

The T5 page - by Jack Halton and John Martin

These pages are an attempt to provide information on the popular Borg Warner T5 transmissions. We'll add information as we get it. Please let us know (E-mail webmaster) if you notice any mistakes as this is very much a work in progress!

These gearboxes are getting a lot of attention and interest because

- A) They all include an overdrive 5th gear
- B) They use the standard GM bell housing bolt pattern.

The first feature means that the T5 can provide a solution for the miserable 3.90 and 4.11 gearing used on most early GM pickups. T5's come in two different bell housing bolt patterns - GM and Ford. The Ford pattern was also used on AMC and Nissan. Many internal parts are interchangeable, but there are two basic "grades" of T5 : World Class (WC) and Non World Class (NWC). WC is a later version with many upgrades for smoother operation and improved reliability.

There are several T5 applications to consider. Those used in the GM S-10 pickups from 1983 to 1987 are good candidates, but do require some modification to work with the earlier clutch and flywheel packages. For an excellent report on the details of this swap, see Grant Galbraith's article at Stovebolt.com. Also check out Robert French's Solution using the Vega clutch hub.

Here is some information you can use to identify which S10 T5 is right for your truck. These entries were taken from a variety of sources. Some were superceded by later numbers. The 4X4 variants are highlighted in green as they can be easily identified by the transfer case instead of the tailshaft, although internal parts of the tranny are the same.

The BW model number can usually be found on a bar code tag somewhere on the main body of the transmission.

These are all NWC transmissions.

BW Model	Original application	Engine	1st gear	2nd gear	3rd Gear	4th gear	5th gear
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1352-005	1984 - 86 Chevette	1.6 L4	3.76	2.37	1.49	1.00	0.86
1352-010	1982 S10	all	4.03	2.37	1.49	1.00	0.86
1352-012	1982 S10	2.4 Diesel	4.03	2.37	1.49	1.00	0.86
1352-013	1983 "T" truck	4 & 6 cyl	4.03	2.37	1.49	1.00	0.86
1352-014	1983 "T" truck	4 cyl all	4.03	2.37	1.49	1.00	0.86
1352-033	1983 S10	2.0 L4, 2.8 V6	4.03	2.37	1.49	1.00	0.86
1352-042	1984 - 85 S10	2.8 V6	4.03	2.37	1.49	1.00	0.76
1352-043	1984 - 85 S10	2.8 V6	4.03	2.37	1.49	1.00	0.76
1352-055	1984 S10	1.9 L4 Isuzu	4.03	2.37	1.49	1.00	0.86
1352-056	1984 S10	2.0 L4	4.03	2.37	1.49	1.00	0.86
1352-057	1984 S10	1.9 L4 Isuzu	4.03	2.37	1.49	1.00	0.86
1352-058	1984 S10	2.0 L4, 2.8 V6	4.03	2.37	1.49	1.00	0.86
1352-101	1985 Minivan	4.3 V6	3.50	2.14	1.39	1.00	0.73
1352-102	1985 - 86 Minivan	2.5 L4, 2.8 V6	3.76	2.18	1.42	1.00	0.72
1352-107	1985 S10	2.2 L4 Diesel	3.76	2.18	1.42	1.00	0.72
1352-108	1985 - 86 S10	2.5 L4, 2.8 V6	3.76	2.18	1.42	1.00	0.72
1352-110	1985 S10	2.5 L4, 2.8 V6	3.76	2.18	1.42	1.00	0.72

1352-136	1985 S10	2.2 L4 Diesel	3.76	2.18	1.42	1.00	0.72
1352-145	1985 - 86 S10	2.5 L4, 2.8 V6	3.76	2.18	1.42	1.00	0.72
1352-146	1985 S10	2.8 V6	4.03	2.37	1.49	1.00	0.76
1352-148	1985 Minivan	4.3 V6	3.50	2.14	1.39	1.00	0.73
1352-149	1986 Minivan	4.3 V6	3.50	2.14	1.39	1.00	0.73

So, which tranny is right for you? That depends. The major differences are in the ratio spacing and first/OD ratios. The original truck 3-speed had a 1st gear ratio of around 3:1 and the 4-speeds (Granny gear) were about 7:1. So if you are replacing a 4-speed, ANYTHING would be an improvement. Some users have reported that the 4.03 1st gear models are too low for normal street use with a 235. If you haul a heavy load or do any towing, you may need the 4.03 1st. But tire size matters too. Most of the S10 trucks used relatively small tires, so changing to a taller (larger diameter) tire will offset this somewhat. A taller tire will result in a higher (lower numerically) effective ratio in all 5 forward speeds. The lower 5th speed ratios will give you higher, quieter top gear cruising speed due to lower engine RPM.

Another T5 option is the Camaro / Firebird "F-body" transmissions. These are desirable for the better ratio spacing, higher first gear and ease of adapting to the early bell housing and clutch, but the shifter location is all wrong for an old pickup. Click on the link below for more info on the F-body T5.

[CAMARO T5 Hybrid](#)