

4 speed manual transmission ford



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Book Descriptions:

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It was used in most Fords and Mercurys from 1964 until 1973 as well as some foreign models. Officially designated the 3.03 three speed or Ford design four speed. The 3.03 is the centerline distance between counter shaft and mainshaft. The Toploader got its name from the fact that the access plate to the inner workings was located on the top of the main case as opposed to the side, a convention used on most gearboxes such as the Ford Dagenham or GMs Saginaw or Muncie. Distinguishing the three speed from the four is as simple as counting the fasteners on the top plate. The four speed has ten; the three, nine. Both the three and four speed top loader gearboxes were designed to function in constant mesh, due to synchronizer sleeves being used instead of sliding gears, and be fully synchronized, with the exception of reverse. Forward gears are helical type while reverse gear including the exterior of the first and second synchronizers sleeve are spurtype gears. The 3 speed 3.03 was also the heavy duty transmission in 1960s Olds, Buick and Pontiac cars, with FOMOCO cast into the right side, but this was common in those days remember Lincoln used GMs HydraMatic for years in the early 1950s. It is the Jeep T150 with a cast top cover with a cane floor shifter. Generally Falcons and Comets have shifters mounted forward along the housing, Mustangs rearward, and Fairlanes and full size Fords somewhere in between. Toploaders were also designed for two specific applications small blocks like the Ford Windsor engine, and big blocks like the Ford FE engine and Ford 385 engine series. Close ratio has 28 teeth, wide has 31. Retrieved 20100102. By using this site, you agree to the Terms of Use and Privacy Policy. These transmission are still used in Nextel cup cars because of the durability and you would be stepping backwards to put in some late model 5 speed to get overdrive. This is just one of the reasons you want a Gear Vendors for these tranny's. <http://www.energyair.co.uk/uploads/command-cruise-control-manual.xml>

- **4 speed manual transmission ford, 4 speed manual transmission ford mustang, 4 speed manual transmission ford bronco, 4 speed manual transmission for ford 302, 4 speed manual transmission for ford 390, ford 4 speed manual transmission identification, ford 4 speed manual transmission fluid, ford 4 speed manual transmission 4x4, ford 4 speed manual transmission with overdrive, ford 4 speed manual transmission rebuild kit, 4 speed manual transmission ford, 4 speed manual transmission ford, 4 speed manual transmission ford truck, 4 speed manual transmission for ford 302, 4 speed manual transmission for sale, 4 speed manual transmission for chevy 350, 4 speed manual transmission for chevy, 4 speed manual transmission for 65 mustang, 4 speed manual transmission for 1966 mustang, 4 speed manual transmission ford, 4 speed manual transmission ford truck.**

Not only will you get to keep your bulletproof 4speed but nothing in the car has to change crossmember, tunnel, shifter and linkage all remain the same. Our kits for the Ford cars are very simple installs handled in just a few hours in your garage or at one of our dealers. No special tools are required and a new 1350 series driveline yoke comes with each kit so your local driveline shop can have the shaft ready by the time you installed the overdrive. Once installed you will have a whole different vehicle. Our 28.6% faster cruising gear will have your 4.10s behaving identical to 3.20x on the highway 3.55 would be 2.77. This 28% easier cruise gear will have the engine purring and the mileage up 2228%. No other modification you do to the car is going to pay you back in resale value or mileage like the Gear Vendors. In the long run it really costs you nothing to own our product and on top of these benefits you are stepping into a whole new level of performance. Hit the button on your shifter for the overdrive before you leave the line and you activate our AutoLaunch

circuit. The car will accelerate in 1st and then shift clutchless to 1st over which is just like you shifted to 2nd on either of the close ratio 4 speeds. It's much faster, tire barking, and only a few hundredths different than shifting to 3rd. For this reason we ship these kits with our 6 speed badges for your car and yet it is far more performance than any 6 speed available. All our kits come with a 2yr unlimited mileage, unlimited horsepower, unlimited abuse warranty. You are under warranty even at the dragstrip. Gear Vendors is the best you can buy in durability, performance, installation, warranty, operation, and mileage. For more details on this subject click here. Call us at the factory with any questions, see the Racing section for some "first on race day" Fords. FORD FINAL DRIVE RATIOS Find your transmission and rear gear multiplier below. <http://www.visionnegocios.com.br/admin/fckeditor/userfiles/command-line-to-change-a-service-from-disabled-to-manual-or-automatic.xml>

The Final Drive Ratio shows you how many times the engine turns for one complete turn of the tires. This Final Drive number is also your torque multiplier when in that gear. GEAR VENDORS reputation for being the best is because of its sophisticated planetary construction. This means GEAR VENDORS is the only auxiliary intended as a Gear Splitter behind automatics and the nicest to work behind both automatics and manuals. You are able to shift half gears that keep the engine in the power. Any auxiliary that requires you to lift off the accelerator or is not intended to shift frequently is not going to give you this performance. There is not room here to cover all the details so call the factory to discuss the full benefits demonstrated on these charts. Based on the radius, a new location list is generated for you to choose from. Milage is 225000. Call or text at 416.553.2687 Its in great shape and comes with a Hurst shifter. Fits other Fords Spins nicely but not sure on full history of trans. Haven't removed top cover. Tired of stuff sitting around my shop. No torque included Includes bellhousing and shifter. Spins easily, no broken tabs or obvious issues other than grime, haven't used it so can't attest to internals, but does shift easy, likely best as a rebuild candidate. Removed from 1966 Ford truck but can be used in Jeeps etc. Will Mount to 240,300 or small block Ford. Worked great when it was pulled from the car. Bellhousing is for a small block Ford and I have the original dust plate as well. No shifter as I can not find it anywhere. E40D Work Good when Pulled. This is the third one installed in family street rods and everyone is a treat to drive. If your going to invest in a 5 or 6 speed trans. this is the one to use! Shifting into gear feels more defined. Throttle inputs also feel more direct like pushing down the throttle from cruising at like 2500 rpms it goes the way you want it to, rather than the mount flexing and absorbing power.

Really love the solid feel of this mount and transmission crossmember bushings combined. Engine vibration when accelerating and gear whine is much more noticeable NVH, Natural Vibration Harmonics, almost like a baby dog box, but that's okay with me. Feels like a like a whole new car and I love it! Just know the universal threads are plastic, you can always upgrade to aluminum from another store. Looks sharp and functions as expected. When it's hot out, I have to put a sock over it to be able to touch it. Takes the 12mm but fit perfect. Would have gave 5 stars but the shift pattern print was on a little crooked. Everything I wanted for a cheap price. Fits my 2007 2.4l Chevy Cobalt SS Installs in minutes. A nice effort for a Chinese made product. Its a little smaller than I thought but it feels so much better than the OEM shift knob. I want to replace it with a manual 4 speed transmission from a 1987 F250, wondering if it will bolt up Both trucks are 4X4 with the 460 engine. Any problems I will be facing. Thanks in advance I'd rebuild the 5 speed. No need for overdrive, this is just a camping rig. Thanks for your answer. I want to replace it with a manual 4 speed transmission from a 1987 F250, wondering if it w. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. We may earn money from the links on this page. Stick shifts are disappearing from the market left and right, with models such as the Jeep Compass, Mini Countryman, and Mitsubishi Outlander Sport going all automatic recently. That leaves behind only a handful of options for those seeking a tall vehicle that isn't a pickup truck that also has a row your own transmission. We've gathered every new crossover and SUV—and the

specific trim levels on each that come with the humanshifted transmission—that still offer a stick.

<http://www.drupalitalia.org/node/69755>

But the revived Bronco is so exciting that we felt it merited inclusion here—and the fact that you can get it with a manual transmission is just a cherry on top. The Broncos stickshift is a sevenspeed unit, with Ford referring to the first gear as a creeper gear. Its only offered with the standard turbocharged 2.3liter inlinefour and not the twinturbo 2.7liter V6 upgrade engine, and as of now Ford says the manual cant be had with the offroadoriented Sasquatch package. But who are we to complain The standard 3.6liter gasoline V6—the only engine offered with the manual—can also be had with the same eightspeed automatic as the turbo four, but what’s the fun in that We also appreciate that it still offers a manual gearbox, although only on the base LX trim level.All manual Crosstreks use a 2.0liter inlinefour with 152 horsepower. Allwheel drive is standard on every Crosstrek, and those not keen on shifting for themselves can opt for a continuously variable automatic transmission; it’s included on the upper trims, including the newfor2021 Sport model with its more powerful 2.5liter engine. You may be able to find more information about this and similar content at piano.ioYou may be able to find more information on their web site. To view this site, you must enable JavaScript or upgrade to a JavaScriptcapable browser.Engine Rotating Kits Churn out all the asphaltchewing, roadgrating horsepower you want with our massive selection of rotating assemblies. Speedmaster™ kits bring together everything you need. Top End Kits Speedmaster has taken the guesswork out of topend component selection by actually placing the top end components together in complete kits. They include almost everything you need to make serious horsepower. Our EFI systems provide excellent throttle response throughout the RPM range along with smooth engine operation. Superchargers, Roots Style Kits Speedmaster’s 671 Street Supercharger kits can give you 4555 percent more streetable power.

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They feature doublepinned rotors timed and clearanced after assembly, heavy duty front and rear bearing plates, and an intake manifold. Crate Engines Speedmaster crate engines have become a huge success all over the world. We deliver reliable horsepower, torque and drivability. We use only quality name brand parts that we trust giving our customers a superior product for their money. Third Member Complete Assembly Assembly has been carried out at the Speedmaster’s TDS Department by the Head differential technician. Quality is assured with 40 years experience in the Differential Industry and full involvement in all forms of motorsport from V8 SUPERCAR To Group 1 Drag Racing. Designed for engines producing up to 500hp, all components are h. Specs BrandSpeedmasterPart NumberPCE646.1001Part TypeManual TransmissionNumber of Gears4Gear RatioWideInput Shaft Diameter1.0625 in.Input Spline Quant. Description Application 19701972 Ford Falcon GTHO Brand Information Speedmaster has become a leader in its field, built on a long term consistency of being a specialist in aftermarket automotive components. The team ha. Prop 65 Warning WARNING This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm. For more info. Overview Specs Description Brand Information Prop 65 Warning Back Overview This Speedmaster manual transmission is built with all brand new components and case. Designed for engines producing up to 500hp, all components are hand fit and assembled in USA for the ultimate in precision fit and finish. Application 19701972 Ford Falcon GTHO Back Description Application 19701972 Ford Falcon GTHO Back Brand Information Speedmaster has become a leader in its field, built on a long term consistency of being a specialist in aftermarket automotive components. The team has shared all the finest moments in the numerous accolades for its people, its products, and its approach.

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Speedmaster is also one of the rare companies to produce its own products, where majority items are entirely developed and manufactured in its workshops. The ultimate token of precision, Speedmaster is the world's only major parts manufacturer to equip cars from Standard replacement to Top Fuel Dragsters. In 1979, the company was founded with Pete's Performance, which was a small speed workshop. It began by building engines for customers as a hobby, and it has now grown to include selling, assembling, manufacturing and racing high performance engine parts. Over the years, the company has grown into a worldwide high performance powerhouse. Growing from a oneman bricksandmortar business; to now a supply chain in which en Back Prop 65 Warning WARNING This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm. The genesis was to manufacture transmissions in Mexico for Ford, GM and Chrysler. At that time, the Mexican government enacted a protectionist policy that mandated all vehicles assembled in Mexico have engines and transmissions 100percent manufactured in Mexico. TREMEC's first transmissions would be produced later that same year. This included the rights to build the venerable T5 5speed and the T56 6speed. These two transmissions would play a pivotal role in TREMEC launching its performance aftermarket transmission line in the late 1990s. Before this, converting a vintage car or truck to a latemodel 5 or 6speed meant finding a donor car and making parts fit. TREMEC leverages this OEM prowess in the motorsports and performance aftermarket. The company also developed the Magnum 6speed which uses the technology developed for the 6speed in OEM performance production cars, but with a case and other features that make it ideal for use in older muscle cars. To meet the shifterplacement needs of newer muscle cars, the company introduced the Magnum XL 6speed.

The company's aftermarket business continues to grow by offering funtodrive products based on the most iconic brands in the industry. In order to post comments, please make sure JavaScript and Cookies are enabled, and reload the page. Click here for instructions on how to enable JavaScript in your browser. Chris on 10 Reasons a Manual Transmission is Better than an Automatic Carl Casanova on TREMEC Magnum Transmission Gear Ratio Options marvel on A Look at Five Future Performance Vehicles By using this website you consent to their use. For detailed information about the use of cookies on this site and your options to refuse your consent to their use, please see our Privacy Policy. Converting your hot rod to a 5speed or 6speed is a fantastic way to add overdrive and give yourself the ability to drop the engine RPM's and increase your MPG's, which makes owning and driving our prized cars that much more enjoyable. The experienced crew at Bowler Performance will be happy to put together a complete custom package for your project or you can choose from one of our preconfigured systems that will give you the best of everything you need. Do not let your installation or driving experience suffer by the allure of a lower price. Buy it right and you will only need to buy it once. The flagship in the Tremec line of aftermarket transmissions is undoubtedly the Magnum 6speed. This 6speed is the culmination of years of high performance testing, advanced design changes, and a better understanding of what the aftermarket enthusiast really wants in a high performance transmission. The Magnum is a "no compromise solution" for your hot rod project. The Magnum is available in standard format for GM and Ford engines, but with the evolution that we always see in the world of hot rodding, there are now enough bell housing and pilot bearing options to allow the Magnum to bolt up behind nearly any popular engine used today.

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The Magnum also retains the ability to use either mechanical or electronic speedometers, reverse light switch, and reverse lock out are all built in. Just like in the TKO line of 5speeds the Magnum has many shift stub relocation kits available for use with factory 4speed consoles. If you need to take it to the next level, Bowler Performance has a Stage II upgrade available for the Magnum. Tremec has set the standard for aftermarket manual transmissions, and Bowler Performance Transmissions

is proud to be an Elite Distributor for the complete Tremec line. If you need to take it to the next level, Bowler Performance has a Stage II upgrade available for the Magnum. The Bowler Stage II upgrade is ideal for anyone using their transmission for Autocross and Road Race events. Please try again. Register a free business account Exclusive access to cleaning, safety, and health supplies. Create a free business account to purchase Please try your search again later. You can edit your question or post anyway. MERCURY Brougham, Caliente, Custom, Cyclone, Park Lane, Marquis, Montclair and Monterey MERCURY Cougar TRANSMISSION IDENTIFIERS Iron case with 10 bolt steel top cover. Amazon calculates a product's star ratings using a machine learned model instead of a raw data average. The machine learned model takes into account factors including the age of a review, helpfulness votes by customers and whether the reviews are from verified purchases. To learn more or opt out, read our Cookie Policy. Please also read our Privacy Notice and Terms of Use, which became effective December 20, 2019. The sad thing is it's just a oneoff, built for this week's annual Specialty Equipment Market Association SEMA trade show in Las Vegas. Ford unfortunately didn't share too many other specifications, like range or the size of the battery, since this is just a prototype. It does, however, feature a vertically oriented 10.4 inch touchscreen in the dashboard, similar to what Ford did with the 2020 Explorer.

Electric vehicles tend to be single gear affairs, meaning there's no need for manual or automatic shifting at all. The new Porsche Taycan is one notable exception, with its two speed setup. But that doesn't mean you can't design a car that marries the instant torque of electric vehicles with the fun of rolling through a gearbox. It's not necessarily a great place to read tea leaves if you're trying to understand an automaker's product road map, but it always offers fun prompts for the imagination. With just two weeks to go until Ford unveils its first mass market EV, a Mustang inspired SUV codenamed Mach E, it's easy to let one's mind wander down the road to a few years from now, when an all electric Mustang with a manual transmission becomes a quirky, limited run addition to the Detroit automaker's multibillion dollar push into electric vehicles — even if it's more likely to remain the stuff of dreams. Advanced Gday Sign in to bid or buy eBay Deals Coles on eBay Help Sell Watch List Expand Watch list Loading. Something went wrong. Bell Housings Manual Transmissio. Ford Other Car and Truck Engines. Ford Car and Truck Gear Boxes an. Falcon Car and Truck Manual Tran. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. It was created based on the 7 speed dual clutch transmission by ZF. The 7MT is responsible for the new, fast gear shifting characteristics. The developed converted shifting actuator allows a classic H shift pattern to be combined with dual clutch gear sets. Then get in touch with us using this contact form. Our experts will get back to you shortly. It was produced in three different overdrive ratios for use in Ford F150 and some limited F250 full size light duty 2WD and 4WD pickup trucks. The top shift overdrive TOD is a four speed manual transmission with fourth gear as an overdrive. All forward gears are helical type and are in constant mesh. The forward gear changes are accomplished with synchronizer sleeves.

The reverse idler gear is in constant mesh with the countershaft gear. In reverse the spur type gear on the reverse idler sliding gear meshes with the gear on the 12 synchronizer hub. The first second fork and the reverse fork are attached directly to these rails. This shift control link contacts the shift fork in the transmission. The mating surfaces of these components are sealed with Anaerobic Sealer Gasket Eliminator. This is useful when evaluating a loose transmission at a junk yard or swap meet. The two character alpha code will identify the overdrive ratio as originally built. Other than identifying the OD ratio, the RTS alpha code is unimportant in adapting the Tremec to the Model A or early V8 Ford. The first style case is marked RFE4TR7006AA and C2604877, and the second style case is marked RFE5TR7006AA and C2605524 8 hole butterfly front mount. These were made by Tremec, but are not marked RTS on the steel tag. These may not be overdrive, and may be 11 fourth gear ratio. A provision for mounting the emergency brake handle to the transmission must also be fabricated. Reduction of the front main bearing retainer diameter size to fit the Model AA clutch

housing. for reference, the stock Tremec diameters are 4.850 inches and 1.430 inches. Adaptation of the shift lever to suit the users needs. A 198086 Jeep T176 onepiece cane shift lever can be easily adapted to replace the Ford stub shifter shaft. Search for Crown Automotive 5359835 shift lever. A Ford 8N7550 clutch disc, A C5NN7600 pilot bearing and C0NN7580A throwout bearing can also be used. Assumptions are based on stock tire sizes and engine configuration. Increased engine Torque and HP are required for highway driving. The extension housing can be either cast iron or aluminum with the shifter on the side. Found only in 6 cylinder applications Main shaft reverse gear is located on the outside of the 1st gear synchro sleeve. The cluster gear is a 3step helical cut gear.

Spurcut reverse gears are located in the extension housing. All synchro rings have 36 teeth. This English made transmission is found in 6 cylinder Falcon, Sprint, Comet, Ranchero and Mustangs only. Very hard to find parts for. Available with or without overdrive. On Overdrive units the 3rd gear on the cluster gear is larger than the 4th gear the front gear. All units have Overdrive. The 3rd gear on the cluster gear is larger than the 4th gear the front gear. Casting number 260XXXX. English built transmission. Case has a Ford logo casting with either 1332 or 1340. Nonsynchronized 1st gear with brass synchro rings for 2nd4th. Nonsynchronized 1st gear with brass synchro rings for 2nd4th. Fully synchronized in all forward gears with brass synchro rings. Main shaft Reverse gear has 44 helical cut teeth. F500 F800 trucks have tapered bearings on the input and main shafts. Casting number T19 or 1309. All main bearings are tapered and the 5th gear synchro assembly is on the Main shaft All five synchro rings are the same. Casting number 260XXXX. Input and Main shaft bearings are tapered and the cluster gear is supported by cylindrical roller bearings in the case on each end. The 5th gear synchro assembly is on the end of the cluster gear. There are different size brass synchro rings. Casting number 1352. Fully synchronized in all gears, including reverse. 1st5th synchro rings are brass with a fiber lining. The main bearings are all ball bearings. Synchronized in forward gears only. Unless they have been updated, the top cover has three rubber plugs in back. Fully synchronized is all gears, including reverse. Front input shaft tapered bearing is 80mm in outside diameter. Unless they have been updated, the top cover has three rubber plugs in back. Front input shaft tapered bearing is 90mm in outside diameter. Reference Guide Parts illustration. OLED TV Which Instant Pot Should You Buy 4K TV Buying Guide Soundbar buying guide Google Home vs.

Amazon Echo Laptop Buying Guide MacBook Pro vs MacBook Air Nintendo Switch vs. Switch Lite Which is better. Manual transmissions, needing a unique skill set to wield, give drivers more control over shifting, power, and many think it enhances the overall driving experience. The differences in feel and mechanics run deep as we compare manual and automatic transmissions through this guide. Your dad's first car might have had a steering column or dashboard mounted shifter, but in a modern car, the shift lever is almost always mounted vertically on the center console and connected to the transmission via a linkage. Release the clutch, select the desired gear, and engage the clutch again. From a standstill, engaging the clutch too slowly will wear out the disc prematurely, and engaging it too quickly will cause the engine to stall. Driving a stick, you feel a connection to your car that is difficult to reproduce with an automatic transmission. Additionally, motorists who can operate a manual transmission are able to drive virtually any type of automobile, anywhere in the world — including in countries where renting an automatic is easier said than done. Engineering departments added gears as technology improved, and as cars got faster and the need for efficiency increased. The four speed manual became the norm for decades, then five, and now six. However, some high end sports cars — like the Porsche 911 — offer seven gears. Browse the local classifieds and you'll inevitably notice the automatic transmission has become as widespread as power windows and air conditioning. A traditional automatic is connected to the engine via a hydraulic torque converter, and a dual clutch automatic relies on — you guessed it; nice work — a pair of clutches. Both can change gears without any input from the driver.

The process is done hydraulically or electronically by monitoring important parameters such as the position of the throttle pedal, the speed that the car is traveling at, and the engine's revolutions. In many automatic cars, the gears can be selected manually using either the shift lever or paddles mounted behind the steering wheel. It's almost impossible to stall the engine with this configuration, and an automatic car tends to be smoother and more comfortable to drive than a stickshift, especially in stopandgo traffic. An automatic typically requires less maintenance than a manual as well, though that can vary from model to model. Finally, a dualclutch automatic gearbox often shifts gears in mere milliseconds for greater performance and efficiency. However, six seven, and eightspeed automatics are common today. Honda builds a ninespeed; Ford and General Motors even have a jointly developed 10speed transmission on the market. More gears mean better acceleration, quieter highway driving, and improved fuel economy. In lieu of gears, a CVT relies on a belt and pulley system that provides an infinite number of ratios. In other words, the transmission never shifts. CVTs are also found in scooters, motorcycles, and snowmobiles. A CVT can improve gas mileage, too, which explains why a lot of hybrid cars are equipped with one. It's not all pros, though. Some buyers find driving a car with a CVT downright bizarre because it doesn't shift. The engine tends to drone when it's bolted to a CVT and cars often deliver rubber bandlike acceleration. Not every motorist will appreciate living with a CVT. Our advice is to try before you buy, and make sure you use it in many different scenarios, not just around the block. You may not notice what it's doing behind the scenes to keep you move it, or you may completely hate it. The Subaru Crosstrek, the Mitsubishi Outlander Sport, and the Honda CRV are among the models that come with a CVT.

Additionally, some performance cars — notably the Subaru WRX — offer a CVT instead of a standard automatic. If you consider yourself an enthusiast — and if your commute isn't 45 minutes of pure stopandgodriving — a car with a manual transmission is more engaging to drive. You might not have a choice, though, because many new cars offer only one type of transmission. More expensive models like the BMW M3, the Porsche 911, and the Jaguar FType also come with a manual, though you might have to specialorder one. Subaru Outback Digital Trends may earn a commission when you buy through links on our site. From the factory they are configured as a rear shift. To change the location, you must purchase a mid or front shift kit sold separately and the rear shifter location is capped off with the provided plate. TREMEC TKO transmissions are a great replacement for Ford toploader fourspeeds as they have been configured to bolt up to the stock Ford bellhousings. Keep in mind that TREMEC TKOs are larger and taller than their 4speed counter parts. The only parts needed to convert from a three or four speed is a cross member, shift lever, shift ball, and shorter speedometer cable. The driveshaft length is not affected for the Ford conversion as the transmissions are the same length. The slip yoke may have to be changed to match the output shaft. And what about that flimsy old column shift threespeed. Weve got that covered too. The adapter housing must measure 9.375" in length, and the adapter housing will need be machined prior to assembly. Our kit will include a new transmission main shaft, bushing, gaskets, seal, and adapter instructions. Transfer Case Your stock tailhousing must be drilled and reamed for the shift rail. The counter bore on the adapter housing must be machined to accept the larger 307 bearing. This kit utilizes the stock Bronco spud shaft. This transmission is side shifted and will require additional shifter components.

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