

ALBINS ST6 SERIES TRANSMISSION/TRANSAXLE

The strong, compact ST6 transmission delivers extremely short shift events coupled with standard drop gears to provide quick, 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 isotropically finished. Inspection ports make routine inspection easy without disassembly. Internal oil pump is standard. 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 isotropically finished



- 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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ST6

For front-engine, rear-transaxle applications. Designed specifically for the Australia's V8 Supercar Category, the ST6 is strong, compact and efficient with short shift events. 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 Klingelberg 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.

All gears are constant mesh with 1st, 2nd, 3rd, 4th and 5th being change gears, the overall ratios of the change gears are influenced by the constant gear ratio. Various drop gears are available and if changed will affect the overall ratio.

To calculate the overall ratio of the gear train:

1st - 5th - Drop gear x Constant gear ratio x Gear ratio x Final drive.
6th - Drop gear x 1 (direct) x Final drive.

1st	2.357:1	(2.36 x 1.09*)	*Constant Mesh	1.091:1
2nd	1.824:1	(1.82 x 1.09*)		
3rd	1.474:1	(1.47 x 1.09*)	Ring and Pinion	3.273:1
4th	1.238:1	(1.24 x 1.09*)		
5th	1.043:1	(1.04 x 1.09*)	Drop Gear Ratios	.96:1 1.00:1 1.07:1 1.13:1
6th	1.000:1	(Direct)		



*Billet Housing Option Shown

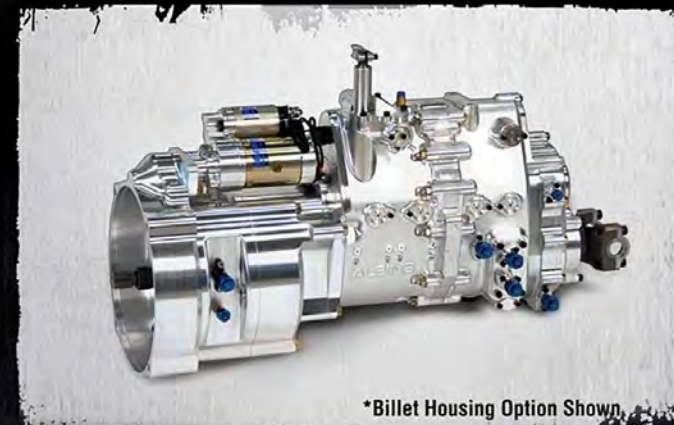
ST6-M

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 Klingelberg 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 adapter available



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ST6 PRICING & OPTIONS

ST6 (front engine transaxle with gear stack forward of rear axle)

V8 Supercar Specification: **\$26,500** (this is sold with no options to V8 Supercar teams at P.O.A)

ST6

6 Speed Sequential Transaxle

Front engine transaxle with gear stack forward of rear axle

Base Trans fitted with spool: \$26,500

Optional extras -

Plate type LSD: Add \$1,000

Trans Mount Clutch System: Add \$2,500 (includes housings, slave cylinder assembly, flywheel, bearings, input shaft, does NOT include clutch)

Meziere radial mount starter motor: POA

Shifter: \$785 (Add \$50 for adaptor and knob or use with Motorsport Systems Electronic Shift Knob)

Paddle shift: POA

Additional driveline components and accessory mount options available upon request.

*Billet Housing Option Shown

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ST6-M PRICING & OPTIONS

ST6-M

Mid Mount 6 Speed Sequential Transaxle

Mid engine transaxle with gear stack rear of rear axle

Base Trans fitted with spool: **\$26,800**

Optional extras -

Plate type LSD: Add \$1,000

Bell Housing: Add \$POA

Slave Cylinder: Add \$294.45

Shifter: \$785 (add \$50 for adaptor and knob or use with Motorsport Systems Electronic Shift Knob)

Paddle shift: POA

Clutch: POA

Flywheel: POA

Additional driveline components and accessory mount options available upon request.

*Bell Housing Option Shown

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ST6-I PRICING & OPTIONS

ST6-I

6 Speed Sequential Inline Transmission

Circuit Racing Low input, low output, small rear drop gears with 1350 output yoke

Base Trans: **\$20,500**

Optional extras -

Bell Housing: Add \$POA

Slave Cylinder: Add \$294.45

Shifter: \$785 (add \$50 for adaptor and knob or use with Motorsport Systems Electronic Shift Knob)

Paddle shift: POA

Clutch: POA

Flywheel: POA

Additional driveline components and accessory mount options available upon request.

N.B: **NEW** Circuit Racing High Shaft Spec: \$20,500 (pricing as reference only. Currently in development)
(High input, High output, drop gears located at the front of the transmission with 1350 output yoke)

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ST6-I VARIATIONS PRICING & OPTIONS

ST6-IR32

6 Speed Sequential Inline Transmission for Nissan R32GTR, R33GTR, Stagea RS4, R32+R33GTS4 4WD

High input, high output, front located drop gears.

Base Trans: **\$22,500**

Includes;

Bellhousing, crossmember mount, push type slave cylinder, rear housing/shaft to accept OEM transfer case.

Optional extras -

Shifter: \$785 (add \$50 for adaptor and knob or use with Motorsport Systems Electronic Shift Knob)

Transfer Case spool: \$1000

Special Notes: Fitment of trans may require some modification to floor pan of vehicle.

Trans will also fit vehicles with pull-type clutch when fitted with a push type clutch conversion.

Additional driveline components and accessory mount options available upon request.

ST6-TT

6 Speed Sequential Trophy Truck Inline Transmission

Low input, Low output, Large Rear Drop Gear Set, 1480 output yoke

Base Trans: **\$21,500**

Optional extras -

Bell Housing: Add \$POA

Slave Cylinder: Add \$294.45

Shifter: \$785 (add \$50 for adaptor and knob or use with Motorsport Systems Electronic Shift Knob)

Flex Plate: POA

Flywheel : POA

Adaptor Plate: POA

Paddle shift: POA

Meziere VW style starter motor: POA

Torque Converter Kit: \$4400 (includes torque converter, t/c pump, pump fittings, relief valve & input shaft)

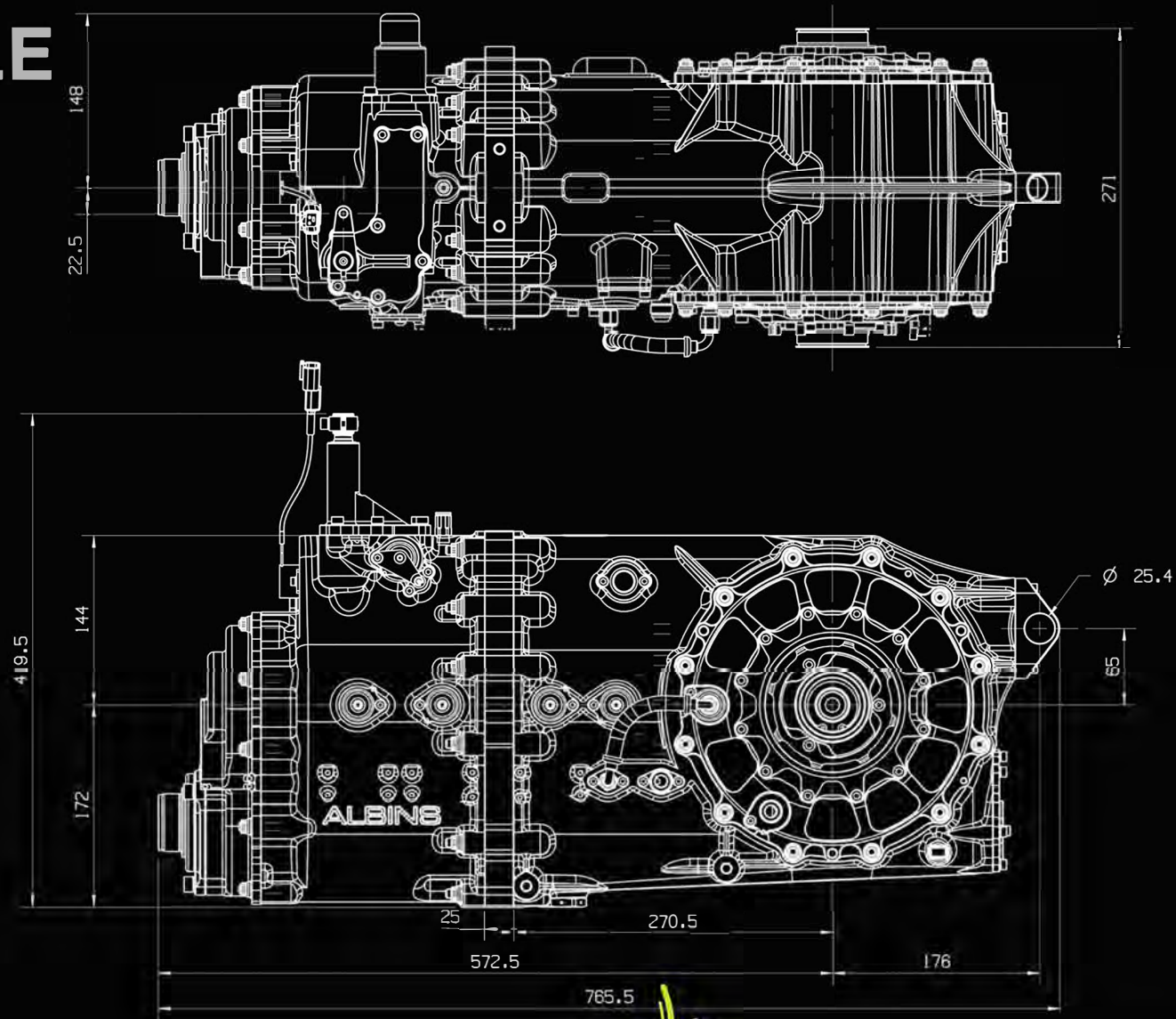
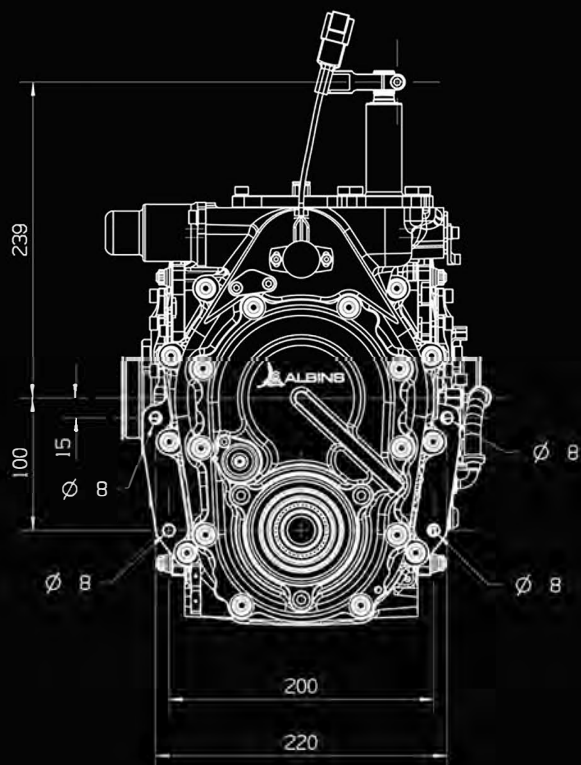
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ST6 TRANSAXLE



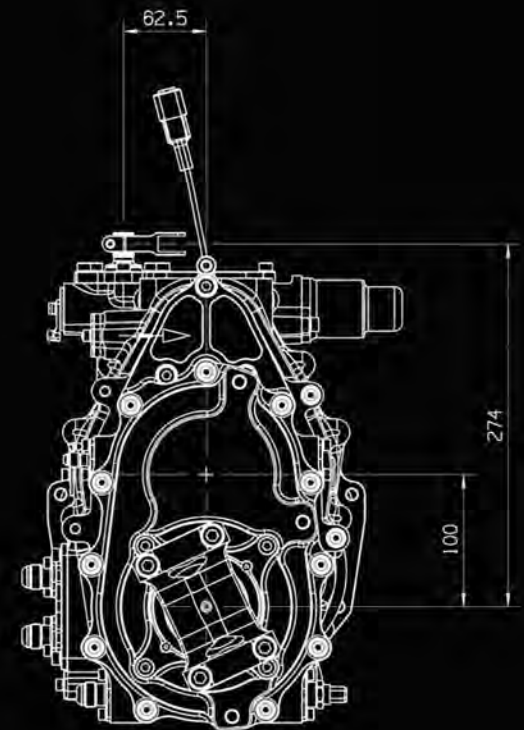
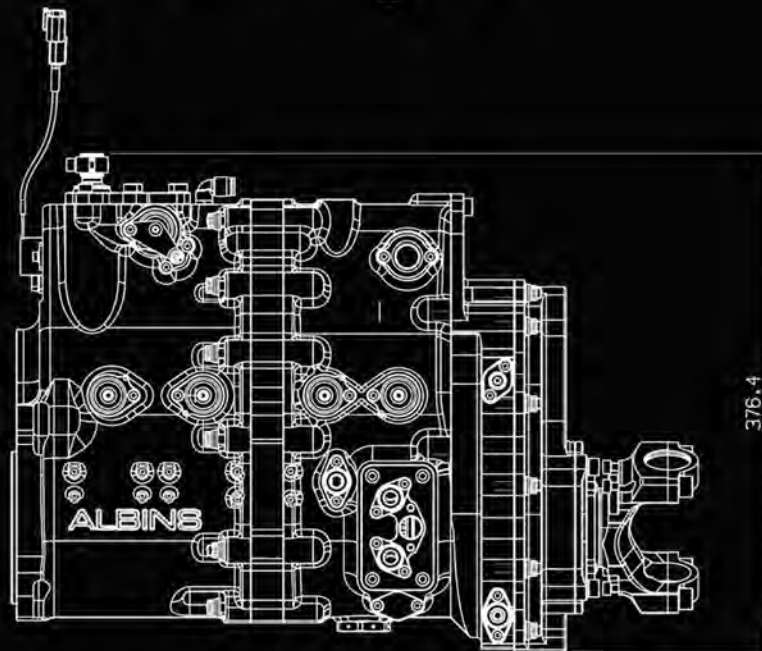
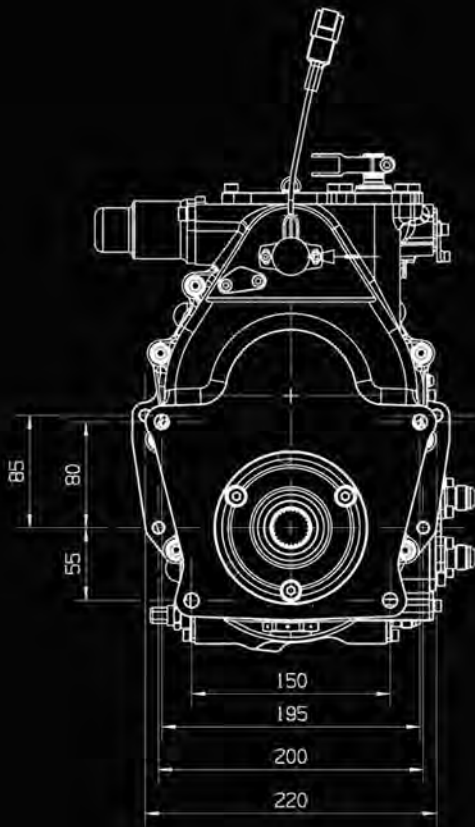
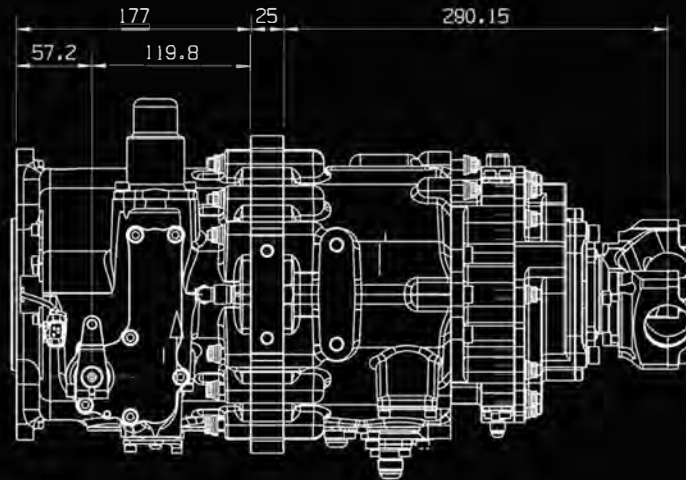
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ST6-I



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