



Which T-5 transmission should I use?

It is easiest to use a T-5 from a Chevrolet S10 or a GMC Sonoma pickup. If you use a T5 from a Camaro, the shifter will sit at an angle. If you use a T5 from a Ford, you will need a special bellhousing (part 910-27031, sold separately).

Some advantages of the S10/Sonoma T-5 include:

- They are easy to find
- Gearshift position is close to that of old Ford transmissions (top-shifters)
- Ratios are a good match to most vehicles
- Early years have mechanical speedometers (later models had electronic speedometers)
- Many years have a removable bellhousing

How do I identify my T-5?

- S10/Sonoma transmissions have a 1" 14 spline input shaft
- Camaro transmissions have a 1-1/8" 26 spline input shaft
- Ford transmission have a 1-1/16" 10 spline input shaft

This kit will allow you to use many stock Ford components and adapt a GM T-5 transmission to any 1932-48 Ford/Mercury V8 or later style 1949-53 Ford/Mercury 8BA engine. When adapting to 1932-48 engines, no additional parts are required. Adapting to 1949-53 8BA engines will require the use of either a cast iron 1948-52 Ford pickup truck bellhousing that is 3 $\frac{1}{4}$ " tall, or a stamped steel 1949-50 Mercury V8 bellhousing. These parts are not supplied in the kit. Also note, Ford 6 cylinder bell housings will not work. With the 1948-52 pickup bellhousing and 8BA engines, the starter mount plate MUST match the bellhousing. Additional parts that are required include the original clutch release shaft, fork and release bearing, or you can choose all new clutch components. Basic kit includes adaptor, pilot bearing adaptor, release bearing, and an input shaft spacer.

To complete your conversion, follow these steps:

1. Choose adapter 916-28928 Speedway or 560-52722 Offenhauser.
2. Choose correct pressure plate to match your flywheel.
 - A. 9" Stock 35-41 Ford Passenger car 910-15651
 - B. 10" Stock 42-48 Ford Passenger cars and 49-53 Ford pickup 910-15657
 - C. 10 $\frac{1}{2}$ " Aftermarket performance non-stock 910-15635
3. Choose correct clutch disc diameter and spline.
 - A. 9" with 14 spline S-10 910-15643
 - B. 10" with 14 spline S-10 910-15641
 - C. 10 $\frac{1}{2}$ " with 14 spline S-10 910-15649
 - D. 9" with 26 spline Camaro 910-15646
 - E. 10" with 26 spline Camaro 910-15644
 - F. 10 $\frac{1}{2}$ " with 26 spline Camaro 910-15660

WARNING: DO NOT USE THE STOCK '49-'53 TRUCK 11" CLUTCH AND FLYWHEEL COMBINATION. THE COUNTER WEIGHTS WILL NOT CLEAR THE INSIDE OF THE ADAPTER HOUSING.