

4 speed manual transmission with granny gear



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Book Descriptions:

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Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The SM465 can be found in Chevrolet and GMC fullsize trucks, Blazers, Suburbans, among other models. Some applications beyond oneton pickup trucks came with larger input shafts. Favored by offroad drivers, the SM465 has a very low first gear suitable for rockcrawling. The SM465 has developed a reputation as a highly durable transmission. GM literature also often referred to this as a CH465, referencing Chevrolet. The 198891 versions have an aluminum top with improved shift feel. The 1985 and newer versions utilize a hydraulic clutch release, replacing a mechanical linkage in older versions. A common wear factor in the form of abuse leads to having to manually hold the gear selector in third. There have been three different output shafts for pickup trucks. Early fourwheel drive was a short 10 spline, late 4WD was long 32 spline, and all twowheel drives were 35 spline. Early 4WDs came mated to New Process 205 transfer cases. New Process 241 was used behind the 465 starting in 1989 when it replaced the New Process 208 in the Vseries trucks. You can help Wikipedia by expanding it. v t e By using this site, you agree to the Terms of Use and Privacy Policy. We have stirred the oil, or rowed the gears, a few thousand times since we first heard that tale. Transmissions take the rotational forces created by your internal combustion engine or, in a currently unlikely scenario, your electric motor and multiply them via varying shiftable ratios to help your 4x4 move at different speeds. To put it simply, transmissions make your 4x4 go. From crawling in a 71 First gear of an oldschool manual transmission designed just after World War II up to 80 mph in Eighth gear, double overdrive, in the most modern sixspeed manual boxes, we have driven them all. Some are rough and durable, while others are durable and refined. <http://tennis-samara.ru/img/command-prompt-manual-pdf.xml>

- **ford 4 speed manual transmission with granny gear, 4 speed manual transmission with granny gear.**

Each transmission has its strengths and weaknesses that might just make it the perfect transmission for your next 4x4. Which are our favorites. Whats the best for what you have planned. Below we lay them all out, tell you the good and bad, and help you identify them for your next 4x4 project. For space we avoid the closeratio, nongrannygeared transmissions when possible. 4Speeds With Granny First Gears See all 11 photos SM420 The granddaddy of them all, sort of. One of the most popular with rockcrawlers because of the superlow 7.051 First gear. This thing shifts like the tranny in a bread truck. No bang shifts here, but its strong and geared low. Found In 19471968 Chevy trucks. Was available for some military application into the 1980s. Identification Cast iron case, cast iron top cover with large bulge for the reverse idler gear on the passenger side of the case. Weighing in at 175 pounds, the SM465 replaced the SM420 in GM trucks. Found In 19681991 GM trucks Identification Cast iron case, cast iron top cover retained with eight bolts, 12inch case length. Ratios 6.551 First, 3.581 Second, 1.571 Third, 11 Fourth, 6.091 Reverse. See all 11 photos NP435 The NP435 can be found in any of the three domestic fullsize trucks, but GM and a smattering of Dodge NP435s may lack the deep First gear found in all Ford NP435s and some Dodge NP435s. The ones to have will have a 6.681 First. Other two are 4.561 and 4.91 Found In 19661992 Ford trucks; 19621993 Dodge trucks; very rarely in some 19681972 GM trucks, some International trucks, and other industrial applications. Identification Cast iron case with an aluminum top cover. In fact, some T18s use the same top cover as a T98. Also, both the T18 and T19 can unfortunately be found with underwhelming 41 and 51 First gears, as opposed to the desirable 6.321 First. Found In 19651991 Ford, Jeep, and IH vehicles T98s are found in 19481972 Fords, Jeeps, and IHs; T19s are found in

1974-1986 Ford F250, F350, and I.H.s. <http://dok-vo.ru/userfiles/command-prompt-manual.xml>

Identification Cast iron case, cast iron top cover; 11.87 inch case length. Disassembly required to verify. Put the transmission in First and spin the input while counting the output shaft rotations to verify First gear ratios. Some variation in top cover shape for some of the Ford T18s; older Ford T18s have Reverse up and to the right, while newer versions have Reverse down and to the right. Many variations in the input shaft length of Jeep T18s. Generally the Ford T18 is the best transmission for swapping behind GM, Ford, Jeep, and Dodge engines. Ratios 6.321 First, 3.091 Second, 1.691 Third, 1.1 Fourth, 7.441 Reverse. 5 Speeds See all 11 photos AX15 A medium duty five speed transmission suitable for most six cylinder engines. The AX15 can be adapted to some V8s but we'd say it is barely strong enough for stock powered V8s. Found In 1989-1999 Jeep and Chrysler vehicles. Made of three main sections, two larger pieces on each end with one thin piece sandwiched in the middle. 4WD versions will have a 23 spline output and a Jeep six bolt pattern. The NV3500 has an integrated bellhousing, while the NV3550 has a removable bell. Was available in Jeep, Dodge, and GM. Found In 1993-2006 GM trucks behind the 4.3L V6, small block V8s; 1994-2004 Dodge 1500 and Dakota; 2000-2004 Jeep Wrangler and Cherokee; 2002-2004 Jeep Liberty. Identification Aluminum with generous ribbing, oval front bolt pattern NV3550. Found In 1987 and up Ford F250, F350, F450, and Super Duty. Identification Aluminum case with integrated bellhousing. Two main parts with PTO covers on both sides. Identification tags generally present. Available with two different First gears, a respectable 6.341 in GM trucks before 1994, and an acceptable 5.611 in Dodge trucks and 1994 and later GM trucks. Identification Three main parts, an aluminum top cover and a rear output housing with a cast iron main case. Found In 1998-2005 Dodge Ram 2500 and 3500 trucks.

Identification Huge with three main parts the aluminum clutch housing, the main case made of cast iron, and a third extension housing also made of cast iron. Ratios 5.631 First, 3.381 Second, 2.041 Third, 1.391 Fourth, 1.1 Fifth, 0.731 Sixth, 5.36 1 Reverse. See all 11 photos ZF6 Fords six speed truck transmission. Found In 1998 Ford Super Duty trucks. Identification All aluminum housing with an integral bellhousing. One unique feature is this big transmission uses an external transmission cooler so it should be just about the only manual you'll ever see with transmission fluid lines going in and out of the case. Ratios 5.791 First, 3.311 Second, 2.101 Third, 1.311 Fourth, 1.1 Fifth, 0.721 Sixth 5.231 Reverse. THE LATEST IN CAR NEWS EMAIL NEWSLETTER SIGNUP. Editor Curated Stories Directly to Your Inbox. It has a granny low and so then just 3 normally usable ratios. See Final Drive Ratios and notice the extreme benefit there is to gearsplitting by using the GEAR VENDORS. You will climb hills, cruise, tow, do everything so much better with the Gear Vendors installed. A true 7 speed application. There is just no good reason to drive a Muncie Sm465 equipped vehicle without a Gear Vendors. 5 Speed Manuals Look at the Final Drive Ratio charts and notice the great benefit in gearsplitting with the GEAR VENDORS. This will keep your transmission temperature as much as a 100 degrees cooler extending transmission life and puts the stress on the GEAR VENDORS planetary gearing which is much stronger than 5th. When you are running empty, 5th over double overdrive will net you better fuel mileage and far less engine wear at today's 75mph speed limits. Even the resale value of your truck will improve by more than the cost of the GEAR VENDORS because you will be able to point out that the engine has seen better care and effectively far less miles than other used trucks. These words are very similar for the M20 and T10 but with some slight ratio differences depending on model.

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Overdrive is the first reason you are going to add the Gear Vendors. 28.6% faster cruising speeds than you have now. Your 4.10 gears will cruise like 3.20s and your 3.55 will cruise like 2.77s. If you are normally aspirated expect 28% better fuel economy. If you have forced induction expect 50% better mpg. Performance is what the Gear Vendors is all about. This product is a very high tech planetary overdrive. With our AutoLaunch circuit on you will leave the line in 1st and as the engine

gains revs it will automatically shift clutchless to 1st overdrive. This means you are 28% farther down the track or street before you have to clutch the car. This is key to acceleration as otherwise any manual trans car gives up big hunks of time to an automatic on the 12 shift. Gear Vendors 1st over ratio is only 7 hundredths different than having shifted to 2nd not discernable and actually closer in ratio. It is just 1st over where you can use this clutchless shift. You can be in 2nd just boulevard cruising and show off by stepping on the throttle and hitting the Gear Vendors button on your shifter for 2nd over which is identical exact same ratio as having shifted to 3rd but only clutchless and with a nice bark of the tires. Most street guys will just grab a clutchless gear at whatever moment they start accelerating and then progress up through the gear box leaving the overdrive on so that each gear is just now up a step. The bracket racers and serious street guys will flip the 34 side cover lever over so they can easily have two clutchless shifts in the A mile with just one clutch depression. Flipping the 34 cover lever over lets them grab with a straight pull back because it moves 3rd to the 4th gear position on the pattern. Just awesome performance gains greater than a full second on the watch, increased mph and far more performance than any 5spd or 6spd tranny swap.

<https://www.ortorehab.se/images/canon-mp780-owners-manual.pdf>

So you get a 5th gear overdrive and at least one clutchless shift to be used at any moment we ship the kit with our 6speed car badges and a huge performance gain plus get to retain your period correct transmission in the car and get the worlds strongest overdrive trans. Since your Muncie or BorgWarner is stronger than any nonrace 5 or 6 speed, the Gear Vendors is just the right way to get overdrive in your GM manual performance car. The Gear Vendors comes with a 30 day money back guarantee so you know you will be happy with everything you get from us and how it installs and drives. If you take a few moments to study the gear chart for your transmission and rear end ratio combination you will see why this product is so popular. The Final Drive Ratio shows you how many times the engine turns for one complete turn of the tires. Gears are multiplier of torque. Close ratio gearing lets us work both the torque and rpm side of this equation for big gains in HP and performance. Same with 2nd over compared to 3rd. Of course, with gearsplitting we are keeping the engine rpm up from one shift to the next and further exploiting the ratio benefit. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Instructions here I created this mod because I wanted to simulate the way my truck drives in BeamNG. My truck is a 1970 Chevrolet c20 dump truck, it is a super great truck, very easy to drive with this essentially 3 speed granny gear transmission. This transmission is great for rock crawling as well as towing with its 6.55 to 1 granny gear ratio. This transmission although it only has 4 gears is super fun to drive, but the spacing is super far apart between gears meaning in 2nd gear you have to wind it out a ways to get into 3rd gear without lugging the engine and it sounds like your driving like a maniac when you're only going slow haha. Thanks for checking this mod out, enjoy.

<http://fradiomas.com/images/canon-mp700-manual.pdf>

This is my truck My dad had an 88 3500 with this transmission and it was the first vehicle I learned how to drive. Thank you so much its amazing!!! My 1970 Chevy was the first stick vehicle I learned to drive and plow snow with when I was 14. It is such a great trans for cruising haha. Im glad you like it!!! By continuing to use this site, you are consenting to our use of cookies. Please upgrade your browser to improve your experience. He and his wife have fivespeed manual transmissions in each of their cars. She has a Beretta GT, and he has a Chevy S10. Both were bought new. They start off in second gear. I try to tell him that first gear is there before second for a reason. I also tell him that its no coincidence that they have gone through a combined total of four clutch replacements on those two cars. He says its because he puts on more miles than I do in a year, and that I dont know what Im talking about. Whos right Mark TOM Youre 100 percent right, Mark. And your brother is a knucklehead. RAY Theres no question that starting off in higher gears ruins clutches. One piece is attached to the engine, and the other goes to the transmission, and then to the driven wheels. And

when you engage the clutch, you force those two pieces of sandpaper together until they're spinning in unison. That connects the engine to the wheels. TOM Now, that's an overly simplified description of how the clutch works, but as you can imagine, there's a moment when those two pieces of sandpaper actually the clutch disc and the clutch cover are coming together but they're NOT yet spinning in unison. And during that moment, what's happening. They're sanding each other. RAY And by starting off in second gear, your brother has to give the engine more gas, and let the clutch out slower. And by doing that, he increases the amount of time that the clutch spends slipping. Take it a step further. Imagine if you started out in fifth gear.

To keep the engine from stalling, you'd have to really rev up the engine, and let the clutch out a reeeeeeeaaaly slow. And all that time, the clutch would be slipping i.e. sanding itself to death. It's lower than first gear, and it's supposed to be used when the truck is carrying a very heavy load. And why is it there. So those trucks don't burn out their clutches. RAY So tell your brother that if he wants to skip a gear, skip third. skip fourth. skip to M10 for all we care. But tell him not to skip first gear. Ask Someone Who Owns One. We offer quality rebuilt manual transmission, parts and rebuild parts kits that are designed to be top of the line. After locating correct unit a link is supplied to provide detailed information on specific kit and parts that are available for your unit. Information is provided for General Motors 3 speed, 4 speed, 5 speed and 6 speeds manual transmissions. Those from 1955-68 may have electric overdrive. Some of 1964-65 units have larger gears with the same tooth count as the 1940-68 units. Fully synchronized with 30 tooth synchro rings. 1966-69 units may have electric overdrive. It has a four step cluster and all the gears are helical cut. Has case casting number T161X. Found in heavy duty applications. Fully synchronized with 36 tooth synchro rings. This is the only GM 3 speed with the same bearing front and rear. This transmission is found in performance applications. Fully synchronized with 36 tooth synchro rings. Same unit as Ford RAT except for a GM bolt pattern to the bell housing. Has R282015 cluster gear. Found in heavy duty applications. Casting number T10XX or 1304 are on passenger side of case. They all have 9 bolt side covers and 36 tooth synchro rings. Reverse shift lever is located in the extension housing, along with main shaft reverse which is a straight cut gear. Some of the early units, found mostly in Corvettes, have a front nut like the Muncie M21. 1984-88 units have overdrive. The side cover has 7 bolts and 2 shifter cams.

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The synchro rings have 36 teeth and the unit has a 4 step cluster gear. Reverse gears are helical cut and are located in the extension housing. The side cover has 7 bolts and 3 shifter cams. The synchro rings have 30 teeth and the unit has a 5 step cluster gear. Reverse gears are straight cut and are located in the main transmission case. Shifter assembly is attached to the top of the extension housing where the two arms meet. The main case is open at both ends, the bell housing. There is an internal singlerail shift linkage with the shifter mounted on top of the extension housing. Front and rear main bearings are ball type and the cluster gear has a shaft running through it, that is supported by loose needles. Case casting is number 1353. Front and rear main bearings are tapered. The cluster gear is solid and is supported on each end by cylindrical roller bearings located in the case. Case casting numbers are 1351 or 1352. The Isuzu logo is cast into the left side of the case. Is not found in the Chevy LUV. It has a rectangular cast iron front bearing retainer and a 27 tooth rear output shaft. The front and rear countershaft bearings are both 25x62x17. Sideloaded with either aluminum or cast iron case and used in both gas and diesel applications. All of these units are 3 speeds with Overdrive. All gears on the countershaft are removable except for 1st. Early units have threads on the input shaft and do not have a front seal. Has GM casting numbers and one P.T.O. covers. Nonsynchronized 1st with brass synchro rings for 2nd-4th. All main shaft gears ride on

bushings pressed on the shaft. The only gears that are removable from the countershaft are 3rd and 4th. Has GM casting numbers and two P.T.O. covers. Nonsynchronized 1st gear, synchronized 2nd-4th. There are no brass synchro rings. Casting number is C9XXXX. All gears, including reverse, are helical cut. See New Process 435 for more information. Casting number is C9XXXX The bell housing.

is not part of this transmission. It has a removable tube that the throwout bearing rides on. The main bearing in this unit is comprised of caged needles in shell races. Loose needles and flat thrust bearings are used throughout the transmission. Casting number is 1338. Limited parts availability. Isuzu logo is cast into the drivers side of the case. This is found only in GM diesel applications and has a different starter position than the unit that goes into the Isuzu vehicles. Aluminum case with top cover, internal singlerail shift with the shifter mounted on the extension housing. Casting numbers on the case, cover or extension housing are 1351 or 1352. 5th gear overdrive is located at the rear of the transmission in the extension housing. The cluster gear is supported on both ends by cylindrical roller bearings. The number on the front cluster gear is DK55836. All five synchro rings are brass. If you are unable, you can check the number of the front cluster bearing. The number on the front cluster gear bearing is 67010BCE. These similar transmissions have three different designs and designations. Teardown is necessary before ordering rebuild kit as the differences between them are integral. It is a fully synchronized Overdrive transmission including reverse. It may be identified by a tag attached to the P.T.O. cover. The four main supporting bearings in this unit are tapered. Reference Guide Parts illustration. I used granny gear a lot in my 4X4 when the The speedometer wont work, but everything else does. How can I fix this Put in a 1992 4X4 F150 auto trans. Now the speedometer wont work. How can I fix this Pulling transmission There is some engine that can be replaced without making oddings of soprtes and others There is some engine that can be replaced without making oddings of so. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Please try again. Please try again. Please try again later.

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The 465 is one of the strongest manuals ever to be made, and with it's short length, it's a solid setup for 4wheel drives, long and short. Incredibly low first gear. Available PTO power take off port.

Relatively small package. Nonhelically cut first and reverse gears made it difficult to shift from 1 to 2, and from R to 1. A couple items will make this transmission stick out though. First, there is at least 6 major ribs 3 per side, vertical and horizontal on the case of this allcast iron transmission. There are 8 bolts holding the cast iron top cover in place, situated in an odd hexagonal pattern. It was found in a number of Fords and corn binders, but it never got the press that it so deserved. It can take just about as much horsepower as you can throw at it, it has a number of aftermarket upgrades available for it, and it's steep 6.321 granny gear is quite welcome to the stickshift lovers out there. Easy to find and cheap to maintain. Superlow first gear. Relatively small package. Multiple versions of this transmission make it difficult to identify the submodels Jeep released 12 versions of this alone. In early models, the T18 may be adorned with a T98 casting stamp, even though it's a legitimate T18. In this case, you may have to remove the top cover to check the innards. There are two main topcover designs to the T18. The first is the Ford design identical to the T98, which is a 6bolt rectangle with a rectangular protrusion on the rear, driver's side. The second is the Jeep design, which is also a 6bolt cover, but is a simple rectangle with no protrusions. New Process started manufacturing this simple, yet strong transmission in 1964 and the last units rolled off the assembly line in 1993. They're easy to identify, with their cast aluminum top cover and their incredibly simple, smooth cast iron housing. Very low first gear. Relatively small package. From a distance it can be identified with its cast iron main body, which has smooth lines and no ribbing.

The top cover is cast aluminum with a 8bolt rectangular pattern. The input shaft on this transmission is graced with an unusually long pilot tip nearly. It's lightweight, short and incredibly strong. It will fit perfectly in the shortest of rigs, and it can also handle the stresses of a very heavy 4wheel drive truck that has bigblock power within. Wicked low first gear. Relatively small package. There's also a large bulge on the passenger side to make room for the reverse idler gear. The Turbo 350 was prevalent in nearly every GM rear wheel drive car and light duty truck through 1981, and was mostly paired with V6 and smallblock V8 engines. In 1981 a lockup torque converter version was released, and the transmission was rebadged as a Turbo 350C THM350C. This was done so that GM could help fight the gascrunch, as the electronic lockup converter would increase fuel efficiency at cruising speeds. The Turbo 350 was installed in its last vehicle in 1984. Supplies of this transmission are excellent, and it can be had for pennies on the dollar in comparison to other automatics, making it quite popular for many offroad enthusiasts. Strong enough for moderately built motors likely capable of handling 375400 HP with some mods. Lots of aftermarket support. Super reliable. This silent hero was based largely on the C4 transmission platform and designed to deal with the growing size and horsepower that Ford was starting to crank out in the mid 60's. The C6 shared the exact same gear ratios, but was adorned with a series of internal and external upgrades so that it could be made to handle a lot more power and torque. The C6 makes it to our top5 list of automatic transmissions because it's a simple, effective transmission that can take a lot of horsepower, and asks for little in return. Low maintenance requirements. The A727 model later named the 36RH, and 37RH was released to replace an aging A488 model and received several, badlyneeded upgrades.

With an allnew, allaluminum case, the tranny shed some 60 pounds on the scale, but was now stuffed with a new parking pawl, and several other internal improvements to help transfer Detroit's newly found muscle from the engine to the tires. The TorqueFlite 727 was such a popular slushbox that it was used by other manufacturers around the world, such as Range Rover, AMC, and Monteverdi. Wellbuilt 727's can take as much as 1,200 HP. Look for two, halfround bulbous projections coming out of the driver's side of the transmission. During its 27 year "civilian" run final units rolled off the assembly line in as the 3L80 in 1991, it received several refinements and changes, including the nomenclature change of 3L80. The THM400 was such a revered transmission, that other auto manufacturers such as Ferrari, Jeep, Jaguar, RollsRoyce, and AMGeneral utilized it in several of their models. Even today, the U.S. Army HUMVEE still uses the THM400 transmission. This is due to their unbelievable strength, primarily due to their use of a cast

iron center support which suspends the concentric shafts that join the clutch assemblies. Furthermore, the use of a large, multiplate clutches allows the TH400 to withstand insane amounts of torque. Relatively light weight. It's most easily identifiable by looking at the oil pan, since it's shaped like the state of Texas. In the very early 80's, car manufacturers were under serious pressure to deal with increased fuel economy demands, which brought about the introduction of "overdrive" transmissions. GM responded to the call with the 700R4 series, which was also a replacement for the aging TH350 transmission. Even the early model TH700R4 transmissions can be "upgraded" with better servos, gears, clutches and slingers to make them as good or better than the later model units. First, it has a very low range first gear 3.061, making it sought after by hot rodders and offroader's alike. Second, it came with a 30% overdrive 0.

701, making it appealing to everyone because of the onroad fuel savings. Thirdly, this transmission came stock with either a vacuum controlled or ECU controlled lockup torque converter. Later in its life, it was rebadged as the 4L60 and carried this name until 1993, when the 4L60"E" model electronic shift control was introduced. 4L60 is an acronym that stands for 4 speeds, L longitudinally positioned, and 60 6000 lbs. Easy to find. Overdrive. Later models are bulletproof, especially the "K" case versions. First, it is an allonepiece cast aluminum housing bell housing and main body are all one piece. Secondly, it has a square oil pan, differing from the cutoffcorner TH350 or the Texasshaped TH400. Pre1984 versions had a 27 spline input shaft, which was changed to a 30spline later. For purchasers wanting models that predated the "late model 4L60E" versions, they should look for a square, 4bolt tail housing, versus the 6bolt version. I only herd very good things about it but upon install into my truck I was EXTREAMLY dissapointed in its performance. My truck came with an automatic, in general I dislike automatics most all my vehicles have been standards. I have owned countless cars and a few trucks. I enjoy offroading alot. My last favorite truck was my lifted Blazer S10. Anyway heres what I found out. At the time no one told me but apparently the SM465 shifts very slow and shifts are met with resistance. You cannot shift the 465 fast or even at a normal rate as you would on a normal car or small truck. Shifting at high rpm around 4 or 5 grandtakes even longer and downshifting to a lower gear at high rpm is met with even more resistance from the normal. The tranny does not grind or anything like that but it just shifts very slow. There is about a 2 second delay between gears and it causes the engine rpms to drop and you to loose speed. Shifting this tranny is exactly like shifting a big rig. No one told me when I researched it or bought it so I thought mine was broken.

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