



TRANSMISSIONS

Dos and Don'ts

Do

1. Mount the transmission to the frame using the mount boss provided on the output housing. A flexible mount should be used so that the transmission does not become a structural member of the vehicle.
2. Accelerate smoothly in low gear – do not overpower the clutch
3. Shift to direct drive as soon as possible.
4. When shifting, match RPMs and remember to shift smoothly
5. Always start and warm the engine with both shift levers in the neutral position.
6. If you need to use reverse, either shift to reverse before starting the engine, or shift to low gear to stop gear movement, then shift to reverse.

Don't

1. Do not slip the clutch excessively
2. Do not use the clutch more than is necessary. The clutch is very small and will wear more quickly if used excessively. The clutch is very durable if used properly.
3. Do not apply excessive power when in low gear or reverse. Low gear is only intended to get the car rolling, not for fast acceleration.
4. Do not abuse the dog ring. You are making the shift from low to high gear without a clutch, so match RPMs and shift smoothly.

Do

Let your dealer know if you have any problems with your transmission. Brinn, Inc. has tested this product in the lab and on the race track. As a result of this testing program, Brinn, Inc. believes this transmission will give you excellent service. If it does not, please let them know.

Note

Brinn, Inc. continues to test and develop various components related to your transmission. As new items become available, Brinn, Inc. will make your dealer aware of them.

Turn over for Mounting and Use Instructions

Mounting and Use Instructions

1. Before installing your new transmission, be sure to check the following items.
 - a. The transmission seal plate should fit snugly in the bellhousing bore, but should slip in freely.
 - b. The bellhousing should be indexed to the block and crank.
 - c. The bellhousing must be free from cracks and must be strong enough to prevent flexing.
 - d. The drive flange that you use **must slide freely** on the transmission input spline. Also, when the transmission is seated against the bellhousing, the input shaft **must not** bottom out against the crank shaft. Binding or bottoming out will cause severe engine damage.
2. Transmission must be mounted to the frame using the mount boss provided on the output housing. A flexible mount should be used so that the transmission does not become a structural member of the vehicle.
3. You do not need to use a pilot bearing unless your drive flange is worn excessively.
4. No drive flange is supplied with the transmission. Order the appropriate drive flange to suit your engine and bellhousing combination. See our parts catalog for a listing of bellhousing and drive flange options.
5. Lubricate the inside of the drive shaft yoke with moly-based grease or with anti-seize compound. This helps to ensure that the yoke will slide properly when under load.
6. Lubricate the outside of the yoke with moly-based grease when installing the drive shaft. Before each race, lubricate the outside of the yoke using the grease fitting provided in the output housing. Don't over grease, one or two pumps is sufficient.
7. Use a 3/4" or 7/8" clutch master cylinder.
8. Use a steel braided hose to connect the clutch master cylinder to the clutch slave cylinder. Fill the master cylinder with brake fluid and bleed the system using the bleeder provided on the transmission. Bleed the system until the clutch pedal has the same firm feel that a brake pedal normally has. This type of clutch does not have the pedal travel like a conventional clutch has. The clutch in your transmission operates opposite a conventional clutch. Push the pedal to engage the clutch, release the pedal to release the clutch.
9. Use any type of shifter that fits your installation. Be sure that the shifter is free and cannot pull the transmission out of gear due to binding.
10. The shift pattern is labeled on the side cover. The front lever is the lo-hi lever and the rear lever is reverse. There is an interlock assembly in the side cover that prevents the transmission from being shifted into two gears at the same time.
11. Fill the transmission to the level of the fill plug with one of the recommended fluids. Change fluids regularly. Weekly is recommended. Recommend fluid for Original Transmission is non-synthetic engine oil, Dextron III or equivalent, or Racing ATF. Recommended fluid for the Pro Series and Pro 2.0 Transmissions is Mobil 1 Synthetic Engine Oil Extended Performance 15W-50.
12. The clutch wear of the Original Transmission should be checked periodically by removing the slave cylinder from the back of the transmission and pushing on the three clutch actuator pins. The 1/8" thick plate should remain on the transmission while you make this check. If you push the pins in and 3/16" of the pins protrude from the plate, then the clutch is not worn at all. If the pins can be pushed in until they are flush with the plate or within 1/16" from the plate, then the discs are worn and should be replaced. When reinstalling the slave cylinder, be sure to seal both sides of the 1/8" plate and the bolt threads with silicone sealer. Install the cylinder with the bleeder to the top and torque the bolts to 60 in-lbs (5 ft-lbs).
13. If you find that your clutch is worn, then the drive discs must be replaced. The driven (steel) discs almost never wear or need replacement. Discs are available from your dealer. If you need service on your transmission, contact your dealer for the name of the service facility closest to you or you can send it to Brinn, Inc. Brinn, Inc. offers full rebuild services.