

Transfer Case Identification Chart for 1941-1979 Jeep Vehicles

Jeep Universals

1941-1945

The Dana Spicer transfer case, Model MB dual lever shift control, can be identified by the small intermediate gear idler shaft that is only .750" in diameter. This MB transfer case is marginal for V8 power, so we suggest that you limit your engine size to a V6 or change the transfer case to the later model Dana 18. This transfer case uses an input gear with 1-3/8" 6 spline.

Jeep Universals

1945-1979

These vehicles were equipped with the Dana Spicer Model 18 and 20. These transfer cases have a four position shifter that provides two gear ratios in 4WD, one ratio in 2WD, and a neutral position. Four wheel drive low provides a reduction ratio of 2.03:1 on the Dana 20, and a 2.46:1 on the Dana 18. The controls varied from a dual lever design to a single lever on the later models. The bolt pattern on the input side has always remained the same, so transfer cases can be interchanged between years - with some exceptions. These exceptions include: the indexing or alignment bearing retainer that protrudes from the back side of the transmission. Another difference is that the Model 20 transfer cases have the power to the rear axle directly in line with the transmission, while the Dana 18 has the power offset to the passenger side.



"DANA 18"



"DANA 20"

Dana Spicer 18 & 20

6 Spline Transfer Cases

On all Jeep vehicles 1941-79, equipped with the Dana Spicer 6 spline transfer case, you will have the largest selection available for transfer case adapters. These adapters are for replacement of Jeep transmissions that have a 6 spline input gear to the transfer case. The Jeep transmission model numbers are T84, T90, T86, T85, T89, T98A, T18, T15, and T150. Not all of the transmission options are compatible for use with short wheel base vehicles.

Dana Spicer 18 & 20

10 Spline Transfer Cases

On all Jeep vehicles 1969-71, some were equipped with the Dana Spicer 10 spline transfer case.

Dana Spicer 20

15 Spline Transfer Cases

On all Jeep vehicles that were equipped with the AMC TH400 automatic transmission, you will find that they used a special input gear to the transfer case that was held in place with a snap ring and splined to a special coupler shaft with 15 teeth.

Borg Warner Quadra-Trac

1972-1979

This is a chain-driven transfer case used with the AMC Turbo 400 automatic transmission. The Turbo 400 has a 10 spline super-long output shaft that simply slides into the input gear of the transfer case.



"Quadra-Trac"