

## T-5 and RAD trans measurements

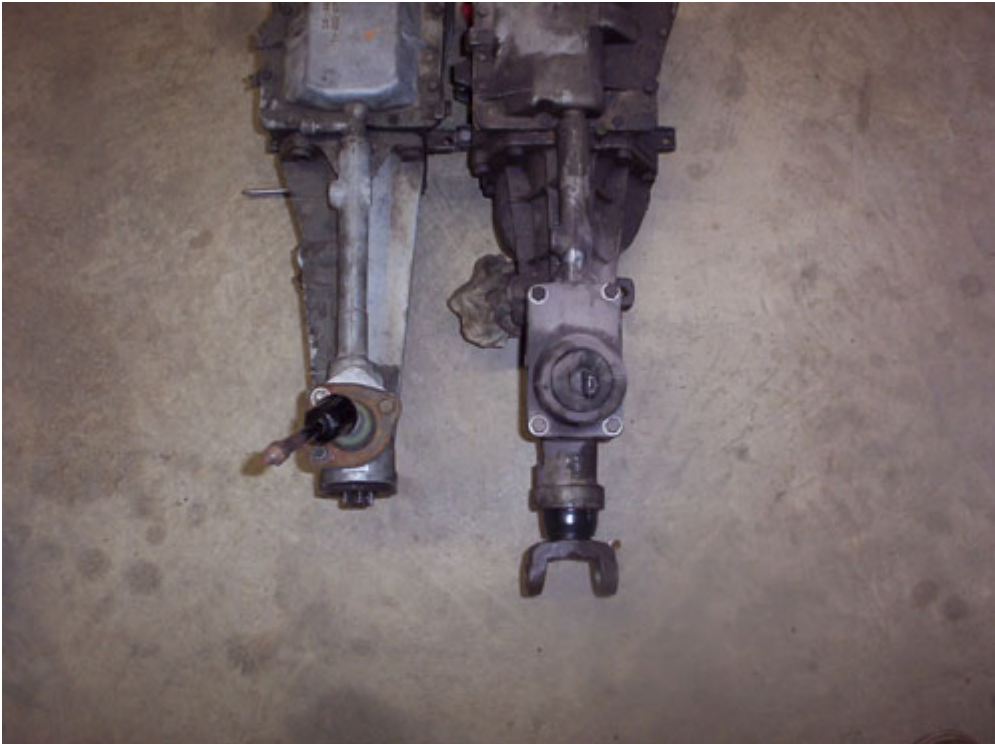
Written by Butch

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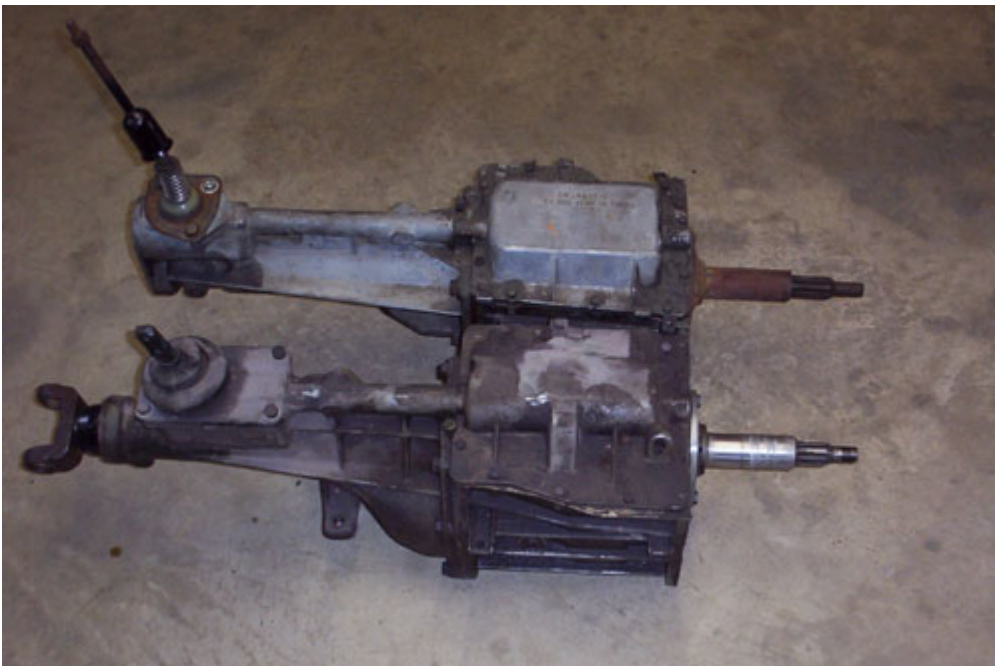


The RAD 4-speed is a notorious weak link in the V-8 Mustang II and many people are replacing it with the stronger Borg-Warner T-5. Not only does it get you more strength but also an overdrive gear for better fuel economy. I had to replace the clutch in my Dad's '84 GT convert recently and thought I would take some comparison shots of his T-5 and a spare V-8 RAD I had in the shop and note some of the differences.

Here is a picture of the difference between the overall length and the shifter locations. The RAD is on the left and the T-5 is on the right. If using the M II bellhousing with the T-5 your shifter will move forward about 1 1/2". If using the T-5 bellhousing it will move it forward about 2 1/2".



This pic shows the difference between crossmember mount location and the length of the input shaft. The T-5 is the lower one in the pic. This is an '84 T-5 and the 83-93 T-5 has an input that is about 1 1/4" shorter than the RAD. The 94-95 T-5 input shaft is about 3/4" longer than the 83-93 but still not quite as long as the RAD.



Here are the critical measurements showing the difference between the T-5 and RAD. All measurements are taken from the engine side of the bellhousing mounting flange.

**Crossmember mount:** 83-93 T-5 - 14 1/2"      V-8 RAD - 12 1/8"

**Input shaft length:** 83-93 T-5 - 7 1/8"      V-8 RAD - 8 1/4"

**Shifter location:** 83-93 T-5 - 19 3/4"      V-8 RAD - 21 1/2"

**Overall length:** 83-93 T-5 - 24"      V-8 RAD - 23 3/8"

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