

## Webster and Hewland Gearbox Accessories

### Mk 9 Selector Shaft Seal Kits



Internal Seal Kit for Webster (pre-1999), Part No. 1412



Lip Seal for Webster (after 1999) Part No. 1410-A20-9



External Seal Kit for Hewland or Webster, Part No. 1414

We carry three different seal kits designed for Hewland and Webster Mk-series gearboxes. The **Internal Seal Kit** fits older Webster bearing carriers only (pre-1999). It includes two special length bushings and two O-rings which mount between the bushings. These are installed in place of the original plain Webster bushings. The **Lip Seal** fits later Webster Model 400 carriers made after 1999 with a recess machined around the shift finger bore. The universal **External Seal Kit** works on either Webster or Hewland carriers. It is bolted to the carrier, which requires three holes to be drilled and tapped around the selector finger bore. All three kits are designed for standard 5/8" OD shift selector fingers.

- Internal Seal Kit for Webster Bearing Carrier only*.....Part No. 1412 ..... \$8.99
- Lip Seal for Webster Model 400 after 1999*.....Part No. 1410-A20-9 .....\$17.99
- External Seal Kit for Webster or Hewland*.....Part No. 1414 ..... \$29.99
- Replacement Lip Seal for #1414 Kit* .....Part No. 1416-001 .....\$7.99
- Replacement Quad-Ring Seal for #1414 Kit* .....Part No. 1416-002 ..... \$3.99

### Mk-Series Gearbox Adapter Plate

This super-strong gearbox adapter plate is designed to mate a Ford 1.6L Kent (FF1600) or 2.0L Pinto (FC/S2000) engine to a Hewland or Webster Mk-series gearbox. Features a top timing port. Will accept either a 2-bolt or 3-bolt Lucas or Tilton starter. Standard 2 1/8" thickness (not for Lotus, early Titan, Lola T-440, or Swift). Made in the USA. Studs are sold separately.



- Hewland / Webster Mk-Series Adapter Plate*..... Part No. 1405-1 .....\$409.99
- Short Stud (3.5"), top*..... Part No. 1410-C50 ..... \$3.99
- Long Stud (4.5"), bottom*..... Part No. 1410-C51 ..... \$6.49

### 17mm Transmission Fill Plug Hex Socket



This special "Allen" socket is designed just for the 17mm recessed hex drain and fill plugs on VW gearbox cases. This includes the fill plugs on Hewland and Webster Mk-series transaxles. Accepts any standard 3/8" square-drive ratchet or drive handle for easy access in crowded areas. 1.5" long overall. Strong one-piece plated steel construction.

- 17mm Fill Plug Socket*..... Part No. 3750-020 .....\$7.99

## Differential-Transaxle Cooling

Protect expensive gears and improve overall reliability by adding an oil cooler and pump to your differential, transaxle, or transmission!

### Differential Cooler Pumps



These pumps are specially designed for transmission cooling applications. The pumping elements are designed to handle the fine metal particles always present in a gearbox, although an in-line filter screen (sold separately) is still recommended to keep out any larger particles. The pump head can be rotated in 90° increments for the most convenient port location, and the housing has a built-in bracket for easy mounting. Buna N seals are compatible with oil and most coolants. Self-priming to 8 feet. Maximum flow 2 GPM (at 10 psi); maximum pressure 50 psi (at 0.5 GPM). Maximum current draw is 8 amps at 12 volts. 3/8" NPT female ports for easy hookup.

- Electric Pump, Standard (shown)* .....Part No. 1239 .....\$225.00
- For sprint racing. Maximum duty cycle 2 hours with 15 minute cool-off. 7.62" long.*
- Electric Pump, Continuous Duty*.....Part No. TE 40-527 .....\$255.00
- Ideal for endurance racing or tow vehicles. No downtime required. 8.7" long.*
- Replacement Buna Diaphragm Kit with Pistons* .....Part No. TE 40-902 ..... \$40.00
- Replacement Buna Check Valve Assembly*.....Part No. TE 40-934 .....\$25.00

### Roll Bar Mounted Filtered Breather

**Longacre Breather with Roll Bar Mount** This trick little breather is perfect for gearboxes and differential units. A clamp-on billet aluminum roll bar mount makes it easy to mount to any chassis or roll bar tube. The breather filter is clamped to a tube with female 1/4" NPT threads for easy hookup. Available in sizes to fit 1 1/2" or 1 3/4" bar diameters.



- Breather with Roll Bar Mount, 1 1/2" roll bar*.....Part No. 22566 .....\$44.99
- Breather with Roll Bar Mount, 1 3/4" roll bar*.....Part No. 22564 .....\$39.99

### Setrab SLM Series Oil Coolers



Left: 6 Row, 141mm Core Part No. SET-53-10740



Right: 14 Row, 420mm Core Part No. SET-53-10748

**Setrab SLM Series Oil Coolers** are designed for the tight packaging of modern racecars. They are ideal for applications like transmission cooling, where pressure drop is not an issue. SLM coolers feature the same brazed aluminum construction, black epoxy finish, and female M22 ports as the Pro Line coolers listed on page 77. The inlet and outlet ports are on the ends for the lowest profile and optimum low-pressure flow.

- Setrab SLM Coolers, 6 Row (2 1/2" High)*
- 141mm Core, 8 1/4" Long (9" with port hexes)*..... Part No. SET-53-10740 ... \$243.10
- 250mm Core, 12 3/8" Long (13" with port hexes)*..... Part No. SET-53-10743 ... \$263.93
- 420mm Core, 19" Long (19 3/4" with port hexes)*..... Part No. SET-53-10746 ... \$298.78
- 592mm Core, 26" Long (26 3/4" with port hexes)*..... Part No. SET-53-10749 ... \$328.95
- Setrab SLM Coolers, 10 Row (4" High)*
- 141mm Core, 8 1/4" Long (9" with port hexes)*..... Part No. SET-53-10741 ... \$263.93
- 250mm Core, 12 3/8" Long (13" with port hexes)*..... Part No. SET-53-10744 ... \$289.00
- 420mm Core, 19" Long (19 3/4" with port hexes)*..... Part No. SET-53-10747 ... \$320.45
- 592mm Core, 26" Long (26 3/4" with port hexes)*..... Part No. SET-53-10750 ... \$382.93
- Setrab SLM Coolers, 14 Row (5 7/16" High)*
- 141mm Core, 8 1/4" Long (9" with port hexes)*..... Part No. SET-53-10742 ... \$289.00
- 250mm Core, 12 3/8" Long (13" with port hexes)*..... Part No. SET-53-10745 ... \$320.45
- 420mm Core, 19" Long (19 3/4" with port hexes)*..... Part No. SET-53-10748 ... \$356.15
- 592mm Core, 26" Long (26 3/4" with port hexes)*..... Part No. SET-53-10751 ... \$433.08

## Torque Specs and Wear Limits for Mk-Series Transaxles

Torque Specifications	
Rear Cover Nuts (1/4"-28)	4 lb-ft
Bearing Carrier Nuts (M8x1.25)	10-12 lb-ft
Pinion Shaft Nut (7/8"-20 <b>left-hand</b> )	115 lb-ft
Layshaft Nut (7/8"-20 or 7/8"-14)	115 lb-ft
Layshaft Drawbolt	1/2 turn loose
Fill Plug (24mm tapered)	20 lb-ft
Sideplate Nuts (M8x1.25)	10-12 lb-ft

Wear Limits	
Dog Lugs	Max 25% of height rounded
Shift Fork Groove Width	Max 0.208"
Reverse Shift Fork Thickness	Min 0.155"

Recommended Sealants	
Sideplates	Loctite 598 Black Silicone RTV (see page 156)
<b>Note:</b> Silicone RTV shrinks as it cures. Even though the gap being sealed is very small, you must check and re-tighten the sideplate nuts after every session!	
Bearing Carrier and Rear Cover	Hylomar (see page 157)
Hylomar is recommended because it is non-hardening, so any leftover sealant residue will not damage the sealing faces. If any old hardened RTV gets caught between the mating parts, it can dent the precision-machined surfaces and cause leaks.	

Recommended Lubricants	
Red Line 75W85 or 75W90 (GL-5 synthetic) or Red Line ShockProof Light	
<b>Note:</b> Mk-Series transaxles hold 2 UK pints of lubricant. This equates to 1.2 US quarts, which means a gear change takes a little more than one bottle. When filled to the proper level, your little finger should just be able to touch the oil through the side filler hole.	

Information in these charts comes courtesy of Taylor Race Engineering