

## **Type9 5 speed Conversion for Aussie Escorts V3**

### **Parts Needed**

The main item is the 5 speed gearbox itself. This needs to be from a Pinto engined Sierra. 1600 or 2000cc gearboxes are the same so don't let anybody tell you otherwise!

Best if you use a standard Aussie bellhousing. The Sierra one is a lot heavier though looks pretty much the same. I use the Aussie one on the conversions I have done. The boxes I sell do not have the bellhousing included as there is no point in importing them when the Aussie one works just fine.

The following parts are a straight swap and don't need to be changed –

- Clutch
- Speedo cable
- Tailshaft (some Pommy articles say you need to change this. Not so for Aussie Escorts!)

### **The Options**

There are two ways to fit a 5 speed box into a manual body Escort. The first is to remove the original brackets/mounts from the transmission tunnel and reposition them further back and the second is to cut the front half of the body brackets off and then modify the rear gearbox mount to use the rear two remaining threaded holes on the body brackets. This is OK – a lot of modern cars only mount the gearbox with 2 bolts. I had it like this for years on my RS2000 racing car without a drama.

If you have an auto shell, use the auto cross member, which will bolt up directly to the mounts on the body and also the 5 speed gearbox.

### **Fitting** (for a manual body)

The easiest method is to remove the front part of the original brackets. These have to be removed because the 5 speed is slightly wider at this point and would catch on them otherwise.

Once the gearbox was bolted to the engine I jacked up the gearbox to see how far the gearlever hole would need to be cut back. I cut out a section from the top of the transmission tunnel which included the original gearlever hole. You will need to cut through bracing in the tunnel. It lines through with the seat crossmember. The idea is to remove a section of the tunnel top, turn it around 180° and then weld it back in so the original hole is now further back than before.

I had to drill new holes in the gearbox mount so it matched the body brackets and also used spacers between the mount and the body otherwise the gearbox will sit too high and touch the tunnel. Others have used an automatic gearbox mount as it's larger and

easier to modify though I managed just fine with the manual item.

### **Shifters**

I highly recommend a rose jointed short throw gearlever because they have an awesome feel and also because the standard shifter will touch the handbrake in 4<sup>th</sup> gear. An option is to bend the standard shifter forward away from the handbrake. You can do this with an Oxy (take it out of the car first!)

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