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MORRIS MINOR CENTRE LTD

5 Speed Gearbox Conversion For Midget/Sprite

Components

1.	Bellhousing	5G02	145.00
2.	Speedo Cable	5G13	16.50
3.	Gasket - Bellhousing	5G15	1.95
4.	Oil Seal - Bellhousing	5G16	3.75
5.	Gaiter - Gearshift	5G31	8.75
6.	Spigot Bush	5G35	14.50
7.	Clutch Plate	5G36	30.50
8.	Propshaft	5G37	72.85
9.	Crossmember - Gearbox	5G38	13.50
10.	Bolt - Crossmember to Mounting	5G39	1.00
11.	Chassis Panel	5G40	5.25
12.	Tunnel Panel	5G41	12.75
			326.30

If the complete fitting kit is bought in one go then a discount of **£31.30** will be given

The complete kit price:	£326.30 + VAT
Discount:	£ 31.30
	£295.00 + VAT

Labour times to fit from: £320.00 + VAT

Special Notes - Please read carefully

1. The above kit does not include the gearbox. A fully reconditioned gearbox is available at a cost of £355.00 + VAT. In this case a gearbox mounting (5G11) would need to be purchased at a cost of £28.50 + VAT.

2. Secondhand gearbox - The type of gearbox required for our conversion is the Toyota T50, 2T or 3T, obtained from either 1600 Corolla, Carina or 1800 Corolla, Carina vehicles. Avoid the Celica gearboxes as the gearstick is positioned 4" further forward and, therefore, not suitable.
Important - There are two types of speedo drive fitted to these gearboxes. Only the shorter of the two is suitable, as a guide it must be 12.5mm or less. The larger speedo drive will cause the speedo cable to foul the gearbox tunnel. Unfortunately, there is no information available to inform which gearbox has which drive, they tend to vary.

3. If a secondhand box is being used please make sure that the following parts are also obtained: Gearbox mounting, gearstick and it's circlip and the pre-load washers between the original Toyota Bellhousing and gearbox. Be sure also to acquire the sliding joint from the original Toyota propshaft to fit the rear of your gearbox.

Our conversion utilises a Morris propshaft adapted by means of this joint so we naturally need to have the item to successfully continue supply. If this part is not returned, a surcharge of £30.00 + VAT will be levied. Also remember when ordering the fitting kit to let us know whether the gearbox is from an 1800 or a 1600 vehicle, as the splines at the rear are obviously different sizes.

4. The speedometer in your vehicle will need to be recalibrated to run smoothly with the new gearbox. Below is a rough guide to working out the new Revolutions Per Mile.

a) 1098 and early 1275 Midget or Sprite 1964-1968. Up to and including Chassis Number HAN 9 77591 (Sprite) and GAN 4 66226 (Midget). 4.2 differential ratio. Original speedo R.P.M. = 1472. New speedo R.P.M. = 1093.

b) Late 1275 Midget or Sprite 1968 - 1976. Post to previous Chassis Numbers. 3.9 differential ratio. Original Speedo R.P.M. = 1376. New speedo R.P.M. = 1022.

You will find the original R.P.M. of your speedo printed on the face. Any problems working out your R.P.M. or if the vehicle has been adapted please contact our Stores Department.

5. Finally, if you require any parts extra to our conversion kit, such as a gearknob or any of the parts listed in note 3, please contact our Stores Department.

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FITTING INSTRUCTIONS FOR MIDGET/SPRITE 5 SPEED CONVERSION

1. Remove seats, carpet and trim from the tunnel area.
2. Remove engine, gearbox and propshaft from the car and separate the gearbox from the engine.
3. Cut out the gearbox crossmember and the tunnel floor 180mm from its front edge and flush with the sides of the tunnel. Cut the front of the remaining crossmember both sides back to the chassis rail at top and bottom. Fold in at approximately 45°. Fit the new crossmember with the centres of its mounting holes in line with the rear edge of the old crossmember. Weld into place.
4. Cut a small section from the side of the right hand chassis rail, 200mm long by 10mm wide, starting 100mm forward from the front of the footwell and cutting towards the rear. Weld in the new panel to the blank hole.
5. Drill out the spot welds along the sides and rear of the plate surrounding the gearstick hole. Lift the rear of the plate 50mm. Position the new tunnel panel and mark its place on tunnel. Cut back to your marked line and bend the sections of the tunnel upwards to provide a lip for the new panel to be welded to. On the lefthand side the tunnel needs to be dressed back to the shape of the panel. Weld into place.
6. Remove the clutch assembly from the engine and change the spigot bush. Refit clutch, using the driver plate.
7. Attach the new bellhousing to your Toyota gearbox, having fitted the oil seal and ensured that the shims and gasket are in place. Transfer the cover for the end of the starter motor and the clutch release fork into the new bellhousing, also the dowel from the bottom edge of the old gearbox. Remove the centre bolt from the gearbox mounting and trim off the rubber so that the bottom of the mounting is flat. Attach the mounting to the gearbox. Grind the square protrusion on the side of the gearbox, just in front of the mounting, back to the shape of the side of the gearbox.
8. Place the propshaft in the tunnel and refit the engine and gearbox.
9. Cut the top 100mm from the gearstick and cut again just below the rubber joint. Taper the lower part of the gearstick to fit 40mm inside the top part. Weld together. Bend the stick forward to angle similar to which it used to bend back.
10. The speedo cable will only fit gearboxes with a short speed drive (12.5mm). Route the cable from the gearbox towards the rear and loop forwards to run above the gearbox mounting and into the car via the original route.
11. The carpet for the front of the tunnel needs reshaping at the rear of the gearstick hole to improve the fit with the rear of the tunnel.