

Problematics of 02Q/02M gearboxes

02M / 02Q gearboxes generally are designed for street use and racing upgrades bring specific problems – for right work of DOG box are necessary and recommended some modifications:

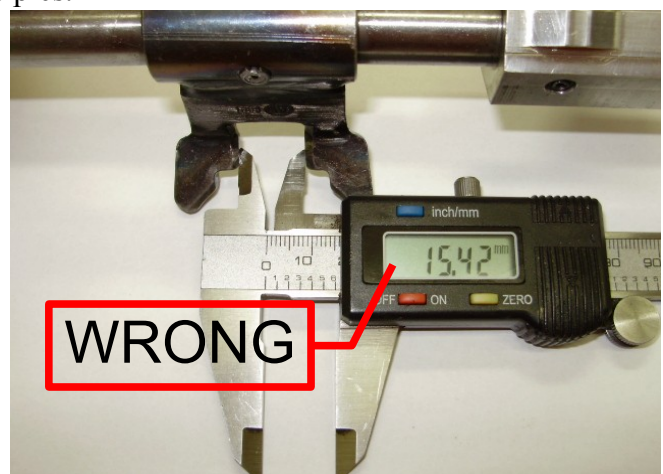
- 1 - Modification of shifting shaft (turret) on 02M/02Q is ABSOLUTELY NECESSARY
Must be made 100% made for all 6° and 5° DOG-boxes ! 4° does not need this modification.
See our manual for this SHIFTING SHAFT MODIFICATION!
- 2 – Modification of shift fork arm by 5°-6° is also absolutely necessary and is in connection with SHIFT SHAFT modification, parts of reinforcement kit are also strong Bolts for forks ½ and ¾ !
Also rubber bumpers on fork-rod ends must be removed because can have big influence on un-exact engaging gears.



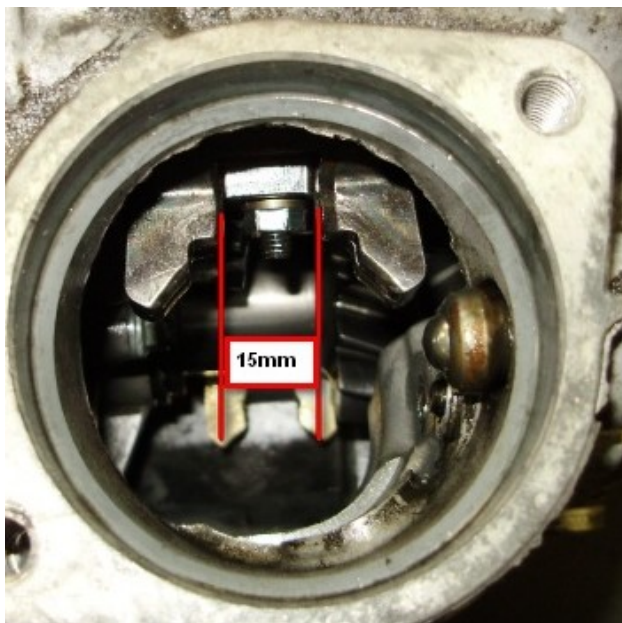
- 3 – Strongly recommended is use Alu Heavy duty fork for 3°-4°



- 4 – Very often is possible by hard shifting damage (open) shifting elements on forks 1°-2° and 3°-4°, must be checked after every race/event and if is gap on fork bigger than 15,20mm must be element replaced, **standard gap is 14,95-15,00 mm** – see pics.



Check on car – remove shifting shaft from gearbox and see on top elements of 1/2 and 3/4 gears!



02Q casing – especially Mk5 casings have more material around bearings and are better for high torque engines.

For DRAG car with high boost and torque we recommend use only 02Q Mk5 casings with BOOST/DRAG kit, when torque exceed 700 Nm also recommend Reinforce inlet shaft.



02M casing is generally weaker and fragile than 02Q - if is gearbox used with less than 500 Nm and SQS DOG kit is installed according manual incl. Shifting system upgrades its good choice e.g. for circles.

**Some late models of 02Q have steel forks with plastic sliders –
!! change them for SQS BRONZE SLIDERS !!**

