Ford O Matic 3 Speed Single Range, Small Case

**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 "02", 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**
AMC ........ 1956 - 1957

**TYPICAL UNIT**
14 Bolts
FX - FMX
Ford O Matic 3 Speed Single Range, Medium Case

**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 "02", 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**


**TYPICAL UNIT**

![Typical Unit Image]
Cruise O Matic 3 Speed Dual Range, Small Case

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 "02", 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


TYPICAL UNIT

14 Bolts
FX - FMX
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 "02", 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


TYPICAL UNIT

![Typical Unit Diagram]
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
14 Bolts
FX - FMX
Merc O Matic Turbodrive

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

![Typical Unit Image]
Lincoln Multi-Drive

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, separate 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

14 Bolts
Larg Case
Lincoln
Lincoln Turbo-Drive

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

TYPICAL UNIT
16 Bolts
Larg Case
Lincoln
Turbo-Drive