

INSTRUCTIONS

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916-28914 - Speedway GM Manual Transmission to Flathead V8 Adapter - GM Clutch
916-28912 - Speedway GM Manual Transmission to Flathead V8 Adapter, Ford Clutch
560-5174 - Offenhauser 5174 GM Manual Transmission to Flathead V8 Adapter, GM Clutch
560-5272 - Offenhauser 5272 GM Manual Transmission to Flathead V8 Adapter, Ford Clutch

Additional Installation Guide: GM T-5 transmission to a stock 1932-48 Ford/Mercury V8 or 1949-53 Ford/Mercury 8BA Flathead engine.

For 1932-48 engines, no additional parts are needed. For 1949-53 8BA engines, you'll need either a cast iron 1948-52 Ford pickup truck bellhousing (3-1/4" tall) or a stamped steel 1949-50 Mercury V8 bellhousing. The Ford 6-cylinder bellhousings are incompatible. These bellhousings are not included in the kit.

Several parts that are also needed to include the original clutch release shaft, fork, and release bearing, or you can opt for new clutch components.

Additional Note: When using the 1948-52 pickup bellhousing with 8BA engines, the starter mount plate must match the bellhousing.

Which T-5 transmission should I use?

The T-5 transmission from a 1983-1992 Chevrolet S10 or GMC Sonoma is often favored for its straightforward installation in various vehicles due to its design having the shifter placed on top and further forward. Conversely, a T-5 from a 1983-1992 Chevrolet Camaro can present challenges, as the shifter may sit at an angle and further back when installed in a vehicle, potentially requiring modifications to the shifter linkage or transmission tunnel for proper alignment. On the other hand, using a T-5 from a 1983-1993 Ford Mustang, necessitates a special bellhousing (910-27031, sold separately) due to the different bellhousing bolt pattern and input shaft dimensions between Ford and GM transmissions.

Some advantages of the S10/Sonoma T-5 include:

- They are easy to find.
- Gearshift position is close to that of old Ford transmissions (top-shifters).
- Ratios are a good match to most vehicles.
- Early years have mechanical speedometers (later models had electronic speedometers).
- Many years have a removable bellhousing.

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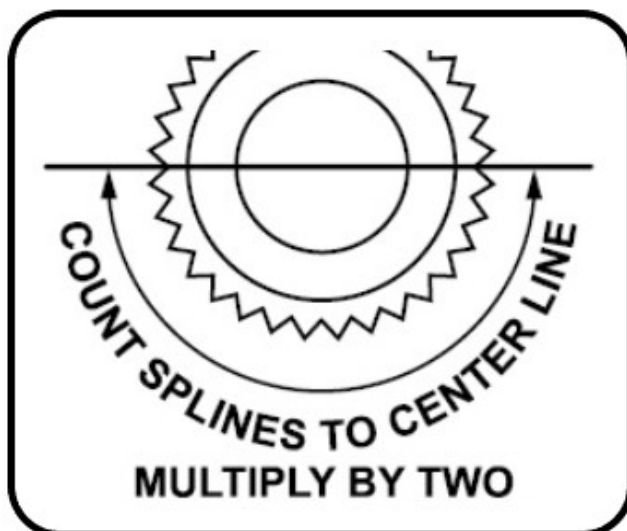
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How do I identify my T-5?

- Transmission Tags:
 - Check for the metal tag attached to the transmission case, typically on a bolt. This tag has a code that you can match with T-5 identification charts to find the exact model and application. (See guide below)

Transmission Tag Number	Vehicle Application	Production Years	Input Shaft Spline Count/Size	Gear Ratios (1st - 5th)
1352-145	Chevrolet S10	1983	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-146	Chevrolet S10	1984	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-192	Chevrolet S10	1985-1986	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-194	Chevrolet S10	1987-1992	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-221	GMC Sonoma	1983	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-222	GMC Sonoma	1984	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-223	GMC Sonoma	1985-1986	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-224	GMC Sonoma	1987-1992	1"-14 spline	4.03, 2.37, 1.49, 1.00, 0.86
1352-201	Chevrolet Camaro	1983	1-1/8"-26 spline	2.95, 1.94, 1.34, 1.00, 0.63
1352-202	Chevrolet Camaro	1984	1-1/8"-26 spline	2.95, 1.94, 1.34, 1.00, 0.63
1352-214	Chevrolet Camaro	1985-1986	1-1/8"-26 spline	2.95, 1.94, 1.34, 1.00, 0.63
1352-216	Chevrolet Camaro	1987-1992	1-1/8"-26 spline	2.95, 1.94, 1.34, 1.00, 0.63

- If no tag is present – Measure the Input shaft:
 - Measure the outside diameter of the input shaft, then simply count the splines halfway around, and then double that number. (See guide below)
 - S10/Sonoma transmissions have a 1"-14 spline input shaft.
 - Camaro transmissions have a 1-1/8"-26 spline input shaft.
 - Ford transmission have a 1-1/16"-10 spline input shaft.



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To help complete your conversion, follow these steps for Part Numbers:

1. Additional adapter parts that may be required if the complete kit was not purchased:

- **For use with the GM Manual Transmission to Flathead V8 Adapter, GM Clutch:**
 - Flathead to GM Transmission Bearing & Arm Kit, 916-29510
- **For use with the GM Manual Transmission to Flathead V8 Adapter, Ford Clutch:**
 - Clutch Release Bearing 1935-48 Ford Flathead V8, 910-25620
 - Release Bearing Adapter, Flathead to GM T-5, 916-29517
 - Pilot Bearing, GM Transmission to Flathead, 916-29520
 - Internal Clutch Release Spring 1935-52 Ford Bearing Hub, 916-75152

WARNING: Do not use the stock 1949-53 truck 11" clutch and flywheel combination. The counter weights will not clear the inside of the adapter housing.

2. Choose correct pressure plate to match your flywheel.

- 9" Stock 1935-41 Ford Passenger car, 910-15651
- 10" Stock 1942-48 Ford Passenger cars and 1949-53 Ford pickup, 910-15657
- 10-1/2" Aftermarket performance non-stock, 910-15635

3. Choose correct clutch disc diameter and spline.

- **For a 1"-14 spline input shaft:**
 - 9" Clutch Disc, 910-15643
 - 10" Clutch Disc, 910-15641
 - 10-1/2" Clutch Disc, 910-15649
- **For a 1-1/8"-26 spline input shaft:**
 - 9" Clutch Disc, 910-15646
 - 10" Clutch Disc, 910-15644
 - 10-1/2" Clutch Disc, 910-15660