

E-TYPE 5 SPEED GEARBOX INSTRUCTIONS

WELSH

ENTERPRISES, INC.

KIT INCLUDES:-

Complete gearbox, Complete gear linkage, Reverse light switch, Speedometer cable assembly, Rear chassis mounting kit, Clutch plate (organic), Bellhousing mounting studs x 8 (7/16"UNF).

Note: Propshaft not included, your prop shaft will need altered to work with our gearbox.

Shorten propshaft by 4 3/16"

Basic information on 5-speed transmission:-

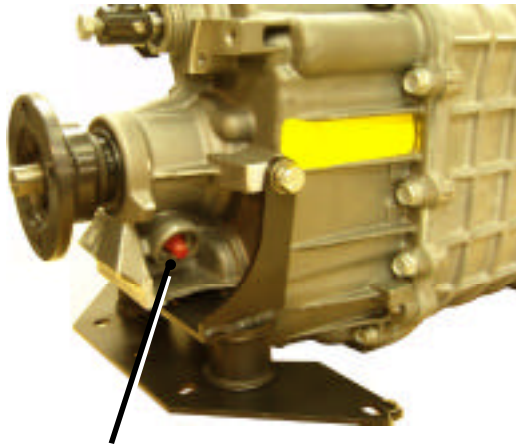
Gear Ratio's

1st.	=	3.31:1
2nd	=	2.08:1
3rd	=	1.36:1
4th	=	1:1
5th	=	0.763:1
Reverse	=	3.26:1

Special gearbox case cast to fit standard Jaguar bellhousing bolt pattern (no adaptor plate necessary). - the world renowned MT75 gearset as used in Ford 'Cosworth' engineered cars, very strong and with many years of development to produce one of the most durable and dependable transmission kits used.

All linkage, mountings and ancilliary parts were developed with over 18 months of research.

Gearboxes are **NEW** and not reconditioned, tested under load and only released when all inspections passed. id tags on all gearboxes for tracing under ISO 9002 guidelines.



Speedo drive circlip retainer - light grease only

Warning!

When fitting this gearbox DO NOT try to change gears without rotating the shafts or without proper lubrican inside the gearbox

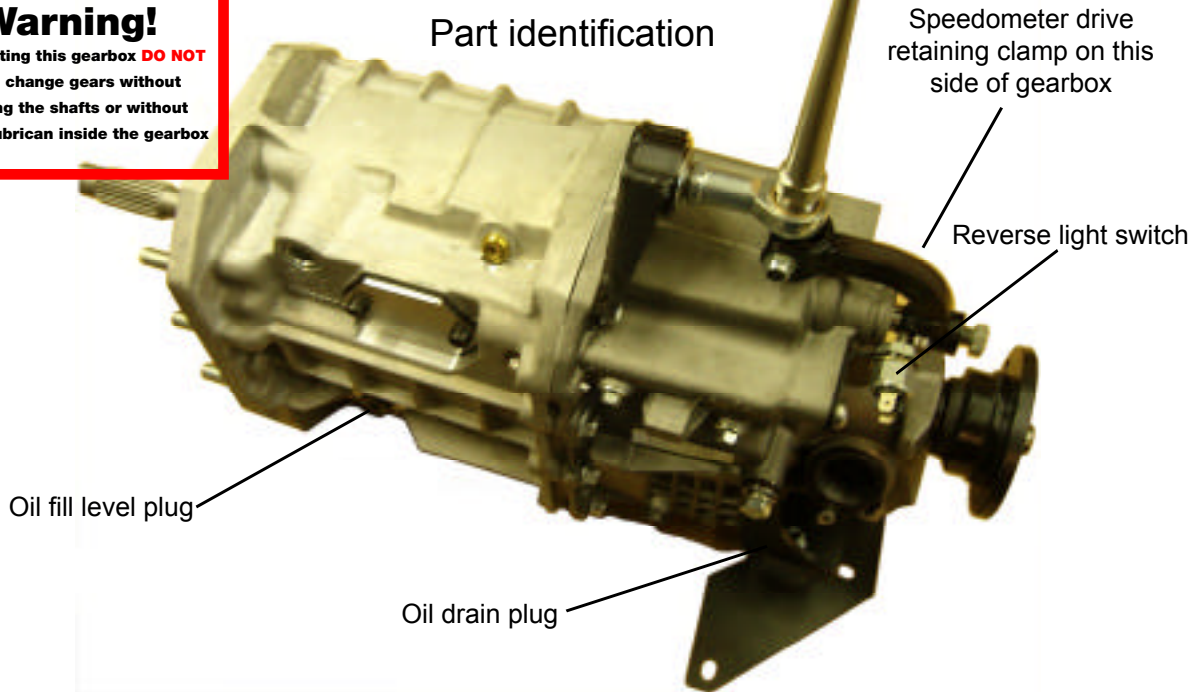
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Part identification



Important Notes for 5 speed gearbox into E Type floorpan.

Cut chassis crossmember if necessary to clear rear boss of gearbox. Before final welding of insert check alignment of gearbox and propshaft, and clearance of prop flange to crossmember.

Bellhousing to gearbox mounting studs are supplied (7/16" UNF) and should not be changed with any original Jaguar items.

Only use SAE80 Gear oil, **DO NOT** use ATF (or any thin oil).

Gearbox rear mounting showing position from front of crossmember



You may need to modify crossmember where shown if deemed insufficient clearance



Gearbox rear mounting showing position from above crossmember

Crossmember modification is only required to give adequate clearance here.

Information Required For Speedometer Calibration

1. Check to be certain that the tire pressure is the same as specified by the manufacturer.
2. Unscrew the speedometer cable from the speedometer head.
3. Remove the speedometer head from the dashboard.
4. Insert speedometer cable through hole in dash that housed the speedometer head.
5. Mark one of the flats at the end of the cable with chalk or attach a piece of masking tape or paper clip to one of the flats.
6. Measure off a distance of 52' 9 1/2" on a flat section of pavement (by making chalk marks).
7. To eliminate speedometer gear clearance, roll the car towards to the 1st pavement mark so that the inner cable is turning before you reach the 1st pavement mark.
8. Position a 2nd person inside the vehicle and center the front wheel over the 1st mark on the pavement; while the 2nd person counts the full plus partial revolutions of the speedometer cable, push the car until the center of the front wheel crosses the 2nd mark on the pavement.
9. To assure that the information is correct, repeat this procedure 3 times and enclose the resulting information with your speedometer.

1st Test _____ full _____ partial turns

2nd Test _____ full _____ partial turns

3rd Test _____ full _____ partial turns