

I have just successfully completed a T5 manual conversion in an AU S1 Fairlaine using an EL XR6 T5 and other gear.

I have read in other topics that E-Series T5's will not fit. I am not sure if what is being talked about is the shifter position or the length of the actual box. However with the T5 I used, the shifter was about 2 inches too far forward as compared to the hole for the auto shifter, and the length of the box was exactly the same as the auto.

Equipment needed:

- T5 gear box
- Spigot bearing (about \$13.50 from CBC bearings.)
- Flywheel
- Clutch cable
- Manual Peddle Box
- 6 flywheel bolts from Ford (about \$18 for all 6)
- 6 clutch plate bolts. I used 8.8 grade M8 x 25mm. (I also used flat washers)
- 6.8K resistor
- 1.2K resistor
- 2 plates to extend the mounting holes. These have holes to match the transmission mounting holes with another set 45mm apart.

Mechanical Procedure:

Remove auto, flex plate, transmission cooler lines.

Remove rear oil seal if need be and replace.

Install flywheel and torque bolts to about 100Nm. Install clutch plate and pressure plate.

Prepare 2 Rear mount extension plates. See drawing for shape and dimensions.

Prepare 1 shift lever repositioning plate. See drawing for shape and dimensions.

Using tin snips or a hack saw, make 2 cuts in the tunnel hole towards the front, 90mm apart. But do not go beyond the second layer of sheet on the underside of the tunnel. The cuts are about 40mm long. Now fold down the piece that has been cut. There is no need to remove it totally. If you really want, you may use a jigsaw and cut a circular piece out. This is so the shifter does not interfere with the tunnel.

Remove Auto Peddle Box. To do this undo the 3 bolts that hold the peddle box to the firewall, the 2 bolts holding a bracket to the peddle box, the 2 upper bolts holding the peddle box to upper part of the chassis and the 2 bolts holding the steering column to the chassis. Lower the steering column.

Remove the brake master cylinder push rod off the brake peddle. Manoeuvre the peddle box out. It should not be difficult to remove.

Install the manual peddle box. Installation is the reverse of the removal procedure.

Install box. You may do this using one of two methods:

1. Separate bell housing from the gearbox body and install bell housing first then the box.

2. Install box whole with the bell housing.

Mount rear mount extension plates onto chassis. Mount cross-member onto extension plates. The cross member used here is the original EL XR6 mount.

Install Tail shaft.

Make a plate to cover the tunnel hole. See attached drawing. Install this using screws and self clinched nut clips.

Install Clutch Cable. The Series 1 Fairlane does have the hole in the firewall for the cable. Not sure about the other models.

Install rubber boot over gear shift lever. The position may need to be altered to suit the box. Install the gear knob and cosmetic boot. Add 2 lt of oil into the gearbox. I used Auto Fluid and it seems to do a good job. I will try the synthetic stuff at a later time.

Electrical:

Following the notes as made by Voxace (thanks for your help) the wiring is generally correct. However the differenced are as follows:

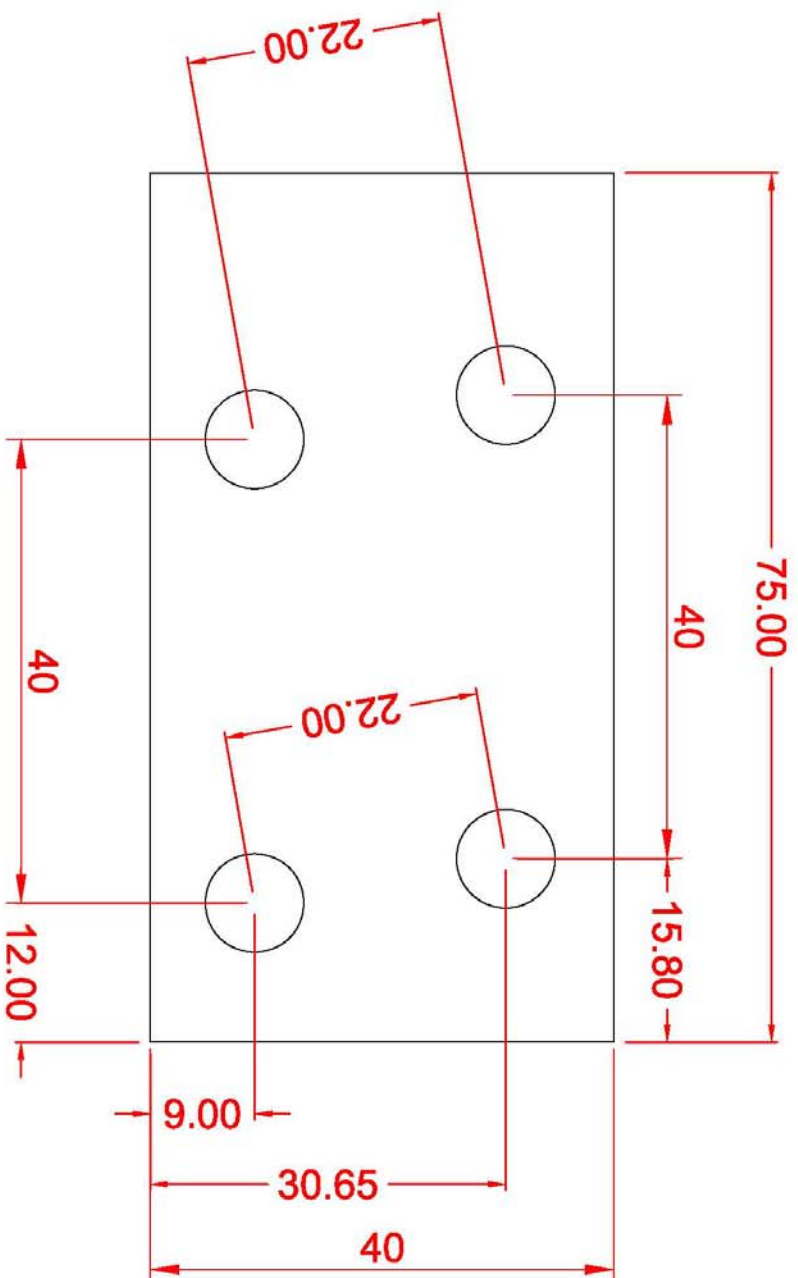
Neutral Switch	Black Red with Blue Stripe.
Reverse switch	Both wires Red with Black Stripe

Now these need to be connected to the appropriate switch on the gearbox. You can cut the ends off and use quick connect terminals or you can make up converter leads. I personally do not like changing the original harness hence I used converter leads.

Also needed to be done are the 2 resistors as per the document by Voxace. However again there was a change in the harness colouring and the wires are as follows:

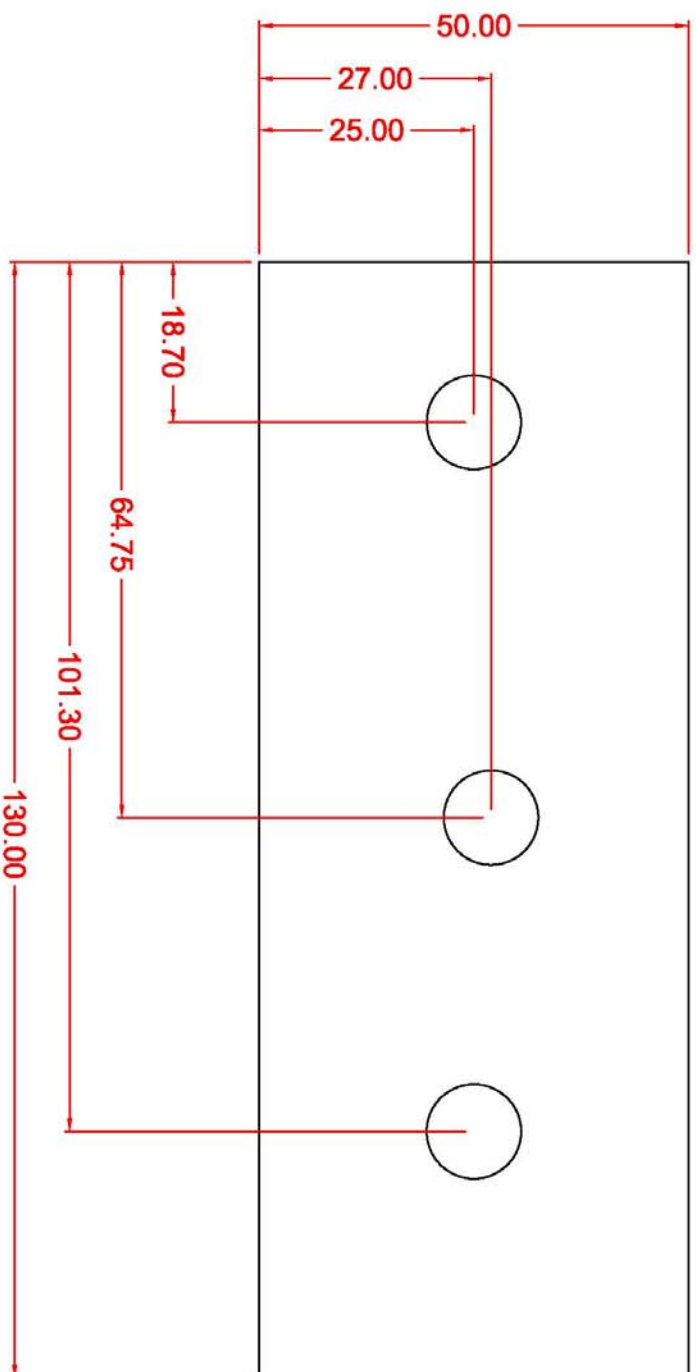
Light Brown with Red Stripe Solid Yellow	1.2K Ω
Violet with Red Stripe Red with Green Stripe.	6.8K Ω

Again I did not cut the original harness but added these to the harness so they may be removed at a later stage if required.



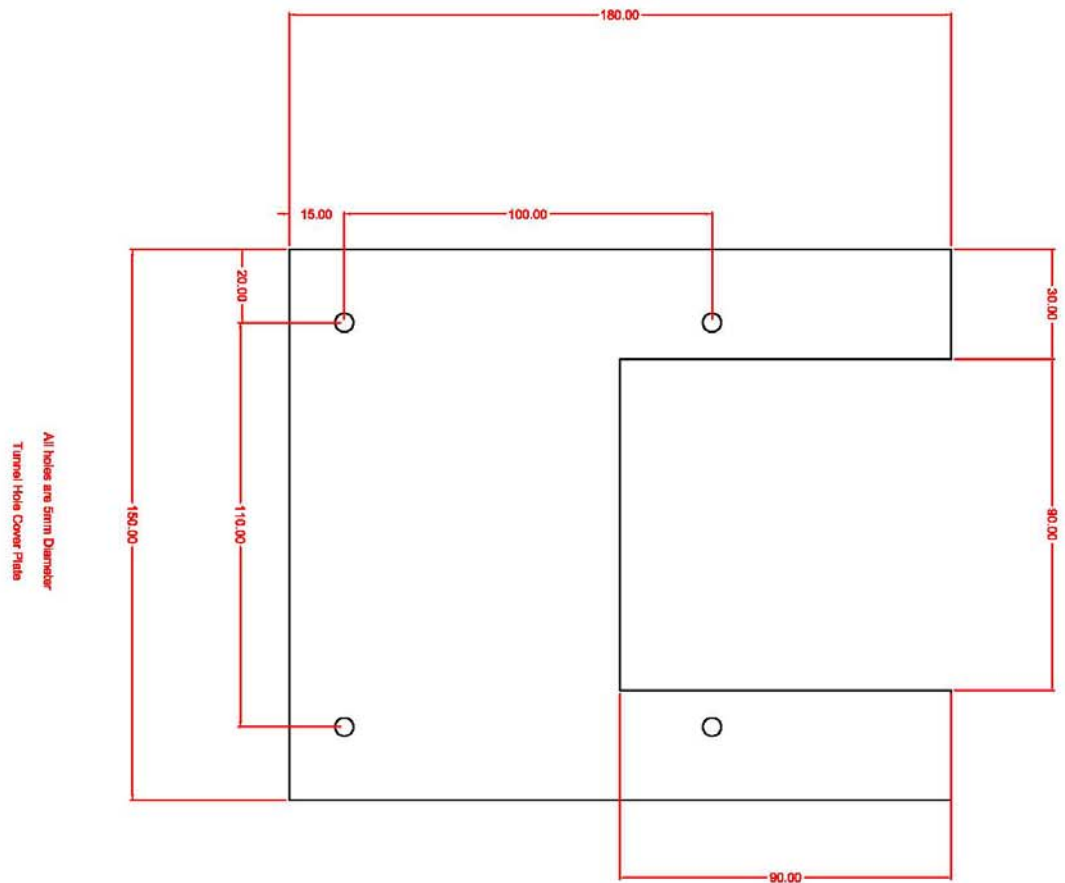
All holes are 8.5mm Diameter

Gear Shift Lever Repositioning Plate



All holes are 11mm Diameter

Gearbox Crossmember Mounting Repositioning
Plate (2 needed)



Written by Fiox