

BREAKING IN A GEARBOX

Taylor Race Engineering, Inc.

BEFORE INSTALLATION

Be sure to grease the pilot bearing/bushing prior to installing the gearbox.

A light spray of molybdenum-type aircraft grease on the clutch splines will reduce spline wear.

A **very** light coat of grease on the clutch diaphragm spring fingers will reduce noise and increase spring life.

If the transmission uses a clutch bobbin, the bobbin bushings must be lubricated. It is best to soak the bobbin in hot transmission lube to fill the Oilite™ bushings with oil. Avoid if possible the Hewland-type solid bronze bushings in the bobbin, as they have no oil retention capability.

BREAKING IN THE GEARBOX

Treat the new or rebuilt gearbox as you would a fresh engine. The ring and pinion is the critical component, and should be run in very carefully. For the first session, run the car gently to allow the pattern to begin development. During the second session, use full power briefly—five seconds—then off for five seconds to allow the pattern to spread to the full tooth without localized overheating which will damage the heat treatment at the small end of the pinion gear. The *off* time allows the lubricant to cool the gear teeth prior to the next full power applications, preventing damage. It also allows the pattern to develop on the *coast* side of the gear teeth.

The change gears in the gearbox section require little break-in, and can be run at full power immediately.

After the first session, retighten all nuts and bolts, giving special attention to the sideplate nuts. Do not over-tighten—12 ft-lb max.

NEED MORE TECHNICAL HELP?

You can reach one of our technicians any weekday from 8:30 AM to 6:00 PM on our technical Hotline:

972-422-0567