

HOLINGER

AMERICA



HOLINGER Racing Transmissions

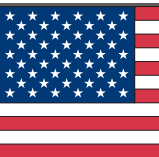
Product Range Overview



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About Us

Holinger Engineering has been designing and manufacturing high precision components for motor racing for decades. Specialising in transmissions, we manufacture a range of gearboxes and associated products, from stand-alone bespoke designs right through to gear sets for existing production cars.

Our Clients

Our gearboxes can be found in a wide range of international classes, from GT racing right through to cross-country rallying. We've supplied several categories with 'control' gearboxes, as well as featuring heavily in open classes.

Some of our customers include Porsche, KTM, Ford, GM, Ralliart, Lamborghini, Aston Martin and BMW, plus many other private teams and racers. Our products have survived some of the toughest endurance events in the world, including the Le Mans, Spa and Nurburgring 24 hour races, the Bathurst 1000 and the Dakar Rally.

Why choose us

- **Product longevity** - Holinger Racing Transmissions are truly world-class, ultra-reliable, and user friendly. We have many customers that have enjoyed years of reliable service from their Holinger gearboxes, many of whom have done so after enduring prolonged frustration and on-going cost from inferior brands.
- **Ease of maintenance** - All of our gearboxes are designed to be easily worked on, with regular workshop tools. So servicing can be easily performed wherever and whenever the need arises.
- **Parts backup** - Holinger prides itself in producing gearboxes with a very long service life and we will always continue to support our classic gearboxes and kits. This means that our customers have the peace of mind that they can always source genuine Holinger parts.

Winning Transmissions

We have supplied reliable winning transmissions to many categories and classes around the world. Some of our most recent projects include:

- V8 Supercars Australia: Control Transmission Supplier until the end of 2012
- Porsche Cup: 2005-2012 Global Control Transmission
- Pikes Peak International Hill Climb: Winner of the 2012 event outright and the 2WD class in 2013
- The Dakar Rally, including the Diesel Ute class victory in 2009
- The Australasian Safari: 1st Outright in 2008, 2009, 2010, 2011 and 2012
- Australian 4x4 Rally Championship (Gravel): 1st Outright 2011 and 2012
- Australian 2WD Rally Championship (Gravel): 1st Outright 2012 and 2013
- Australian Rally Championship (Tarmac): 1st Outright 2010
- International FIA GT Championships
- WTAC 2013/14: Fastest Lap and World Record holders
- WTAC 2015: 1-2-3 swept podium in Pro Class
- D1GP and Formula Drift
- FIA Group N Rallying
- IMSA GTD Class Wins: 12hrs of Sebring 2014/2015, Detroit 2015, Monterey 2015
- plus many others...

Quality directly translates to performance, in the form of well-designed, light-weight components that can withstand the rigours of motorsport. Holinger Racing Transmissions combine a great blend of these assets; performance, reliability and weight, which would only be possible with the highest quality standards.

The Holinger Factory

The Holinger factory is a purpose built 'start-to-finish' facility. It contains multiple CNC Lathes, Machining Centres, 9-Axis Multi-Tasking Centres, Gear Hobbing and Spline Broaching machines, plus a Vacuum Carburising Furnace to perform Heat Treatment in-house. This is followed up with a multitude of grinding equipment for the critical post heat-treatment finishing operations, as well as our own specialised Duplex Shot Peening sequences. Highly accurate Gear Profile Grinding and Super Finishing operations are also performed in-house, giving us the capability to produce gears of superior quality and service-life over many of our competitors.



The Holinger Design Office



The Holinger design office has nearly a 100 collective years of motorsport and transmission engineering experience, coupled with the latest CAD/CAM tools at their disposal. The philosophy is to design gearboxes to be 'heirlooms' rather than 'consumables', the proof of this being in the large number of Holinger Gearboxes still being used today after years of faithful service.

Measurable Quality

To aid in achieving our consistent high-level of quality, Holinger has an extensive array of measuring equipment.

Our temperature controlled metrology lab, includes a 5-axis CMM (Co-ordinate Measuring Machine), Material Hardness Testers, Gear Profile Measuring Machines and Crack Testing facilities.

Materials

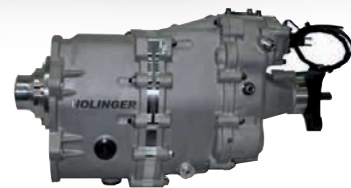
A sample from all our raw materials is taken upon delivery, then thoroughly tested and checked in our lab to ensure its suitability for motor racing. All our material samples are then labelled and catalogued for future reference, ensuring that we know exactly what our parts were made from. This microscopic understanding gives us the piece-of-mind that we can consistently produce parts of the highest quality.





SG 6-Speed Sequential

- » 66 lb (30 kg)
- » Torque rating for endurance events is 365Nm (270ftlb)
- » Internal lubrication system
- » Removable quill shaft



SG3 6-Speed Sequential

- » 73 lb (33 kg)
- » Torque rating for endurance events is 625Nm (460ftlb)
- » Internal lubrication system
- » Removable quill shaft



RD6-H 6-Speed H-Pattern

- » 84lb (38kg)
- » Torque rating for endurance events is 880Nm (650ftlb)
- » Internal lubrication system
- » Removable quill shaft



RD6-TC 6-Speed Sequential

- » Gearbox designed for use with transfer case or final drive units (e.g. Corvette C5/C6)
- » 89lb (40kg)
- » Torque rating for endurance events is 880Nm (650ftlb)
- » Internal lubrication system
- » Pneumatic shift option



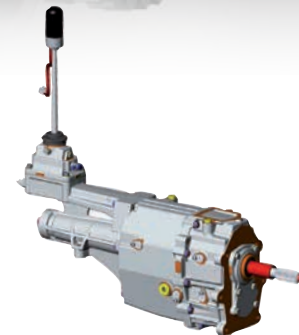
RD6-S 6-Speed Sequential

- » 86lb (39kg)
- » Torque rating for endurance events is 880Nm (650ftlb)
- » Internal lubrication system
- » Removable quill shaft
- » Pneumatic shift option



HTA-S 6-Speed Sequential

- » 86lb (39kg)
- » Ideal for low mounted engine configurations
- » Torque rating for endurance events is 880Nm (650ftlb)
- » Internal lubrication system



HZF 5-Speed H-Pattern

- » Modernized Gearbox replacing classic ZF S 5-18/3
- » 78lb (33kg)
- » Synchromesh or dog change
- » Torque rating for endurance events is 450Nm (335ftlb)



SF 6-Speed Sequential

- » 77lb (34kg)
- » Torque rating for endurance events is 365Nm (270ftlb)
- » Clutch plate limited slip differential
- » Wide range of bellhousings avail.
- » Pneumatic shift option
- » Internal lubrication system



MFE-9 Mitsubishi Evo 4-9

- » 6-Speed Sequential superior to competitors' converted oem units
- » Complete gearbox replaces original
- » 110lb (50kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Pneumatic shift option
- » Open or ltd slip center differential
- » Internal lubrication system



HTA 6-Speed H-Pattern

- » 86lb (39kg)
- » Ideal for low mounted engine configurations
- » Torque rating for endurance events is 880Nm (650ftlb)
- » Internal lubrication system



MF-2WD 6-Speed Sequential

- » 106lb (48kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Clutch plate limited slip differential
- » Wide range of bellhousings avail.
- » Pneumatic shift option
- » Internal lubrication system



MFE-10 Mitsubishi Evo 10

- » 6-Speed Sequential superior to competitors' converted oem units
- » Complete gearbox replaces original
- » 110lb (50kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Pneumatic shift option
- » Open or ltd slip center differential
- » Internal lubrication system



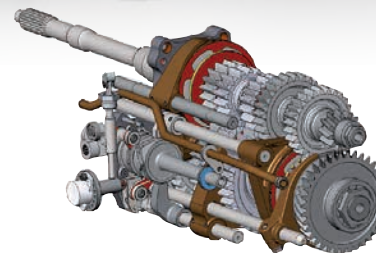
MFT 6-Speed Sequential

- » Starts at 139lb (63kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Multiple positional configurations
- » Clutch plate limited slip differential
- » Wide range of bellhousings avail.
- » Pneumatic shift standard
- » Internal lubrication system



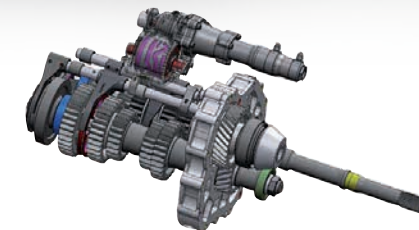
GTR 6-Speed Sequential

- » Designed as direct fit into R32 and R33 Nissan Skyline GTR
- » Bolts to RB26 and stock transfer
- » 102lb (46kg)
- » Successfully used in cars with more than 1,000 hp
- » Works with standard Nissan gear lever



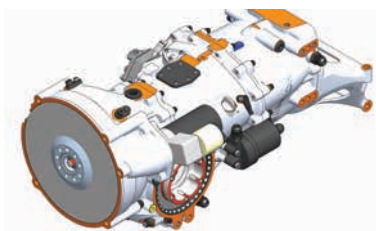
PCS 6-Speed Sequential Conversion

- » Converts Porsche 996/997 GT3 transmission to sequential dog change.
- » Torque rating for endurance events is 800Nm (600ftlb)
- » Gearlever sold separately.
- » Speedshift pneumatic shift available



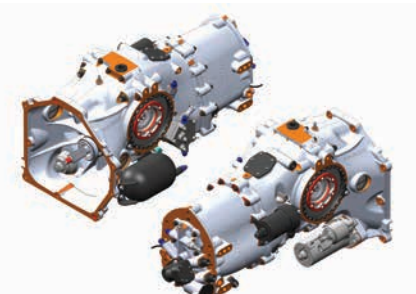
LG6 6-Speed Sequential Conversion

- » Converts Lamborghini Gallardo and Audi R8 transmission to sequential dog change.
- » Torque rating for endurance events is 800Nm (600ftlb)
- » Pneumatic or Lever shift available



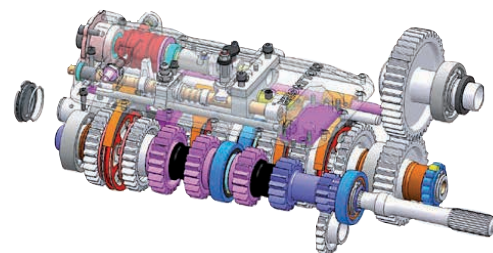
MFT Cup - Porsche 997 Cup

- » Directly replaces factory G96 series gearbox in 997 GT3/Cup
- » 162lb (74kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Holinger Advanced limited slip differential can be adjusted without removal from transmission
- » Pneumatic shift standard
- » Retains factory starter, clutch, flywheel, oil cooler



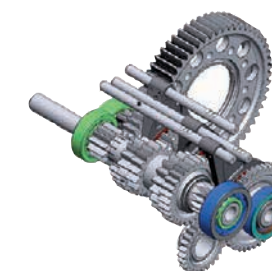
MFT LG - Gallardo LP550

- » Directly replaces factory gearbox in Gallardo GT3 (2wd) LP550
- » 154lb (70kg)
- » Torque rating for endurance events is 700Nm (520ftlb)
- » Holinger Advanced limited slip differential can be adjusted without removal from transmission
- » Pneumatic shift standard



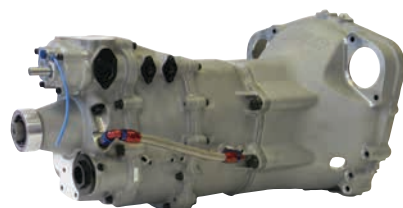
MS6 6-Speed Sequential Conversion

- » Converts Lamborghini Murcielago transmission to sequential dog change.
- » Torque rating for endurance events is 800Nm (600ftlb)



HLEV 5-Speed Dog Conversion Kit

- » Converts Mitsubishi Evo 4-9 transmission to dog change.
- » Group N and a wide range of ratios available.
- » The gearbox kit includes 5 forward ratios, reverse, custom short-shift selector rods, selector forks and profile ground ring and pinion.



SG Scion FRS 6-Spd Sequential

- » Complete kit for direct fitment into Scion FRS/Subaru BRZ
- » bellhousing, mounts, gearlever, clutch release, front propshaft
- » 66 lb (30 kg)
- » Torque rating for endurance events is 365Nm (270ftlb)
- » Pneumatic shift option
- » Internal lubrication system



G6S 6-Speed Sequential Conversion

- » Converts Aston Martin DB9 transmission to sequential dog change.
- » Torque rating for endurance events is 800Nm (600ftlb)





Holinger Final Drives

- » Custom made Crownwheel and pinion sets in quantities from 1 to 50 sets.
- » Case hardened VAR steel
- » Hard-machined on multi-axis tools for optimized tooth geometry not possible with ordinary gear cutting or grinding



HFD Independent Rear Axle

- » Torque rating for endurance events is 1,100 ftlb (1500Nm)
- » 66lb (30kg)
- » Integral oil pump
- » Holinger Advanced Limited Slip
- » Ford 9-inch CWP



Holinger Axles, Joints

- » We can produce custom axles, joints and shafts to complete your Holinger transmission installation.
- » Custom made shafts are available in small quantities in a wide range of materials



Holinger Advanced Limited Slip Differential

- » Ramp and Plate design capable of a wide range of preloads
- » Disc Springs produced in-house available in a wide range of rates and designs to suit customer requirements.
- » Gears made from finest Vacuum Arc Remelt (VAR) alloy steel
- » Clutch plates from hardened CrMo and spring steels
- » Reversible ramps feature large contact areas at crosses



Holinger Remote Gearlevers

- » Exceptionally lightweight, machined from anodized 6061-T6 Aluminium
- » Integral Shift Cut Gear Knob
- » Neutral Lockout actuation system



Holinger Pneumatic Shifters

- » Directly mounted to Holinger transmissions
- » Integral discreet valves for up and down shift
- » Fast acting valves mounted on the shifter eliminate delays compared to remote units.

