

3.647 = 62/17				coded 7 above, apparently
3.77 = 64/17 (3.7647)				
3.875 = 62/16	3.87	believed to be 3.875	6 ??	
3.937 = 63/16 (3.9375)	3.975 / 3.397 / 3.90	believed to be 3.9375	6	3.90 could be 78/20
4.062 = 65/16 (4.0625)	4.1	believed to be 4.0625	5	
4.200 = 63/15			4	

If this theory is right, then clearly some of the above final drive data may be wrong, e.g. Montego td with M7AO, should have 3.6 f.d. Turbo engines also have gearboxes with uprated bearings.

** 16-valve turbos believed to have a Torsen diff., part no. TBB 100550.

**** 45 1.8 (2000) has identical spec.

K type ratios

MG Maestro and Montego between 87 and 92 seem to be all mixed up, in terms of ratios. I suspect that all the K ratio sets are actually the same, and that the publications are wrong regarding some of them. This probably goes right back to the workshop manuals, which don't always seem to be right. And Glass's probably take their data from there. I believe the actual ratios are as detailed for the T16 models, with three decimal places.

Group 1 listed above is supposed to be G6AR, according to the website piece about gearboxes, but all my Maestros, even the B-reg. ones, had K6AR boxes. I guess the spec. changed at an earlier time than the TSD books suggest. Incidentally, the Haynes manual says that the G6 ratios remained throughout the life of the MG Montego. Clearly wrong! My guess is that the very early 2.0 cars had the G6 box, and that it was changed to the K6 around the time of the B registrations. Alternatively, my two B-reg. boxes may not be original, but may be later boxes put into the earlier cars at some time. Improbable! Or maybe all of the above codes are wrong?

V and R ratios

M16 820 has V4DT sticker (2 versions of it, F and G-reg.). T16 820 has R4DT sticker. There is no obvious difference between them, either visually or in terms of the above data. However, the TSD book reckons that the R box is fitted to the 820 turbo, in which case it may have an LSD. It would be a nice stroke of luck if it did, but knowing my luck, it won't! The 4 in R4DT suggests it has a 4.2 f.d. rather than the one shown in TSD (3.90, which doesn't make sense).

The manual says the M16 820 should have a V4DT box, and sure enough, that is confirmed by my two boxes. I also have two earlier 820s, but they don't have the stickers on the bell-housings, so I can't identify them in this way.

V4DT may well be a better box for a future M16 or T16 conversion – slightly lower first and second than the K6 box in the Montego. Slight discrepancy in third. Not sure, but suspect the above 1.307 may be wrong. Mind you, it did come from the 820 factory manual. But they have been known to be wrong. This is not important. But V6 or R6 even better with 3.9.

M ratios

*** 218 td. Glass's Guide TSD says one thing – factory workshop manual says the other. I am inclined to believe the manual in this case. The M would agree with the other Ms, in terms of intermediate ratios. Similarly, the number is consistent with the final drive theory if you believe the workshop manual. So the first line of the two is suspect. I think all the turbo-diesels should have the M ratios, not the ones suggested in the *** line.

Montego diesels

These seem to fall into three different categories. I suspect there is something wrong here. The 1989 TSD book says one thing, and later books say another thing. Actual stickers on boxes say something else again. Confusing!!

I have two Montego turbo-diesels, and their gearboxes are different, in respect of the codes at least. Both are shown above. Does this mean that they have different f.d. ratios? Or is one a non-standard box? Neither number is consistent with my theory about the f.d. ratio. The S6AO is in the K-reg. Td estate. M7AO is in the G-reg. Td saloon. I have guessed at the former's spec. in the second line of the Montego td. I suspect that the f.d. ratios are wrong in the TSD books, and that these ratios should be as per the theory outlined above, i.e. 4 = 3.647, etc. If this is the case, then S6AO will be 3.9375 and M7AO will be 3.647. This will make the G-reg. Saloon very high geared.

Maestro van

T4AO will be 4.200. The Maestro van does have bigger tyres, so this would be consistent.

TSD = Glass's Guide Technical Service Data