



## T18A

From my understanding t18A is an indication of 6.32:1 gear ratio as opposed to t18B that has a 4.03:1 ratio.

However from my many years of experience this is not a for sure thing. I can tell you this for sure, any short shaft input cj t18 (approximately 6.5inch stick out or 9.75 overall) jeep t18 has one or the other gear ratio. The 6.32:1 t18A being the most prevalent. There were two models for most cjs and one other that was rare that had a one inch adapter between the Trans and bell. Most of those were 4.03:1 ratio and had a slightly longer input shaft about 10 or 11 inches overall and used a bell housing that was about three inches deeper than other cjs 6 inches.

The t18 early cjs 72-75 had a narrow case with cast iron forks in the top cover with the reverse lever in the case and reverse was right and forward. t18 76-80 jeep cj top covers had aluminum forks with reverse lever in the top cover and right to the back. Ford used t18s until 1990. all fords were 6,32:1. ford t18's do not interchange with jeep, nor will scout t18's!!! Some parts from fords and scouts may and do interchange with jeeps. All t18's with 6.32:1 ratio had 17 teeth on the input shaft. Scouts cases had a boss in the bottom of the case for the transmission mount and a small 1 inch transfer case adapter. Jeeps had a larger 1 inch transfer case adapter with holes in the bottom of the adapter plate for the transmission mount bracket.

