**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 5/16 OD shift selector fingers.

**Mk-Series Gearbox Adapter Plate**

This super-strong gearbox adapter plate is designed to mate a Ford 1.6L Kent (FT1600) or 2.0L Pinto (FC/52000) 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 1/2'' thickness (not for Lotus, early Titan, Lola T440, or Swift). Made in the USA. Studs are sold separately.

- Hewland / Webster Mk-Series Adapter Plate ……………. Part No. 1405-40 …………. $409.99
- Short Stud (3 3/4’’), top ……………. Part No. 1410-C50 …………. $3.99
- Long Stud (4 5/8’’), bottom ……………. Part No. 1410-C52 …………. $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. 3750-025 …………. $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 …………. $191.25
- Electric Pump, Continuous Duty ……………. Part No. TE 40-527 …………. $216.75
- Replacement Buna Diaphragm Kit with Pistons ……………. Part No. TE 40-902 …………. $34.00
- Replacement Buna Check Valve Assembly ……………. Part No. TE 40-934 …………. $21.25

**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 3/8 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. 22565 …………. $39.99
- Breather with Roll Bar Mount, 1 3/4'' roll bar ……………. Part No. 22566 …………. $39.99

**Setrab SLM Series Oil Coolers**

Setrab SLM Series Oil Coolers are designed for the tight packaging of modern racers. 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 3/4’’-High) ……………. Part No. SET-53-10740 …………. $238.00
- Setrab SLM Coolers, 10 Row (4’’-High) ……………. Part No. SET-53-10741 …………. $258.13

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

<table>
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<tr>
<th>Torque Specifications</th>
<th>Rear Cover Nuts (1/4-28)</th>
<th>4 lb-ft</th>
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<tr>
<td>Bearing Carrier Nuts (M8x1.25)</td>
<td>10–12 lb-ft</td>
<td></td>
</tr>
<tr>
<td>Pinion Shaft Nut (5/8-20 or 3/4-14)</td>
<td>115 lb-ft</td>
<td></td>
</tr>
<tr>
<td>Layshaft Nut (3/4-20 or 5/8-14)</td>
<td>115 lb-ft</td>
<td></td>
</tr>
<tr>
<td>Layshaft Drawbolt</td>
<td>1/2 turn loose</td>
<td></td>
</tr>
<tr>
<td>Fill Plug (24mm tapered)</td>
<td>20 lb-ft</td>
<td></td>
</tr>
<tr>
<td>Siedeplate Nuts (M8x1.25)</td>
<td>10-12 lb-ft</td>
<td></td>
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<table>
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<tr>
<th>Wear Limits</th>
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<tr>
<td>Dog Lugs</td>
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<td>Shift Fork Groove Width</td>
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**Recommended Sealants**

- 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)

**Recommended Lubricants**

- Red Line 75W85 or 75W90 (GL-5 synthetic) or Red Line ShockProof Light

**Information in these charts comes courtesy of Taylor Race Engineering**