

4 speed manual racing transmission



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Chicago, IL 60609 Toll Free 18009342727. The superior quality is a result of constant research and development and extensive testing at our U.S. and international facilities. Outstanding engineering design has made the Double Diamond gearing the winner at the track or on the street. First and reverse are constant mesh to prevent gear clash. Struttype synchronizers are provided for longer life and easier shifting. The T10 is used in applications for performance type automobiles and light trucks. The RICHMOND Super T10 is packed with power and speed. Using the latest CNC machining and in house treat, this T10 is available in a multiple range of ratios. The T10 Plus combines race proven synchro assemblies and NASCAR proven technology to deliver smoothness and strength needed for the demands of a road course. Engineered with a proquality approach, the RICHMOND T10 Plus delivers the quality and performance you expect. Using the T10 design, the two speed has only two forward gears and reverse, making for less rotating weight, which equals more horsepower. Offered in a variety of ratios, the two speed will let you get a "jump" on the competition. The SUPER STREET is fully rated at 600 ft. lbs. of torque to confidently handle the demands of street performance, hot rods, muscle car, racing and other high performance applications. Based on the successful Richmond NASCAR type design and technology, the SUPER STREET is manufactured in the USA by skilled craftsmen using the best in CNC machining, gear cutting technology and raceproven in house treating. The transmission is built on the successful and dependable Richmond manual transmission housing. The design allows for more robust gears and The SUPER STREET transmission comes complete with a Long Shifter for the ultimate in shift performance and durability. For over 80 years, the Double Diamond has signified the highest quality gears in the racing industry! <http://dilimkebab.com/userfiles/command-and-conquer-red-alert-3-manual-pdf.xml>

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running a rear-drive combination can utilize Honda engine technology with a standard, no-hassle driveline. GForce Street 6-Speed TRUE bolt-in kits fit Viper, Corvette, Camaro, and Cobra. With the optional GForce mainshafts, these Honda B Series Dog Ring gear sets are available for Honda and Integra applications. This new gear kit is for the TR3650 5-speed transmission that comes standard in the 2001 to 2010 V8

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The GForce South GSR is absolutely the end of the line in terms of absolute strength and performance from a 4-Speed racing transmission for your circle track or road racing application. With its single rail, internally shifted design, no other transmission offers the GSR's uniqueness and versatility. Click here for CHINESE or RUSSIAN. This transmission can be built as a clutchless or clutch-assisted model and has a wide range of applications. Along with all of the internal improvements, there are also more input shaft choices and more shifter locations available. This transmission is ideal for, but not limited to, Pro Stock, Pro Stock Truck, Competition Eliminator, or any of the various NMCA, NMRA, or other 10.5-inch tire muscle car applications. It uses a driver-operated clutch, usually engaged and disengaged by a foot pedal or hand lever, for regulating torque transfer from the engine to the transmission; and a gear selector that can be operated by hands. Higher-end vehicles, such as sports cars and luxury cars, are often usually equipped with a 6-speed transmission for the base model. Automatic transmissions are commonly used instead of manual transmissions; common types of automatic transmissions are the hydraulic automatic transmission, automated manual transmission, dual-clutch transmission, and the continuously variable transmission CVT. The number of forward gear ratios is often expressed for automatic transmissions as well, e.g., 9-speed automatic. Most manual transmissions for cars allow the driver to select any gear ratio at any time, for example shifting from 2nd to 4th gear, or 5th to 3rd gear. However, sequential manual transmissions, which are commonly used in motorcycles and racing cars, only allow the driver to select the next higher or next lower gear.

A clutch sits between the flywheel and the transmission input shaft, controlling whether the transmission is connected to the engine. Clutch engaged: the clutch pedal is not being pressed or not connected to the engine clutch. Clutch disengaged: the clutch pedal is being pressed down. When the engine is running and the clutch is engaged, i.e., clutch pedal up, the flywheel spins the clutch plate and hence the transmission. This is a fundamental difference compared with a typical hydraulic automatic transmission, which uses an epicyclic planetary design. Some automatic transmissions are based on the mechanical build and internal design of a manual transmission, but have added components such as servo-controlled actuators and sensors which automatically control the gear shifts and clutch; this design is typically called an automated manual transmission or a clutchless manual transmission. Operating such transmissions often uses the same pattern of shifter movement with a single or multiple switches to engage the next sequence of gears. The driver was therefore required to use careful timing and throttle manipulation when shifting, so the gears would be spinning at roughly the same speed when engaged; otherwise, the teeth would refuse to mesh. Five-speed transmissions became widespread during the 1980s, as did the use of synchromesh on all forward gears. This allows for a narrower transmission since the length of each countershaft is halved compared with one that contains four gears and two shifters. For example, a five-speed transmission might have the first-to-second selectors on the countershaft, but the third-to-fourth selector and the fifth selector on the main shaft. This means that when the vehicle is stopped and idling in neutral with the clutch engaged and the input shaft spinning, the third, fourth, and fifth gear pairs do not rotate. For reverse gear, an idler gear is used to reverse the direction in which the output shaft rotates.

<http://www.drupalitalia.org/node/69678>

In many transmissions, the input and output shafts can be directly locked together by bypassing the countershaft to create a 1:1 gear ratio which is referred to as direct drive. The assembly consisting of

both the input and output shafts is referred to as the main shaft although sometimes this term refers to just the input shaft or output shaft. Independent rotation of the input and output shafts is made possible by one shaft being located inside the hollow bore of the other shaft, with a bearing located between the two shafts. The input shaft runs the whole length of the gearbox, and there is no separate input pinion. When the dog clutches for all gears are disengaged i.e. when the transmission is in neutral, all of the gears are able to spin freely around the output shaft. When the driver selects a gear, the dog clutch for that gear is engaged via the gear selector rods, locking the transmission output shaft to a particular gear set. It has teeth to fit into the splines on the shaft, forcing that shaft to rotate at the same speed as the gear hub. However, the clutch can move back and forth on the shaft, to either engage or disengage the splines. This movement is controlled by a selector fork that is linked to the gear lever. The fork does not rotate, so it is attached to a collar bearing on the selector. The selector is typically symmetric it slides between two gears and has a synchromesh and teeth on each side in order to lock either gear to the shaft. Unlike some other types of clutches such as the footoperated clutch of a manual transmission car, a dog clutch provides nonslip coupling and is not suited to intentional slipping. These devices automatically match the speed of the input shaft with that of the gear being selected, thus removing the need for the driver to use techniques such as double clutching. Therefore, to speed up or slow down the input shaft as required, coneshaped brass synchronizer rings are attached to each gear.

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In a modern gearbox, the action of all of these components is so smooth and fast it is hardly noticed. Many transmissions do not include synchromesh on the reverse gear see Reverse gear section below. This is achieved through blocker rings also called baulk rings. The synchro ring rotates slightly because of the frictional torque from the cone clutch. In this position, the dog clutch is prevented from engaging. Once the speeds are synchronized, friction on the blocker ring is relieved and the blocker ring twists slightly, bringing into alignment certain grooves or notches that allow the dog clutch to fall into the engagement. The latter involves the stamping the piece out of a sheet metal strip and then machining to obtain the exact shape required. These rings and sleeves have to overcome the momentum of the entire input shaft and clutch disk during each gearshift and also the momentum and power of the engine, if the driver attempts a gearshift without fully disengaging the clutch. Larger differences in speed between the input shaft and the gear require higher friction forces from the synchromesh components, potentially increasing their wear rate. This means that moving the gearshift lever into reverse results in gears moving to mesh together. Another unique aspect of the reverse gear is that it consists of two gears— an idler gear on the countershaft and another gear on the output shaft— and both of these are directly fixed to the shaft i.e. they are always rotating at the same speed as the shaft. These gears are usually spur gears with straightcut teeth which— unlike the helical teeth used for forward gear— results in a whining sound as the vehicle moves in reverse. To avoid grinding as the gears begin to mesh, they need to be stationary. Since the input shaft is often still spinning due to momentum even after the car has stopped, a mechanism is needed to stop the input shaft, such as using the synchronizer rings for 5th gear.

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This can take the form of a collar underneath the gear knob which needs to be lifted or requiring extra force to push the gearshift lever into the plane of reverse gear. Without a clutch, the engine would stall any time the vehicle stopped and changing gears would be difficult. Deselecting a gear while the transmission requires the driver to adjust the throttle so that the transmission is not under load, and selecting a gear requires the engine RPM to be at the exact speed that matches the road speed for the gear being selected. In most automobiles, the gear stick is often located on the floor between the driver and front passenger, however, some cars have a gear stick that is mounted to the

steering column or center console. Gear selection is usually via the left foot pedal with a layout of 1 N 2 3 4 5 6. This was actuated either manually while in high gear by throwing a switch or pressing a button on the gearshift knob or on the steering column, or automatically by momentarily lifting the foot from the accelerator with the vehicle traveling above a certain road speed. When the crankshaft spins as a result of the energy generated by the rolling of the vehicle, the motor is cranked over. This simulates what the starter is intended for and operates in a similar way to crank handles on very old cars from the early 20th century, with the cranking motion being replaced by the pushing of the car. This was often due to the manual transmission having more gear ratios, and the lockup speed of the torque converters in automatic transmissions of the time. The operation of the gearstick— another function that is not required on automatic transmission cars— means that the driver must use one hand off the steering wheel while changing gears. Another challenge is that smooth driving requires coordinated timing of the clutch, accelerator, and gearshift inputs.

Lastly, a car with an automatic transmission obviously does not require the driver to make any decisions about which gear to use at any given time. This means that the driver's right foot is not needed to operate the brake pedal, freeing it up to be used on the throttle pedal instead. Once the required engine RPM is obtained, the driver can release the clutch, also releasing the parking brake as the clutch engages. Please help improve it by rewriting it in an encyclopedic style. June 2020 Learn how and when to remove this template message Multicontrol transmissions are built in much higher power ratings but rarely use synchromesh. Usual types are The first through fourth gears are accessed when low range is selected. To access the fifth through eighth gears, the range selector is moved to high range, and the gear lever again shifted through the first through fourth gear positions. In high range, the first gear position becomes fifth, the second gear position becomes sixth, and so on. This allows even more gear ratios. Both a range selector and a splitter selector are provided. In older trucks using floor-mounted levers, a bigger problem is common gear shifts require the drivers to move their hands between shift levers in a single shift, and without synchromesh, shifts must be carefully timed or the transmission will not engage. Also, each can be split using the thumb-actuated underdrive lever on the left side of the knob while in high range. L cannot be split using the thumb lever in either the 13 or 18 speed. The 9 speed transmission is basically a 13 speed without the underdrive thumb lever. Transmissions may be in separate cases with a shaft in between; in separate cases bolted together; or all in one case, using the same lubricating oil. With a third transmission, gears are multiplied yet again, giving greater range or closer spacing. Some trucks thus have dozens of gear positions, although most are duplicates. Two speed differentials are always splitters.

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In newer transmissions, there may be two countershafts, so each main shaft gear can be driven from one or the other countershaft; this allows construction with short and robust countershafts, while still allowing many gear combinations inside a single gear case. One argument is synchromesh adds weight that could be payload, is one more thing to fail, and drivers spend thousands of hours driving so can take the time to learn to drive efficiently with a nonsynchromesh transmission. Since the clutch is not used, it is easy to mismatch speeds of gears, and the driver can quickly cause major and expensive damage to the gears and the transmission. Since few heavy-duty transmissions have synchromesh, automatic transmissions are commonly used instead, despite their increased weight, cost, and loss of efficiency. Diesel truck engines from the 1970s and earlier tend to have a narrow power band, so they need many close-spaced gears. Starting with the 1968 Maxidyne, diesel truck engines have increasingly used turbochargers and electronic controls that widen the power band, allowing fewer and fewer gear ratios. A transmission with fewer ratios is lighter and may be more efficient because there are fewer transmissions in series. Fewer shifts also make the truck more

drivable. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. June 2020 Learn how and when to remove this template message Gear oil has a characteristic aroma because it contains added sulfur-bearing antiwear compounds. These compounds are used to reduce the high sliding friction by the helical gear cut of the teeth this cut eliminates the characteristic whine of straight cut spur gears . Retrieved 10 March 2020. By using this site, you agree to the Terms of Use and Privacy Policy. These are all new, high quality parts. The provided list will vary as we continue to sell these parts.

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If your going to invest in a 5 or 6 speed trans.this is the one to use! Shifting into gear feels more defined. Throttle inputs also feel more direct like pushing down the throttle from cruising at like 2500 rpms it goes the way you want it to, rather than the mount flexing and absorbing power. Really love the solid feel of this mount and transmission crossmember bushings combined. Engine vibration when accelerating and gear whine is much more noticable NVH, Natural Vibration Harmonics, almost like a baby dog box, but thats okay with me. Feels like a like a whole new car and I love it! Anyway it seems to be working great. A little tab piece snapped off during shipping. I believe that was a fluke since the plastic appears to be of the same quality as the OEM parts. It didnt affect the installation, so I proceeded. All thats really on this board are copper lines and the transmission plug. If that werent the case, I doubt a generic manufacturer would have tried to copy it, in the first place. End shot, I think its fine to use a generic conductor plate for the 722.6xx transmission. Good luck. Looks sharp and functions as expected. This one is ruberized and feels secure when shifting. Everything I wanted for a cheap price. Fits my 2007 2.4l chevy colbalt ss The fluid is honey colored just like the factory OEM. Please note, the transmission isnt sealed for life. Regular service 50 60k intervals will help you achieve years of trouble free driving. Just know the universal threads are plastic, you can always upgrade to aluminum from another store. Each transmission kit is engineered with factory matched torque capacity ratings, helping ensure the transmission you purchase will stand up to the power of your engine. Chevrolet Performance customers are responsible for ensuring their use of Chevrolet Performance complies with applicable federal, state, and local laws, regulations, and ordinances.

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