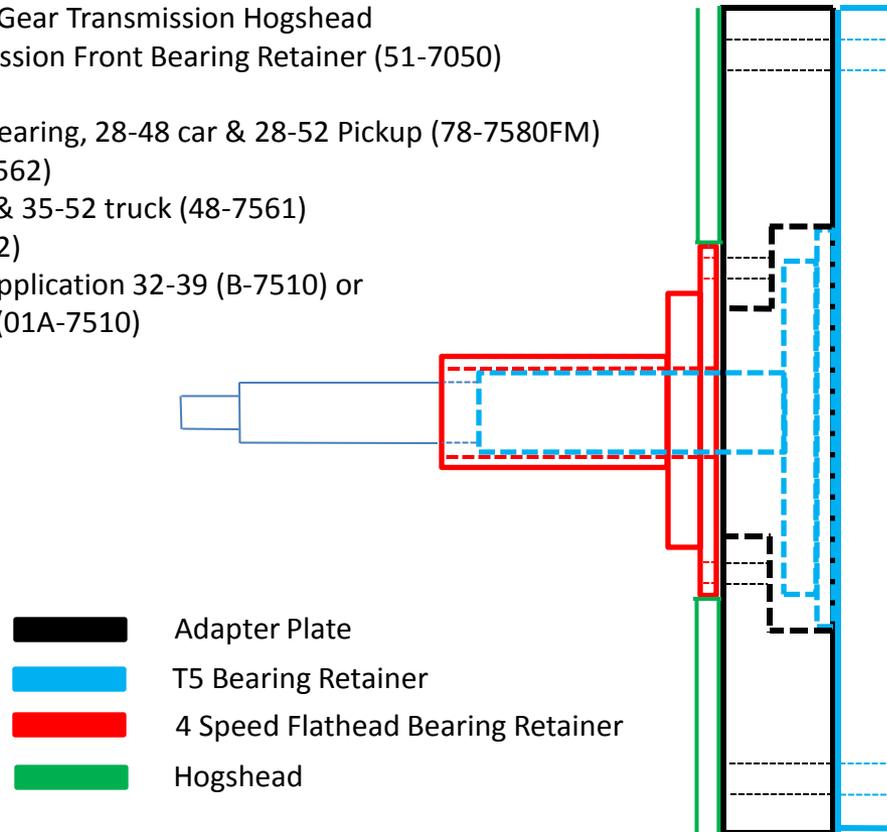


Hogshead to Adapter Plate – 59a Flathead to Ford T5

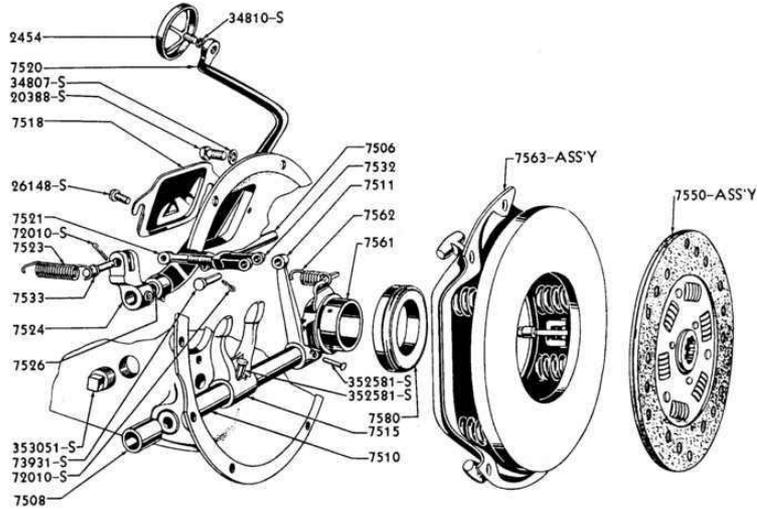
- 1.0 inch Aluminum Plate
- 1940 – 1951 4 Speed Spur Gear Transmission Hogshead
- 4 Speed Spur Gear Transmission Front Bearing Retainer (51-7050)
- Ford T5 Transmission
- Ford Flathead Throw-out Bearing, 28-48 car & 28-52 Pickup (78-7580FM)
- Return Spring, 35-52 (48-7562)
- Throw-out Hub, 35-40 car & 35-52 truck (48-7561)
- Clutch Fork, 35-52 (48-7512)
- Clutch Shaft, depends on application 32-39 (B-7510) or 40-48 car & 40-52 pickup (01A-7510)



Hogshead to Adapter Plate – 59a Flathead to Ford T5

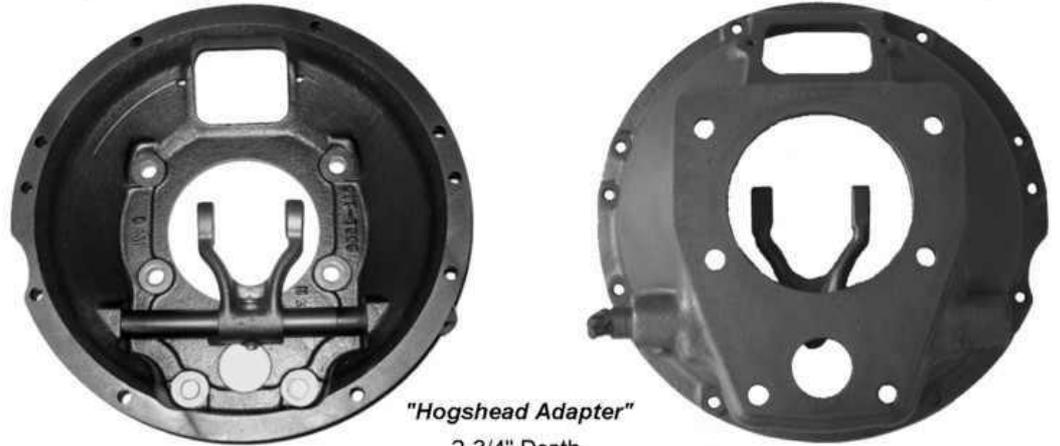
Ford Clutch Assembly

Typical for 1935 to 39 Ford & Mercury

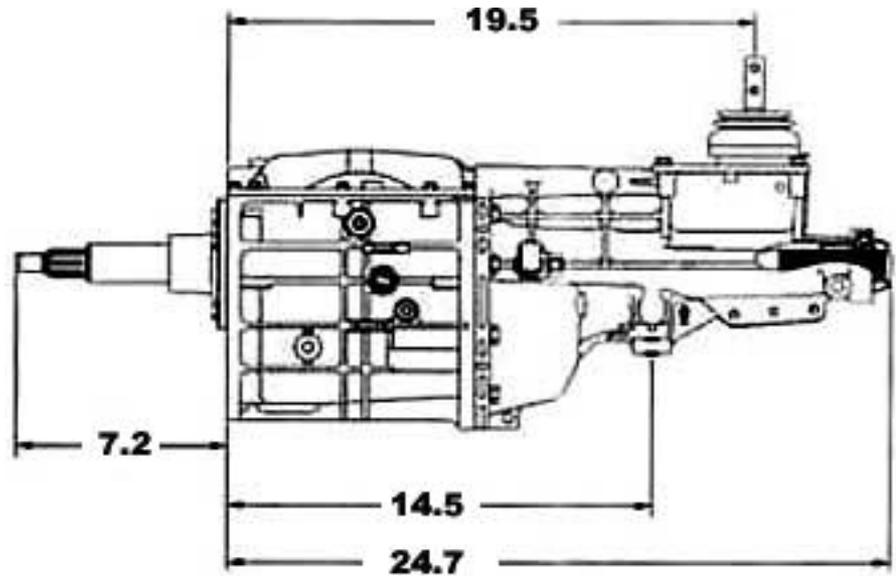


FORD 01T-7501 TRUCK CLUTCH HOUSING ADAPTER

(Note: Internally marked as 01T-7505. Used with 59T-7006 case from 1940 to 1951 - 4 Speed Spur Gear Trans)



"Hogshead Adapter"
2-3/4" Depth



75 lb

Hoghead to Adapter Plate – 59a Flathead to Ford T5



Flathead Bearing Retainer on left and T5 on right



T5 Bearing Retainer inside of Flathead Retainer,
Flathead Retainer honed to except T5 Retainer



Flathead Clutch Forks



Hoghead Transmission mounting surface
(6 bolts)

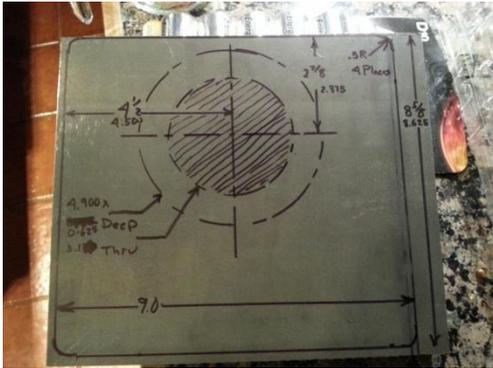


Flathead Bearing Retainer inside of Hoghead



Flathead Bearing Retainer inside Hoghead

Hogshhead to Adapter Plate – 59a Flathead to Ford T5



1 inch thick plate with rough layout
(Large dia hole should be the dia of T5 Retainer)



Plate after machining setting on hogshhead with Flathead Retainer (mark Retainer hole pattern - 4 places and hogshhead hole pattern – 6 places)



T5 Transmission pattern marked on Adapter Plate



Adapter plate cut to T5 outline, 4 flathead Retainer holes cut and taped, 6 hogshhead holes cut and taped, two upper T5 holes cut and taped.



Adapter plate on T5 Transmission with T5 Retainer

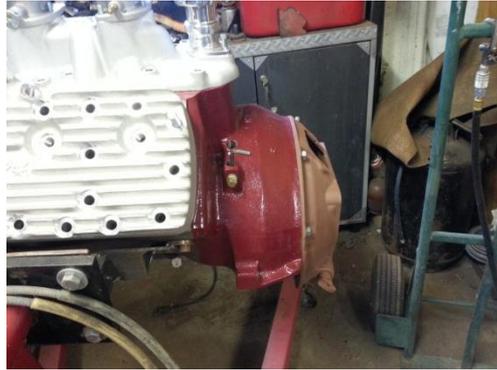


Ford T5 mocked up behind 59a Flathead and 34 Ford Frame

Hogshead to Adapter Plate – 59a Flathead to Ford T5



Hogshead mounted on 59a Flathead



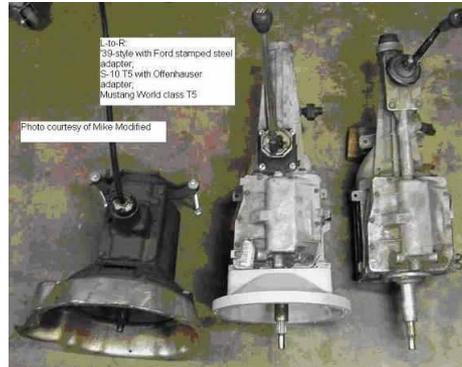
Hogshead mounted on 59a Flathead



Mustang Pressure Plate and Flathead Retainer with T5 Retainer shoved inside and Flathead Throw-out Bearing and Hub



Ford T5 with S10 Tailshaft mockup in 33 Frame



Shifter location comparison



Ford T5 with remote Shifter

