

DROP GEARS



There are a unique seven ratios or straight cut drop gears to replace the standard helical set up, all based around a common idler gear. This superlative new system has been designed and developed by one of the leading high-grade gear manufacturers in England. Produced to accurate specifications and a high quality of finish, back lash is reduced to a minimum. This vastly reduces the 'clatter' experienced when using straight cut drop gears from other manufacturers, also making the gears inherently stronger and more tolerable when used in road cars. The interchangeability greatly reduces the cost for racers of having alternative ratios for different circuits - allowing the optimum gear ratios to be used for each circuit without the need for crown wheel and pinion changes.

NOTE: When fitting to 3 synchro boxes, spacer no. C-STR239 is required for the input gear.

Number Of Teeth Ratio Input	Primary	Idler		
	Gear	Gear		
Gear				
1-1	24	30	24	
1-1	23	30	23*	
1.0416-1	24	30	25	
1.0434-1	23	30	24	
1.045-1	22	30	23*	
1.0869-1	23	30	25	
1.09-1	22	30	24	
0.958-1	24	30	23*	

*The 23 tooth input gear is extra strong for engines developing high torque/power figures.



C-STR124

24 tooth 1300 type primary gear.

C-STR224

24 tooth 998 type primary gear.

C-STR123

23 tooth 1300 type primary gear.

C-STR223

23 tooth 998 type primary gear.

C-STR122

22 tooth 1300cc type primary gear.

C-STR222

22 tooth 998cc type primary gear.

C-STR30

30 tooth idler gear - pre A-Plus 3/4" shaft.

C-STR30A

30 tooth idler gear - A+ 7/8" shaft.

C-STR30Timpken

30 tooth idler gear assembly for taper roller bearing conversion.

C-JKT1000

Taper roller bearing conversion, pre 'A' plus

C-JKT1000A

Taper roller bearing conversion, A-Plus

C-STR230

23 tooth extra strong input gear.

C-STR240

24 tooth input gear.

C-STR250

25 tooth input gear.

We can also supply replacement gears for the original ST profiled tooth type, in three ratios, adopted by other manufacturers. The interchangeability of the ratios available are restrictive, only one alternative ratio being easily swapped, by changing the primary gear (1.043). The third being a completely different set of gears. A taper roller bearing conversion is available, but only for pre A-Plus, small bearing casings.

Number Of Teeth

Ratio Input	Primary		Idler		
	Gear	Gear		Gear	
1-1	24	31	24		
1.043-1	23	31	24		
1.087-1	23	30	25		

JACK KNIGHT

JK-1.1

1.1 straight cut drop gear set.

JK-1.04

1.043 straight cut drop gear set.

JK-1.08

1.087 straight cut drop gear set.

JK-1.1P

24 tooth primary gear.

JK-1.04P

23 tooth primary gear.

JK-TT

Taper roller idler gear conversion.

C-JKT1001

24 tooth 1275 primary gear 1.1 ratio

C-JKT1002

23 tooth 1275 primary gear 1.043/4 ratio

C-JKT1003

23 tooth 1275 primary gear 1.087 ratio

C-JKT1004

31 tooth idler gear pre 'A' plus

C-JKT1004A

31 tooth idler gear pre 'A' plus

C-JKT1005

31 tooth idler gear for taper roller bearing kit

C-JKT1006

30 tooth idler gear pre 'A' plus.

C-JKT1006A

30 tooth idler gear 'A' plus.

C-JKT1007

30 tooth idler for taper roller bearing kit, 1.087 only.

C-JKT1008

24 tooth input gear

C-JKT1009

25 tooth input gear 1.087 only.

C-JKT1000

Taper roller bearing conversion pre A-Plus

C-JKT1000A

Taper roller bearing conversion A-Plus

Note: for pin type idler gears, state whether for A-Plus or pre A-Plus when ordering. A-Plus has 7/8" diameter pin, pre A-Plus has 3/4" pin.

