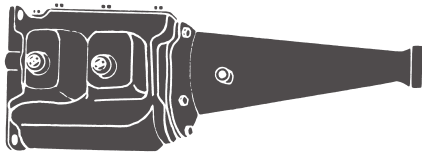
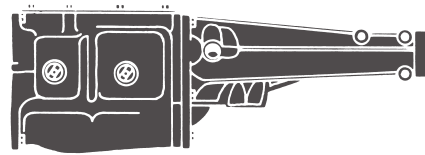


3-SPEED TRANSMISSION I.D. CHART



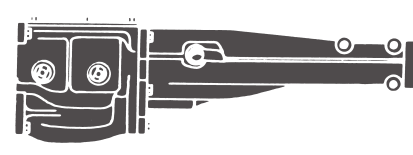
FORD (333)

9-bolt top cover; first-gear synchronized



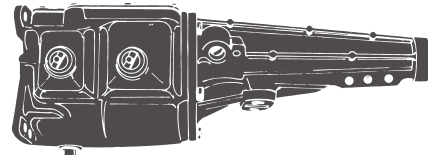
FORD (336)

9-bolt top cover; first-gear synchronized



FORD (337)

4 or 6 bolt top cover; first-gear not synchronized



FORD (339)

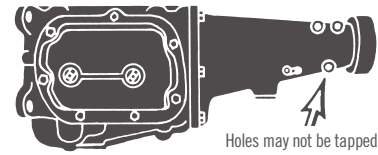
9-bolt top cover; first-gear synchronized



CHEVROLET (341)

4-bolt side cover with round-gear selection shafts

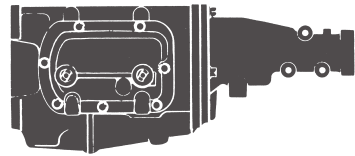
Tapped holes on Corvette models only



SAGINAW (343)

7-bolt side cover; first-gear synchronized
CAUTION: This transmission closely resembles 351 Muncie

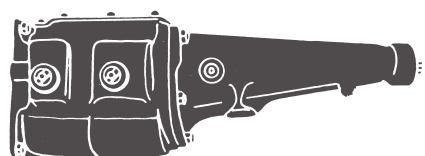
Holes may not be tapped



MUNCIE (351)

7-bolt side cover; first-gear synchronized

CAUTION: This transmission closely resembles 343 Saginaw



TREMEC (352)

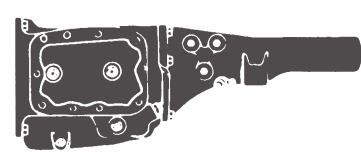
9-bolt top cover; first-gear synchronized

4-SPEED TRANSMISSION I.D. CHART



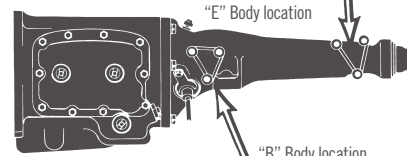
NEW PROCESS, MOPAR A-BODY (421)

10-bolt side cover



NEW PROCESS, MOPAR B-BODY (422)

10-bolt side cover

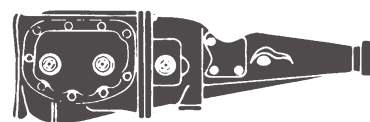


NEW PROCESS, MOPAR (423)

10-bolt side cover

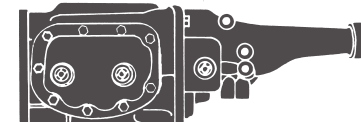
"E" Body location

"B" Body location



BORG-WARNER T-10, SUPER T-10, FORD/MERCURY (411)

9-bolt curved-bottom side cover



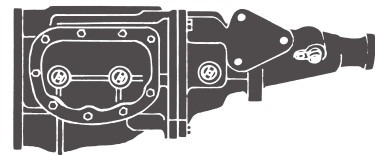
BORG-WARNER T-10, FORD/MERCURY (412)

9-bolt curved-bottom side cover



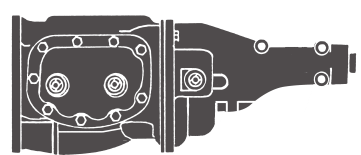
BORG-WARNER T-10 FORD/MERCURY (413)

9-bolt curved-bottom side cover



BORG-WARNER T-10, FORD/MERCURY (414)

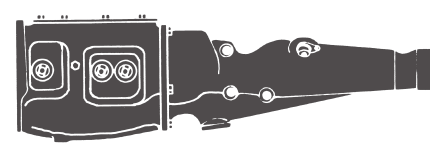
9-bolt curved-bottom side cover



BORG-WARNER T-10 (415)

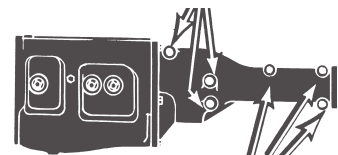
4-bolt side cover with round-gear selection shafts

Tapped on Falcon/Comet



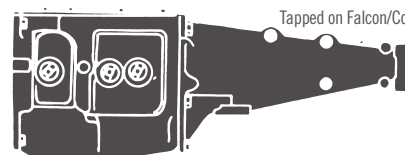
FORD T & C, FORD/MERCURY (431)

10-bolt top cover



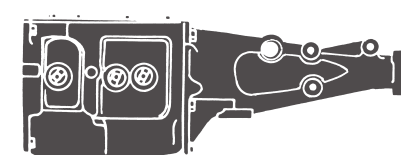
FORD 3+1 OVERDRIVE T & C, FORD/MERCURY (432)

10-bolt top cover



FORD T & C, FORD/MERCURY (433)

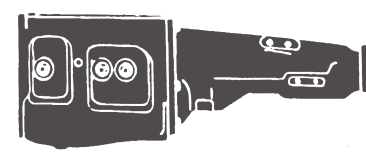
10-bolt top cover



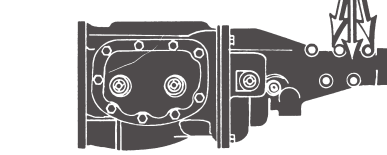
FORD T & C, FORD/MERCURY (434)

10-bolt top cover

4-SPEED TRANSMISSION I.D. CHART

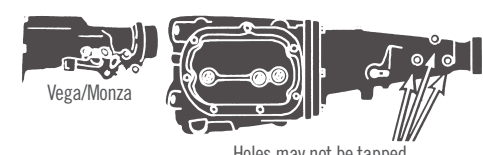


FORD 3+1 OVERDRIVE FORD/MERCURY (435)



BORG-WARNER T-10, GM AS-3 (410)

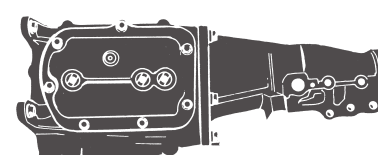
9-bolt curved-bottom side cover



SAGINAW, G.M. (441)

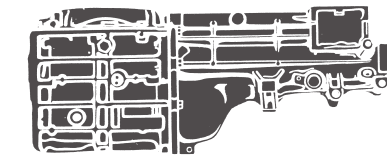
7-bolt side cover

Holes may not be tapped



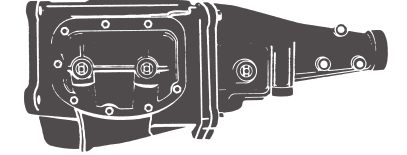
SAGINAW TORQUE TUBE TAILSHAFT, G.M. 81-82 CAMARO/FIREBIRD (456)

First-gear synchronized



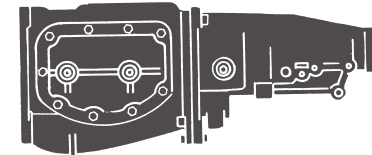
BORG-WARNER T-4 (464)

Internal Rail



RICHMOND/BORG-WARNER SUPER T-10, (AS-9) 1974 AND LATER (454)

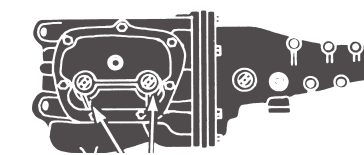
9-bolt curved-bottom side cover



BORG-WARNER TORQUE TUBE TAILSHAFT, G.M. (455)

81-82 CAMARO/FIREBIRD

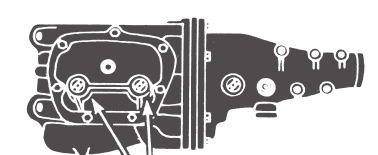
9-bolt side cover



MUNCIE M-20/M-21 EARLY, G.M. (451)

7-bolt side cover used from 63-68

Transmission arms attach with stud and nut*



MUNCIE M-20/M-21, G.M. (452)

7-bolt side cover 1969 and later

Transmission arms attach with bolt*

*MUNCIE Shaft Identification:

Muncie 4-speed transmissions can be distinguished from the style of the transmission arm attachment. Pre-1969 Muncies use a stud and nut at the indicated attachment point, while 1969 and later Muncies use a bolt as illustrated on the right.

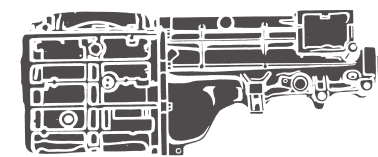


PRE 69' MUNCIE & ALL BORG-WARNER SHAFTS TRANS ID 451



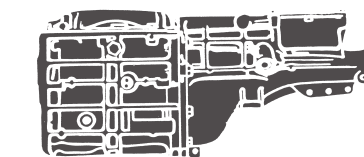
69' & LATER MUNCIE TRANS ID 452,453

5-SPEED TRANSMISSION I.D. CHART



BORG-WARNER T-5, GENERAL MOTORS (464)

Internal Rail

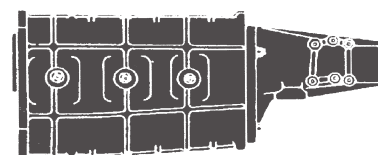


BORG-WARNER T-5, FORD (465)

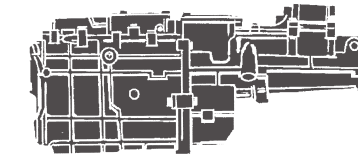
Internal Rail



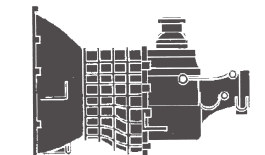
BORG-WARNER T-56, G.M. (468)



RICHMOND GEAR DOUG NASH/ G-FORCE 5-SPEED (467)



TREMEC 3550 (469)



NEW VENTURE MG-5 (466)

G.M. & Dodge Truck