

ALBINS ST6 SERIES TRANSMISSION/TRANSAXLE

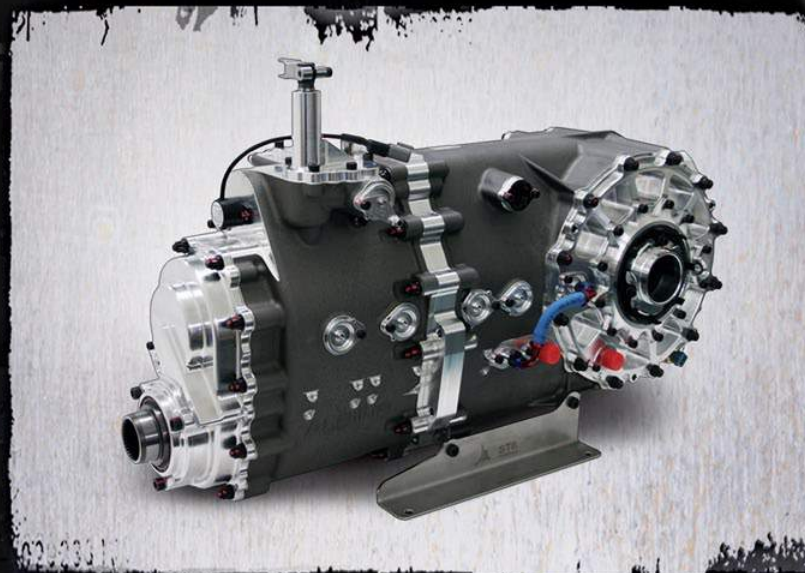
The strong, compact ST6 transmission delivers extremely short shift events coupled with standard drop gears to provide fast & efficient ratio changes.

The highly adaptable Albins ST6 gearbox was originally designed for Australian V8 Supercars. The base 6-speed gear selection can be configured to an inline transmission, rear-mount transaxle, or mid-mount transaxle. With its innovative design and adaptors, the ST6 can easily be tailored to specific applications and engines.

The entire ST6 range features profile-ground gears that are shot peened and isotropic polished. Inspection ports make routine inspection easy without disassembly.

Internal oil pump is standard on all ST6 variants.

In endurance tests up to 5000Kms, the ST6 has delivered fast and efficient gear changes with 100% reliability.



ST6 Range Features:

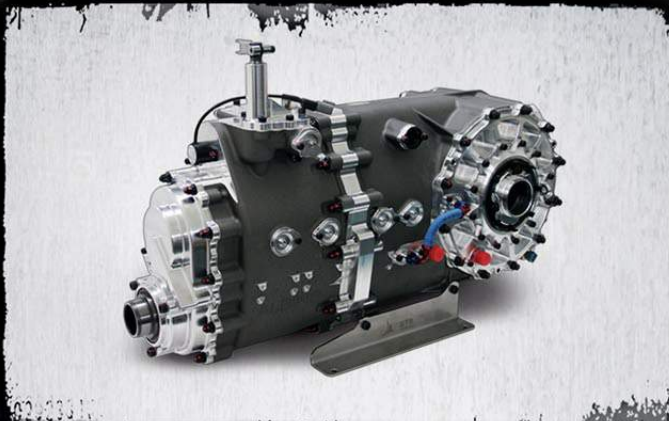
- 1000 Nm Rated
- Cast LM25 aluminum housings heat treated to T6 condition & stainless shot blasted
- Compact, lightweight design
- Innovative design allows very low engine mounting
- Drop gear option for fast, economical gear changes
- Internal oil pump and lubrication/cooling system
- Inspection ports allow visual check of gear and dog wear
- Rod or cable shift activation - Paddle Shift Option Available
- Gears profile ground after heat treatment
- All gears shot peened and isotropic polished
- Heavy duty constant mesh reverse gear
- Exceptionally short shift event times
- Straight-cut drive gears and use of roller bearing internals to minimise power loss
- Wide selection of drop gears available
- Custom input shafts and bell housing available

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sales@albins.com.au

+61 3 5335 8022



ST6

For front-engine, rear-transaxle applications. Designed specifically for the Australia's V8 Supercar Category, the ST6 is strong, compact and efficient with lightening fast shifts. It is built upon a 6-Speed sequential base with an efficient drop gear set for fast and simple ratio changes. The ST6 weighs in at 68kg.

Additional features:

- Albins KlingelInberg Palloid ring and pinion set
- Plate type LSD (Cartridge Type) or spool options
- Tripod style output flanges standard

Large range of Ratios available including custom ratios for all gears.

Standard Ratios for ST6, ST6-M and ST6-I

1st	2.57	(2.36 x 1.09*)
2nd	1.98	(1.82 x 1.09*)
3rd	1.60	(1.47 x 1.09*)
4th	1.35	(1.24 x 1.09*)
5th	1.13	(1.04 x 1.09*)
6th	0.98	(Drop Gear x 1.0)

*Constant Mesh	1.09
Ring and Pinion	3.27
Drop Gear Ratios	1.13:1, 1.07:1, .93:1, .88:1



*Billet Housing Option Shown

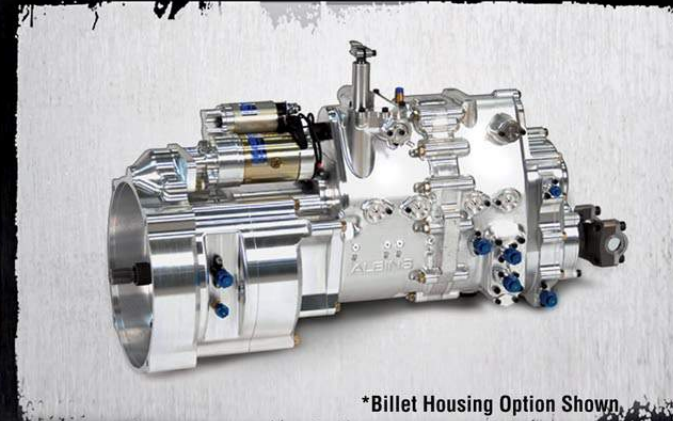
ST6-M

For mid-engine application.

Using the same gearstack as the ST6, the ST6-M delivers all the benefits of the ST6 Transaxle in a different configuration. Various Bellhousings and adapters are available to suit any engine combination. As used and proven in Britcar 24hr Endurance Racing. Weight 76Kg.

Additional features:

- Albins KlingelInberg Palloid ring and pinion set
- Plate type LSD (Cartridge Type) or spool options
- Tripod style output flanges standard



*Billet Housing Option Shown

ST6-I

For front-engine, rear drive applications.

An extremely strong and lightweight in-line 6-speed sequential transmission. The ST6-I uses the ST6 gearstack and drop gear arrangement. The ST6-I weighs 56 kg (not including bell housing and clutch.)

Additional features:

- Lightweight version: Available without drop gears.
- Wider, heavy duty drop gears.
- Two possible heights for power input adds versatility
- and makes low engine mounting possible.
- 4WD drive transfer case available

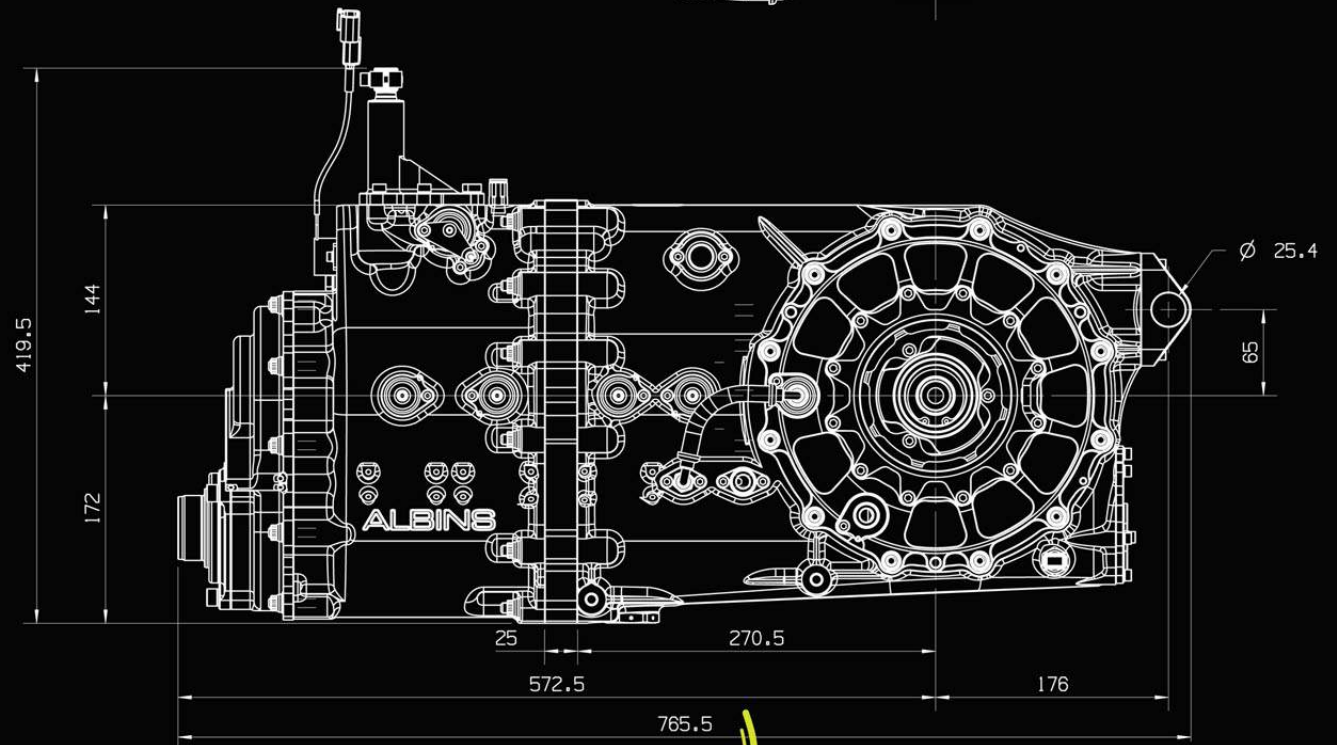
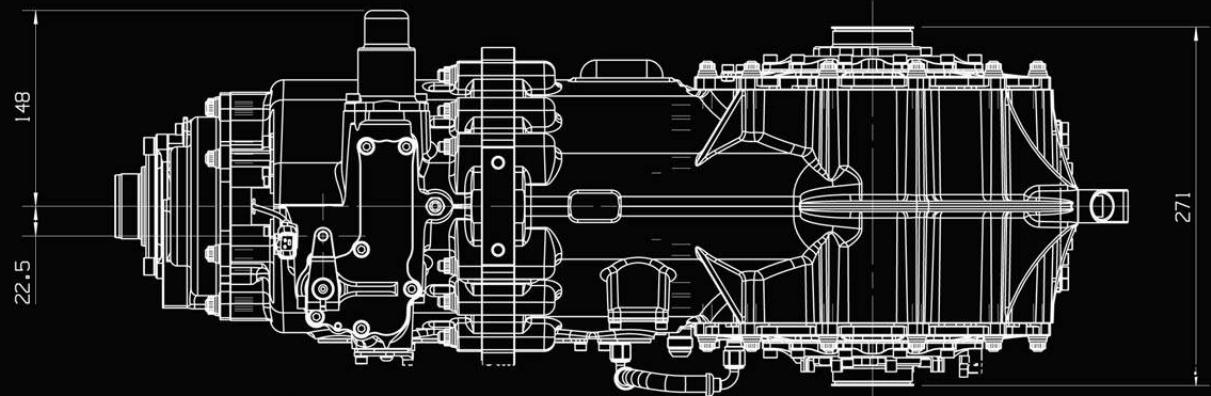
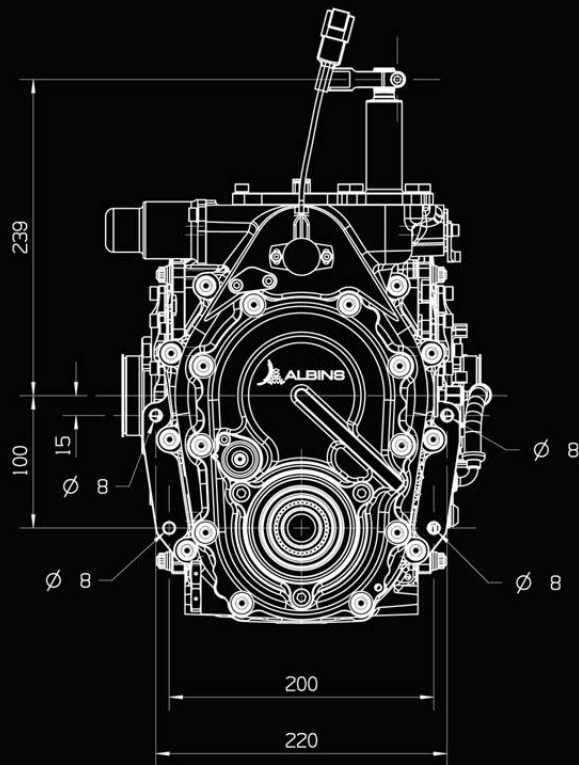
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ST6 TRANSAXLE



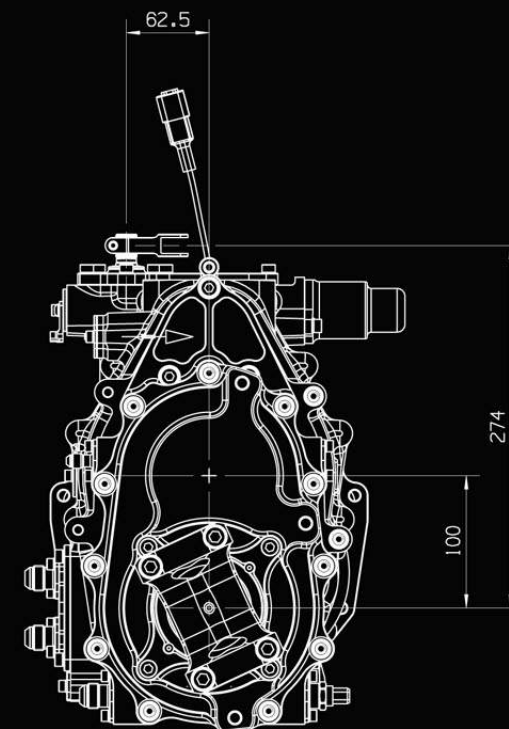
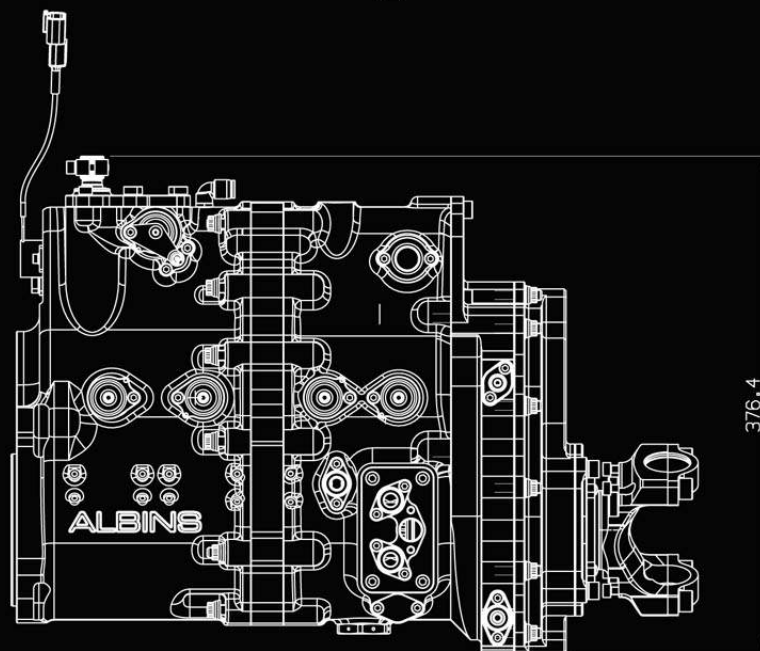
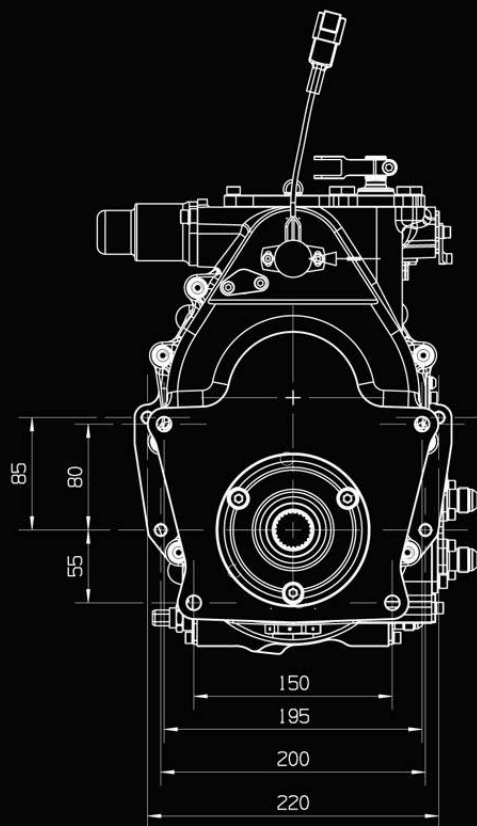
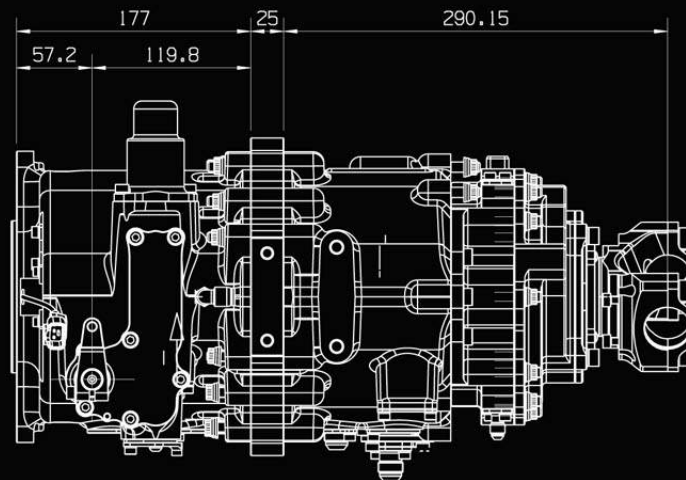
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ST6-I



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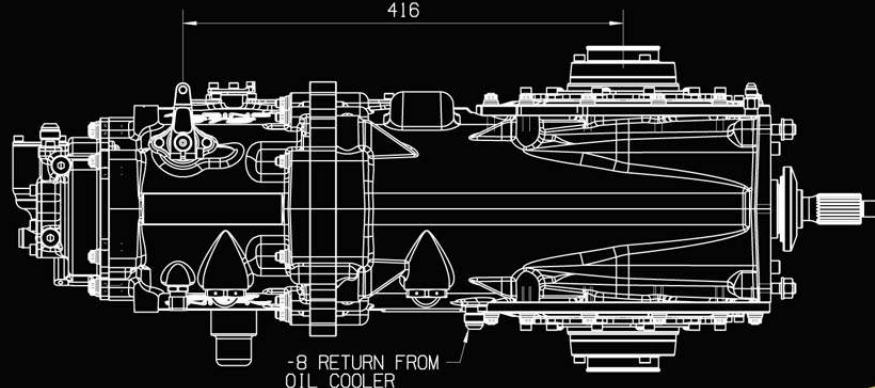
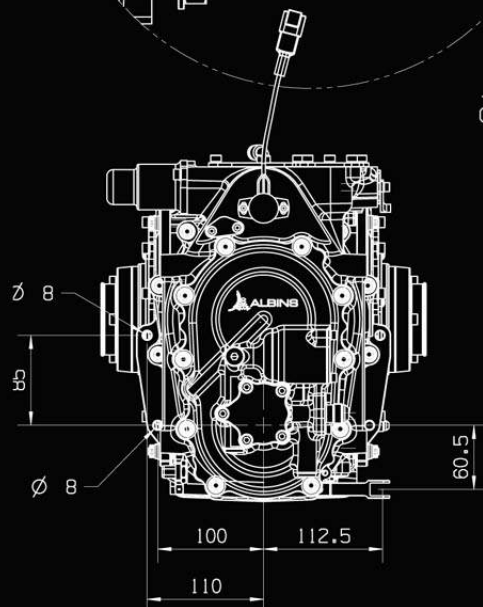
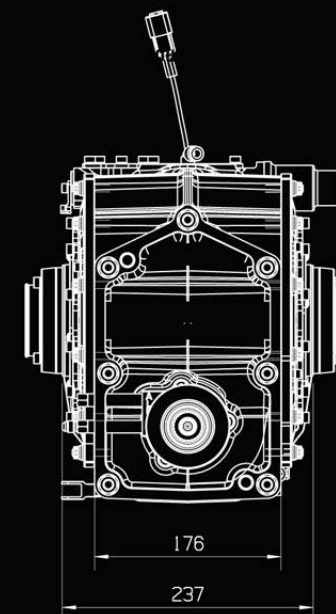
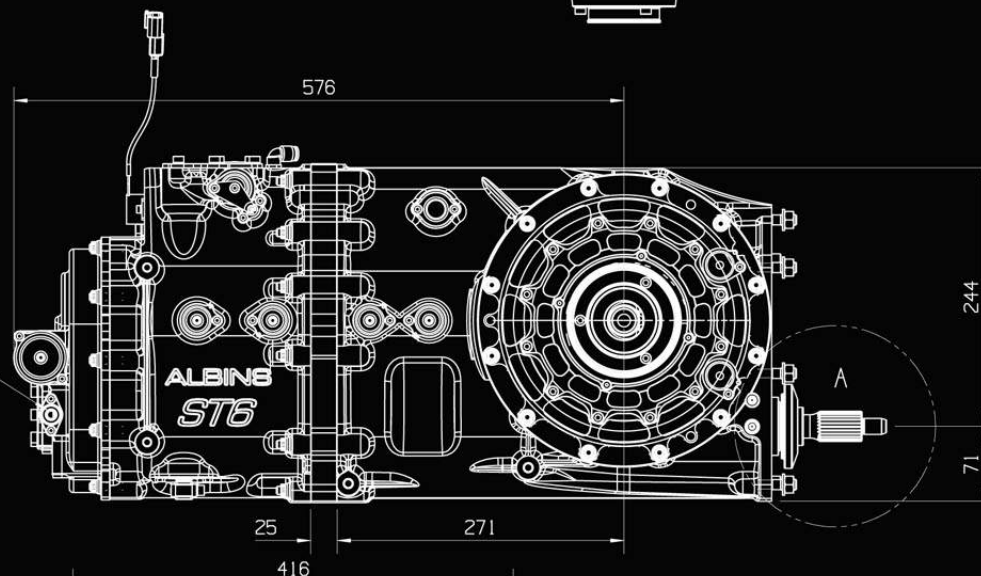
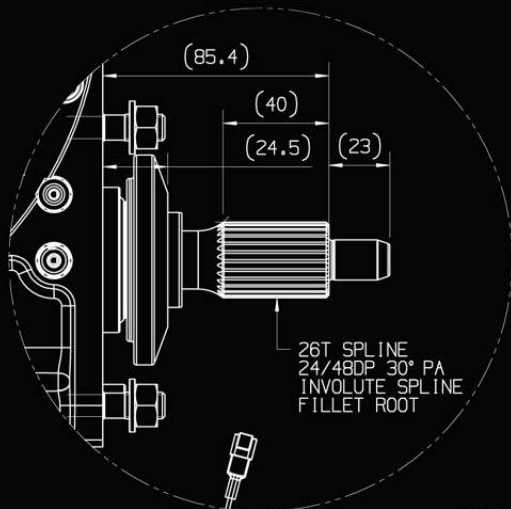
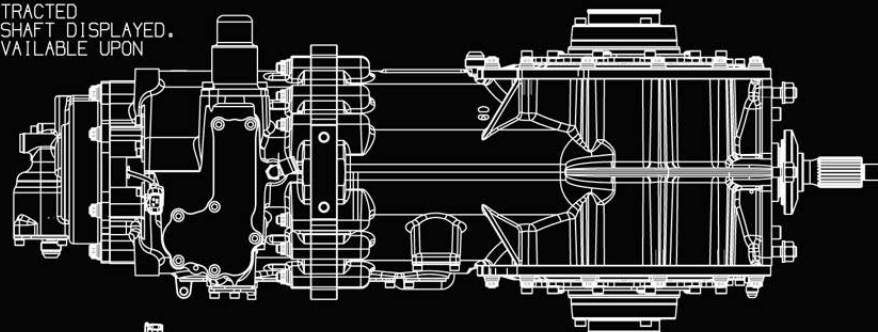


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ST6-M

NOTE: REFERENCE LENGTHS AS
GUIDE ONLY.
PISTON FULLY RETRACTED
STANDARD INPUT SHAFT DISPLAYED.
OTHER OPTIONS AVAILABLE UPON
REQUEST



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