

Lagondaforum: G9 gearbox

Re: G9 gearbox

Written by bill at Jun 27, 2011 8:03 pm

Just a final word on the G9 if anyone else is tempted to rebuild theirs. Mine is now back together but I have only done one short trip so far. Everything works fine but only time will tell !

However, I cannot stress how important I think it is to clean out the oilways in the gears. I dont think there is much point in rebuilding the gearbox if you do not do this. Second gear is quite easy once you have pushed the bush out. However 3rd and 4th are much more of a challenge as the actual double helical gear itself must be pushed off the steel syncro "housing" (for want of a better word). Each gear is on 2 keyways and you will need 2 hardened steel pins to assist in pushing it off (and a hydraulic press). This was very very difficult but it is only by getting the gears off that you can properly clean out the oil holes and tracks. 3rd gear bush relies on the oil getting through as otherwise it will seize on the mainshaft presumably. Just as importantly the oil ways in 4th gear allow oil to get through to the little bush on the nose of the output shaft and inside the input shaft.

Best of luck to anyone else who decides to have a go !

Re: G9 gearbox

Written by bruffsup at Jun 28, 2011 2:30 am

Well you can forget about all that bragging from me about having a perfect gearbox! Closer inspection revealed a few missing teeth on the herringbone gears. Owch! In the past with Harley and other motorcycle boxes I have successfully built up teeth with a specialist oxy acetylene rod , called "sif bronze" on this side of the pond. I suppose I will give it a go as long as there are not 2 adjacent teeth it seems to hold up. Of course if new gears are available I will go that route.

Thanks for the info guys, it's a great help.

Re: G9 gearbox

Written by Colin M34 at Jun 28, 2011 8:58 pm

Hi Barry,

Dental problems on M45 gearboxes can be solved! I believe you have a T8 not a T9 gearbox. Please correct me if I am wrong. Take a look at part number GRS419 on the Lagonda Club spares website at

http://lagondaclub.co.uk/spares/acatalog/Parts_catalogue_T8__T9_and_G10__gearboxes_118.html

Does this look the correct part? If so, we have them in stock, assuming you are a Lagonda Club member...

Colin M34

Re: G9 gearbox

Written by bruffsup at Jun 29, 2011 12:22 am

Thank you Colin, It looks promising and yes I am a member. Thank goodness I can avoid the vat at 20% but of course with the shipping and our own dreaded GST it works out equally painful!

Re: G9 gearbox

Written by Julian at Jun 29, 2011 3:22 pm

Hi Barry,

A little shameless plug for ourselves too,

We can supply a complete "gearbox kit" with all 10 gears and 4 shafts complete with complete bearing set etc, for 5260 Euros or about 4500 GB depending on exchange rate.

Maybe worth a thought if you want to go the whole hog!

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Regards,
Julian

Re: G9 gearbox

Written by Colin M34 at Jun 29, 2011 11:23 pm

Hi Julian,

Your "whole hog" T8 gearbox internals kit looks pretty attractive to my eyes. Presumably LMB could also fit these bits into an existing box. Any idea how much this would cost?

Colin M34

Re: G9 gearbox

Written by Julian at Jun 30, 2011 8:24 am

Hi Colin,

thanks for the question,

Yes, usually we charge about 1800 euro for a complete box rebuild, (we take about 25 hours from start to finish) that means the full box given to us, we strip it, repair any threads etc, de-burr and slightly modify the selector shaft holes, chemical clean it and then rebuild with our kit etc, We then test it running on a modified lathe to ensure all is working well, and with No leaks which is not an easy task on these ;o)

However I have just quoted an English customer for one that is coming over in a couple of weeks and we try to be flexible on the fitting cost as I am well aware it is not an easy pill to swallow!

In case of emergency, it's worth noting that we carry a complete gearbox, fully rebuilt with our gears and shafts etc "in stock" ready to be shipped immediately if someone is in dire need!

Very best regards,
Julian,

Re: G9 gearbox

Written by bill at Jul 04, 2011 9:28 pm

Dear Julian

Just a further post with regard to Colin's post about your complete gearbox internals for a T8 gearbox.

I agree that seems a very fair price particularly bearing in mind that everything will presumably match everything else.

Just in case my gearbox rebuild goes horribly wrong do you do a complete set of internals for the G9 and how much does that work out landed in the UK ? What exactly is included in that "kit".

Is everything finished to go straight into the casing or is further honing/reaming required ?

Many thanks again for your help

Bill

Re: G9 gearbox

Written by Julian at Jul 07, 2011 12:52 pm

Afternoon Bill,

We do indeed stock G9 box sets also,

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This is the full monty with everything included including synchro hubs and bronze linings, but does not include the round cage that goes over the main synchro hub. This never wears and only holds the balls in place, so would be silly to manufacture, the centre part of the main hub with the fine dog ring teeth on it though is included and this is matched to the new synchro hubs on 3rd and 4th.

The attachment shows the kit but you also get the reverse shaft and bronze synchro friction rings etc.

Price is I am afraid 8850 euros as it is rather more complex box and the usual problem is dog ring teeth wearing tapered meaning there is no getting away from the expensive parts for us 😞 (

Hope this helps but actually hoping you won't need them!

Very best regards,
Julian

PS.

Always here to help if you need advice on repairs etc, Just mail me or phone, very happy to help in any way! And that bit is FREE! 😊)

Attachments:

[2011small.jpg](#) (filesize: 95.53 KB)

Re: G9 gearbox

Written by peter weir at Jul 11, 2011 12:17 am

I've noted with interest the G9 rebuild tips, I've got mine to start as it's got a broken 3d gear tooth. I purchased a second hand gear from the Club's 'Leo' collection which looks the same but after the article in the last magazine I hope it's the correct gear angle!

I've also been collecting parts over the last 10 years for my M45 saloon 'body back to car' rebuild project and managed to purchase a T8 gearbox. It was removed from a car in the 1950's when the owner got a reconditioned 'exchange' box from The Lagonda Co but for some reason the duff box was never returned but lay under the garage bench for 50 years.

From a superficial look the gears look OK - no broken teeth but the original problem was that it jumped out of third gear. Has anyone experienced this problem and what is the cure? An idea of the problem will give me some idea for my future workload.
