

Ford Ford-O-Matic 2 speed Automatic Transmission

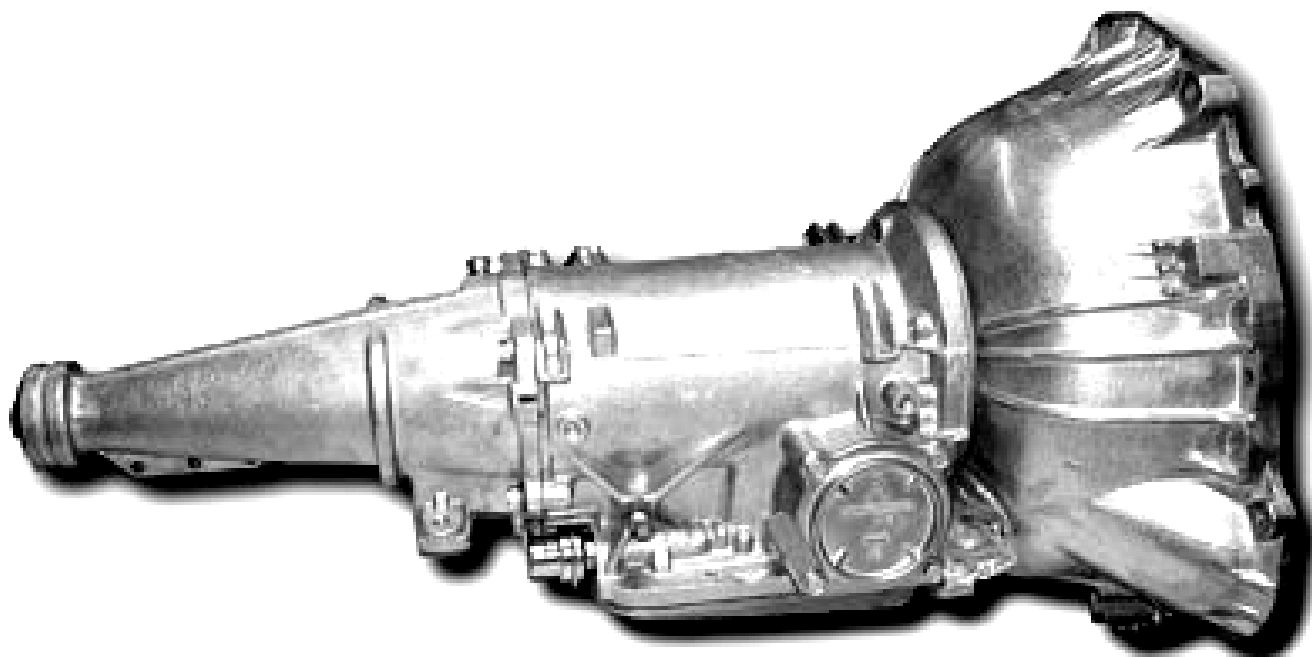
- *Used on 6 & 8 cylinder Falcons 1960-1964.*
- *Bell housing and main case are casted as one.*
- *Fill & "Dip stick" tube attaches to case towards rear of case.*
- *Some early 6 cyld. Ford-O-Matic had no previsions for radiator oil cooler lines.*
- *All Falcons equipped with 260 cid V8 had 5 bolt bell housing and Ford-O-Matic Transmission.*
- *No Overdrive, final gear is 1:1*



Ford C4, 3 speed Automatic Transmission

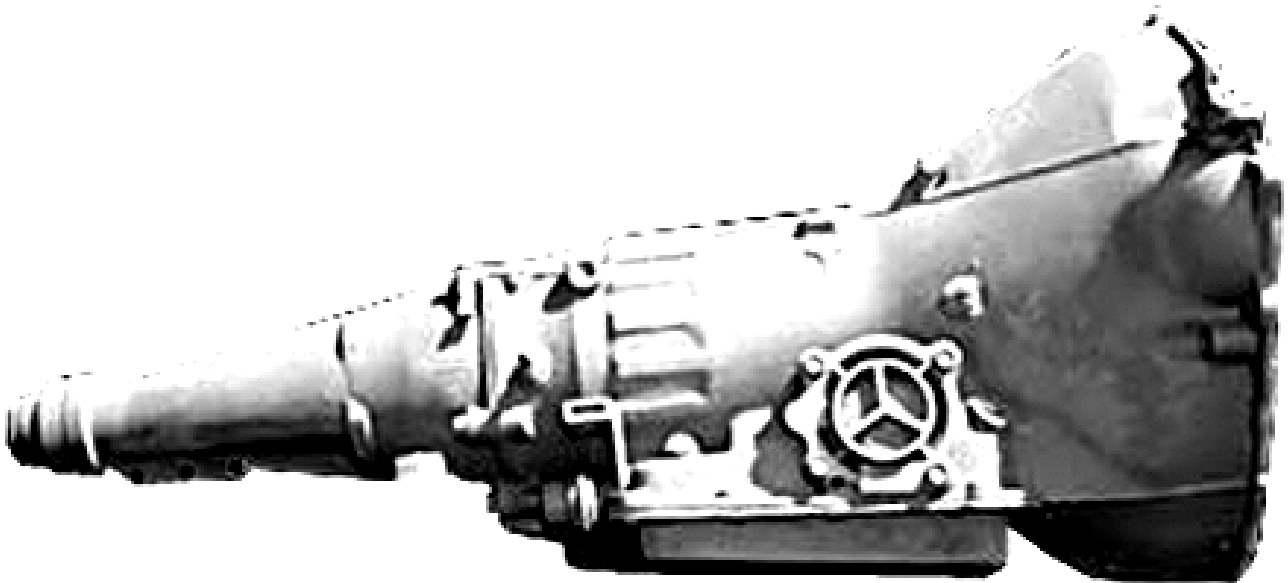
- Introduced in 1964 (hence C4 name) on Fairlane, Galaxie, Ford cars with 6 & Small block V8's and only on Falcons equipped with 200 cid 6 cyld. engine.
- Main gear case & bell housing are two separate castings
- Offered with 5 bolt bell housing before 1965 on V8 models.
- 1965 and later use a 6 bolt bell housing. (some left over 1964 5 bolt C4 did find use on 1965 cars)
- No Overdrive, final gear is 1:1
- There are both 'pan-filled' & 'case-filled' C4's
- The "Cruise-O-Matic" & "Green Dots" - Ford called its earlier 3spd automatic from the 1958 this same name, but the 1965 thru 1970 Cruise-o-Matic is basically a C4 with a dual-range valve body that allows the driver to start out in first "low" gear with automatic shifts up thru 2nd and "D" , Drive. By placing the shifter to the second gear, "**GREEN DOT**" or behind the **D2** , transmission starts in 2nd gear and with automatic up-shifts to 3rd or "DRIVE" This help reduce tire spin in slippery conditions and engine braking. You knew you had a C4 Cruise-O-Matic if you had a "**GREEN DOT**" behind the **D2** on column or floor shift indicator. Mercury called theirs version Merc-O-Matic..

NOTE: Ford also has a C5 lock-up torque converter Auto Transmission, Built from 1981-1986, it looks like a C4 with a "pan-filled" dip-stick tube but has a deeper bell-housing for the larger lock-up converter, and was used in LTD II, Ranger, Fairmont, Cougar, T-Bird and Mustang. Try to only use these as a core exchange for a C4.



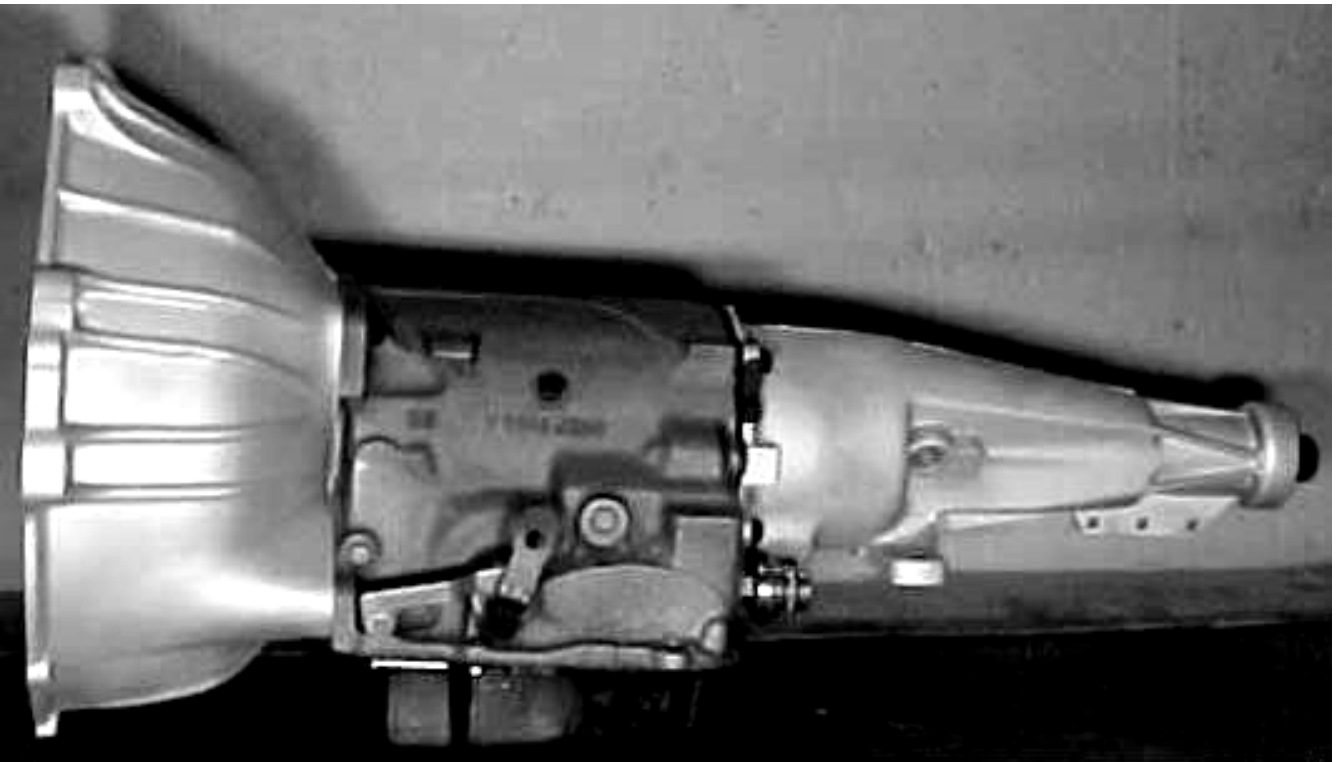
Ford C6, 3 speed Automatic Transmission

- *Introduced in 1966 for hi torque applications (hence name C6).*
- *Only offered on 1970 1/2 Ford Falcons equipped with 351W, 351C, 428's and 429's cid engines.*
- *Main gear case & bell housing are one piece casting.*
- *No Overdrive, final gear is 1:1*
- **NOTE:** *Ford also has a C5 lock-up torque converter Auto Transmission, Built from 1981-1986, it looks like a C4 with a "pan-filled" dip-stick tube but has a deeper bell-housing for the larger lock-up converter, and was used in LTD II, Ranger, Fairmont, Cougar, T-Bird and Mustang. Try to only use these as a core exchange for a C4.*



Ford FMX, 3 speed Automatic Transmission

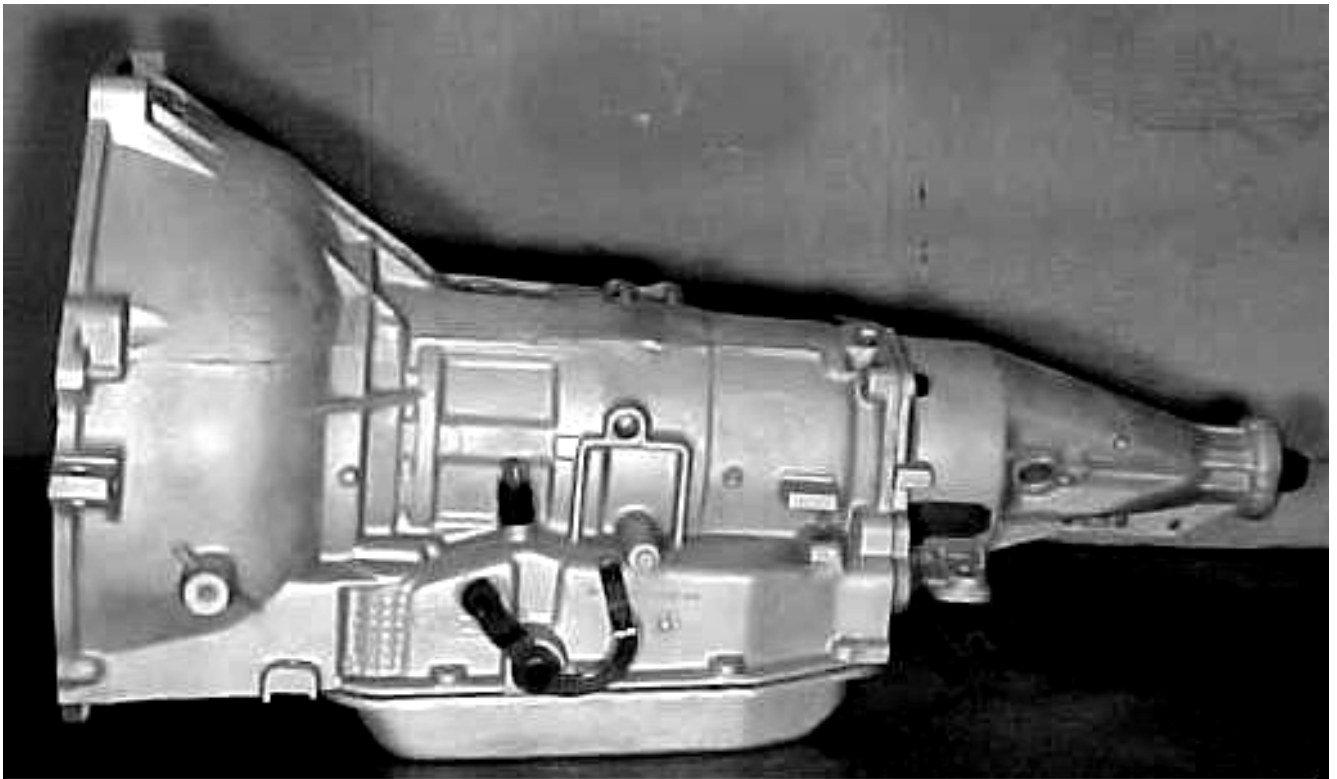
- *Ford manufactured from 1968-1981 (Medium Duty Transmission)*
- *May have been offered on 1968- 1970 1/2 Ford Falcons equipped with 302, 351W, 351C, 428's and 429's cid engines.*
- *Main gear case is cast iron & bell housing is cast of aluminum.*
- *No Overdrive, final gear is 1:1*
- *Ford C4 are cheaper and there are more performance up-grades to be had.*



FMX viewed from driver side (non-factory linkage)

Ford AOD, 4 speed Overdrive Automatic Transmission

- *Ford manufactured from 1980-1993*
- *Transmission Shift Pattern 1-2-D and Overdrive*
- *Overdrive reduces engine RPM's and noise at highway speeds. This also decreases fuel consumption.*
- *AOD Transmissions was never factory installed but is popular up-grade over C4 transmission. aftermarket cross members and cable linkage are available.*



AOD driver side view.

