



CIMA TSR is a racing transaxle for rear in-line mid engine sports cars with 6 forward speeds + 1 reverse, all of them are spur gears with dog clutches and the shifting mechanism is sequential. Having hypostatic mountings on 3 bearings on each of the shafts enables this unit to transfer up to 800 Nm with a compact 85 mm centre distance. This layout has advantages in weight saving and for lowering position of the centre of gravity. This is very advantageous for the reduction of polar inertia while cornering. It is not designed for fast ratio changes. This means that CIMA TSR is an extremely reliable transmission made in order to target the installation in vehicles participating to mono brand championships where the running costs are a priority.

## STANDARD GEARBOX LAYOUT

### RATIOS:

1<sup>st</sup> 2.615 – 2<sup>nd</sup> 1.938 – 3<sup>rd</sup> 1.474 – 4<sup>th</sup> 1.238 – 5<sup>th</sup> 1.044 – 6<sup>th</sup> 0.920 – R 2.615

### FINAL DRIVES:

LONG 2.923 – MEDIUM \_ 3.364 – MEDIUM SHORT 3.545 - SHORT 3.700 –  
EXTRA SHORTS 4.091-4.300

### DIFFERENTIAL:

Type TORQUE SENSING ( excellent for gentleman drivers )

### SHIFTING MECHANISM:

Sequential with steel drum and pull

### CASING:

Aluminium

### PRICE:

1 to 3 = 17.500 € / 4 to 10 = 16.000 € / 10 to 20 = 15.000 €

### OPTIONALS:

Magnesium + 2.500 € / Specific ratio + 1.000 € / aluminium drum and puller + 1.250 € /  
Specific final drive + 2.500 € / Clutch release bearing + 500 € / Clutch release bearing  
with electronic control of position + 850 € / Engineering support for engine-clutch-  
gearbox interface 7.500 € / Senior technician support 1.000 € per day + travelling costs /  
Junior technician support 750 € per day + travelling costs.

