

98 mustang manual transmission swap



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able to shift. I have heard alot of people say it is not worth it.I dont see why not if manual is so much more pleasureable. Exactly what would I need for this manual swap. Just a t5 tranny and some new pedals. If someone could just list all of the parts I need that would be great. Thanks alot! I am real sick of not being able to shift. I have heard alot of people say it is not worth it.I dont see why not if manual is so much more pleasureable. Exactly what would I need for this manual swap. Just a t5 tranny and some new pedals. If someone could just list all of the parts I need that would be great. Thanks alot!GTs came with a T45 tranny not a T5. I dont know if the T5 would mate perfectly. Ill check with a guy who swapped a T5 into his 95 and see what he had to do. Shouldnt be too far off as far as parts needed.<http://pujcovna-kostymy.com/FCKarchiv/epson-p50-manual-pdf.xml>

- **98 mustang manual transmission swap, 98 mustang manual transmission swap engine, 98 mustang manual transmission swap kit, 98 mustang manual transmission swap parts, 98 mustang manual transmission swap meet.**



I am real sick of not being able to shift. I have heard alot of people say it is not worth it.I dont see why not if manual is so much more pleasureable. Exactly what would I need for this manual swap. Just a t5 tranny and some new pedals. If someone could just list all of the parts I need that would be great. Thanks alot!If you REALLY want a 5spd, sell your car. Period. Its a real PITA. Among other things you have to drop the steering column to swap the pedals. I will never do that again. However, if you are are dead set on doing it you will need T45 Pedal assembly trans crossmember clutch quadrant and cable clutch flywheel index plate wiring harness for reverse lights some junk for the speedo cable Might price it out and see if it is worth it for you. Quick hard shifts will put a grin on your face. Mate it with a converter that matches your needs and you will be set. But at least you can get the idea on how much you might have to spend. The reasons Ive gone with this is because A. my auto was busted and B. Ive already modded my car quite a bit. If you have a bone stock or a bolt on auto, Id just trade it for a 5speed. Parts list and step by step instructions. Parts list and step by step instructions. We apologize for this inconvenience and encourage you to visit www.motortrend.com for the latest on new cars, car reviews and news, concept cars and auto show coverage, awards and much more. MOTORTREND.COM Yes, the newest Mustang automatic transmissions are a blast, but for the older cars, the existing automatics left a lot to be desired. The gear ratios weren't really conducive to all out performance, and frankly, for a street car, a stick is more fun, anyway. In the case of our 2000 Mustang GT project car, which is owned by Technical Editor Johnson's son Drew, the car was a surprise for his 17th birthday. We purchased the car from a longtime friend, and thought it to be the perfect replacement for Drew's Ford Ranger, which had plenty of mechanical



The GT had new paint, nice wheels, a decent interior, and a solid drivetrain. The only problem in our minds was, the car was an automatic. This is when we consulted the experts from MPS Auto Salvage, MV Performance, Centerforce, Steeda Autosports, and DiabloSport. MPS has long been known for its swap packages, regardless of what you have in mind. As long as it's for a Mustang, MPS probably has you covered. In the case of Drew's 2000 Mustang GT, it came with a 4R70W automatic transmission, which worked great, but with a ton of miles on the car, it had a few leaks, and seemed ready for a refresh. Also, Drew recently relayed to us that he was a little disappointed the car had an automatic when we initially gave him the car. However, he was ecstatic just to have a Mustang, so he was willing to let it slide. The main components of the MPS Auto Salvage T45 conversion kit is the transmission, driveshaft, engine block plate, transmission harness, trans tunnel shield, and shift boot. MPS includes a clutch and resurfaced flywheel in the conversion kit, which we did need. We had a new Centerforce clutch on order, but it didn't arrive in time for our swap, so we had to install it at a later date. MPS has several conversion kits from which to choose, whether if it's just a manual transmission conversion like what we did, complete engine and transmission conversion kits, and everything in between. In the end, we agreed the car definitely needed a stick, and as long as he kept up his grades, we agreed to slowly upgrade the car. When he held up his end of the bargain, we made a call to MPS for a T45 conversion kit. This swap includes everything needed to swap over from an AODE 19941998 or a 4R70W 19992001, including a T45 transmission, engine block plate, manual transmission harness, T45 ECU, and the correct transmission tunnel cover and shift boot. MPS' T45 swap kit also comes with a new clutch, pilot bearing, and a resurfaced flywheel.

Even though MPS does include a new clutch, we chose to handle that part on our end, choosing a new Centerforce unit with a new flywheel. We also called up Steeda Autosports for a TriAx shifter, firewall adjuster, and clutch cable. We drove the car to PITS, and on the way back home we stopped at MV Performance to perform the swap. MV is also twenty minutes from MPS, so if we needed more parts during the swap, we would have quick access to whatever we needed. Turns out, we did need a clutch from MPS because we weren't able to get our Centerforce unit in time for the install at MV. However, Centerforce did come to the rescue with a new clutch, and we were able to get it installed at David Piercey's Mustang Performance once back home in Florida. The Centerforce 1 clutch kit and flywheel we used were part numbers 380920 for the clutch disc, CF361830 for the pressure plate, and 700205 for the 8bolt flywheel. You'll notice the flywheel is compatible with both a 10inch and a 10 inch clutch. The Centerforce clutch we received for Drew's car is a 10 inch unit, but pedal

effort is stocklike. When we added the new clutch, that's when we hit a few snags. We took it for granted that the engine had a 6bolt crank. Evidently, we weren't paying attention when Tim and the MV crew initially did the swap. We have forgotten more than we know when it comes to Mustangs, so it was an honest mistake. If you already know which engines have a 6bolt or 8bolt flywheel, go ahead and skip to the captions. If you have a 1996-2004 Mustang GT, and are unsure about your engine's crank bolt arrangement, we can clear that up for you. The engines were built in two plants. One being the Romeo, Michigan plant, and the other being the Windsor, Ontario, Canada plant. You often hear them referred to as a Romeobuilt engine or a Windsorbuilt engine. Romeobuilt engines have 11bolt valve covers and 6bolt crankshafts, while Windsorbuilt engines have 13bolt valve covers and 8bolt crankshafts.



<https://www.informaquiz.it/petrgenesis1604790/status/flotaganis20052022-1634>

Also, the 8th digit in your Mustang's VIN designates which engine you have. If the 8th digit is a W, you have a Romeobuilt engine, whereas if it's an X, you have a Windsorbuilt engine. Even so, the best way to tell which engine you are working with, count the valve cover bolts to make sure before ordering your clutch and flywheel. If the engine has 11bolt valve covers, order a 6bolt flywheel, and if you have 13bolt valve covers, order an 8bolt flywheel. So now that we have that cleared up, let's get this 4R70W swapped out for a T45 manual. The column is removed because the automatic pedal assembly needs to be swapped for a manual transmission clutch and brake pedal assembly. With the column out of the way it's much easier to swap out the pedal assembly. Once the interior items are out of the way, MV's Tim Matherly and Mark Smith head to the underside of the car to begin removing the car's factory 4R70W transmission. They start by removing the factory Hpipe, which we'll also be ditching in favor of an aftermarket Hpipe. So, at the end of this install, Drew will not only be able to do his own shifting, but he'll be the star of his high school parking lot, as well. With the 4R70W out of the car, you can see the presence of fluid leaks. Even though the transmission worked perfectly fine, Drew had to constantly keep an eye on the transmission's fluid level. To go along with the T45 swap, MPS provided a 2001 Cobra clutch pedal assembly, and we added a Steeda Autosports TriAx shifter, adjustable cable, aluminum quadrant, and firewall adjuster. These components would complete our T45 swap. One of the most timeconsuming parts of this swap is changing out the pedals. It was nice to have someone young and nimble like Mark to help perform the swap. Plus, removing the driver seat does help, as well. In the end, though, it's all nuts and bolts, and the clutch pedal assembly bolts right in place of the automatic brake pedal.



Once the clutch pedal assembly is installed, the steering column can be reinstalled. So after driving back home using the used clutch from MPS, we were able to install the new Centerforce at David Piercey's Mustang Performance. With the new Centerforce parts in hand, we removed the T45 so we could install the new clutch. One of the first things David did was install the throwout bearing onto the clutch fork, and installing the clutch fork into place on the input shaft. When installing a manual transmission, make sure to also install a pilot bearing; automatic transmission-equipped vehicles will not have a pilot bearing, but with a manual transmission the pilot bearing aligns the transmission's input shaft with the crankshaft. Here, David is removing the previous pilot bearing. The pilot bearing is installed into the back of the crankshaft, and features roller bearings that the input shaft rides on, while centering it. Pilot bearing installed Prior to installing the new Centerforce flywheel, David adds the dowel pins to help center the new clutch and pressure plate. David hammers the dowel pins into place until each bottoms out in the dowel pin hole. David installs the Centerforce flywheel, and torques it to spec. It's always a good idea to have a service manual on hand so you know the torque specs for each component. Also, don't forget to treat the flywheel bolt threads to a bit of Loctite so they don't back out. Installing the clutch disc is up next. The Centerforce 1 clutch disc we're using

has a sticker on it to let you know which side faces the flywheel. David is using an old 10spline input shaft as a clutch alignment tool to place the disc up against the flywheel before he installs the pressure plate. The disc needs to be centered for when we install the T45 transmission, and so that it rides perfectly against the pressure plate.

<http://ellanorestaurants.com/images/canon-sd750-manual-download.pdf>



Centerforce 1 clutch disc Prior to installing the pressure plate, David treats the clutch bolts to a little Loctite so they don't back out. Then using the dowel pins, he places the pressure plate on the flywheel, making sure the clutch disc is still aligned thanks to the input shaft. Tighten the pressure plate in a star pattern like you would a wheel, so it doesn't become warped during the installation process. A T45 takes just over three quarts, but the easiest way to make sure you have enough fluid in it is to fill it until fluid comes out of the fill hole when the transmission is as installed in the car. Once the fluid starts to run out of the fill hole, you're good to go. Fortunately for us, David has a transmission jack, and that's what we used to help get the T45 transmission into place. The T45's bellhousing isn't as easily removed like a T5, which sometimes makes it easier to install. However, our MPSsourced T45 slid right into place with little drama. Once in position, David tightens the transmission bolts to the engine, before reattaching the starter. As part of the MPS transmission conversion kit, David then installs the driveshaft, which came out of a 1998 Cobra. Using a couple wooden blocks, David raises the transmission jack enough to attach the T45's crossmember and mount. At this point we reattach the oxygen sensors, the transmission harness, and the Hpipe to finish up the underside part of the installation. As for the clutch cable, even on an automatic-equipped Mustang, there is a provision for a clutch cable. In the case of our 2000 Mustang GT, the hole was simply covered up by a rubber plug. We removed the plug, installed the Steeda firewall adjuster, fed in the clutch cable, hooked it to the Steeda aluminum quadrant at the pedal, and then connected it to the clutch fork at the transmission. To finish up the T45 swap, we added a DiabloSport Trinity T2 Platinum performance programmer. We added the DiabloSport for two reasons.

First, it allows for custom tuning, and second, its display allows Drew to see real time measurements and more accurate temperature readings. Drew can swap around parameters he wants to monitor, but it also reads error codes, as well. Plus, for a teenager, it just looks cool in the car. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Parts Needed T5 from a 9495 sn95 World Class Bellhousing From SN95 Bellhousing Bolts Bellhousing dowel pins Pressure Plate Pressure Plate Bolts T5 Flywheel FRPP Billet Steel Flywheel Bolts Pilot Bearing TO Bearing Clutch HD FRPP Clutch Dust shield 28 Spline T5 Driveshaft Yoke connects to T5 output shaft Pedal assembly T5 Driveshaft FRPP Alum in a few weeks AODE X member T5 Shifter bezel with boot T5 dust boot Clutch cable and Quadrant Steel Bearing Retainer is T5 has the Alum weak one, recommended Heres the rest of the info.Dont 232s share the same flywheels as the 302s Is it really

worth all of the hassle. I was thinking about trying to do this to my car and I wanted to know how much of a gain will I be getting. And about how long will it take just as an estimate Takes about a full day for a mechanic or a weekend for a novice. You will need to change the wiring harness that sits on top of the transmission. You will also need to change to a 5 speed computer. And how much power will I be expecting to gain over my auto And how much power will I be expecting to gain over my auto You can shift at will, and I believe it's about 100lbs lighter. But I still don't know how much each tranny weighs. You can shift at will, and I believe it's about 100lbs lighter. But I still don't know how much each tranny weighs. Is it worth the time and money to convert an Auto to a Manual.

<https://emergent-partners.com/wp-content/plugins/formcraft/file-upload/server/content/files/162806df8a98c3---Bsa-a65-parts-manual-pdf.pdf>

And can you sell your old auto trans for enough money to cover the expenses to convert it to a Standard Shift Takes about a full day for a mechanic or a weekend for a novice. You will need to change the wiring harness that sits on top of the transmission. You will also need to change to a 5 speed computer. We do have the conversion kit available. We were in North Carolina last weekend at RCR. If you have any questions about your V6 Mustang or just want to connect with other V6 Mustang owners around the world, you have found the best place on the internet to do that. Hope to see you on the forums soon. Will the 96 work in the 99 both are 3.8 v6. T5 5speed manual World Class T5 5speed manual. T45 5Speed Manual TR3550 5speed Manual TR3650 5Speed Manual T56 6Speed Manual. Tremec T56 transmission. AODE 4Speed automatic VCR and wonder if it will fit, I was told it would but Will the 96 work in the 99 both are 3.8 v6. Wondered if this would be a fairly easy bolt Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Since the car got a little longer Ford made up some of the difference in the bellhousing depth. However, Modern Driveline does. The SN95 T5 is a direct replacement for all 94-98 T5 equipped Mustangs. Optional .731 overdrive is available along with a lower cluster billet support plate. Having a shorter bellhousing does move the transmission forward causing the shifter, in the console and leaves the drive shaft too short. To overcome these issues, we offer a longer drive shaft and offset shifter. Our mini package will provide all the parts necessary to make this conversion. If you contact us, we will be glad to explain the detail and provide you with a detailed quote. Since the Magnum was designed for the SN95 platform the stock T5 fork is reused and kept in the same location. MDL's SN95 Six speed package makes a very easy to upgrade from your stock T5 or Automatic.

From our How to Series How to get a soft pedal with our LF series hydraulics. Starting on Sunday 98 mustang gt manual transmission swap the transmission started slipping in 1st gear occasionally and I heard this loud screeching noise when accelerating in 1st gear as well. It would be much better and cheaper just to have your transmission fixed versus doing the swap. The T45 5 speed manual transmission was engineered and manufactured by Borg Warner for the Mustang and Mustang Cobra. So I don't have any of the parts needed for the swap, but I have everything removed from my car. As stated, V8 T5 is a. The stock transmission in your Fox Body or SN95 Mustang can only hold so much power. Unfollow mustang gt 98 transmission to stop. In recent years, various Mustang engine swaps have become a proven and often cost-effective way to increase power levels without sacrificing reliability. It also requires the PCM, TCM and BCM to work. Wondered if this would be a fairly easy bolt up swap putting the manual in place of t. well a guy locally had a mustang GT motor and transmission 4r70W for about the same price it would be to get the 98 trans rebuilt. Are they any good and how do they compare to a T5 From, the Mustang came with 98 mustang gt manual transmission swap either a Mustang manual transmission or a Mustang automatic transmission. In a 98 and older Mustang, the transmission harness would be wired for. How much horsepower does the Mustang GT produce. I know how on some cars and other but mustang my biggest question is there any issues like do I need to change the intake and throttle body and

sensors as this need to be changed on like Porsche and not a easy job now for the Ford Mustang is it a easy job in just changing the transmission removing it and installing a manual or do you need to change sensors and throttle and other stuff this. List of Ford transmissions. Maintaining your Fox Body, SN95, New Edge, S or S Ford Mustang is something we all do.

Early 98 mustang gt manual transmission swap on, the standard Mustang transmission was a 3speed manual, with an optional 4 98 mustang gt manual transmission swap. In fact on most early Fords, the swap is so easy it makes you wonder if Ford was thinking ahead. Gears can be a pretty general term but in this case, they refer to the ring and pinion gears residing in the rear differential. The Mustang T45 in the GT. The L Mustangs used the T I dont think they will swap directly, you might need the driveshaft as well. Second gear syncro is nearly gone and collar teeth are chewed up, and now third is giving me trouble as well. Mustang Transmissions Automatic vs Manual. The Foxbody Mustang fanatics suffered through the lethargic AOD era, followed by the. The Mustang GT is equipped with beltdriven accessories, computer, and automatic transmission. I have an 89 mustang with a 5 speed manual tranny and also have a 92 mustang coupe with a bad AOD auto tranny. Mustang Radiators, Hoses and Accessories It is important to keep your high horsepower engine running cool whether it is driven on the street, the strip or the track. That is why AmericanMuscle carries everything from coolant additives to complete replacement radiators and fans to keep your Pony running nice and cool even on the. Many components are used and must work simultaneously for smooth operation. Besides the initial cost of a transmission swap, performance enthusiasts see no drawbacks to installing a T 6speed transmission. Can I put a used mustang gt manual transmission into read more. 94 95 FORD MUSTANG GT L COMPLETE ENGINE COBRA INTAKE BBK FORD MUSTANG GT COYOTE ENGINE 6MT MANUAL 98 mustang gt manual transmission swap DRIVETRAIN KIT. The Mustang GT is equipped with beltdriven accessories, computer, and automatic transmission. A Transmission will work with a Mustang if a signal converter box is used.

Your entire Mustangs rear consists of your axles, the gear housing, a power transfer device IE a spool, LSD, posiunit, etc. Mustang Manual Transmission. The stock transmission in your Fox Body or SN95 Mustang can only hold so much power. Whether 98 mustang gt manual transmission swap it's a 98 mustang gt manual transmission swap weekend cruiser and easy daily driving that you're after, or an allaround drivers car that is a blast to drive on the twisties, there really isn't a right answer when it comes to choosing the right 98 mustang gt manual transmission swap transmission for your Mustang. Jump to navigation Jump to search Automatic. The number of teeth on the internal speedometer gear The transmissions have a 7 tooth internal gear and the transmissions have an 8 tooth internal gear. In this article well go over what it takes to swap in a T5 tranmisssion into an early Ford. 98 mustang gt manual transmission swap The cylinder head temperature sensor may need 98 mustang gt manual transmission swap to be transferred from the main engine harness to the manual transmission harness. Thanks to Ford Performance's TKO transmissions, completing a TKO swap on your Mustang is simple. In recent years, various Mustang engine swaps have become a proven and often costeffective way to increase power levels without sacrificing reliability. Ford Mustang Forum I was getting so excited i decided to pull out my crappy automatic transmission and swap it to a manual. We began our swap with a T45 out of a 98 Cobra. Home Your Ford Mustang is an automotive icon for a reason, and its legendary performance and stellar good looks 98 mustang gt manual transmission swap make it the envy of all others on the road. Hey I have a Mustang with a Auto To Manual Swap God Help Me My name is henry and I own a mustang GT, unfortunately the transmission in my car has just died right after I got the. We are the oldest and largest V6 Mustang forum on the internet.

So a GT trans can work in a v6 car without changing the input shaft. Im not sure if a tranny swap is going. Late Model Restoration is your onestopshop for all Mustang manual transmissions and manual transmission parts. The Mustang is much more fun to drive. A Transmission will work with a

Mustang if a signal converter box is used. Whether you are doing a Mustang five-speed conversion or you just need to replace the tail shaft seal, we have you covered. This is a very basic swap that can take you a weekend to do along with some buddies to help out. So, why not a Crown Vic. As cars get newer, this swap is harder and harder due to newer technologies. From the Mustang came with either a Mustang manual transmission or a Mustang automatic transmission. The worst complaints are power train automatic transmission, power train manual transmission, and power train. The computer is the same, the tune is different. That is why many Stang owners turn to the Mustang TKO swap. I can't say 98 Mustang GT manual transmission swap for Gears for GT Automatic. Neglecting to add the best Mustang Transmission Parts means your Stang may never see the horsepower gains and torque increases it is capable of. Forums. you would swap the entire computer. It comes down to personal preference and lifestyle. If you really must do this I suggest finding a donor car or two. It comes down to personal preference and 98 Mustang GT manual transmission swap lifestyle. A 5-speed is a pretty cool addition to any car. The rating is HP. Neglecting to add the best Mustang Transmission Parts means your Stang may never see the horsepower gains and torque increases it. We provide the right products at the right prices. The Ford Mustang with its modular engine has been a popular platform for enthusiasts and tuners alike. What engine fits the Ford Mustang Shelby. The Mustang T45 in the GT.

The number of teeth on the internal speedometer gear The transmissions have a 7 tooth internal gear and the transmissions have an 8 tooth internal gear. s on auto to manual swap GT Electrical GT Auto to Manual Swap engine not starting Mustang GT Auto To Manual Swap From 99 GT. It seems to me that the T5 transmission basically swaps right over but I'm not positive of this. Answered by a verified Ford Mechanic Want to do a transmission swap. The T45 was first introduced in, it was the long-awaited workhorse for Mustang GT and Cobras with a liter engine. Ford Mustang GT Manual Transmission Clutch Fork Release Pivot Stud OEM. You can't beat the pricing on our Tremec T45 Transmission sale. Considering you already have a manual transmission this could be a very easy swap. I am having problems with the transmission on my 98 Mustang. I have a 98 Mustang GT and don't have the owner's manual. Transmission swap 10 Answers. View and Download Ford Mustang owner's manual online. Ultimately, the T10 was dropped in. The car is a Mustang with the factory HO engine. Is it true that in for used a much better transmission or corrected the problems they had with the 05, 06 and 07 Mustang GT transmission. What is the horsepower rating of the Mustang GT. Hedman Heddners offers nearly 50 part numbers for use on Ford Mustangs and related models. I have an 89 Mustang with a 5 speed manual tranny and also have a 92 Mustang coupe with a bad AOD auto tranny. Whether it's a weekend cruiser and easy daily driving that you're after, or an all-around driver's car that is a blast to drive on the twisties, there really isn't a right answer when it comes to choosing the right transmission for your Mustang. It doesn't matter if you use your Mustang as a track car or daily driver, maintenance is a key role in owning your Ford Mustang. Both Mustang transmissions came with many different numbers of gears over the years. Ford Mustang transmission problems with 14 complaints from Mustang owners.

With the right information, you 98 Mustang GT manual transmission swap have a good chance of determining and correcting your transmission's fault. Mustang Transmission Parts When making modifications to your Pony, people tend to focus on performance, interior, exterior and suspension. Also for Mustang GT Mustang Transmission Parts When making modifications to your Pony, people tend to focus on performance, interior, exterior and suspension. It's amazing how we got this done 98 Mustang GT manual transmission swap so well. The Ford Mustang with its modular engine has been a popular platform for enthusiasts and tuners alike. LMR Mustang Maintenance Parts. How to Drive a Stick Shift Manual Transmission In Only 5. The Ford Performance TREMEC T56 6-Speed Transmission will mount to your 04 GT, but may need a bit of modification to fit in 98 GT Body. Brendan bought this car 98 Mustang GT manual transmission swap with his money, and this was his first real attempt at driving stick shift. In fact, the T has proven to outperform the original 5-speed

transmission on all fronts. It would be much better and cheaper just to have your transmission 98 mustang gt manual transmission swap fixed versus doing the swap. Craigslist and mustang forums were my friend. Read the tech article on a Chevroelt Transmission Swap Guide, brought to you by the experts at Chevy High Performance Magazine. Helpful 3 Thanks for your input. This transmission was originally introduced by Borg Warner, later the company was bought by Tremec. What is the horsepower rating of the Mustang GT. If you have any questions about your V6 Mustang or just want to connect with other V6 Mustang owners around the world, you have found the best place on the internet to do that. There is a wiring harness for the manual transmission. 99 Mustang Gt Auto To Manual Swap This is a good used world class T5 transmission from a 94 Mustang GT 99 00 MUSTANG AUTO TO MANUAL TRANSMISSION CONVERSION 1 day ago.

<http://www.bouwdata.net/evenement/boss-1600-digital-recorder-manual>