



Does your
Douglas
second gear
look like this,
or worse?

The Douglas 19-tooth mainshaft gear shown here had robust face clutches for first and top speed but used the gear teeth sliding into mesh with the

18-tooth layshaft gear to engage second. Aptly known as 'clash' gear change! Over time even in normal usage this subjected the teeth to a tremendous battering, resulting in deformed teeth, noisy operation and eventually a destructive tendency to jump out of second gear under load. Replacement gears have not been available for a very long time. Until now and only in very limited numbers, get your set while you can!

**Replace it
with this!**



Limited number of newly manufactured second gear pair for the vintage o.h.v. Douglas motorcycle three-speed gearbox. On offer are the 19-tooth mainshaft slider gear and its mating 18-tooth layshaft gear.

- Suitable for UG, TG, and YG prefix gearboxes.
- As used in OB, Dirt Track, Speedway, I.o.M./TT, and certain other models.
- Direct replacements for the original gears in form, fit, and function. Including the slight 2-degree undercut on the face clutch dogs.
- Gear hobbled 9-diametral pitch stub tooth form. Precision Wire Electrical Discharge Machine (EDM) cut internal splines. Surface finish and tolerances exceed originals.
- Made from premium vacuum melt Timken™ steel. Nickel-Chromium-Molybdenum alloy, 8620 AISI/SAE spec. Superior metallurgic uniformity and purity over originals.
- Case hardened 0.035 deep with a surface hardness of RHc 58 as per original. Core hardness of RHc 36 for excellent shock resistance. Cryogenic tempered at -300°F to a full martensitic structure in the case for enhanced wear resistance and release of residual stress in the core. Superior metallurgic refinement over originals.



\$625 US, sold as a pair only. Packing, postage, and insurance extra.

For availability and queries write:

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1098 Smithbridge Road
Glen Mills, PA 19342-1206
USA

Or

ElamWorks@Douglasmotorcycles.net

Subject line "SW GEARS"

Rev E