

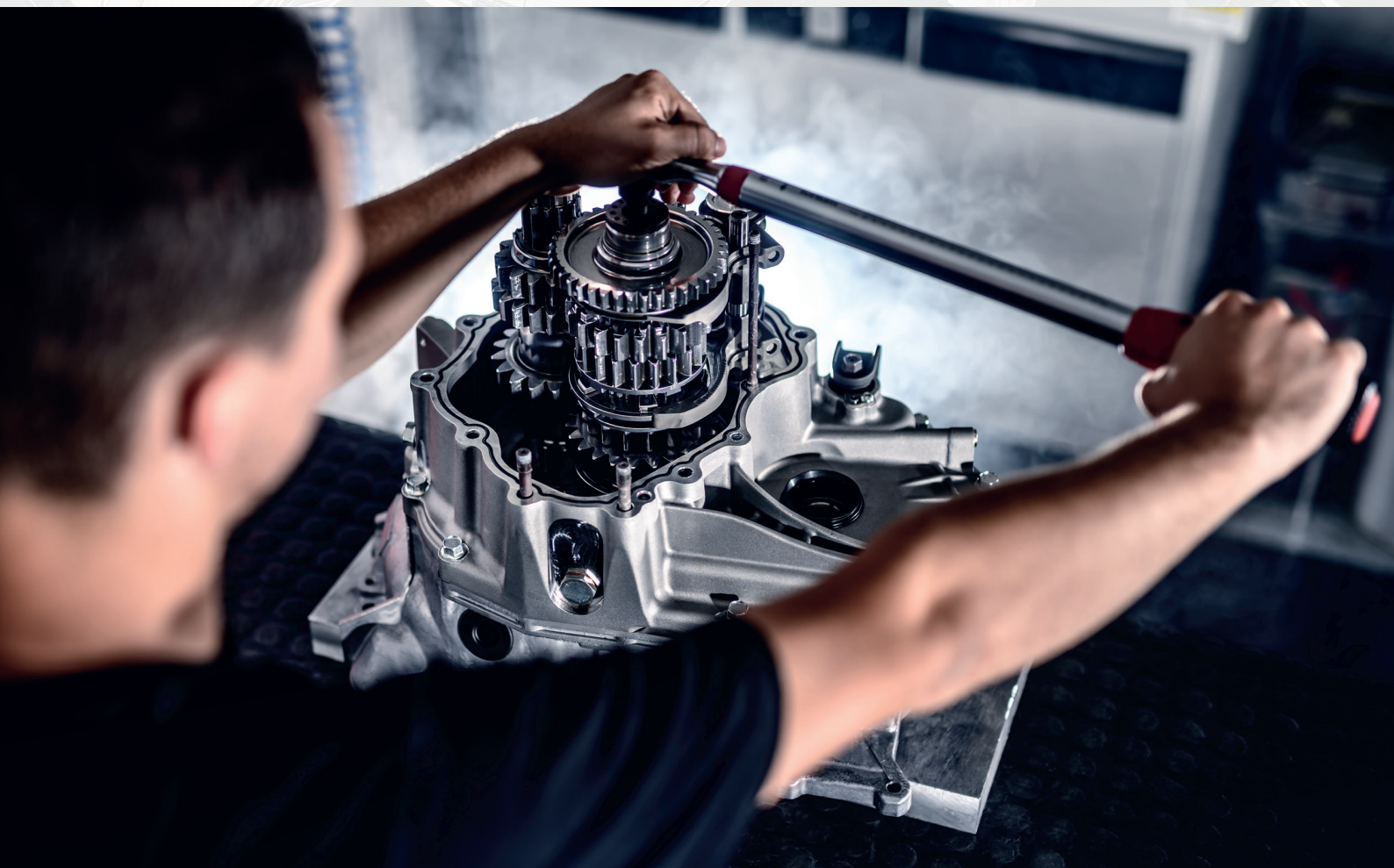


GEARBOXES

PRODUCT CATALOGUE

SEQUENTIAL WAY TO WIN





Introduction

1999 was a year in which František Macho, owner of X Shift Gearboxes, entered the racing industry to enrich it with his years of experience in the field of mechanical engineering. After three years, the association “František Macho KAPS Transmissions” was established by 2 companions. The brand was continuously developing and ultimately achieved worldwide success.

Later, in 2012, František Macho formed the company CNC MACHO s.r.o to manufacture Subaru, Mitsubishi, Porsche and Nissan gearboxes for “František Macho KAPS Transmissions” association, so that production could be under František Macho’s control as he has always led the production and technological processes. After the other companion had decided to leave the association, KAPS Transmissions s.r.o. was then established.

The company CNC MACHO s.r.o. continued to produce gearboxes also for KAPS Transmissions s.r.o. until 2018. Eventually, the companions did not reach consensus in future direction of the company, therefore each of them went their separate ways and František Macho started to focus mainly on his new company and trademark X Shift Gearboxes. X Shift Gearboxes continues in production and sale of identical products which used to be produced in past for KAPS Transmissions s.r.o. but also in development of new and upgraded products.

Over the last years, X Shift has grown and achieved many successes. As examples can be mentioned design of Subaru +Plus sequential gearbox (2018), Mitsubishi EVO STRONG (2019) sequential gearbox, Toyota Yaris GR (2021) sequential gearbox, Subaru +Plus Helical sequential gearbox (2023) and some other products.

The latest addition (2025) is the SHD hypoid gear set and complete SHD front transfer case for the GR Yaris, with the unique Transfer Case Lubrication System. As a huge progress we consider overall grow of the company in terms of new machines and highly qualified employees to be able to cover higher production requirements. Last, but not least, a new modern administrative building was built (2024) and the R&D center was expanded.

We always work hard to improve and develop as much as possible and continue to design some cool products.

František Macho’s years of experience in the field of mechanical engineering and in producing the highest quality gearboxes are more than apparent in all of our work and every product that we produce.

TOYOTA GR YARIS/ COROLLA SEQUENTIAL GEARBOX

5/6/7 speed

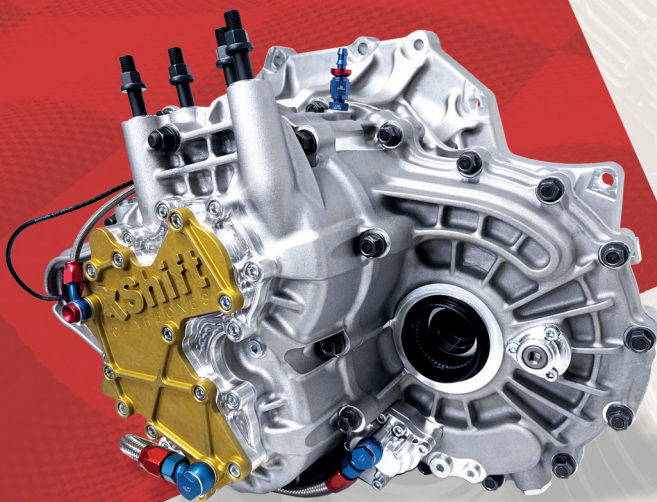
The first sequential gearbox designed specifically for the GR Yaris, offering a direct replacement for the OEM gearbox. Utilizing the most modern shifting mechanism and dog engagement, this gearbox is ideal for top-tier race cars. It is a complete sequential gearbox with LSD and bellhousing - no OEM parts included.

WHAT DIFFERS OUR GEARBOX FROM OTHERS?

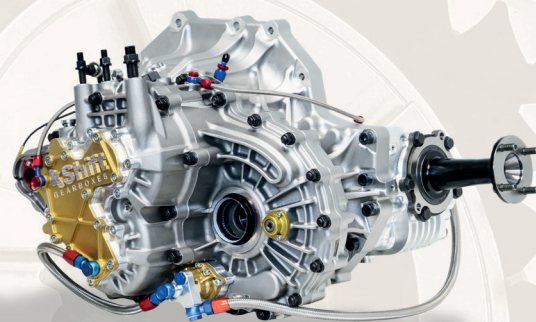
- ✓ Latest shifting mechanism and dog engagement system
- ✓ Long-life “undercut” dog ring system
- ✓ Gearbox case made from ultra-lightweight aircraft-grade aluminium
- ✓ Casted version rated torque up to 1200 Nm
- ✓ Billet version rated torque up to 1400 Nm
- ✓ Casings in a unique design
- ✓ Barell rotation customization:
R-N-1-7 or R-1-2-3-4-5-6-7-R-N-1-2 ...
- ✓ Gear position sensor included
- ✓ OEM and racing twin clutches compatible
- ✓ Option to lubricate the transfer case and gearbox simultaneously (TCLS system)
- ✓ Position for original + aftermarket oil temperature sensor
- ✓ Integrated oil pump for better lubrication = reduce wear and increased lifespan
- ✓ Shifting with rod or cable in neat interior design
- ✓ Aluminium or carbon shifting lever
- ✓ Limited slip differential with externally adjustable preload
- ✓ Option for pneumatic paddle shifting
- ✓ Option to connect external oil circuit

The casings are made of duralumin, which is used in the aerospace industry. All inner parts are made of billet steel, undergo special heat treatment, and are subjected to REM isotropic superfinishing to ensure strength and a high level of abrasion resistance.

Designed with various gear and final drive ratios in 5/6/7 speed version for increased acceleration performance of G16-E engines.

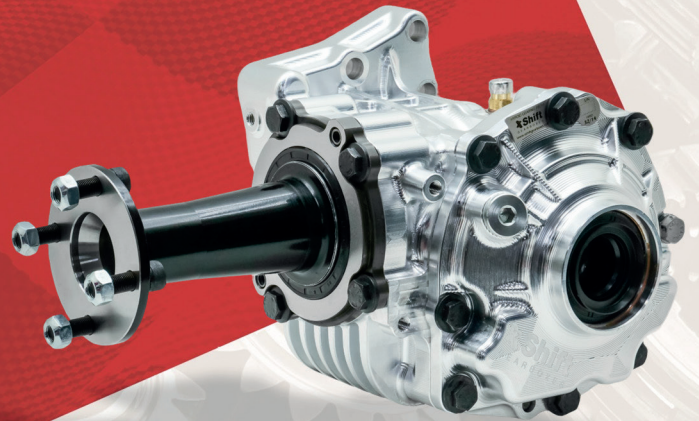


Casted version



TOYOTA GR YARIS/ COROLLA

SHD BILLET TRANSFER CASE



FRONT DRIVETRAIN

SHD billet transfer case designed specifically for the GR Yaris, offering a direct replacement for the OEM transfer case. The upgraded package features a stronger hypoid gear, reinforced tube, upgraded pinion shaft mount, and reinforced output shaft, all to increase the strength and durability.



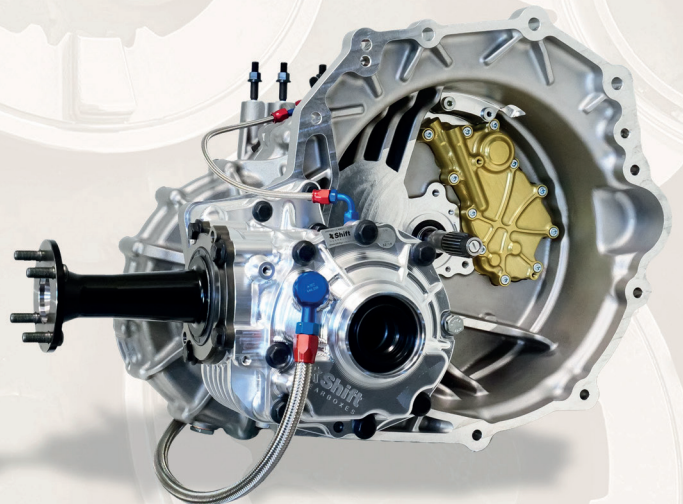
SHD TRANSFER CASE MAJOR ADVANTAGES

- ✓ Used high strength quality material Al 7075 with tensile strength 540 MPa
- ✓ Extra ribs added on the inside and outside case design, to further increase strength
- ✓ Higher oil volume + 25% against the OEM transfer case
- ✓ The transfer case can be removed without removing the gearbox
- ✓ Supplied as a complete pre-assembled set
- ✓ Strong custom hypoid gearing with ratio 32/14- closer ratio to 50:50 torque distribution for enhanced durability and lifespan
- ✓ Upgraded SHD tube + nut – increased durability
- ✓ Upgraded SHD pinion bearing unit – better lifespan
- ✓ Casing has ready-made plugs for external oil circuit
- ✓ Casing has holes for connection to XSHIFT transfer case lubrication system (no modification required)

TRANSFER CASE LUBRICATION SYSTEM

In OEM front transfer case, heat buildup and poor oil circulation are critical issues that lead to accelerated wear and limited service life of hypoid gearing. The TCLS eliminates these weaknesses.

By ensuring continuous oil flow by internal oil pump circuit, it reduce operating temperatures, maximizes durability and extends the life of critical drivetrain components – delivering the reliability that standard solutions simply cannot achieve.



Toyota GR Yaris / Corolla Race and Street gear lever package



Carbon fibre gear lever



Aluminium gear lever

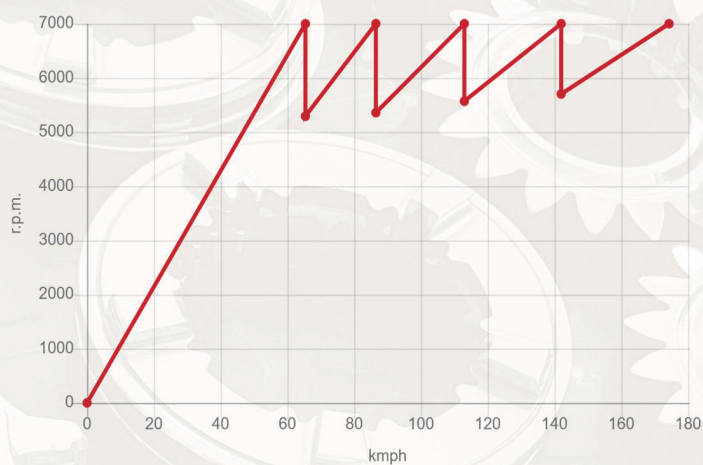
Our gear lever is made from either aluminium or carbon fibre. The X Shift 'RACE and STREET' Toyota GR Yaris or Corolla package includes all the necessary parts so that you won't need to cut, weld, or make any modifications to fit the sequential gearbox and lever into your car.

- ✓ Gear lever (carbon or aluminium)
- ✓ Bowden cable
- ✓ Fixing screws
- ✓ Mount for our sequential gearbox
- ✓ Gear lever base
- ✓ The base for the lever will fit onto the original mounting points in the car
- ✓ Can be used together with paddle shifting or with paddle shift alone

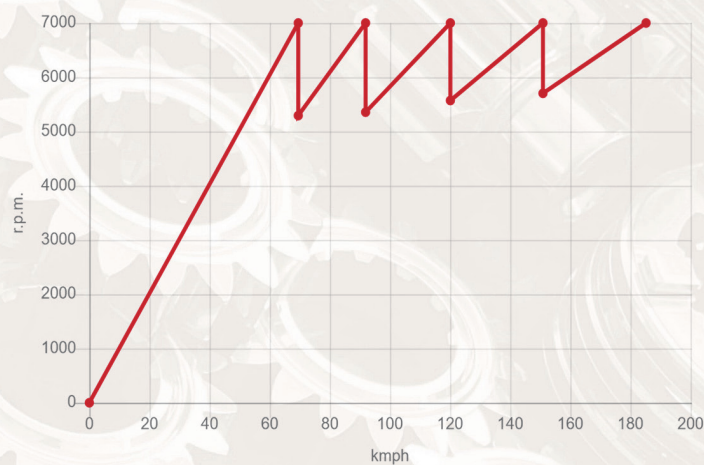


Toyota GR Yaris / Corolla 5-speed gear ratios

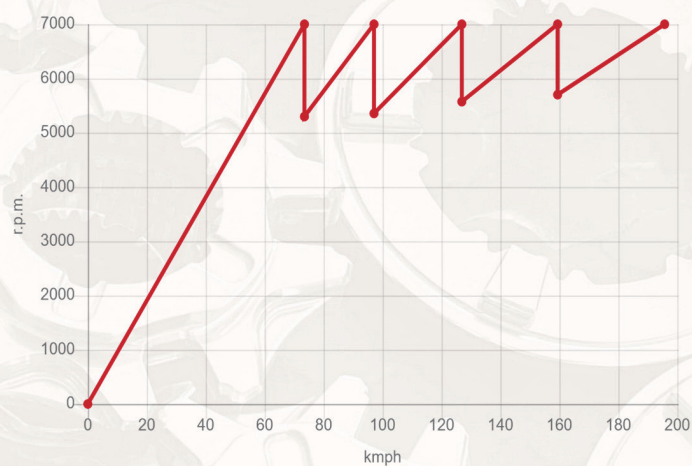
TY5-GR 12/51 = 174 km/h at 7000 rpm



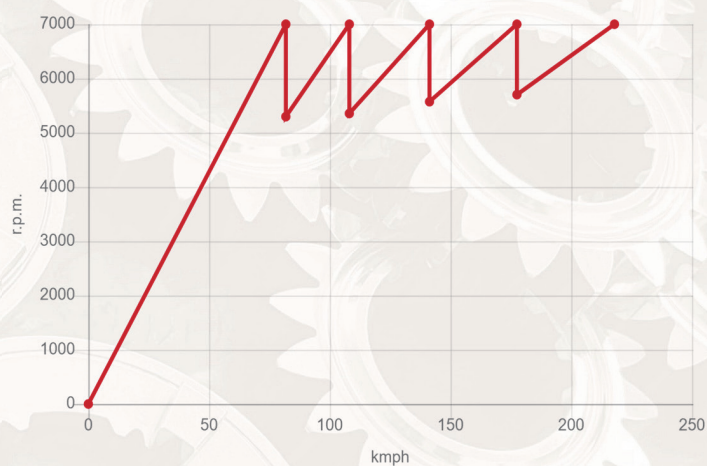
TY5-GR 12/48 = 185 km/h at 7000 rpm



TY5-GR 14/53 = 196 km/h at 7000 rpm



TY5-GR 15/51 = 218 km/h at 7000 rpm



Gear ratio for all speeds

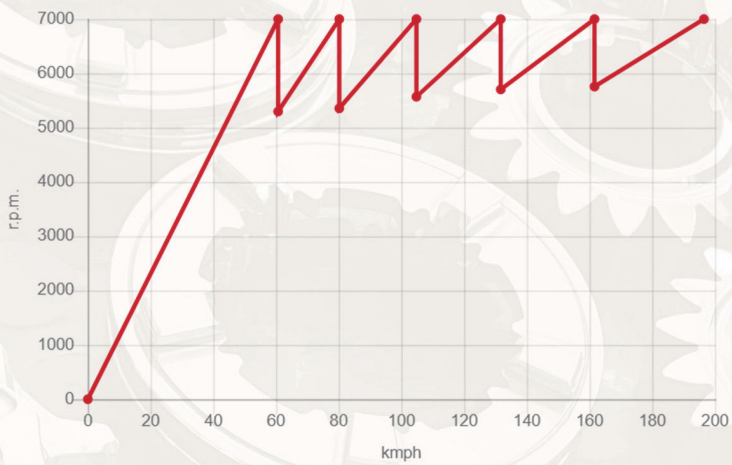
1st	3,083
2nd	2,333
3rd	1,786
4th	1,421
5th	1,158
6th	0,952
7th	0,815

Available final drives

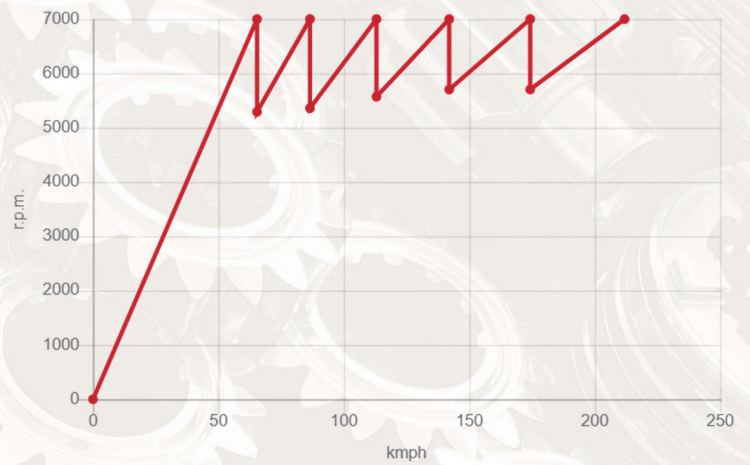
➤ 12/55	4,853
➤ 12/51	4,250
➤ 12/48	4,000
➤ 14/53	3,786
➤ 15/51	3,400

Toyota GR Yaris / Corolla 6-speed gear ratios

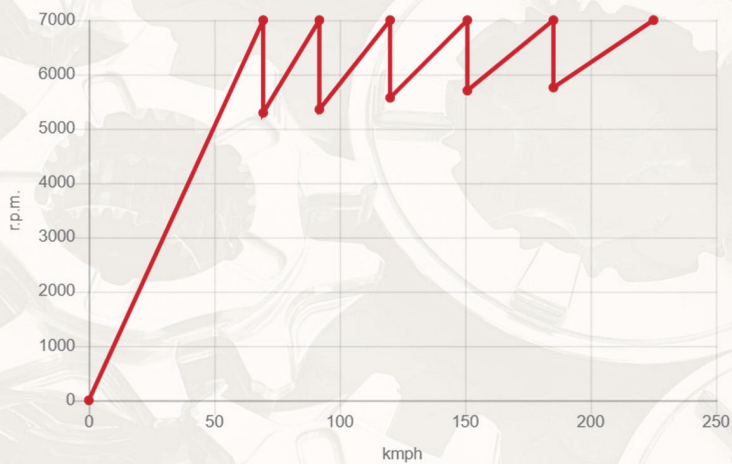
TY6-GR 12/55 = 197 km/h at 7000 rpm



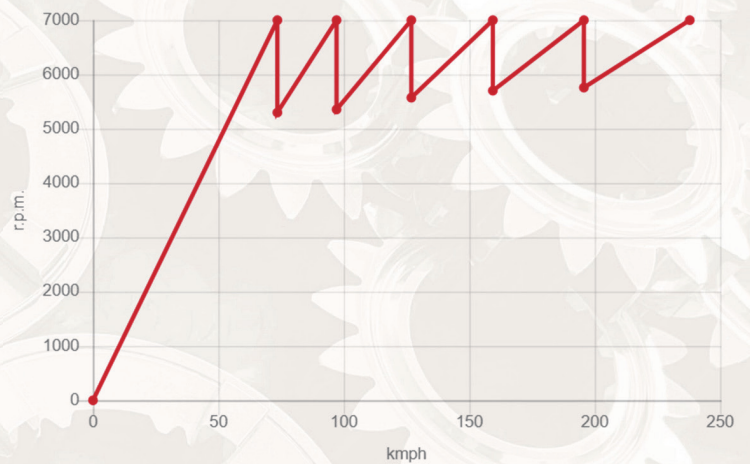
TY6-GR 12/51 = 212 km/h at 7000 rpm



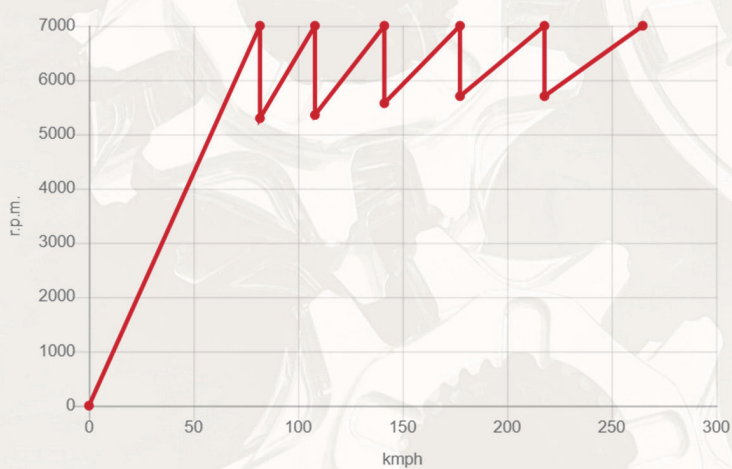
TY6-GR 12/48 = 225 km/h at 7000 rpm



TY6-GR 14/53 = 238 km/h at 7000 rpm

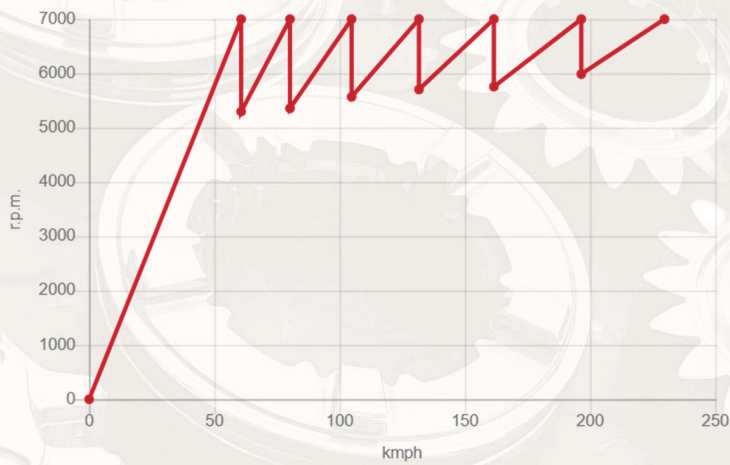


TY6-GR 15/51 = 265 km/h at 7000 rpm

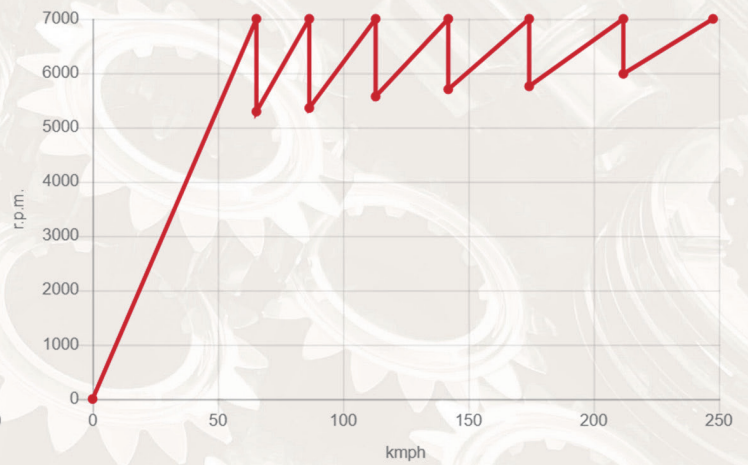


Toyota GR Yaris / Corolla 7-speed gear ratios

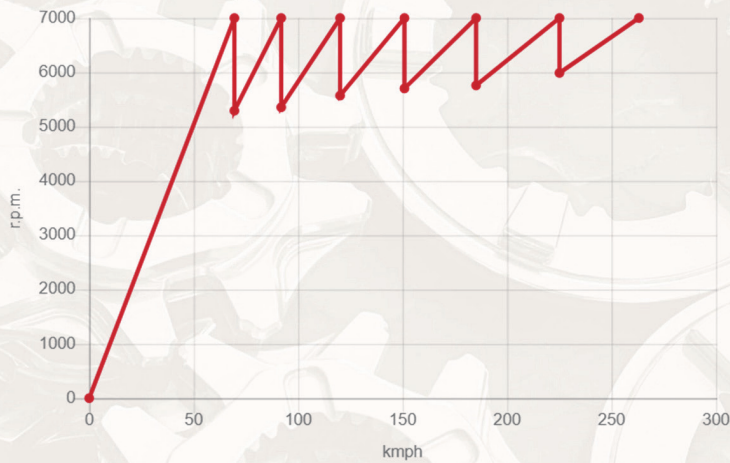
TY7-GR 12/55 = 230 km/h at 7000 rpm



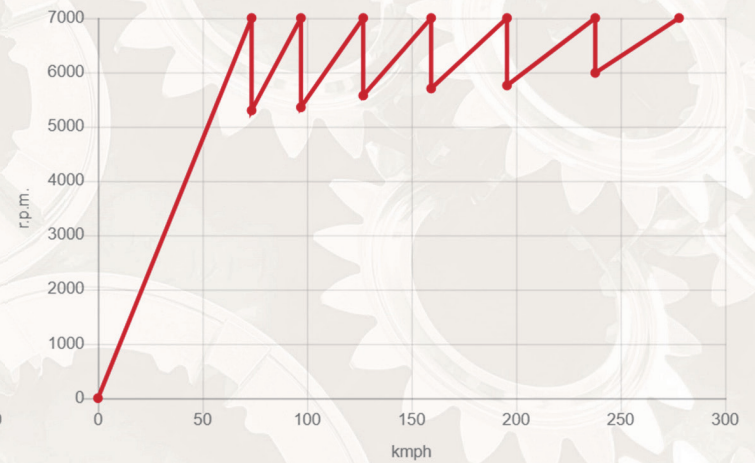
TY7-GR 12/51 = 248 km/h at 7000 rpm



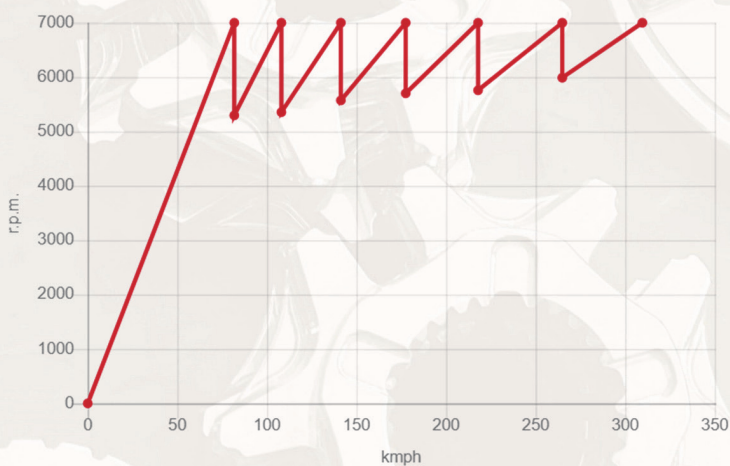
TY7-GR 12/48 = 263 km/h at 7000 rpm



TY7-GR 14/53 = 278 km/h at 7000 rpm



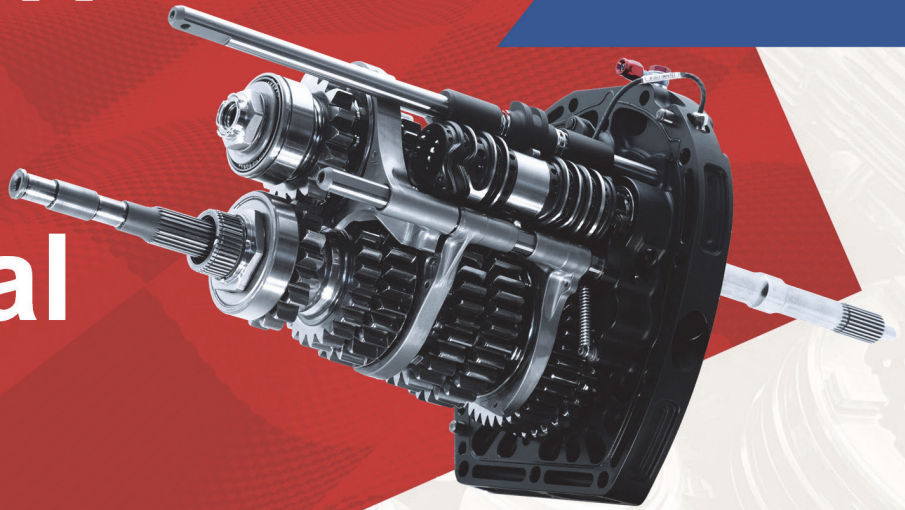
TY7-GR 15/51 = 310 km/h at 7000 rpm



Subaru STI R4 PRO Sequential Kit

6-speed

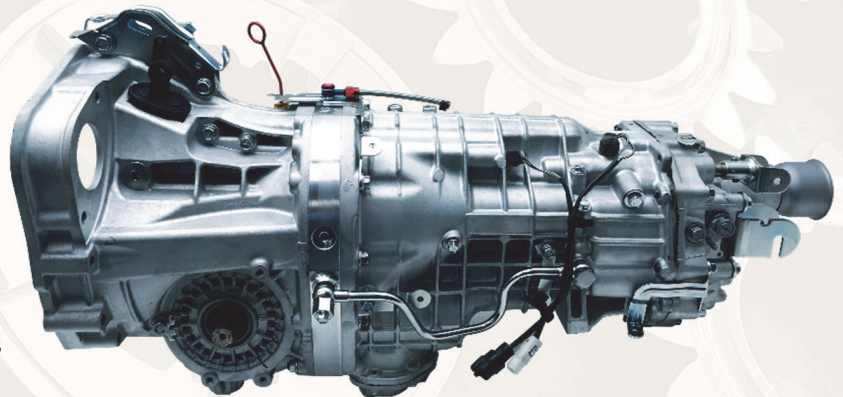
Brand New!



Subaru R4 PRO – Hotshot successor to our timeless R4+

X Shift Gearboxes has introduced the new upgraded sequential kit R4 PRO for the Subaru STI. This version replaces the well-known sequential kit, the R4+, which has been on the market since 2006. The R4 PRO features an improved shifting mechanism and enhanced dog rings with modified geometry. This upgrade extends the lifespan of the dog rings and provides faster, smoother shifting, along with other advantages.

- ✓ New improved version of older R4+
- ✓ Stronger dog rings with modified dog engagement geometry
- ✓ Rated torque up to 1000 Nm
- ✓ Original and proven 6 types of gears ratios (C1; C2; C3; C4; MR1; MR2)
- ✓ Optimized gears and shafts
- ✓ All parts REM superfinished



All of this dramatically increases reliability, durability and lifespan!

Our Subaru kits are compatible with original STI 6-speed gearboxes with codes starting TY856...

Customers have the option to install the kit into their gearbox themselves, send the gearbox to us installation, or purchase a complete, ready-to-install gearbox from us.

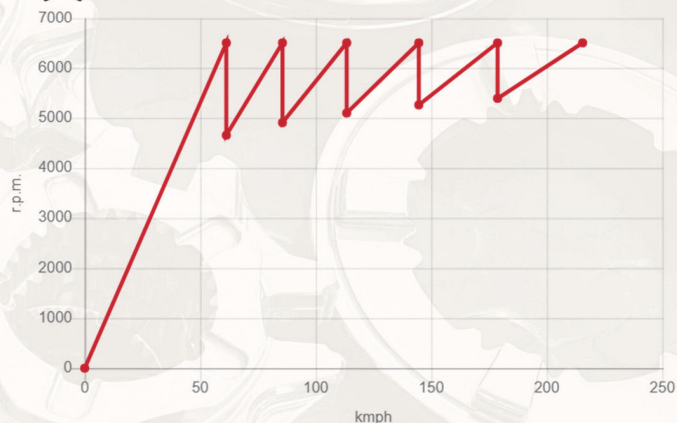
SUBARU R4 PRO – speed graphs and gear ratios

R4 PRO – Gear ratios

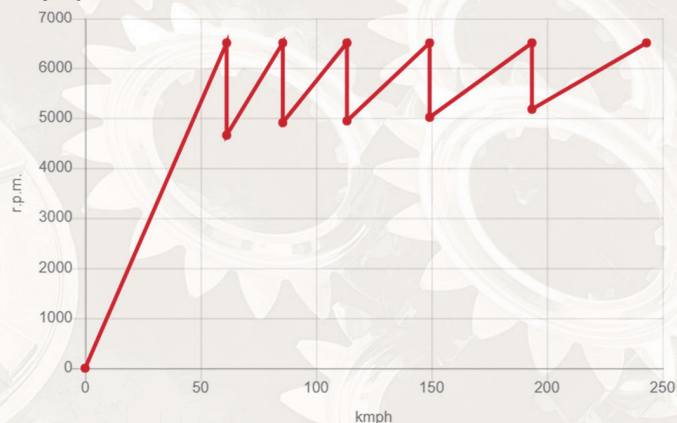
	C1	C2	C3	C4	Maxi Rally 2
1st	3,333	3,333	3,333	2,909	3,333
2nd	2,385	2,385	2,143	2,083	2,385
3rd	1,800	1,800	1,588	1,556	1,867
4th	1,412	1,368	1,263	1,211	1,529
5th	1,150	1,050	1,050	1,000	1,278
6th	0,944	0,833	0,900	0,833	1,091

R4 PRO – Speed graphs

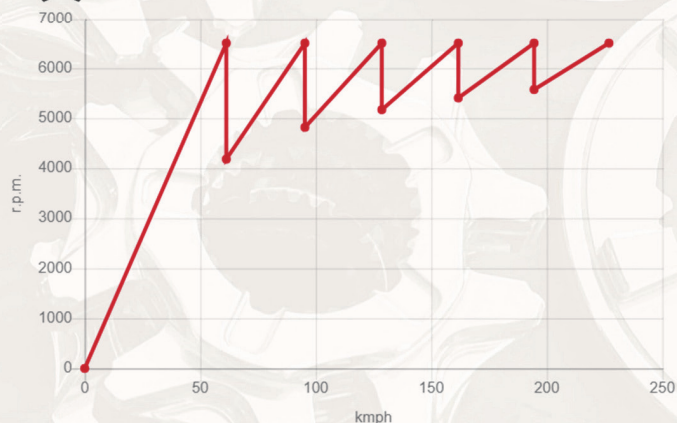
 Subaru R4 PRO – C1 = 216 km/h at 6500 rpm



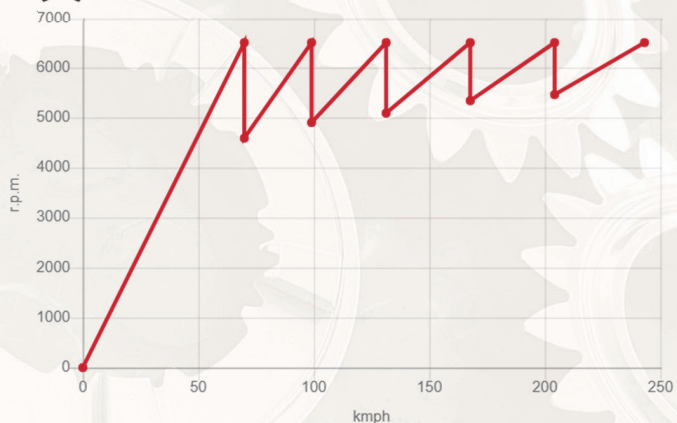
 Subaru R4 PRO – C2 = 243 km/h at 6500 rpm



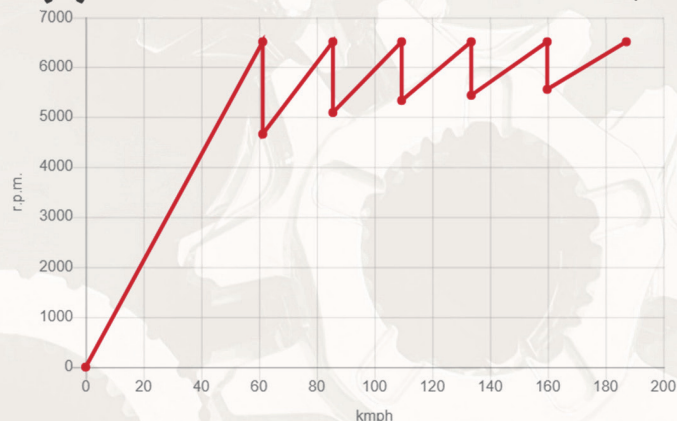
 Subaru R4 PRO – C3 = 227 km/h at 6500 rpm



 Subaru R4 PRO – C4 = 243 km/h at 6500 rpm



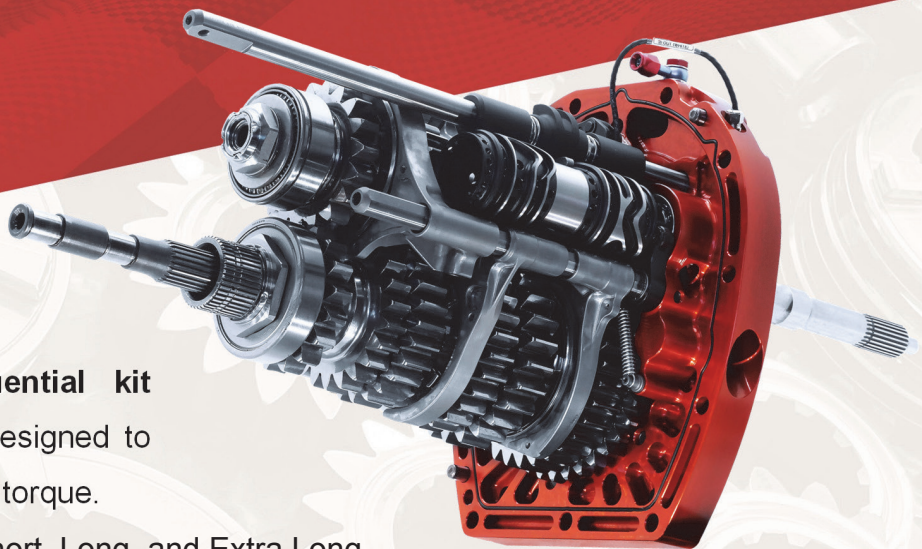
 Subaru R4 PRO – MR2 = 187 km/h at 6500 rpm



- Gear ratios can be combined to create a wide range of gear ratio combinations
- Possibility to create custom ratios
- Visit our website and create your own speed graph using our application

Subaru STI +PLUS Sequential Kit

6-speed



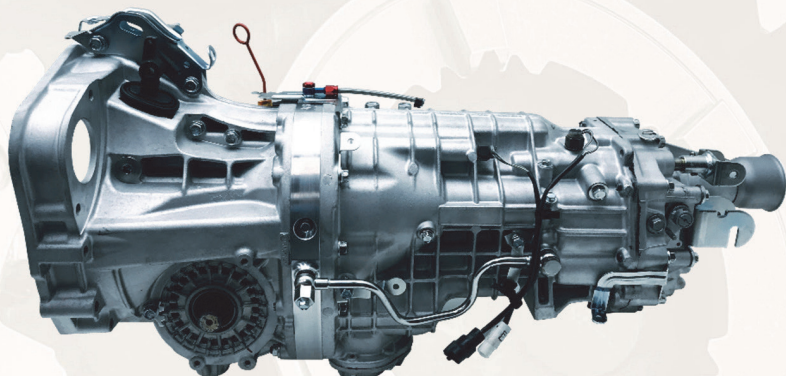
This is **the strongest sequential kit** available for the Subaru STI, designed to handle up to 1200 Nm of engine torque.

We offer three types of ratios: Short, Long, and Extra Long.

Thanks to the improved shifting mechanism and dog engagement system, this product provides fast and smooth shifting and has a long lifespan. We are now introducing our extra-strong billet casing for this gearbox, which replaces the original middle casing in the stock gearbox.

- ✓ The strongest Subaru kit
- ✓ Fast and smooth shifting
- ✓ Rated torque up to 1200 Nm
- ✓ Shifting performance of 30-40 milliseconds
- ✓ Reinforced gears and shafts
- ✓ Billet aircraft grade CNC aluminium flange
- ✓ Improved dog engagement technology
- ✓ Contactless position indicator sensor
- ✓ Strong billet shifting forks
- ✓ Compatible with pneumatic paddle shifting
- ✓ Long life and strong dog rings
- ✓ Compatible with our strong billet casing
- ✓ All parts REM superfinished

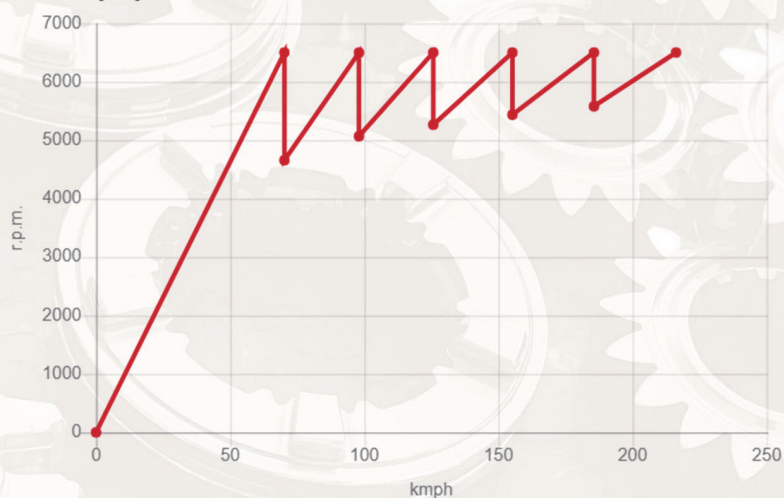
Our Subaru kits are designed to fit original STI 6-speed gearboxes with codes starting with TY85... Customers have the option to install the kit into their gearbox themselves, send the gearbox to us for installation, or purchase a complete, ready-to-install gearbox from us.



SUBARU +PLUS – speed graphs and gear ratios

Short version

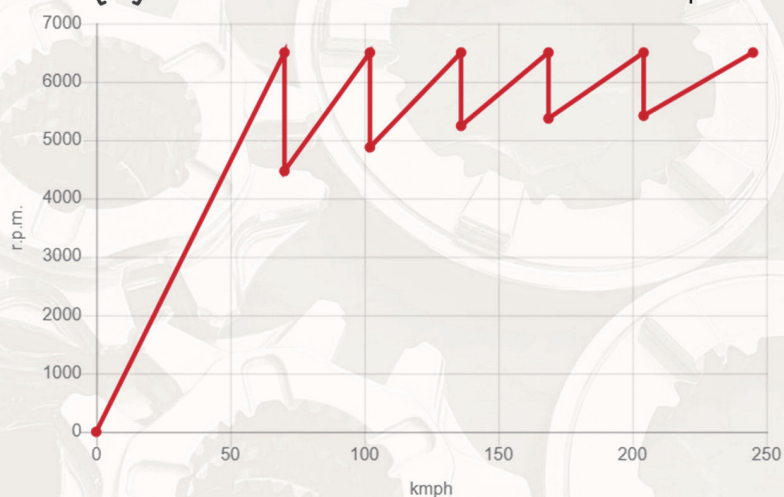
⚙️ Subaru +PLUS - SHORT = 216 km/h at 6500 rpm



1st	2,909
2nd	2,083
3rd	1,625
4th	1,316
5th	1,100
6th	0,944

Long version

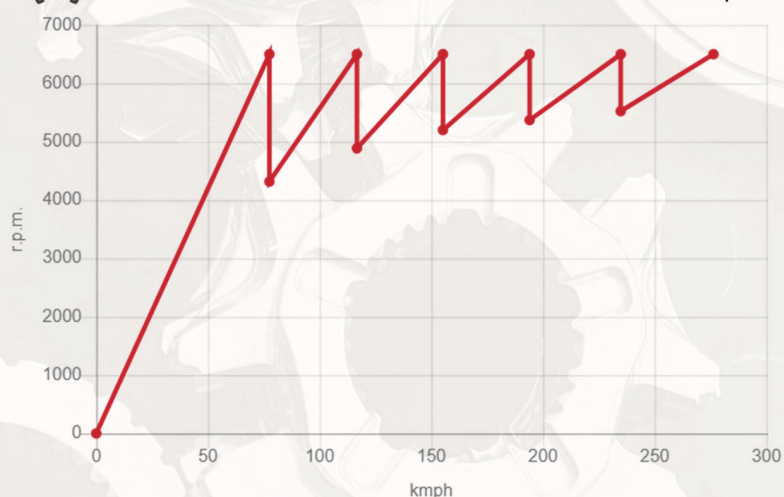
⚙️ Subaru +PLUS - LONG = 245 km/h at 6500 rpm



1st	2,909
2nd	2,000
3rd	1,500
4th	1,211
5th	1,000
6th	0,833

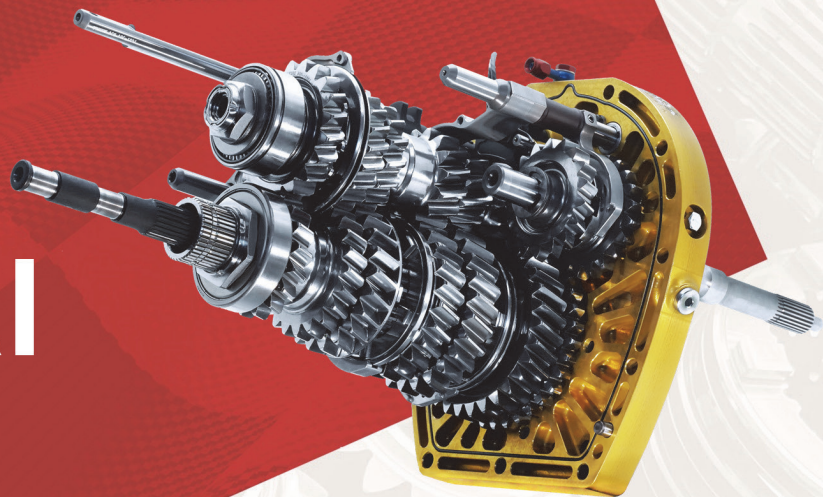
Extra Long version

⚙️ Subaru +PLUS – EXTRA LONG = 276 km/h at 6500 rpm



1st	2,636
2nd	1,750
3rd	1,316
4th	1,053
5th	0,870
6th	0,739

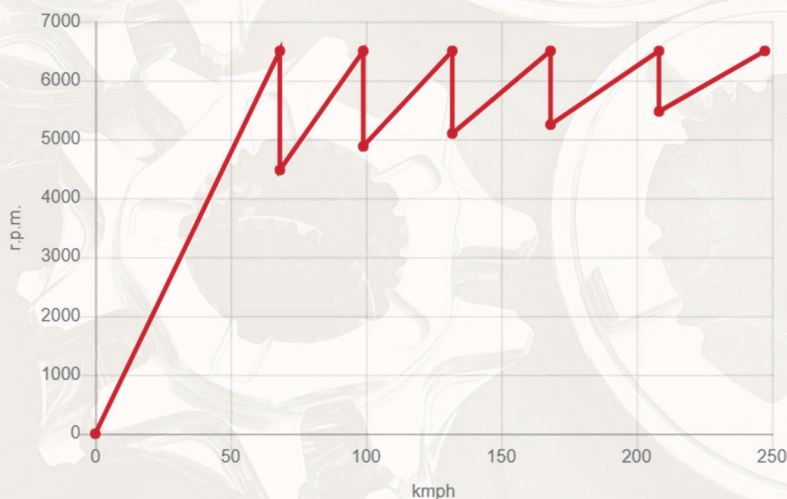
Subaru STI +PLUS HELICAL Sequential Kit



6-speed

X Shift Gearboxes introduces a sequential gearbox with unique helical gears for the Subaru STI. This gearbox was originally developed for UK based Prodrive and their legendary P25. Due to high customer interest, we have created a similar version. This gearbox enhances driving comfort, with noise levels approximately 40% lower than straight-cut gears. For anyone looking to use their Subaru for street driving with occasional racing, this unique gearbox would be the perfect choice.

 Subaru +PLUS HELICAL = 247 km/h at 6500 rpm



Gear ratios

1st	2,900
2nd	2,000
3rd	1,500
4th	1,177
5th	0,950
6th	0,800

- ✓ Helical gears with unique design of 17-degree teeth
- ✓ Reduction in noise level by about 40%.
- ✓ Rated torque up to 1200 Nm
- ✓ Based on our Subaru +PLUS
- ✓ Smooth and fast shifting
- ✓ Compatible with paddle shifting
- ✓ Strong billet shifting forks
- ✓ Billet aircraft grade CNC aluminium flange
- ✓ All inner parts are superfinished by REM
- ✓ Long life and strong dog rings

Subaru Front LS Differential +PLUS

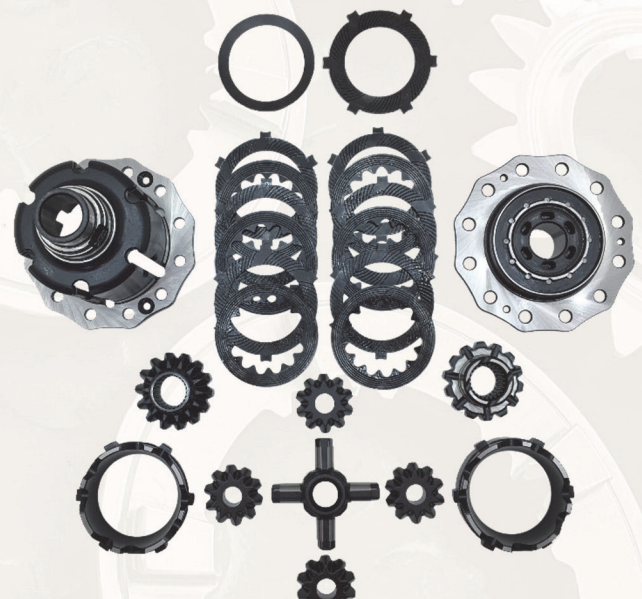
The Front Subaru **+Plus** LS differential with **preload adjustment (using X Shift's special tool)** is a modern type of limited-slip differential. It offers maximum traction in the harshest conditions and transfers more power to the track, resulting in quicker acceleration!



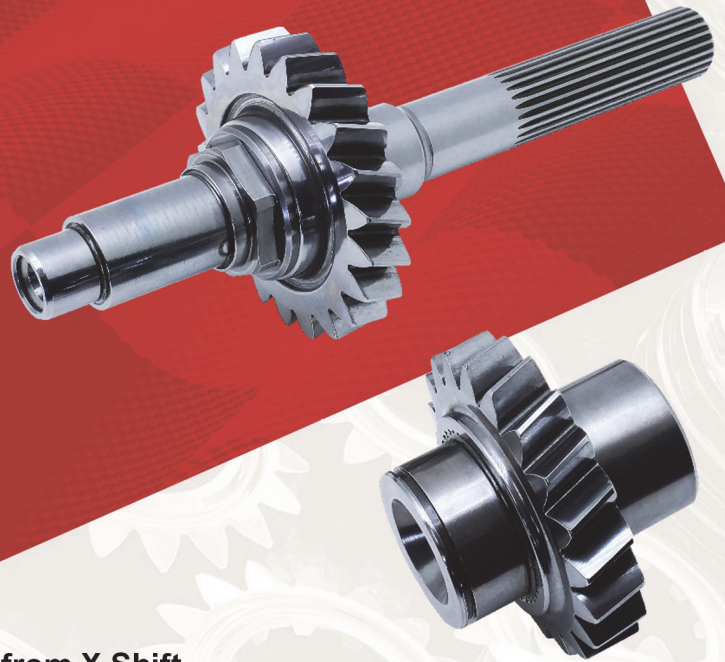
It's not only the best choice for a race car but also perfect for a street car.

- ✓ Outperforms any other Subaru front differential
- ✓ Praised for its strength; it never bends or cracks, thanks to the most modern heat treatment technology
- ✓ Fast-reacting lock-up mechanism delivers maximum traction
- ✓ The differential fits directly into the original gearbox case without modification
- ✓ Standard ramp angles 45x20
- ✓ Customisable preload
- ✓ Guaranteed to outperform any ATB differential

The limited-slip differential is designed to provide optimal traction, control, and high-speed performance



SUBARU Transfer Gears Set +PLUS



Introducing the new economical solution from X Shift

This Strong Transfer Gears Set +PLUS is specifically designed to meet the demands of high-horsepower and high-torque applications. This product is crafted using the latest technological advancements and seamlessly replaces the standard drop gears in the 6-speed STI. gearbox.

- ✓ Straight or helical gears
- ✓ Strong gears rated up to 1200 Nm
- ✓ Fully assembled gears and shafts can be individually replaced—either the shaft or the gear
- ✓ Change gears depending on the rear differential ratio
- ✓ Easy to replace when worn, reducing service costs
- ✓ Available in 1:1 or 1,1:1 ratios
- ✓ For all types of gearboxes (with DCCD or viscous coupling)



Subaru DCCD Plates Kit



2006+ Carbon coated DCCD plates

DCCD plates replacement kit for newer types of Subaru Driver Controlled Center Differential.

- ✓ 3 carbon coated steel plates, 2 steel plates with inner teeth, 1 steel distant plate



2002-2005 Steel DCCD plates

DCCD plates replacement kit for older types of Subaru Driver Controlled Center Differential.

- ✓ 6 steel plates with outer fingers, 6 steel plates with inner teeth, 1 steel distant plate

- ✓ Advanced production and heat treatment technologies for the highest quality

- ✓ Reliable solution suitable for both race cars and daily use

- ✓ Provides the best traction

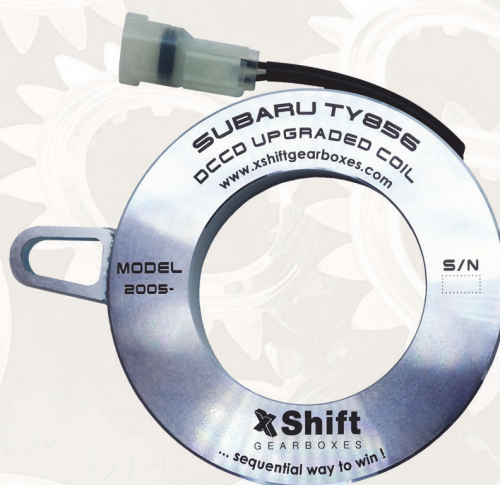
Subaru DCCD coil

Our upgraded DCCD electromagnetic coils enhance tractive properties, suitable for both racing and stock cars.

- ✓ Increased pressing force results in a stronger DCCD lock-up
- ✓ Reduction of current = reduction of thermal stressing of the coil, which brings positive results for gear oil temperature
- ✓ Available for both variants of DCCD-equipped STI gearboxes: models up to 2005 and models from 2006 onwards



DCCD coil - model 2006 and newer



DCCD coil - model 2005 and older

Subaru RWD conversion spool

Convert your Subaru STI into a rear-wheel-drive (RWD) car easily by replacing your DCCD with this strong spool.

The best solution for drifting with Subaru!

Types:

- ✓ 2005 and older models
- ✓ 2006 and newer models



Subaru Dogbox Kit

5/6 speed

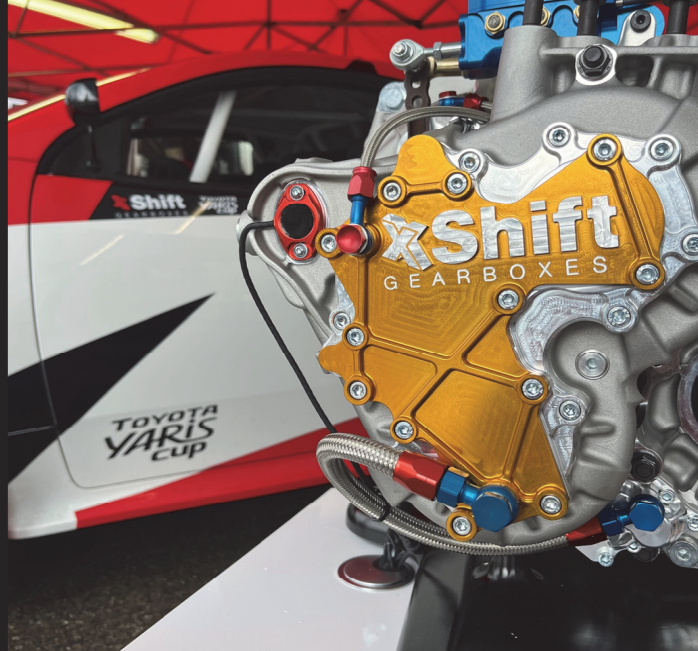
Subaru dogbox kits
for racing purposes!



- ✓ Fits original STI manual gearboxes
- ✓ Smooth and fast shifting
- ✓ Easily replaces the original kit
- ✓ Rated torque up to 800 Nm
- ✓ Strong H-pattern dogbox, costs saving solution for race cars
- ✓ Available with 5-speed group N ratios or other 6-speed ratios

The kit includes shafts fitted with all gears, hubs, bearings, selector rods, selector forks, and all other shifting mechanism parts. Our kits come with shifting mechanism parts that are much more reliable and stronger than those found in stock gearboxes.

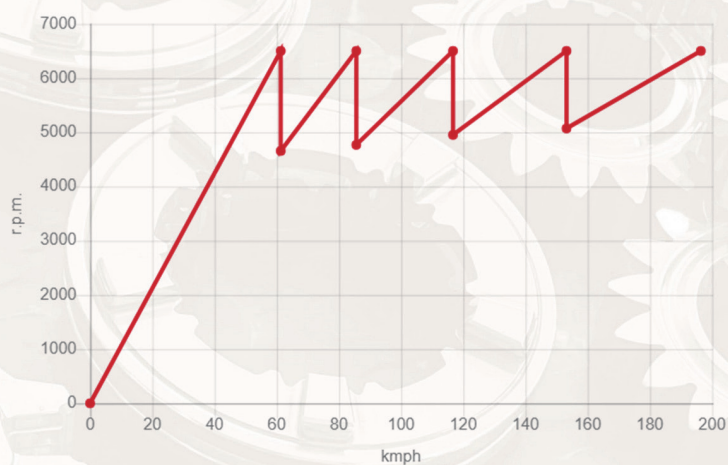
All parts are made of billet steel, improved, and heat-treated for enhanced strength. Additionally, all parts undergo REM isotropic superfinishing.





Subaru Dogbox Kit 5/6 speed – graphs and gear ratios

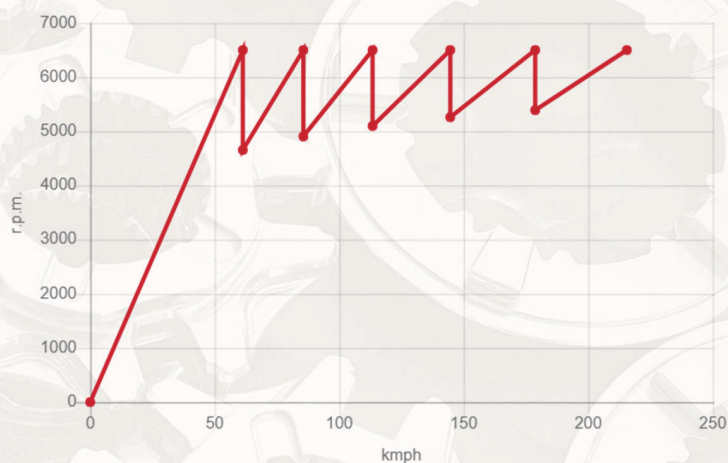
 Subaru 5 speed GR N ratio = 196 km/h at 6500 rpm



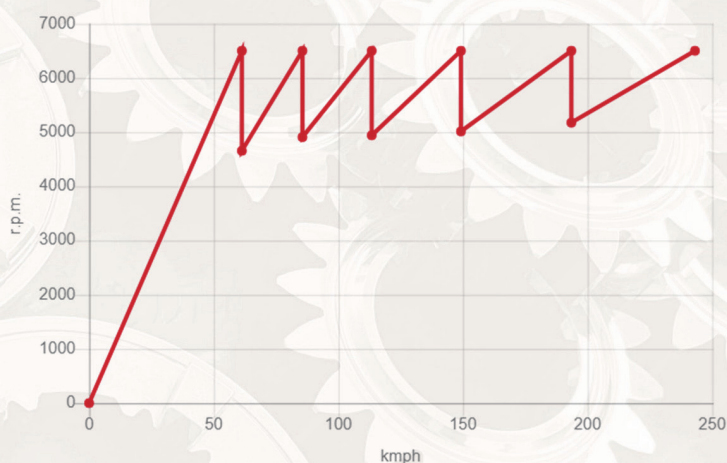
GR N - Gear ratios

1st	3,333
2nd	2,385
3rd	1,750
4th	1,333
5th	1,040

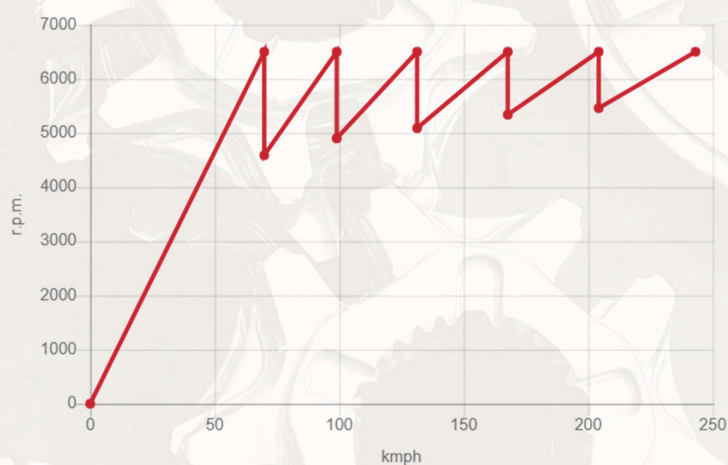
 Subaru 6 speed – C1 ratio = 216 km/h at 6500 rpm



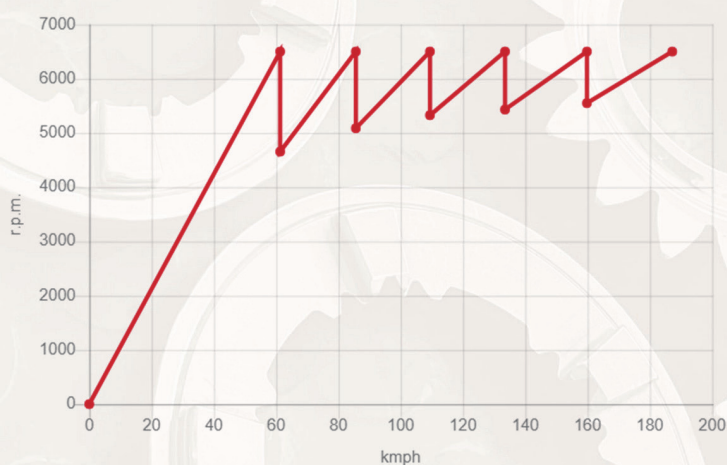
 Subaru 6 speed – C2 ratio = 243 km/h at 6500 rpm



 Subaru 6 speed C4 ratio = 243 km/h at 6500 rpm

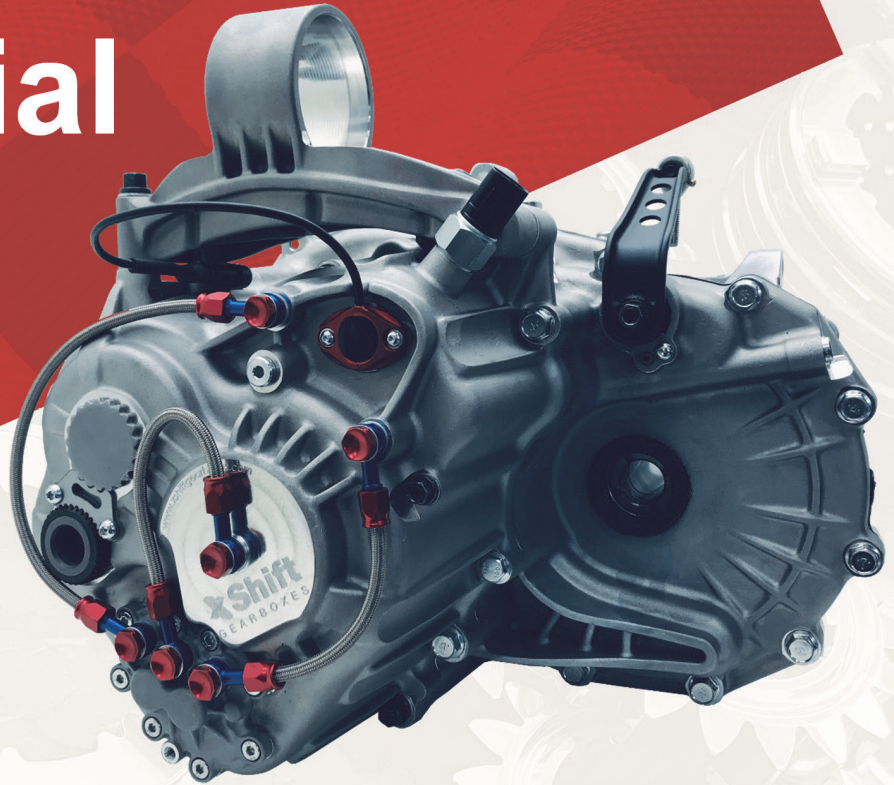


 Subaru 6 speed – MR2 ratio = 187 km/h at 6500 rpm



Mitsubishi EVO IV-IX, X +PLUS Sequential Kit

6-speed

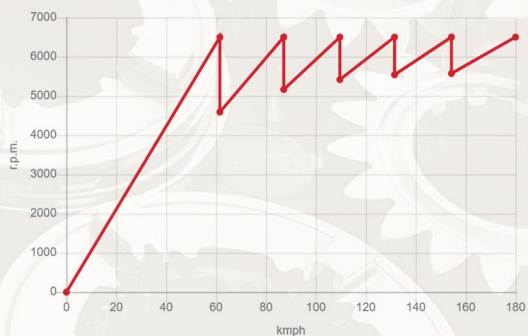


The X Shift Mitsubishi EVO sequential kit offers the fastest shifting on the market. Designed with various gear and final drive ratios in the 6-speed version for enhanced acceleration performance, rated up to 900 Nm of torque. Our strong billet bellhousing is compatible with the original as well as racing clutch bearing and other components.

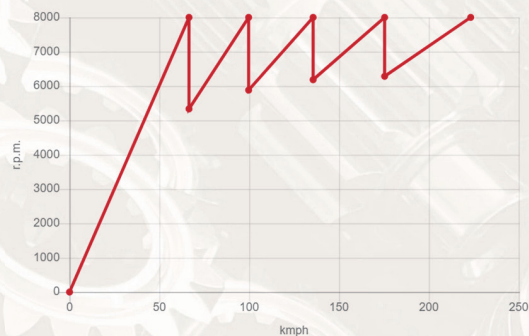
- ✓ Complete sequential mechanism
- ✓ Rated torque up to 900 Nm
- ✓ Two gear ratio options "SHORT" and "BASIC"
- ✓ Five ratio options for a final drive
- ✓ Internal oil pump – option to connect cooler
- ✓ Available for purchase with our strong billet bellhousing
- ✓ Strong billet shifting forks
- ✓ Strong gears 1st – 6th with dog rings
- ✓ Durable input and output shafts
- ✓ Casings made from ultra-lightweight aircraft-grade aluminium
- ✓ Contactless gear position sensor
- ✓ Mount for OEM position
- ✓ Option for pneumatic paddle shifting
- ✓ Option for hydraulic shifting mechanism

Mitsubishi EVO +PLUS 6-speed – speed graphs

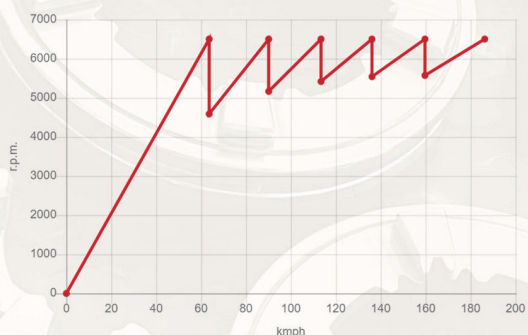
 Mitsubishi Short- 12/59 = 180 km/h at 6500 rpm



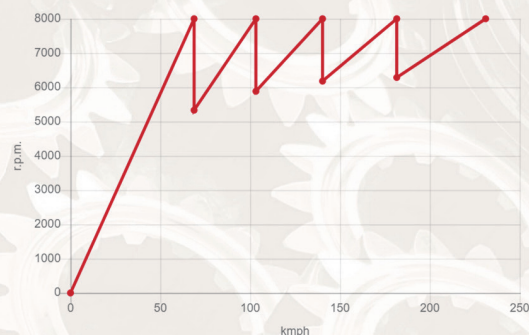
 Mitsubishi Basic - 12/59 = 223 km/h at 6500 rpm



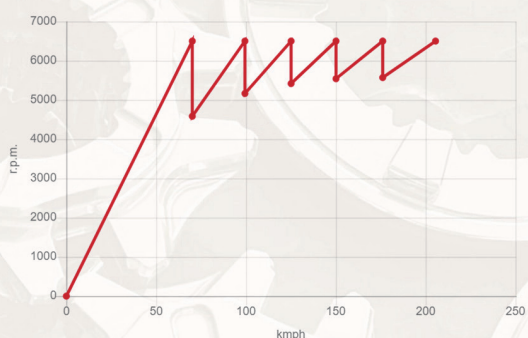
 Mitsubishi Short - 12/57 = 186 km/h at 6500 rpm



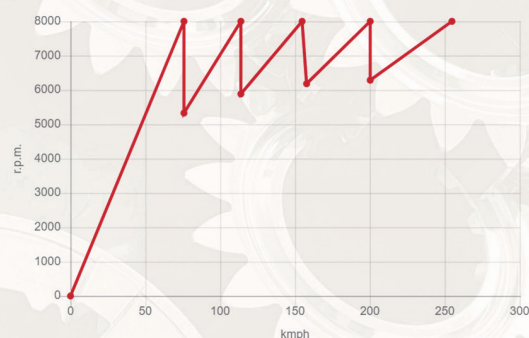
 Mitsubishi Basic - 12/57 = 231 km/h at 6500 rpm



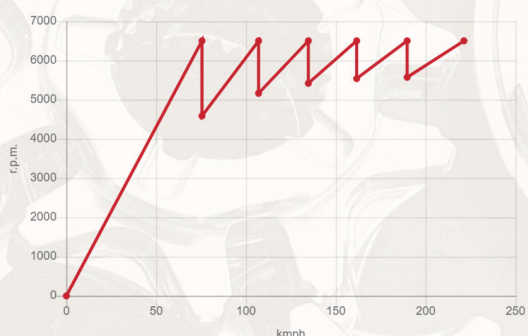
 Mitsubishi Short - 13/56 = 206 km/h at 6500 rpm



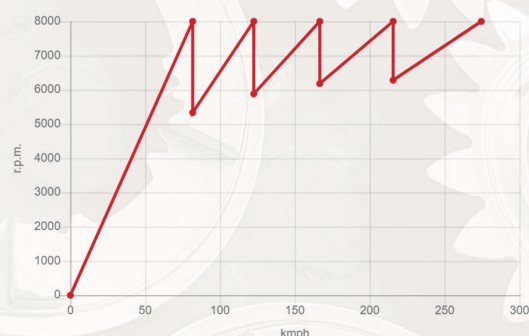
 Mitsubishi Basic - 13/56 = 255 km/h at 6500 rpm



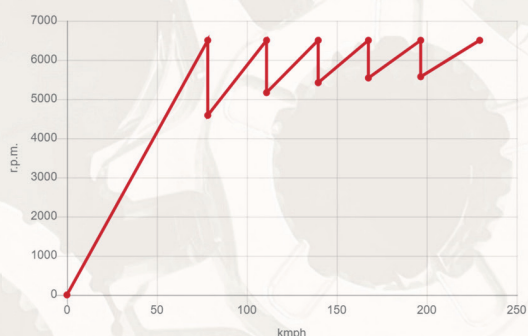
 Mitsubishi Short - 12/48 = 221 km/h at 6500 rpm



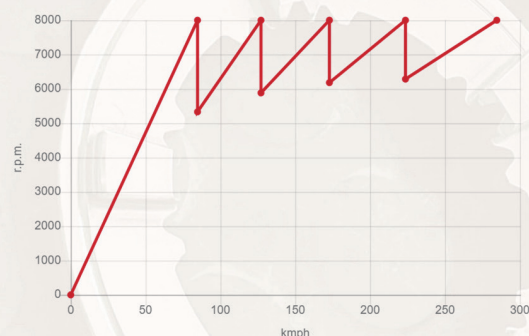
 Mitsubishi Basic - 12/48 = 275 km/h at 6500 rpm



 Mitsubishi Short - 14/54 = 230 km/h at 6500 rpm



 Mitsubishi Basic - 14/54 = 285 km/h at 6500 rpm



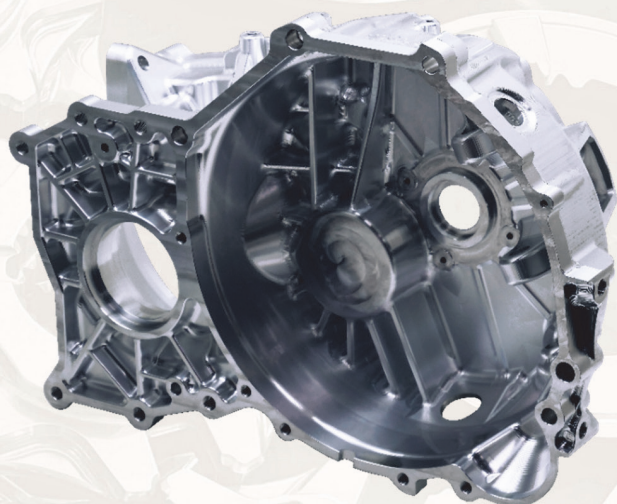
What sets our gearbox apart from others?

Our Mitsubishi EVO IV-X gearbox features an internal oil pump that ensures optimal lubrication and increases gearbox lifespan. Additionally, it's easy to add an additional oil cooler by simply disconnecting the inlet and outlet hoses. Furthermore, our gearbox is designed for easy integration with hydraulic shifting.

This gearbox enables faster shifting thanks to its precise shifting system, resulting in minimal delay compared to other gearboxes. We also offer a billet bellhousing designed for the strong EVO IV – IX models.



If you choose only the gear kit, it comes pre-assembled in an aluminum-casted casing. Simply add the original clutch housing, central differential, spacers, and bearings following the provided instructions. All shifting forks and shifting mechanism parts are made of billet steel and specially heat-treated for strength and abrasion resistance. Additionally, all parts undergo REM superfinishing. We can also supply pneumatic paddle shifting for our gearboxes.



Gear ratio Mitsubishi +Plus

	Short (6-speed)	Basic (6-speed)	Group N (5-speed)
1st	2,615	2,615	3,000
2nd	1,923	1,846	2,000
3rd	1,500	1,466	1,471
4th	1,211	1,222	1,136
5th	1,000	1,042	0,893
6th	0,833	0,893	

Gear ratio Mitsubishi STRONG

	SHD (5-speed)	SHDN (5-speed)
1st	2,333	3,000
2nd	1,613	2,000
3rd	1,250	1,471
4th	1,000	1,136
5th	0,833	0,893

Important Information: Gear ratios can be combined and customized with longer or shorter 1st gears. The ability to mix these ratios allows for a wide range of gear ratio combinations. It is not possible to combine gears from the +Plus and Strong versions because the Strong version features wider and stronger gears.

➤ Available final drives: 12/59; 12/57; 13/56; 12/48; 14/54

Mitsubishi EVO IV-IX, X STRONG Sequential Kit

5-speed

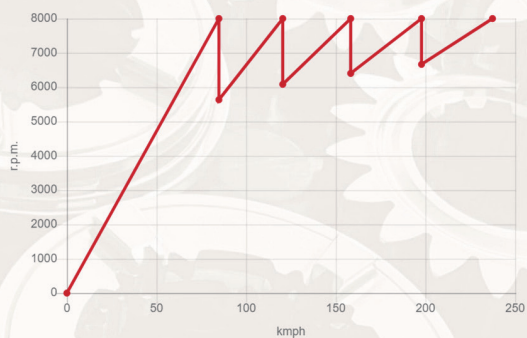


X Shift Mitsubishi EVO STRONG - the strongest Mitsubishi EVO sequential kit in the world! Designed with various gear and final drive ratios in the 5-speed STRONG version, rated up to 1200 Nm. This value can be increased further with our custom option to create an input shaft compatible with a larger and stronger Chevy clutch, boosting the torque rating to 1400 Nm. This sequential kit offers the fastest and smoothest shifting on the market and can be used with our strong billet bellhousing.

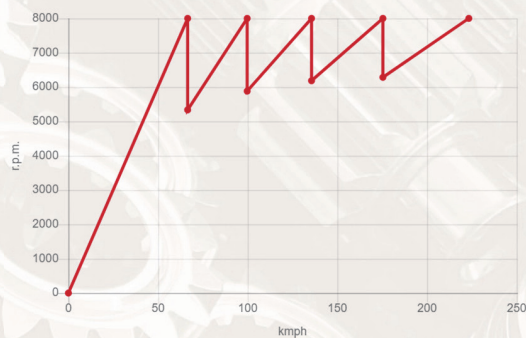
- ✓ The strongest Mitsubishi EVO kit
- ✓ Rated torque up to 1400 Nm
- ✓ High-strength input and output shafts
- ✓ Extra wide and strong gears
- ✓ Strong Shifting forks and dog rings
- ✓ Improved dog engagement technology
- ✓ Compatible with our strong billet bellhousing
- ✓ Internal oil pump – option to connect cooler
- ✓ Option for our strong transfer tube
- ✓ Mount for OEM position
- ✓ Five ratio options for the final drive
- ✓ Option for pneumatic shifting paddle
- ✓ Option for hydraulic shifting mechanism
- ✓ Casings made from ultra-lightweight aircraft-grade aluminium

Mitsubishi EVO STRONG 5-speed – speed graphs

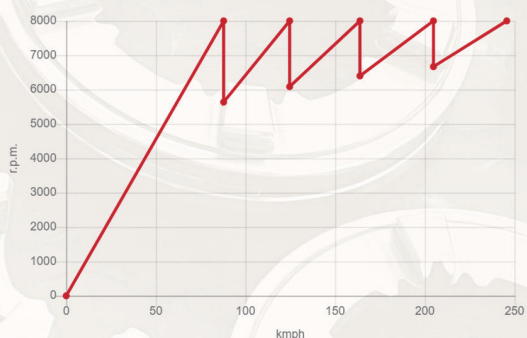
⚙️ Mitsubishi SHD - 12/59 = 237 km/h at 8000 rpm



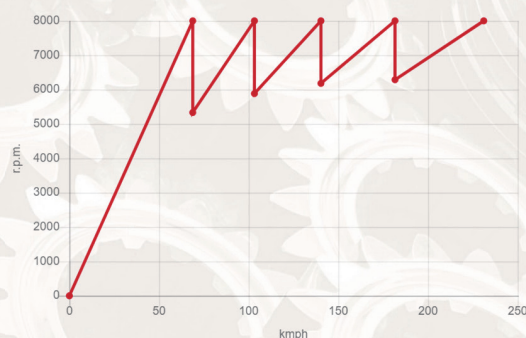
⚙️ Mitsubishi SHDN - 12/59 = 223 km/h at 8000 rpm



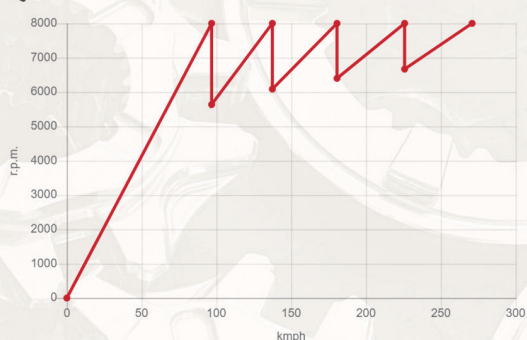
⚙️ Mitsubishi SHD - 12/57 = 246 km/h at 8000 rpm



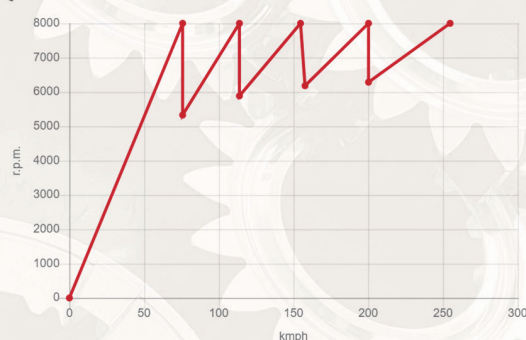
⚙️ Mitsubishi SHDN - 12/57 = 231 km/h at 8000 rpm



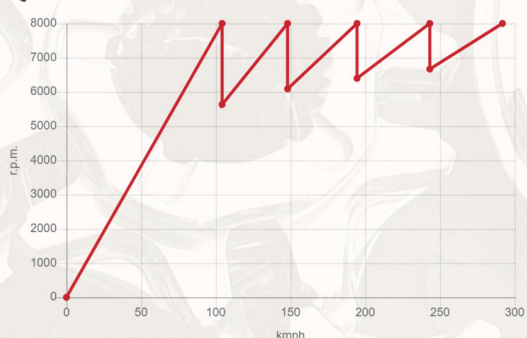
⚙️ Mitsubishi SHD - 13/56 = 271 km/h at 8000 rpm



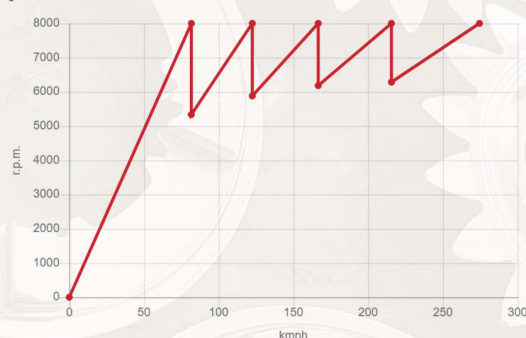
⚙️ Mitsubishi SHDN - 13/56 = 255 km/h at 8000 rpm



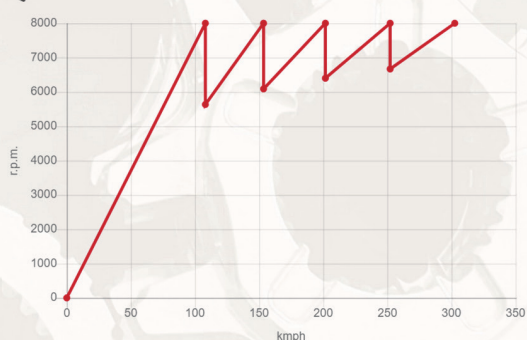
⚙️ Mitsubishi SHD - 12/48 = 292 km/h at 8000 rpm



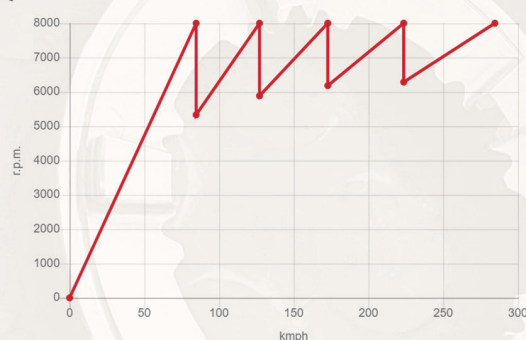
⚙️ Mitsubishi SHDN - 12/48 = 275 km/h at 8000 rpm



⚙️ Mitsubishi SHD - 14/54 = 303 km/h at 8000 rpm



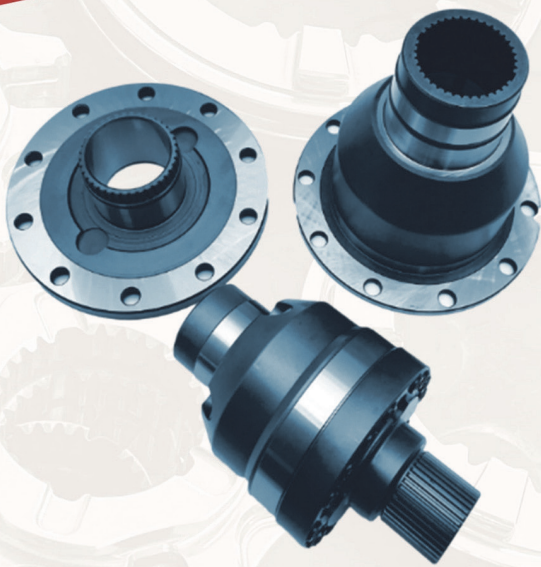
⚙️ Mitsubishi SHDN - 14/54 = 285 km/h at 8000 rpm



Mitsubishi EVO

Limited Slip

Differentials



Mitsubishi EVO front LSD

- ✓ Outperforming other Mitsubishi EVO differential producers due to its strength and reliability
- ✓ Fast lock-up reaction
- ✓ Directly fits the transfer case without any modifications required
- ✓ Customisable preload
- ✓ Standard ramp angles of 52x0 - 52x5
- ✓ Suitable for EVO VII-IX; differential case included

Mitsubishi EVO rear LSD

- ✓ Outperforming other Mitsubishi EVO IV-X differential producers thanks to its strength and reliability
- ✓ Fast lock-up reaction
- ✓ Customisable preload
- ✓ The best price-to-quality ratio
- ✓ Standard ramp angles 55x55 - 35x55



Mitsubishi EVO

Transfer Tube

STRONG

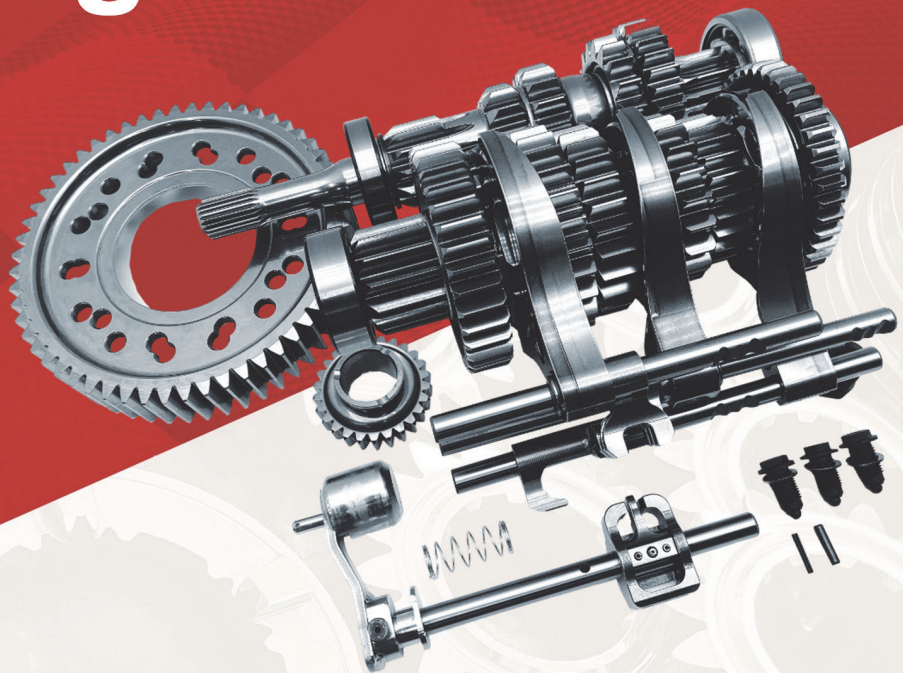


Our EVO transfer tubes are designed for high-performance cars that stock tubes cannot withstand. We offer both types of transfer tubes for Evo IV - IX and EVO X.

- ✓ Direct replacement of stock tube without any modifications needed
- ✓ Made of high-strength steel
- ✓ Rated torque up to 1800 HP
- ✓ Suitable for drag, circuit, rally and hill climb
- ✓ Fits both X Shift as well as OEM gearboxes

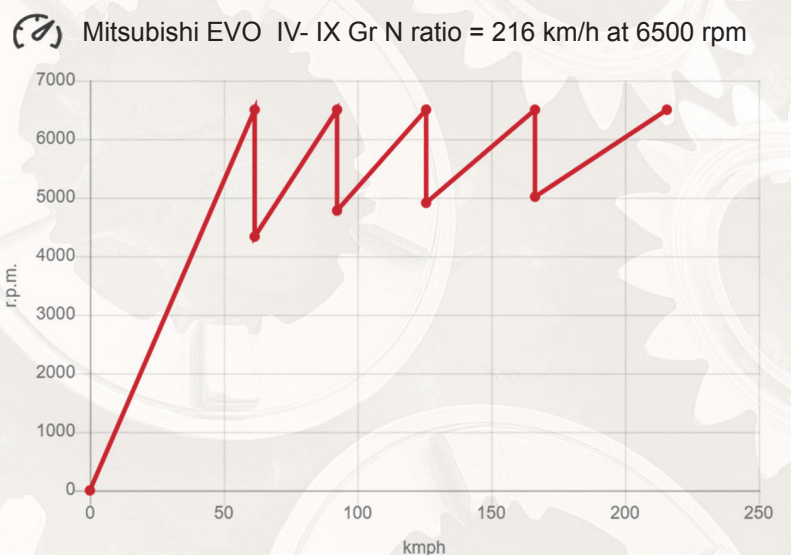
Mitsubishi EVO IV-IX Dogbox Kit

5-speed



The kit includes shafts fitted with all gears, hubs, bearings, selector rods, selector forks, and all other shifting mechanism parts. Our kits come with shifting mechanism parts that are much more reliable and stronger than those found in stock gearboxes.

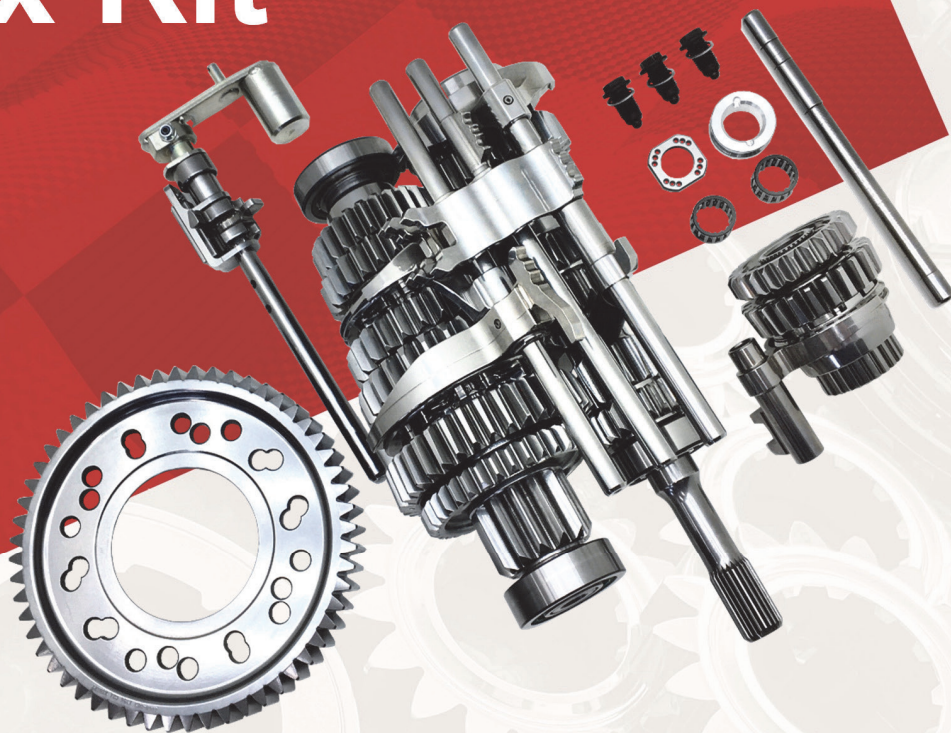
- ✓ Fits original 5-speed manual gearboxes
- ✓ Smooth and fast shifting
- ✓ Easily replaces the original kit
- ✓ Available with 5-speed Group N ratios
- ✓ Strong H-pattern dogbox, costs-saving solution for race cars



All parts are made of billet steel, improved, and heat-treated to ensure their strength. Additionally, all parts are REM isotropic superfinished.

Mitsubishi EVO X Dogbox Kit

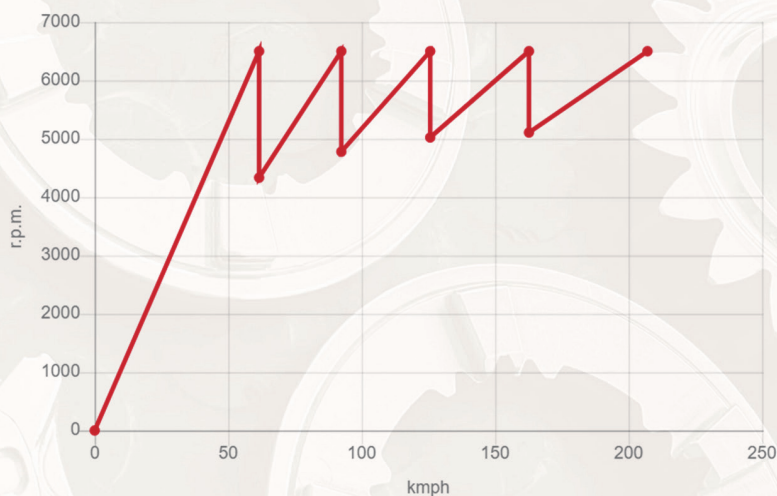
5-speed



The kit includes shafts fitted with all gears, hubs, bearings, selector rods, selector forks, and all other shifting mechanism parts. Our kits come with shifting mechanism parts that are much more reliable and stronger than those found in stock gearboxes.

- ✓ Available in Group N homologated ratios
- ✓ Strong H-pattern, costs-saving solution for racing cars
- ✓ Smooth and fast shifting
- ✓ Easy replacement of the original kit
- ✓ Fits OEM 5-speed gearbox

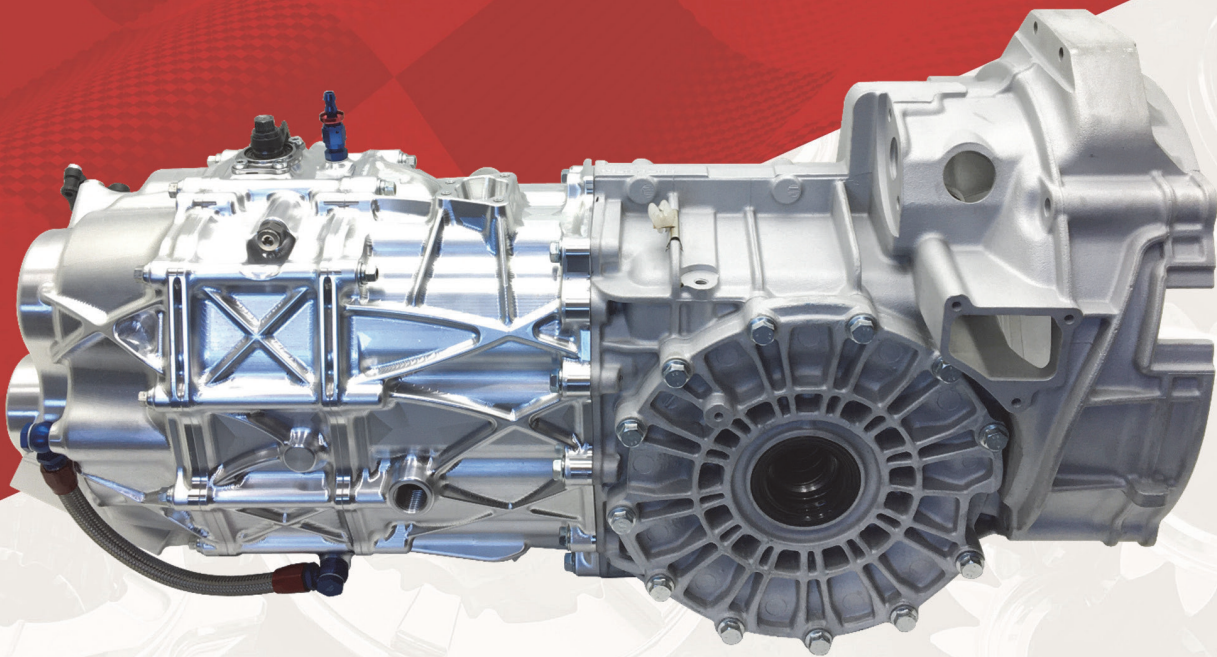
⌚ Mitsubishi EVO X Gr N ratio = 207 km/h at 6500 rpm



All parts are made of billet steel, improved, and heat-treated to ensure their strength. Additionally, all parts undergo REM isotropic superfinishing.

Porsche Sequential Gear Kit

The complete 7-speed sequential kit



Application

➤ GT2 / GT3 type 996 / 997

- ✓ Billet aircraft-grade aluminium casings
- ✓ Rated torque up to 800 Nm
- ✓ Complete sequential mechanism with dog engagement
- ✓ Strong 1st – 7th gears
- ✓ Strong billet shifting forks
- ✓ Complete bearing and needle bearing set
- ✓ Internal oil pump
- ✓ Oil inlet/outlet for external cooler
- ✓ Position for oil temperature sensor
- ✓ Gear position indicator sensor
- ✓ Internal hydraulic shifting piston
- ✓ Option for pneumatic shifting paddle
- ✓ All inner parts REM superfinished

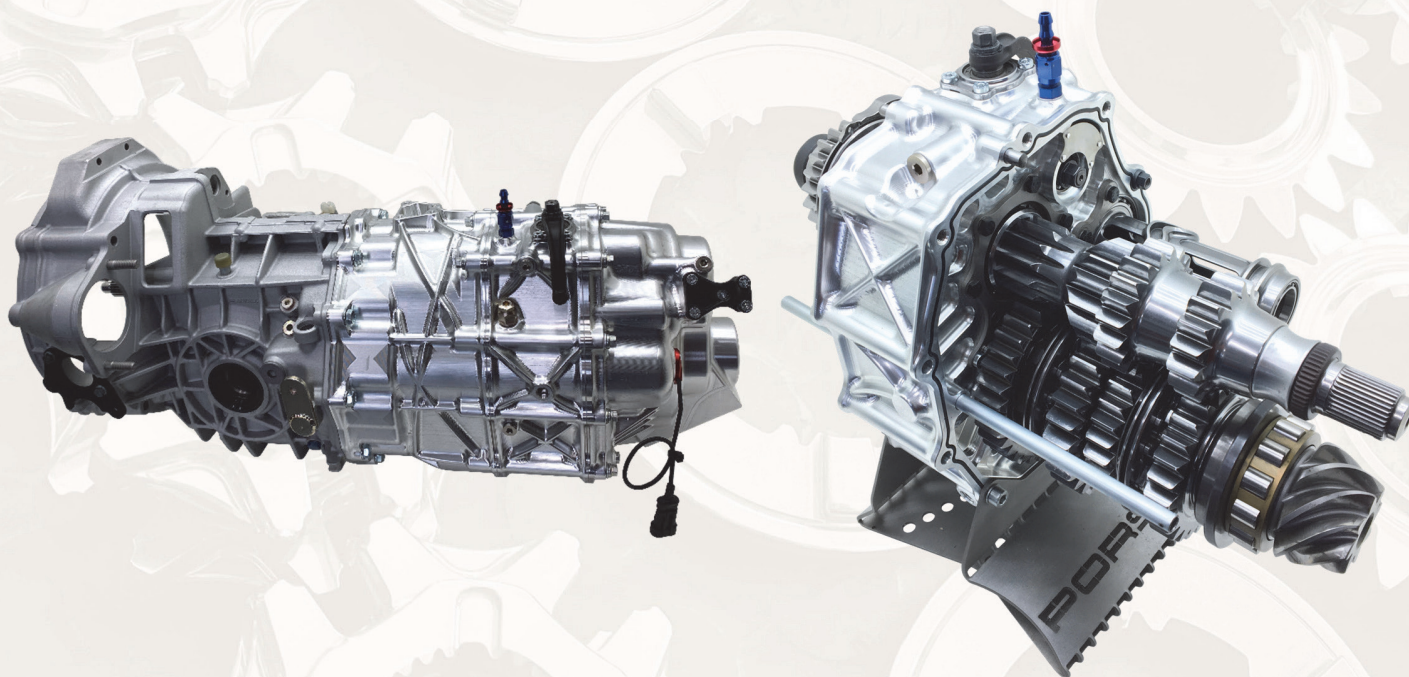
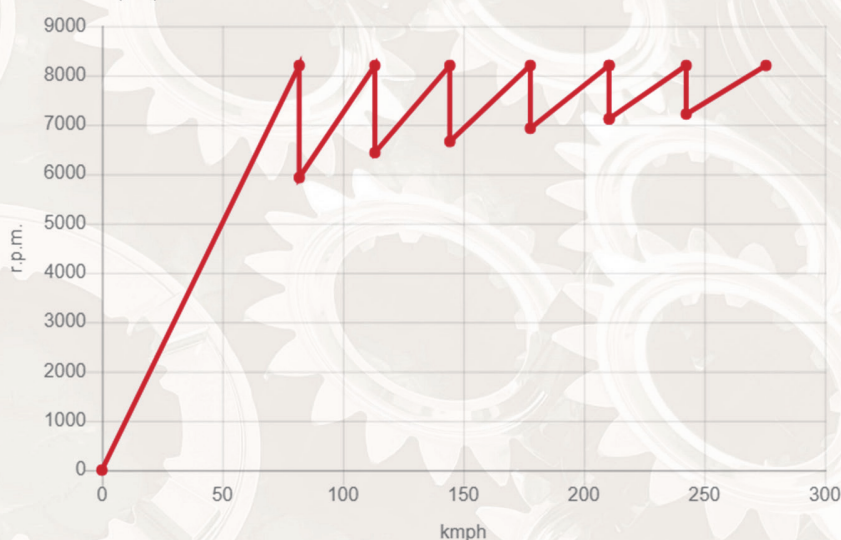
Performance

The most sophisticated Porsche sequential gearbox with 7 speeds offers increased acceleration performance, an oil pump for perfect lubrication, and other specialized features not found in typical Porsche gearboxes. Its smart shifting mechanism provides the fastest, smoothest, and shortest shifts that a racing Porsche deserves.

Gear ratios

1st	3,083
2nd	2,333
3rd	1,786
4th	1,421
5th	1,158
6th	0,952
7th	0,815

⚙ Porsche = 276 km/h at 8200 rpm

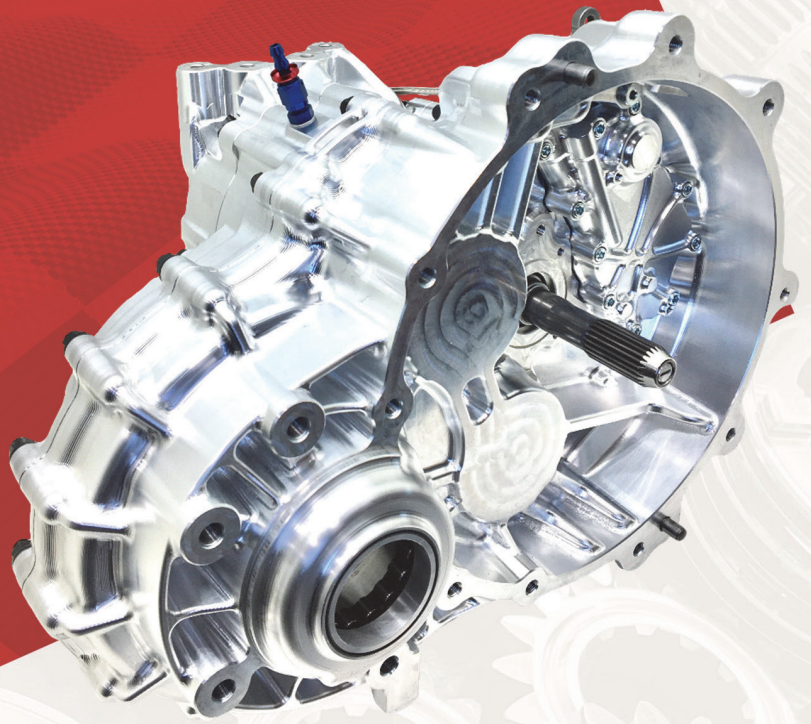


The customer will always need to use their own bellhousing, final drive, differential, and OEM bearings for the differential, final drive, and one on the input shaft. All other necessary parts will be supplied by us.

All gears and shifting mechanism parts are REM isotropic super finished.

Universal 2WD

**Transverse
Sequential Gearbox**
5/6/7 speed



Our unique transverse sequential gearbox for 2WD cars incorporates the latest sequential shifting technologies and meets the requirements of 2WD race cars competing at the top level of their discipline.

- ✓ Custom bellhousing flange
- ✓ 3-shafts design
- ✓ Rating torque up to 1000 Nm
- ✓ Plated limited-slip differential with externally adjustable preload
- ✓ Internal oil pump
- ✓ 5/6/7 speed ratios
- ✓ Gear position sensor included
- ✓ Custom driveshaft flanges
- ✓ Latest shifting mechanism and dog engagement system
- ✓ Option for pneumatic paddle shifting

The casings are made of duralumin, a material used in the aerospace industry. All inner parts are made of billet steel, undergo special heat treatment, and are REM isotropic superfinished to ensure strength and a high level of abrasion resistance.

Programmable LED display

- ✓ Large display digit for easy visibility
- ✓ Accepts digital, PWM or analogue input
- ✓ 12V power supply
- ✓ Programmable with 9 forward gears, neutral and reverse
- ✓ Mounting screws
- ✓ Wiring harness available
- ✓ Universally applicable
- ✓ Dimensions 60x90x25 mm



High-performance universal wiring harness

Professional racing wiring loom designed to connect gear position sensors from our gearboxes, sensors from programmable displays, batteries, and ECUs for engine cut-off strategies.



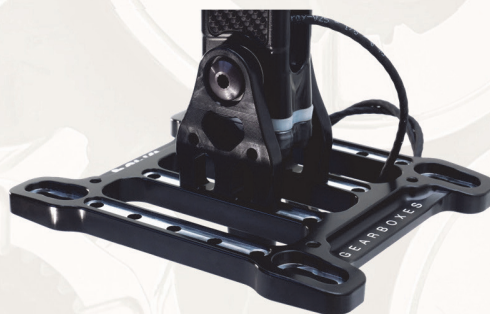
Carbon Fibre Sequential Gear Levers

A highly popular gear lever set designed for race or street cars equipped with a sequential gearbox.

- ✓ Includes uniball joints
- ✓ Offers a variety of gear lever bases
- ✓ Compatible with all types of our gearboxes
- ✓ Compatible with a modular gear lever base
- ✓ Includes a tensometer (strain gauge)
- ✓ Suitable for both left-hand drive and right-hand drive vehicles



Transverse style



Modular base
(universal)



In-line style

The lever contains an electronic tensometer with an analogue output of 0-5V, enabling flat shift strategies within the ECU.

Aluminium Sequential Gear Levers

Versatile Sequential Shifting Levers for Every Application

- ✓ Designed for rod shifting
- ✓ Compatible with all types of our gearboxes
- ✓ Suitable for both left and right-hand drive vehicles
- ✓ Various types of gear lever bases available
- ✓ Compatible with a modular gear lever base
- ✓ Includes a tensometer (strain gauge)

Transverse style

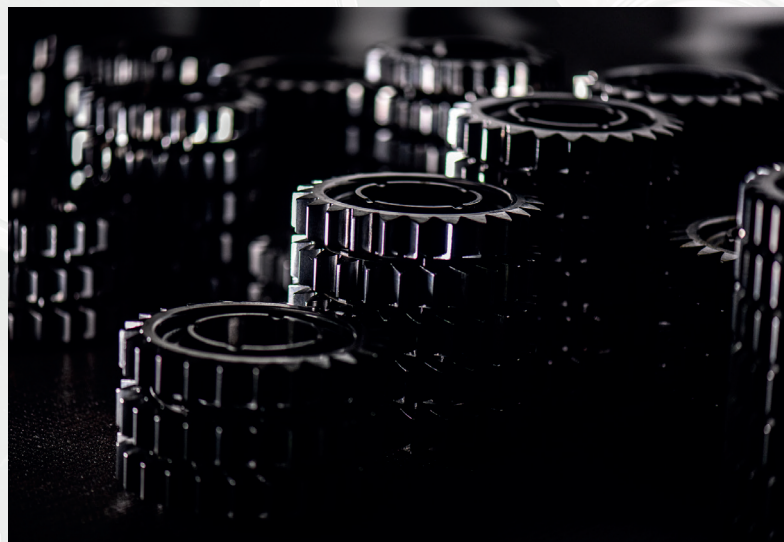


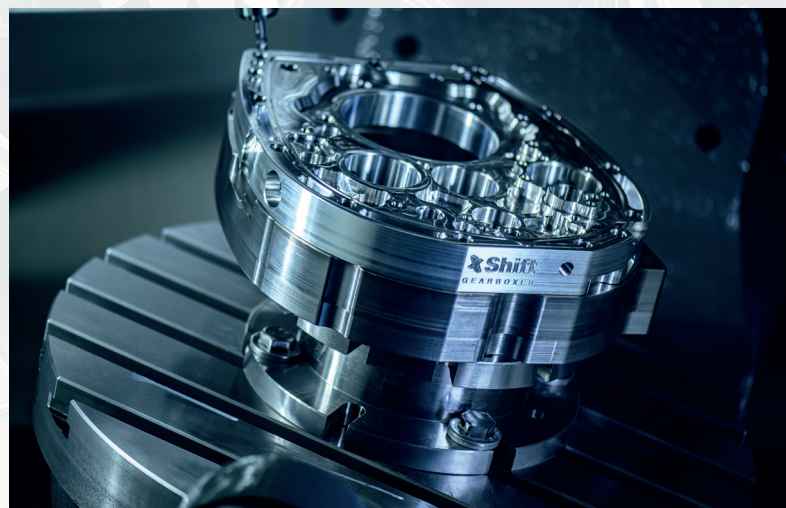
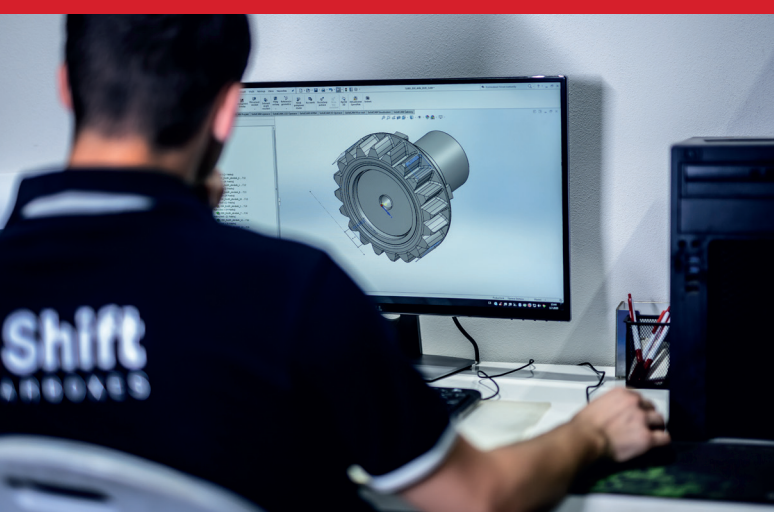
In-line style



The levers contain an electronic tensometer with an analogue output of 0-5V, enabling flat shift strategies within the ECU.

Company Equipment





Shift

G E A R B O X E S

MANUFACTURING PROFESSIONAL RACING GEARBOXES



X Shift Gearboxes



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