



Transmission Guide

Visit our Racing Driveline Service Center, and take a tour of our Manufacturing Facility located in Concord North Carolina

Preventive Maintenance is one of the keys to keeping your transmission running its best. Let our experienced technician's inspect, repair, and maintain your transmission and 9-inch third members so you will always be ready to race!

We can service single units, or schedule a regular service agreement contract for all of you teams weekly requirements to keep power-train parts ready without downtime. Transmission and 9-inch third member rentals are also available.

Our Refresh Service Includes:

- Disassembly
- Cleaning
- Magnaflux all components
- Inspection and Reassembly by our factory trained and certified technicians.

Factory Refresh Service Starting at

\$180* for 2 Speed Oval or Dirt Track Transmissions

\$200* for 3 Speed Oval or Dirt Track Transmissions

\$250* for 4 Speed Oval, Dirt Track or Road Race Transmissions

\$200* for 4 Speed Drag Race Transmissions

\$250* for 5 Speed Drag Race Transmissions

\$250* for 5 Speed Road Race Transmissions

\$45* for Shifter Rebuild Services

\$75* for Air-Shifted Rebuild Services

\$250* for 9-inch Third Member Refresh Services

After a complete inspection, we will call you with an estimate if any of the parts should be replaced in order to keep your Jerico racing like new. If a ratio change is required, we can do that for you too. Our Technical Support Staff can help you choose from our wide variety of gear ratios to suite your needs.

Trust all your transmission and 9-inch third member service needs to the Jerico Racing Driveline Service Center because we have the specialists, inventory, expertise, and dedication required to keep you winning. Put our power-train knowledge to work for you and your team today!

We are an Authorized Distributor for Quick Time Bell Housing, McLeod Clutches, Mark Williams Yokes, Hurst Shifters, Long Shifter and Motive Gears and many others.

For Additional Services and Parts give us a call 704-782-4343!

*Prices do not include shipping and handling fees or the cost of replacement parts. Don't forget to drain the oil prior to shipping.

DISASSEMBLY FOR OVAL and ROAD RACE TRANSMISSIONS

1. Remove top cover
2. Drain Transmission Oil by removing the drain plug
3. Remove shift rods and shifter assembly
4. Remove front bearing retainer
5. Remove tail housing
6. Remove detents and detent springs for the 1-2 shift rail
7. Remove the 1-2 shift fork lock bolt
8. Remove the 1-2 shift rail
9. Remove the detents and detent springs for the 3-4 shift rail
10. Remove the 3-4 shift fork lock bolt
11. Remove the 3-4- shift rail
12. Remove the snap ring for the front bearing
13. Remove the snap ring for the rear bearing
14. Remove the front bearing
15. Remove the rear bearing
16. Remove the main drive gear from the input shaft
17. Remove the 1-2 and 3-4 forks
18. Separate the input shaft from the output shaft (let the input shaft hang out of the front of the case)
19. Remove the main shaft out of the top of the case
20. Remove the counter shaft pin
21. Remove the cluster assembly
22. Remove the remaining detent pins
23. Remove the reverse lock bolt
24. Remove the reverse rail
25. Remove the reverse fork
26. Remove the reverse idler and slider

CLUSTER SHAFT DISASSEMBLY

1. Remove Snap Rings
2. Remove Gears

MAIN SHAFT DISASSEMBLY

1. Remove the snap ring from the 3-4 Slider Hub
2. Remove the gears, bearings, dog rings and sliders
3. If your transmission has snap rings holding the dog rings to the gears remove snap rings (Some transmissions will not have snap rings holding the dog rings to the gears).

Clean and Inspect All Parts

If you need replacement parts please call us at 704-782-4343

DISASSEMBLY FOR DRAG RACE TRANSMISSIONS

1. Remove Top Cover
2. Drain Transmission Oil by removing the drain plug
3. Remove shift rods and shifter assembly
4. Remove front bearing retainer
5. Remove tail housing
6. Remove detents and detent springs for the 1-2 shift rail
7. Remove the 1-2 shift fork lock bolt
8. Remove the 1-2 shift rail
9. Remove the detents and detent springs for the 3-4 shift rail
10. Remove the 3-4 shift fork lock bolt
11. Remove the 3-4- shift rail
12. Remove the snap ring for the front bearing
13. Remove the snap ring for the rear bearing
14. Rotate the transmission and Remove bottom cover
15. Remove the snap ring from the backside of the main drive cluster gear
16. Slide the gear rearward
17. Remove the counter shaft
18. Lift cluster assembly out of the case
19. Rotate the transmission
20. Remove the front bearing
21. Remove the rear bearing
22. Remove the main drive gear from the input shaft
23. Remove the 1-2 and 3-4 forks
24. Separate the input shaft from the output shaft (let the input shaft hang out of the front of the case)
25. Remove the main shaft out of the top of the case
26. Remove the remaining detent pins
27. Remove the reverse lock bolt
28. Remove the reverse rail
29. Remove the reverse fork
30. Remove the reverse idler and slider

CLUSTER SHAFT DISASSEMBLY

1. Remove Snap Rings
2. Remove Gears

MAIN SHAFT DISASSEMBLY

1. Remove the snap ring from the 3-4 Slider Hub
2. Remove the 3rd gear from the main shaft
3. Remove the snap ring that holds the 2nd gear on the main shaft

Clean and Inspect All Parts

If you need replacement parts please call us at 704-782-4343