

99-04 mustang gt manual swap



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- **99-04 mustang gt manual swap, 99 04 mustang gt auto to manual swap, 99 04 mustang gt manual brake conversion, 99-04 mustang gt manual swap, 99-04 mustang gt manual swap cars, 99-04 mustang gt manual swap kit, 99-04 mustang gt manual swap parts, 99-04 mustang gt manual swap meet.**

Is the bellhousing hardware the same How is it possible for a manual and an automatic to have the SAME wiring harness. The manual has a very simple harness for the rear O2 sensors, OSS sensor, and reverse switch. Where as the automatic has those same things as well as the DTR connector. If the two harnesses were the same, then every manual transmission would have a hanging connector for the DTR. Reminder about the VSS vs OSS speed sensor. Make sure that the replacement transmission has a matching sensor. For the 1999-2004 MY, that means an OSS sensor from the same MY range. However, a tune can make it work. So I wouldnt do much ebay trolling before just buying directly from Ford. I dont understand the question about the bell housing which has been answered before. The modular motors share a bolt pattern. So either transmission will bolt right up as long as it came from the same motor the V6 does NOT have the same bolt pattern as the V8. Obvisouly, the manual will need a pilot bearing and a flywheel. The starter is the same. The starter harness is the same. I suspect you are right, and the harnesses are different. I need to pick up the pressure plate hardware from the dealer and Ill ask more about the ECU harness then. So I should be good there. My tuner is going to tweak the ECU as needed afterwards. Found a decent write up here, where he reused the auto harness Based on that it seems like I might need one of these. Parts list and step by step instructions. Parts list and step by step instructions. The snicktsnickt of the gears, flawlessly executing a heeltoe downshift as you throw the car into the next turn of the

Wendy's drivethrough, watching the revs rise in sync with your speedometer instead of lazily floating around the converter stall point, the brief moment of silence where the exhaust calms down and the vibrations stop as you push the clutch in, select the next gear, and unleash the dogs of war once more. <http://duvarkagidierzincan.com/userfiles/canon-pixma-5300-manual.xml>

These are counted highly among Things That I Like and so I took it upon myself to replace the aging, broken C3 automatic transmission in my 1986 Fox body Mustang with a 1995 T5 manual. I was quite surprised how small this trans is. It's rather the compact thing and is light enough for a single person to carry it. Advertisement For those not familiar, this is the chosen victim. My 1986 notchback "four-eye" Mustang LX. With a 3-speed automatic and a throttlebody-injected 3.8 liter V6 from the dark days of the Malaise era this is no drag strip dominator, nor is the live rear axle and sloppy four-link suspension going to result in an autocross cone killer any time soon either. Clearly, something must be done to liven it up. Advertisement Step 1 Rethink your life choices Aside from just replacing the chunk of metal that makes the car move there is a critical addition to the interior that must be made a third pedal. Unfortunately you can't crawl under the dash bright-eyed and bushy-tailed with a clutch pedal in hand and bolt it to the firewall. Oh no. Here's step 1 Advertisement Drop the steering column, realize it's hanging up on all of the car's super-rigged wiring for the stereo, destroy half of the wiring and then remove the column. Advertisement Four bolts under the dash and then a whole bunch of 30 year old plastic connectors that I attempted to gently remove at first and then began hitting with a hammer and chisel. Swollen plastic. Never again. Advertisement Upper dash must be removed and the gauge cluster pulled out so the speedometer cable can be pulled out into the engine bay. The grommet the speedo cable passes through on automatic cars is where the clutch cable has to go so it needs to be rerouted. A long extension assists with getting four bolts on the firewall free and then you find someone with more upper body strength to wiggle the pedalbox out of the car. Advertisement Lonely single sadness on the left, happy couple on the right.

"Simply" toss it back into the car, which is 2 hours of swearing and struggling in this super dignified position Advertisement Then take a quick glance at your pile of interior Advertisement Luckily Ford seems to do a decent job of making things come apart easily. Most of the time. Which is good because there is quite a lot that needs to come out. Advertisement Once the pedals are back in it only took a half hour or so to get the steering column back together and in the car, after which I checked to make sure all the relevant electronics and switchgear still worked. I also found a bolt in the steering column on the underside that has the head in the center that attaches a large chunk of plastic that holds the tilt mechanism to the metal column. I noticed the whole steering assembly was wobbling at that point so I got an open-ended wrench and tightened it an eighth of a turn at a time until I got it tight. Boom. No more bouncing steering wheel. Unfortunately I forgot to take pictures of this. Advertisement Four nuts later and the column is back in the car All of the plugs go back in far easier than they came out. Advertisement uh yeah just gonna shove that up above the column and ignore it Advertisement Suddenly boom the car is on a lift. And honestly for a 30 year old car that spent years sitting in a field in Kansas this is pretty impressively free of major rust. Advertisement There is quite a lot of oil though. Advertisement This was the only "real" rust in the whole undercarriage, and this wasn't even soft just some surface rust around this drain plug thing. Upon going to remove the exhaust we noticed the nuts on the exhaust flange were impossible to get to. Who would design such a thing Nobody. Turns out the engine was sitting a few inches to the passenger side. Here is a motor mount Advertisement Here is an ex-motor mount Advertisement Fabulous.

<https://www.becompta.be/emploi/400-480v-manual-transfer-switch>

We jacked up the engine enough to get the bolt and wrestled the exhaust out in one piece, which is probably good because there isn't really anywhere it can come apart don't even bother with the slip

fittings, that magic isn't happening. Advertisement At this point the sun started peeking through the rainclouds so I took a moment to appreciate how incredibly humid it was and wipe the sweat off my brow, replacing it with a nice streak of black gunk. Advertisement Spent the next few hours undoing impossible to get to bolts and spilling ATF everywhere. Eventually you'll be rewarded with an absurdly heavy lump of metal. Advertisement Climb back into the car and angrily unbolt the automatic shifter and throw it at the wall as hard as possible. Ponder why it didn't so much as crack and reevaluate your thoughts on 80s plastics durability. Advertisement Much room for activities. Advertisement Spend 5 years jiggling the transmission around trying to get it to slip through the clutch into the pilot bearing and then realize the stupid debris shield thing has slipped slightly and is blocking the trans. Cry deeply and start bolting up the bellhousing again. Wonder what parts stores are open at 11pm before realizing the only store open is an Autozone that gets robbed biweekly in the part of town that people usually go to great lengths to avoid. Realize your Miata doesn't have enough room for the amount of guns necessary for defense, steel your nerves, and clowncar your happy asses to Autozone to fork over far too much money for a Duralast starter with a lifetime warranty which is immediately voided by hacking up the wiring to make it work with the existing external solenoid. Advertisement Another thing I forgot to take pictures of was the trans mount. Every tutorial for this mentions having to cut and weld stuff. It's not necessary. The crossbrace can remain completely stock but you will notice that it is 23 inches forward of where the mount on the transmission is.

<http://artisanatlucratif.com/images/brother-serger-service-manual.pdf>

Luckily my manual had a plate with two sets of holes where the upper part of the mount bolts to. Simply unbolt the rubber mount which has two studs facing downward that sit in the crossbrace and slide it forward and bolt it to the forward set of bolt holes. Boom. It all lines up brilliantly. Once the trans was mounted up we noticed that the shift fork was rubbing on the exhaust a bit, so another several hours was spent using all manner of tools to provide clearance before the car could be taken on a test drive. Once that was finished and deemed adequate the finishing touch was added. Advertisement Store bought shifters are lame. So how was it Well, at first the car wouldn't pull itself until I figured out how to use the selfadjusting clutch pedal pull up on the pedal with your toe, and then the clutch would engage properly and I could back out of the garage. The huge hole in the center console where a shift boot could be let in all manner of fun noises from the engine bay but the car shifted through all the relevant gears impressively smoothly and I was even able to competently heeltoe downshift it my first few tries. The speedometer is wildly inaccurate but at roughly 80mph the car is doing about 1900rpm and pulls much harder than it used to in first gear. The clutch, while heavy due to being cableactuated, is incredibly forgiving and the car as a whole is very easy to drive and feels very solid now with the repaired steering column. Advertisement Next up DIY panhard bar. Share This Story Get our newsletter Subscribe. BUT I also have an 02 mustang v6 3.8 and its an automatic with blown heads. I was wondering if I could either put just the engine from the manual into the auto or the engine and the manual trans into the auto car Put it into the automatic. Changing it over to a manual, you would have to get the pedals into the car, not saying it is impossible but the change over would be a lot of work. BUT I also have an 0.

<http://arteratech.com/images/brother-sewing-machine-nx400-manual.pdf>

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they're from trusted brand names like Lakewood, Ford Racing and Mishimoto, you can count on them to keep your transmission running perfectly. Fitment Includes Will definitely be buying from here again. While I attended Penn State for Information Technology, I started working at a shop so I could gain a bit of automotive education on the side as well. In the past I had only owned front wheel drive vehicles, and am glad. Read our Privacy Policy. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Parts Needed T5 from a 9495 sn95 World Class Bellhousing From SN95 Bellhousing Bolts Bellhousing dowel pins Pressure Plate Pressure Plate Bolts T5 Flywheel FRPP Billet Steel Flywheel Bolts Pilot Bearing TO Bearing Clutch HD FRPP Clutch Dust shield 28 Spline T5 Driveshaft Yoke connects to T5 output shaft Pedal assembly T5 Driveshaft FRPP Alum in a few weeks AODE X member T5 Shifter bezel with boot T5 dust boot Clutch cable and Quadrant Steel Bearing Retainer is T5 has the Alum weak one, recommended Heres the rest of the info.Dont 232s share the same flywheels as the 302s Is it really worth all of the hassel.

I was thinking about trying to do this to my car and i wanted to know how much of a gain will i be getting. And about how long will it take just as an estimate Takes about a full day for a mechanic or a weekend for a novice. You will need to change the wiring harness that sits on top of the transmission. You will also need to change to a 5 speed computer. And how much power will I be expecting to gain over my auto And how much power will I be expecting to gain over my autoYou can shift at will, and I believe its about 100lbs lighter. But I still dont know how much each trannie weighs. You can shift at will, and I believe its about 100lbs lighter. But I still dont know how much each trannie weighs.Is it worth the time and money to convert an Auto to a Manual. And can you sell your old auto trans for enough money to cover the expenses to convert it to a Standard Shift Takes about a full day for a mechanic or a weekend for a novice. You will also need to change to a 5 speed computer.We do have the conversion kit available. We were in North Carolina last weekend at RCR. If you have any questions about your V6 Mustang or just want to connect with other V6 Mustang owners around the world, you have found the best place on the internet to do that. Hope to see you on the forums soon. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.The V6 produced 145 hp 108 kW; 147 PS at 4000 rpm and 215 lbft 292 Nm of torque at 2500 rpm. For 1996, the base V6 gained five horsepower with a new powertrain control module PCM, the EECV. The AODE transmission was replaced with the 4R70W 4speed automatic transmission for 1996.Other interior colors—such as black and beige—were also available. Efforts were made to improve the cars handling as well as noise, vibration, and harshness NVH conditions over the previous generation Mustang.

The Mustangs front suspension makes use of MacPherson struts with longer lower control arms, new spindles, antiroll bars, and other enhancements over 1993 and older Mustangs.The 1994 Mustang offered many options, some of which later became standard equipment. The preferred equipment package came with power windows, mirrors, and door locks, remote keyless entry, air conditioning, cruise control, and a trunk cargo net. Also available was Fords Mach 460, 230watt multispeaker sound system with CD player. Production of this Mustang ran until October 1998.Total output from the engine was 215 hp 160 kW; 218 PS at 4200 rpm and 285 lbft 386 Nm of torque at 3400 rpm. The 1994 Mustang GT was named Motor Trend Car of the Year.Valve cover bolt patterns are one. Romeo has fewer bolts than the Windsor. Another difference is the front cover bolts. The Windsor uses 8 mm and the Romeo uses 10 mm bolts. The Romeo uses jack screws on the main caps and the Windsor uses dowels. The new engine produced 215 hp 160 kW; 218 PS at 4400 rpm and 285 lbft 386 Nm of torque at 3500 rpm, matching the output of its predecessor. For 1998, the 4.6 L V8 received a small increase in output, resulting in 225 hp 168 kW; 228 PS at 4750 rpm and 290 lbft 393 Nm of torque at 3500 rpm. This was achieved through PCM calibration and a modified fuel system.For the 1994 and 1995 model years, the 5.0L V8 was modified for the Cobra with unique intake manifolds, cams, fuel injectors, and heads. In 1996 it was available in a special color package

called the Mystic Cobra which consisted of a very expensive Chromalusion paint job like the MystiChrome package on 2004 models. Characterizing the redesign was Ford's New Edge design language, which featured sharper contours, larger wheel arches, and creases in the bodywork, replacing many of the soft lines of the previous model. The Mustang also received new wheels and hubcaps.

However, the car carried over the same roof line and interior, in addition to the same basic platform. The lamps were still composed of three vertical segments, reminiscent of the original. Minimal changes occurred from year to year, most noticeable was a redesigned center panel in the dashboard for 2001, which now allowed double in stereo head units, including an in dash six CD player. The rear window defroster switch, previously mounted below the headlamp pull switch, was moved to the lower center stack below the stereo. When equipped, the fog lamp switch was relocated to the lower center stack as well, previously, it was on the center console adjacent to the cup holders. The third button on the lower switch panel was for the traction control system on V8 models. On convertible models, the power roof switch remained on the center console on coupe models, that switch was replaced with a small coin holder. Available only as coupe, the Bullitt was a mildly upgraded version of the standard GT. These power upgrades led to a factory rating of 265 hp 198 kW, a gain of five horsepower over the standard GT. On the exterior, the car received unique TorqThrust style wheels, removal of the fog lights for the US market, but standard for Canada and rear deck spoiler, as well as new trim accents. The Mach 1 was equipped with a 4.6 L DOHC 305 hp 227 kW engine based on the engine available in the 1999 and 2001 Mustang Cobras, with new cylinder heads from the 2003 to 2004 Cobra see above. It also featured retro themed gauges and a unique aluminum shifter ball. The anniversary package was available in Crimson Red exclusive to package, Oxford White or black. Ford produced 4,558 Crimson Red models. Most 40th Anniversary package cars came with Parchment tan leather interiors. Some came with black leather. This is possibly a Canadian variation. This possible Canada only variation also features 2003 Cobra wheels, no hood stripes and Mustang decals on the lower body side panels under the doors.

Other than two preproduction units, all Crimson Red vehicles were built from August through November 2003. Fortyone of the Crimson Red cars were sent to Roush Industries for conversions into Roush Mustangs. Archived from the original on May 31, 2008. Retrieved 20080608. CS1 maint archived copy as title link Retrieved 20100819. By using this site, you agree to the Terms of Use and Privacy Policy. If for any reason you're not completely satisfied with an item, simply return it within 30 days and the purchase price will be refunded. Checks or money orders drawn on non-US banks will not be accepted. Ford sourced these transmissions first through Borg Warner, which was purchased by the Mexico based Tremec company in the mid 1990s. Initially, the 1994 and 1995 Mustangs were available with the T5 5speed transmission popularized in the Fox body Mustang. The V6 came with the T5 through the '04 model year, but the 4.6L V8 debuted in '96 with the T45 5speed transmission. The 4.6L Mustang received an upgraded 5speed, the T3650, beginning in mid 2000 model year. The 2000 Cobra R and the '03-'04 supercharged Cobra each used a different version of the T56 6speed transmission. Automatic transmissions offered in the Mustang included the AODE on the '94-'95 Mustang, which evolved into the 4R70W electronic overdrive transmission used from '96 until '04 on the GT. So, now that you have the background, let's get inside them. The T5 has a separate bellhousing that can be removed from the main transmission case, unlike the T45 where the bellhousing is an integral part of the transmission case. The input shaft has a 10spline input, and the World Class V8 transmission is rated at 335 ft lbs torque capacity. While reasonably robust, these transmissions can be prone to failure as power output is increased. In particular, third gear seems to fail when abused. The shift forks can get bent or broken from power shifts, and the synchronizer cones often get chipped or burred teeth from hard shifting.

Some of these problems can be helped with a good aftermarket shifter, such as the ones

manufactured by Steeda and Hurst. In addition to providing a shorter, more positive shift, adjustable shift stops allow the driver to bang home the gears without bending the shift forks. Serious drag race and open track types can now get dogbox conversions of the T5. These upgraded transmissions have the stock synchronizers replaced with positive engagement dog drives, just like custom race boxes have. Although impractical for the street, these do offer the ultimate in speed shifting potential, and are extremely durable in highpower situations. A number of transmission specialists are around now, such as GForce and Liberty, who can handle T5 rebuilds and upgrades. An upgraded version, called the T3650, was released in mid 2000 and used through the 2004 model year. The Mustang changed in 1999 from a mechanical to an electronic speedometer output. Keep this in mind if you're planning a gear swap. The early T45 transmissions were not noted for their reliability, especially behind the Cobra engine. Although the stock 2valve engines were not too hard on the T45, they started breaking once the owners started adding superchargers and nitrous. As usual, some owners can get more life from their transmissions than others. Honestly, some people could break a hammer in a sandbox! Some time ago, he was driving a Mustang with a Doug Nash 5speed trans in it. While launching the car at a drag race, the driveshaft broke, and tore up the extension housing on the transmission where the shifter bolts on. It broke with such force, that the shifter, with John's hand still holding on firmly, was forced upward at great speed. It hit the roof of the car, nicely denting the sheetmetal on the outside of the roof. Try explaining that one to the owner of the car. Anyway, after a couple of interim upgrades over the years, Ford replaced the T45 with a T3650 in mid2000 model year.

These transmissions were indeed more robust than the T45, but it is still possible to hurt them with hard shifting and an abundance of torque. More is required to install one of these than just the transmission, however. The car didn't particularly require six forward speeds, but the increased 440 ftlb torque capacity of the T56 gave reliability to what was essentially a factoryproduced racecar. Ford turned to the T56 again in 2003 for the supercharged Cobra, which required a robust transmission to cope with the power of the supercharged engine. Unlike the 2000 Cobra R version, the '03'04 Cobra 6speed had different gear ratios and a smaller output shaft, instead of the 28spline output of the Cobra R's T56. However, it did come with a 10spline input shaft, which has proved to be the Achilles heel of the T56. Many highoutput Cobras have simply twisted the input shaft off from too much torque. We first saw this phenomenon in roadrace cars in 1999 with the T45 5speed trans. We had not seen this before, even on drag cars with slicks. Seemingly, the onoff action of the roadracecars eventually stressed the input shaft back and forth, causing the shaft to fail. Well, Tremec has some aftermarket 5 and 6speed transmissions for those Mustang owners wanting to upgrade. Tremec's latest offerings are the TKO 500 and TKO 600. The two different designations, 500 and 600, refer to the transmissions' torque capacity, 500 or 600 ftlbs, respectively. The 600 is available in either a wideratio setup, with a.641 overdrive ratio, or a.821 overdrive closeratio box, which is better suited to road racing. Both are based on the previous TR3550 TKO, a heavyduty 5speed that previously was, well, a bit agricultural actually. The new version, however, is a vast improvement, having improved synchronizers and better shift quality. The TKO600 come with a 26 spline input shaft, which requires a new clutch disc, but that's not too much bother.

The 500 and 600 also come with both electronic and mechanical speedometer outputs, covering all years of SN95 Mustangs with one application. A 26spline input shaft version is also available, the TKO 600, which comes with 600ftlb torque capacity. Tremec recommends either Dexron ATF transmission fluid or a GM synchromesh fluid. We have always felt that the synchromesh fluid performed better in the TKO, especially for motorsport activities. In addition to the 5speed transmission, Tremec also offers three aftermarket 6speed transmissions designed to upgrade '94'2004 Mustangs. One fits the '94'95 5.0L car, and the other two are for the '96'98 4.6L and the '99'2004 4.6L, respectively, the difference being a mechanical or electronic speedometer output. The 6speeds require some additional components for installation, like a shortened driveshaft,

transmission mount, reverse solenoid wiring, etc. Billet shifters from Hurst, Pro 5.0, and Steeda offer improved shift quality, shorter throws, and perhaps most importantly, adjustable external stops. These stops keep the internal shift forks from getting bent or cracked with a hard shift. A good shifter is usually among the first upgrades a Mustang owner makes. The adjustable positive stops prevent hardshifting from bending or cracking the transmission shift forks. The '94-'95 5.0L, '96-'98 Cobras, and '96-'99 GT all used a 10.5 inch clutch assembly. In 1999, the Cobra switched up to an 11 inch clutch. The GT got the 11 inch upgrade in 2001, along with the T3650 5 speed. The factory clutch assemblies are actually quite robust, easily accepting 100 additional horsepower, if not more, without undue failures. Once the clutch needs to be replaced, several reasonably priced choices are available. Regardless of which '94-'04 Mustang you start with, the availability of high performance parts is unparalleled.

Author Sean Hyland uses over 300 photos to explain how to upgrade your Mustang's engine, suspension, chassis, transmission, rear end, brakes, and body. There's even a special chapter on getting active in various forms of organized racing. Sean Hyland is the proprietor of Sean Hyland Motorsport, which builds and supports internationally competitive Mustangs for road racing, drag racing, and everything in between. Sean recently did a complete Mustang buildup for Speed Channel's Sports Car Revolution and is also the author of the bestselling title How to Build Max Performance 4.6 Liter Ford Engines. Items usually ship within one Standard shipping is a flat rate of For purchases of 3 or more items We offer world wide shipping and ship to Canada Our store has a NO HASSLE RETURN Designated trademarks and brands are the property of their respective owners. No part of this web site may be copied or reproduced without written permission. West Clinton, IL 61727. United States of America Usi Fortunately, there are several transmission options that can handle the most radical builds from rebuilt stock units to complete aftermarket gearboxes. It has 5 forward gears and an unsynchronized reverse. The version used with the 2.3 liter has weaker syncros and different gearing than the one fitted to the 5.0. In stock form, the 2.3l version is rated at a maximum 240 ftlbs. A "Cobra Spec" version offered in 93 Mustang Cobra is rated at 310 ftlbs. These transmissions have some minor refinements over earlier versions including the use of needle bearings on some output shaft gears for decreased drag. A heavy duty version is available from Ford Racing, while Tremec, the company that bought Borg Warners manual transmission division, still makes the standard T5. Although basically a C3 with an added overdrive, its a fairly weak transmission, especially in the form used with the 2.3l.

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