

GM transmissions

[\[edit\]](#) Automatic

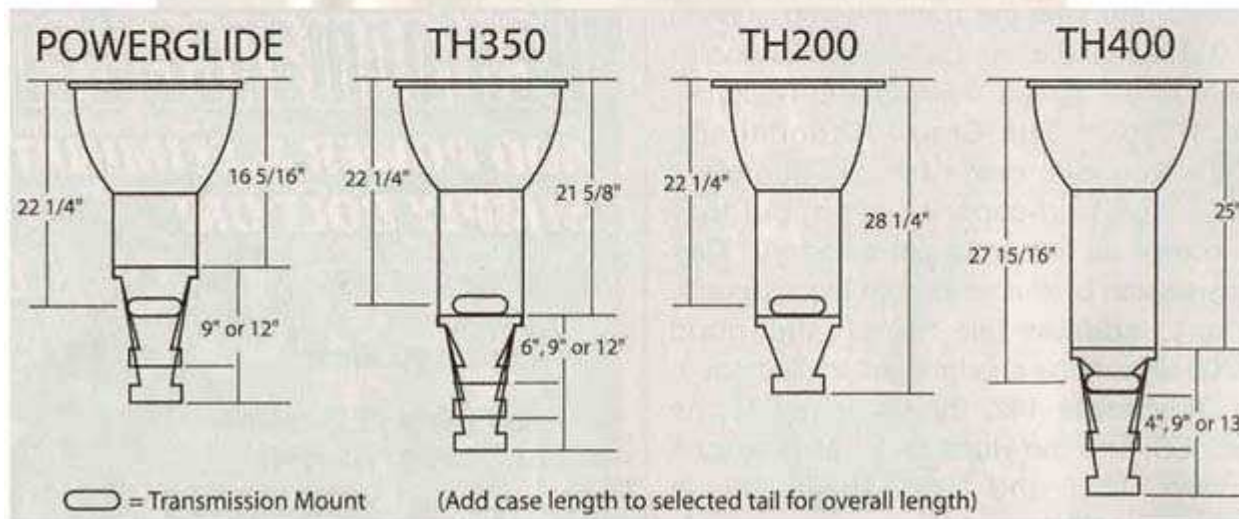
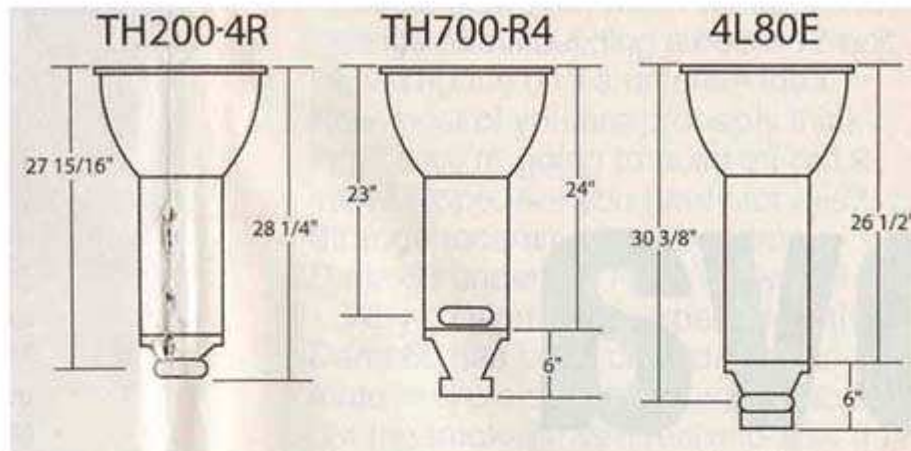
[\[edit\]](#) General information



Transmission identification by pan shape with gear ratios.

Image Number	Transmission(s)	Pan Bolts	1st Gear	2nd Gear	3rd Gear	4th Gear	Reverse
1	Aluminum Powerglide	14	1.76/1.82	1.00	-	-	1.76/1.82
2	TH200 (Metric), TH200C (Metric)	11	2.54	1.57	1.00	-	2.06
3	TH250, TH250C, TH350, TH350C, TH375B	13	2.52	1.52	1.00	-	1.94

4	TH375C, TH400, TH475, 3L80, 3L80HD	13	2.48	1.48	1.00	-	2.07
5	TH200-4R	16	2.54	1.57	1.00	0.67	2.06
6	TH700-R4, 4L60, 4L60E	16	3.06	1.62	1.00	0.70	2.29
7	4L80E	17	2.48	1.48	1.00	0.75	2.07



NOTE: An aluminum powerglide also exists with an 18" extension housing.

This list is not conclusive or absolute, but general guidelines with respect to the ratings.

Trans	Years	Case Type		Trans Usage*		Vacuum Modulator Location	Kickdown Cable
		BOP	Chevy V-8	Stock	Modified		
Alum PG	'62-'72	–	X	C	A	Yes, left rear	Rod
TH200	'76-'79	X	X	D	C	No	Yes
TH200C	'80-'87	X	X	D	C	No	Yes
TH350	'69-'79	X	X	C	B	Yes, right front	Yes
TH350C	'80-'86	X	X	C	B	Yes, right front	Yes
TH200-4R	'81-'90	Universal		C	C	No	Yes
TH700R4/4L60	'82-'92	–	X	C	B	No	Yes
4L60E	'93-present	–	X	C	B	No	No
TH400/3L80	'64-'90	X	X	A	A	Yes, right rear	No
4L80E	'91-present	–	X	A	A	No	No

*Ratings: A = High torque, heavy car; B = High torque, light car; C = Low torque, heavy car; D = Low torque, light car

[\[edit\]](#) TH250, TH250C, TH350, TH350C, TH375B transmissions

[\[edit\]](#) Identifying transmissions in the TH350 family.

Transmission	Type	Wire Plug	Band Adjusting Screw	Tail Housing
TH250	Non-lockup	None	Yes	6"
TH250C	Lockup	Driver Side	Yes	6" or 9"
TH350	Non-lockup	None	None	None, 6", or 9"
TH350C	Lockup	Driver side	None	None, 6", or 9"
TH375B	Non-lockup	None	None	12"

NOTE 1: Any of these may also have a switch on the passenger side near the TV cable.

NOTE 2: ALL V8 style Lockup transmissions have an input shaft with a polished tip and rubber O ring at the front end of this shaft.

[\[edit\]](#) List of vehicles that used the TH350 as original equipment:

The TH350 was used in some Y- and F-body cars in 1968, then across the board from 1969-'80. From '81-'86 the TH350C was available.

1969-'84 Buick, Chevrolet, Olds and Pontiac full-size cars

1969-'81 Buick, Chevrolet, Olds and Pontiac A-body, G-body and F-body cars (some F-body in '68)

1973-'79 Buick, Chevrolet, Olds and Pontiac X-body cars

1969-'78 Riviera

1968-'82 Corvette

1975-'80 Buick, Chevrolet, Olds and Pontiac H-body cars (Vega, Monza, Skyhawk, etc.)

1981-'82 Cadillac Fleetwood and Deville (CBC-350 and TH350C versions)

1973-'85 Chevy and GMC 2WD and 4WD pickups, Blazers, G-10, G-20 vans and Suburbans

[\[edit\]](#) TH200, TH200-R4 transmissions

[\[edit\]](#) Identifying transmissions in the TH200 family.

Photo of a multi-pattern bell housing on a 200-4R



Photo of a 200-4R transmission with BOP design bell housing bolt pattern. Notice the valley between the top two bolt holes.



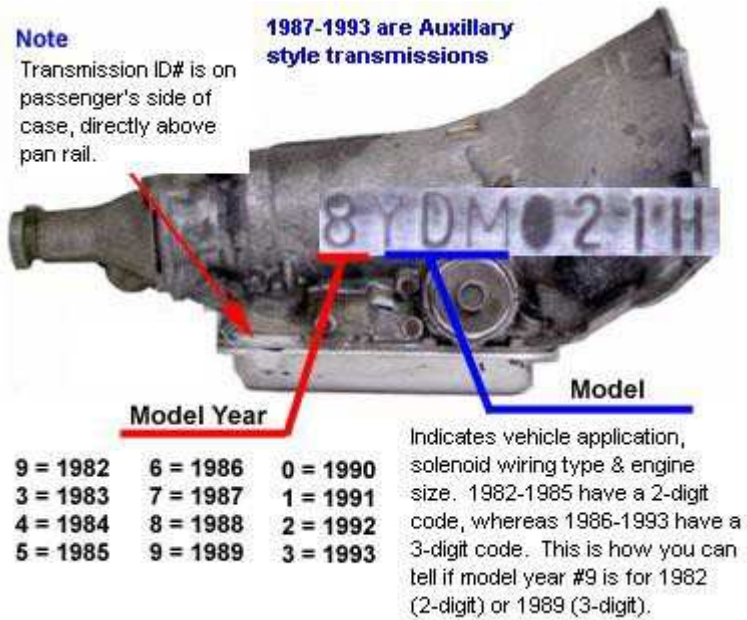
Photo of a Chevrolet bell housing bolt pattern. Notice the peak between the top two bolt holes on the bell housing.



[\[edit\]](#) TH700-R4, 4L60 transmissions

[\[edit\]](#) Identifying transmissions in the TH700-R4 family

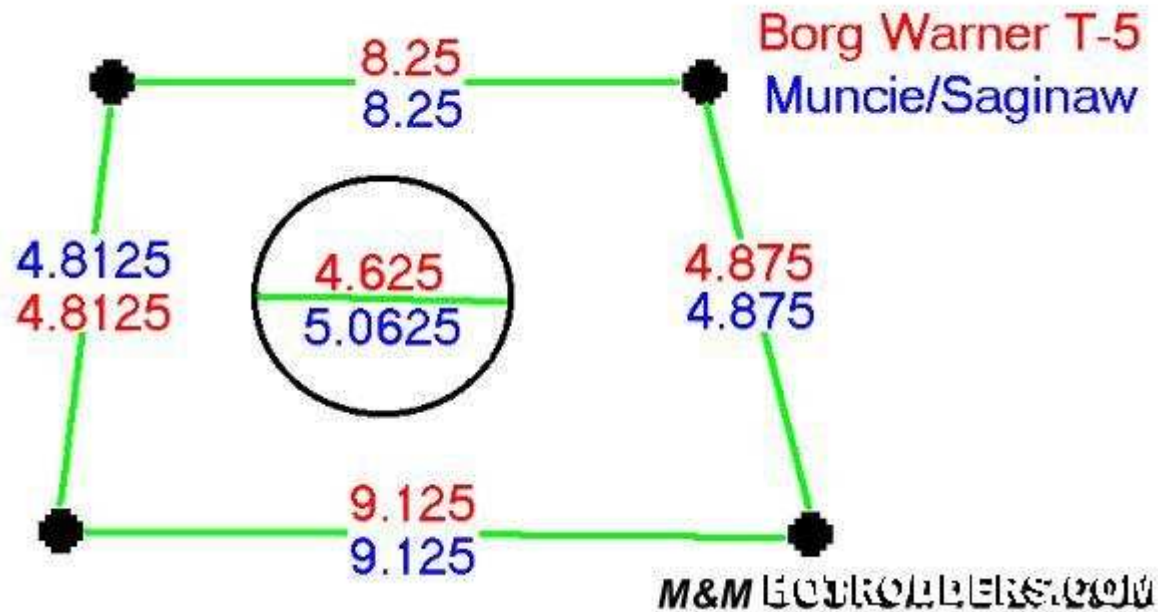
[\[edit\]](#) 700-R4



[\[edit\]](#) Manual

[\[edit\]](#) General Information

[\[edit\]](#) Bell housing bolt pattern and measurements



[\[edit\]](#) Muncie M20, M21, M22 transmissions

[\[edit\]](#) Identifying Muncie M20 series transmissions.

Link to a Muncie page showing gear ratio, spline counts, exploded view, parts list, etc.

[Muncie ratios](#) from D&L Transmissions.

[\[edit\]](#) Saginaw transmissions

[\[edit\]](#) **Saginaw 4-speed transmission**

[\[edit\]](#) Cast iron case

3 shift levers on side cover

Saginaw 4-speed Gear Ratios					
Input	1st Gear	2nd Gear	3rd Gear	4th Gear	Notes
No grooves	2.84	2.01	1.34	1.00	
1 groove	2.54	1.80	1.44	1.00	Common
1 groove	2.54	1.80	1.32	1.00	Rare
2 grooves	3.11	2.20	1.47	1.00	
3 grooves	3.50	2.46	1.65	1.00	

[\[edit\]](#) **Ford Transmissions**

[\[edit\]](#) **Automatic**

[\[edit\]](#) **General information**

[\[edit\]](#) **Ford transmission ID**

AUTOMATIC TRANSMISSION IDENTIFICATION

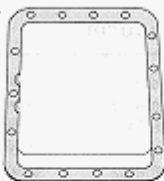
FORD MOTOR CO.

BORG WARNER

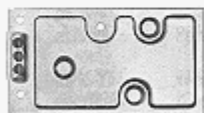


1971-74 Capri

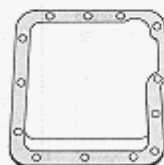
Rectangular shape—
fifteen pan-to-
case mounting bolts.



C/3 TRANSMISSION



1974-78 Bobcat, Capri,
Mustang II; Pinto



Square
shape bulge
on
front
passenger
side.

C/4 TRANSMISSION



All 1964; 1965 Mustang
w/170 and 260 engines.



1966-69



1970-78 All except 1970 Maverick
170 & 200 engines with PEB code.

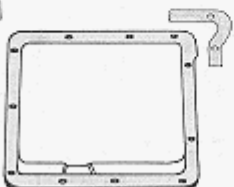


1970 Maverick 170 &
200 engines.
All w/PEB code.



1974-78 Mustang, Pinto.

Pan is either
almost square
or square
with bulge
at front corner
passenger side.
Eleven pan-to-
case mounting
bolts.



C/6 TRANSMISSION



1975-78



1966-74



1973-78 Ford Truck
(w/4/w/D)



Recess rear corner
passenger side.

3 SPEED MEDIUM CASE (MX)



All 1961-67



All 1968-69

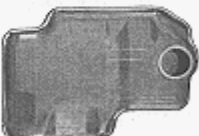


Rectangular
shape bulge
on passenger
side.

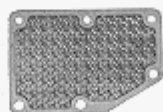
3 SPEED SMALL CASE (FX and FMX)



All 1960-67



All 1968-78



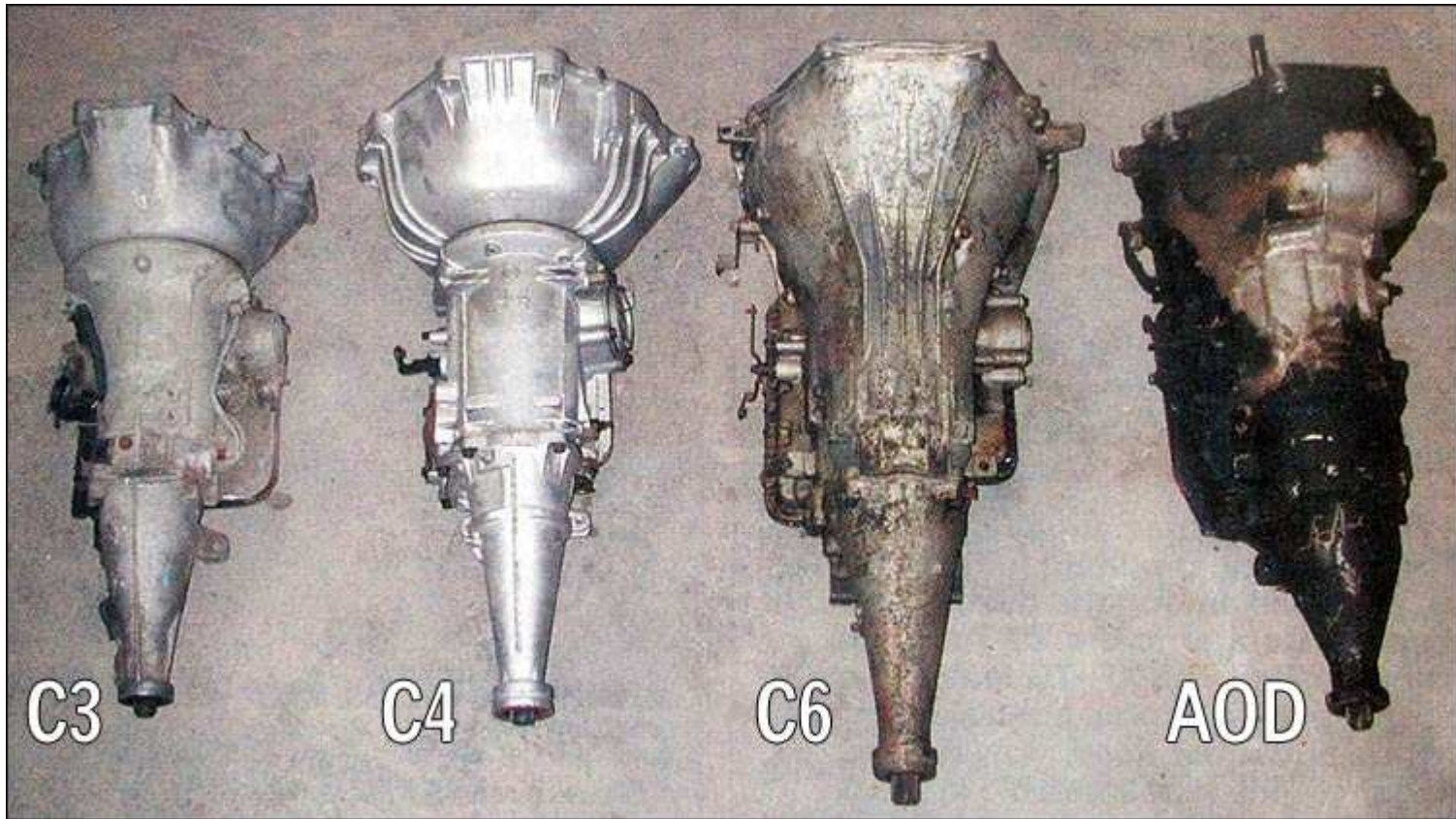
Small
recess
on front
driver's
side.



1973-74 w/400 Engine and
Borg Warner Transmission.

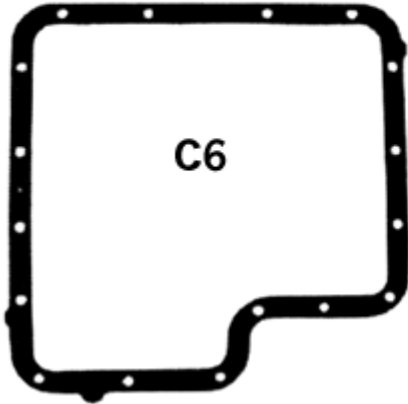
Gear Ratios of Popular Ford Automatic Transmissions				
Transmission	1st Gear	2nd Gear	3rd Gear	4th Gear
C4/C5/C6	2.46	1.46	1.00	-
AOD/AODE	2.40	1.47	1.00	0.67
4R70W	2.84	1.55	1.00	0.70
E4OD/4R100	2.71	1.54	1.00	0.71

[\[edit\]](#) **C3/C4/C5/C6/AOD series comparison**



[\[edit\]](#) 3-speed identification

Three-Speed Ford Automatics



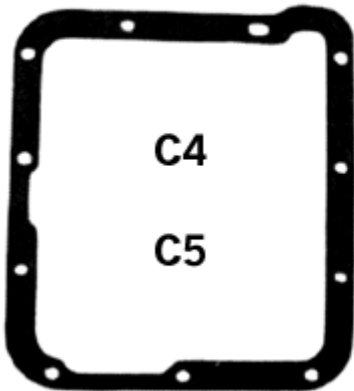
C6



FMX
Small-Case
Cruise-O-Matic

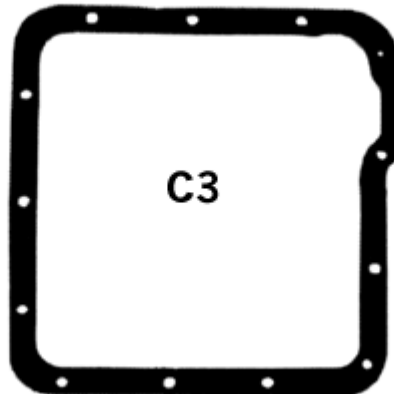


Medium-Case
Cruise-O-Matic



C4

C5



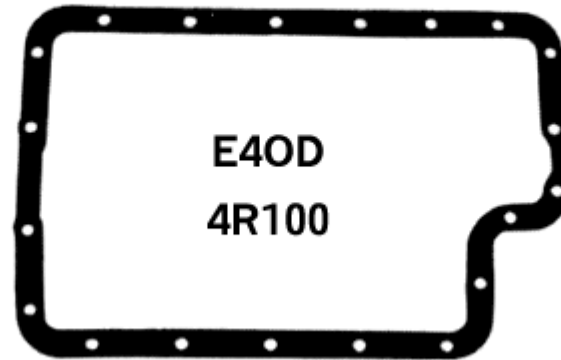
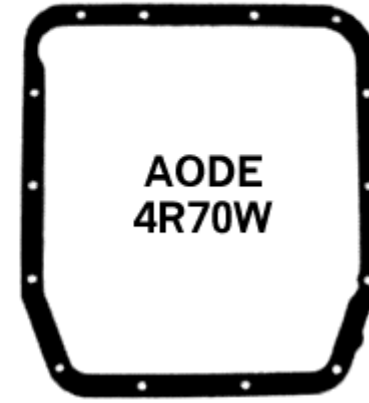
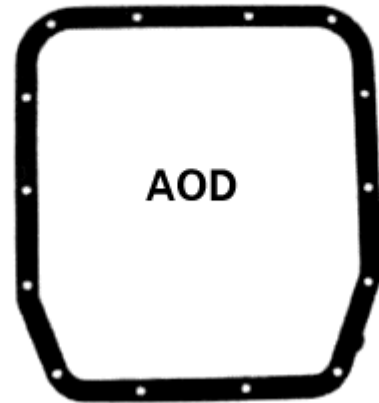
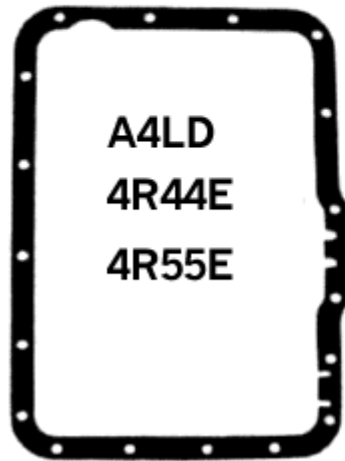
C3

Transmission(s)	Pan Bolts
C3	13

C4, C5	11
C6	17
FX Cruiso, MX Cruiso, FMX, CW	14

[\[edit\]](#) 4-speed identification

Four-Speed Ford Automatics

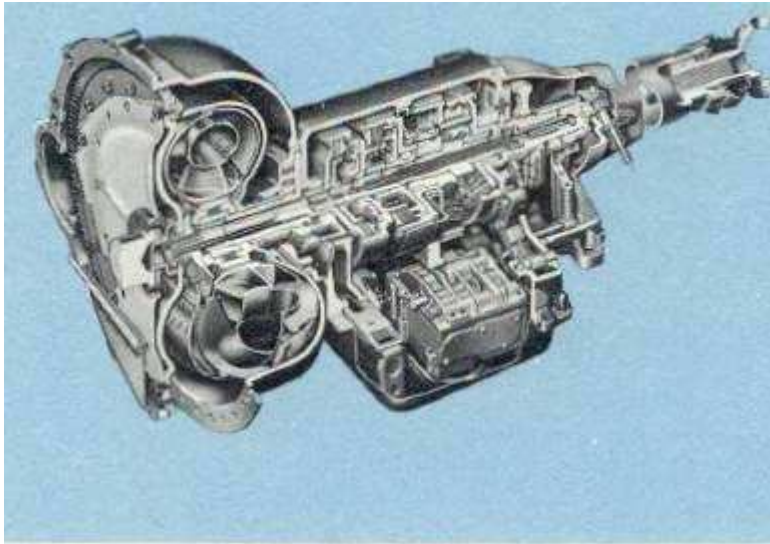


Transmission(s)

Pan Bolts

A4LD, 4R44E, 4R55E	18
AOD, AODE, 4R70W	14
E4OD, 4R100	20

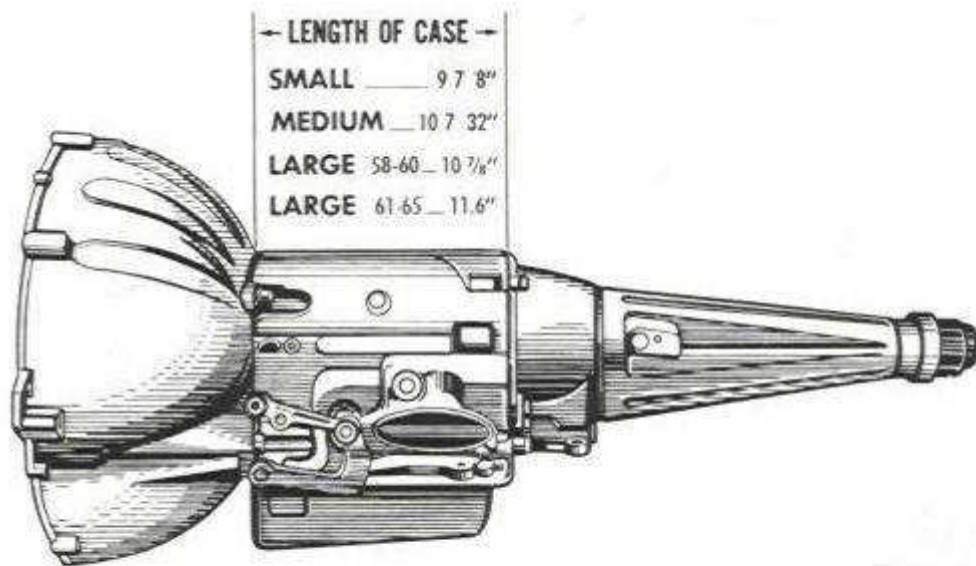
[\[edit\]](#) **Ford-o-matic S3**



FORDOMATIC

Torque converter combined with automatic gear mechanism. Water-cooled with V-8 engines (air-cooled with Six). Three forward gears, one reverse. Automatic "low-gear" starts and "intermediate-gear" passing with selector in Drive (DR). Illuminated selector dial with steering-post

HOWTODIERS.COM



Do NOT include spacer between case & extension housing in the above measurements.

HOTROBBERS.COM

[\[edit\]](#) The Cruise-O-Matic

Introduced in 1951, the Cruise-O-Matic series of three-speed automatics (which includes the FMX) was used in Ford, Lincoln and Mercury passenger cars until 1979, and in light trucks from 1968 through 1979.

They came in three configurations:

1. The small case (from 1951 to 1966).
2. The medium case (from 1955 to 1968).
3. The FMX (from 1967 to 1979).

- Early Cruise-O-matics had a filler tube that attached to the transmission pan.
- FMX transmissions filler tube slid into the main case.

The Cruise-O-Matic/FMX transmissions are easily identified by their design, which incorporates a cast-iron main case (unlike all other Ford three-speed automatic offerings) with separate aluminum bellhousings and extension housings bolted to it. The Cruise-O-Matics should be avoided in performance applications as very little is available in the way of aftermarket performance parts other than shift kits. The Cruise-O-Matics were also offered with all three bolt-common V8-pattern bellhousings.

[\[edit\]](#) C4/C5

[\[edit\]](#) General information

- Years
 - C4: 1964-1982
 - C5: 1982-1986
- Bell housing: Aluminum
 - Case fill: Attaches to case with 7 pump bolts
 - Pan fill: Attaches to case with 5 bolts around outside of pump
- Case: Aluminum; 11 pan bolts; 2 adjusting screws; 2 servos; Modulator (Except PEG-A build code)
 - Case fill: Dipstick tube in case
 - Pan fill: Dipstick tube in pan
- Extension housing (2wd, Divorced 4x4): Aluminum; 6 bolts to case
- Adapter housing (Married 4x4): 6 bolts to case
 - C4: Cast iron
 - C5: Aluminum
- Front oil pump: 7 bolts to case
- Input shaft
 - 24x24 spline (1964-1969)
 - 26x26 spline (1970 only)
 - 26x24 spline (1971-1986)

[\[edit\]](#) C6

[\[edit\]](#) General Information

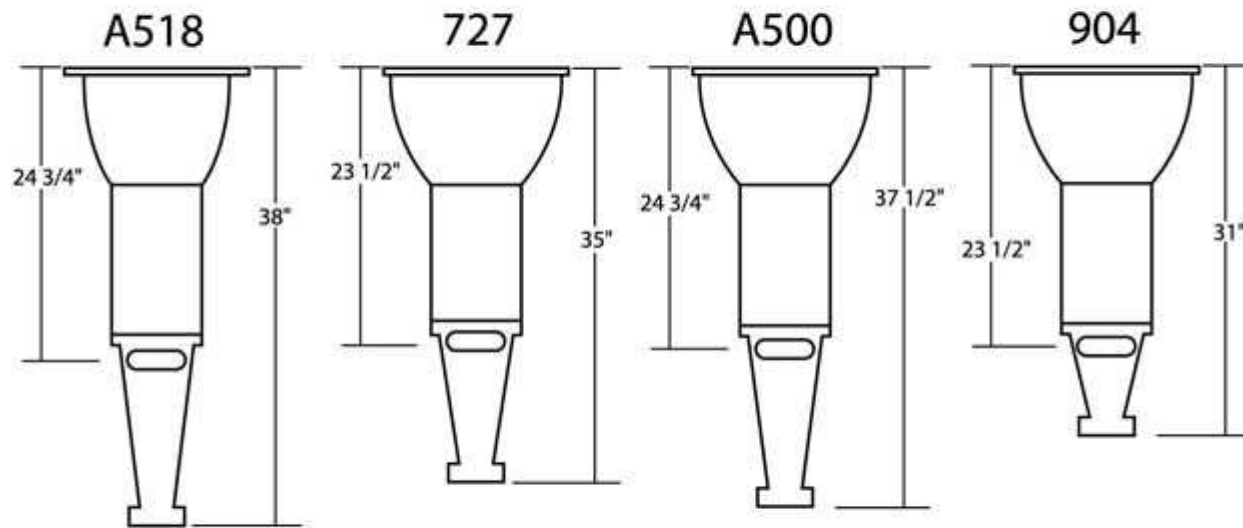
- Years: 1966-1996
- Bell housing: Integral
 - Big block (351M, 460, etc): 7-11/16" top bolt centers, No cutout on bottom
 - Diesel (426): 7-11/16" top bolt centers; Cutout on bottom
 - FE block (330/360/390): Round with starter at about 9:00
 - Lincoln (460): 5-3/4" top bolt centers; Pointed top
 - Lincoln (462): 5-1/4" top bolt centers; Pointed top
 - Small block (302, 351W, etc): 5-1/8" top bolt centers
- Case: Aluminum; 11 pan bolts; 1 adjusting screw; 1 servo; Modulator
- Extension housing (2wd, Divorced 4x4): 6 bolts to case
 - Aluminum
 - 7": Bearing; 0, 1, or 2 threaded bosses; With or without speedometer hole
 - 13-7/8": Bushing; With or without damper provision
 - 18": Bushing
 - Cast Iron
 - 5-3/8": Bearing; Bolt-on cast iron speedometer housing
 - 13-3/4": Bushing;
 - 17-1/4": Bushing; Mount near case or near speedometer hole; With or without damper provision
- Adapter housing (Married 4x4): 6 bolts to case
 - Aluminum
 - 5-3/4": 0, 1, or 2 threaded bosses; 1 or 2 transfer case cutouts
 - 8-3/4"
 - Cast iron
 - 5-3/4": 1 threaded boss; 1 or 2 transfer case cutouts
 - 8-3/4"
- Front oil pump: 7 bolts to case
- Input shaft
 - 31x31 splines (1966-1971)

- 31x30 splines (1972-1996)

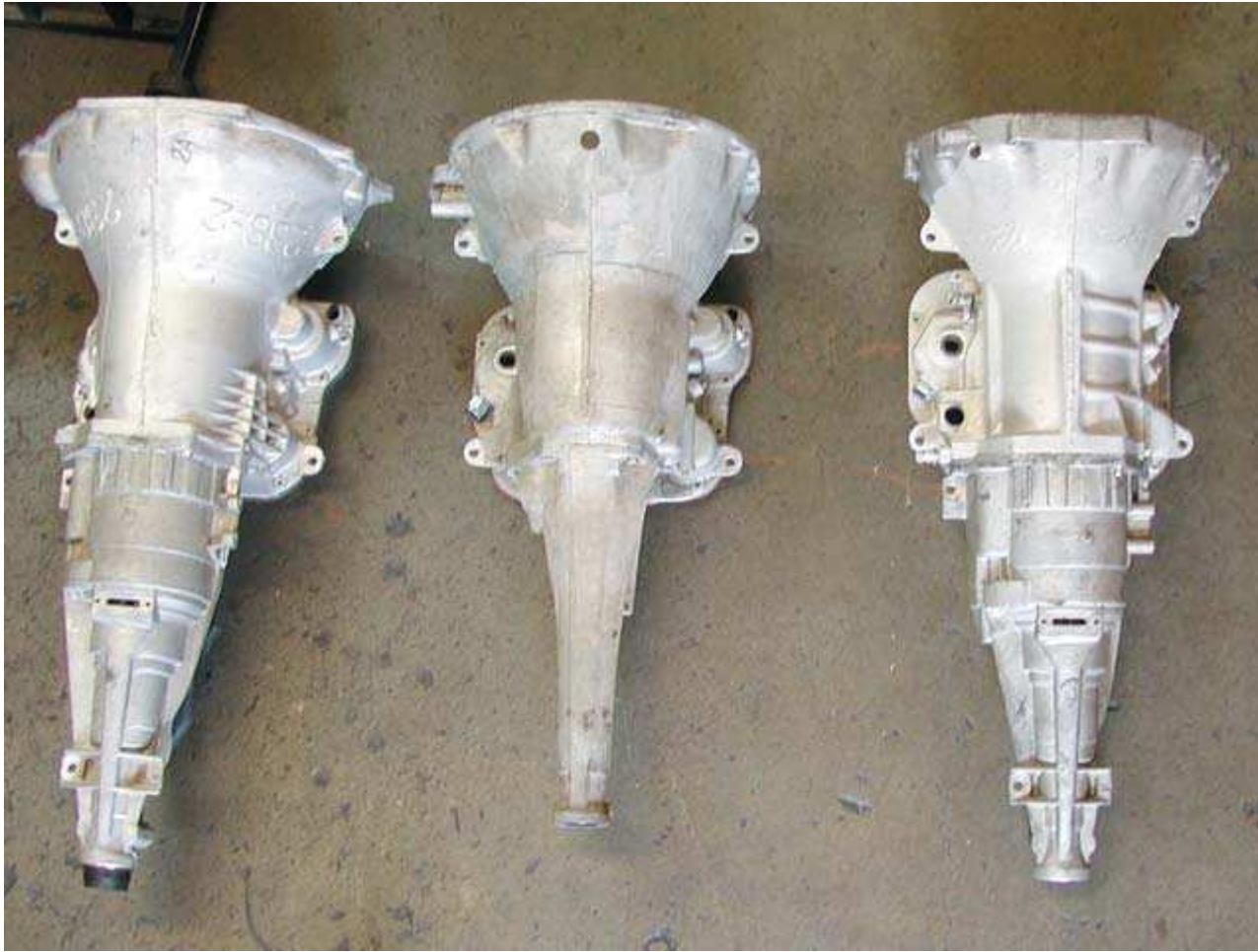
[\[edit\]](#) **Manual**

[\[edit\]](#) **Mopar transmissions**

[\[edit\]](#) **Automatic**



 = Transmission Mount



A518/A618 (Left), A727 (Center), A500 (Right)

[\[edit\]](#) Manual

[\[edit\]](#) AMC/Rambler transmissions

Antti-Ville Nauha (Pori, Finland) AMC CLUB FINLAND (AMCCF) long ago compiled this excellent [guide to identifying AMC and Rambler transmissions](#).

<http://www.charlietranny.com/AMC.htm>

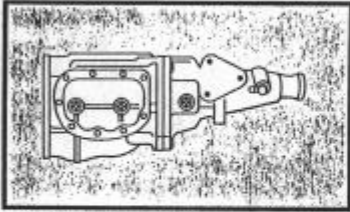
[\[edit\]](#) **Other transmissions**

[\[edit\]](#) **Automatic**

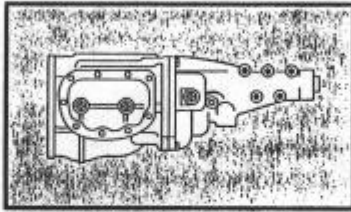
[\[edit\]](#) **Manual**

Common manual transmission identification

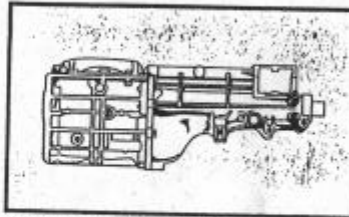
COMMON EXTERNAL TRANSMISSION IDENTIFICATION



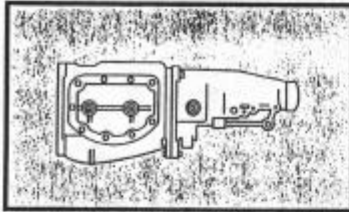
Borg-Warner T-10 (AMC)



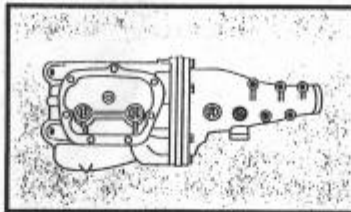
Borg-Warner T-10 & Super T-10 (GM)



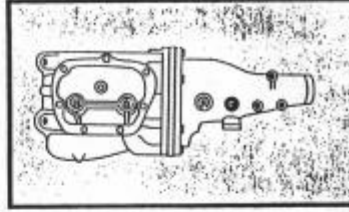
Borg-Warner T-5 5-speed



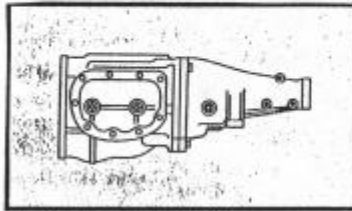
*Super T-10 with Torque Tube Tailshaft
(82 Camaro)*



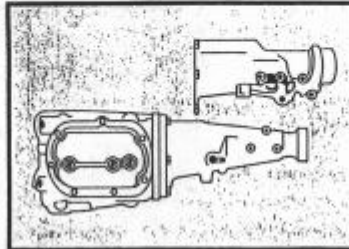
Muncie (1963-1971)



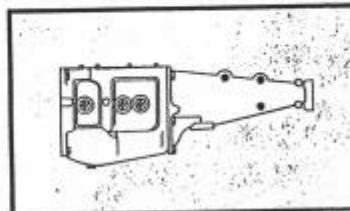
Muncie (1971-1974)



Super T-10 1974 & Later (GM)



Saginaw



Ford Top Loader