

TRANSMISSIONS

Transmission Gear Changes

It is important when ordering parts for the 1935 transmission to be sure to specify whether type "B" or type "48" parts are required because these parts are not entirely interchangeable. The early models were equipped with a gear set designated as type "B" while later models were equipped with a type "48" gear set which can be used in the same transmission case. The difference in the two types of gear sets is found in the difference in the widths of the gears and synchronizing sleeve.

The type "B" countershaft gear can be used in conjunction with the type "B" synchronizing sleeve only. The type "48" countershaft gear can be used with the type "48" synchronizing sleeve only. The type "48" countershaft gear can be used with either the type "B" or the type "48" main drive gear.

The necessary dimensions to identify these parts by type are given in Fig. 49. The measurements should be taken with a micrometer.

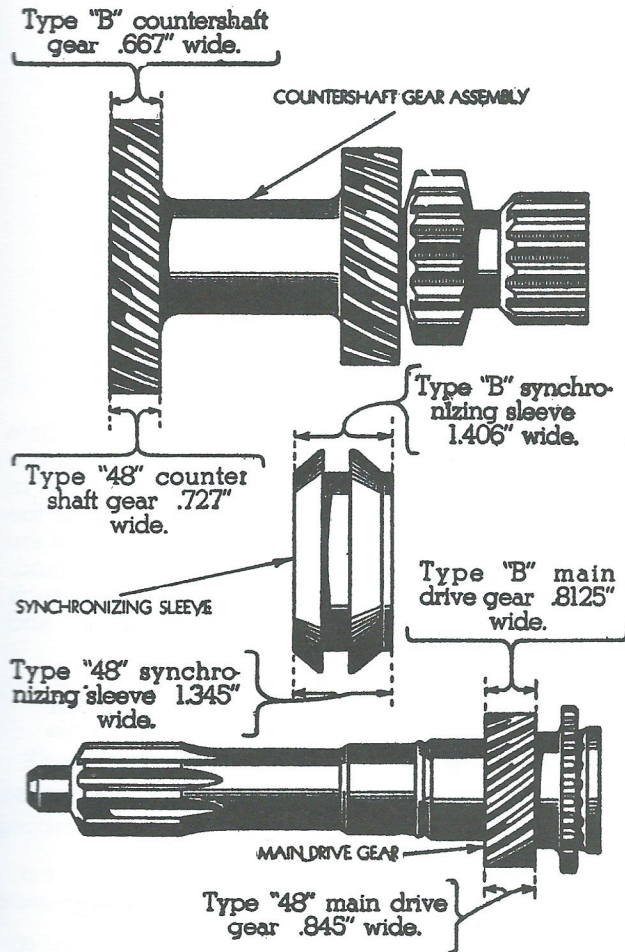


Fig. 49

Showing dimensions of type "B" and type "48" transmission gears and synchronizing sleeve used in 1935 Ford V-8 cars. The type of gears and sleeve can be identified by measuring the width of each with a micrometer.

How to Remove the Transmission

1932 Passenger Cars Only: The engine and transmission assembly must be removed from the chassis to overhaul the transmission. The fastest procedure for this operation is given as follows:

- 1) Remove the radiator and front motor support bolts.
- 2) Disconnect the gasoline line, throttle rods, wiring, exhaust pipes, starting motor cables and other accessories from the engine to clear it from the chassis.
- 3) Remove the floor boards and take the transmission cover off.
- 4) Remove the transmission cover and gearshift assembly.
- 5) Disconnect the rear engine assembly support from the frame cross member at the rear of the transmission, the universal ball cap from the rear of the transmission and the brace rods from the rear of the engine to the frame cross member.
- 6) Disconnect the front axle radius rods from the under side of the engine.
- 7) Hook a chainfall on the engine and lift the engine and transmission assembly out of the frame. The transmission can now be removed from the engine and dismantled for repairs.

1933, 1934, 1935 and 1936 Passenger Cars Only: The transmission in these models can be removed through the driving compartment without removing the engine by sliding the rear axle assembly back.

- 1) Disconnect the shock absorber arms from the rear axle, the rear spring from the frame of the car, the rear brake rods from the brake cross shaft and the torque tube ball cap from the rear of the transmission.
- 2) Raise the body just high enough to clear the wheels. Pull the rear axle assembly back far enough to clear the universal joint and lower the torque tube to the floor.
- 3) Remove the floor boards, disconnect the service brake rod from the brake pedal and the emergency brake lever from the transmission case.
- 4) Disconnect the bell housing from the engine and the rear support from the frame cross member.
- 5) Slide the transmission back far enough to clear the clutch hub and lift it out through the driving compartment of the car with the clutch and brake pedals attached.

131½" and 157" Wheel Base Trucks—All Models: The transmission can be removed from all truck models without removing the engine by the following procedure.

- 1) Remove the nuts and take out all but the top bolt from the rear universal joint cover flange. The top bolt is left in place to support the rear section of the propeller shaft.