



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

Now you can use a smooth operation diaphragm pressure plate system and adapt a T-5 transmission to any 1932-48 Ford/Mercury 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 3¼" 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 8BA engines it is important that the starter mount plate matches the bellhousing. You will need to purchase an aftermarket flywheel or have yours re-drilled to match the pressure plate.

To complete your conversion, follow these steps:

1. Choose adapter kit 916-28914 Speedway or 560-5174 Offenhauser.
2. Choose steel flywheel 910-15627 ('32-'48) or 910-15629 ('49-'53).
3. Choose how you are going to work the throwout bearing.
 - A. Internal hydraulic throwout bearing 910-25610 and spacer 916-29515
 - B. Manual linkage kit 916-29510
4. Choose correct clutch disc to go with 910-15637 pressure plate.
 - A. 910-15649 S10 1" 14 spline
 - B. 910-15660 Camaro 1-1/8" 26 spline