

Break-In Procedure for Stage 3 Transmissions

Below are the Walter Motorsports break-in procedures for our Stage 3 transmissions. Properly breaking in your transmission is essential to ensuring its performance and longevity.

1. Pre-Installation Check:

- Before installation, shift the transmission through all gears to ensure proper function.

2. Proper Installation:

- NEVER allow the transmission to hang on the input shaft during installation. Doing so may bend the input shaft, leading to premature wear on the bearings and gears.

3. Fluid Requirements:

- If you ordered a **Stage 3 transmission**, use **Motul Competition Gear 75W-140** exclusively for the break-in period.

4. Filling the Transmission:

- Ensure the fill tube is fully inserted into the transmission. Partial insertion (e.g., stopping at the fill plug entrance) may cause fluid to drip out prematurely, giving a false impression that the transmission is full.
- If your transmission has a cooler, fill the transmission while the cooler is running.

5. Clutch Pedal Adjustment:

- Verify proper clutch engagement. The clutch should engage after the pedal has traveled **40% of the distance from the floor**.
- Incorrect clutch adjustment can cause unnecessary wear on the transmission, especially during the break-in period.
- NDs are known for the clutch staying constantly engaged since they cannot be adjusted. Mazda Motorsports has a slave cylinder kit made for the ND and an ACT full face sprung clutch to address this issue. We recommend getting one. **Part # 0000-02-5116-KT**

6. Break-In Procedure:

- Drive **500–1,000 miles at street speeds** to complete the break-in process.
- For dedicated track cars:
 - Break-in can be done on a **dynamometer (dyno)** or by performing multiple track sessions at low load.
 - The goal is to accumulate as many miles as possible before racing.

7. Post Break-In Oil Change:

- After the break-in period, change the transmission oil. Follow these guidelines based on your vehicle type:
 - **Naturally Aspirated (NA, NB, NC):**
 - Continue using **Motul Competition Gear 75W-140**, (Recommended if using our Carbon/Moly Synchro's) or switch to **Motorcraft XT-M5-QS** if using stock synchro's.
 - **Boosted (NA, NB, NC):**
 - Motul is recommended, but Motorcraft can be used as an alternative.
 - **ND Models:**
 - Use only the recommended **Motul fluid** and change it every **20 track hours**.

Contact Us

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