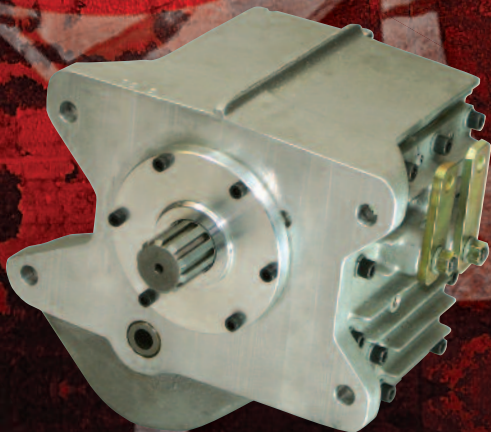
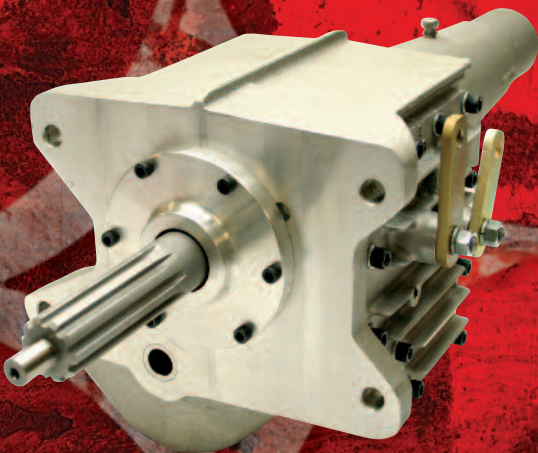
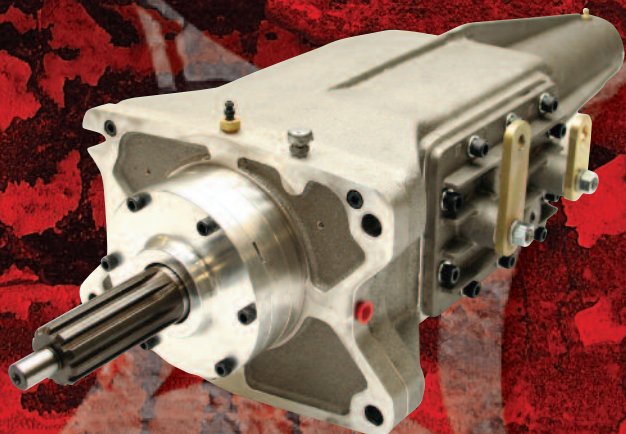


BRINN INC

VOLUME 1, ISSUE 1



DRIVETRAIN PRODUCTS
TRANSMISSIONS
BELLOUSINGS
FLYWHEELS
STEERING QUICKENERS

STARTERS
SHOCK DYNAMOMETERS
CUSTOM PRODUCT DESIGN
COOLING SYSTEMS
AUTOMOTIVE DAMPERS

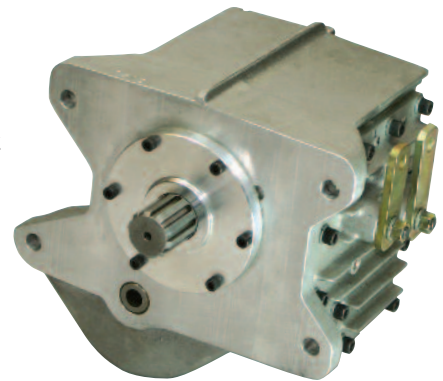
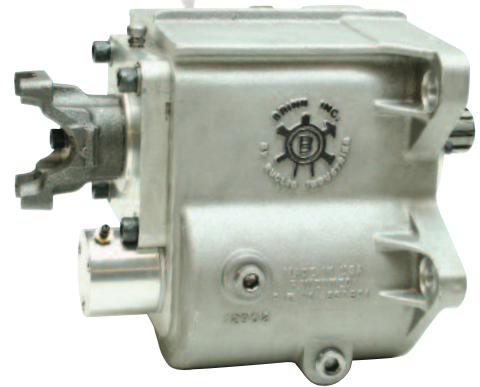
MODIFIED TRANSMISSION

Brinn Part Number 70003

Same quality, performance, and serviceability as the Original Brinn Transmission, but packaged in a smaller envelope for East Coast Modifieds or any other vehicle requiring a short two-speed transmission.

Features

- Aluminum Case and Output Housing
- Lightweight – 46.8 pounds without fluid
- 10.85" overall length (Bellhousing mounting surface to yoke center)
- Reverse idler gear and low speed gear are NOT engaged in direct drive
- The input and output shafts are gundrilled for reduced weight
- Superior dog clutch design provides the most durability and the smoothest shifting available
- Low cost - eliminates clutch assembly and throwout bearing assembly
- Dog clutch and detent design eliminate the need for special shifters
- Separate low and reverse gears make shifting precise
- Designed for easy assembly, disassembly, and service
- Open Drive option available and Closed Drive option available upon request
- SAE 10 tooth input shaft spline
- Transmissions, parts, rebuilding, and complete servicing readily available
- Low gear ratio: 1.88:1
- Reverse gear ratio: 2.29:1
- All shafts and gears are cryogenically treated



Flywheels and Drive Flanges are not included with transmissions.

STEERING QUICKENERS

Brinn Part Numbers

38050 1.5:1 Steering Quickener

38051 2.0:1 Steering Quickener

Features

- Alloy steel, heat treated gears
- Rugged, strong, cast housing with reinforcing gussets
- Split case design allows for adjustable backlash
- Shafts ride on needle roller bearings
- O-Ring and shaft seals are used to keep dirt out
- 3/4" x 36 tooth spline on each shaft end
- Steering quickeners weigh 3.1 pounds
- Manufactured by Brinn, Inc. for the past 20 years



TRANSMISSION MODULES

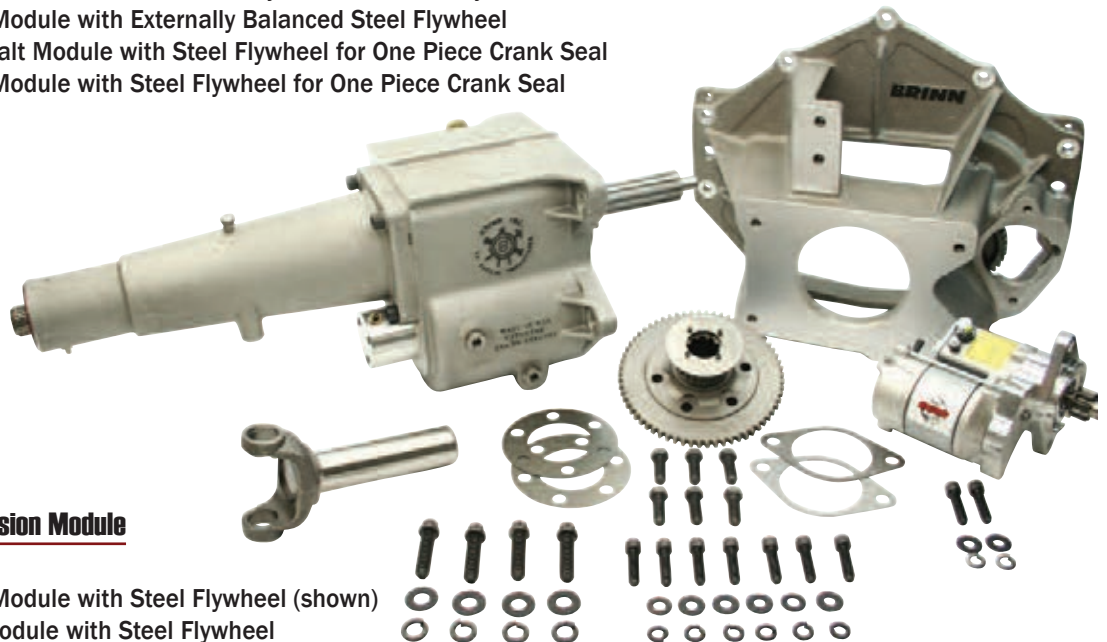
Transmission modules are the convenient way to purchase all of the best Brinn drivetrain products for your race car. The guesswork and time spent searching for the correct parts has been eliminated. Transmission modules come with all necessary fasteners and require a 1/4" motor plate.



Brinn Pro 2.0 Transmission Module

Brinn Part Numbers:

- 80020 Chevrolet Asphalt Module with Aluminum Flywheel (shown)
- 80021 Ford Asphalt Module with Aluminum Flywheel
- 80022 Chevrolet Dirt Module with Aluminum Flywheel
- 80023 Ford Dirt Module with Aluminum Flywheel
- 80024 Chevrolet Asphalt Module with CT525 Aluminum Flywheel
- 80025 Chevrolet Dirt Module with CT525 Aluminum Flywheel
- 80026 Chevrolet Asphalt Module with Externally Balanced Steel Flywheel
- 80027 Chevrolet Dirt Module with Externally Balanced Steel Flywheel
- 80028 Chevrolet Asphalt Module with Steel Flywheel for One Piece Crank Seal
- 80029 Chevrolet Dirt Module with Steel Flywheel for One Piece Crank Seal



Brinn Original Transmission Module

Brinn Part Numbers:

- 80005 Chevrolet Dirt Module with Steel Flywheel (shown)
- 80006 Ford Asphalt Module with Steel Flywheel
- 80007 Chevrolet Asphalt Module with CT525 Steel Flywheel
- 80008 Chevrolet Dirt Module with CT525 Steel Flywheel
- 80009 Chevrolet Asphalt Module with Externally Balanced Steel Flywheel
- 80010 Chevrolet Dirt Module with Externally Balanced Steel Flywheel
- 80011 Chevrolet Asphalt Module with Steel Flywheel for One Piece Crank Seal
- 80012 Chevrolet Dirt Module with Steel Flywheel for One Piece Crank Seal

BRINN PRO 2.0 TRANSMISSION



Brinn Part Number 70101

Features

- Lightweight - only 48.8 pounds without fluid
- The case, output housing, front plate, and side cover are 100% magnesium
- The input and output shafts are gundrilled for reduced weight
- Superior dog clutch design provides the most durability and the smoothest shifting available
- No gears turn in direct drive (high gear)
- Lowest rotating weight (inertia) of any transmission available today
- Separate low and reverse gears make shifting precise
- The reverse idler gear does not spin in direct drive
- Integral clutch assembly provides quick and easy service
- Transmissions, parts, rebuilding, and complete servicing readily available
- Six inch long, 27 tooth output shaft spline
- SAE 10 tooth input shaft spline
- Low gear ratio: 1.82:1
- Reverse gear ratio: 2.39:1
- All shafts and gears are cryogenically treated to improve fatigue life and wear resistance
- **Not compatible** with Quarter Master bellhousings

RACERS USE BRINN:

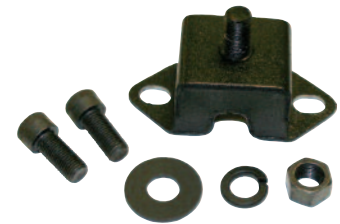
"It's worry free. Install it and forget it." —Jeep Van Wormer

"Josh has used Brinn transmissions for the entire time he has raced." —Mark Richards on Josh Richards

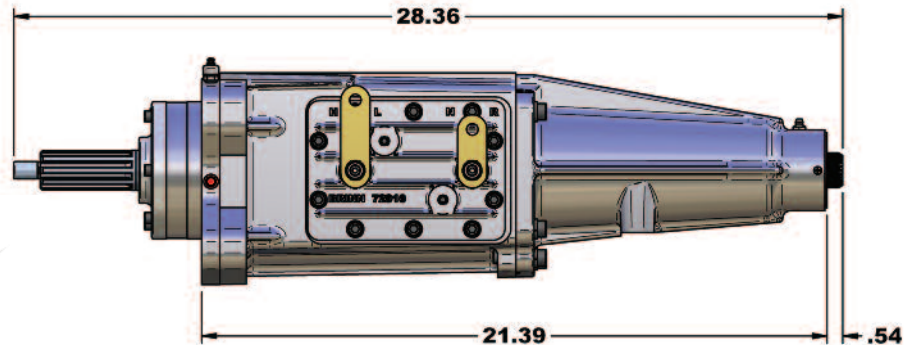
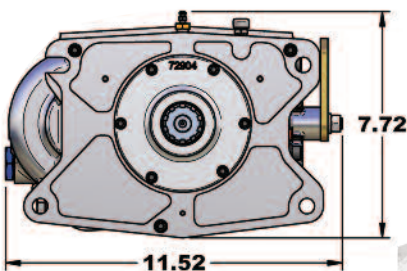
Chub Frank runs nothing but Brinn transmissions. He uses both the Pro 2.0 and the Original.



74065 Pro 2.0 Mounting Kit



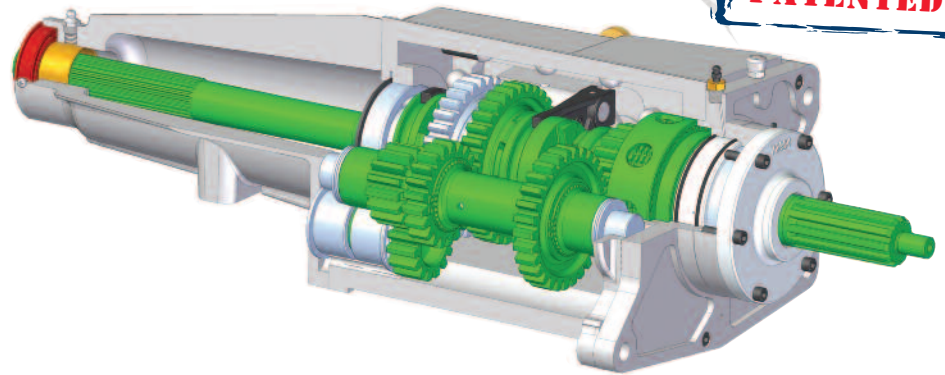
79140 Output Housing Mount



PRO 2.0 POWER PATHS

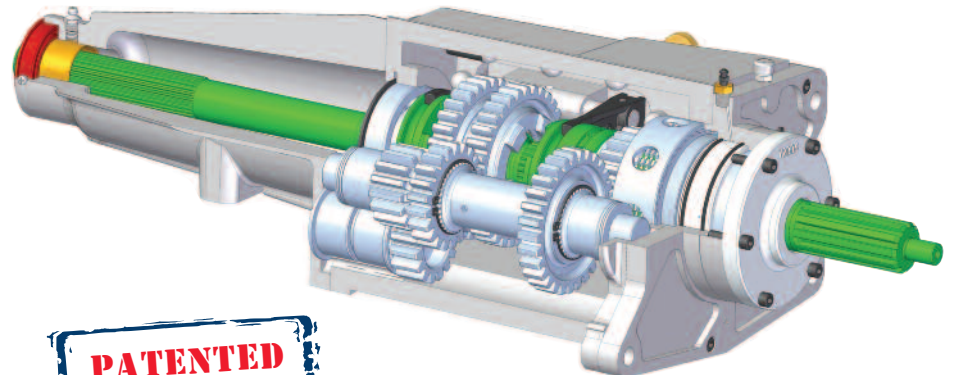
Low Gear

The reverse gear is not spinning when the transmission is in Low Gear. Ratio 1.82:1



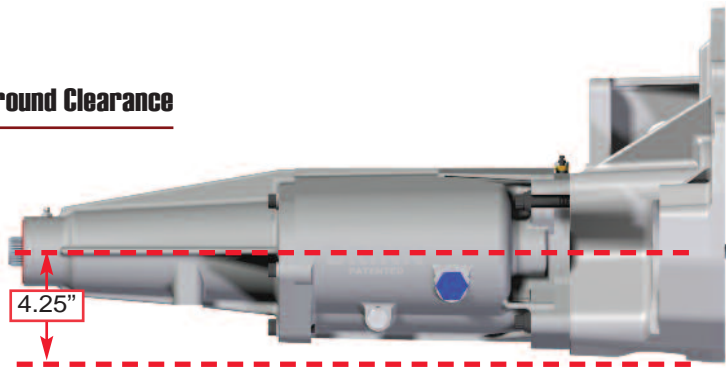
Direct Drive

The counter shaft, low gear, reverse gear, and reverse idler are not spinning when the transmission is in Direct Drive. Ratio 1:1



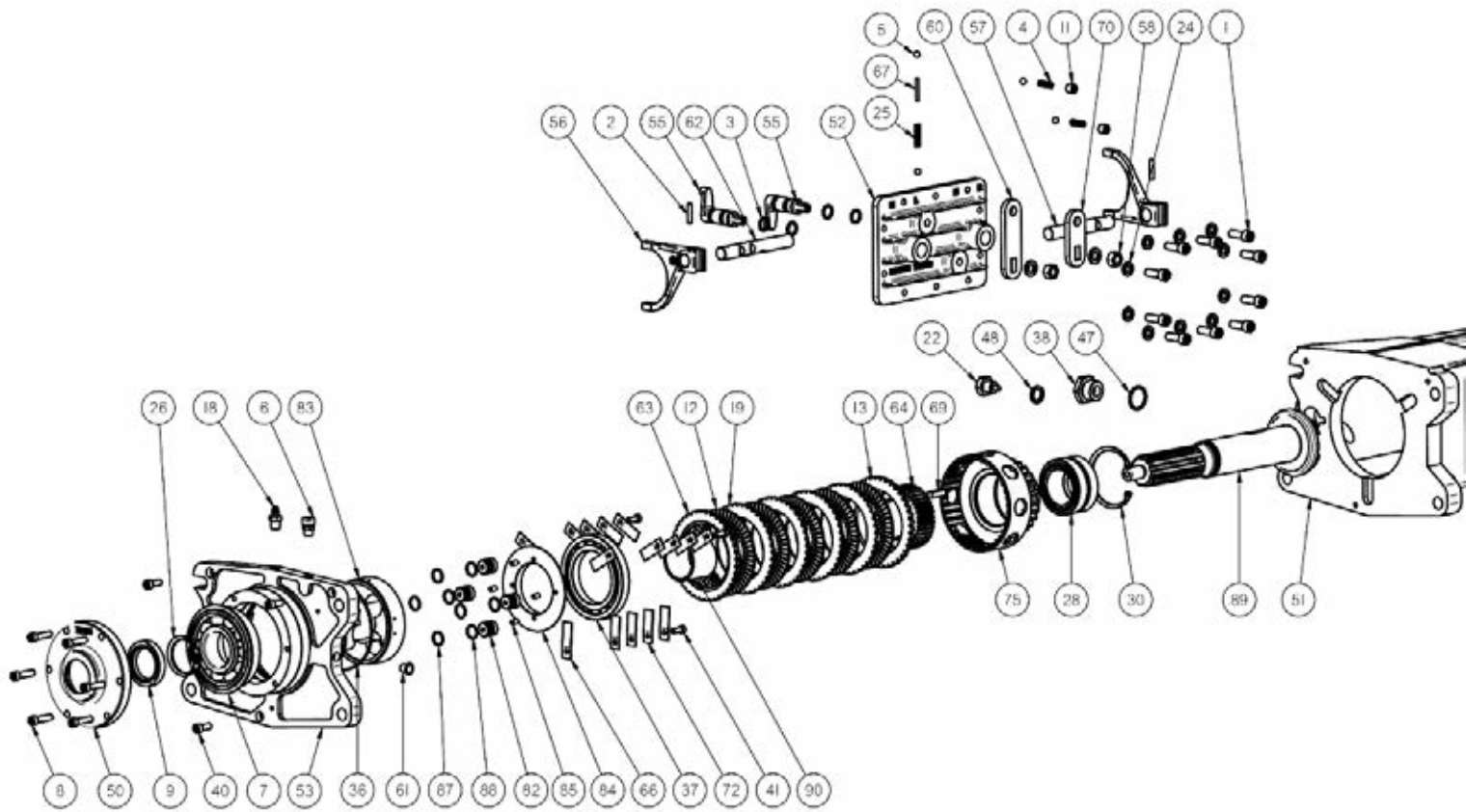
Benefit: Quicker acceleration and deceleration.

Ground Clearance



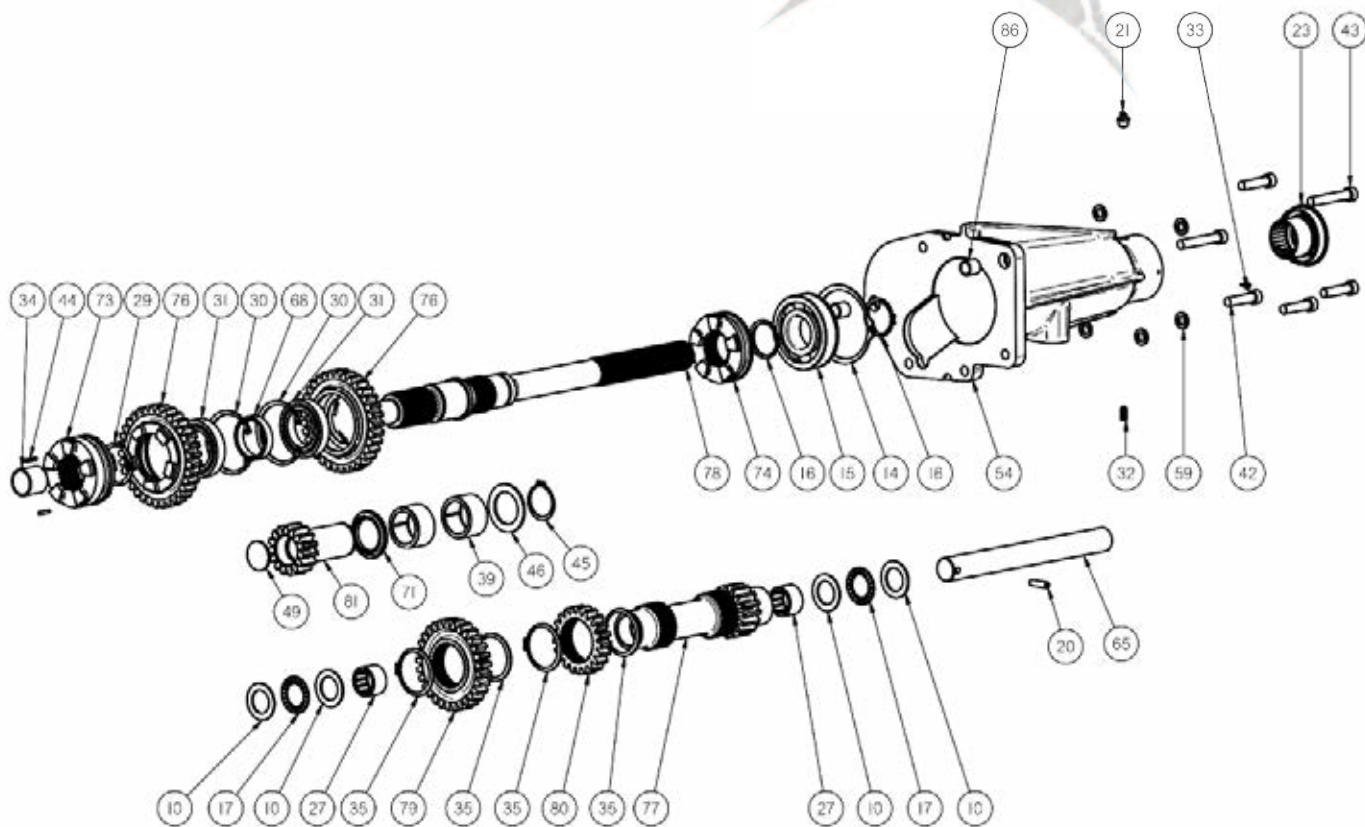
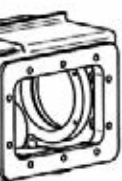
The Brinn Pro 2.0 transmission and bellhousing combination allows for the lowest engine crankshaft height possible. You will be able to lower the engine closer to the ground resulting in a lower center of gravity.

BRINN PRO 2.0 TRANSMISSION



DETAIL	PART No.	DESCRIPTION	QTY.
1	71001	5/16-18 X 7/8" SHCS	10
2	71002	ROLL PIN	2
3	71003	O-RING 10.5mm X 3.0	4
4	71004	DETENT SPRING	2
5	71006	LOCKOUT DETENT BALL	4
6	71007	VENT ASSEMBLY	1
7	71008	BEARING	1
8	71009	1/4-20 X 1" SHCS	6
9	71011	OIL SEAL	1
10	71013	THRUST WASHER (.060-.063 THICK)	4
11	71014	3/8-16 x 3/8 NYLOC SET SCREW	2
12	71018	METALLIC FRICTION DISC	5
13	71021	REAR CLUTCH DISK (.183 THICK)	1
14	71022	RETAINING RING	1
15	71023	BEARING	1
16	71024	RETAINING RING	2
17	71026	NEEDLE THRUST BEARING	2
18	71027	BLEEDER ASSEMBLY	1
19	71028	STEEL CLUTCH PRESSURE DISC (HARDENED)	4
20	71029	ROLL PIN	1
21	71037	GREASE FITTING 1/8 N.P.T.	1

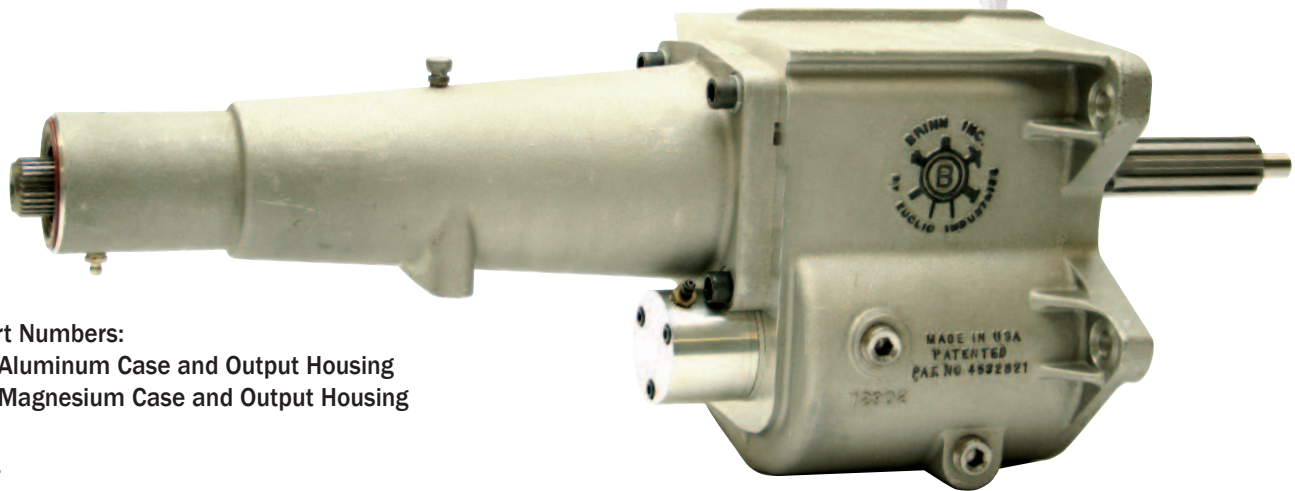
22	71039	MAGNETIC DRAIN PLUG	1
23	71040	REAR SEAL & BUSHING KIT	1
24	71043	5/16 LOCK WASHER	10
25	71044	SPRING, LOCKOUT	1
26	71045	RETAINING RING	1
27	71048	SHELL BEARING	2
28	71050	NEEDLE/BALL BEARING COMBO	1
29	71051	RETAINING RING	1
30	71054	RETAINING RING	3
31	71055	BALL BEARING	2
32	71064	BRASS TIP DOG POINT SET SCREW	1
33	71065	SET SCREW	2
34	71066	BUSHING	1
35	71067	RETAINING RING	4
36	71068	O-RING, 002-044	2
37	71072	THROW OUT BEARING	1
38	71075	FILL PLUG	1
39	71083	SHELL BEARING	2
40	71084	1/4-20 X 5/8" SHCS	3
41	71086	10-24 X 1/2 SHCS	3
42	71088	3/8-16 X 1 1/2" SHCS	4
43	71089	3/8-16 X 2 1/4" SHCS	2
44	71090	1/8 X 5/8 ROLL PIN	2



45	71108	RETAINING RING	1
46	71111	THRUST WASHER	1
47	71116	COPPER GASKET FOR 71075	1
48	71117	COPPER GASKET FOR 71039	1
49	71121	SOFT PLUG	1
50	72004	FRONT RETAINER	1
51	72008	MAIN CASE	1
52	72010	SIDE COVER	1
53	72011	FRONT PLATE	1
54	72026	OUTPUT HOUSING	1
55	73003	SHIFT LEVER	2
56	73008	SHIFT FORK	2
57	73019	SHIFT ROD, REVERSE	1
58	73022	3/8-24 NUT	2
59	73023	3/8 LOCK WASHER	8
60	73024	HIGH/LOW LEVER	1
61	73026	PLUG	1
62	73034	SHIFT ROD HIGH/LOW	1
63	73037	CLUTCH PRESSURE DISK	1
64	73038	CLUTCH HUB	1
65	73040	GUIDE SHAFT	1
66	73045	CLUTCH RETURN SPRING (LONG)	3
67	73046	DETENT PIN, LOCKOUT	1

68	73047	SPACER	1
69	73048	CLUTCH KEY	1
70	73049	REVERSE/NEUTRAL LEVER	1
71	73054	REVERSE IDLER SPACER	1
72	73074	CLUTCH RETURN SPRING (SHORT)	12
73	74005	HIGH/LOW DOG RING	1
74	74009	REVERSE DOG RING	1
75	74017	CLUTCH DRUM	1
76	74018	LOW/REVERSE GEAR DRIVEN	2
77	74023	COUNTER SHAFT	1
78	74024	OUTPUT SHAFT	1
79	74026	COUNTER GEAR DRIVEN	1
80	74027	LOW GEAR IDLER	1
81	74031	REVERSE IDLER GEAR	1
82	74053	CLUTCH PISTON	4
83	74054	PISTON HOUSING	1
84	74057	BEARING RING	1
85	74058	GUIDE PIN	4
86	74059	DRILL BUSHING	2
87	74060	EPDM O-RING 002-014	4
88	74061	VITON O-RING 002-014	4
89	74062	INPUT SHAFT	1
90	74063	SPACER	1

THE ORIGINAL BRINN TRANSMISSION



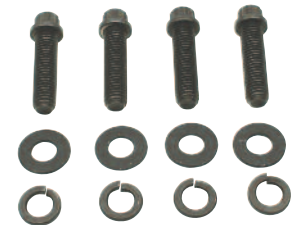
Brinn Part Numbers:

70001 Aluminum Case and Output Housing

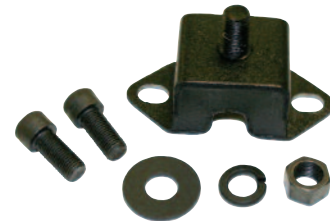
70010 Magnesium Case and Output Housing

Features

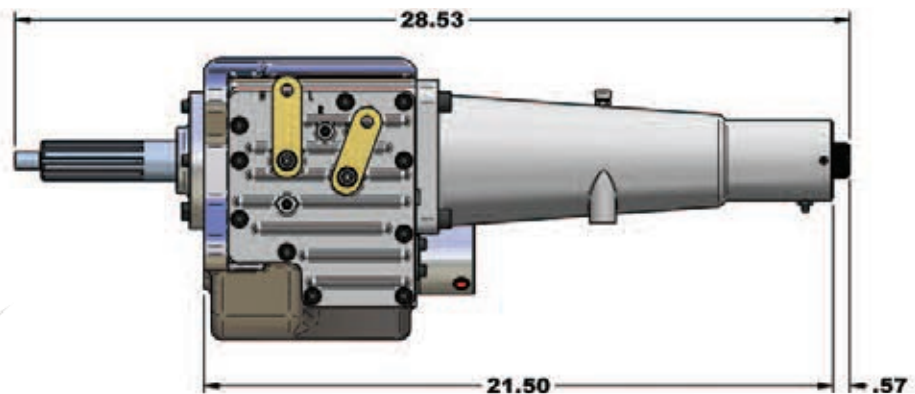
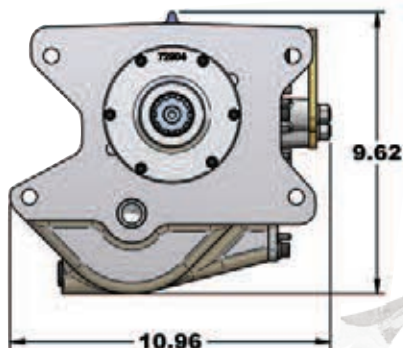
- Lightweight – 45.4-51.4 pounds depending on model and without fluid
- Reverse idler gear and low speed gear are NOT engaged in direct drive
- The input and output shafts are gundrilled for reduced weight
- Superior dog clutch design provides the most durability and the smoothest shifting available
- Low cost - eliminates clutch assembly and throwout bearing assembly
- Dog clutch and detent design eliminate the need for special shifters
- Separate low and reverse gears make shifting precise
- Designed for easy assembly, disassembly, and service
- Six inch long, 27 tooth output shaft spline will accept any length yoke
- SAE 10 tooth input shaft spline
- Transmissions, parts, rebuilding, and complete servicing readily available
- Low gear ratio: 1.88:1
- Reverse gear ratio: 2.29:1
- All shafts and gears are cryogenically treated



74064 Original Transmission Mounting Kit



79140 Output Housing Mount

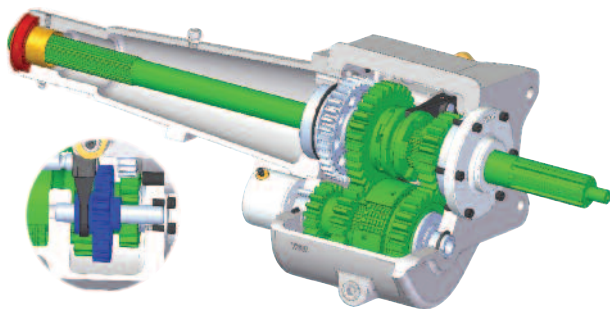


BRINN IS BETTER

- A Brinn transmission can be rebuilt in half the time it takes to rebuild the competition's transmission. This is possible because:
 - No special tools are required to rebuild a Brinn transmission.
 - The shifter assembly is built into the removable side cover. You don't have to waste time with disassembling the shifter assembly if you only need to service the clutch pack.
 - The front bearing is not pressed into the case. The input shaft can be removed by hand; no press required.
 - The tail housing bushing does not require reaming after being replaced.
- The clutch piston is external and easily accessible. It can be serviced without disassembling the entire transmission.
- Brinn transmissions are strong and durable. There are no welded parts in a Brinn. All parts are billet or cast. 20-year old transmissions are still being used today.
- Brinn transmissions are designed to have low inertia which improves acceleration and deceleration.
- The reverse idler gear is not in constant mesh which prevents premature wear, reduces rotating weight, and eliminates seizing problems.

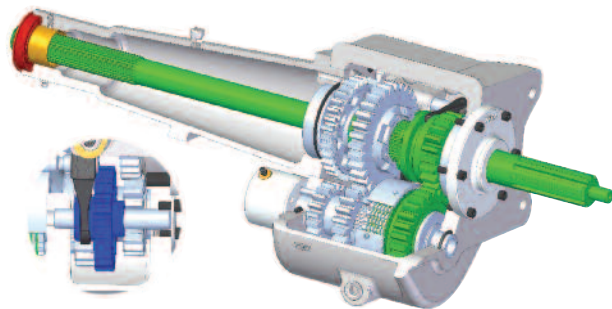
"The Brinn is a far superior transmission to the competitors." – Ron Alexander, Ron's Transmission

ORIGINAL TRANSMISSION POWER PATHS



Low Gear

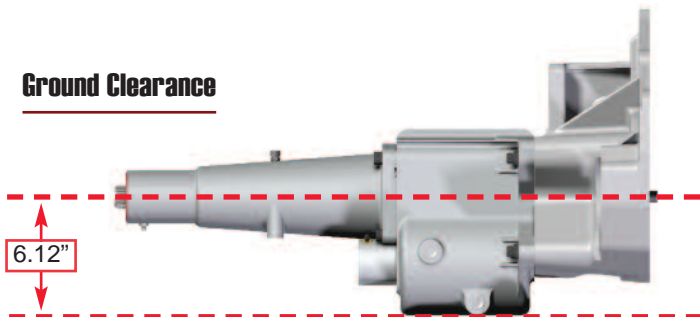
Unlike the competition, the low gear set is in constant mesh. Only the dog ring is used to make the shift. Not having to bring the low gear set in and out of mesh helps the racer make quick, smooth shifts. Ratio 1.88:1



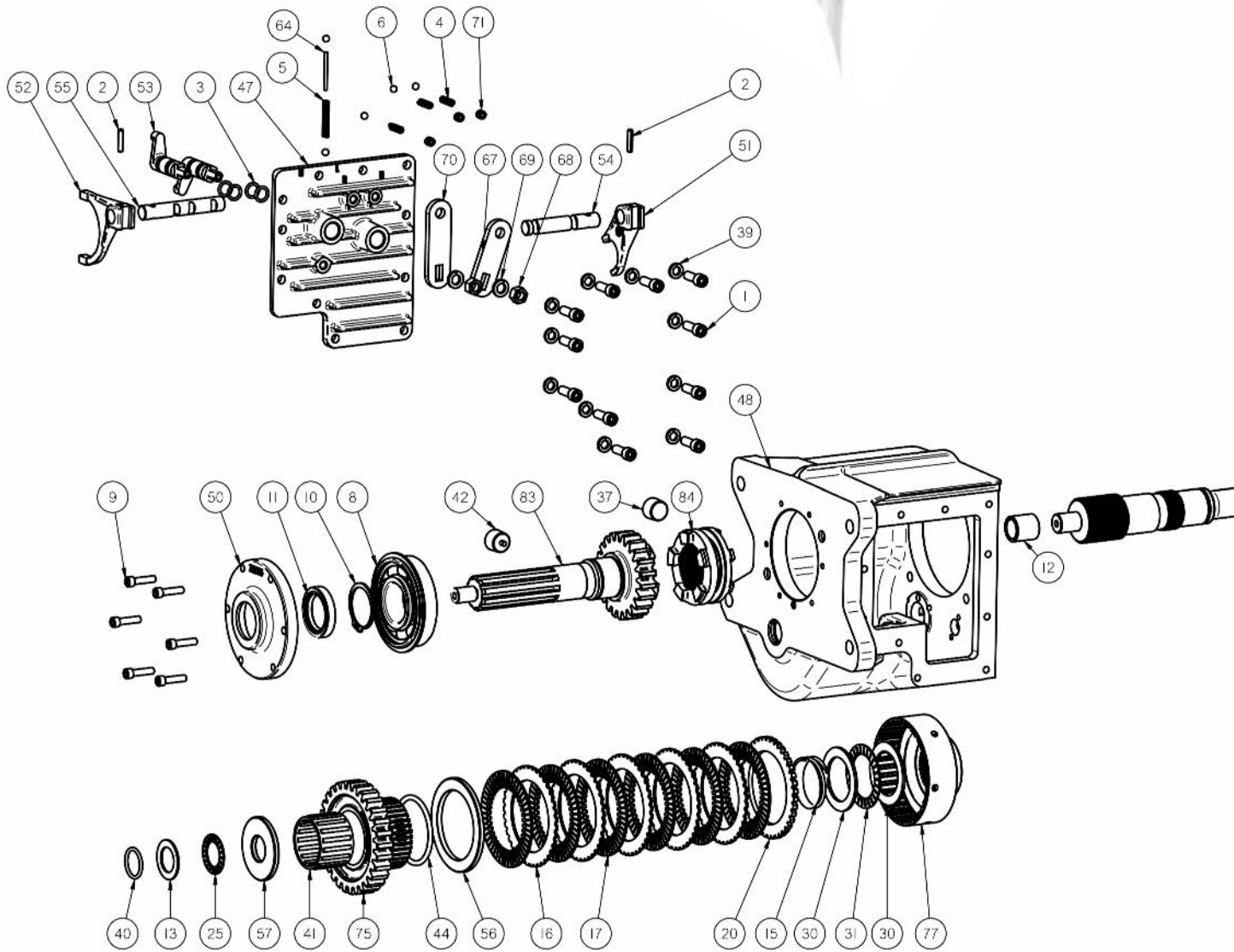
Direct Drive

Unlike the competition, the reverse idler (shown in blue) is not meshed with any gears and is not spinning when the transmission is in Direct Drive. Also, since the counter shaft is fully supported by needle roller bearings, only the input mesh gear is spinning when the transmission is in Direct Drive. Ratio 1:1

Ground Clearance

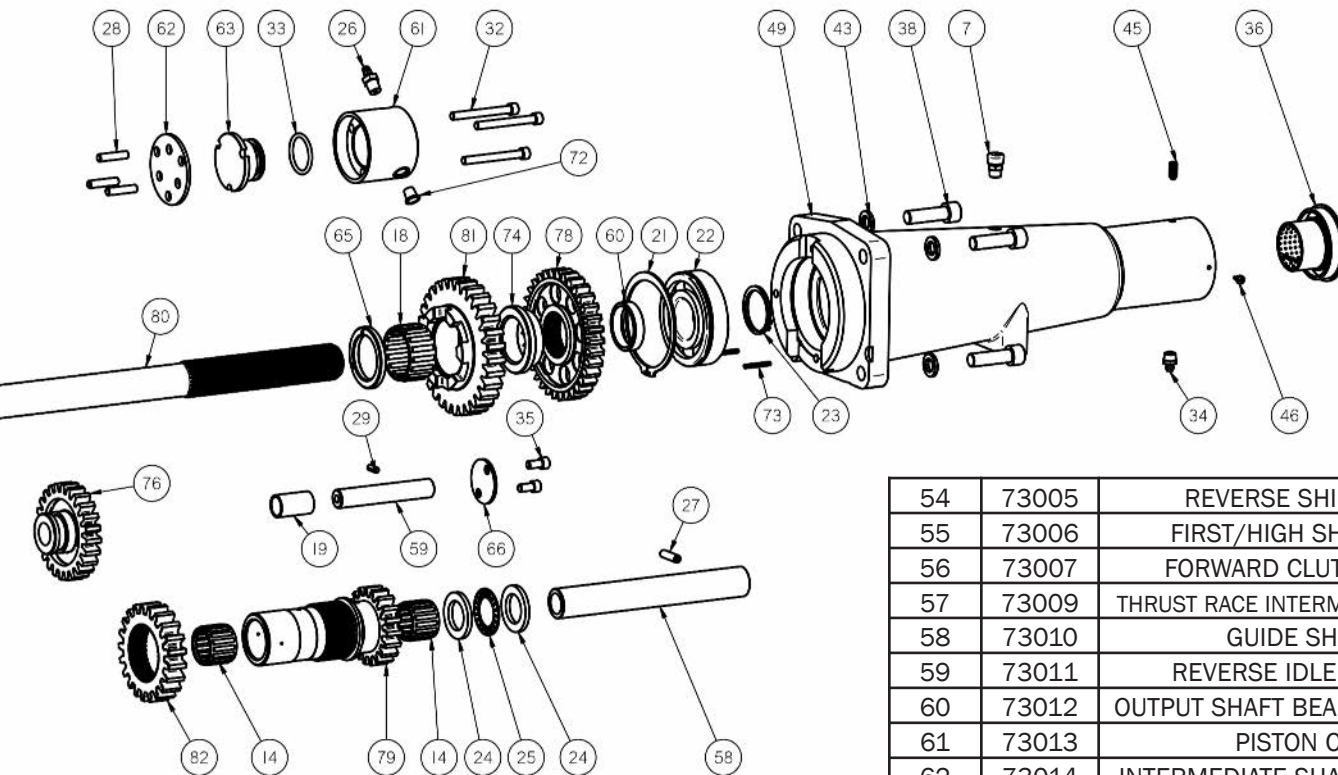


BRINN ORIGINAL TRANSMISSION



DETAIL	PART No.	DESCRIPTION	QTY.
1	71001	5/16-18 X 7/8" SHCS	11
2	71002	ROLL PIN	2
3	71003	O-RING 10.5mm X 3.0	4
4	71004	DETENT SPRING	3
5	71005	LOCKOUT SPRING	1
6	71006	LOCKOUT DETENT BALL	5
7	71007	VENT ASSEMBLY	1
8	71008	BEARING	1
9	71009	1/4-20 X 1" SHCS	6
10	71010	RETAINING RING	1
11	71011	OIL SEAL	1
12	71012	MACHINED BUSHING	1
13	71013	THRUST WASHER (.060-.063 THICK)	1
14	71015	CAGE BEARING	2
15	71016	CLUTCH RETURN SPRING	1
16	71017	STEEL CLUTCH PRESSURE DISC	5

17	71018	METALLIC FRICTION DISC	6
18	71019	CAGE BEARING	1
19	71020	BUNTING BEARING	1
20	71021	REAR CLUTCH DISK (.183 THICK)	1
21	71022	RETAINING RING	1
22	71023	BEARING	1
23	71024	RETAINING RING	1
24	71025	THRUST WASHER (.154-.157 THICK)	2
25	71026	NEEDLE THRUST BEARING	2
26	71027	BLEEDER ASSEMBLY	1
27	71029	ROLL PIN	1
28	71030	CLUTCH ACTUATOR PIN	3
29	71031	ROLL PIN	1
30	71032	THRUST WASHER (.092-.095 THICK)	2
31	71033	NEEDLE THRUST BEARING	1
32	71034	1/4-20 X 2 1/4" SHCS	3
33	71035	CLUTCH PISTON O-RING	1



34	71037	GREASE FITTING 1/8 N.P.T.	1
35	71038	1/4-20 X 1/2" SHCS	2
36	71040	REAR SEAL & BUSHING KIT	1
37	71041	FILL PLUG	1
38	71042	7/16-14 X 1 1/2" SHCS	4
39	71043	5/16 LOCK WASHER	11
40	71046	O-RING	1
41	71049	CAGE BEARING	1
42	71059	MAGNETIC DRAIN PLUG	1
43	71061	7/16 LOCK WASHER	3
44	71063	ORING 70 DUROMETER NITRILE	1
45	71064	BRASS TIP DOG POINT SET SCREW	1
46	71065	SET SCREW	2
47	72001	COVER SHIFT PLATE	1
48	72002/ 72020	MAIN CASE (ALUMINUM / MAG)	1
49	72003/ 72021	OUTPUT HOUSING (ALUMINUM / MAG)	1
50	72004	FRONT RETAINER	1
51	73001	REVERSE SHIFT FORK	1
52	73002	HIGH/LOW SHIFT FORK	1
53	73003	SHIFT LEVER	2

54	73005	REVERSE SHIFT ROD	1
55	73006	FIRST/HIGH SHIFT ROD	1
56	73007	FORWARD CLUTCH RING	1
57	73009	THRUST RACE INTERMEDIATE SHAFT	1
58	73010	GUIDE SHAFT	1
59	73011	REVERSE IDLER SHAFT	1
60	73012	OUTPUT SHAFT BEARING SPACER	1
61	73013	PISTON CAP	1
62	73014	INTERMEDIATE SHAFT RETAINER	1
63	73015	PISTON - CLUTCH PISTON	1
64	73016	LOCKOUT DETENT PIN	1
65	73017	FIRST GEAR SPACER	1
66	73020	REVERSE IDLER SHAFT COVER	1
67	73021	REVERSE LEVER	1
68	73022	3/8-24 NUT	2
69	73023	3/8 LOCK WASHER	2
70	73024	HIGH/LOW LEVER	1
71	73025	5/16-18 X 5/16 SET SCREW W/NYLON PATCH	3
72	73026	PLUG	1
73	73029	1/8 X 1 ROLL PIN	2
74	73031	LOW/REVERSE SPACER	1
75	74002	INPUT MESH GEAR DRIVEN	1
76	74004	REVERSE IDLER GEAR	1
77	74006	CLUTCH HOUSING	1
78	74007	REVERSE GEAR DRIVEN	1
79	74008	INTERMEDIATE SHAFT	1
80	74010	OUTPUT SHAFT	1
81	74011	FIRST GEAR DRIVEN	1
82	74012	FIRST GEAR DRIVING	1
83	74020	INPUT SHAFT	1
84	74021	HIGH/LOW DOG RING	1

BELLHOUSINGS

Features

- Can be used with any Brinn transmission
- 100% magnesium construction
- One-piece cast pump mount. No bolt on brackets
- Ribbed for extra strength and rigidity
- Use reverse mount starters
- Requires the use of a 1/4" motor mount plate
- Asphalt bellhousings use a left side pump mount, 40 tooth HTD-style pulley, and 720mm HTD-style belt
- Bellhousings do not include flywheels or drive flanges
- Dirt Bellhousing Assembly weighs 11.4 pounds
- Asphalt Bellhousing Assembly weighs 11.2 pounds

Brinn Magnesium Dirt Bellhousings (Top Mount Pump)

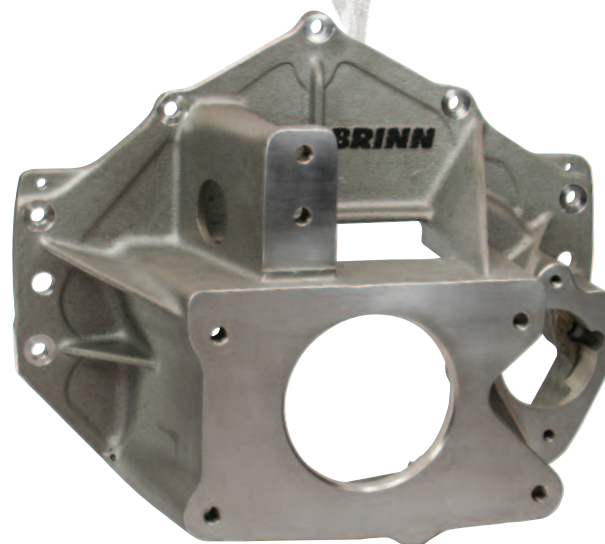
- 79050 Chevrolet Magnesium Dirt Bellhousing (shown)
- 79056 Ford Magnesium Dirt Bellhousing
- 79099 Chevrolet Magnesium Dirt Bellhousing Assembly
- 79100 Ford Magnesium Dirt Bellhousing Assembly
- 79108 Chrysler Magnesium Dirt Bellhousing Assembly
- 79112 Chrysler Magnesium Dirt Bellhousing

Note: Bellhousing assemblies include idler assembly.

Brinn Magnesium Asphalt Bellhousings (Left Side Pump Mount)

- 79101 Chevrolet Magnesium Asphalt Bellhousing (shown)
- 79102 Ford Magnesium Asphalt Bellhousing
- 79104 Chevrolet Magnesium Asphalt Bellhousing Assembly
- 79105 Ford Magnesium Asphalt Bellhousing Assembly
- 79107 Chrysler Magnesium Asphalt Bellhousing Assembly

Note: Bellhousing assemblies include idler assembly.



100% MAGNESIUM CONSTRUCTION



LIGHTER & MORE DURABLE THAN MOST ALUMINUM BELLHOUSINGS

BELLHOUSING PARTS



79051 Idler Shaft



79066 Bushing



79069 Idler Return Spring



79091 Idler Gear Assembly



79106 Idler Plate Assembly



79131 DU Bushing



79135 Bellhousing Mounting Kit

FLYWHEELS & DRIVE FLANGES

Features

- Steel flywheels are made from through-hardened, 4140 steel for increased strength and durability
- Starter rings are heat treated 4140 steel
- Aluminum flywheels and drive flanges are made from aircraft grade 7075 aluminum and flywheels are hard anodized
- All flywheels and drive flanges have a SAE 10 tooth internal spline
- CT525 flywheels include mounting bolts and two shims
- CT525 drive flanges include mounting bolts

Chevrolet Flywheels & Drive Flanges

- 73018 Steel Drive Flange (two piece crank seal) - 2.85 pounds
73032 Aluminum Drive Flange (two piece crank seal) - 1.03 pounds
73055 Aluminum Drive Flange (one piece crank seal) - 0.99 pounds
73056 Steel Drive Flange (one piece crank seal) - 2.74 pounds
79070 Steel Flywheel Assembly - 4.34 pounds
79080 Aluminum Flywheel, No Ring Gear - 1.59 pounds
79084 Aluminum Flywheel Assembly - 2.57 pounds
79111 Steel Flywheel (one piece crank seal) - 4.43 pounds
79130 Steel Externally Balanced Flywheel (one piece crank seal) - 4.55 pounds
79150 Aluminum Flywheel for CT525 Engine - 2.82 pounds
79151 Steel Flywheel for CT525 Engine - 5.18 pounds
79157 Aluminum Drive Flange for CT525 Engine - 0.86 pounds
79158 Steel Drive Flange for CT525 Engine - 2.40 pounds

Ford Flywheels & Drive Flanges

- 73033 Aluminum Drive Flange - 0.98 pounds
79073 Steel Flywheel Assembly - 5.40 pounds
79086 Aluminum Flywheel, No Ring Gear - 1.86 pounds
79087 Aluminum Flywheel Assembly - 2.83 pounds

Parts & Accessories

- 73071 Aluminum Blank Drive Flange - 1.19 pounds
79076 Ford Flywheel Shim - 0.08 pounds
79077 Chevrolet Flywheel Shim - 0.08 pounds
79078 Chevrolet Flywheel Shim (one piece crank seal) - 0.07 pounds
79081 Replacement Ring Gear - 0.84 pounds
79132 Flywheel and Drive Flange Mounting Kit
79134 Flywheel and Drive Flange Mounting Kit (one piece crank seal)
79152 CT525 Flywheel Shim - 0.08 pounds

79070



79084



73056



73033



79130



79077



79081



79132



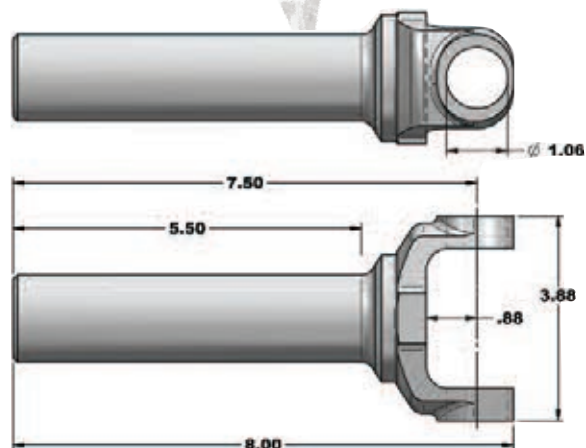
YOKE, U-JOINT, & STARTER

Yoke Features

Brinn Part Number 74038

- Six inch spline length
- O.D. is ground to OEM specifications
- Yokes weigh 2.3 pounds
- Use with Brinn Transmissions by serial number as listed below:
 - 70001 - Use with transmissions after serial number 3858
 - 70010 - Use with transmissions after serial number 191
 - 70101 - Use 74038 with any transmission serial number
 - 70501 - Use 74038
 - 70550 - Use 74038

Note: 70001 transmissions with serial numbers before 3858 and 70010 transmissions with serial numbers before 191 must use a shorter yoke or change the output shaft to be able to use 74038.



U-Joint Features

Brinn Part Number 74039

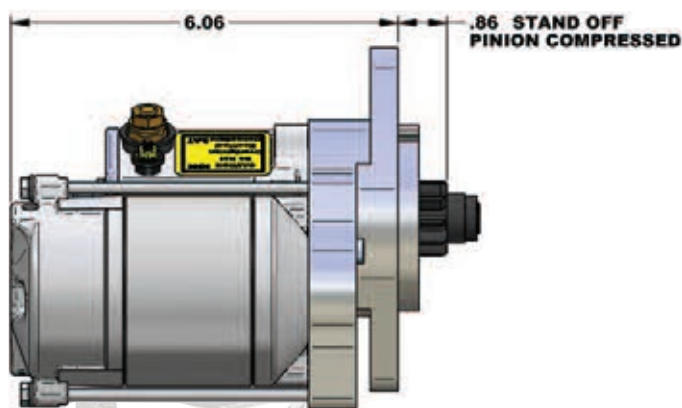
- One Zerk fitting
- Case hardened for increased strength and durability
- Includes snap rings
- U-Joints weigh 1.1 pounds



Starter Features

Brinn Part Number 79060

- Brinn starters have high torque aluminum billet mounting flanges
- Brinn starters weigh eight pounds
- Brinn starters can be used with all Brinn bellhousings



79133 Brinn Starter Mounting Kit

TRANSMISSION REBUILD SERVICES

Brinn can provide you with a professional transmission rebuild service. Brinn has the tools and know-how to rebuild and repair your transmission to like new condition.

Reasons to Choose Brinn For Your Transmission Rebuild

Experience

All work is performed by trained and highly qualified personnel. Brinn engineers are available to assist in rebuilds as necessary.

Magnafluxed Gears & Shafts

All main drive gears and splined shafts are Magnafluxed to check for cracks and other damage that cannot be seen by the naked eye. This process ensures that we will find damaged parts before they break on the race track.

Runout Check

All output shafts are checked for runout using gauge room quality inspection equipment. Excessive runout can cause vibration and damage parts. Let us find it before it creates problems.

Full & Partial Rebuilds

Brinn can service the clutch or provide a complete rebuild. Brinn will always visually inspect the entire transmission and let you know what work needs to be done. Brinn Inc. will complete the work only after your approval. There are no hidden costs.

UNIVERSAL REPLACEMENT PARTS



71007 Vent Assembly



71008 Bearing



71013 Thrust Washer (.060-.063" thick)



71018 Metallic Friction Disc



71021 Rear Clutch Disc (.183" thick)



71023 Bearing



71026 Needle Thrust Bearing



71027 Bleeder Assembly



71040 Bushing & Seal

ORIGINAL TRANSMISSION REPLACEMENT PARTS



70041 Rebuild Kit for 70001 & 70010



71012 Machined Bushing



71015 Bearing



71016 Clutch Release Spring



71017 Steel Clutch Pressure Disc



71025 Thrust Washer (.154-.157" thick)



71030 Clutch Actuator Pin



71035 Clutch Piston O-Ring



71041 Fill Plug



71049 Cage Bearing



71059 Magnetic Drain Plug



71063 O-Ring



72002 Main Case, Bare for 70001



72024 Aluminum Output Housing Assembly for 70001



73007 Forward Clutch Ring



73009 Intermediate Shaft Thrust Washer



73013 Piston Cap



73015 Clutch Actuator Piston



74002 Input Mesh Gear Driven



74006 Clutch Housing



74010 Output Shaft



74020 Input Shaft



74021 High/Low Dog Ring

PRO 2.0 REPLACEMENT PARTS



70045 Front Plate with Clutch Assembly for 70101



70047 Pro 2.0 Rebuild Kit



72008 Main Case for 70101 Transmission



72026 Output Housing for 70101 Transmission



74053 Clutch Piston



74054 Piston Housing



74057 Bearing Ring



74060 EPDM O-Ring



74061 Viton O-Ring



74062 Input Shaft

PRO SERIES REPLACEMENT PARTS



71028 Ferritic Nitrocarburized Steel Clutch Pressure Disc



71050 Needle/Ball Bearing Combo



71051 Retaining Ring



71066 Bushing



71068 O-Ring



71072 Throw-Out Bearing



72011 Front Plate



74005 High/Low Dog Ring



74009 Reverse Dog Ring



74017 Clutch Housing



74024 Output Shaft

SHOCK DYNAMOMETER

Brinn Part Number 10080

Features

- Choice of two peak speeds, 4.7 in/s and 13.3 in/s, with easy changeover from low to high
- Separate digital meters displaying compression and rebound force values in pounds
- Can be run on a 110V, 15 amp circuit
- 1.5 horsepower single-phase motor with 14:1 gear reduction
- Bench-top design (21" x 21" x 30" tall)
- Quiet, smooth operation
- Sturdy, welded frame construction
- Internal circuit breakers
- Does not have ability to connect to a computer

Shock Dynamometer Parts

- 10056 C/R Panel Meter



WHY USE A BRINN DYNO?

The Brinn Dual Speed portable shock absorber dynamometer allows any racer to analyze the following typical situations...

- Is the shock worn out?
- Did I rebuild it correctly?
- Is the shock valving working correctly?
- How much change did the new valves make?
- Are two shocks with the same number and valving really the same?
- What do the numbers on my adjustable shocks represent in pounds of force?
- Now that the car is working well, can I duplicate the setup?
- The car is not working today, do I have a shock problem or should I keep looking?

In setting up your race car, knowing the force values of your shock absorbers is at least as important as knowing your spring rates. Just like dynoing your engine, dynoing your shock absorbers allows you to quickly learn things you need to know. If you are not dynoing your shocks you are probably losing to someone who is.

Don't waste time trying to find answers on the track when they can be found on your own work bench or in your trailer. Dramatic improvements in reduced testing time, performance, and cost savings are the result when you use a Brinn Dual Speed portable shock absorber dynamometer.