

MG TD/TF Ford Type 9 Gearbox Conversion – Type 2 (Retaining original engine position)**Fitting Instructions**

This gearbox conversion is designed for adapting the Ford Type 9 gearbox, 5 speed as fitted to the Ford Sierra 1983-91 to the MG TD/TF. This gearbox is referred to as 'N' type in Haynes Owner's Workshop Manual for Ford Sierra.

Safety

The conversion work can be accomplished from inside the car. Disconnect the battery before work commences. If for any reason, it is preferred to raise the car, support the car with suitably sized axle stands. Do not use vehicle or trolley jacks for permanent support, only for raising and lowering the car.

The conversion kit comprises the following parts:

1. Cast aluminium bell housing 5/8" or 3/4" cross shaft
2. Gasket bell housing to gearbox
3. Spigot bush
4. Rear rubber gearbox mounting
5. New gearbox support crossmember assembly
6. Heatshield (RHD only)
7. Exhaust support bracket
8. Two floor rail support brackets (LH/RH)
9. Gear lever assembly – chrome
10. Clutch plate, driven, for 7 1/4" or 8" pressure plate.
11. Speedometer cable/ circlip
12. Brake pipe (RHD only)
13. Propshaft assembly
14. Gearbox rubber cover
15. All bolts /fasteners
16. Loctite
17. Detailed fitting instructions
18. Roll pin – replaces taper pin on clutch operating shaft
19. Duct tape.

602 259 0072
A. Ford

General Philosophy

The cast aluminium alloy bell housing replaces the Ford cast iron bell housing from the Sierra application. The TD/TF clutch operating mechanism is re-used in the new bell housing and operates exactly the same as before. The only changed component is the driven plate, supplied with the kit. A new spigot bush to accept the 15mm first motion shaft of the Ford gearbox replaces the existing bush.

The TD/TF clutch cover is re-used with the driven plate supplied, as is the original type carbon release bearing.

The centre part of the existing gearbox cross tube is removed. A new cast aluminium cross member replaces the part removed and supports the gearbox using the original Ford

Retro Engineering Ltd

GEARBOX BUILD CHECK LIST.

Date: 26th May 2016 Gearbox type: Mini 5 speed Gearbox number: RET680516SC
Diff type: C-AJJ3387 LSD
Job number: RET680516
Built by: NB

Final drive ratio/part no: ..3.88:1.....16/62...C-BTA1248.....

	:1	Lay	Main	Pair ratio
1 st gear ratio/part no: 2.583	15	.....	31	.....2.0666...
2 nd gear ratio/part no: 1.710	19	.....	26	.....1.368....
3 rd gear ratio/part no: 1.250	23	.....	23	.....1.0.....
4 th gear ratio/part no: 1	25	.....	20	.....1.25.....
5 th gear ratio/part no: 0.865	26	.....	18	.....0.692.....

Diff type:.....LSD with SC crown wheel.....

Notes:

Diff bearing case check +/- /.000347"
Tap and clean all threads
Sump plug std size
Selector rail to finger pack .147"
Finger pack .007"
5th gear pack spacer .376"
Input shaft bearing journal 2.659"
Speedo NOT FITTED

Input drop gear not fitted
Number stamped bottom LH Diff face
Case No: 55 Batch 3
Selective synchro rings 2-5 new type
Case modifications /
Side plates not fitted

New parts fitted.

5 speed SC kit 1 x C-AJJ3387 LSD diff
2 x AHU1856 diff bearings. 1 x 13H-7286 Bush
1 x C-AHT54 Centre oil pick up pipe
1 x ADU7619 input brng 1 x TUK100320 Idler bearing
1 x AAU1365 main brng 1 x MSSK050 Gearbox leak kit
1 x C-BTA1248 CW&P SET 4 x New type synchro rings

PLEASE NOTE:

The L/H side plate shims are set to std side plate depth 0.156"/3.96mm – please check plate to be fitted and adjust shim pack to suit. Both temporary retainers to be discarded.