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Auto to manual transmission swap mustang

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But as we always planned from the moment we bought the '88 LX, it's time for the AOD to be replaced by the T5 manual. I'm running swaps for several reasons, including fun elements. We wanted improved performance, not only from better gearing of the T5, but also for less parasitic loss, not to mention weight loss. AOD is about 40 pounds heavier than T5. In addition, we hope that the T5 will bring better fuel economy by eliminating the slippage of lower overdrive rpms and non-lock-up converters as a result of lower gear ratios. Performing a T5 swap on a late-stage Mustang is very easy. To reduce assembly line costs, Ford will set up the FOX platform to accept either AOD or T5 with minimal part difference or chassis changes. Starters, drive shafts, cross members, transmission mounts and speed cables are all interchangeable. Other than getting the T5 itself, pedal assemblies, clutch parts, console plates and boots, there's not much you need other than a spare weekend to get the job done. It is important to mention that the T5 car used a different EIC-IV processor than the AOD car. You do not need to change to a manual processor. In practice, manual processors require wiring harnesses that cars do not have, so it is recommended that you do not use them. Without this harness, manual computers cannot pull diagnostic trouble codes because they cannot complete self-tests. If you leave the automatic processor as is, the self-test and code will work correctly. The actual swap is fairly easy to perform and takes 10-16 hours, depending on your experience and how many friends show up to reach out to you. We actually installed the pedal assembly a few months before installing the T5. Head start. Believe it or not, pedal assembly is probably the hardest part of the entire swap! The rest of the swap consists of removing the AOD and related parts, essentially performing clutch jobs, and installing the T5. Finding all the parts isn't too hard either. We got lucky and found someone parting with a low mileage 1992 Mustang in the local classification. We traded on all T5 parts, including a \$500 transmission. Perhaps the most popular parts are console covers, rubber insulators and leather boots. We were lucky that the donor car was in great shape, with these intact. When taking the pedal assembly, get all the switches mounted on it. Many of the smaller parts are ford pieces that are no longer for sale or very expensive, so take every small piece of hardware you can. In the first instalment of the '68 Mustang Rejuvenation Project, it dropped blueprint 408 Windsor and replaced the weary original 289. Since then, we've dropped it, but we'll have to wait until the next installment to see that process. Now our main point falling at 408 is to set the stage of our transmission swap from C-4 Auto to T5 5 speed. Well, for those who read the first article, you may remember that this particular '68 Mustang has a lot of good stories and long history with one person. The author's mother has owned it since 1971, when she was 16, and she has driven most of those 45 years. A little simple math tells us what it means for her to turn 62 this year - at a point when most people are happily switching to automatic rather than stepping on clutches or rowing gear. So why are we going the other way? A few years ago, my mother and her brother visited a friend in the Great Smoky Mountains. While there, a friend waved her keys to his 2003 Salen Mustang convertible, which she uses while there. Now, all of her previous experiences in stick shift cars have been stiff, jerky manual linkages with transmissions in the 1960s and 70s with inaccurate shifters that felt like stirring sticks through rocks. So she was Lee Lee at first - this was on a mountain near the dragon's tail after all! but she liked the clean, dark blue Saline look, so she decided to give it a try. And it makes a modern transmission equipped with hydraulic throwing bearings when she discovers the world of difference. The light pedal effort with smooth engagement combined with a solid and accurate short throw shifter was a very different from the leg-weary clutch or log track long throw she was used to. Myl drove the saline for a week and persuaded the owner to sell it. She still loves fun cars, so we decided to take the cut and go for a manual trans swap in '68. Needless to say, manual transformer swap uses high quality hydraulic throw-out bearings. Combined with a clutch designed to have a stock pedal effort (see late model Mustang), we need to have a winning setup that feels like that Saline but has a 408 Windsor Grant and wraps in sexy '68 Mustang steel. There are several transmission options on the market when it comes to overdrive manual transformer swaps in classic Mustangs, but our favorite for street and mild autocross and track use is the good 'ol Tremec T5. Not only does it enjoy a long history of being reliable and lasting almost forever when they are properly cared for, but just as importantly, they actually fit in. The T5 is a very compact and round case transmission, so it enters the Mustang from 1/2 to 1973 in 1964 and does not require cutting or permanent changes. For square cases TKO 500 and 600, both most certainly require some cutting or notching, or creative (and not recommended) driveline angle changes. Forget the T56 or the other 6 speeds. You will cut and raise the tunnels to accommodate them. T5 swaps have been around since at least the 1990s, so there are several companies that offer kits, with very different quality and component variations. Another problem is that there is no such thing as a really comprehensive and necessary package, as those who are quickly examining exactly what it takes to replace modern overdrive transmission with a classic Mustang will soon discover. Sure, there are couples who get somewhere closer and provide 80% of the parts they need, but the last 20% or so can be really painful to source because those little parts come from various companies. So Summit Racing saw an opportunity to step up and offer something unique. Thanks to an amazingly vast catalog, they carry all the brands they need to put together a true all-inclusive kit, so that's exactly what they did. Based on the American powertrain T5 swap kit and working with Mustang technicians at CA's VanNays Mustangs and more, the Summit Racing package is trialling to ensure the easiest and easiest possible installation. The first available kits are for small block drives (289, 302 and 351W) with 1967-1968 Mustangs and Cougars, which will be released shortly after 1964 1/2-1966 and 1969-1970. If there is a big demand, a big block kit may come later. We need to be clear - these kits are not meant to make things piecemeal together, junkyard hops, or anything that prefers browsing eBay and Craigslist. These kits are intended All brand new, brand name parts and those who want a single part number kit. Can you clean up the same kit with less? You can go straight to the manufacturer to buy the same parts, but thanks to the size and purchasing power of the summit, they can usually sell parts for a little less than elsewhere. Plus, where else are you going to get free shipping on everything? That's a bonus for our '68 test car, because if a few years from now my mom is still enjoying her Mustang but shifting that clutch is starting to be a problem, it can all be pulled out to get the C-4 back. I kept all the parts with all my brains in check. Scroll through the slideshow below to see how T5 is installed. Summit Racing 1964.5-1966 Mustang (289, 302, 351W) Automatic 5-Speed Swap Kit Parts List to T5 ARP-200-2802: ARP Pro Series Flywheel Bolt Kit ARP-150-2202: ARP Pro Series Pressure Plate Bolt Kit AWR-PFFO10001A: American Powertrain Profit Manual Transmission Kit AWR-HMFO02601G: United States Powertrain Hyd dramax Hydraulic Clutch Release System CTF-700220: Center Force Steel Flywheel CTF-DF920830: Center Force Dual Friction Clutch FMS-M-7007B: Ford Racing Bell Housing Separator Plate FMS-M-6392-E: Ford Racing Bell Housing FMS-M-7003-Z: Ford Racing Bell Housing FMS-M-7003-Z: Ford Racing Bell Housing Racing Super Duty T5 Transmission SDK-C5ZZ-7210-T: Scott Drake Shifter Lever SDK-C5ZZ-72 77-B: Scott Drake Manual Shifter Boots SDK-C4ZB-7262-B: Scott Drake Shifter Boot Retainer SDK-C6ZZ-7519-AR: Scott Drake Clutch Pedal Assembly SDK-C5-ZZ-7A624-B: Scott Drake Clutch Pedal Pad SDK-C5ZZ-7B544-A: Scott Drake Clutch Pedal Pad Trim Cover SDK-C5ZZ-2457-G: Scott Drake Brake Pedal Pad SDK-D1ZZ-2A487-B: Scott Drake Brake Pedal Pad Trim Cover SDK-C5ZZ2478MKMK: Scott Drake Clutch Pedal Roller Bearing Kit Summit Racing 1967-68 Mustang/Cougar (289, 302, 351W) Auto to T5 5-Speed Swap Kit Parts List ARP-200-2802: ARP Pro Series Flywheel Bolt Kit ARP-150-2202: ARP Pro Series Pressure Plate Bolt Kit AWR-PFFO10001A: American Powertrain ProFit Manual Transmission Kit AWR-HMFO026 01G: American Powertrain High Dramax Hydraulic Clutch Release System CTF-700220: Center Force Steel Flywheel CTF-DF920830: Center Force Dual Friction Clutch FMS-M-7007B: Ford Racing Bell Housing Separator Plate FMS-M-6392 -E: Ford Racing Bell Housing FMS-M-7003-Z: Ford Racing Super Duty T5 Transmission SDK-C5ZZ-7210-T: Scott Drake Shifter Lever SDK-C5ZZ-7277-B: Scott Drake Manual Shifter Boot SDK-C4ZB-7262-B: Scott Drake Shifter Boot Retainer SDK-C7ZZ-7 519-AR: Scott Drake Clutch Pedal Assembly SDK-C5ZZ-7A624-B: Scott Drake Clutch Pedal Pad SDK-C5ZZ-0 7B544-A: Scott Drake Clutch Pedal Pad Trim Cover SDK-C5ZZ-2457-G: Scott Drake Brake Pedal Pad SDK-D1ZZ-2A487-B: Scott Drake Brake Pedal Trim Cover SDK-C5ZZ2478BMBK: Scott Drake Clutch Pedal Roller Bearing Kit

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