

Miata 5.0 Engine Conversion Monster Miata Components for sale

1. Engine/Bellhousing/Clutch/Trans—5.0, T5z--\$2100
 - a. This 94/95 Ford 5.0 (\$700) was originally purchased from AMP Performance in Phoenix with 74k miles, now has 98k miles. Never bored or overhauled. Includes stock intake and Martin's modified oil pan. Have short video of it running before we removed it from Miata. Ran good, (I never got around to tuning it) has good oil pressure (short video of cold start). Delivered 22 mpg in my average driving. Has not been raced in the 24k miles I've owned it. Missing front accessory brackets and pulleys though a/c compressor and alternator are included. Has all factory emissions equipment except smog pump. Hard plastic vacuum lines for EGR are brittle and need repair if you intend to use them though this should be less of an issue if your car is 25 years old.
 - i. Wiring harness—included though dirty and has some brittle connectors, along with Miata temp sensor and O2 sensors. Will need TFI module and aluminum heat sink though it runs with the beat up one that's included. Also includes the car side of the harness—it's a big pile of wiring to help you trace down the wiring connections, most of which are labeled.
 - ii. Computer—ECU (T4MO) included, plus CCRM module that operated fans, a/c, and fuel pump.
 - iii. MAF, IAT and harness included.
 - iv. Radiator—not included though kit brackets are.
 - v. Fans—original kit fans can be included if wanted; I used them for a while before switching to a Griffin radiator and Ford Contour fans.
 - b. Bell housing--\$200
 - i. Flywheel refinished when I got it 24k miles ago
 - ii. Includes clutch and pressure plate
 - iii. Includes specially-drilled clutch arm (\$45 at machine shop) for good clutch action
 - iv. Modified slightly to accommodate Miata clutch slave cylinder
 - v. Properly adjusted Miata slave cylinder and cover
 - vi. Martin's kit clutch master cylinder, adapter plate, and stainless-steel line
 - c. Transmission--\$1200 T5z purchased new, has 24k miles.
 - i. Includes speedometer cable
 - ii. Includes VSS wiring harness
 - iii. Includes kit crossmember mount
 - iv. Had started to have a slight 5th gear grind last 1,000 miles or so; research says this is common and easy fix since 5th gear syncro is in tailshaft. New syncro is included.
2. Driveshaft--\$150
3. Rear Subframe Assembly Complete--\$1,050
 - a. Subframe with Martin's kit for 7.5 Ford Diff, torque plate and diff hanger.
 - b. 7.5 traction-lok diff with approximately 89k miles. No noises, works fine.
 - c. Kit axles, CV joints from T-bird, spacers
 - d. Control arms, uprights, broached hubs, etc.

- e. Brakes and calipers. This has the larger 94-97 brakes.
 - f. KYB AGX adjustable shocks and boots w/24k easy miles.
 - g. Modified stock subframe reinforcement brackets
4. Exhaust System Components--\$600
- a. (\$200) Shorty headers from Martin's kit. Driver's side got dented and looks bad however isn't obvious when installed in car and doesn't affect performance. Passenger side dented at the collector. Passenger side has external EGR bung which can be capped if not needed.
 - b. (Free) Bent Front K Member modified for Martin's exhaust that routes through wheel wells. Would make a good pattern for doing your own modification of a K member.
 - c. (\$400) Exhaust system
 - i. Front exhaust system built to route through wheel wells per Martin. Has O2 bungs plus extra ones plugged that can be for wide-band. Exhaust system is 2-1/4 front to back. Front section on both sides is D-shaped from interaction with speed bumps and a nasty driveway hump however supposedly doesn't affect performance so I'm told. Discounted accordingly though. Has crossover pipe and factory-style air injected cats. Easily removed (and sold for scrap) if not needed.
 - ii. Mid-section has removable sections so you can experiment with different configurations. Straight pipe or long resonator, both are included.
 - iii. Rear section—built to fit around 7.5 diff. Includes most hangers, Magnaflow mufflers and stainless Magnaflow exhaust tips.
 - d. Exhaust system was professionally built and cost a lot of \$. My loss is your gain!

For additional info, photos, etc., PM me or text at 512-six three two-18 four seven.