



PETE COX & SON SPORTS CARS

TR2-6 Transmission Specialists

Tel: 01527 522 646

www.petecoxsportscars.co.uk

Set-up & Running in Guide

1. To fill with the correct amount of oil:

- 1.1. For Non-Overdrive applications we recommend either Penrite GB30 or Dynolite Gear 30 (SAE30 gear oil equivalent, if you are unsure as to which oil to buy contact us in the first instance and allow us to advise an alternative suitable oil). For Overdrive applications Penrite GB40 or Dynolite Gear 40.
- 1.2. Ensure the car is as level as possible
- 1.3. Always use the filler plug on the left-hand side.
- 1.4. Fill until oil runs out, then leave the unit for at least 30 minutes, this allows time for the oil to settle and refill the interior drain tubes.
- 1.5. Again, top up until oil runs out.

You will need up to 2l of oil for an overdrive unit, nearer 1l for non-overdrive.

2. Check continuity through inhibitor switches on the top cover.

Although we check the units for correct electrical operation in house, it is important to confirm that all is working correctly with the car stationary and not running. To test we recommend:

- 2.1. Install reverse light /Overdrive wiring looms fully.
- 2.2. Test reverse light operates as it should.

The following steps are for Overdrive Units only

- 2.3. Switch the overdrive switch **ON**
- 2.4. Individually select each gear. The solenoid should **only** receive power in 3rd/4th OR 2nd/3rd/4th – this is indicated by if you have 2 or 3 inhibitor switches (including reverse light switch). There should be no operation in neutral or reverse.

3. After a running in period of 500 miles approx. – replace the oil.

- 3.1. A small amount of steel flaking on the magnetic drain plug is completely normal.
- 3.2. There will also be a brass residue in the oil from synchro's / bushes running in.

4. Allow up to 20 miles for the overdrive start operating.

When the completed units are drained after testing, air can get in the oilways within the overdrive which needs to bleed out. This is especially true with the later J-Type units.

5. Run the box in carefully.

Especially after extensive rebuilds with many new parts, the gearbox will feel completely different to use. The gear change will very likely take 2000+ miles of proper use to begin to properly bed in and “loosen up”. All of our rebuilds include a service to the top cover / remote and rebuilt synchro hubs to prevent the units from jumping out of gear. All detent loadings are as per the original Triumph manufacturers workshop manual. The best kind of driving to run in the boxes effectively is through towns and twisty backroads with lots of gear changes. For the first 500 miles it is recommended ones driving style remain careful, gentle and relaxed as this will help to improve the lifespan on the gearbox after the initial running in period.