

Ford O Matic 3 Speed Single Range, Small Case



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

These transmissions combine a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. Dual range transmissions are equipped with a one-way clutch incorporated in the planet pinion carrier. Cars having dual range units can readily be identified by the fact that there are two drive positions, usually "D1" and "D2", whereas single range units have only one drive position or "D". Single range transmissions start in intermediate gear and shift to direct drive. In dual range transmissions, when shifted into the "D1" position, the transmission starts in "L", shifts into intermediate and then into direct drive. In the "D2" position, the transmission starts in intermediate and shifts to direct drive. In dual range units, when the selector is placed in the "D1" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed. First gear takeoff on single range units could only be accomplished by either placing selector lever in LOW or WOT takeoff.

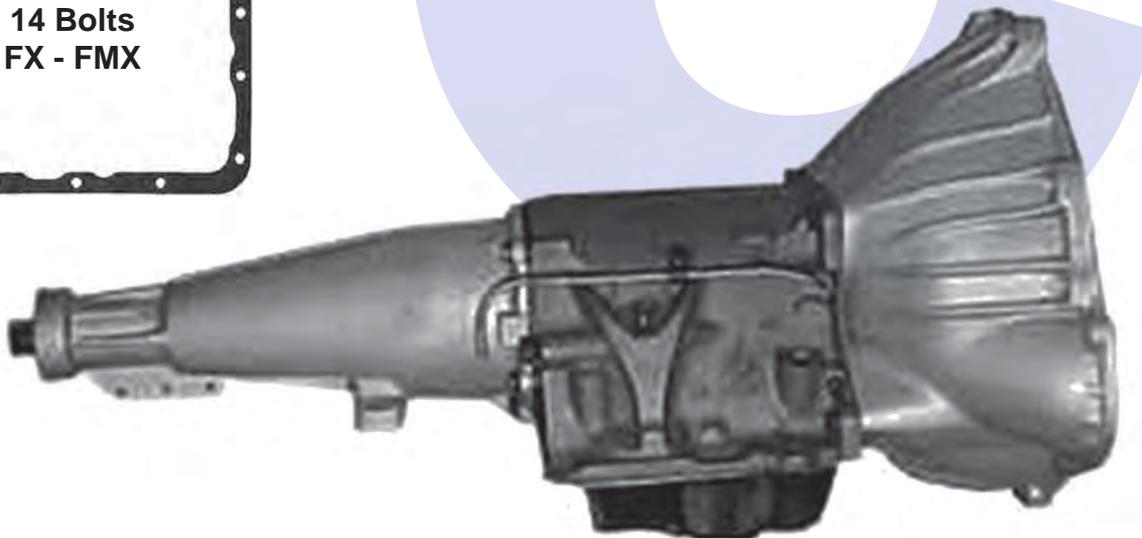
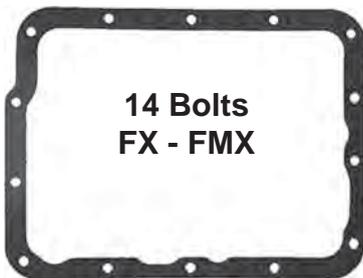
FEATURES

Has cast Iron case 9 7/8" (250.8mm) long, separate Bell Housing with 14 Bolt oil pan, no vacuum modulator.
Shift lever positions P-R-N-D-L.

VEHICLE FITMENT

Ford 1951 - 1957.....Dodge PO..... 1956 Studebaker..... 1956 - 1957
AMC 1956 - 1957

TYPICAL UNIT



Ford O Matic 3 Speed Single Range, Medium Case



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

These transmissions combine a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. Dual range transmissions are equipped with a one-way clutch incorporated in the planet pinion carrier. Cars having dual range units can readily be identified by the fact that there are two drive positions, usually "D1" and "D2", whereas single range units have only one drive position or "D". Single range transmissions start in intermediate gear and shift to direct drive. In dual range transmissions, when shifted into the "D1" position, the transmission starts in "L", shifts into intermediate and then into direct drive. In the "D2" position, the transmission starts in intermediate and shifts to direct drive. In dual range units, when the selector is placed in the "D1" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed. First gear takeoff on single range units could only be accomplished by either placing selector lever in LOW or WOT takeoff.

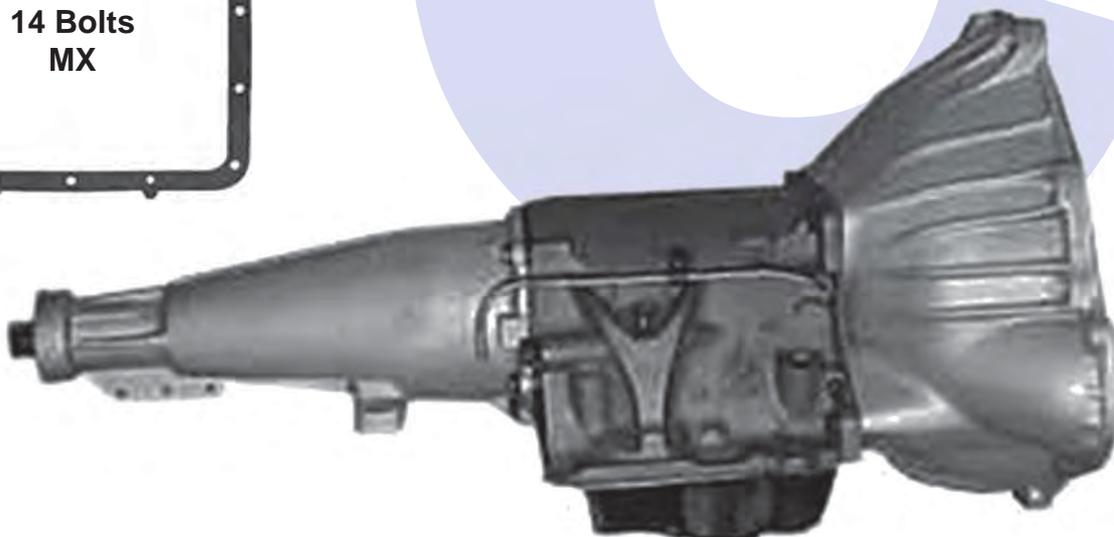
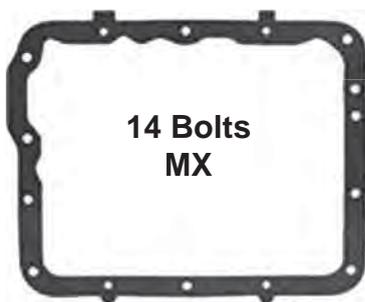
FEATURES

Has cast Iron case 10 1/4" (259mm) long, separate Bell Housing with 14 Bolt oil pan, no vacuum modulator.
Shift lever positions P-R-N-D-L.

VEHICLE FITMENT

Mercury .. 1955 - 1957.....Lincoln 1955 - 1957.....T-Bird.....1955 - 1957

TYPICAL UNIT



Cruise O Matic 3 Speed Dual Range, Small Case



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

These transmissions combine a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. Dual range transmissions are equipped with a one-way clutch incorporated in the planet pinion carrier. Cars having dual range units can readily be identified by the fact that there are two drive positions, usually "D1" and "D2", whereas single range units have only one drive position or "D". Single range transmissions start in intermediate gear and shift to direct drive. In dual range transmissions, when shifted into the "D1" position, the transmission starts in "L", shifts into intermediate and then into direct drive. In the "D2" position, the transmission starts in intermediate and shifts to direct drive. In dual range units, when the selector is placed in the "D1" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed. First gear takeoff on single range units could only be accomplished by either placing selector lever in LOW or WOT takeoff.

FEATURES

Has cast Iron case 9 7/8" (250.8mm) long, separate Bell Housing with 14 Bolt oil pan, has vacuum modulator after 1961.

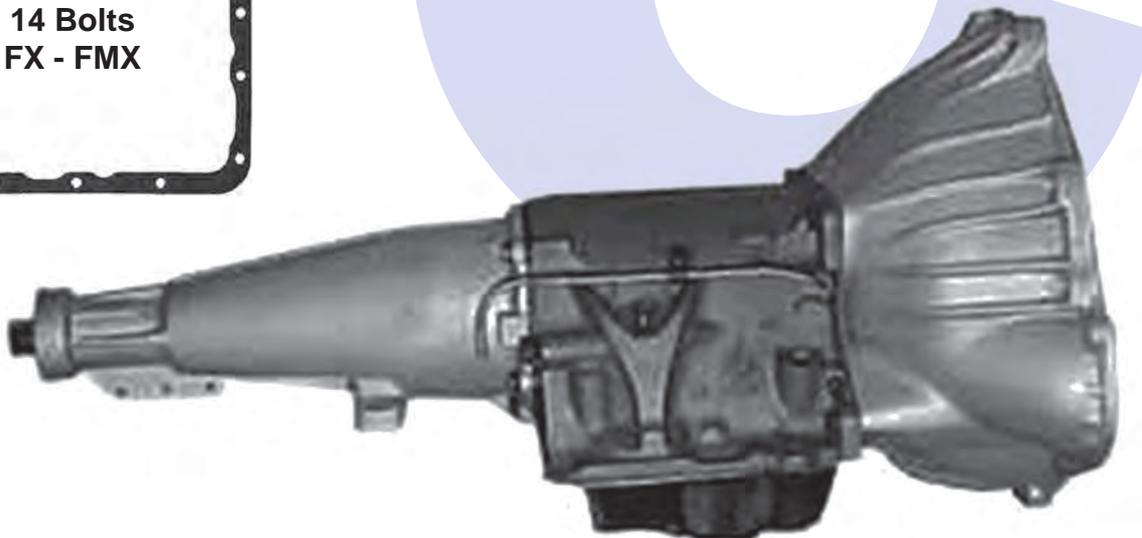
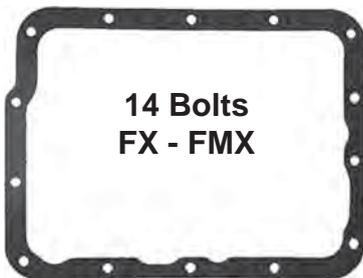
Shift lever positions 1957-66 P-R-N-D1-D2-L. 1967- Up P-R-N-D-2-1

VEHICLE FITMENT

Checker.....1957 - 1967Packard...1957 - 1958 Dodge Tr. 1958 - 1959

Studebaker.....1958 - 1964AMC1958 - 1971 Willys 1963 - 1965

TYPICAL UNIT



Cruise O Matic 3 Speed Dual Range, Medium Case



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

These transmissions combine a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. Dual range transmissions are equipped with a one-way clutch incorporated in the planet pinion carrier. Cars having dual range units can readily be identified by the fact that there are two drive positions, usually "D1" and "D2", whereas single range units have only one drive position or "D". Single range transmissions start in intermediate gear and shift to direct drive. In dual range transmissions, when shifted into the "D1" position, the transmission starts in "L", shifts into intermediate and then into direct drive. In the "D2" position, the transmission starts in intermediate and shifts to direct drive. In dual range units, when the selector is placed in the "D1" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed. First gear takeoff on single range units could only be accomplished by either placing selector lever in LOW or WOT takeoff.

FEATURES

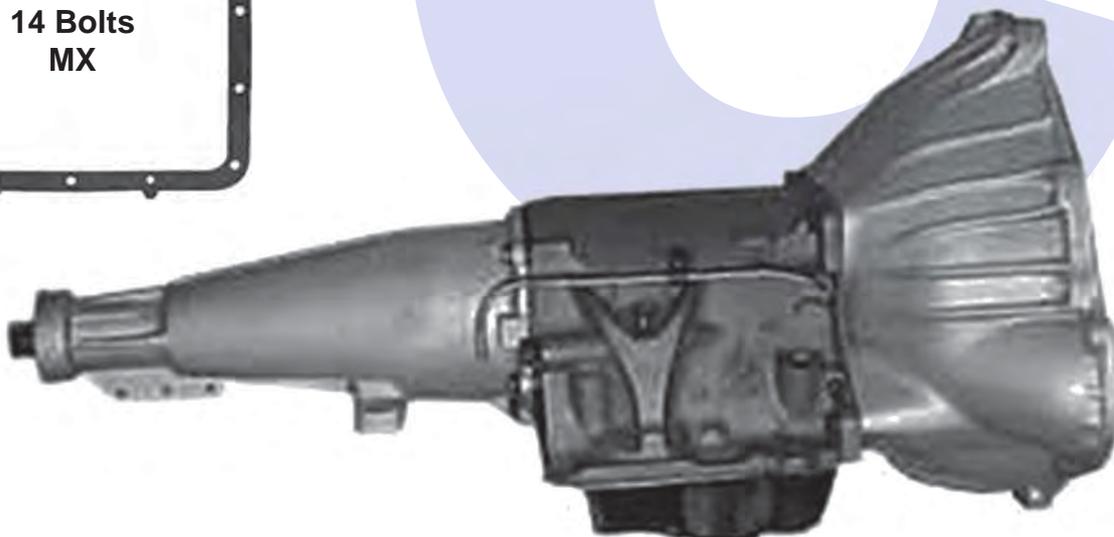
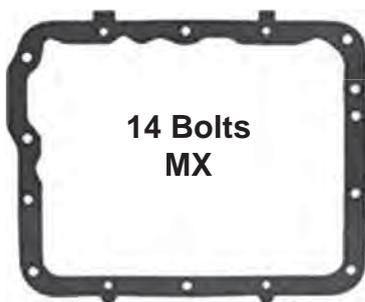
Has cast Iron case 10 1/4" (259mm) long, separate Bell Housing with 14 Bolt oil pan, After 1961 has vacuum modulator.

Shift lever positions 1958-66 P-R-N-D1-D2-L. 1967-70 P-R-N-D-2-1

VEHICLE FITMENT

Ford 1958 - 1970

TYPICAL UNIT



FMX



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

Ford decided to combine the best attributes of the MX and FX transmissions and ended up with an improved version of the "X" called FMX. This transmission used the stronger MX-type rotating parts in the smaller FX style case. This cut down on both weight and the number of transmission components Ford needed to make. This transmission was manufactured at the Fairfax Transmission Plant. The FMX was manufactured from 1968 to 1979, when the Fairfax Transmission plant was closed. The transmission combines a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. It is equipped with a one-way clutch incorporated in the planet pinion carrier. When the selector is placed in the "D" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed.

FEATURES

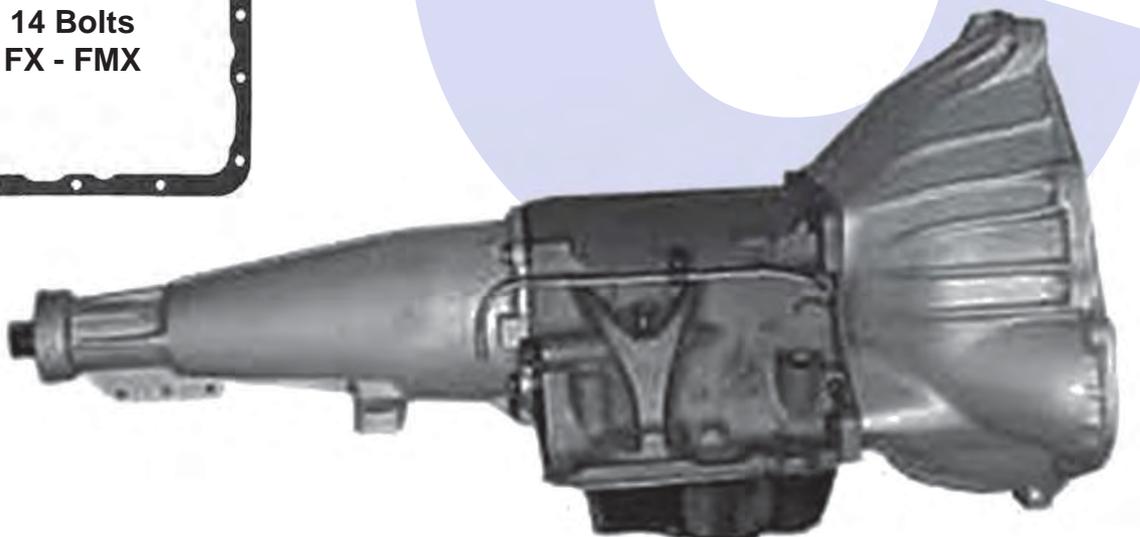
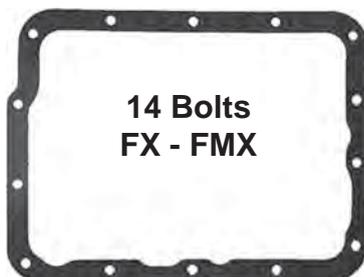
Has cast Iron case 9 7/8" (250.8mm) long, separate Bell Housing with 14 Bolt oil pan, has vacuum modulator.

Shift lever positions P-R-N-D-2-1

VEHICLE FITMENT

Ford 1968 - 1980

TYPICAL UNIT



Merc O Matic Turbodrives



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

DESCRIPTION

These transmissions combine a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios. Dual range transmissions are equipped with a one-way clutch incorporated in the planet pinion carrier. Cars having dual range units can readily be identified by the fact that there are two drive positions, usually "D1" and "D2", whereas single range units have only one drive position or "D". Single range transmissions start in intermediate gear and shift to direct drive. In dual range transmissions, when shifted into the "D1" position, the transmission starts in "L", shifts into intermediate and then into direct drive. In the "D2" position, the transmission starts in intermediate and shifts to direct drive. In dual range units, when the selector is placed in the "D1" position, and when the engine torque is delivered through the front clutch, the torque reaction of the one-way clutch causes it to lock up and hold the drum stationary, thus giving low gear ratio. At the time of the 1-2 upshift, the front servo is engaged, and as soon as the front band picks up the reaction torque, the one-way clutch will start to free wheel and the transmission will be in intermediate speed. First gear takeoff on single range units could only be accomplished by either placing selector lever in LOW or WOT takeoff.

FEATURES

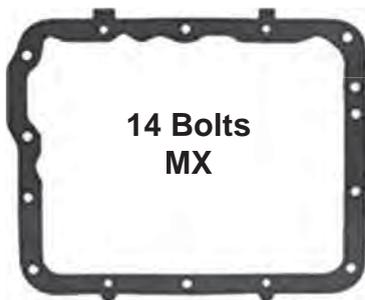
Has cast Iron case 10 1/4" (259mm) long, separate Bell Housing with 14 Bolt oil pan, no vacuum modulator.

Extension 22" (559mm), Input 29 Splines, Shift lever positions P-R-N-D-L.

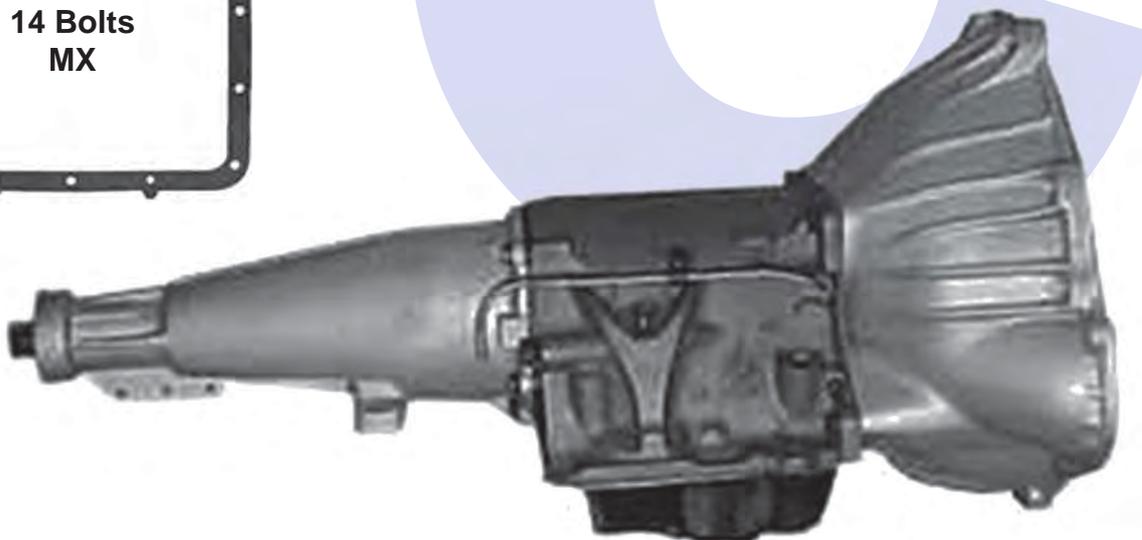
VEHICLE FITMENT

Mercury .. 1955 - 1957.....Lincoln 1955 - 1957

TYPICAL UNIT



14 Bolts
MX



Lincoln Multi-Drive



AUTOMATIC CHOICE

DESCRIPTION

This transmission is basically the same as the Cruise O Matic and combines a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios.

FEATURES

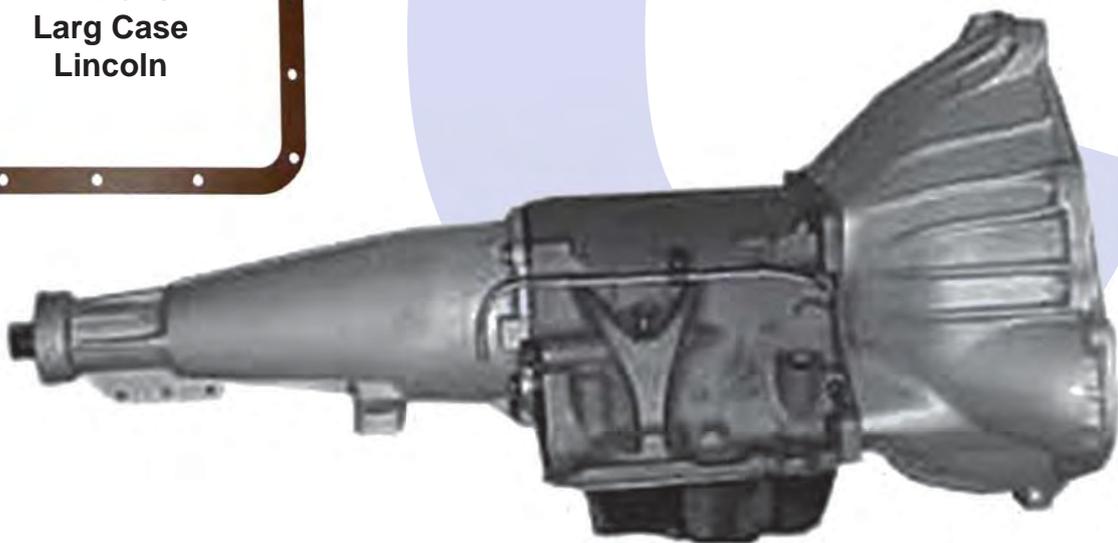
Has cast Iron case 10 7/8" (280mm) long, seperate Bell Housing with 14 Bolt oil pan, no vacuum modulator.

Input 31 Splines, Shift lever positions P-R-N-D1-D2-L.

VEHICLE FITMENT

Lincoln.... 1958 - 1960.....T-Bird..... Some

TYPICAL UNIT



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

Lincoln Turbo-Drive



A
U
T
O
M
A
T
I
C
C
H
O
I
C
E

DESCRIPTION

This transmission is basically the same as the Ford Merc O Matic unit enlarged and strengthened to withstand the greater torque of Lincoln's V-8, and combines a three-element torque converter and a hydraulically-controlled three-speed and reverse planetary gearbox. The drive is always through the torque converter and one of the planetary gear ranges. The planetary gear train in all units transmit power from the torque converter turbine shaft to the transmission output shaft. Hydraulic clutches and servo-operated bands drive or hold certain gears to provide the various transmission output ratios.

FEATURES

Has cast Iron case 11 1/2" (292mm) long, separate Bell Housing with 16 Bolt oil pan, with vacuum modulator.

Input 31 Splines, Shift lever positions P-R-N-D1-D2-L.

VEHICLE FITMENT

Lincoln.... 1961 - 1965.....Continental 1961 - 1965

TYPICAL UNIT



T
H
E
A
U
T
O
M
A
T
I
C
T
R
A
N
S
M
I
S
S
I
O
N
P
A
R
T
S
W
A
R
E
H
O
U
S
E