

FIG. 7—Overrunning Clutch

accomplished inside the overdrive unit when the shift rail moves the sun gear into engagement with the lockup teeth on the planet carrier (Fig. 6).

When the sun gear is locked to the planet carrier, the planetary gearing is locked into one mechanical unit; the transmission output shaft is locked to the overdrive main shaft. This lock-up is necessary in reverse because the transmission output shaft reverses its rotation and therefore cannot drive the overdrive main shaft through the free-wheel unit. The lock-up in reverse is accomplished by the low and reverse position. This locked-up drive is also necessary when the vehicle is pushed to start the engine, since the free-wheel unit will not transmit power from the overdrive main shaft to the transmission output shaft.

ELECTRICAL SYSTEM OPERATION

The electrical system which controls the automatic operation of the overdrive consists of a relay, a manual kickdown switch, a solenoid, a centrifugal governor, and the circuit wiring.

The electrical system does 2 things: it pushes the pawl in for overdrive and

pulls it out for direct drive.

There are 3 separate circuits (Fig. 3) in the electrical system: a governor circuit which opens and closes the relay, a solenoid circuit which supplies current through the relay to energize the solenoid, and an ignition interrupter circuit, which momentarily grounds the engine ignition for full-throttle downshift (kickdown).

Pawl Engagement

The electrical system does not operate until vehicle speed reaches about 28 mph. At this speed, the governor contacts close, permitting current to flow from the battery through the relay to the solenoid. There are two coils in the solenoid, usually referred to as the "pull-in" and "hold-in" coils. The pull-in coil is energized only while the solenoid plunger is being pulled in. As soon as the plunger is in, a set of points inside the solenoid opens the pull-in circuit, and the engaging spring and the return spring are compressed. Under pressure from the pawl engaging spring, the pawl is pushed in until it strikes the balk ring.

The usual position of the balk ring when the solenoid engaging spring pushes the pawl against it is shown in Fig. 8. When the transmission output shaft is driving the overdrive main shaft through the free-wheel unit, all elements of the planetary gearing are revolving as a unit, and in a counter-clockwise (from the rear) direction. Thus, the balk ring is rotated against the pawl.

When the driver releases the throttle, the overdrive main shaft overruns the transmission output shaft. When this overrun exceeds the ratio of 1.0:0.70, the sun gear and balk ring are reversed, releasing the pawl to engage

the balk ring gear (Fig. 8).

The position of the balk ring, should the solenoid be energized when the vehicle is coasting (engine idling) up through 28 mph, is shown in Fig. 8. Under this condition the sun gear will be rotating clockwise (from the rear) and the pawl will be blocked.

The pawl engages when the engine speeds up, and brings the transmission output shaft up through the 0.70:1 ratio with the overdrive main shaft. This action will cause the sun gear to reverse its clockwise (from the rear) rotation, and release the pawl to engage the balk ring (Fig. 8).

Pawl Disengagement

The pawl disengages under two conditions. First, when the vehicle speed drops below about 22 mph, the governor opens the circuit through the relay and de-energizes the solenoid, permitting the return spring to pull out the pawl. Second, the driver may shift the overdrive back to direct drive at any road speed, by pressing the accelerator pedal to the floor so that it depresses the kickdown switch stem. When this stem is depressed, the kickdown switch opens the governor circuit through the relay, and de-energizes the solenoid, permitting the return spring to try to pull out the pawl. Also, the interrupter circuit is closed so that the ignition is grounded through the ignition grounding contacts of the solenoid long enough for the return spring to pull out the pawl.

Normal ignition is restored as soon as the pawl comes out and the solenoid stem opens the ignition grounding contacts. The actual time of ignition interruption is equal to that required for one revolution of the crankshaft.

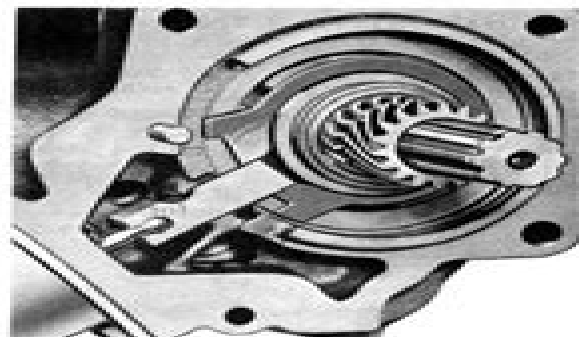
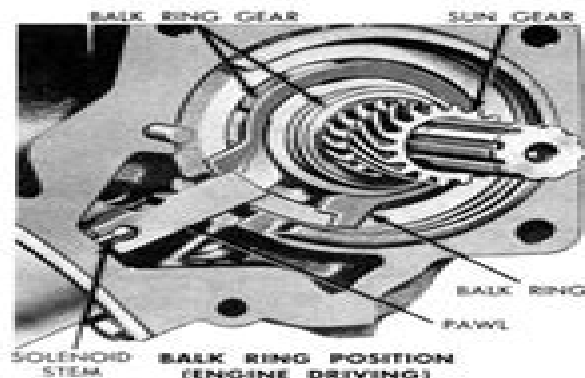


FIG. 8—Balk Ring and Pawl Operation

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