

FORD, LINCOLN, MERCURY TYPE ^{M804k}

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Used On:

FORD, ALL PASS. CARS & COMML. (1934 to 1942)
FORD TRUCK, 3/4 & 1 TON (1940-41-42)
LINCOLN-ZEPHYR, 901H ('36), HB ('37), 86H ('38)
LINCOLN, ZEPHYR 96H ('39), 06H ('40), 16H ('41)
LINCOLN-ZEPHYR, MODEL 26 H (1942)
LINCOLN CON'TL., 06H ('40), 16H ('41), 26H ('42)
LINCOLN CUSTOM, 168H ('41), 268H ('42)
MERCURY, ALL MODELS (1939 to 1942)

NOTE:—Ford '60' Models. Beginning with engine No 395343 (10-11-37), tooth pitch of intermediate gears changed from 11 to 9 $\frac{1}{4}$. When replacing old type intermediate (second speed) gear and counter-gear, use new type 74-7103-B (18 tooth) Intermediate Gear and 74-7113-D (19 tooth) Countergear with new type floating bushings. Floating bushings used in countergear assembly beginning with Engine No. 460104 (12-3-37). See Counter gear Assembly below.

Ford '85' Models. Transmissions with sliding spur low-and-reverse gear used on some models. This transmission serviced in same manner as others.

Lincoln-Zephyr (1938-39). Shifter shafts and lever assembly mounted in side cover on transmission case (no top cover used). Serviced in same manner as other types.

Ford, Lincoln, Mercury Passenger Car Gearshift Mechanism (1940-42)—New type consisting of two independent shifting levers and shafts mounted on side cover on transmission case (no top cover used) and linked to gearshift lever on steering column by adjustable rods. Entire gearshift mechanism is removed as an assembly with the side cover and need not be dismantled in order to disassemble transmission.

Ford Truck Models—Four Speed Type Transmission is Std. on other Ford Trucks and Optl. on these models. Refer to separate article (following) for data on this 4 speed type.

Lincoln & Mercury Models—Special Liquamatic Drive (Automatic Transmission and Fluid Coupling) Optl. on these models. Refer to special Liquamatic Drive article for data.

TYPE:—Constant-mesh, synchro-mesh, helical gear (second & high), sliding gear (low & reverse. Clutch shaft and main drive gear mounted on ball bearing at front of case. Mainshaft mounted on roller bearing (front), ball bearing (rear). Countershaft mounted on roller bearings on stationary countershaft with thrust washer at each end. Gears are engaged by a sliding clutch sleeve (outer sleeve of synchronizing unit) which engages clutch teeth on the main drive gear and second speed gear hubs. **NOTE**—Countershaft on '60' model mounted on bushings pressed in gear assembly (first cars), floating bushings (later cars). See Countergear data below.

Synchronizing Unit:—This unit consists of an inner hub splined on the mainshaft with synchronizing rings at each end and outer clutch sleeve splined on this hub. Sleeve is centered on hub by spring-loaded detent balls (mounted in holes in hub, engage groove in sleeve) so that entire synchronizing assembly moves as a unit, when clutch sleeve shifted to engage gears, until synchronizing rings engage synchronizing cones on gear hubs. Clutch sleeve then slides further to engage clutch teeth on gears (synchronizing rings prevent this engagement until synchronization completed).

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