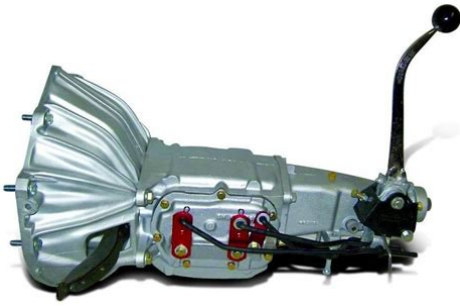


4 speed saginaw manual transmission



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Book Descriptions:

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It has a castiron case and extension housing, and a 7 bolt side covers with reverse shift lever on this side cover. The Saginaw is often mistaken for a Muncie. The Muncie also has a 7 bolt side cover; however, the Muncie reverse lever is found in the extension housing and features an aluminum case. The Saginaw transmission adapters we manufacture will require the installation of a new output shaft. These transmissions are externally shifted and will require shifter components. We make an adapter to mate this transmission to a Jeep Dana 18 or 20 transfer case Our awardwinning history of innovation and expertise ensures we provide quality craftsmanship as we serve our customers with knowledge and integrity. All rights reserved. The first and most obvious has to do with the size of a car's engine. While the bigblock vs.The discussion about whether to use a fourspeed or an automatic transmission has been going on for as long as anyone can remember, and we see no end in sight. However, finding one of these transmissions now at a swap meet or salvage yard is getting harder and harder. If you do happen to stumble across one at a swap meet, do you know what you are actually looking at. Did you know that there are various models that were used in various cars. Hopefully, this guide can help you decipher what gear box you have located if you're in need of a four speed, or if you are fortunate enough to happen across one stashed away in a barn somewhere. This early box began its career being placed in the Corvette. By 1963, the General had developed and worked with the Saginaw Corporation to develop a proprietary fourspeed based on components used in the Borg Warner transmission. Not only were they both popular transmissions in musclecars and Corvettes, but many were even used after the musclecar era. We have salvaged more than one Saginaw from cars like the Vega and Monza. This was used in Abody and Fbody cars and Corvettes into the early '80s.<http://chromowane.com/userfiles/command-start-manual-transmission.xml>

- **gm 4 speed saginaw manual transmission identification, saginaw 4 speed manual transmission, saginaw 4 speed manual transmission identification, saginaw 4 speed manual transmission parts, saginaw 4 speed manual transmission for sale, saginaw 4 speed transmission repair manual, 4 speed saginaw manual transmission, 4 speed saginaw manual transmission repair, 4 speed saginaw manual transmission problems, 4 speed saginaw manual transmission system, 4 speed saginaw manual transmission parts, gm saginaw 4 speed manual transmission, saginaw 4 speed manual transmission, saginaw 4 speed manual transmission for sale.**

Of course, that was many years ago. It's no secret that the Saginaw and Borg Warner transmissions were not built to handle the kind of power that a Muncie transmission could withstand. But in nonperformance applications, they were still a good transmission. Keep in mind, if you plan to drop one in a vehicle that makes more power than it did when it was stock, you might want to consider going with the Muncie if you plan to beat on it. Basically, if you are installing one or the other in a car that will be a nice driver and see only minimal, spirited gear grabbing, both the Saginaw and the Borg Warner can be a good and less expensive alternative to the more robust Muncie. Even the Muncie has its limitations, but they are significantly higher than the Saginaw or Borg Warner. The Muncie is made of aluminum, and will not be rusty looking. The easiest way is by knowing the construction of each unit, and the differences are obvious. If the case and side cover are made of cast iron, that would make it a Saginaw transmission. If it has a cast iron case with an aluminum side cover and tail housing, that will mean you have found a Borg Warner. To add a little confusion to the mix, there were Borg Warner Transmissions that feature aluminum cases and castiron side covers. Differentiating is easy, as the Muncie has seven bolts holding the side cover, and the Borg

Warner uses nine. Not only are the Saginaw and Borg Warner side cover and tail housings constructed of different materials, but the reverse shifter arm of a Saginaw is on the side cover while the T10 is located on the tail housing. These grooves are there to indicate the ratios of the gears inside the transmission. These numbers can be found on the transmission case, and the first letter in this series of numbers is going to tell you exactly which Saginaw transmission you are looking at. <http://diversecityuk.com/userfiles/command-start-manual-cs-555.xml>

While it's obvious that the four speed will use three shiftlinkage arms and the three speed will have two, if the first letter is R, then you have found a four speed. If it starts with an S, you are looking at a threespeed Saginaw. If you are not sure how to distinguish between an M20, M21, or M22 Muncie, knowing what to look for can be tricky. However, there were several design upgrades and modifications made during the total production run. That being said, there was a second, closeratio version M22 that was developed to survive duty behind engines with a higher torque output, and was known as the "Rock Crusher." This version was offered in high performance bigblock cars starting with the 1965 Corvette. While the M21 and M22 did have the same gear ratios, the M22 did utilize a cluster gear with the gear teeth having different tooth angles. The M22 was designed as a road race transmission, and the straighter angle of the gear teeth produced less heat and less endloading of the gears. This decreased helix angle of the gear not only created a stronger gear set, but it also produced a substantial amount of gear "whine" which is highly noticeable when driving the car. The M22 Rock Crusher used a gearset that features less of an angledtooth gearing right. Images courtesy chevelles.com If a car came with an axle ratio of 3.73 or numerically higher, it usually came with a closeratio transmission. Vehicles leaving the factory with an axle ratio of 3.55 and numerically lower gears, typically incorporated a wideratio transmission. The 1964 through 1968 Muncie side covers had a stud coming out of the side cover that secured the linkage arm via a nut. The 1969 and later models use a bolt to secure the linkage to the transmission. The Muncie utilized seven different input shafts. All transmissions with a 26spline input shaft used a 32spline output shaft, and all those with a 10spline input shaft was paired with a 27spline output shaft.

These grooves were cut into the input shaft so assembly line workers at the plant could easily identify which input shaft should be installed in a particular unit. But, those built between 1963 and 1965 will not have any rings around the input shaft. Starting with the 1966 models, the wide ratio versions got two rings around the input shaft, and the M22 input shaft had no rings and looks like a 1963 through 1965 wideratio input shaft. Also, there were some input shafts produced by the aftermarket and General Motors that have no identifying rings on them. This is a large reason why some guys will not rely on transmission identification by the input shaft grooves. His passion for performance got him noticed by many locals, and he began helping them modify their vehicles. 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.

<http://www.drupalitalia.org/node/69808>

By using this site, you agree to the Terms of Use and Privacy Policy. Through the 1950s, all makers were working on their own automatic transmission, with four more developed inside GM alone. All of GM's early automatic transmissions were replaced by variants of the TurboHydramatic by the 1970s. Manually shifted on Column. The basic rearwheel drive TurboHydramatic spawned two frontwheel drive variants, the transverse TurboHydramatic 125, and the longitudinal TurboHydramatic 425. A third variant was the lightduty rear wheel drive TurboHydramatic 180 used in many European models. Also manufactured and used by Holden as the Trimatic transmission. Ford led the design of the 10speed transmission, as well as filing the design patents for said transmission. According to an official report by the SAE Society of Automotive Engineers the design of the 10speed gearbox is essentially all Ford, while GM was responsible for designing the 9speed 9T transverse automatic gearbox. As part of their jointventure, Ford will let GM use the 10speed transmission with rights to modify and manufacture it for their own applications. Retrieved 20190716. Retrieved 20190716. By using this site, you agree to the Terms of Use and Privacy Policy. After all, GM car manufacturers used 13 different types of fourspeeds over the years. Some had specific uses, so you can narrow it down to a shortlist based on the vehicle make and model. It's helpful to begin with the basics to make it easier to understand. What Does the Transmission Do. There are three types of transmissions or gearboxes that you'll see in order from first to latest technologies Manual Automatic Continuously variable transmission CVT Its primary purpose is to create a balance between speed and torque, or the power needed to move a vehicle forward. The differences between the types speak to the ways that it occurs.

<http://afhobiecat.com/images/canon-mp750-manual-pdf.pdf>

The engine and the wheels operate at different speeds, with the former turning at faster rotations per minute RPM than the wheels. When you turn on your vehicle, it'll need to draw on a lot of power to get it moving. A higher torque, therefore, is necessary. On the other end of the spectrum, you don't need as much power output when you're driving on the expressway, hence, the need for balance. A manual transmission is an enclosed box consisting of different sized gears, rods, meshes, shafts, cogs, and other parts, all encased in oil to keep things running smoothly. The gear ratio describes the relationship between the different components. Each gear represents a varying combination of them that, in turn, produce a specific powerspeed output. It's not unlike what you'd see on a bicycle. The first stickshift vehicles had threespeed transmissions and lasted up until the 1960s. As the technology caught up, the industry moved toward fourspeed ones. There's no denying how fun a car with a stick shift is to cruise on the highway whether it's a Chevy Corvette or a Ford Mustang. It puts you closer to the road and the driving experience. That brings the discussion to the Chevy 4 speed manual transmission identification. Both the outside and the inside provide vital clues to determining what kind you have, beginning with the brand. Types of Manual Transmissions GM has since moved on to different technologies. The fourspeed is a relic of the past with innovation pushing the bounds to nine and even tenspeed gearboxes. Each of the 13 fourspeed manual transmissions had a specific application. That of itself is the first step toward a positive ID. Right away, you've narrowed the field. The runofthemill vehicle probably has either the BorgWarner or Saginaw. Muncie, on the other hand, is a different animal. It's one that you're more likely to find in highduty or performance rides. The automaker used some models only on certain types of vehicles.

<http://futurepointtech.com/images/canon-mp810-service-manual.pdf>

So, if you have a car, the chances are you won't find one meant for a truck under the hood. They also used different ones for certain years, the term referring to the date of the model and not a calendar date. Steps to Identifying a FourSpeed Manual Transmission The first step toward a positive ID is to figure out what is the brand of the part. Fortunately, that task is easier than it sounds. Each of the top makes has a distinct shape. The entire transmission has a main case, side cover, and extension housing. The general form is the main box with a telescoping tube attached at the other end. Shape

and Parts BorgWarner is the most clearcut. It has box portion has a straight end. The other part has a gradual narrowing with an abrupt smaller finish. The Saginaw is not as wide. The end of the case appears rounded with at least two visible protrusions. Finally, the Muncie falls somewhere in between. It is boxy like the BorgWarner but with a slight curve. It also has two bumps along the edge. The telltale difference between the BorgWarner and the other two is the number of bolts on the side cover. It has nine, whereas the Saginaw and Muncie have seven. You can tell the two apart by looking for the reverse lever. On the former, it's on the side cover. On the latter, you'll find it on the extension housing. Other parts to examine include the selector arms, noting how it's attached to the main unit. Model Specifics Each model within the make's line typically has slight variations that can pinpoint a range or maybe even a specific year. The BorgWarner T10, for example, has a long run in cars between 1957-1988 and a brief one between 1968-1970 in vans. The T4 and T4C also had short spans. The T4 was only between 1983-1984 in cars and 1985-1987 in trucks. The TC4 lasted for 1982-1984. Sometimes, you can home in on the details by knowing the make and model of the vehicle in which it was found. The Saginaw manual transmission existed in cars from 1966-1984.

However, it only stuck around between 1985-1986 in the Astro and Safari. On a side note, neither vehicle made a go of it either, with both going out of production too. A similar tale exists with the Muncie. It is the youngest of the three. The M21 and M22 led things off for cars in 1963 going until 1974. The SM420 followed by the SM465 in 1968 held up the reins for the truck side until it ended in 1991. Materials The materials also vary with the make. Look at the construction. If the cover and case are cast iron, it's a Saginaw. If it has an aluminum cover, you're looking at a BorgWarner. However, some earlier versions had a cast iron cover instead before making the switch to more weather-resistant materials. An all-aluminum transmission is a Muncie. If the four-speed manual transmission is a barnfind, the latter is probably still in decent shape. The others, not so much. It might be a good time to start checking out new truck prices. Casting Number All of the main parts of the transmission have a casting number that identifies the part and provides clues about when it was made. It is a physical trait, being within the mold. However, any vehicle manufacturer may tweak their designs. If an original one is modified, the casting number changes too. It is not interchangeable with the part number. It's not unusual to find different casting numbers covered by the same part number. It's the nature of the industry to change materials or refine a design. One thing that you can count on is that the casting numbers will get higher with each consecutive year. In other words, it's newer. You may also notice the words, "PAT. PEND." or "US PATENT NO" on a part which means, patent pending or the official number, respectively. You can do a search on the US Patent and Trademark Office to home in on its date. It can identify the make too since the details of your search will include this info. The models of the BorgWarner are T10, T4, and T4C. The last one was for trucks only.

gmonlinestore.com/wp-content/plugins/formcraft/file-upload/server/content/files/1626c017c6ec43---car-window-manual-winder.pdf

The casting numbers for the first one are either 1304 or T10XX. The second are 1351 or 1352. Finally, the last one is 1353. Saginaw has one type of four-speed manual transmission, making the identification quicker after figuring out the make. The Muncie includes M20, M21, and M22. The distinction is the ratio with wide, close, and heavy-duty close, respectively. IDing the transmission requires a look inside of the case. You will need to count things like the splines or teeth of the gears. Noting its location in situ can also identify the variation. The M22 or so-called Rock Crusher usually partnered up with big-block engines. Serial Number The serial number is where the money shot lies. It offers a lot of information to complete the story of the four-speed manual transmission. This figure is usually stamped and not a part of the mold. It's also easily faked if you have concerns about whether it's genuine or not. They often include a code for the date for helping you authenticate it. However, it's not always as easy to decipher as it sounds. Auto manufacturers often use unique

codes even for something as mundane as a month name. Muncie is a perfect example. Muncie Serial Number The serial number begins with a P followed by the month and day. The letter denotes the plant in which the manual transmission was assembled. So, P0201 means February 1. They didn't add the year until after 1966. But wait. It gets better. Instead of a simple number to designate the month, the manufacturer went to letters with A for January and so on. Unfortunately, that wasn't the case. What you'll see for the ones after May is as follows H for June K for July M for August P for September R for October S for November T for December There is also another number to denote the particular ratio. A stands for M20, B for M21, and C for M22. To decode it, you'll need these bits of information. For example, a Muncie with P4H15A translates to a Muncie M20 assembled on June 15, 1974.

Presumably, abbreviating it with this serial number gives a compact stamp that saves time and space. Identifying the Rest of the Transmission Bear in mind that some transmissions may contain a hodgepodge of parts. You may think you have one brand. But, when you look inside, your so-called matching numbers parts isn't what it seems. That's what makes knowing a vehicle's history essential if it's from an existing car or truck. You're more likely to find a Saginaw or BorgWarner intact and not necessarily rebuilt since the automaker used them on everyday models. The Muncie is the one that you need to check. Since it's a performance part, it's in high demand among collectors. Earlier versions may have components of later ones simply because the transmission and its housing were better made later in its production. Chevy 4 speed manual transmission identification isn't difficult if you know what to look for in the part. Luckily, the makes are different enough to give you at least a starting point. Though the serial number convention is sometimes confusing, there is a method in the madness that makes knowing which one you have an easier task. Looking at the shape, materials, and structure of the main case, extension housing, and cover are excellent places to start in your search for a positive ID. The other information will help you get to its production date to begin the quest for its story. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable.

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Adjustable shift stops help prevent overshifting and possible transmission damage. Other features include the classic Hurst chromeplated stick and white shift knob that assure the fit and finish are up to the standards that your car deserves.Installation kits sold separately. Saginaw 441 transmissions use Installation kit 3734531 Muncie 451 transmissions use Installation kit 3734529 Features Adjustable shift stops help prevent overshifting and possible transmission damage. Other features include the classic Hurst chromeplated stick and white shift knob that assure the fit and

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