

Oil specification - 75W140LS (specification for limited slip differentials) for gearboxes with limited slip differential.

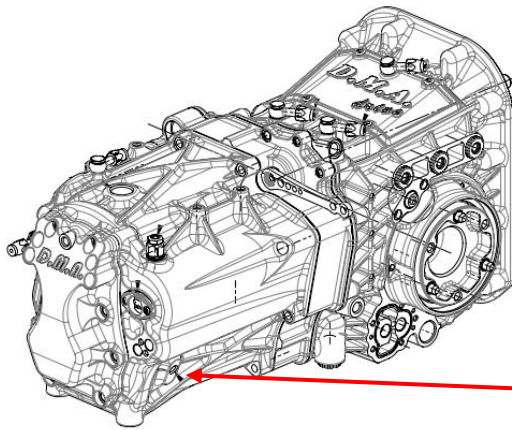
- 75W140 for gearboxes without differential (RWD inline gearboxes for example BMW, 350z, Supra, Mustang etc...)

Amount of oil

RWD inline gearboxes without differential = 1.7 - 1.9 litres.

Transaxle gearboxes with differential and 1071-X4 gearboxes = follow the oil level indication bolt. See image below to locate the indication bolt – keep pouring the oil until it leaks from this hole.

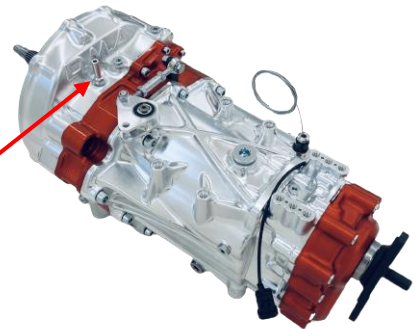
The gearbox must be on level ground when filling oil



Oil level indication bolt

Hints:

It's highly recommended to put hose leading to a catch tank on the gearbox breather. Catch tank must be above gearbox level.



Breather location

Always make sure the reverse lock nut is tightened.

Reverse lock (blocking) cable must have play about 1-2mm – avoid having it absolutely tensed or too loose. Always check the clearance on release lever and the lock.



When using our hub and connecting shaft for propeller shaft (concerns gearbox 1071-B and differential 8019), the propshaft must be in a straight line, centered and on the hub and connecting shaft must be applied grease and covered to lubricate properly.



When the gearbox output is for **slip yoke**, it is needed to use **hardened slip yoke** for use with roller bearing (**except of Nissan 350z gearbox which is made for original slip yoke**)

Pay attention to the proper gear oil and its amount.

Change or check the oil after every race (depending on discipline). When checking or changing the oil **remove the magnetic plug and check it for fragments** – small filings particularly when the gearbox is new are okay, some bigger fragments sign some kind of damage.

Clutch:

Clutch rating should be approx 17% higher than is the real torque of the engine. Try to be as close as possible to this value. If you use clutch with too high torque rating, there can occur damage of certain gearbox parts.

Gear changing (shifting):

Incorrect settings of ignition cut can quickly wear or damage gearbox parts.

Attempting to perform clutch-less gear change with slipping wheels may result in the gearbox damage.. **neither with ignition cut off. With slipping wheels is always necessary to use the clutch for gear change.**

When making your own shifting mechanisms to connect the gearbox with gear lever, always make sure to have correct angles, perpendicular leverages by rocker arms etc. The mechanism must be rigid – well fixed and cannot spring, shiver and move by itself.

When shifting don't keep the gear shift lever pulled by your hand– **shifting must be performed vigorously and quickly with immediate release of the gear shift lever off your hand!**

If not possible to engage 1st gear when stationary, it is normal situation cause by dogs of gears and dog rings are leaning on each other. Press the clutch few times or move the car a little to be able to shift 1st gear.

Make sure your clutch disengages the engine completely and doesn't then carry the input shaft, which could lead to damage to the reverse and 1st driven gear when shifting out of neutral because you would be shifting with the shafts spinning.

If you use sequential gearbox for the street car, use the clutch for gear changes as much as possible. It saves the gearbox. Use ignition cut only for your „race mode“ or trackdays.

General:

When claiming a product it must be shipped back to us without being disassembled before.

When sending the product for service it must be complete, cleaned and oil must be drained off. Otherwise we will charge 200 EUR excl. VAT fee for extra cleaning. Incomplete products will not be inspected and will be shipped back at your expense.

If checking the gearbox, do it AFTER the race/season not just before the next race/season :)

Various manuals, drawings etc. can be downloaded on our website section TECHNICAL DOCUMENTS, password dmatechspec2023

When in doubts, don't hesitate to contact us and ask anything.