FORD FOUR-SPEED TRUCK TYPE

Used On:

ALL TRUCKS EXCEPT 3/4 & 1 TON (1934 to 42)

NOTE:—This transmission optional equipment on all Commercial, ¾ Ton, and 1 Ton Truck models.

TYPE:—Four Speed, sliding spur gear type. Clutch shaft and main drive gear mounted on ball bearing at front end of transmission case. Mainshaft mounted on roller bearing in main drive gear at front end, ball bearing in case at rear. Counter gear cluster mounted on roller bearings on stationary countershaft. Reverse idler gears mounted on bronze bushing on stationary shaft.

1940-42 Models—These models have Hotchkiss Drive and shaft mounted hand brake. Transmission modified to provide mounting for hand brake mechanism (brake drum mounted on front universal joint yoke). With these exceptions, transmission is same design as used on previous models and is serviced in the same manner. NOTE—Refer to Ford Truck car pages for hand brake adjustment.

SERVICING:—Disassembly. Remove shift lever, cover, shifter shaft and fork assembly. Remove universal joint cover, take out capscrew on end of shaft within universal joint yoke, pull yoke. Take out mounting screws within rear bearing retainer, remove retainer. Take out screws in bearing retainer on front end of case, remove retainer, withdraw clutch shaft main drive gear and bearing assembly. Remove mainshaft front bearing. Withdraw mainshaft and bearing assembly through rear of case, removing sliding gears through top of case. Remove countershaft and reverse idler shaft lock plate, drive out countershaft, lift out counter gear cluster. Drive out reverse idler shaft, lift out reverse idler gears.

Main Drive Gear Bearing Assembly:—Bearing locked on shaft by snap ring. See that oil baffle assembled on shaft between bearing and drive gear. When installing see that snap ring which locates bearing in case is in place in bearing hole.

Mainshaft & Rear Bearing Assembly:—Assembled in same manner as main drive gear bearing (oil baffle at inner end, located in case by snap ring in bearing hole).

Counter Gear Assembly:—Bearings positioned on shaft by spacer within gear cluster. See that locking plate installed on rear face of case to prevent countershaft movement.

LINCOLN & MERCURY LIQUAMATIC DRIVE

Optl. Equipment On:

MERCURY PASSENGER CARS (1942)—SEE NOTE
LINCOLN ZEPHYR, CUSTOM, CONT'L. (1942)

MERCURY NOTE:—Liquamatic Drive, as offered on Mercury cars, is similar to type used on Lincoln except that Overdrive is not used. All other data below applies to both types.

DESCRIPTION:—Liquamatic Drive consists of a Fluid Coupling, conventional Single Plate Clutch, new design 3-speed Transmission with automatic shifting between Second & High Gear, and an Overdrive Unit (Lincoln only) with Governor control.

Fluid Coupling—This unit is similar to other Fluid Couplings and consists of a driving member and a driven member within a housing mounted on the rear end of the engine crankshaft. Engine torque is transmitted through the fluid with which the case is filled and the fluid coupling eliminates

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