



"Sport" Series

2005 C6 Corvette IRS Street Differential

We offer this must-have rear differential upgrade for those that want neck-snapping acceleration that only a performance gear change can deliver! Our "Sport" Series line of Corvette IRS Street Differentials are built for the Corvette enthusiast that wishes to have a professionally prepared, high performance street differential for their C5 Corvette, without having to go overkill with the purchase of our very heavy duty racing differentials we also offer.



Unlike O.E. GM differentials that are limited to stock gear ratios and slapped-together on a production line where assembly speed is more important than build quality... Each DTE Sport Series Corvette IRS Street Differential is available in a wide selection of gear ratios to suit your specific application and each unit is entirely prepared, hand assembled and blueprinted right here in the USA! This in-house production capacity enables us to maintain a very tight, 100% quality control process that guarantees outstanding build quality over the completed product every time, so you receive a finished differential that performs as you expect.

For nearly a decade, DTE Powertrain Inc. has continually been referred to by our customers, as the "Gold Standard" in high performance Corvette drivetrain, where our products have been in more race winning applications competing in Drag/Auto-x/Road Racing and setting more performance records than any of our competitors combined. Achieving a higher level of product engineering **DOES** make a resounding difference in the exceptional build quality and track proven durability of our driveline products, where you'll simply **NOT** find a better equipped, professionally built, high performance Corvette differential anywhere else for your money...*period!!* Give us a call when you're ready to unlock the true acceleration capability of your high performance C6 Corvette, with specialty drivetrain products coming from the pioneering leaders of innovation in the aftermarket Corvette IRS driveline industry!!



Application:

- **2005 C6 Corvette (LS2)**
- **Automatic or Manual Transmission**
- **Stage 1: Stock replacement or bolt-on performance upgrades**
- **Stage 2: Cam or head-cam performance upgrades**

Stage 1 "Sport" Series Street Differential

Part #: DTE-C605S1-xxx (gear ratio selected will replace "xxx")

- Disassembly to bare case for component inspection
- Power steam cleaning, hand washing & bead blasting of all differential components to a new-like finish
- Machining of specific components for improved fitment & operational function over stock
- Thermal-based crack detection inspection process
 - *Filters out unwanted components due to micro-cracks found in castings



- A choice of MG 3.42, 3.73, 3.90 & 4.10 ratios additionally prepared by us for perf. applications
- Cryogenically treatment of ring & pinion set
 - *Increases gear set longevity, wear resistance & promotes quiet operation
- C6-Z06 left output shaft
 - *Replaces weaker OEM shaft that breaks in HP applications
- New GM seals, O-rings & gaskets
- New Timken bearings & races where required
- New GM sintered bronze clutch packs & standard cone springs where required
- Two, 1-quart bottles of Redline 75w/140 synthetic gear lubricant included
- DTE aluminum name plate riveted to outer case identifying differential model & serial number
- Baked on aluminum enamel finish for factory appearance, color & corrosion protection
- Professional in-house machining, assembly & blueprinting
- Quiet, smooth operation
- Written 2 yr./24k warranty*

Differential exchange or build your supplied core: \$1395

In-house installation for manual trans. cars: \$1845

In-house installation for automatic trans. cars & includes PCM shift-point calibration: \$1999

Options:

- DTE Differential Strut Kit: FREE shipping when purchased with a differential- \$349

Stage 2 "Sport" Series Street Differential

Part #: DTE-C605S2-xxx (gear ratio selected will replace "xxx")

- Disassembly to bare case for component inspection
- Power steam cleaning, hand washing & bead blasting of all differential components to a new-like finish
- Machining of specific components for improved fitment & operational function over stock
- Thermal-based crack detection inspection process
 - *Filters out unwanted components due to micro-cracks found in castings
- A choice of MG 3.42, 3.73, 3.90 & 4.10 ratios additionally prepared for perf. applications
- Cryogenically treated ring & pinion set
 - *Increases gear set longevity, wear resistance & promotes quiet operation
- C6-Z06 left output shaft
 - *Replaces weaker OEM shaft that breaks in HP applications
- New GM seals, O-rings and gaskets
- New GM sintered bronze clutch packs where required
- Two, 1-quart bottles of Redline 75w/140 synthetic gear lubricant included
- DTE aluminum name plate riveted to outer case identifying differential model & serial number
- Baked on aluminum enamel finish for factory appearance, color & corrosion protection
- Professional in-house machining, assembly & blueprinting
- Quiet, smooth operation
- Written 2 yr./24k warranty*



***Upgrades Performed & Included Over Stage 1 "Sport" Model:**

- C6-Z06 3-piece right output shaft kit w/ shaft, side gear & snap ring
 - *Replaces weaker 1-piece OEM design shaft that breaks in HP applications
- 2003+ HD OEM pinion shaft support
 - *Replaces weaker OEM support that cracks in HP applications
- Heavy duty clutch pack cone springs
 - *Replaces weaker OEM springs that crack in HP applications
- New Timken bearings & races
- Proprietary clutch pack & bearing oiling improvements
 - *Extends bearing & clutch pack life through cooler operation

Differential exchange or build your supplied core: \$1795

In-house installation for manual trans. cars: \$2245

In-house installation for automatic trans. cars & includes PCM shift-point calibration: \$2399

Options:

- REM/Micro-polishing of all differential internals: **Reduces operational heat/parasitic drag & especially recommended for HDPE, Auto-X or road race applications-** \$125
- DTE Differential Strut Kit: FREE shipping when purchased with a differential- \$349

*Whichever comes first. Warranty excludes racing application use, failure due to abusive wheel hop, low oil level, infrequent lube change intervals, differential selected that is under-rated for application, etc. See provided policies/warranties for complete details.

Differential Shipping: FedEx fully insured ground shipping to contiguous lower 48-States: \$115

Differential Core Charge: \$750

- 100% refundable when good, undamaged core returned within 15 days of new differential delivery.
- Any good, complete, unbroken and assembled 2 or 3-series differential core in working order may be used for trade-in.

Differential Power Capacity Ratings:

We do not attach a numerical power rating to any of our differentials or driveline components for a few very specific reasons. Typically the horsepower output of an engine alone is **NOT** what damages drivetrain parts, but rather a combination of power, torque and the environment the differential is used for in that application is however. Therefore, it's not only foolish for the builder/manufacturer of the driveline product to do such a thing, but it's also directly misleading to the customer, since this is not enough information alone to base an accurate decision on what product the customer needs to be the most cost effective and durable selection for their given application.

Additionally, rating any sort of driveline component without any credible data to back up that fictitious claim as our competition often does is typically a marketing strategy only meant to sell parts, without giving proper regard to the customer on what they really need based on how they drive the car and what the intended usage is for that vehicle.

Lastly, when making the decision to purchase a differential, one needs to take into consideration how much power the car currently has, how much it will have, the intended usage of the car, if the car will be taken to the track, if the car has wider/stickier compound tires compared to stock and if the driveline will use a differential strut or not.

Plan for wheel hop, (which we **HIGHLY** discourage) because most street Corvette's do this to some degree if **ANY** of the driveline suspension components are left stock. (i.e. control arm bushings, shocks, alignment, tires, etc.) Always add additional strengthening options accordingly to provide a cushion for that also.

In other words~ build the strongest driveline you possibly can within your financial boundaries and then drive the car accordingly based on the options you chose. One can **NEVER** have too much driveline strength for any vehicle platform and choosing a differential based entirely on a "cheap price" that is under-rated for your application, will only cost you far more money in the long run to fix it again the second time after you had the chance to do it right from the beginning.