

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

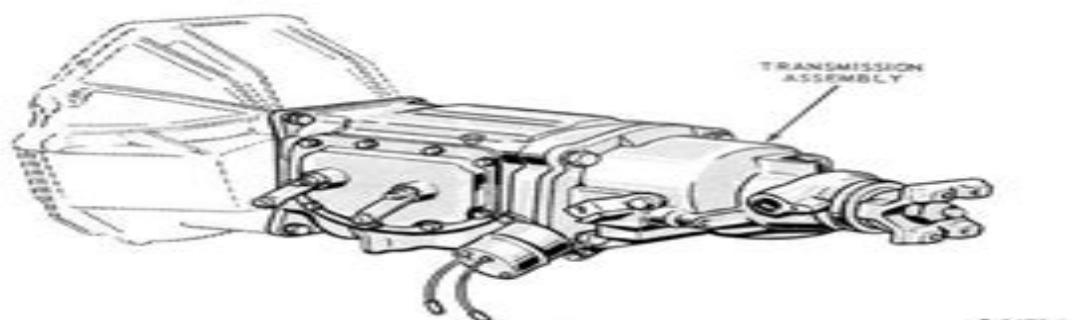


FIG. 5—Overdrive Transmission — Typical

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 Truck Manual Transmission Service Manual

Joacim Rocklöv



Ford Truck Manual Transmission Service Manual:

The book delves into Ford Truck Manual Transmission Service Manual. Ford Truck Manual Transmission Service Manual is a crucial topic that needs to be grasped by everyone, ranging from students and scholars to the general public. This book will furnish comprehensive and in-depth insights into Ford Truck Manual Transmission Service Manual, encompassing both the fundamentals and more intricate discussions.

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