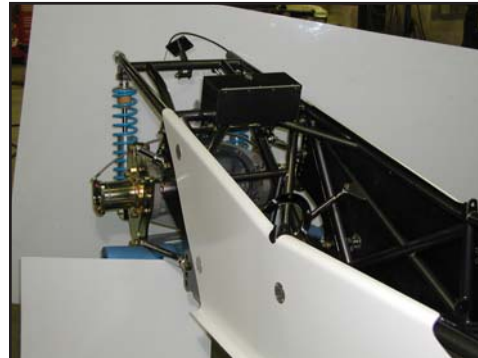
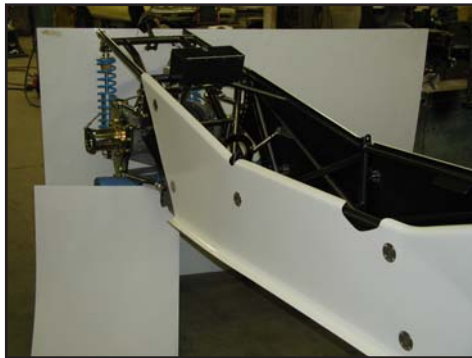


The dash area is larger and allows a much greater latitude in gauge and delay box placement. The electrical switches are in the dash as is the on/off cable ball for the master disconnect switch. The steering wheel is adjustable both in/out and up/down. Adjustable pedals are standard.





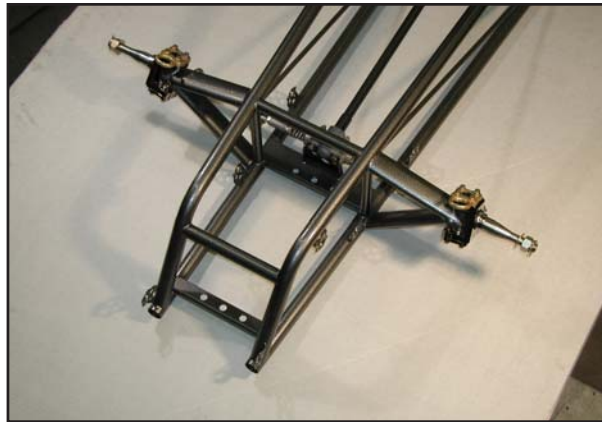
The body and windshield were designed so the we can “tailor” the height to fit the customers desire. Some drivers like the high side look and others like to be able to see all around them. The XL body can be cut up to 4 “ lower than pictured.



The rear body panels extend to the edge of the chassis 4-link mounting plates. We all know that decals are what pay when we win, this design gives you a much larger area for them. Notice also the rear panels roll around the top rail for added strength and to be “Quay” different.



The body mounting buttons are a non captured button with reinforcing plates both inside and outside of the fiberglass. This doubling of the reinforcing plates gives a much stronger mounting area.



The standard XL series front spindle mount is bi-pod streamline tubing design. If front brakes are wanted we add a third tube for strength.

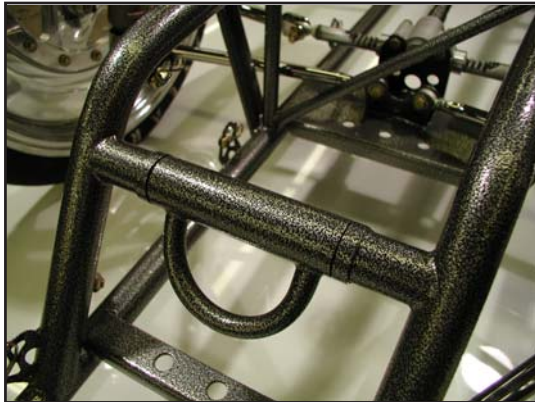


New for 2001 is a mini strut front suspension. This strut is manufactured by Strange Engineering to duplicate their "Pro Stock" strut only its lighter, shorter and has less travel. In our first tests the car ran mid 7.70's @ 174 mph, and the drivers quote was that "it was the smoothest car I've ever driven."

Why a front suspension? With a solid front end the car can still "jump" over imperfections in the track and change the load factors of the rear suspension, thus upsetting the car in the middle and top of the track. We didn't build a suspended front end before for one very good reason. Wherever there is a "spring" there must be a dampner (shock) to control movement, and there were none before this. This strut has an externally adjustable shock just like the pro stock strut. The rate of rebound can be controlled (adjusted) for a pro tree or a full tree and it will still control suspension movements in the middle and at the top of the track. The best of all worlds!



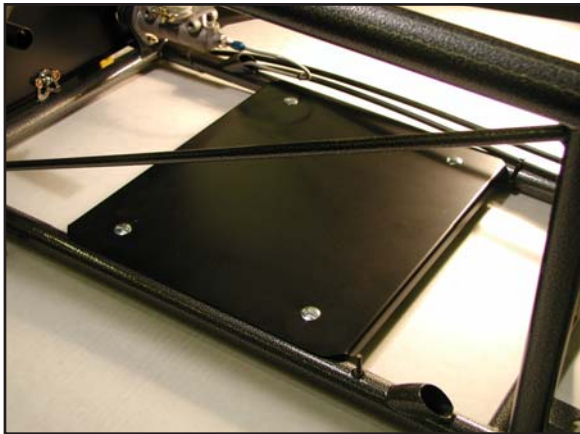
Other features: *some are extra cost options



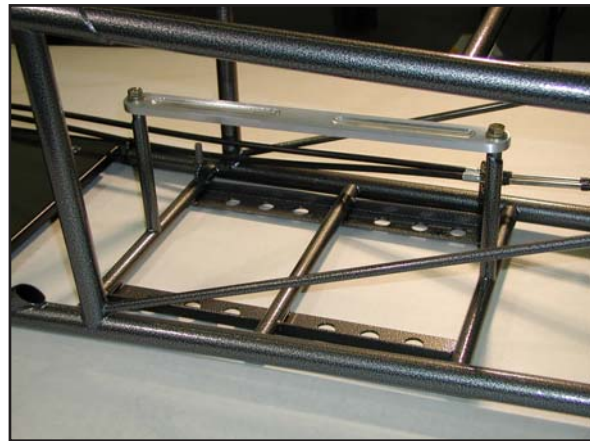
*A swivel tow hook/lift hook for those customers who “hang” their car in the trailer. Spindle tow hooks also available.



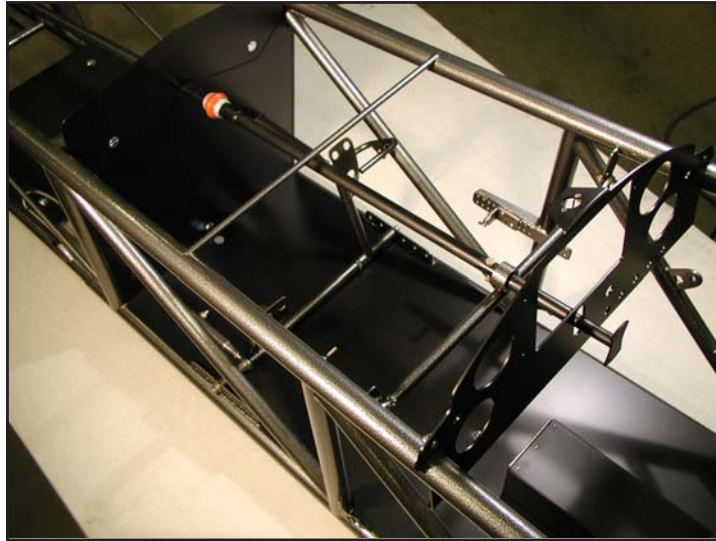
The driver side bottom rail has a cable openings at the front of the foot box and at the 4-link upright for master disconnect switch cables and the coil wire as standard equipment.



The electrical component tray is an aluminum dzus buttoned in plate forward of the foot box. Quick disconnect fittings would allow easy removal in case of ignition failure.



Dual battery mounts are standard. They are designed for dry cell altima batteries. Why dry cell? Have you ever had to clean up the mess a wet cell makes or had one quit because the plates hit one another... Enough said!!!



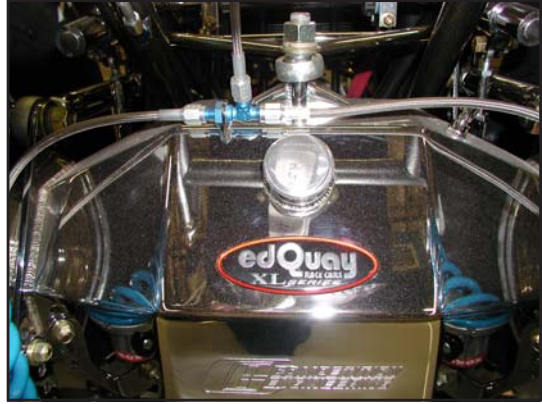
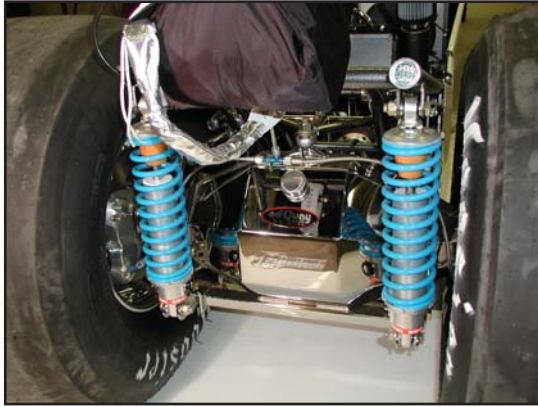
The steering wheel is fully adjustable both forward/aft *and* up/down. A quick disconnect steering wheel is available as an optional feature.



5" fully adjustable throttle and brake pedals are a XL series standard as well as a Tilton master cylinder mount.



The throttle pedal stop is the strongest of any manufacturer. If adjusted correctly it stops cable breaking and erratic performance caused by pedal flex.



A fabricated 9" Ford housing is standard in the Quay XL Series dragster. We also offer a cast aluminum Mark Williams/ed Quay fabricated 4-link and axle tube assembly housing as an extra cost option.



XL SERIES

BASE PACKAGE

ED QUAY DESIGNED "MAX-TRAC" 4 LINK REAR SUSPENSION
4130 CHROMOLY ROD ENDS (SUSPENSION)
GRADE 8 HARDWARE
SLIDING "A" FRAME HOUSING LOCATOR
ANTI ROLL BAR w/ALL LINKAGE
4130 CHROMOLY 4 LINK BARS
SHEET METAL HOUSING – 9" w/SYMETRICAL HOUSING ENDS
ADJUSTABLE LOWER SHOCK MOUNTS
FILL, DRAIN & VENT ON HOUSING
PARACHUTE PACK MOUNT
PARACHUTE HANDLE, CABLE & CABLE MOUNT ON CHASSIS
FLIP UP FIBERGLASS BODY (HAND LAID, WHITE GEL COAT, BLACK ON INSIDE)
SPECIALTY DESIGNED GROUND EFFECTS LIP
RECESSED CLEAR LEXAN WINDSCREEN w/FLUSH FASTNERS
REMOVABLE FIBERGLASS NOSE SECTION
FULL FIBERGLASS REAR BODY PANELS w/OVER THE EDGE DESIGN
DOUBLE PANEL REINFORCED DZUS BUTTONS
P/GLIDE TRANS SUPPORT RING w/ADJUSTABLE LINKS
KONI ALUMINUM DOUBLE ADJUSTABLE SHOCKS
LAMB REAR SPRINGS
TAIL LIGHT MOUNT & WIRING HOLE
MASTER CUT OFF SWITCH MOUNT
REINFORCED HOLES IN RAILS FOR BRAKELINE & MASTER CUT OFF CABLE
HELMET HOOK
4130 CHROMOLY CHASSIS SFI SPEC. 2.5
235" WHEEL BASE – ed Quay DESIGNED "MAX-TRAC" 4 LINK SUSPENSION
STREAMLINE TUBING BI-POD FRONT SPINDLE MOUNTS
RACK & PINION
M/W SPINDLES w/ARMS & BUSHINGS
TIE RODS & ALL ROD ENDS
FULLY ADJUSTABLE STEERING COLUMN w/SAFETY STOP, ROLLER BEARINGS & APEX U-JOINT
M/W POLISHED ALUMINUM STEERING WHEEL w/GRIPS
FRONT WEIGHT BAR MOUNTS
DUAL BATTERY TRAY w/HOLD DOWN STRAP
BATTERY GROUND STUDS
ALUMINUM IGNITION PANEL
ALUMINUM FLOOR & FRONT FIREWALL
MASTER CYLINDER MOUNT
FULLY ADJUSTABLE THROTTLE & BRAKE PEDAL ASSEMBLY
ADJUSTABLE THROTTLE STOP & CABLE MOUNT
ALUMINUM INSTRUMENT PANEL
SHIFTER MOUNT
SEAT BELT MOUNTS
SEAT BELT HOOKS (LAP BELTS)
FIBERGLASS SEAT w/SLOTS FOR SEAT BELTS
FUEL CELL AND MOUNT with GROUND STRAP
FUEL PUMP & FILTER MOUNTING TRAY
4 GAL. FUEL CELL w/TALL FILL NECK, OUTLET, RETURN & VENT
4130 CHROMOLY ENGINE LIMITERS (CHEVY)
6061 T6 ALUMINUM DRIVER PROTECTION PLATE
CNC MACHINED 1/4" 6061 T6 ALUMINUM FRONT PLATES (CHEVY)
CNC MACHINED 1/4" 6061 T6 ALUMINUM REAR MOTOR PLATE INCLUDING MSD COIL MOUNT
1 5/8" X .083 ROLL CAGE
EXIT/ENTRY HANDLES

TOTAL BASE PACKAGE: **\$12,500.00**

ALL PRICES SUBJECT TO CHANGE AT ANYTIME WITHOUT NOTICE

OPTIONS

Cooling

Ron Davis radiator, fan & shroud.....	\$540.00
Mounts for Davis radiator.....	\$225.00
Aluminum recovery tank-GOZA.....	\$85.00
AN to pipe fittings (radiator) 3/4" npt to #12,#16.....	\$18.00
Pipe to hose receiver 3/4" npt to 1 1/4.....	\$16.00
1 1/2.....	\$18.00
1 3/4.....	\$21.00
Radiator cap.....	\$25.00
Billet filler neck-short.....	\$40.00
Billet filler neck-tall.....	\$50.00

Electrical

Optima Battery.....	\$149.00
Dual battery cable kit.....	\$65.00
Master disconnect switch.....	\$30.00
Cables to activate master disconnect.....	\$175.00
Charging plug & mount.....	\$80.00
East Coast Auto Electric 74 amp alternator & mount kit.....	\$320.00
LED tail light.....	\$60.00
Starter switch.....	\$8.00
Toggle switch-standard.....	\$6.00
Toggle switch-aerospace design.....	\$37.00
Micro switch-standard.....	\$30.00
Micro switch-large head button.....	\$45.00
Coiled wire-2 wire 14 gauge.....	\$30.00
Steering wheel mount for buttons.....	\$60.00
Terminal strip #8 screws.....	\$12.00
Fuse panel.....	\$20.00
Neutral safety switch kit.....	\$35.00

Controls

Cables to activate master disconnect.....	\$175.00
Throttle cable w/ hardware to chassis and pedal.....	\$80.00
Parachute cable.....	\$30.00
Indy style steering wheel (upgrade).....	\$85.00
Mark Williams quick release steering installed.....	\$110.00
ed Quay/Frameworks Shifter (custom ed Quay design).....	\$175.00
-Shifter cable(custom length for the above shifter).....	\$40.00
-Custom cable mount at trans.....	\$36.00
-Quick release connector at trans shift armn (5/16").....	\$29.95
-DeLong cable clamp mount at shifter.....	\$10.95
-3/16" female rod end & hardware (to mount cable to shifter).....	\$7.95
buy as kit and save!!!.....(above 5 items).....	\$117.00
Phantom Shifter Air.....	\$379.00
Electric.....	\$399.00

Chassis

NHRA certification of chassis.....	\$125.00
Swivel tow hook.....	\$160.00
Welded tow hook.....	\$50.00
Holes in rail for battery cable.....	\$125.00
Weight bar with fill hole(weight not included).....	\$89.00
Spindle mount tow hooks (2).....	\$60.00

Engine & Trans Components

Scoop (fiberglass) 2 styles available.....	\$160.00
Scoop(carbon fiber) 2 styles available.....	\$350.00
Quay/Goza scoop tray 3".....	\$160.00
Scoop tray mounting plate-4150 or 4500.....	\$75.00
Goza billet throttle stop arm.....	\$55.00
Goza billet 90 degree Morse bracket.....	\$32.00
4150 adapter plate.....	\$35.00
Dzus kit (scoop).....	\$30.00
Air bottle mount with billet auminum clamp (1).....	\$75.00
Billet aluminum air bottle clamps (2).....	\$80.00
Air bottle with regulator & line kit.....	\$120.00
Fuel pump & filter w/ Fittings.....	call for price
Split fuel cell--alcohol/gas with neck& outlet.....	\$300.00
Extra return fittings with tubes installed.....	\$35.00ea
Large aluminum fuel cell.....	call for price
Oil pressure line kit.....	\$75.00
Headers up/down style 2 1/4 with 4" collectors.....	\$655.00
Coating of headers.....	\$245.00
Raptor mufflers.....	call for price
Trans. cooler, mount & pre made braided line kit.....	\$250.00
3 qt Moroso accumulator with mounts.....	\$245.00
B&M ec cannister.....	\$265.00
B&M ec cannister mounts on chassis.....	\$45.00
BBC/SBC rear motor plate w/ mount for MSD coil.....	\$85.00
BBC/SBC front motor plates (pair).....	\$45.00
Rail saddles w/ mounting tabs (pair).....	\$40.00
Stainless steel saddle clamp.....	\$8.00
Long dowl pins.....	\$20.00

Body * starting at

Rear side pods.....	\$325.00
Access door with latch.....	\$120.00
Windscreen clear.....	\$125.00
Windscreen tinted.....	\$175.00
Nose fin bolt-on.....	\$100.00
Body, nose, rear panels molded in color (standard white).....	*\$200.00additional
<u>Fiberglass & carbon fiber</u>	<u>glass carbon</u>
Seat.....	\$155.00/310.00
Nose.....	\$150.00/300.00
Fiber glass body, nose, & rear panels.....	\$1295.00/2800.00

Accessories * starting at

Glove box with latch.....	\$110.00
Glove box with Dzus.....	\$75.00
Tunnel in floor.....	\$90.00
Air compressor kit-complete.....	\$349.00
Pro-dial (3-digit).....	\$55.00
Reversable pro-dial mount w/ pro dial.....	\$90.00
Cut out dash for delay, guages& switches.....	*\$150.00
Black foam exit handle pads(2).....	\$15.00

Safety

Roll bar padding-black-SFI.....	\$60.00
Roll bar padding- black-standard.....	\$45.00
Seat belts: Diest.....	\$177.00
Simpson.....	\$165.00
Parachute: Diest.....	\$215.00
Simpson.....	\$230.00
Arm Restraints: Diest.....	\$40.00
Simpson.....	\$40.00
Seat pads: cloth-black.....	\$110.00
vinyl -black.....	\$95.00
Harness pads: Diest.....	\$35.00
Simpson.....	\$35.00
Non-skid floor strips(pair).....	\$25.00

Tires and Wheels

Mount and balance: front (2).....	\$85.00
back (2).....	\$70.00
Install races & pack bearings (front only).....	\$50.00
Drill for wheel screws.....	\$50.00
Wheel screws & installation.....	\$40.00
Install front wheels and set toe.....	\$75.00
Valve stems (bolt-on).....	\$8.00

Goodyear Tires:10% off list price + shipping

Hoosier Tires:10% off list price + shipping

Drive Shafts

MARK WILLIAMS (includes front yoke & "U" bolt kit)

#39600 - Mild Steel.....	\$409.50
#39800 - 4130 Chromoly.....	\$476.00
#39900 - Aluminum.....	\$593.75

ed Quay RACE CARS

Mild Steel (Includes front yoke & "U" bolt kit & no shipping charges).....\$350.00

MARK WILLIAMS OR STRANGE ENGINEERING COUPLER (female for Powerglide).....\$78.00

 SPICER YOKE.....\$75.00

Rear Housing & Components

Brake lines complete.....	
Tilton master cylinder.....	\$200.00
Penske shocks (pair).....	\$85.00
Mount for shock reservoirs includes "billet" clamps.....	\$1395.00
As replacement for the standard KONI shocks in base package.....	\$124.95
Lamb springs(pair).....	\$595.00
	\$118.00

AXLES

Mark Willaims (35 or40 spline)	
Std. (p/n 50100).....	\$636.50
Std. with lightening holes in flange.....	\$658.50
Gundrill Std. (p/n 50100G).....	\$750.50
Superlight gun drilled (p/n 50500).....	\$783.75
Strange Engineering	
S/T series (induction hardened p/n P3506).....	\$364.90
PRO series (thru hardened p/n 1013).....	\$424.95
PRO series gun drilled.....	\$522.40
40 Spline (pro series).....	\$50.00

REAR DISC BRAKE SETS (Symmetrical ends or Pontiac/Olds ,all others may cost more)

LAMB.....	\$774.95
MARK WILLIAMS.....	\$656.45
STRANGE ENGINEERING.....	\$555.00
AEROSPACE.....	\$430.00
Mark Willaims Housing End Backing Plate Bolt Kit (includes washers & nuts)	
3/8" dia. set of 8.....	\$21.00
1/2" dia. set of 8 (big Ford).....	\$39.20
3/8" dia. set of 10 (mopar type).....	\$26.25
Mark Williams 3rd member stud kit (studs, washers, & nuts) 9" Ford.....	\$19.99

THIRD MEMBERS

Mark Willaims (carrying case included & 3 qts. of gear oil)	
P/N 57010- Top Dragster Assembly.....	\$1808.80*
includes- bolt thru aluminum case (3.812 bore), steel spool (40 spline), pinion coupler, ball bearing pinion support, coupler, 3:20 to 4:86 ratio large pinion Richmond 9310 Pro gear (58 lbs.)	
P/N 57012- Super Lite Econo/Comp Assembly.....	\$1560.85*
includes- lite weight aluminum case, aluminum spool (35 spline), lightened ring gear, ball bearing pinion support, coupler, any Richmond 8620 gear set. (49 lbs.)	
M/W "XL Series" Special Assembly.....	\$1440.00
includes- lite weight aluminum case, spool (35 spline), any 8620 Richmond gear set	

For 4 Link dragster applications delete coupler #40300 from above third members and substitute 1350 "U" joint yoke #39008

Strange Engineering	
P/N P2051.....	\$1247.29
Includes aluminum case with billet aluminum caps, lite weight spool, N-1922 forged aluminum pinion support, 3:89 to 4:56 ratio U.S. STRANGE competition (large pinion) gear set and chromoly coupler	
P/N P2052.....	\$1277.85
same as P/N P2051 except with 1350 "U" Joint instead of coupler	
P/N P2053.....	\$1129.99
Includes aluminum case with billet aluminum caps, lite weight spool, N-1922 forged alum. pinion support, 3:50 to 6:50 U.S. STRANGE standard gear set and chromoly coupler	
P/N P2054.....	\$1159.84
Same as P/N P2053 except with 1350 "U" joint instead of coupler	
For 40 spline axles use #P2047 (additional \$85.00).....	\$1245.00

Chrome

Roll cage-not legal for 7.49 & faster.....	\$550.00
Rear housing -solid.....	\$450.00
Rear housing-4-link.....	\$650.00
Lower shock mounts (4).....	\$75.00
4-Link bars (4).....	\$180.00
A-frame housing locator with slider.....	\$100.00
Sway bar,adjustable links & slider brackets.....	\$175.00
Trans ring with 2 support tubes.....	\$110.00
Trans cooler mount.....	\$75.00
Motor plate & saddles.....	\$50.00
Back half of steering column.....	\$60.00
Front half steering column.....	\$100.00
Pedal assembly (pedals & axle).....	\$95.00
Brake linkage and throttle stop.....	\$45.00
Battery hold down.....	\$65.00
Lower radiator mount.....	\$80.00
Weight bar with fill cap.....	\$90.00
Spindles.....	\$100.00
Steering arms.....	\$60.00
Tie rods.....	\$50.00
Lower control arms.....	\$150.00

Powder Coating

Housing
Chassis
Suspension Components
Motor plates (3) & saddles
Deflector plate
Floors & front firewall, ignition tray, dash, fuel cell tray
Glove box
Front half steering column, tie rods, spindles and arms*
(*or lower control arms)

Fuel cell & strap
Radiator mounts (upper & lower)
Pedals, axle & master cylinder rod
Parachute handle & trans button mount
Trans cooler mount & trans ring +tubes
Air compressor kit components (box & component mnts.)

These options above for powder coating are available but prices are being updated so please call

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Route 100 & State Street Pottstown, Pa 19464

