

Know this

THE FIFTH AMENDMENT

For those who want a five-speed without the bodywork butchery, MKF Engineering have reworked a classic.

Words Simon Woolley Photos Michael Whitestone

When it comes to five-speeds, the Type-9 gearbox holds the limelight in the rear-wheel-drive classic Ford scene. It's a great, versatile and affordable design, but its relative size has always been a problem for owners of '60s Fords, because fitting one means cutting and modifying the transmission tunnel of all models, bar the very last of the Mk2 Cortinas.

Wind the clock back over 50 years, however and the Broadspeed and Superspeed Anglias pounding the racetracks of Europe were running homologated five-speed gearboxes developed by Hewland, installed without any bodywork mods because Hewland cleverly used the Anglia's existing three-rail four-speed gearbox casing.

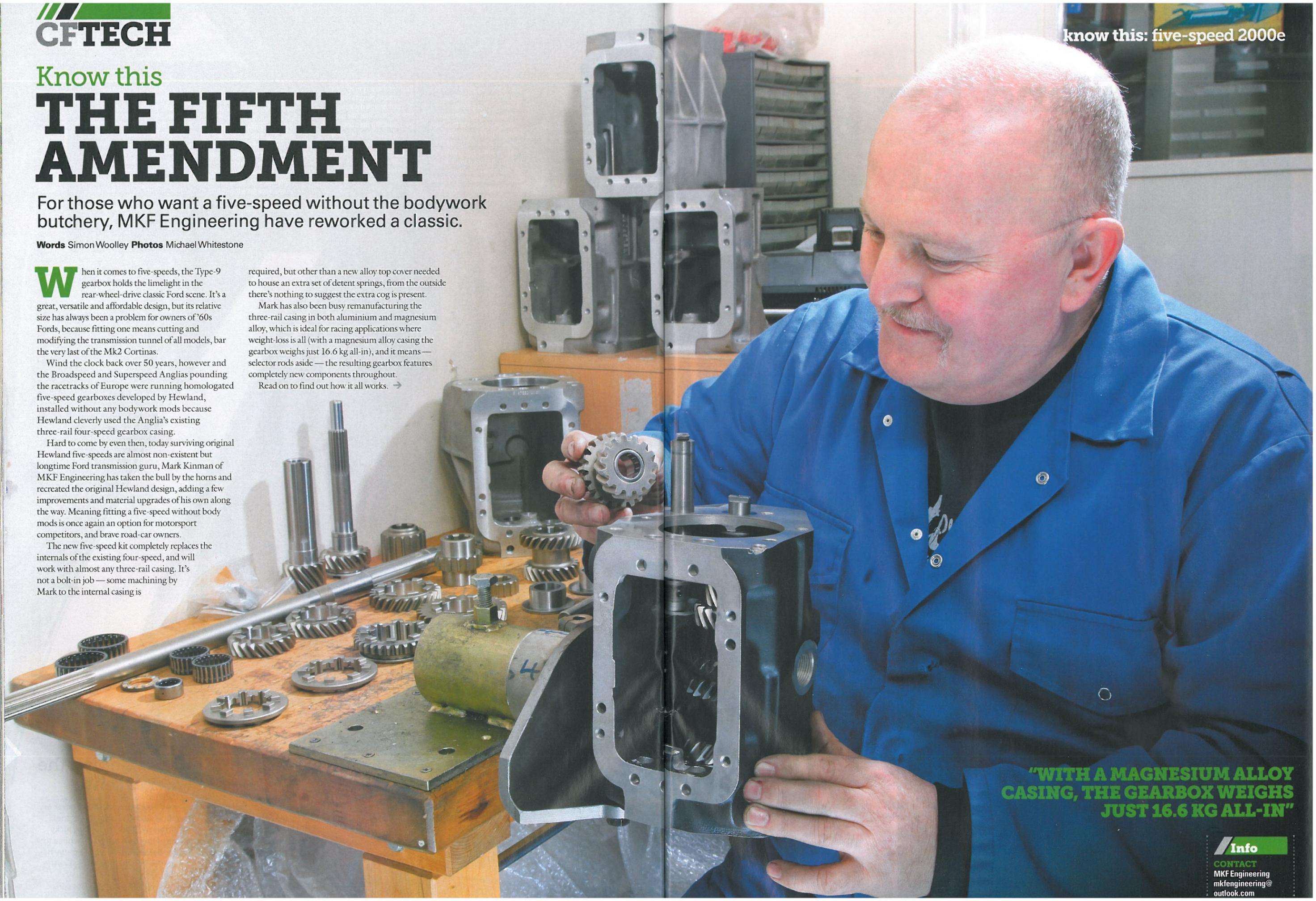
Hard to come by even then, today surviving original Hewland five-speeds are almost non-existent but longtime Ford transmission guru, Mark Kinman of MKF Engineering has taken the bull by the horns and recreated the original Hewland design, adding a few improvements and material upgrades of his own along the way. Meaning fitting a five-speed without body mods is once again an option for motorsport competitors, and brave road-car owners.

The new five-speed kit completely replaces the internals of the existing four-speed, and will work with almost any three-rail casing. It's not a bolt-in job — some machining by Mark to the internal casing is

required, but other than a new alloy top cover needed to house an extra set of detent springs, from the outside there's nothing to suggest the extra cog is present.

Mark has also been busy remanufacturing the three-rail casing in both aluminium and magnesium alloy, which is ideal for racing applications where weight-loss is all (with a magnesium alloy casing the gearbox weighs just 16.6 kg all-in), and it means — selector rods aside — the resulting gearbox features completely new components throughout.

Read on to find out how it all works. →



"WITH A MAGNESIUM ALLOY CASING, THE GEARBOX WEIGHS JUST 16.6 KG ALL-IN"

Info

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