

# TRANSMISSION DRIVEN GEAR

By Roy Braatz

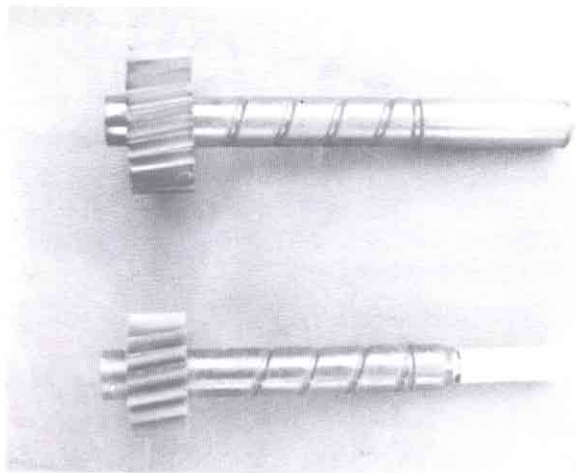
Picture shows a long 3 inch housing and driven gear that is used on early cast iron trans. (automatic). Short 2¼ inch housing and driven gear was used in aluminum trans. (automatic).

Locating the long driven gear that will have the right amount of teeth can be a problem. To get around the problem, use an adapter that will lengthen the short one. This is easily found at G.M. or your local auto shop.

If you change the Vette's rear gear "ratio," say from a 355 to a 411, then you need to change the speed driven gear to correct the speedometer reading.

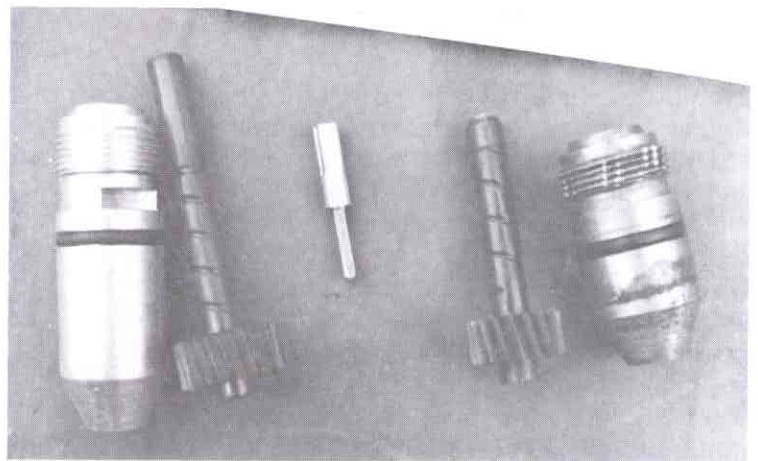
To increase the reading of the speedometer, decrease the driven gear teeth. To decrease the reading of the speedometer, increase the driven gear teeth. Count the teeth you have now in the trans and by adding or reducing two teeth, you will add or reduce 5 mph to the reading.

This driven gear chart is from a G.M. parts book and applies to 670X15 tires only.

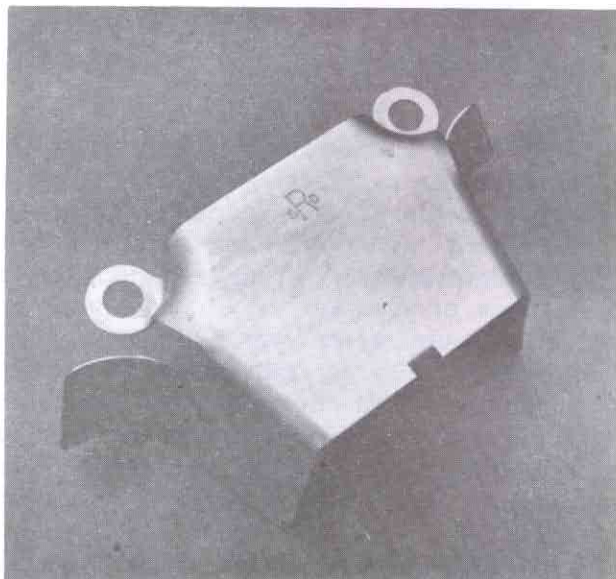


TOP: ORIGINAL EARLY DRIVEN GEAR.  
BOTTOM: TODAY'S SHORT DRIVEN GEAR  
USING ADAPTER.

Axle Ratio	Gear Color	No. Teeth
308	Brown	18
	Natural	19
	Blue	20
370	Red	21
	Green	22
	Black	23
	Yellow	24
411	Yellow	24
	(No color ident., clear)	25



LEFT: LONG EARLY ASSY. MIDDLE: ADAPTER  
RIGHT: SHORT LATER ASSY.



1956 Heat shield for the manifold using original logo. AA rating on this part from:  
Dave Ferguson  
5024 W. Ave., K-12, Quartz Hill, CA 93536