



## G50 vs 915 Trans (86 vs 87, etc)

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Listers:

I posted this to the archives before, and there are two distinct camps on the List about this topic. So...there is no wrong or right answer, but allow me to post these observations.

A lot of people "automatically" assume the G50 is superior on all fronts (larger, stronger, smoother, hydraulic action, etc etc)..but there is more. Understand that the 915 is in itself, a strong transmission, used on 911's since 1972 (engines of around 2.2 liters) through 1986 (3.2 liter engines). The unit is an adaptation of the 916 box used on the 908 race car (3L...350 hp)...and was also used on the 1974 RSR's of 330 hp...and even the very first 911 racing Turbo (pre-934 / 935)..where it finally was shown to be a bit weak under 500+ hp. It can be made to shift "acceptably" smoothly, with adjustments and with bushings in good shape....replacement clutches are much less expensive than G50, there are a lot of gears available for those who want their own "designer" gear box...etc.

The G50, although superior in strength and size, has an achilles heel for units built through April of 89, when the factory updated the throw-out arm bearing supports. G50 cars built from the beginning in 1987 through April 89, may suffer gradually stiffer clutch operation, because of this bearing design issue. Factory updates were at one time available (I believe no more) and aftermarket people, like Automotion I believe, offered their own kits which many mechanics preferred. If you like this trans, fine....but look for repair records, or get one made after 4/89. This is costly to fix ( \$1200 + ?...help me out here...) and makes the 915 (IMHO) look that much better. I've also seen factory replacement clutch packages available in Excellence magazine for \$300 or so for the 915..wheras the least costly G50's were 50-100% more. Personally, I wouldn't limit my look at 3.2's to the 87-89 cars, although I will admit that if I could have the last production 89's of 3.2 liters, that would make a great purchase.

-- Wil Ferch