

### 3 DESCRIPTION AND OPERATION

#### DESCRIPTION

Basically, the overdrive transmission is a conventional 3-speed transmission with a 2-speed planetary gear transmission attached to the rear of the hous-

ing. The planetary gear shifts are automatically controlled by an electrical control system (Fig. 5).

With overdrive control handle pushed in, the overdrive unit will shift automatically from a direct (1.0:1)

free-wheeling drive to overdrive (0.70:1) at road speeds above 28 mph when the accelerator is momentarily released. As road speed drops below 22 mph, the unit will shift automatically from overdrive to direct free-wheeling

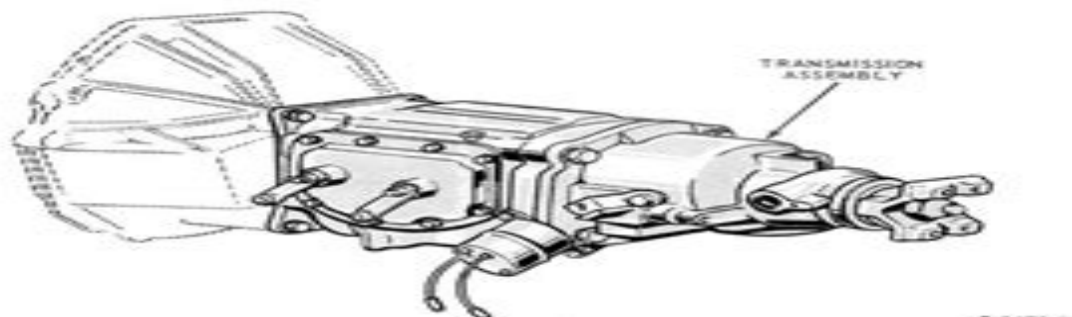


FIG. 5—Overdrive Transmission — Typical

drive. A downshift (kickdown) may be made from overdrive to direct drive at any road speed by depressing the accelerator pedal to the floor.

#### OPERATION

##### MECHANICAL OPERATION

##### Direct, Free-Wheeling Drive

When the control handle is pushed in, the drive through the overdrive unit from start to about 28 mph is direct (1.01:1) and free-wheeling.

The power flow is from the transmission output shaft, through the free-wheel unit to the overdrive main shaft (Fig. 6). This drive is said to be free-wheeling, because the free-wheel unit permits the transmission output shaft to drive the overdrive main shaft, but it does not permit the drive to reverse.

The driving action of the free-wheel unit rollers while the transmission output shaft is driving the overdrive main shaft is shown in Fig. 7. The free-wheel

unit cam rotation has moved the rollers higher on the cam surfaces and wedged them against the outer race. Thus, the cam, which is splined to the transmission output shaft, drives the free-wheel unit outer race, which is splined to the overdrive main shaft.

The overrunning action of the free-wheel unit rollers when the overdrive main shaft tries to drive the transmission output shaft is shown in Fig. 7. The outer race turns faster than the cam. Thus, the rollers move lower on the cam surfaces and away from the outer race, unwedging themselves and permitting the outer race to overrun the cam. In a free-wheeling drive, the engine can drive the rear wheels, but the rear wheels cannot drive the engine.

In direct, free-wheeling drive, the planetary gearing is in neutral because the sun gear can run free. It can rotate clockwise (from the front) or counterclockwise, or it can stand still, depending on the relative speeds of the planet carrier (transmission output shaft),

and the internal ring gear (overdrive main shaft). At a 0.70:1 ratio, the sun gear will stand still. At a higher ratio, the sun gear will turn clockwise (from the front). At a lower ratio than 0.70:1, it will turn counterclockwise.

##### Overdrive

To shift the overdrive unit from direct (1.0:1) to overdrive (0.70:1), the sun gear is held against rotation (Fig. 7) by a pawl which engages in the balk ring gear. This gear is splined to the sun gear.

In overdrive (Fig. 6) the power flow is from the transmission output shaft to the planet carrier splined to it, through the planet gears and then to the sun gear. With the sun gear held against rotation, the planet gears are forced to "walk around" the sun gear and drive the internal ring gear. The transmission output shaft will then drive the overdrive main shaft at a ratio of 0.70:1.

In overdrive, the overrunning clutch is uncoupled because the outer race (overdrive main shaft) is turning faster than the cam (transmission output shaft). Overdrive is a two-way drive; the engine can drive the rear wheels and the rear wheels can drive the engine.

To shift from overdrive back to direct, the pawl is disengaged from the balk ring gear, permitting the sun gear to run free. The overdrive gearing is now in neutral. As soon as the speed of the transmission output shaft comes up to the speed of the overdrive main shaft, the free wheel unit automatically locks up and direct drive is restored.

##### Locked-Out Drive

When the control handle is pulled out, the overdrive unit cannot function at any vehicle speed. This lockout is



FIG. 6—Overdrive Power Flow

# Ford Manual Transmission History

**Heinrich Ries, Henry Leighton**



## **Ford Manual Transmission History:**

*Cobra Jet: The History of Ford's Greatest High-Performance Muscle Cars* Rob Kinnan, Diego Rosenberg, 2020-03-15 Relive Ford's glory days in the muscle car era in this stunning new volume covering the popular and powerful Cobra Jets Ford's Total Performance racing program in the early 1960s was the first stone turned in the task of repurposing its image to the youth market The introduction of the Mustang increased that exponentially but even in 289 Hi Po form it was no match for the Pontiac GTO or other muscle cars Neither was the 1966 Fairlane GT or subsequent 390 Mustang the following year But when the 428 Cobra Jet Mustang debuted at Pomona for the NHRA Winternationals in 1968 that image evolved from wholesome to fearsome Cobra Jet Mustangs downed all comers and took the vaunted Super Stock Eliminator crown while introducing a new weapon under the hood to serve as fair warning to what was to be uncoiled at the stoplight By the next model year with the revolutionary shaker hood on Cobra Jet equipped Mach 1s and the striking snake adorning the sheet metal of the midsize Cobra Ford's image makeover was complete The demise of the muscle car era didn't signify the end of the Cobra Jet as Ford continued the performance reign with the 351 Cobra Jet The legacy left by Mustang Cougar Torino Cyclone and Ranchero 428 429 and 351 Cobra Jet powered vehicles is indelible Mustang Monthly editor Rob Kinnan and muscle car expert Diego Rosenberg bring this history back to life in an all encompassing book that is the first to specifically feature all Cobra Jet cars including the purpose built drag cars of today Cobra Jet The History of Ford's Greatest High Performance Cars will hypnotize you as the first and complete history of Ford's most famous engines during the era's peak

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of racers such as Parnelli Jones Rod Hall and Bill Stroppe further cemented the bobtail s reputation for toughness Ford moved upstream with the introduction of the larger Bronco for 1978 witnessing a huge increase in sales for the second generation trucks The Twin Traction Beam front end was introduced in the third generation and further refinements including more aerodynamic styling greater luxury and more powerful fuel injected engines came on board in the generations that followed Through it all the Bronco retained its reputation as a tough versatile and comfortable rig both on and off the paved road With the reintroduction of the Bronco for 2020 Ford is producing a vehicle for a whole new generation of enthusiasts that looks to bring modern styling and performance to the market while building on the 30 year heritage of the first five generations of the Bronco so dearly loved by their owners From the development process and details of the first trucks through the 1996 models author Todd Zuercher shares technical details rarely seen photos and highlights of significant models along with the stories of those people whose lives have been intertwined with the Bronco for many years

This book will have new information for everyone and will be a must have for longtime enthusiasts and new owners alike p p1  
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