



NTG Motor Services Limited

282 - 284 Bramford Road Ipswich Suffolk IP1 4AY

Tel: ++44 (0)1473 - 406031 & 406032

Fax: ++44 (0)1473 - 743133 Email: sales@mgbits.com

www.mgbits.com

www.bmcfarina.com

Directors: M.Green P.Banyard

Company Reg.No. 1262476

V.A.T.Reg. No. 289 5422 17

Each conversion kit contains all the parts necessary to adapt a Ford Sierra (Type 9) 5-speed gearbox to the MG car and engine. Gearboxes can be supplied in standard ratio or a variety of alternative ratios to suit the vehicle power and purpose. The kits require little or no vehicle modification and are reversible. They are sold all over the world. 500+ sold to date.

MG TD 5 Speed Gearbox Conversion

The MG T type 5 speed gearbox conversion kit has been developed as a further successor to the popular MGA and MGB gearbox conversions designed and developed by Hi-Gear. The kit is aimed at T type owners who really want to use their cars on modern roads including motorways and who do not want to be confined to secondary roads.

The conversion transforms the car into a usable cruiser. Other benefits include improved fuel consumption less driver and passenger fatigue less vibration longer engine life and fewer broken crankshafts! Motorway cruising is enhanced by the fifth gear.

The conversion adapts a Ford Sierra Type 9 gearbox (5 speed 1.6L & 1.8L: 1982-91 & 2.0L: 1982-87) to the XPAG engine.

To enable the Ford gearbox to be fitted to the vehicle the engine has to be moved approximately 10mm forward. The kit has all the parts to enable this to be achieved safely and reliably together with all fasteners and fitting instructions for the competent owner to fit.

The Type 9 Ford gearbox is not part of the kit but is either supplied by the owner or we can supply a fully reconditioned gearbox (See Part number E250)

The vehicle speedometer will need calibrating. Several companies are able to do this. Instructions on how to measure the vehicle speedometer characteristics for re-calibration are included together with the details of a suitable company to do the work.

The Kit Comprises:

- Cast aluminium Bell Housing.
- Gasket Bell Housing to gearbox.
- Spigot bush.
- Rear rubber gearbox mounting.
- Modified front rubber engine mounting.
- New gearbox support crossmember.
- Two crossmember side supports/lockplates.
- Engine mounting packing plate.
- Exhaust support bracket.
- Engine torque reaction bracket/bolt.
- Two floor rail support brackets.
- Gear lever assembly (chrome)
- Clutch plate (for 7¼" or 8" pressure plate).
- Speedometer cable/circlip.





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- Brake pipe (RHD only).
- Propshaft.
- Gearbox cover in moulded ABS.
- All bolts and fasteners.
- Detailed fitting instructions.
- Loctite

The Bell Housing is cast in LM25 high strength heat treated aluminium alloy and is robustly constructed. The standard MG 7¼" or 8" clutch cover is re-used. The standard clutch release bearing and cross shaft system are all retained. The gear lever sits in the same place as usual so the conversion is not easily detectable.

The gearbox supporting chassis tube is retained. The brackets welded to the tube have a small piece removed but will still be able to be re-used if needed.

TD axle ratio 5.125:1

4th gear 14.42 mph/1000 rpm

5th gear 17.60 mph/1000 rpm

70 mph 4854 rpm (4th) ->3977 rpm (5th)

TD axle ratio 4.875:1

4th gear 15.16 mph/1000 rpm

5th gear 18.48 mph/1000 rpm

70 mph 4617 rpm (4th) ->3787 rpm (5th)

The propeller shaft provided in the kit is to the original manufacturer's specification:

Torque: 570 Nm 422lbft (short duration) MAXIMUM

Speed: 7000 Rpm MAXIMUM.

This corresponds to 5740 engine rpm in fifth gear (ratio 0.82:1) and 7000 engine rpm in fourth gear (ratio 1:1).

Note. Chronometric Speedometers (Early TD)

This type of instrument is difficult to recalibrate so a small step up gearbox which will fits directly into the speedo cable entry point on the Ford type 9 gearbox has been designed. This gearbox will then drive the original cable to the speedometer. The owner will need to send his speedo together with calibration data obtained from the vehicle to us to check the instrument and supply the step up gearbox with correct ratio for accurate speed indication.

