

AUTO RESTORATIONS

215 West Gilbert Street

Muncie, Indiana 47305

1-800-955-3139

765-288-3291

PARTS LIST

- 1. Pilot bearing extension
- 2. Sleeve for thro-out bearing
- 3. Clutch
- 4. Conversion plate
- 5. Parking brake bracket - with 2 spacers
- 6. Radius rods bracket & 3 spacers
- 7. Rear transmission support
- 8. Plug and clamp to block off old speedometer
- 9. Brake light bracket - washers
- 10. Foot brake cross shaft
- 11. Foot brake cross shaft pull
- 12. Foot brake cross shaft bushings
- 13. Foot brake rod - with clevis
- 14. Brake rods (4)
- 15. Drive Shaft
- 16. Rear pinion shaft
- 17. Rear pinion shaft housing
- 18. Rear pinion shaft bearings (2)
- 19. Bolt package
- 20. Speedometer cable - round
- 21. Speedometer cable - oval
- 22. Direction sheets

\$895.00 complete

\$845.00 less items: 9 - 10 - 11 - 12 - 13 - 14, (not needed with hydraulic brakes)

2.

2 - 6/32 x 1 1/4"	Bolts & nuts	for Brake light switch
2 - 1/4 x 1 1/4"	Bolts & lockwashers	Speedometer
2 - 5/16 x 1 1/2"	Bolts, lockwashers, & nuts	EM. Brake
4 - 5/16 x 1"	Bolts, lockwashers, & nuts	Cross shaft hangers
1 - 3/8 x 2 1/2"	Fine thread bolt, lockwashers, & nuts	Cross shaft
2 - 3/8 x 1 1/4"	Bolts, lockwashers, & nuts	Trans. support
6 - 3/8 x 1 1/4"	fine thread bolts & lockwashers	for differ housing
4 - 7/16 x 1 1/4"	reessed head lockwashers & nuts	for Adapter plate
4 - 1/2 x 2"	Bolts, lockwashers, & nuts	for Adapter plate
2 - 5/8"	keyed nuts & cotter pins	Driveshaft at diff.
2 - 5/8"	Flat washers	Drive shaft
2 - 5/16"	roll pins	Brake rod pulls
1 - 1/4 x 1 3/4"	roll pin	Cross shaft pull if wanted
1 - 5/64 x 1 1/2"	roll pin	For speedometer gear
1 - 1/4 x 1/4 x 2 3/4"	key stock	Diff.
1 - 1/4 x 1/4 x 1 3/4"	key stock	Diff.
2 - 3/8"	Set screws	
1 - 2"	snap ring	
4 -	male brake clevis's	
1 -	Female brake clevis's	
1 -	Large cotter pin	Thro-out bearing
2 - 1/2 x 2 1/2"	Bolts, lockwashers, & nuts	Radius rod brackets to Trans.
1 - 1/2 x 3 1/2" 9/16	Bolts & 2 nuts	Radius rods to brackets
1 - 1"	snap ring	

AUTO RESTORATIONS

215 West Gilbert Street

Muncie, Indiana 47305

1-800-955-3139

765-288-3291

INSTALLATION DIRECTIONS FOR T 5 TRANSMISSION IN A MODEL "A" FORD

Raise and support rear of the car at the frame.

Loosen rear spring at the "U" bolts, at the top.

Disconnect rear shocks.

Remove six bolts holding the torque tube to the differential.

Go to the back of the transmission and remove six bolts holding the front of the torque tube. At the differential this torque tube should release, so it can be taken down. If not, you may have to persuade it.

After removing the torque tube from the car, unbolt the bell housing and remove it with the transmission in tact.

Remove the pressure plate by removing the bolts.

Take out the old clutch. Put in new clutch plate with the splined end toward the rear of the car. If you do not have one, you can get a clutch aligning tool at the local part's store (they are inexpensive). With this tool inserted in the clutch and the pilot bearing, you can bolt the pressure plate up.

At this point - separate the bell housing from the old transmission and install the conversion plate with the four (4) 7/16 recessed bolts furnished and attach to the bell housing, putting nuts to the inside of the bell housing, so that when installed the protrusion on the plate will be on the left (drivers' side).

Torque these four bolts to 80 lbs.

This 1 ½ inch (inside diameter) X 4 ½ inches long sleeve is to be installed over the front shaft of the transmission. You may need to tap it on, as this is a snug fit. This is where the throw out bearing rides. Drive it all the way back. Use a block of wood, so as too not damage the edges.

On the new transmission, right behind the shift fork on the tail stock casing is a ½ inch wide protrusion, this will need to be cut off, down about 1 inch and forward about an inch and removed, so that the tail stock will clear the cross member.

Put the four (4) $\frac{1}{2}$ in X 2 inch bolts through conversion plate from the back to the front (so nuts will be on front of the plate). These do not need to be tightened yet.

On the front edge of the cross member, back of the transmission, measure over 11 $\frac{1}{2}$ inches toward the passenger side and put a mark on the cross member of the frame, then do the same on the other side. Measure toward the rear 2 $\frac{1}{2}$ inches and cut this section out to allow the shift lever to come through.

Remove the inspection plate from the bell housing and drill a $\frac{3}{16}$ inch hole back about $\frac{3}{4}$ inches in the center of the bell housing, to accommodate the throw out bearing spring. Spread the ends to hold in place.

The 1 X 1 $\frac{5}{8}$ X 4 piece if for the brake pull rod, this needs to point straight down when mounted on the cross shaft, do not bore this piece to pin until you are finished with the brake adjusted, you may want to push this pull a little to the rear.

Put the shift lever in neutral. Unscrew the shift lever that comes up through the floor, so as not to damage or scuff up while installing the transmission.

Remove the shift lever from the transmission by removing 4 bolts.

The transmission is now ready to install in the car. You may need to spread the radius rods to allow the transmission to go between them. You may need a helper to help align the transmission up - getting it in. I prefer to do this with the clutch and brake removed.

There is a $\frac{3}{8}$ inch X 1 $\frac{1}{2}$ inch bent bar that goes under the rear of the transmission. This needs to be clamped in place and drill two (2) $\frac{3}{8}$ inch holes in cross member and bolt up.

The rubber mount goes between the bottom of transmission and this bracket (Part No. GM 11661170). Underneath at the rear of this cross member is a rivet (in the frame), measure back 1 inch and drill a $\frac{5}{16}$ inch hole in the frame. Five (5) inches further back, drill another one. Do the same on the other side. This will hold your cross shaft with the new bearings.

Now install your cross shaft bearings on each end. This fixture that holds the brake rods can now be installed on each end straight up and down with a $\frac{5}{16}$ inch hole with tensions pins installed. The end that is offset goes to the top.

There is a bracket furnished to hold the emergency brake which mounts to the transmission mounting bolts on right side at front on the transmission.

There is another plate that mounts on the upper left bolt that holds the brake switch.

On the bottom of the transmission there is a 1/2 inch hole that a plate on each side will bolt to. With a 9/16 inch bolt, connect your radius rods to it. There will be a 1/2 inch hole that you need to bore through the transmission to support the radius rods. Install a spacer between brackets.

Remove your pinion gear and bearing from your old drive shaft. Now you can pull the shaft out of the torque tube and remove the speedometer gear.

This gear will need to be either ground out or turned out in a lathe so that it will fit over the center section of your new drive shaft.

Measure from the end of the shaft on the spline end 5 1/2 inches and put your speedometer gear over the shaft with the gear side toward your rule. This needs to be fairly accurate. If there is any question on it, you can put your pinion gear and bearing on the shaft - tighten it and put the nut on to hold it tight on the spline. At this point you can put this assembly into the drive shaft case and position it right where it goes and mark it. An easy way to do this, is to give it a "squirt" of spray paint. Now remove the shaft drill a 5/64 inch diameter hole through the collar of this gear and the shaft. Install the 5/64 inch split pin in this hole.

Now you can reinstall the shaft in the housing. Reinstall the pinion gear assembly. Place nut and tighten and install cotter pin.

Go to the other end of the assembly and tap in the sealed ball bearings and snap ring, now install the exterior portions of your speedometer, assembly in differential and put in the 6 fine thread bolts. As you draw these bolts up keep checking to make sure the shaft turns freely. Now place the 3/16 inch thick seal on the shaft. You are now ready to install the drive shaft by placing the long end in the transmission and the other end in the differential housing over the drive shaft with the 1/4 inch key in place and install the washer and nut and pull up (not tight) and install the cotter pin and set screws.

The T 5 Transmission can be found at salvage yards that deal in late model cars and trucks.

NOTICE

SPEEDOMETER DRIVE GEAR

NOTICE

First

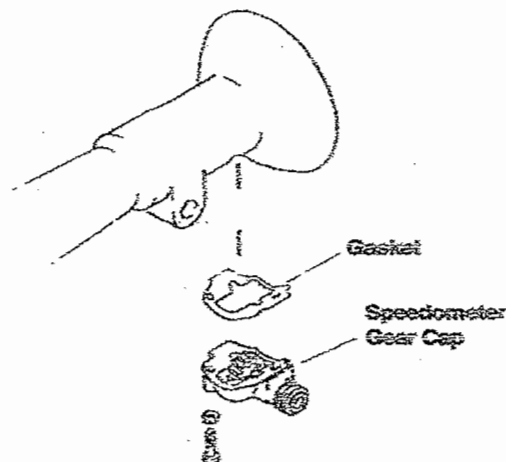
Jack up rear wheels and place transmission in neutral. Mount Speed gear sender with 2 bolts, Place a small screwdriver in square opening where cable will go.

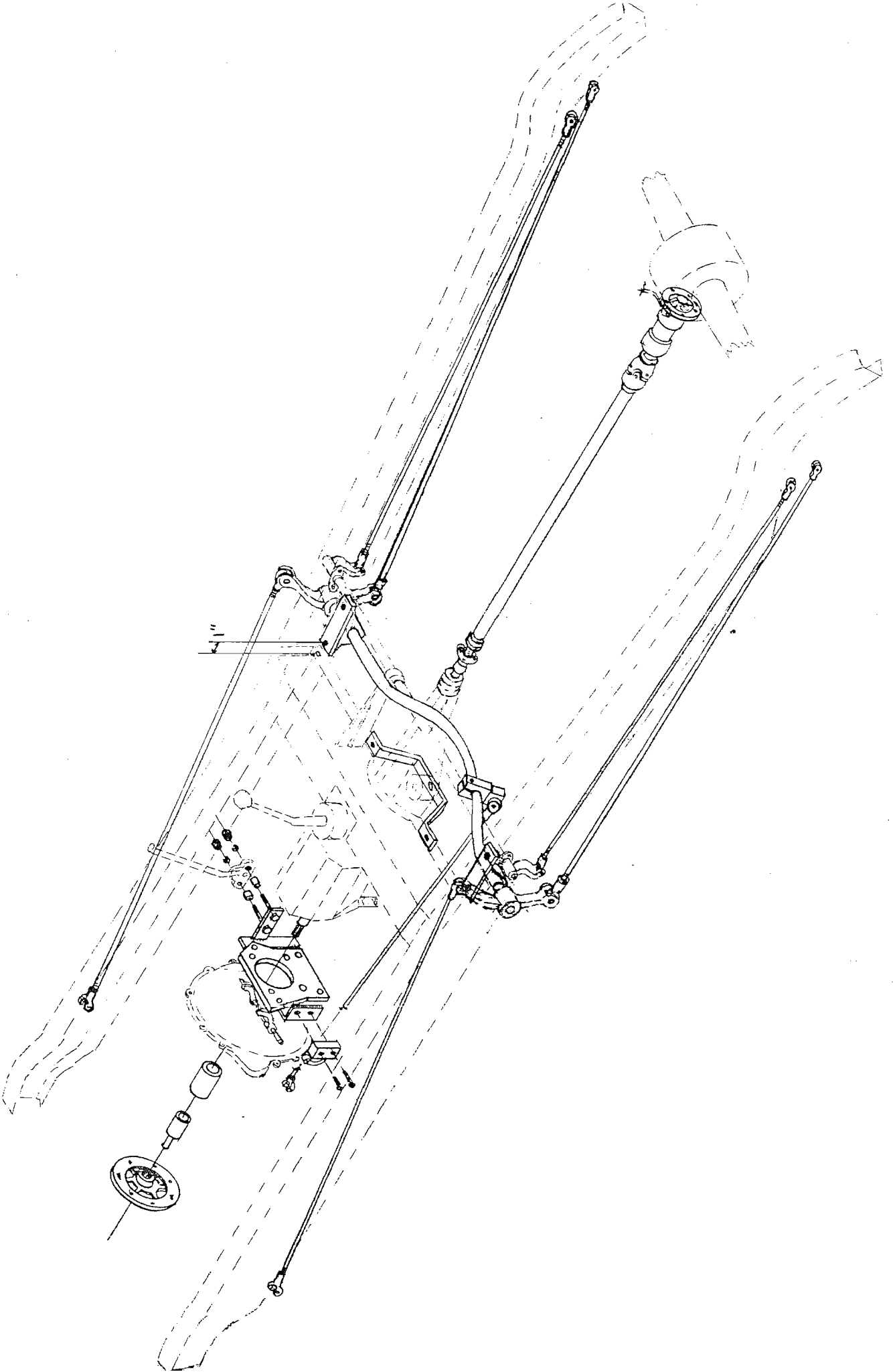
Now turn the drive shaft a $\frac{1}{4}$ turn and turn screwdriver back & forth there needs to be a small amount of play in this gear then turn the drive shaft another $\frac{1}{4}$ turn and try again Repeat all the way around on the drive shaft If there is not enough free play you will need to add another gasket to raise it further from the gear on the drive shaft if there is too much free play remove 1 of the gaskets.

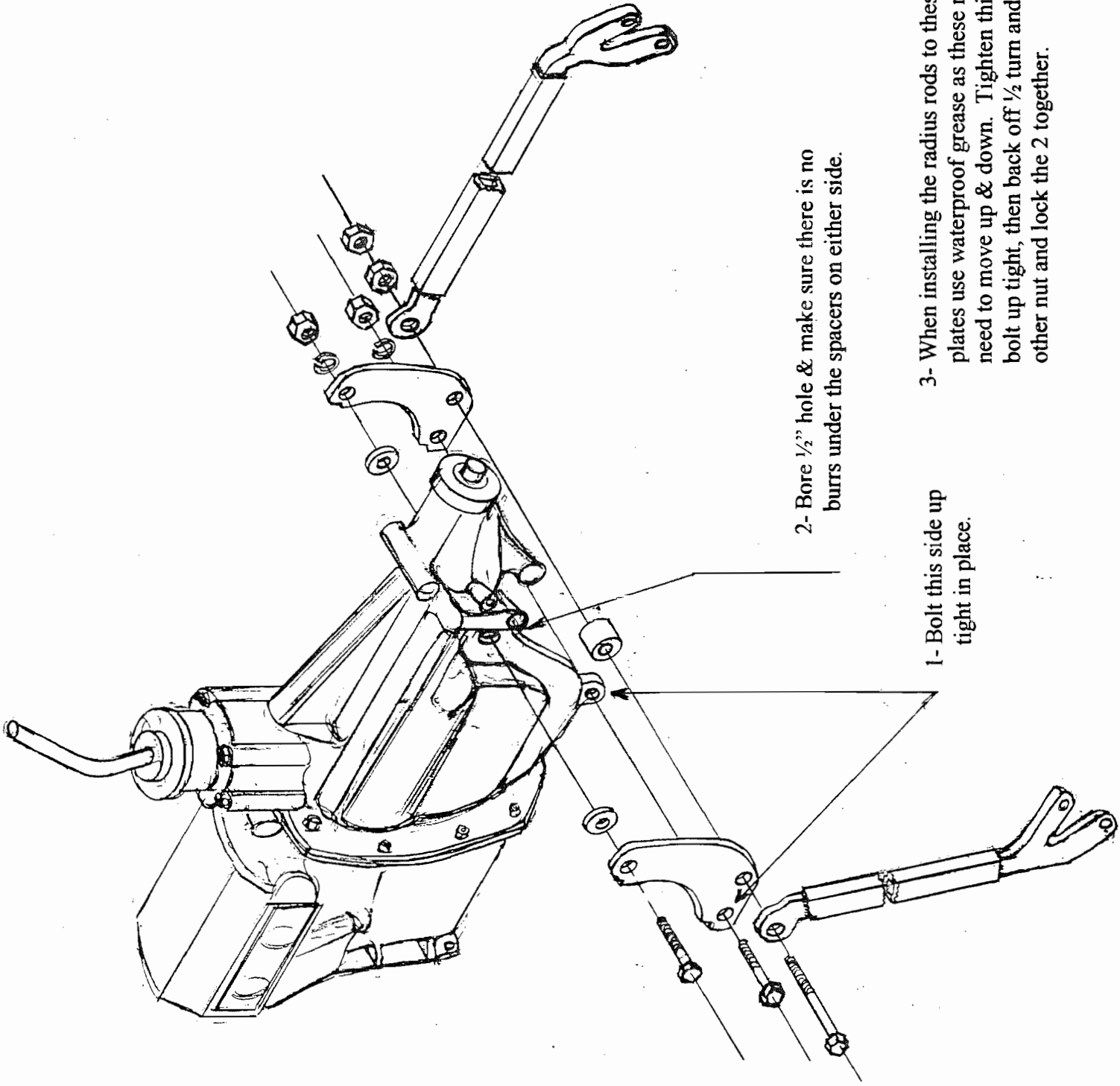
Put the cable into the Speed-O-Meter,

Next place the speed - o-cable into this drive gear make sure that it has about 1/8 inch free play in & out if not you will need to grind the end off of the cable a small amount to make it fit with a little bit of free play.

Before doing this mount the cable in the Speed -O- Meter as it will be when done.



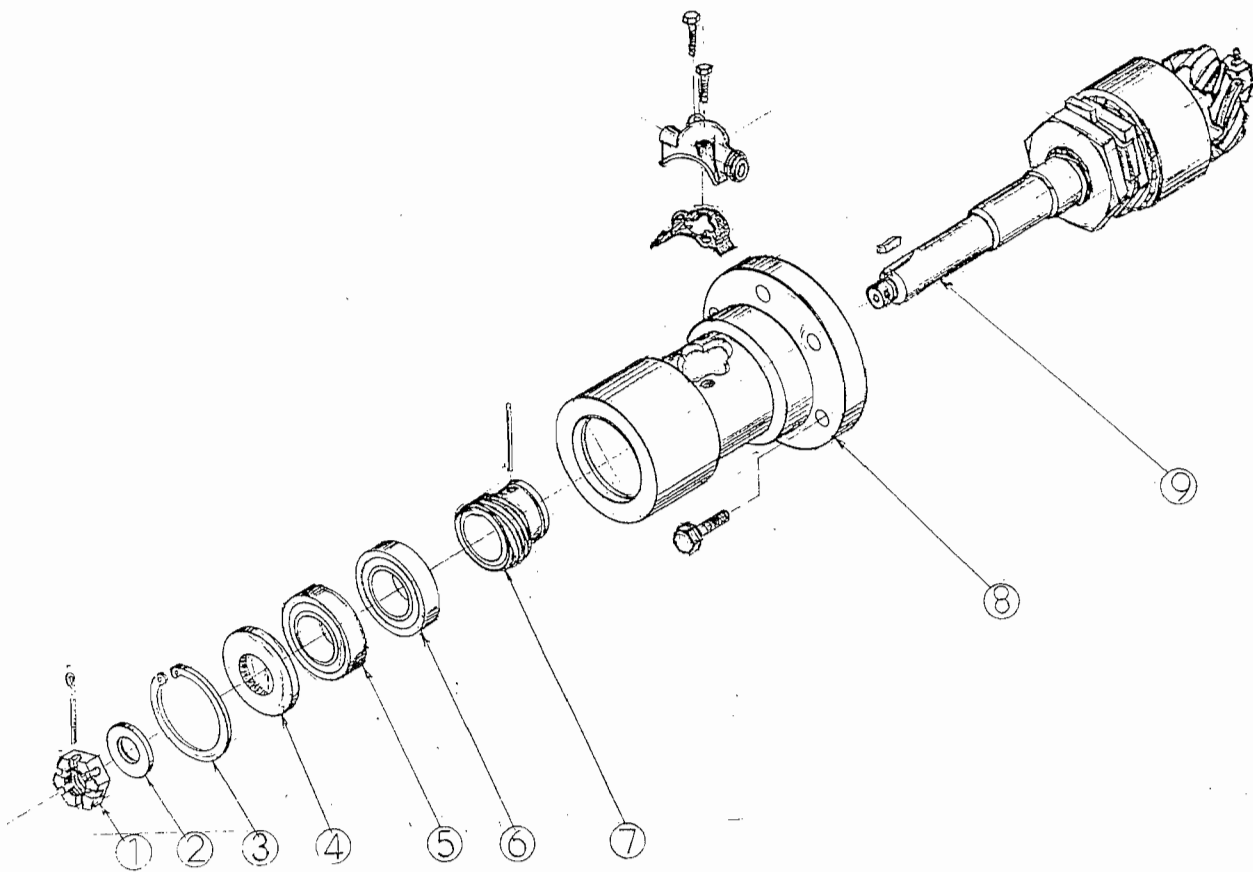




2- Bore 1/2" hole & make sure there is no burrs under the spacers on either side.

1- Bolt this side up tight in place.

3- When installing the radius rods to these plates use waterproof grease as these rods need to move up & down. Tighten this bolt up tight, then back off 1/2 turn and use other nut and lock the 2 together.



1. Keyed nut
2. Washer
3. Snap ring
4. Oil Seal
5. & 6. Bearings
7. Your Speedometer gear
8. Shaft housing
9. Shaft

AUTO RESTORATIONS
~~8150 West County Road 1250 West~~
~~Albany, IN 47320~~
(765) 789-4037, (800) 955-3139

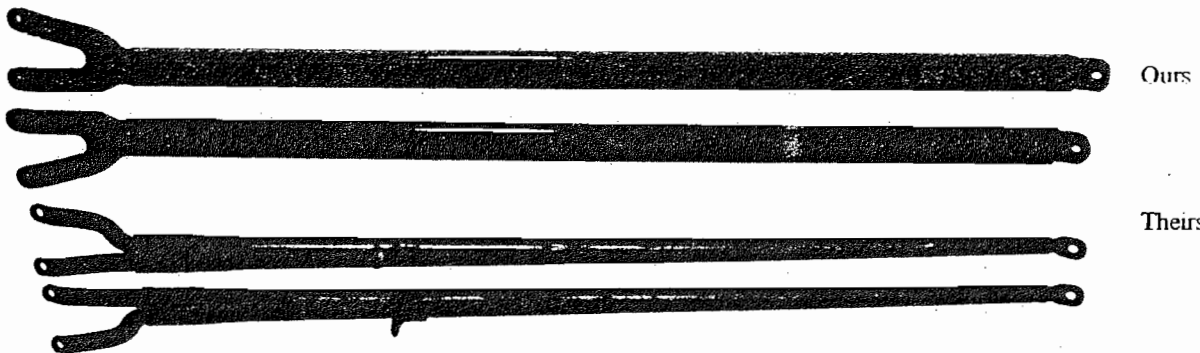
Be Sure to Check Your Radius Rods

They are made of 11 ga. Sheet metal and are prone to rust and opening up at the seams.



The ones that we supply, the ends are 1/2 inch thick and the shafts are 1/8 inch seamless tubing, making ours at least 10 times stronger. They will also bolt up the same as your old rods.

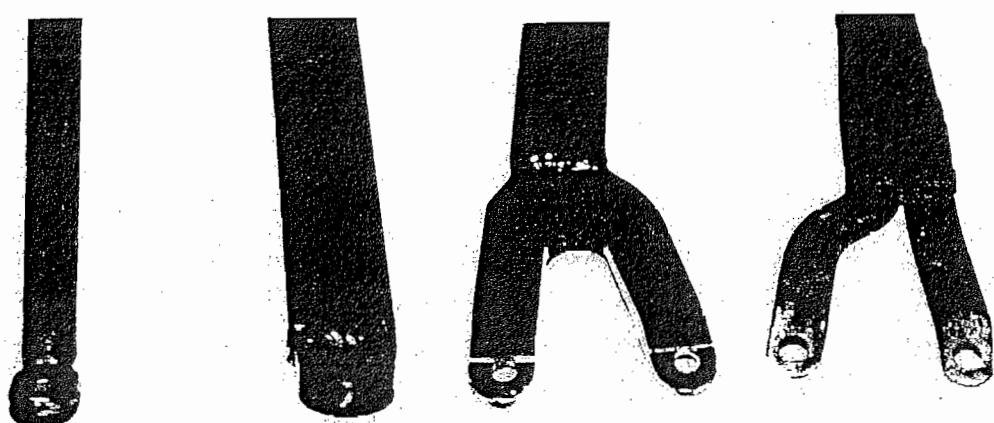
\$210.00 per pair + shipping.

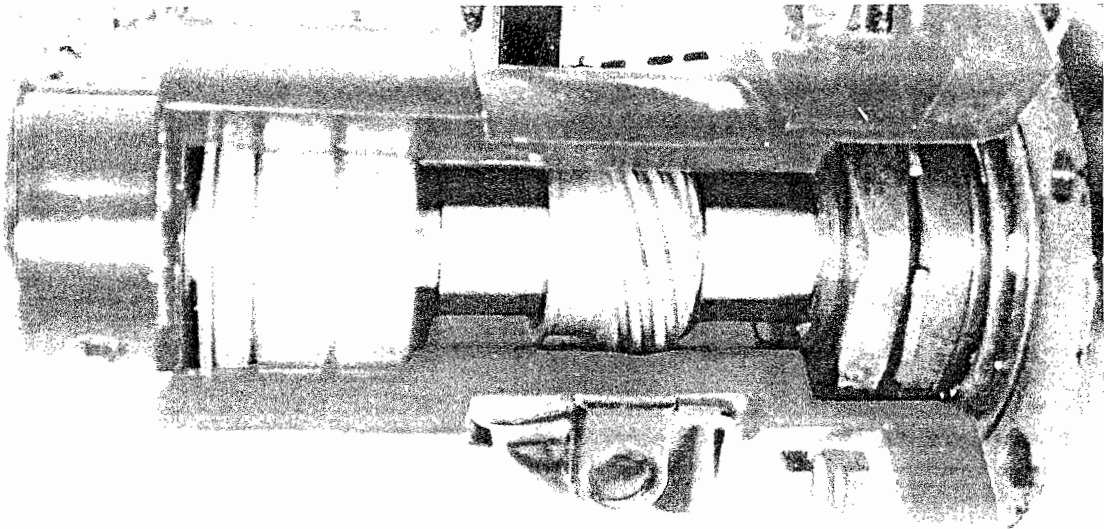
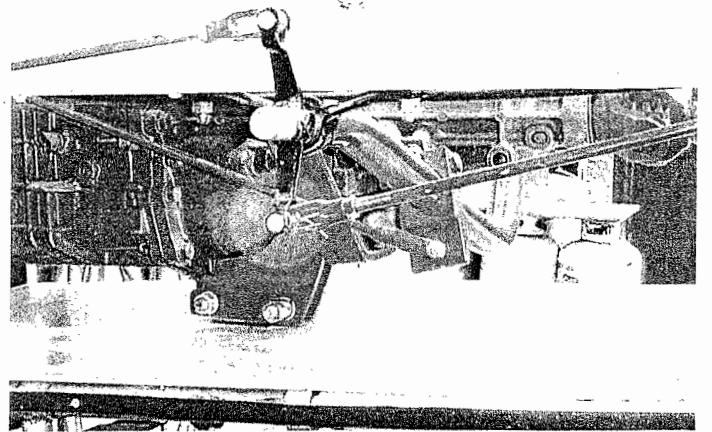
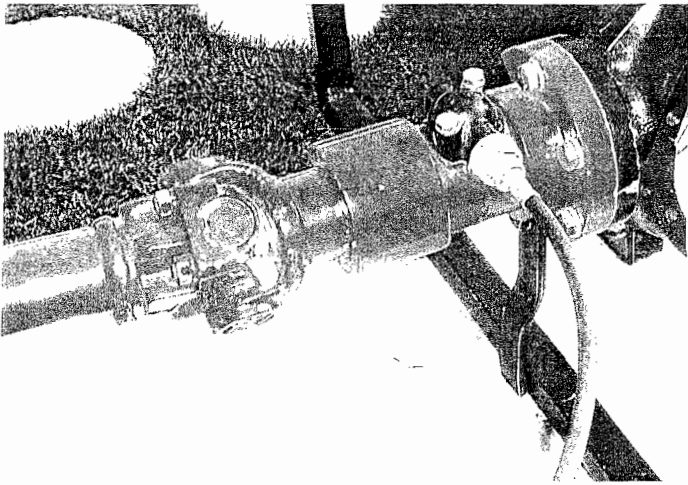
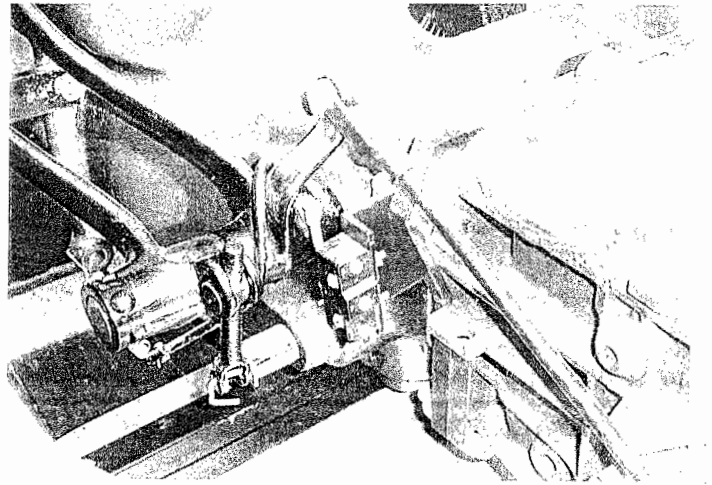
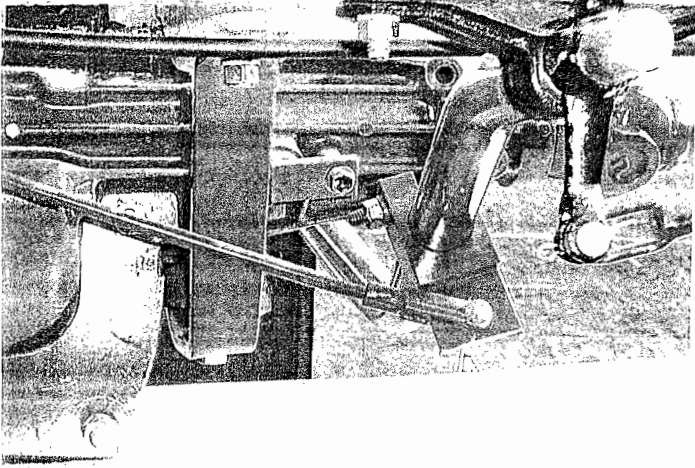
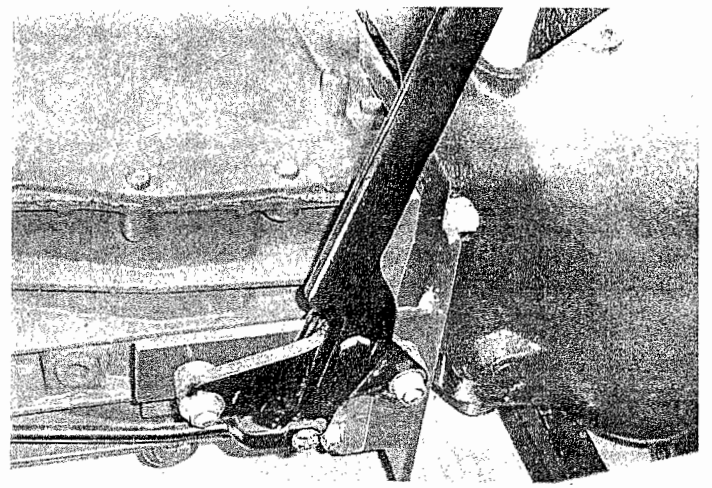
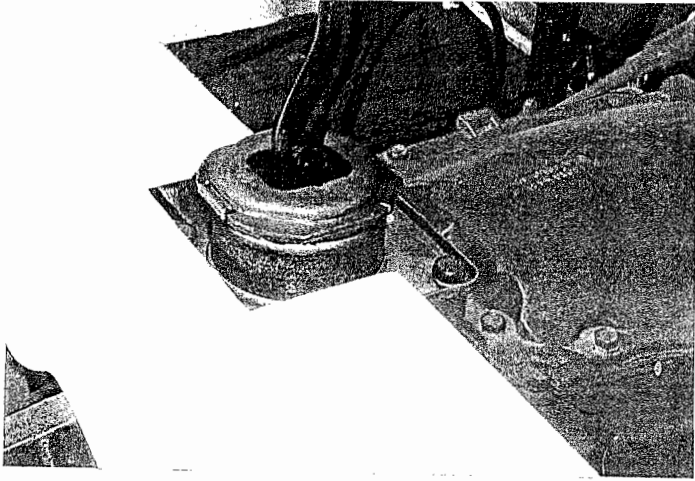


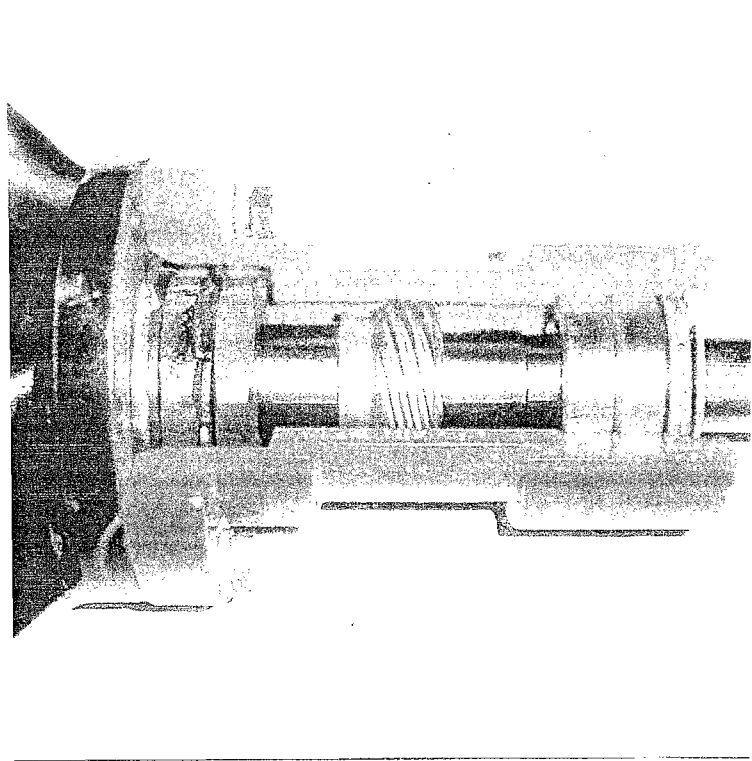
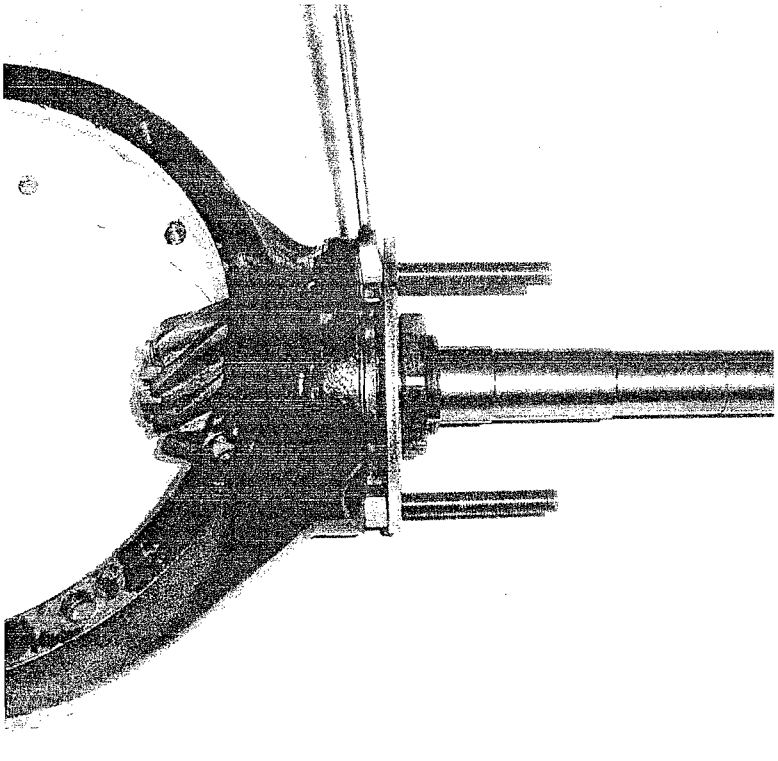
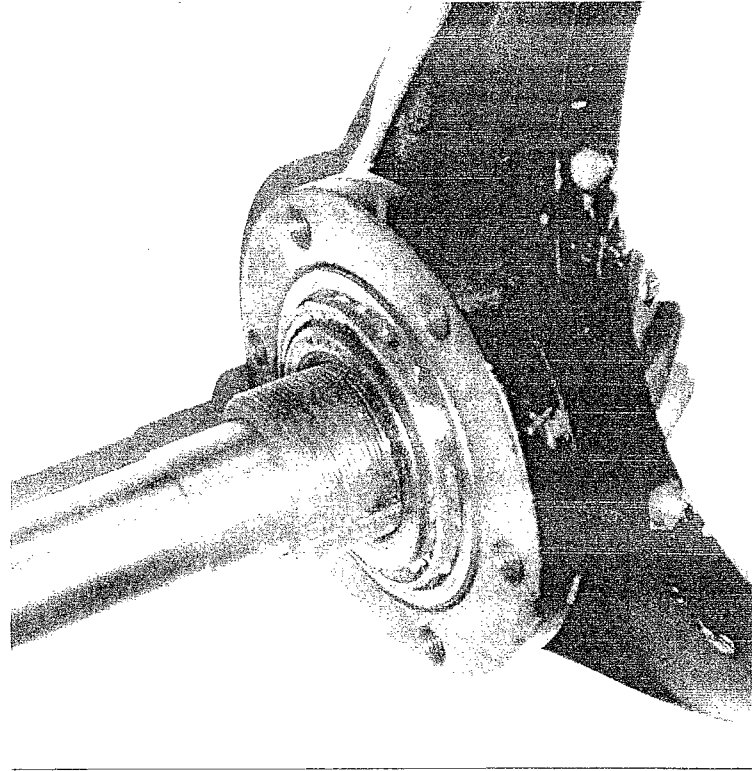
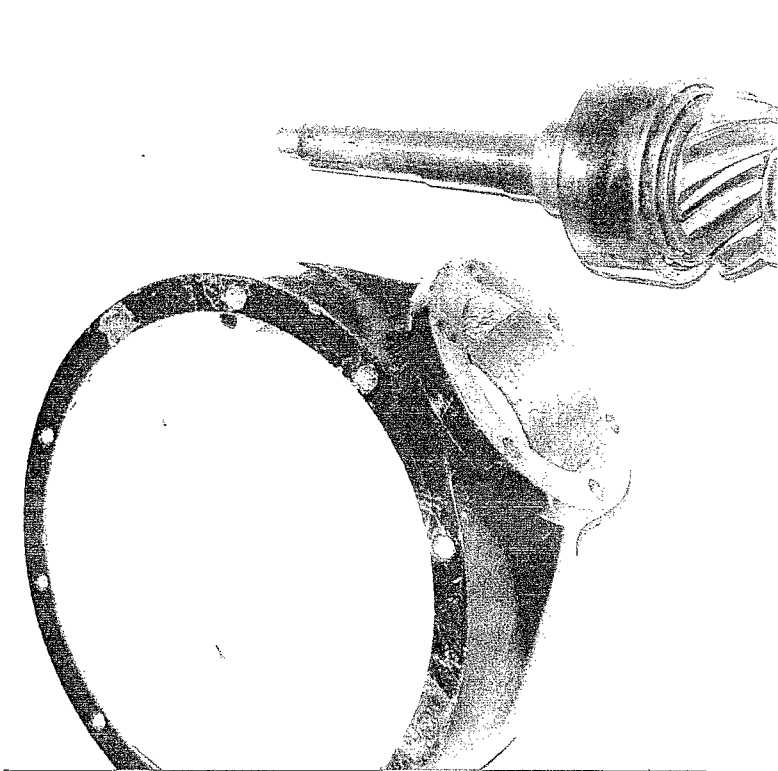
theirs

ours

theirs







If the pinion shaft does not want to come out, place this large washer over the threads with 3 studs and nuts, as shown in the picture, and place large nuts, as shown. By turning these 3 nuts at an equal amount, the pinion shaft should come out. A little penetrating oil might help it to come loose from the housing.