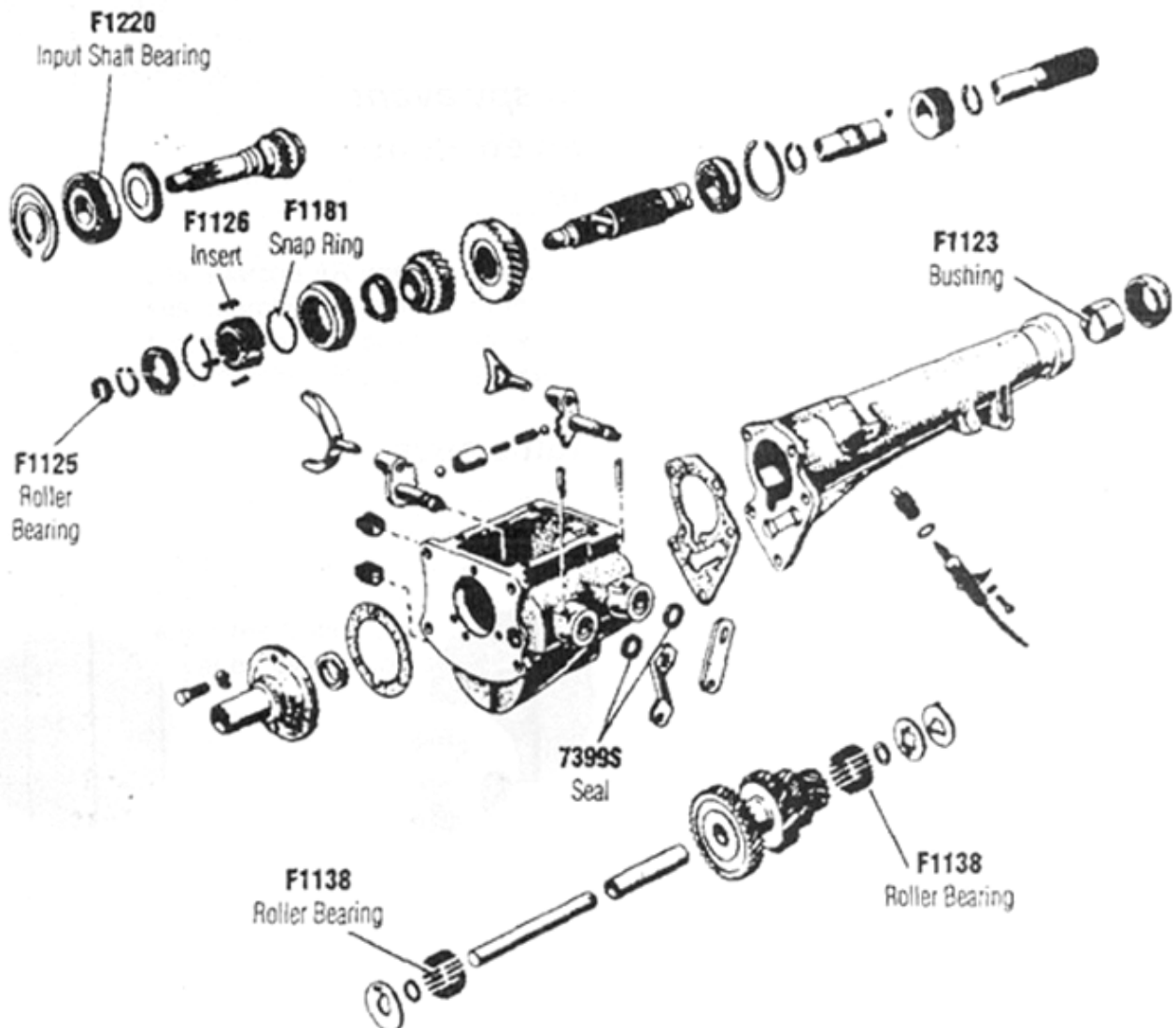


Ford 2.77 3 speed Manual Transmission

- Standard option on all Ford 144 cid 6 cyl. engines and Pre-1967 170 cid Special Sixes and 200 cid Big Six engines.
- Only 2nd & 3rd gears are synchronized gears allowing down shifts underway, 1st gear & reverse have no synchronization rings.
- No Overdrive, final gear is 1:1

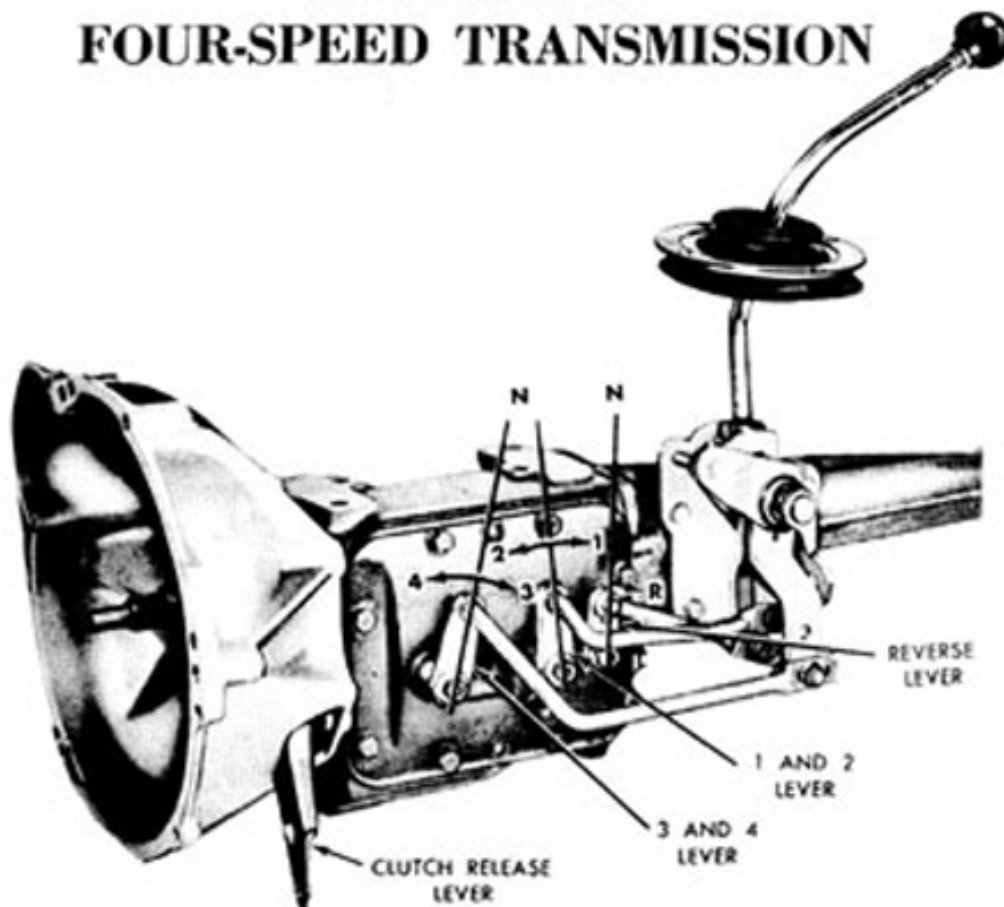


Ford Dagenham 4 speed Manual Transmission

- Sporty option available in 1962 on all Ford 144 cid 6 cyld. engines and Pre-1967 170 cid Special Sixes. was not available with 200 cid Big Six engines.
- Designed & built by FoMoCo in Dagenham, England, UK for use in the **Ford Anglia 105E**, exported to FoMoCo North America for use in **Falcon** to help it compete with **Chevy Monza Spider**
- All forward gears are synchronized gears allowing down shifts underway, reverse have no synchronization rings.
- No Overdrive, final gear is 1:1
- Also has a top access cover like Ford T&C "Toploader" 4 speed below.

Note: This is not a hi-performance transmission, even the Falcon sixes produced more torque then this transmission can stand up to.

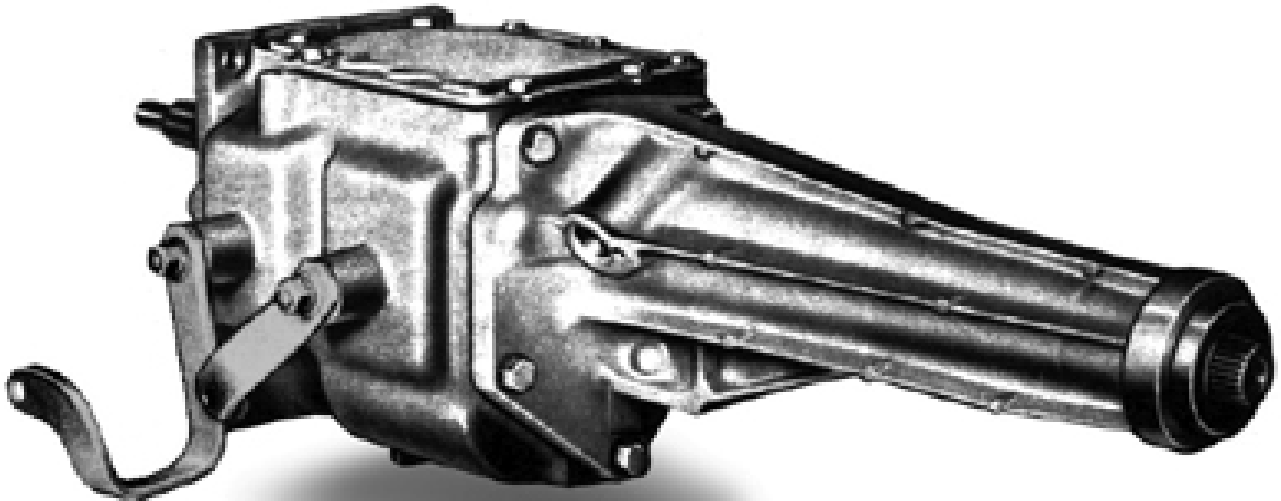
DAGENHAM FOUR-SPEED TRANSMISSION



4-Speed Floor Shift Transmission

Ford 3.03, RAN 3 speed Manual Transmission

- *Durable Ford Designed 3 speed.*
- *Used behind Sixes, small block V8's and big block V8's*
- *GM even used them in their intermediate sized cars.*
- *All forward gears are synchronized gears allowing down shifts underway, reverse have no synchronization rings.*
- *No Overdrive, final gear is 1:1*
- *Also has a top access cover like Ford T&C "Toploader" 4 speed below.*



Borg Warner T-10 4 speed Manual Transmission

- *Used behind small blocks V8's and big block V8's.*
- *All forward gears are synchronized gears allowing down shifts underway, reverse have no synchronization rings.*
- *No Overdrive, final gear is 1:1*
- *Has a side access cover.*
- *Ford T&C 4 speed is more durable.*



Ford T&C RUG 4 speed Manual Transmission *“The Toploader”*

- *Durable Ford Designed 4 speed.*
- *Used behind Sixes, small blocks V8's and big block V8's*
- *All forward gears are synchronized gears allowing down shifts underway, reverse have no synchronization rings.*
- *No Overdrive, final gear is 1:1*
- *Has a top access cover.*

