

MGB 5-Speed Conversion FAQ and application listing

- **Which 5-speed gearbox is being used?**

The Ford T-9 gearbox as fitted to the European Ford Sierra. This gearbox also appeared in the US in the Mercury Merkur.

- **Is the gearbox new or rebuilt?**

The gearbox supplied with the Moss Motors 5-Speed Conversion kit is rebuilt in the UK. It is covered by our extended 24 month warranty.

- **Are rebuild parts for the gearbox going to be available in the future?**

The T-9 gearbox is extremely durable so it is unusual for a box to require major repair. Usually seals and gaskets are all that is required for a long service life. The gearbox is very popular for conversions and kit car use, so parts availability should be excellent for many years. The T-9 case design has become the European standard for 4 cylinder rear engine conversions and although the transmission is now out of production, there are specialist companies manufacturing new look alike units to meet the needs of the market.

- **Where can I buy parts for the gearbox if I need them in future?**

Moss Motors will stock the seals and gaskets that may be needed during removal and inspection of the gearbox in the future.

- **Will my speedometer be accurate?**

No. You will have to either recalibrate your speedometer, or install a corrective gearbox on the speedometer cable. Moss Motors is working with a number of speedometer repair companies to source such a unit.

- **What are the gear ratios of the new gearbox?**

The gear ratios of the Ford box are very good match to the original gear ratios offering the best balance of starting gear, a close ratio jump to second for acceleration and an 18% decrease in engine revs in 5th gear.

Gear Ratios	MGB	Conversion Gear Box
First	3.44	3.65
Second	2.167	1.97
Third	1.382	1.37
Fourth	1.0	1.0
OD/Fifth	0.82	0.82

- **How difficult is the kit to install?**

The instructions are very complete and the conversion does not require any special tools. A clutch alignment tool is helpful, and is available from Moss Motors. Installing the conversion kit is no more difficult than removing and refitting the original transmission. No welding is required and all mountings are supplied with the kit. The job can be performed by a competent home mechanic.

One major benefit of the conversion is that future clutch changes can be done with the engine left in the car as the gearbox can be removed without engine removal!

- **Are any irreversible modifications of the car required?**

No, the kit includes a new rear crossmember which does not require any modifications to the chassis. The original transmission may be reinstalled in the future if originality is desired. We recommend that you store the original transmission and parts safely so that this option remains available.

- **What transmission oil should I use?**

The Ford recommendation is Ford Synthetic Oil Part No. 5-015-547. We have found that Red Line 75W90 Synthetic works well as a more available alternative.

- **How do I determine which kit I need?**

We list kits for all standard versions of the MGB

If you think that your car has been modified from standard, you will have to determine which type of components are now fitted, then contact our technical department.

The critical areas are as follows:

1. Which engine? 3 Main or 5 Main?

(The original change point was sometime in 1965)

This determines which Pilot Bearing Assembly is required

2. Which transmission? 3 synchro or 4 synchro?

(The original change point was 1968)

This determines which Bell Housing is required

3. Which rear axle? Early Banjo Style or Later Salisbury?

(The original change point was 1968, although all GTs had the Salisbury axle)

This determines which Driveshaft is required

The following additional parts are available:

Pilot Bearing Assembly MGA, MGB 3M	041-525
Pilot Bearing Assembly MGB 5M	041-530
Clutch Arm Pivot Bracket Early MGB	041-535
Clutch Arm Pivot Bracket Late MGB	041-540
Replacement Speedo Cable, MGB 1963-76 LHD	041-600
Replacement Speedo Cable, MGB 1977-80 LHD	041-605