

Jerico® 3 & 2 Speeds Technology For Short Tracks

Why settle for using a modified factory-type 3- or 4-speed transmission for short track racing when Jerico® builds race-quality top-loader 3- and 2-speeds that share many of our winning 4-speed Winston Cup transmissions' design features and components? They use the same race-proven gearing and shift mechanisms of our 4-speeds, and all internal components are CNC-machined for optimum accuracy and heat-treated for durability. Consequently, our short track transmissions for dirt or asphalt racing are lighter, stronger, more compact, and easier to shift than modified factory-type transmissions.

Short track races can be won or lost on restarts and pit stops, and our 3- and 2-speed units (P/N 3SP and 2SP, respectively) employ the same versatile gearing adjustability of their "big brother" 4-speeds. With over 80 ratios available, our short track transmissions can be geared with the lowest ratios to take advantage at those race points when maximum acceleration is critical.

Plus, you can choose the exact ratio that's correct for any engine, chassis, track length, and banking. Try doing that with a modified factory-type trans with its limited gear selection. The racing industry took note of our short track transmission advances when the Jerico® 3-speed's (P/N 3SP) excellence was noted with the Circle Track Racing Expo's New Product Showcase award in 1999.

Other design and manufacturing attributes that make our short track transmissions your choice for winning include:

- Casting magnesium for an ultra-strong, compact, lightweight, top-loader case for the 3SP, which is 21-1/2-inches long and weighs 63 lbs. An A206 aluminum alloy case for the 3SP is optional. Jerico® uses this aircraft quality alloy because it is the strongest aluminum available.
- Using our standard magnesium case on the 2SP which is 21-1/2-inches long and weighs just 52 lbs.
- Machining all gears from VAR (Vacuum Arc Remelt) premium steel, hot-rolled specifically for Jerico®. All gears are extensively CNC machined in-house to ultra-precise tolerances, according to our straight-cut design that has proven to be without peer in the competition marketplace.
- Installing Jerico®'s race-proven and proprietary 6-lug dog-ring and slider shifting mechanism for superior shifting "feel," and to eliminate breakage-prone synchro-



Short Track Tech - Our purpose-built 3- and 2-speed transmissions are ideal for short track racing

nizers. The dog-ring / slider design makes for clean, positive, and reliable gear shifting. In fact, the faster the RPM, the smoother the gear engagement.

- The use of caged needles bearings is standard in the cluster.

The Best Gear Man's Best Tool

Slick Poston, one of the most renowned transmission and gear specialists in NASCAR has been using Jerico® transmissions since 1986. During the Skoal / Copenhagen All-Star Racing Team competition's nine year tenure, Poston's peers in NASCAR racing declared him the best transmission and gear specialist an incredible seven times. Moreover, he finished second in the other two years; now he's the transmission and gear specialist for Joe Gibbs Racing. Plus he handles transmission preparation for the Travis Carter Winston Cup teams.

He notes, "I know one of Travis's teams has a new Jerico® WC4-4 transmission with at least ten races on it, and it still looks fine. I haven't changed a gear set in it yet. The gears are not pitted, and they are not roughed up on the edges." Poston also observes that in chassis dyno testing, particularly in coast-down measurements which show reductions in friction and drag, Jerico® transmissions showed the best numbers they have ever seen.

Poston declares, "I told Jerico back in 1986 they were the best thing that ever happened to Winston Cup racing, and I still say it now."