

## Transaxle Cooling

Posted by AgRacer - 20 Feb 2014 17:43

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Has anyone taken advantage of the new rule allowing transaxle cooling?

Ive started to develop a setup and got a quote from one source that included pump, filter, and cooler with fan that scavenges off the drain plug and returns through the fill plug.

The source seemed to agree that its not a lubrication issue for us but rather a heat issue that kills the bearings holding the ring and pinion. He seemed knowledgeable on our transaxles and also made a good point that particles off the LSD clutches can add to wear, which is why he recommended a filter. Any temps over 220-230 were said to be too high, and that's under what some reports on here were saying they were seeing.

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## Re: Transaxle Cooling

Posted by rd7839 - 21 Feb 2014 07:30

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If you don't mind me asking, how much was the quote and what equipment did it entail?

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## Re: Transaxle Cooling

Posted by AgRacer - 22 Feb 2014 13:04

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It looks like the price break down will be this:

\$220 - banjo fittings, adapters, -8 AN line

~\$300 - 19 Row Setrab Oil Cooler with fan

\$230 - Peterson 600 Series 100 Micron -8 Oil Filter with temp port

\$185 - Mocal Diff Pump

~\$800-1000 total depending on the cooler you select. I could see people cutting out the filter but I likely wont. If you sourced the parts separately and went generic Jegs/Summit parts, you might be able to get the price down into the \$700 range.

What I like about this setup though is that it uses existing ports on the axle so there's only mounting of the system. This allows you to swap out axles easily without having to drill/tap or swap side covers.

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**Re: Transaxle Cooling**

Posted by RacerX - 22 Feb 2014 13:18

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A 100 micron filter seems big.

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**Re: Transaxle Cooling**

Posted by rd7839 - 23 Feb 2014 10:01

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Wow, that ain't cheap! Anybody gone that route yet?

At \$150 a tranny at PicknPull and a steady supply here in California, and never having seen a heat related failure, that would be a lifetime supply for \$1,000. Some may be clunkers but most tend to be ok.

I had my trans apart last year to rebuild the LSD and change 5th and after 25+years on the street and 6 race seasons there was almost no wear whatsoever on the ring and pinion, all bearing were tight and within tolerances and even the synchros were ok. Even my two donors are good inside except for a broken ring gear from the kid trying burnouts, and the other is missing its 5th from me crushing the synchro hub!

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**Re: Transaxle Cooling**

Posted by cbuzzetti - 23 Feb 2014 13:10

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I have to agree Ron. This is a non problem that a rule was created for.

We may of had 2 trans failures in So-Cal but none heat related. They were ring and pinion failures due to not having been assembled correctly or needing bearing lash reset.

BTW Thank you for the parts. Be sure to let me know what I can do for you in return.

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