

tranny rebuilds

Posted by tcomeau - 27 Sep 2012 08:00

Hey guys,

Our trannies usually die due to ring and pinion failure. We just replace the whole tranny with one that works and get back to racing. I have at least a dozen trannies in the shop inventory that have a broken R & P. I've been trying to find someone who can CNC new parts cheaper. No luck. Porsche has the R & P sets, but they cost \$947 to the average guy on the street.

So.....Is there any interest in a group purchase to get the cost down? Anyone else sitting on trannies? Shops?

Thanks

=====

Re: tranny rebuilds

Posted by Sterling Doc - 09 Oct 2012 18:52

Some data from this last weekend.

I saw trans temps around 230, maybe 235 degrees at Road America in cool conditions - upper 40's. Only one data point, but there it is...

Ironically, after about 125 hours of use, my trans started getting noisy at the end of the weekend. Time to start looking at a rebuild!

=====

Re: tranny rebuilds

Posted by joeblow - 10 Oct 2012 19:52

I dont consider 230-235 super hot but I would shoot for 200 or so if given the choice. That being said the Pinion will be much hotter than that on a local level. The high pinion heat transfers to the bearing and kills it. I bet you will start seeing wear pretty quickly on the pinion soon.

Sterling Doc wrote:

Some data from this last weekend.

944-SPEC - 944SPEC - low cost wheel to wheel racing

Generated: 5 April, 2025, 18:10

I saw trans temps around 230, maybe 235 degrees at Road America in cool conditions - upper 40's. Only one data point, but there it is...

Ironically, after about 125 hours of use, my trans started getting noisy at the end of the weekend. Time to start looking at a rebuild!

=====