

## G'BOX & CLUTCH DATA (Ford Type 9)

### Manual Gearbox

The Ford Type 9 gearbox fitted to MB50 found to be latest of the genre having heavy duty front bearing and good for at least 200hp(?). Probable all MB cars have same specification. Unless engine has been uprated no point in further after-market 'Heavy Duty' gearbox modifications.

Standard 1<sup>st</sup> gear seemingly intended for Granada/ Scorpio towing duties. MB50 'box overhauled and fitted with 1<sup>st</sup> gear ratio 2.83:1 which, as I do not tow heavy loads, suits well.

### 1<sup>st</sup>/ Reverse issue

Remove gear lever and look in the hole to see a steel 'Stop' set into the aluminium casting on the driver's side. Bottom of the gear lever should hit this when 1<sup>st</sup> gear is selected. But when lever is pushed down to select Reverse a cut away portion of the lever clears the stop to allow further travel.

Possibilities...

1. The steel stop is missing: unlikely, as it's usually jammed in firmly.
2. The bottom of the stick has worn or lost its end that hits the lump of steel.
3. The gear lever has been thumped on top and moved down in relation to its pivot point, or the 'rubber spring' has lost its springiness and thus lever end is lower than ought be.
4. Worn plastic saddle (clips on the shaft under gear lever. Available from Burton Power et al.



Saddle Clip: Ford Pt No 1522783

### Gearbox drain plug

Useful if regular oil changes are considered.

Drill and tap hole in the position shown (up to about 2.5cm depth without fear of hitting any gears).



### Gearbox Mounting

Standard Ford Cortina, etc. not Scorpio, Capri, Sierra

### Gearbox removal

Gearbox/ clutch can be removed with engine in-situ.

### Gearbox Spigot bearing (end of crankshaft)

Needle bearing type which can be removed by pumping thick grease into the cavity behind then hitting a snug fitting shaft through centre of the bearing.

New needle bearing should be pre-packed with high melting point grease.

## **Clutch**

Burton Power suggest the 2.9efi Granada MK111 from Dec 1988 on had MT75 'box so if ordering parts (clutch?) use Granada prior that date as guide vehicle.

Ford no longer make original specification clutch. Burton Power have alternative made specially or try GW or QRG.

MB50 has Driven Plate from Valeo kit 801666 and LUK thrust bearing 500 0071 10 (Ford/Talbot) but there is judder at low revs which may be caused by Valeo clutch being 2 stage type (MT75?).

Lightly lubricate splines (male and female) and thrust bearing shaft with grease provided with new clutch kit. If no grease supplied use moly/ CV grease NEVER EVER use copper based grease!

[Precision Clutch Components Ltd. (Simon, 01963 362484), Shaftesbury Road, Henstridge, Somerset BA8 0P are recommended and if LUK or Valeo no longer available will do their own recon units]. Their recon for MB is Pt No CK8889 (matches B&B No HK8889, no longer in production).

## **Clutch Cable retention modification**

There are two holes in the clutch lever arm. The smaller one takes the cable nipple. After fitting the cable a simple nut and bolt in the bigger hole keeps it in place.

## **Automatic Gearbox Warning!(not MB50).**

Dipstick has small "O" ring seal which hardens and eventually breaks resulting in rapid gearbox oil loss. Recommended the "O" ring is replaced regularly.

Yet another awesome article from the owner of MB50.

