



## Frequently Asked Questions

**Q. What type of oil should I use in my RBT-5 DS-25/2 or RBT-6 transaxle?**

**A. We recommend that you use an API GL-4 rated gear oil.**

Our transaxle designs use the highly efficient *Spiral Bevel* style crown wheel and pinion set. There is no *Hypoid* offset in this type of gearing; hence, there is no longitudinal sliding along the face width of the tooth. Therefore, the additional friction modifiers used in GL-5 type oils are not required. These friction modifiers, required to reduce heat and prevent scoring on *Hypoid* gear sets, can have an adverse effect on the function of the transaxle synchronizers, for example, requiring greater shift effort.

**Q. How much oil is required for my transaxle?**

**A. The amount of oil required depends on installation and application.**

Generally, in sports car applications, we recommend the following amounts:

RBT-5 DS-25/2 installed with output flanges above the input shaft: 2.5 liters

RBT-5 DS-25/2 installed with output flanges below the input shaft: 3.5 liters

RBT-6 installed with output flanges above the input shaft: 3 liters

RBT-6 installed with output flanges below the input shaft: 4 liters

**Q. Do you use, or recommend using, brass synchronizer rings when rebuilding or servicing your transaxles?**

**A. No.**

Brass synchronizer rings are not suitable and should not be used in the RBT-5 DS-25/2 or RBT-6 transaxles. Brass synchronizer rings are used in many transmissions with good effect, but their main advantage is cost, as they are very inexpensive to produce. Our transaxles are almost always used in some type of performance application where fast shifting is required – for which a steel or steel-backed synchronizer ring is necessary. A brass synchronizer ring does not provide adequate strength and its coefficient of thermal expansion is too high to function properly and last long in these transaxles.

**Q. If I purchase a used RBT-5 DS-25/2 style transaxle, can RBT rebuild or modify it for use in my vehicle?**

**A. Yes.**

RBT services and rebuilds used transaxles on a continual basis. We can modify your gearbox to fit a front, mid, or rear engine application. We can change your gear ratios or your housing to fit almost any requested application. Our transaxles are the most versatile in the industry.

**Q. Can RBT supply a clutch release fork assembly?**

**A. Yes.**

We supply this assembly, which consists of the fork, shaft, bearings, bushings, pins, and lever, as optional equipment. However, we find that most customers use a hydraulic release bearing and, hence, do not require this assembly.

Q. What is the shift pattern for the RBT gearbox?

A. The shift pattern is a standard "H".

Shift Patterns:

R 2 4 6  
x 1 3 5

R 2 4  
x 1 3 5

- In order to achieve "Reverse," you must take the shift mechanism all the way to the left and then forward.
- Bear in mind that shifting is very 'tight' between "Reverse" and "2nd gear".
- For left or right hand, Pantera or GT40.

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