

Welcome to the 2011 Bulldog Rear End / DMI Racing Components Product Guide.

2010 was a very good year for Diversified Machine.

It seems the release of our Bulldog CT-1 was just what the racers were waiting for. The response has been fantastic. It was really exciting everyday seeing who the next call would be looking to buy the product. It's always a great feeling when a new racer or dealer joins the DMI family. It lets you know that the hard work and pride that we try to put into every product does not go unnoticed. As the year progressed, a real who's who of racers were using the product. Some great CT-1 moments during the year was the first victory, courtesy of Don O'Neal in the Mastersbilt house car, sweeping the top 4 positions at the Victoria 200 dirt modified race, winning the prestigious Eastern States 200 with Tim McCreadie and sweeping the Knoxville Late Model Nationals with Billy Moyer. See, in case you didn't know, we're kind of competitive here at DMI/Bulldog. We want our products to win as much as you want to win. It's why we work so hard to not only build a great product but make it user friendly so you can spend your time before the main event picking the right tires and springs and not fighting with your quick change. Getting to victory lane, isn't that what it's all about? When you're at the track in 2011 and see a late model or modified in victory lane, take a peak underneath, there is a good chance that it will have a Bulldog Rear under it.

On the open tube side for 2010 we redesigned the "ironman" of the Bulldog lineup, the XR-1. We made it even more user friendly and incorporated many of the same ideas we used on our XR-2, the rear that shocked the industry when it was released for the 2009 racing season. Now for the 2011 season, we have redesigned the XR-2 to feature more strength in the snout area while maintaining the size and weight savings the design provides. Also for 2011, we have two new rears in the lineup, the SMXR-1 for super modified racing and the much anticipated BB-1 for midget racing. We are very proud of both products and fell they are the nicest rears available in either market.

We also spent a great deal of 2010 developing and testing new products for the DMI line. Some of the new items released during 2010 or for the 2011 season are the 2K11 line of u-joints, the "Big Unit" torque tube, fabricated tubular driveshaft, redesigned torque ball housings and open driveline components. Our minds never stop thinking of better ways to produce lighter, faster and safer components. We have also added stainless sprint car bumpers to our line and have become a stocking W.D. and authorized re-builder and re-valver for Pro Shocks.

As you can tell, we've been busy. We've been busy because we feel an obligation to you, our customer, to continue to be the leaders in research and development of new racing components for short track racing. Sure, copying parts might be easier, but developing and producing new cutting-edge components is something only an American driven company like DMI/Bulldog can handle. It's a job we take seriously.

Have a safe and prosperous 2011.



2009
MANUFACTURER
OF THE YEAR

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ph 717.397.5347 • fx 717.397.7470
www.bulldogrears.com

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