

Richmond 6-Speed - ROD **Page: 43**

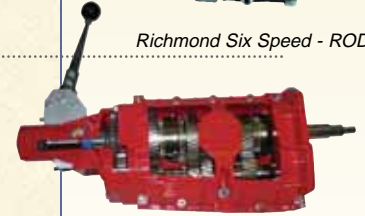
The Richmond 6-Speed with Overdrive is designed with the performance and driving enthusiast in mind. Using the latest in CNC machining and in-house heat treating, this USA made, Bullet Proof transmission is made to carry over 450 ft. lbs. of torque at the wheels with ease. Based on the industry standard Richmond 5-Speed, the ROD features smooth, positive and fast shifting. Available in multiple ratios, the ROD lets you custom design a transmission to meet your specific performance driving requirements.



Richmond Six Speed - ROD

NEW from Richmond – The Super Street 5-Speed with Overdrive **48**

The SUPER STREET 5-Speed with Overdrive is the newest addition to the proven Richmond Bullet Proof Transmissions. The Richmond SUPER STREET 5-Speed with Overdrive is fully rated at 600 ft. lbs. of torque to handle the demands of automotive performance enthusiasts. Manufactured in our Liberty, SC plant, the Richmond SUPER STREET is performance you can depend on.



Richmond Super Street Five Speed

Richmond Street 5-Speed **54**

The Richmond Street 5-Speed Transmission is the ultimate blend of street performance and added value. By using four extra low gear ratios, you get dramatic improvements in acceleration while a 1:1 fifth gear allows good fuel economy. Fully synchronized for smooth shifting. When you match the right Richmond ring and pinion, you can make 5th gear perform as an overdrive (see page 58 for details). Capable of managing 450 ft. lbs. of torque at the rear wheels. Made in USA.



Richmond Street Five Speed

Richmond 5-Speed Road Race **57**

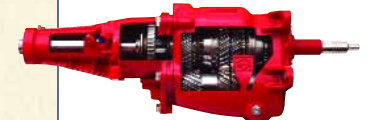
Designed for the specific requirements of the Road Racer, the 5-Speed Road Race Transmission features NASCAR-type brass and a steel billet front bearing retainer for added strength (450+ ft. lbs. torque) and durability. Available in a wide variety of ratios, this transmission has tremendous torque multiplications and is easily serviced. The Richmond 5-Speed Road race is truly built to meet the challenge of demanding shifting of the road racer.



Richmond Five Speed Road Race

Richmond Super T-10 4-Speed **63**

The Richmond Super T-10 is a 4-speed countershaft, helical gear transmission that is synchronized in all forward gears. First and Reverse are constant mesh to prevent gear clash. Strut-type synchronizers are provided for longer life and easier shifting. The Super T-10 is built for performance cars and light trucks and is sanctioned by many racing series. Made in USA



Richmond Super T-10 Four Speed

Richmond Super T-10 Plus 4-Speed **66**

Designed for the rigors for road racing, the Richmond T-10 Plus combines the race proven synchro assemblies and NASCAR proven technology to deliver both strength and smoothness required in road racing. The T-10 Plus uses heavy duty brass and a steel billet front bearing retainer for reliability and durability. Richmond T-10 Plus transmissions are in use at many NASCAR-type driving schools.



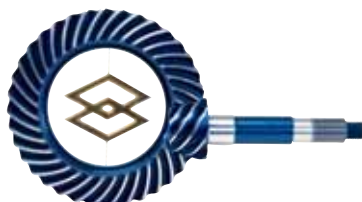
Richmond Super T-10 Plus Four Speed

Richmond Super T-10 Plus 2-Speed **69**

When the racing rules stipulate an OEM transmission with an external clutch, the Super T-10 2-Speed answers the call. Built to take on Dirt or Asphalt, the T-10 2-Speed is built with only 2 forward gears and reverse, making for less rotating weight which means more horsepower. And, the T-10 2-Speed can be "Crash Shifted" for a more competitive advantage. Strength, performance and value are in the Super T-10 2-Speed Racing Transmission. Multiple ratios are available. Made in the USA.



Richmond Two Speed





Winners Run RICHMOND!

Transmissions

FAQ's

How much oil does the 5-Speed, 5-Speed with Over Drive and 6-Speed hold? Two (2) quarts. Due to the angle of the transmission on some installations, the transmission may hold slightly less than 2 quarts (1.8 - 2 qts.). When oil flows out of the fill hole, let the transmission sit for a few minutes to assure there are no air bubbles in the unit.

How much oil does the 4-Speed hold? 2.4 pints.

How much oil does the 2-Speed hold? 2.4 pints.

What oil should I use in Richmond manual transmissions? Richmond T-Lube, GL-6 high performance synthetic manual transmission fluid. Richmond T-Lube is designed for extreme load and long duration exposure in high performance manual transmissions. Richmond GL-6 is designed to withstand high heat and provide anti-score protection for high speeds. Red Line 70/90 NS is also acceptable.

What modifications will I need to make when replacing a 4-Speed with a Richmond 6-Speed transmission or the new 5-Speed with Over Drive?

Standard Modifications: move the cross member back 3.75" and lower the cross member approximately 9/16" *Cross member modifications will vary with each application. For example, the shifter will be back approximately 1" to 2" from the 4-speed location. Installation procedures can be viewed at www.richmondgear.com*

What modifications will I need to make when replacing a 4-Speed with a Richmond 5-Speed transmission?

Standard Modifications: move the cross member back 2.25" and lower the cross member approximately .38" to .50" *Cross member modifications will vary with each application. For example, the shifter will be back approximately 1" to 2" from the 4-speed location. Installation procedures can be viewed at www.richmondgear.com*

What modifications will I need to make when replacing a 4-Speed with the new Richmond 5-Speed with Over Drive transmission?

See 6-Speed installation comments.

What modifications will I need to do to my car when installing a Richmond 4-Speed transmission?

No modifications are required when replacing a factory 4-Speed transmission with Richmond T-10 4-Speed Transmissions.

Does the 6-Speed come with a shifter? Yes. The shifter is manufactured by Long.

Does the 4-Speed and 5-Speed come with a shifter? No. Long shifters are available from Richmond.

Does the 5-Speed with Over Drive come with a shifter? Yes. The shifter is manufactured by Long.

What gear ratios do I need for my car?

Transmission ratios are based off the rear axle ring and pinion ratio. Richmond transmissions are available in a wide range of gear ratios to meet all driving requirements.

Can I install a Richmond Transmission without cutting my tunnel? In most cases, they will fit any car that originally had a 4-Speed.

What is the Richmond Transmission warranty?

The transmission is warranted one year against workmanship and materials defects.

What bell housings do Richmond Transmissions fit (bolt to)? Richmond Transmissions will fit factory 4-speed or after market bell housings.

What speedometer components do I need for installation? All Richmond Transmissions use T-10 or Muncie 4-Speed components.

Are the T-10 and Muncie components for the speedo the same? Yes, they are the same.

Are different shift handles available? Yes. Richmond recommends the Long shifters; however, some Hurst shifters will also work.

What torque rating does the 5-Speed and 6-Speed have? Conservatively, the transmission is rated at 450 ft. lb. of torque.

What torque rating does the 4-Speed have?

Conservatively, the transmission is rated at 300-375 ft. lb. of torque depending on the gear ratios selected.

Will the Richmond 6-Speed "power shift" at high RPM's?

Yes, with proper clutch adjustment and bell housing alignment. However, shift characteristics change greatly at 6,500 RPM and higher.

When installing a Richmond Transmission, will I need to shorten my drive shaft? No. The Richmond 4-Speed, 5-Speed and 6-Speed are all the same length as the original 4-speed.

What yoke do I need to use?

All Richmond transmissions use a Turbo 400 Yoke.

What clutch set-up do I need to use?

Factory 4-speed style clutch components.

Does Richmond manufacture the T-10 for Ford Applications? No. The T-10 is only manufactured for GM applications with the 26 spline input.

What is the difference between the Street 5-Speed Transmission and the Road Race version?

The Road Race version has heavy duty synchronizing assembly and a billet bearing retainer.

What is the difference between the Super T-10 4-Speed and the Super T-10 Plus Road Race Transmission?

The Road Race version has heavy duty synchronizing assembly and a billet bearing retainer.

