



## **BRINN** Late Model Transmissions

Transmission is a 2-speed with reverse, fitted with an internal clutch. To reduce rotating weight, input and output shafts are gun drilled and low speed gear and reverse idler are not meshed in direct drive. Output spline length is now 6 inches long. Overall length is the same as Muncie and Borg Warner (22" from bell housing face to end of output). Use any two lever shifter. Recommended fluids are Valvoline Racing Oil or GM Type A.T.F. (Dexron 3).

Part No.	Description
BRI70001	Aluminum Transmission, 49 Lbs.
BRI70010	Magnesium Transmission, 44 Lbs.
VAL211	20W50 Racing Oil, Qt. - Recommended

### Replacement Parts

BRI70041	Rebuild Kit
BRI71003	Shift Lever O-ring
BRI71006	Detent Ball (4 Req.)
BRI71007	Vent Assembly
BRI71008	Front Bearing
BRI71010	Front Bearing Retaining Ring
BRI71011	Front Seal
BRI71012	In/Out Joint Bushing
BRI71013	Thrust Washer
BRI71015	Countershaft Bearing
BRI71016	Clutch Release Spring
BRI71017	Clutch Pressure Disc (Normally 5 Req.)
BRI71018	Metallic Friction Disc (Normally 6 Req.)
BRI71021	1st Drive Clutch Disc
BRI71023	Bearing
BRI71024	Retaining Ring
BRI71025	Rear Thrust Washer
BRI71026	Needle Thrust Bearing
BRI71027	Bleeder Assembly
BRI71030	Pin, Clutch Actuator
BRI71032	Clutch Spring Thrust Washer
BRI71033	Clutch Spring Thrust Bearing
BRI71035	Slave Cylinder O-Ring
BRI71040	Rear Bushing and Seal
BRI71046	Lower Shaft Pin O-Ring
BRI71049	Counter Gear Bearing
BRI71059	Magnetic Drain Plug
BRI71063	O-Ring
BRI72001SCA	Side Cover Assy.
BRI72002	Main Case
BRI72003	Tail Housing Only
BRI72004	Front Bearing Retainer
BRI72024	Tail Housing Assy., Complete w/Seal and Bushing
BRI73001	Reverse Shift Fork
BRI73002	Forward Shift Fork
BRI73003	Inside Shift Lever
BRI73005	Reverse Shift Rod
BRI73006	Forward Shift Rod
BRI73007	Forward Clutch Ring
BRI73009	Lower Shaft Thrust Washer
BRI73010	Int. Shaft Guide Shaft
BRI73013	Cylinder Housing
BRI73018	Steel Drive Flange-Chevy
BRI73021	Shift Lever, Reverse
BRI73024	Shift Lever, High/Low
BRI73032	Alum. Drive Flange-Chevy
BRI73033	Alum. Drive Flange-Ford
BRI73056	Steel Drive Flange, Late Chevy, 1-Pc. Rear Main
BRI74002	Driven Gear
BRI74008	Intermediate Shaft
BRI74010	Output Shaft
BRI74020	Input Shaft
BRI74021	Shifter Sleeve



## Extra-Long Trans Yoke BRI74038

6 inch long yoke is a must in severe movement applications. Uses 1330 series (3-5/8") U-Joint.

## Flywheels

Lightweight HTD (Round Tooth) Flywheels, steel or aluminum.

Part No.	Description
BRI79070	Chevy Steel HTD
BRI79073	Ford Steel HTD
BRI79084	Chevy Aluminum HTD
BRI79087	Ford Aluminum HTD
BRI79111	Chevy '86-Up Steel, Internally Balanced, 22T
BRI79130	Chevy '86-Up Steel, Externally Balanced, 22T



## Asphalt Bellhousings

Lightweight magnesium bellhousings accommodate left side mounting of the dry sump pump. Crankshaft centerline to the bottom of the bellhousing is just 4.25 inches for excellent ground clearance. Include the idler assembly. Starters, flywheels and service parts are sold separately.

Part No.	Description
BRI79104	Chevy Bellhousing
BRI79105	Ford Bellhousing



## Dirt Bellhousings

Lightweight magnesium housings have provisions for mounting dry sump pump at top and include idler assembly. Starter and flywheel sold separately.

Part No.	Description
BRI79099	Chevy Bellhousing
BRI79100	Ford Bellhousing

### Bellhousing Service Parts

BRI79077	Chevy Flywheel Shim (.030")
BRI79051	Idler Shaft
BRI79091	Idler Gear Assembly
BRI79052	Plate
BRI79064	Belt Retainer
BRI79065	Idler Gear
BRI79066	Idler Gear Bushing
BRI79069	Spring
BRI79075	Starter Shim
BRI79081	Ring Gear



## High Torque Starter BRI79060

Durable, billet aluminum mounting flange adapts starter to Brinn bellhousings. Weighs just 8 lbs.

## BRINN TECH TIPS

### Do's:

1. Accelerate smoothly in low gear, don't overpower the clutch.
2. Shift to direct drive as soon as you can.
3. Match RPM when you shift and shift smoothly.
4. Always start and warm the engine with both shift levers in the neutral position
5. If you need to use reverse, either shift to reverse before starting the engine, or shift to low gear to stop gear movement, then shift to reverse.

### Don'ts

1. Don't slip the clutch excessively.
2. Don't use the clutch more than necessary. It is very small and will wear more quickly if used improperly.
3. Don't apply excessive power when in low or reverse. Low gear is only intended to get the car rolling, not for fast acceleration.
4. Don't abuse the dog ring. The shift from low to high gear is done without the clutch, so match RPM and shift smoothly.