

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 ChuckS - 02 Oct 2012 14:22

It's interesting that some of you do not see a lot of trans failures. We have seen LOTS of them. Of course, out here it is not unheard of to have a unit with over 250,000 miles, so that may be part of the problem. The cheap ones we buy have a lot of miles!

Eric - any feedback on the trans temps for your enduro?

I will try to get one in mine before the next race as well.

I like Joeblow's cooling ideas. Is there any reason we could not make that legal for spec? It is for reliability, not performance enhancement.

Re: tranny rebuilds

Posted by Sterling Doc - 02 Oct 2012 19:49

Enduro is this coming Sunday. Rules change proposal is coming soon - put it in there. More data helps push it through. Once we change the rules, a lot of people start spending money, so we want to have a reasonable degree of certainty that it's going to help.

Re: tranny rebuilds

Posted by JB3 - 03 Oct 2012 05:08

tcomeau wrote:

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I'm interested.

Also: the 'tabbed shim washer' in the LSD seem to be broken. I can't locate new ones. Maybe you can?

Re: tranny rebuilds

Posted by JB3 - 03 Oct 2012 05:10

1M Fan wrote:

I'm new to the Porsche tranny's but I know the VWs have issues with ring gear being riveted. They have bolt kits to solve the problem. Is that the issue with Porsche?

Nope

Re: tranny rebuilds

Posted by JB3 - 03 Oct 2012 05:16

Sterling Doc wrote:

I'd have some interest, but with used trannys running \$150 these days, it would have to be a pretty big

discount.

Every used I have taken apart has had some metal in it at least and needed bearings somewhere. What I have seen (admittedly way fewer than the pros) is pinion bearing wear. And others. So when I buy a used my expectation is it's going to be \$priceoftrans.00 plus \$500 minimum
