

## T5 Tranny Swap for Classic Mustangs

by Matt Soeffner

There are three choices to make when swapping in a T-5 or Tremec:  
Early, Late (5.0) or Aftermarket bell housing.

**Regardless of the route taken, there are no necessary modifications required to the car itself. The shifters from both transmissions come up through the original shifter hole!**



Note the 2 different Bolt patterns on the Spacer

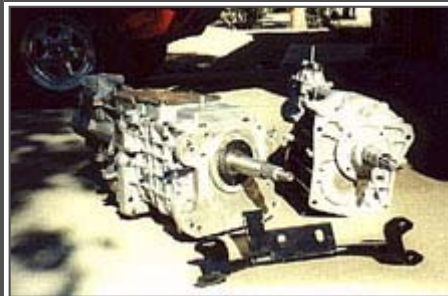
### Early Bell housing:

Bell housing will require some minor modification for the T-5. Because of the different bolt pattern, 4 new holes must be drilled and tapped into the back of the housing. A spacer is also required because of the longer input shaft of the 5 speed. This spacer can be used as a templet for the holes. California Pony Cars ([CPC](#)) or Sacramento [Mustang](#) can modify your current bellhousing or supply one with the necessary modifications if needed.

### Late-Model Bell housing:

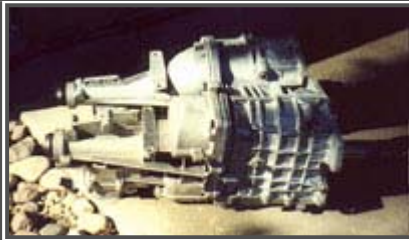
A late model bell housing eliminates the need for a spacer between the bell housing and transmission. However, the throwout lever must be relocated with a  $\frac{3}{4}$ " spacer inside the bell housing (to offset the longer bell housing). As with the Early housings, a cross member and yoke are necessary to complete the swap ([CPC](#)).

There are no modifications necessary to the clutch or linkage. However, a new drive shaft yoke is required. CPC sells a T-5 conversion yoke that eliminates the need to shorten the drive shaft, otherwise the drive shaft length must be reduced by 1". Finally, a new cross member is needed. I recommend ordering one from CPC or Dark Horse Performance ([DHP](#)).



T5 & Tremec with Crossmember

The Tremec 3550 & Tremec TKO use the same bolt pattern as the original 3 and 4 speeds so there are no necessary modifications to the bellhousing. As with the T-5, the Tremec requires a spacer, yoke and crossmember for the conversion.



The T5 & TREMEC use different crossmembers.



Bellhousing & Spacer Installed



Tremec Installed



Note the larger Yoke for the TKO

### Parts Required Early housing w/T-5

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- Borg Warner T-5 5 speed
- T-5 shifter
- Bell Housing drilled for T-5 pattern
- Aluminum spacer plate (CPC)
- Cross member (CPC)
- T-5 Drive shaft yoke (CPC)
- Original transmission mount
- Original Clutch
- Original throwout lever
- Original throwout bearing

### Late housing w/T-5

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- Borg Warner T-5 5 speed
- T-5 shifter
- Late 5.0L Bell Housing
- 3/4" spacer (relocate throwout arm)
- Cross member (CPC)
- T-5 Drive shaft yoke (CPC)
- Original transmission mount
- Original Clutch
- Original throwout lever
- Original throwout bearing

### Aftermarket & Tremec TKO

I used an early style Lakewood Scattershield that replaces the original 3 and 4 speed bellhousing. The *original* aluminum bell housing work great for stock

### Tremec 3550

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Tremec 3550 5 speed

to mild engines. Engines with *substantial* increases in horsepower should consider the Lakewood for safety purposes.

Another advantage of the Lakewood is the ability to use either tranny without modification. The Lakewood comes with both bolt patterns already and makes life much easier (esp. if you blow up the T-5 and decide that the Tremec should have been in there in the first place, kind of like I did). I've heard the newest Late-model scattershields come with bolt patterns for both trannies and mounts for the throwout lever, the best of both worlds!

Now the bell housing is being replaced by a scattershield... and extreme horsepower is a possibility in the future, you're thinking the 3550 just isn't going to cut it? Then step up to the Tremec TKO. This bad boy needs a 26 spline clutch disc, but that's just straight forward clutch work. Talk to Dark Horse Performance (DHP) for parts. You'll also need a custom driveshaft as the 31 spline yoke requires much larger U-joints than the stock drive shaft can handle. Other than that, it bolts right in the same as the 3550.

Tremec shifter  
Tremec cross member (DHP)  
Aluminum spacer plate (DHP)  
T-5 Drive shaft yoke (CPC)  
Original bell housing  
Original transmission mount  
Original Clutch  
Original throwout lever  
Original throwout bearing

### Tremec TKO

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Tremec TKO 5 speed  
Tremec shifter  
26 spline clutch disc  
31 spline drive shaft yoke (DHP)  
Tremec cross member (DHP)  
Aluminum spacer plate (DHP)  
Custom driveshaft  
(53" from output shaft to front of yoke)  
Original bell housing  
Original transmission mount  
Original throwout lever  
Original throwout bearing

### Who to contact:

#### California Pony Cars:

Website: <http://www.citivu.com/usa/calpony/>

E-mail: [105232.3362@compuserve.com](mailto:105232.3362@compuserve.com)

Phone: (888) 225-7669

#### Dark Horse Performance

Website: <http://www.mouseads.com/dhorse.htm>

E-mail: [sandersonf@aol.com](mailto:sandersonf@aol.com)

Phone: (425) 227-7778

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