

conversion kits



MGB 5 Speed Gearbox Conversion: 1800 Models

The MGB 5 speed gearbox conversion kit has been developed as a logical successor to the popular MGA 5 speed gearbox conversion

Two kits are available to cover all 4 synchro MGB cars with the wider gearbox tunnel and the 3 synchro models with narrow tunnel.

The conversion adapts a Ford Sierra type 9 gearbox

The standard ratios of the Sierra gearbox suit the MGB well with a 10% higher second gear for better overtaking.

Various alternative gear ratios can be provided including a closer ratio gearbox and a standard ratio gearbox with a higher first gear ratio of 2.98:1

The conversion is totally non-intrusive to the MGB. There are no holes to drill, no metal to cut or remove, the car can be returned to standard easily if and when required.

The kit is supplied with all parts, nuts and bolts and fitting instructions for the competent owner to fit.

The Type 9 Sierra gearbox is not part of the kit but is either supplied by the owner or can be supplied with the kit from a quality gearbox reconditioning company.

The vehicle speedometer will need recalibrating. Several companies are able to do this. Instructions on how to measure the vehicle speedometer characteristics for re-calibration are included.

The Kit Comprises:

1. Cast aluminium Bell Housing.
2. Clutch release lever pivot & bolt.
3. Gasket, Bell Housing to gearbox.
4. Extended spigot bush.
5. Rear rubber gearbox mounting.
6. New gearbox support crossmember.
7. Modified gear lever assembly, precision short shift.
8. New propshaft assembly.
9. Speedo cable/circlip.
10. All bolts & fasteners.
11. Detailed fitting instructions.
12. Loctite (2 types)

The Bell Housing is cast in high-strength LM25TF heat treated aluminium alloy and is robustly constructed. The standard MGB clutch cover, release lever and clutch operating hydraulic cylinder are all re-used. The standard MGB clutch driven plate and release bearing are used with the kit.

A precision short-shift gear lever is supplied which puts the gear lever in exactly the same place as the original so the conversion is visibly undetectable.

Gear Ratios	MGB	Standard Ford	Modified Ford	Closer Ratio
First	3.44	3.65	2.98	3.36
Second	2.167	1.97	1.97	1.81
Third	1.382	1.37	1.37	1.26
Fourth	1.0	1.0	1.0	1.0
O'Drive/ Fifth	0.82	0.82	0.82	0.825

The resulting performance is similar to driving a modern car with precise control of the gearbox, well suited ratios producing relaxed driving with driver confidence.

Other gearbox ratios can be obtained from gearbox specialists to suit the vehicle application.

A real bonus provided by this conversion kit is that the gearbox can be removed from the car without removal of the engine. This makes clutch servicing more practical and economical compared to the standard car.

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

Torque: 570 Nm, 422 lbft (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). For further information please contact Richard West 0041 +52 213 14 13 WEST-Classic Switzerland