

ALBINS AGB SERIES TRANSAXLES

The Worlds Leading Off Road Racing Transmission.

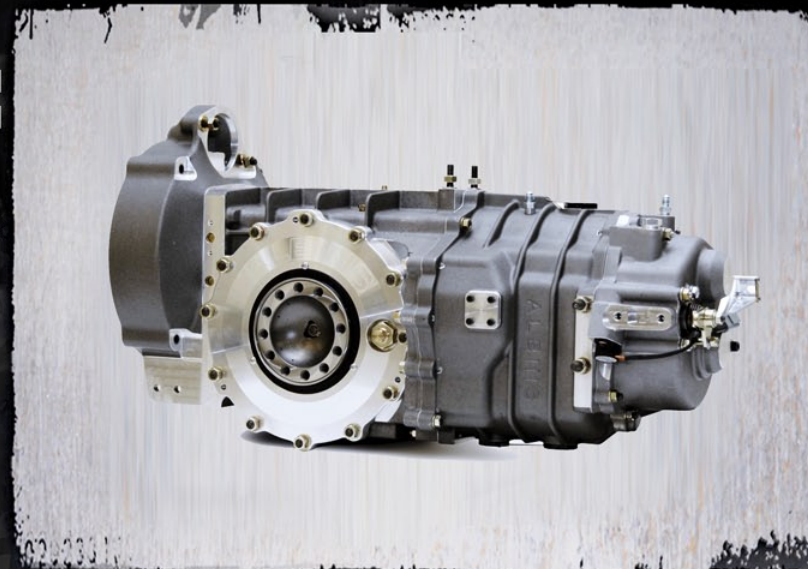
Used by BAJA Champions, Dakar Competitors and Leading Off Road Racing teams the world over. The AGB is the most relied upon and successful transmission in top-tier 2wd Off Road Racing on a global scale.

The AGB has decades of development packaged into two variations, each with various options available.

AGB 10 and AGB 11.5 . With 10 and 11.5 inch Crownwheels respectively, the two sizes are suitable for high to extreme torque loads.

AGB Features:

- Cast LM25 Alloy housing, heat treated to T6 Condition
- Stainless shot blasted casing
- Fully enclosed bell housing bulkhead for maximum rigidity.
- Innovative structural design provides extra ground clearance.
- Crownwheel can be mounted either side for Mid or Rear engine applications.
- Available as Full synchromesh or Full Dog Engagement
- Available as H pattern Shift or Sequential
- Numerous gear and final drive ratios available.
- Torsional 300M input shaft.
- Helical Cut, Shot peened gears.
- Albins KlingelInberg Palloid ring & pinion.
- Heavy duty constant mesh reverse gear.
- Planetary diff for increased strength and traction.
- Variety of Bellhousings and Adapters to suit popular engines.
- Billet Machined Side Plates for extra strength.
- Hydraulic slave cylinder included, flat or convex throwout bearings available.
- 934 drive flanges standard. 930 and series 30 drive flanges available as an option.
- Internal oil sprayer option.



Contact Albins for information on :

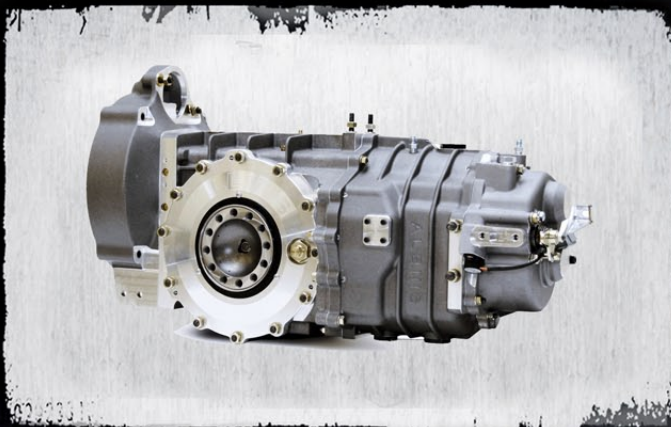
- Torque Converter Options
- Powershift Air-Shifted Sequential Gearshift kits
- Engine adapters and Mid-Rear engine kits

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AGB 10

For High Torque loads and light-mid weight vehicles.

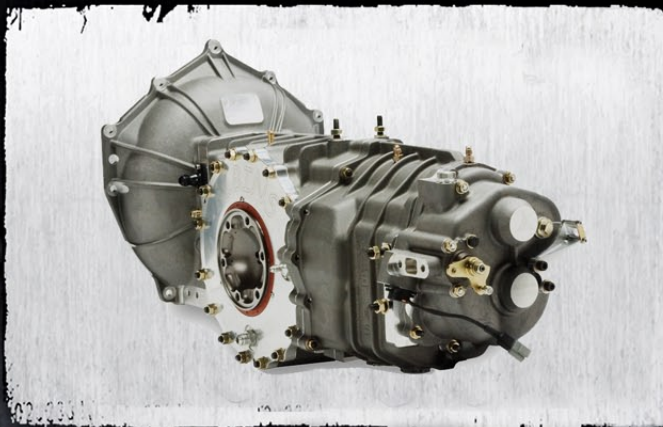
The Albins 10 inch sequential is the perfect transaxle for limited class racecars looking for lightning fast shifts and a strong, compact package. Utilizes the same gear stack and shift mechanism as the AGB 11.5 but with a 10" ring and pinion.

The smaller ring and pinion, smaller main case, and smaller differential makes this unit 13.6 Kilograms lighter than the full size Albins sequential and much more compact.

Available Ratios for AGB Transaxles

Ring and Pinions: 5.43, 5.14, 4.86, 4.86 Rev, 4.13, 3.70

- Mainshafts (1st & 2nd Gears): 3.89x2.14, 3.18x2.25*, 3.18x2.14, 2.67x2.00
- 3rd Gears: 1.86*, 1.79*, 1.75, 1.67, 1.59, 1.50, 1.37*, 1.32*
- 4th Gears: 1.59, 1.50*, 1.44, 1.37, 1.32, 1.25, 1.20*, 1.14, 1.10*
- 5th & 6th Gears: 1.37, 1.32, 1.25, 1.20, 1.14, 1.10, 1.04, 1.00, 0.92, 0.88, 0.82



AGB 11.5

For Extreme Duty, Ultra High-Torque and High Shockload applications.

This is the same unit that has captured the 2009 and 2010 Best in the Desert Unlimited Class championship as well as Class 1 victories in the Baja 500 and Baja 1000.

Renowned as the benchmark in Off Road Racing Transmissions.

- Both units available as a 5-speed or 6-speed.
- Bronze load bolt prevents ring gear displacement under extreme shock loading.
- Spiral bevel final drive reduces frictional losses
- Internally ribbed differential housing increases ground clearance.
- Oil remains in the trans when CV joints are removed.
- Available for mid or rear-engine applications.
- Chevy bell housing option now available at NO EXTRA CHARGE.

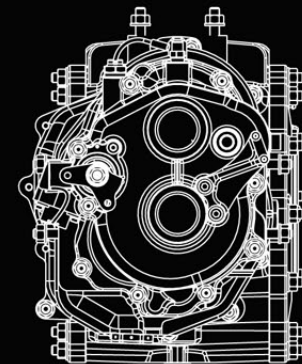
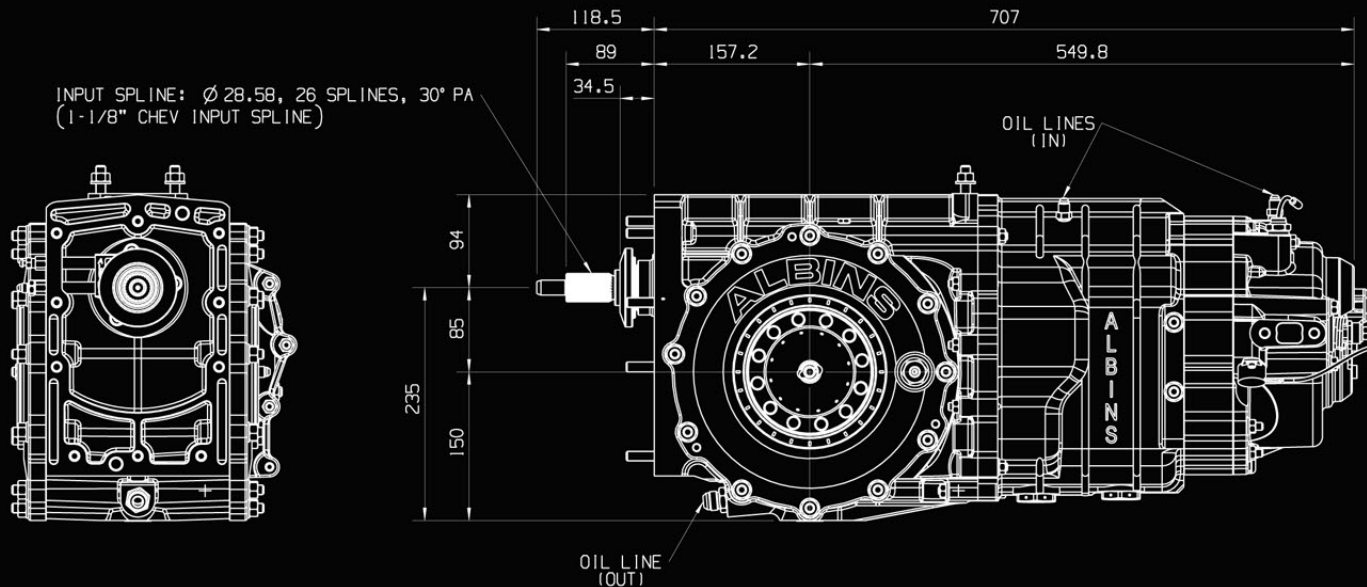
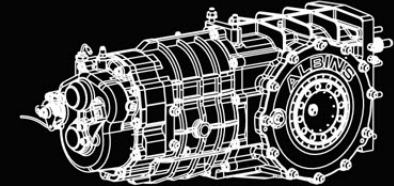
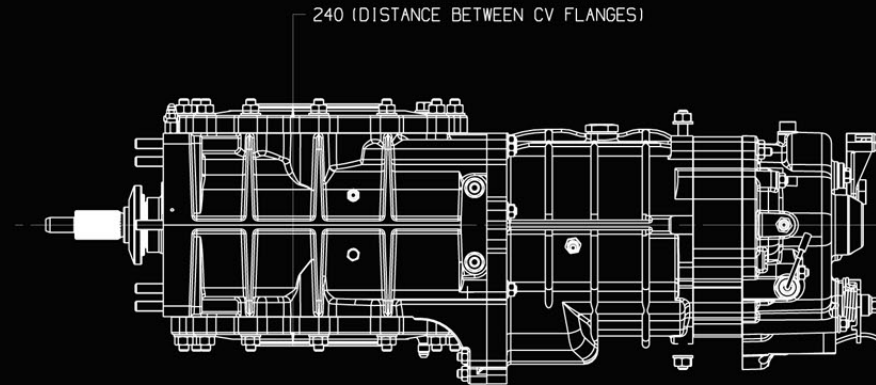
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AGB 10 6 SPD SEQUENTIAL



SLAVE CYLINDER AVAILABLE 5mm LONGER.

PISTON SHOWN IN RETRACTED POSITION
MAX PISTON TRAVEL - 26mm

WITH MINOR MODIFICATION TO SLAVE CYLINDER RETRACTED POSITION LENGTH CAN BE REDUCED BY 13mm (MAX).
THIS WILL REDUCE THE PISTON TRAVEL TO 20mm.



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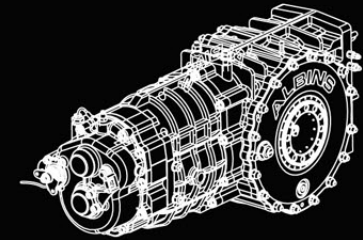
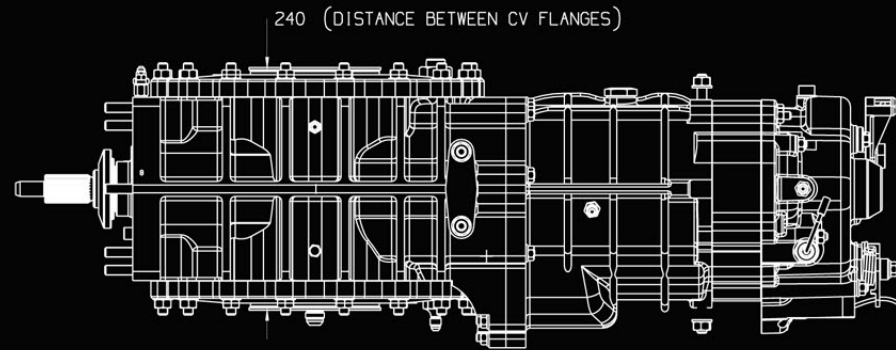
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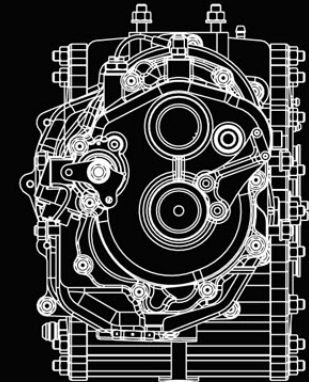
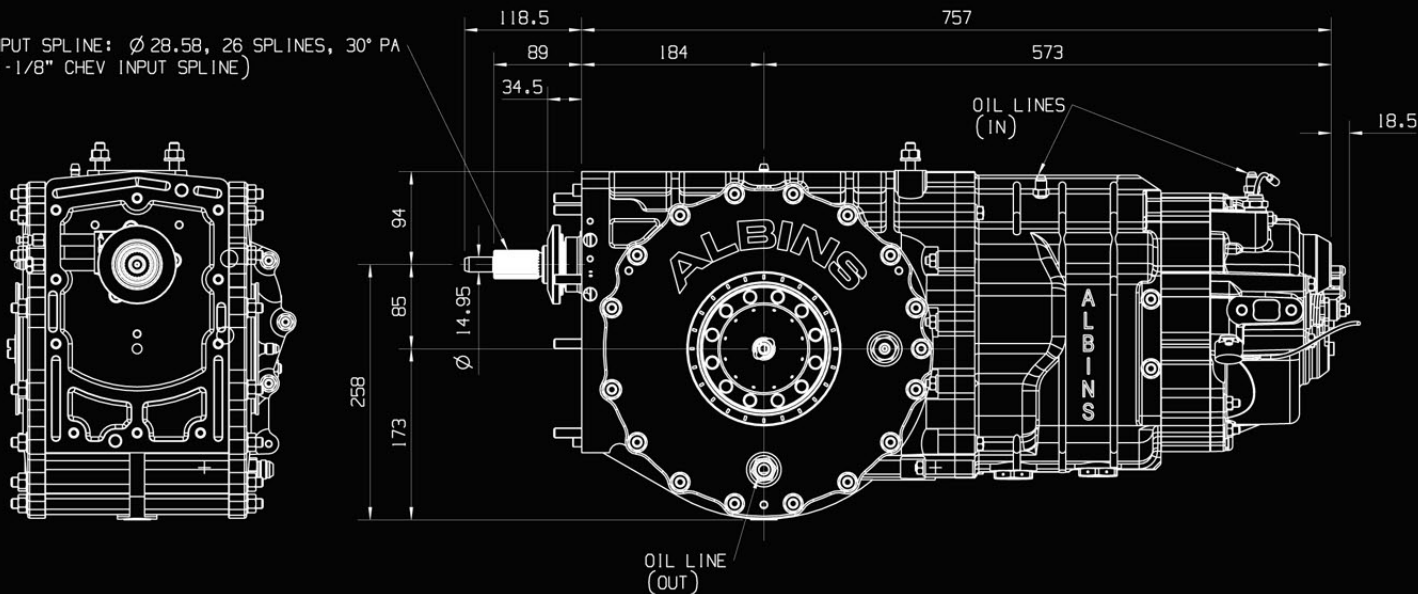
AGB 11.5

6 SPD

SEQUENTIAL



INPUT SPLINE: $\varnothing 28.58$, 26 SPLINES, 30° PA
(1-1/8" CHEV INPUT SPLINE)



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