



Transmission Crossmember

'96~'98 COBRA

**For T-56 (All), *T-45(Cobra Spec) & **TH-400 Transmissions
(TCB-M10)**

This crossmember is specifically designed to be used with the 96-98 Cobra bolt-on style crossmember mounts when reinstalling the factory Cobra Spec T-45 or upgrading to any T-56 or TH-400 transmission. The crossmember is engineered to work with OEM and aftermarket transmission mounts; all while maintaining your current pinion angle. Low deflection polyurethane bushings are used in the mounts to dampen driveline vibrations and noise.

For racing applications the polyurethane bushings can be replaced by optional solid bushings.

About the 96-98 Cobra

The 96-98 Cobra was equipped from the factory with a 4" longer T-45 (know as the "Cobra Spec T-45") measuring 28.5" from the bell housing face to the transmission mount holes. Because this extra length positioned the transmission mount well behind the OEM crossmember the factory mounting bracket location could not be used. As a solution, all 96-98 Cobras were assembled with "bolt-on" style crossmember brackets which were positioned further towards the rear the car and bolted to the subframe.

***Cobra Spec T-45 measures 28.5" from bell housing face to transmission mount holes.**

**** TH-400 installs with GM style transmission mount and Stiffeners mount adaptor (See NOTE below)**

Kit Includes:

- 1 Transmission Crossmember
- 2 3/8"-16x 4.25" Bolts
- 2 3/8"-16 Pinch Nuts
- 4 3/8" SAE Flat Washers
- 4 Nylon Spacers
- 2 Flat Spacers

Required Tools:

Basic hand tools
Floor jack
Jackstands

Install Time: Approximately 1 hr.

Installation:

1. Raise vehicle to allow access for installation; support with jackstands.
2. Support transmission with floor jack. Do not place jack on transmission pan or block access to crossmember mounts.
3. Remove fasteners securing transmission mount to crossmember.
4. Remove bolts connecting crossmember to body mounts.
5. Pull down passenger side of crossmember to clear body mounts and rotate to the rear until the driver's side mount is free. *[NOTE: It may be helpful to remove transmission mount for extra working room.]*

6. If removed in Step 5, re-install current transmission mount or replace with a suggested mount from below. ***[See NOTE below if installing a TH-400.]***
7. From **Table1** below set the proper mounting arrangement of the sleeves for your vehicle by firmly pushing on end, do not use a hammer.
8. Place nylon mounting spacers on sleeves, position crossmember into place and loosely secure with hardware provided. **Mounting pad on crossmember goes to the FRONT (Fig.1).**
[NOTE: If stud style OEM trans. mount is used and a flat spacer is required, it must be installed on studs before crossmember is raised into place.]
9. Per **Table2** recommendations insert flat spacer(s) between mount and crossmember if required. Slightly raise transmission if more clearance is needed to input spacer(s).

10. Loosely install transmission mount bolts.
11. Lower and remove jack supporting transmission.
Final tighten all fasteners.
12. Remove jackstands and lower vehicle.

Fig. 1



Fig. 2



Fig. 3



Mounting Sleeve Location (Table1)

Transmission Type	Location
T-45, T-56XL	Front
T-56, T-56 Mag, TH-400	Rear

(See Fig.2)

(See Fig.3)

Required Flat Spacers (Table2)

Transmission Mount Type	w/o Driveshaft Safety Loop	w/DSL
Stock Mount	1 spacer	No spacer
Polyurethane Mount	2 spacers	1 spacer

Suggested Polyurethane Mounts

Ford Transmission

- Energy Suspension – (4.1104)
or
- Latemodel Restoration Supply – (LRS-6068AU)

GM Transmission

- Energy Suspension – (3.1108)

NOTE:

The **TH-400** requires additional spacing due to a shorter mounting pad height. Use *Stiffeners mount adaptor (TM-M02)* and Energy Suspension mount (3.1108) in addition to Table2 recommendations.

