

## **MGA 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 low starting gear and an 18% decrease in engine revs in 5<sup>th</sup> gear.

<b>Gear Ratios</b>	<b>MGA</b>	<b>Conversion Gear Box</b>
First	3.65	3.65
Second	2.214	1.97
Third	1.374	1.37
Fourth	1.0	1.0
Fifth	-	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.

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

None that are visible. 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?**

### **Original Specification MGA:**

The only difference between the two MGA kits 440-045 and 440-055 is the bell housing. The early cars had a starter motor mounted in the 4 o'clock position as viewed from the driver's seat which did not require a relief in the transmission tunnel. The 1500GD and later engines had a starter mounted in the 2 o'clock position and the transmission tunnel has a rubber cover over the starter drive. Reference "The Original MGA" by Clausager page 69.

### **MGA with non-original engine or clutch:**

#### **1500-1622-1800 3M**

Fitted using the original engine back plate to the original transmission and clutch

Match the kit to the starter location and transmission cover as above.

#### **1800 3M**

Fitted using the early MGB 1800 back plate to an early MGB transmission case

This is an unusual combination. We suggest sourcing an original back plate which matches the transmission tunnel. Then order the standard kit. In most cases this conversion would use the early MGB throwout arm and diaphragm clutch. This clutch system can be retained if the MGB throwout arm pivot bracket part # 041-535 is ordered and installed in place of the supplied MGA kit part.

#### **1500-1622-1800 3M**

Fitted with MGB diaphragm type clutch

In some cases the clutch may have been upgraded to the MGB diaphragm design. This required exchanging the transmission front plate and throwout arm for early MGB 3 synchro items. This clutch system can be retained if the MGB throwout arm pivot bracket part # 041-535 is ordered and installed in place of the supplied MGA kit part.

### **1800 5M**

Fitted using the original MGA back plate, modified for an oil seal.

Match the kit to the starter location and transmission cover as above.

The supplied spigot bush will not be correct for the 5M crank. Order part # 041-530  
5 Main Spigot Bush.

The MGB diaphragm clutch cover can be used if an MGB 3 synchro throwout arm # 190-580 and MGB throwout arm pivot bracket part # 041-535 are installed.

Note: Modified new backplates are available for this conversion under the following numbers

461-045 Low Mount Starter 5Main MGB Conversion Backplate

461-055 High Mount Starter 5Main MGB Conversion Backplate

### **1800 5M**

Fitted to a later MGB all synchro transmission

The later bell housing and flywheel are much larger than those originally fitted to the MGA requiring extensive modification of the transmission tunnel and frame to fit. The car can be returned to a more original state by using an MGA back plate and early 3 Synchro MGB flywheel. If these are installed the standard MGA kit can be used with the addition of the # 041-530 5 Main Spigot Bush and MGB throwout arm pivot bracket part # 041-535.

Alternatively we can special order a hybrid kit comprising MGB 5M bellhousing and MGA rear transmission mounts and drive shaft.

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
Rear Engine Plate for 5M conversion, low mt.	461-045
Rear Engine Plate for 5M conversion , high mt.	461-055
Quick Shift Lever (included in MGA conversion kit)	041-545
Replacement Speedo Cable, MGA LHD	041-595

