


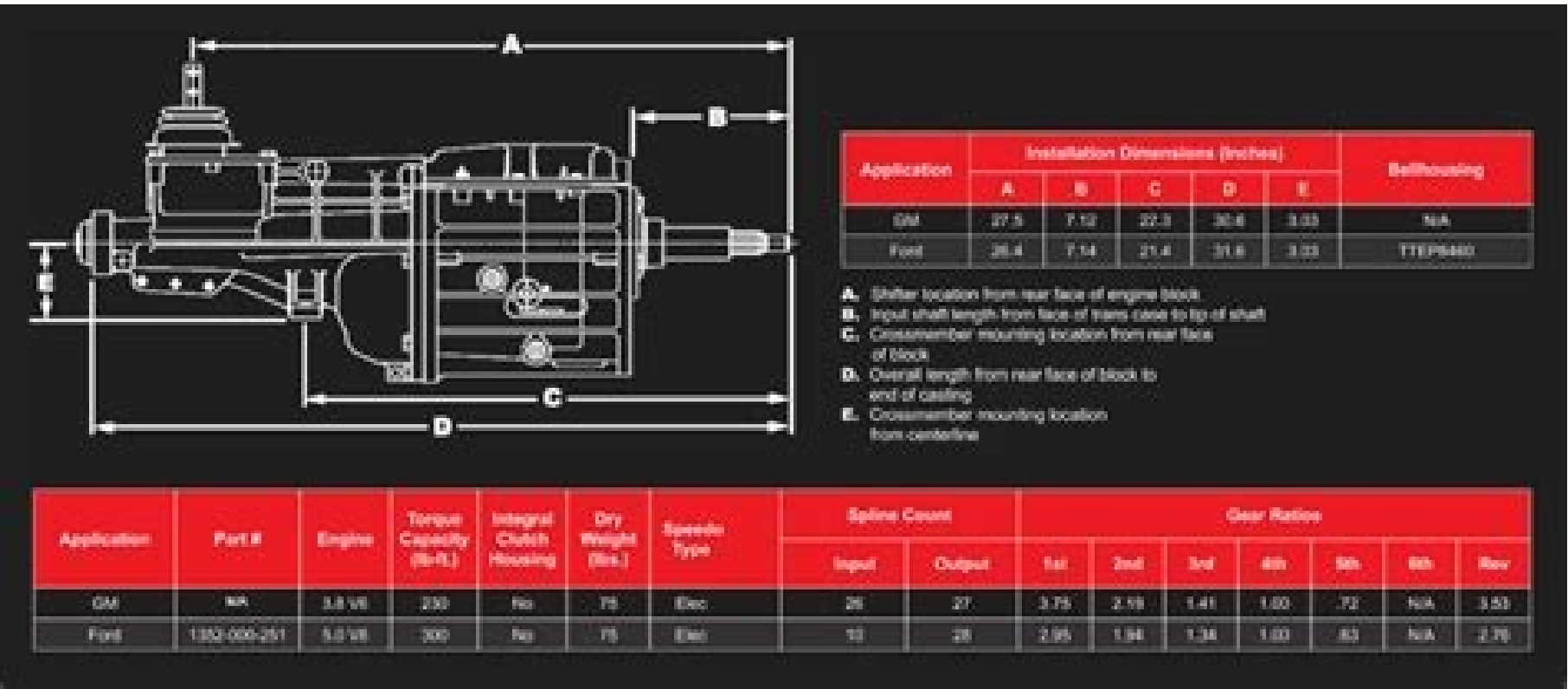
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Borg- warner t90 manual transmission



Borg-warner t90 manual transmission.

It utilized the smaller and shorter input shaft; however, the difference lied in the cluster gear and transmission ratios. Kits are designed for AMC, Jeep vehicles and international (IHC). Non-synchronized 1st gear with straight cut 1st/Reverse gears. 2nd/3rd synchro rings have 30 teeth. This transmission was commonly used with vehicles using the 4.27 axle ratio. The T90 transmission was available as both a floor shift and a side rail shift mechanism. It utilizes a cast iron top cover which is retained by six bolts. Jeep & Scout T90 Transmission As U.S servicemen returned home after the conclusion of World War II, Their desire for the Jeep lingered on. 5 speeds are generally too long to convert. The transmission also had different gear ratios of 3.34:1 first gear, 1.85:1 second gear, 1:1 third gear and a 4.53:1 reverse. requiring 3 speed applications used the T90. Different overhaul kits are available depending on the extent of the overhaul that you planning, the contents of the kits are described as follows: DTSBKXXX Kits (RWD): Main case bearings, gaskets, seals. Please inspect internally before ordering kit(s). The 6 cylinder engine applications had longer inputs varying in 9.125" to 9.25" shaft stick outs with a 10 spline 1-1/8" diameter. The 4 cylinder engines used a smaller and shorter input shaft at a 7" stick out with a 15/16" diameter 10 spline. The cast iron T90 transmission is compact at only 8.80" long and 14" in height. Case castings can not positively identify the transmission. The transmission input shafts were available in two different designs. The inputs were 18 tooth count on the helical cut of the shafts. The cluster gear PN716018 will also need to be replaced as the new 18 tooth input shaft does not share the same helical tooth count. Although small in size, the transmission performed reasonably well and would continue to reign as the standard transmission for nearly 25 years. There are also two noticeable bosses on the driver side that were used as provision s for side-shifting version of the transmission. Couple this with the short wheel base of the older Jeep, Jeep owners are left with little options for better highway speeds. DTSBKXXXWS Kits (RWD): Main case bearings, gaskets, seals. They were used with both floor mounted and column shift transmission linkage. A key component and ultimate success for Jeep lied in the dependable Borg-Warner T90 transmission. The case has a large bulge on the driver's side. International incorporated the T90 into the following models: Scout and Scout II, Pickup and Travelall. They always had the longer 9.125" to 9.25" stick out input shaft with a 10 x 1-1/8" splines. Jeep CJ2A, CJ3A, CJ5, CJ6, CJ7, CJ8, Jeepster, Scrambler, Wrangler, Cherokee, Grand Cherokee, Comanche and Wagoneer. When doing an engine conversion with the T90J, The transmission has the longer input shaft, so input shaft replacement will not be required. The T90 deserves every bit of the near legendary status it has received, but it does lack in comparison with most modern transmissions. Syncro rings are not included in these kits. T90C has a 16 tooth helical cut for input gear instead of the 18 tooth. All of the gears were helically cut with the exception of first and reverse, which were spur gears. The transmission had gear ratios of 2.79:1 first gear, 1.55:1 second gear, 1:1 third gear and 3.79:1 reverse. This version had the shorter and smaller input shaft. These quality manual transmission parts, rebuild kits and overhaul kits are designed to be top of the line overhaul kits. They were found behind the "Hurricane" F-Head four-cylinder engine. You may also want to add new bearing retainer, nuts, dogs & wires, extension housing bushing, small parts kit, shifter bushings. The T90 is relatively light at 70lbs. You may also want to add bearing retainer, nuts, dogs & wires, extension housing bushing, small parts kit, shifter bushings. Model Overhaul Kit with Syncro Rings AMC AMBASSADOR, AMERICAN (RAMBLER), AMX, CONCORD, EAGLE, KAMMBACK, SX4, GREMLIN, HORNET, JAVELIN, MARLIN, MATADOR, PACER, REBEL and SPIRIT 6 cyl 195ci 1959-67 Iron case, cast "T90" DTSBK119 \$68.60



DTSBK119WS \$109.59 AMBASSADOR, AMERICAN (RAMBLER), AMX, CONCORD, EAGLE, KAMMBACK, SX4, GREMLIN, HORNET, JAVELIN, MARLIN, MATADOR, PACER, REBEL and SPIRIT 6 cyl 196ci 1964-65 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 AMBASSADOR, AMERICAN (RAMBLER), AMX, CONCORD, EAGLE, KAMMBACK, SX4, GREMLIN, HORNET, JAVELIN, MARLIN, MATADOR, PACER, REBEL and SPIRIT 6 cyl 199ci 1964-67 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 AMBASSADOR, AMERICAN (RAMBLER), AMX, CONCORD, EAGLE, KAMMBACK, SX4, GREMLIN, HORNET, JAVELIN, MARLIN, MATADOR, PACER, REBEL and SPIRIT 8 cyl 287ci 1966-69 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 AMBASSADOR, AMERICAN (RAMBLER), AMX, CONCORD, EAGLE, KAMMBACK, SX4, GREMLIN, HORNET, JAVELIN, MARLIN, MATADOR, PACER, REBEL and SPIRIT 8 cyl 290ci 1966-69 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 INTERNATIONAL SCOUT and SCOUT II 4 cyl 152ci 1964-68 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 6 cyl 241 ci 1965-68 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 SCOUT and SCOUT II 8 cyl 266ci 1965-68 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 8 cyl 266ci 1965-70 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 8 cyl 304ci 1965-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 SCOUT and SCOUT II 8 cyl 304ci 1965-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 6 cyl 232ci 1969-71 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 6 cyl 232ci 1969-71 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 SCOUT and SCOUT II 6cyl 232ci 1969-72 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 8 cyl 392ci 1969-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 PICKUP and TRAVELALL 8 cyl 258ci 1972-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 SCOUT and SCOUT II 6 cyl 258ci 1972-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 SCOUT and SCOUT II 8 cyl 345ci 1972-73 Iron case, top load, cast "T90" DTSBK119 \$70.79 DTSBK119WS \$110.41 JEEP CJ2A, CJ3A, CJ5, CJ6, CJ7, CJ8, JEEPSTER, SCRAMBLER and WRANGLER 4 cyl 134ci 1946-72 Iron case cast "T90", iron case DTSBK119 \$68.60 DTSBK119WS \$109.59 CJ2A, CJ3A, CJ5, CJ6, CJ7, CJ8, JEEPSTER, SCRAMBLER and WRANGLER 6 cyl 226ci 1958-61 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 CHEROKEE, GRAND CHEROKEE, COMANCHE, and WAGONEER 6 cyl 230ci 1962-64 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 CJ2A, CJ3A, CJ5, CJ6, CJ7, CJ8, JEEPSTER, SCRAMBLER and WRANGLER 6 cyl 230ci 1962-64 Iron case, cast "T90" DTSBK119 \$68.60 DTSBK119WS \$109.59 ALT25A-6A Bearing Retainer 4 7/8" \$46.98 TRS453702K 2-3 Sync Assy T90 \$85.66 ALTAT90A-10 Rev Idler, S15T or 16T T90 \$37.21 ALTAT90A-11 2nd Gear, R22T T90 \$57.57 TRS453001B Small Parts Kit T90 \$35.68 TRS453676 T86/T90 Counter Shaft, 8 3/16" OA T90 \$13.99 ALTT90A-12 Low/Rev Gear, S29T T90 \$56.36 TRS453672 T90 Main Shaft, 10 1/4" OA, S6-10-6 Splines T90 \$68.67 TRS453674A T90 Cluster Gear, 33-26-19-14 T90 \$138.45 TRS453674B Cluster Gear, 35-26-19-14 T90 \$145.21 TRS453670A Input, Shaft 18T, 11 1/2" OA T90 \$93.28 ALTT90-K 2-3 Key & Spring Kit T90 \$23.27 ALTT91H-14 2-3 Rings, International T90 \$28.06 ALTW243-14F 2-3 Rings T90 \$20.95 Click figure to see enlarge illustration. We have included information on how to identify individual transmissions, application information, model year, and detailed kit and part availability by transmission type. It allows the Jeep owner to retain his dependable T90 while also achieving the rpm reduction and higher highway speeds so dearly needed. In 1945 Willy's would respond by introducing the first civilian jeep. The transmission gear ratios for this transmission are 2.79:1 first gear, 1.55:1 second gear, 1:1 third gear and 3.79:1 reverse. The T90C transmissions were used from 1963 to 1971. The T90J utilized a 18 tooth, helically cut input gear. Casting numbers are T90 or T86. They were all synchronized in second and third gears. Below you will find parts for the T90 3 speed transmission used in AMC, International and Jeep. In addition to these overhaul kits we can provide miscellaneous hardparts, don't see what you need just give us a call. The T90A1 transmission was used behind the four cylinder L head commonly referred to as the "Go Devil". The transmission was standard from 1946 to 1962. Information and parts are provided for the following Transmissions: Borg-Warner T90 AMC/Jeep 3 Speed (RWD), a illustrated drawing is available. The differences were in the input shafts, shift controls, cluster shafts and transmission gear ratios. The cluster gear will not need to be replaced as the new input also shares the same 18 tooth helical cut as the smaller original shaft. IDENTIFICATION -T90, 3spd, RWD, - Cast iron top loaded transmission with side or tower shift. The low axle ratios of early jeeps and lack of overdrive limit the drivability of many old Jeeps. The T90J was used behind the six-cylinder trucks and wagons from 1952 to 1965. Home-Tech Vault-A. Syncro rings are included in these kits. It's easy to get the correct parts the first time from drivetrain.com. Using the application tables below just locate your vehicle model, model year, number of cylinders and engine size read across to identify correct overhaul kit part number. Make a note of the part number and complete our secure easy order from. The T90 transmissions can be sub categorized into 3 versions. T90 Engine Adapters & Accessories Part #Description PN712502 Chevy Engine to T90 Adapter Kit PN712505 Ford Engine to T90 Adapter Kit PN716014 Long 6 Cylinder Style T90 Input Shaft PN716018 Cluster Gear for 18 Tooth T90 Input Shaft Home » Jeep Replacement Parts » Jeep Transmission Parts » Borg-Warner T90 Replacement Parts (46-71) These quality manual transmission parts, rebuild kits and overhaul kits are designed to be top of the line overhaul kits. The Borg Warner transmission that is covered in this section is the T90, rear wheel drive (RWD), typically used AMC Ambassador, American Rambler, AMX, Concord, Eagle, Kammback, SX4, Gremlin, Hornet, Javelin, Marlin, Matador, Pacer, Rebel and Spirit. One of the few overdrive options for the early Jeep is the Saturn Overdrive. When doing an engine conversion with the T90C, A longer 6cyl input shaft PN716014 replacement will be required. When doing an engine conversion with the T90A1, A longer 6cyl input shaft PN716014 replacement will be required. The side rail shift versions were used for vehicles with a column shifter. T90 transmissions have a 1-3/8", 6 spline output shaft for mounting the transmission to the transfer case input gear. This early T90 normally had a felt material as a method of sealing for the front bearing retainer assembly. The T90C consisted as the same basic build as the T90A and the case casting actually reads "T90A".

The transmission has a 7-1/2" input shaft (stick-out length) with a 1-1/8" x 10 splines for AMC I6 engines and a 1" x 14 spline for the AMC 2.5 I4 engine. Typical Borg Warner casting numbers found on the T4 are 13-51 and 13-52 for the T5. Transmissions used in later AMC vehicles came with either a 21-spline or a 23-spline output shaft. Transmissions coupled to four-cylinder engines typically used 21-spline output shafts. The 23-spline manual transmission was universal in the Eagle lines and was generally used with six-cylinder applications. All transfer cases were available with inputs matching either 21- or 23 ... a604 41te 40te 41ae transmission solenoid block updated borg-warner replaces mopar 5015646ac fits '89-'08 chrysler plymouth dodge etc BORG-WARNER \$128.88 \$118.77 \$149.99 Manual Transmission Gear Shifter Parts, Kits & Components . When you're on a mission to just "get your shift together," we've got the shift stick replacement parts and components you're looking for and at great discount prices. We've got an extensive selection of manual shifter parts for Ford, Dodge, GM and Jeep. T90 Transmission to Ford Small Block V8 Engine Adapter \$ 294.29. 712508. Ford V8 to Jeep T14 or T86 Transmission Adapter Kit \$ 288.61. 712510. Chevy V8 to Jeep T15 Transmission Adapter Kit \$ 257.53. 712511. Ford V8 to Jeep T15 Transmission Adapter Kit \$ 331.06. 712512. T-18 Transmission to Chevy/Buick Engine Adapter (New Input Shaft) \$ 441.41 ... GM's Muncie SM465 manual transmission, used in light-duty and medium-duty GM trucks and SUVs from 1968-1991, has long been favored by off-road drivers for its low, low first gear that makes it ideal for rock crawling.The short case, robust construction, widespread availability and low first gear make this transmission popular for off-road projects. 200-4r th2004r transmission rebuild kit with filter, steels, bushings, raybestos frictions & borg-warner band fits '81-'90 gm cars (54008bf) TRANSTAR \$229.77 \$259.99 T10 Borg-Warner Muscle car transmission rebuild kits and overhaul kits to help you with manual transmission problems. Click here today and talk to and Expert! Chevrolet Saginaw 3 & 4 Transmission Parts . If you're running a rig with a Saginaw 3- or 4-speed transmission and need repair or replacement parts we've got quite a few here in our inventory of manual transmission parts.We've got GM Saginaw transmission parts that fit both 3- and 4-speed manual shifters such as this bearing kit #BK115WS for 1966-1985 model years and includes ... Borg-Warner T90 Transmission. The Borg-Warner T90 transmission was one of the most common transmissions found in 1946 to 1971 Jeeps. Because of its long production span, it is nearly legendary. It is a good transmission when well maintained and has often been adapted to V8, V6 and I4 power. Properly assembled manual gearboxes do not have the thermal strains seen by combustion engines or hypoid gears. Synthetic fluid in these gearboxes, while not harmful, is probably an economic waste. Hypoid gear oil is sulphurized higher than transmission oil and can be mildly corrosive to the non-ferrous alloys used for synchros, bushings and thrust washers in these ... Ford manual transmission illustrated parts drawings assisting you in identification of the correct parts. Free technical support call today and talk to an expert!

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