

A Stock OEM Flywheel usually first sees life in a passenger car for many years, Then when some racetrack rules require Stock OEM Flywheels the racer installs it in the race car and the flywheel is subjected to Higher RPM and more power than it was designed for and sometimes the flywheels will even disintegrate. The Stock Cast Iron Flywheel is more so a throw away item than a durable Steel Billet Flywheel. The GM Parts Guide suggests that a Cast Iron flywheel be inspected yearly and discarded if there are any cracks.

By running a Stock Cast Iron Flywheel is like running a Stock Gas tank and makes for unsafe racing conditions.

The requirement of stock cast iron flywheels is a bad decision with today's racing conditions. If race tracks are trying to make the rules more equal they should compromise be having a weight requirement on the flywheels. With the technology of machines today you can make a Steel Billet Flywheel just as light as an Aluminum Flywheel with Steel Insert.

10,000 RPM offers a complete line of Steel Billet and Aluminum Flywheels in a variety of weights. 6 lbs. 2000/2300 Ford, 7 ½ lbs. Toyota 2-3TC & 20-22R, 8 ½ lbs Mitsubishi 2.6L, 9 ½, 13, 15, and 20 lb. Chevy, Ford, and Mopar Flywheels. New for 2000/2001, 1987 & UP Chevy Flywheels with either Factory Counter Balance or Neutral Balance. We will also Custom Make Steel Billet Flywheels for your Racing Application.