

848-570 Gearbox Bushing

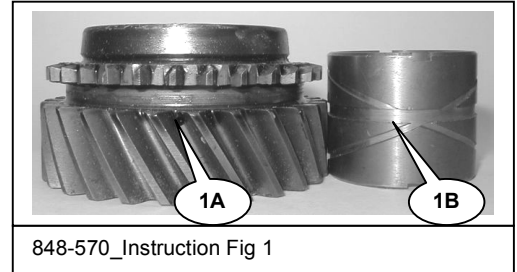
TR 3B through TR 4A: 1st & 3rd gear bush
TR 250 & TR6 to (G) CF12500: 1st & 3rd gear bush

Introduction

This bushing is currently being reproduced with two different patterns of oil grooves. This has been the source of some confusion as the grooves on the bushing we sent you may not match the grooves on the bushing you removed from the gearbox.

The First Design

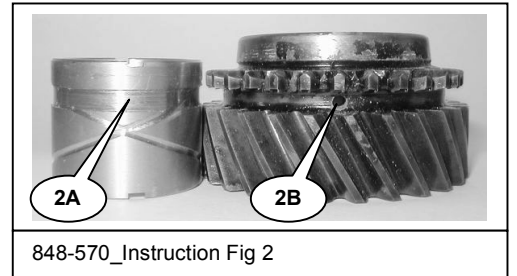
If we place an OE 848-570 (129940) bushing next to an OE 3rd gear 843-000 (105630), there is an obvious relationship between the hole in the gear (1A) and the main groove in the bushing (1B). The original bushings were made of "iron-bronze" and the bushings available today are made of brass.



848-570_Instruction Fig 1

The Second Design

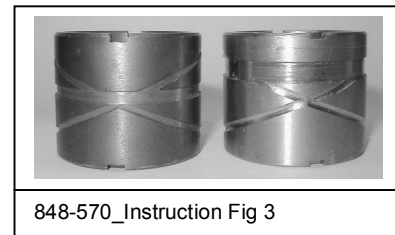
The oil hole was relocated in the later 847-080 (152772) gears and the groove in the bush followed. The later bush was made of steel. This improved the longevity of the bushing.



848-570_Instruction Fig 2

Interchangeability

While it is logical to assume there is a relationship between the hole in the gear and the main groove in the bush, it turns out that the location of the groove does not matter very much if at all. The presence of the diagonal grooves provides enough lubrication no matter which bush is used. This is not supposition, it is fact. The later steel bushing was (and is) used to replace the early bush in high performance applications because they lasted longer. No one ever had a lubrication problem. In addition, the only bush we have sold since 1999 is a brass bush with the offset groove (2A). We have had no reports of trouble either here or in the UK. Please note that there is a bush available with the "early" groove pattern but we have found these to be 0.020" undersized and therefore not suitable for purpose.



848-570_Instruction Fig 3



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