

## DISASSEMBLY OF THE OVERDRIVE

### Overdrive Case

Remove the complete cover assembly from the transmission case.

Remove the five cap screws attaching the overdrive case to the adapter flange. Do *not* remove the two cap screws attaching the adapter to the transmission case. (See figure 1.)

Move the lockout lever to the lockout position and

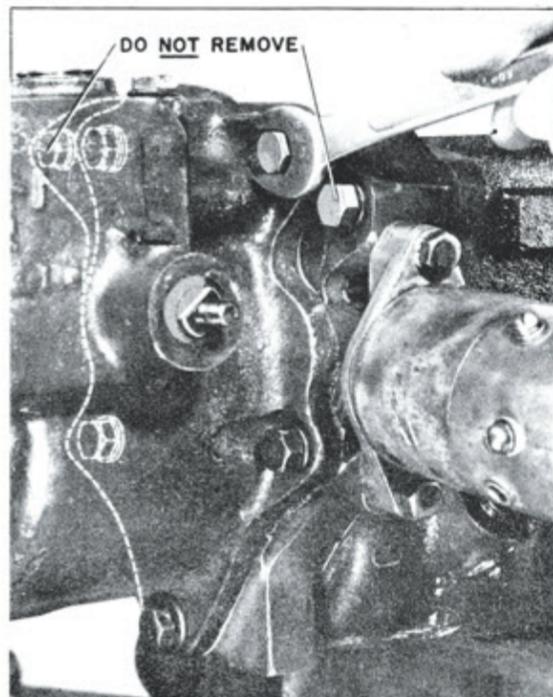


Figure 1—Do Not Remove Cap Screws Which Hold Adapter Plate to Transmission Case

remove the overdrive case by pulling it toward the rear. The tail shaft and shifter collar will come off with the case, but the over-running clutch cam and planetary gear train will stay on. The rollers will fall into the case. Remove the rollers from the overdrive case.

### Tail Shaft and Bearing

Make the preliminary check on the tail shaft bearing by rotating the shaft by hand. If rotation is lumpy or rough, the bearings should be removed for further inspection.

Remove the flange nut and pull the flange off, using puller J-2576. Lift out the tail shaft and speedometer

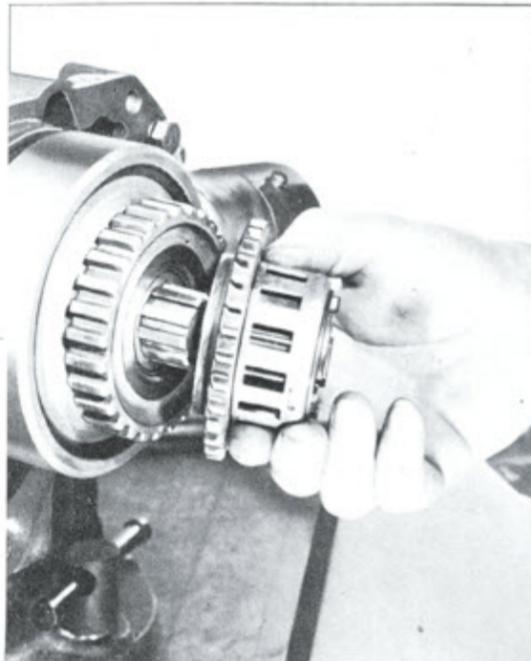


Figure 2—Cage and Cam Should Be Removed from Transmission Main Shaft as a Unit

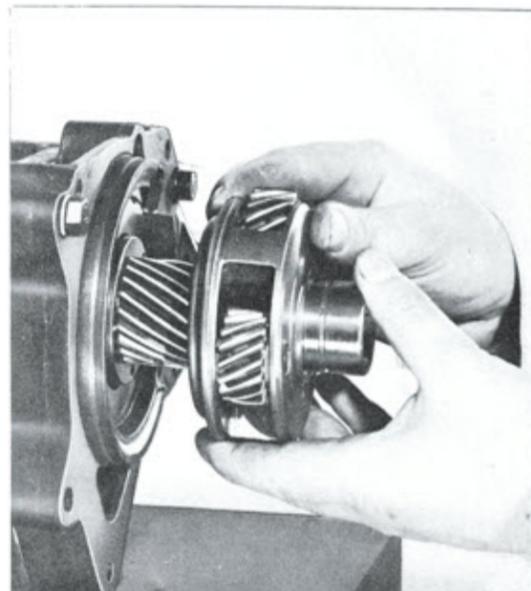


Figure 3—Removing Pinion and Cage Assembly. Puller May Be Used if Necessary

drive gear. If the tail shaft binds in the bearing, a slight tap with a soft rawhide hammer will loosen it. Lift the shifting collar out.

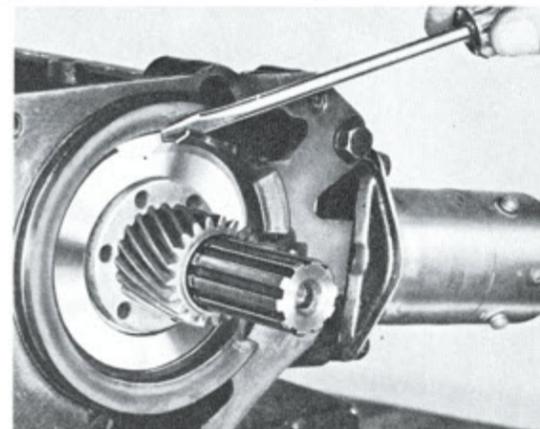


Figure 4—Remove the Large Adapter Plate Snap Ring with a Screwdriver

Remove the front snap ring holding the bearing in the case. Using a drift, drive out the bearing toward front of case. Drive the oil seal out toward rear of case.

### Over-Running Clutch

Remove the cap screw and lockwasher attaching the over-running clutch cam to the transmission driving shaft.

Slip the over-running clutch cam with bushing and flat retaining washer off the transmission driving shaft. (See figure 2.) Do not remove the roller cage from the cam unless replacement is necessary.

#### CAUTION

When removing the cage from the cam, note the direction of the cage spring tension. *These springs must be reinstalled in the same direction.*

### Planetary Overdrive

Remove the overdrive ring gear and hub assembly. The ring gear and hub may be separated after the large snap ring is removed.

Remove the planetary pinion and cage assembly. (See figure 3.) If the cage fits too tight to come off freely, use a puller. Be careful not to bend the oil slinger on the front side of pinion cage. Do *not* pry the pinion cage off with a screw driver or bar.

Remove the large snap ring (as shown in figure 4) and the stationary gear plate cover in the adapter plate. Remove the stationary gear and plate assembly from the adapter plate. The stationary gear and plate can be separated after removing the small stationary gear snap ring.

### Engaging Mechanism

Remove the engaging pawl by sliding it to the rear, off the ball end of the solenoid plunger. (See figure 5.) When reassembling, be sure that the ball on the end of the plunger is engaged in the milled groove of the pawl. Remove the two cap screws and lift off the solenoid.

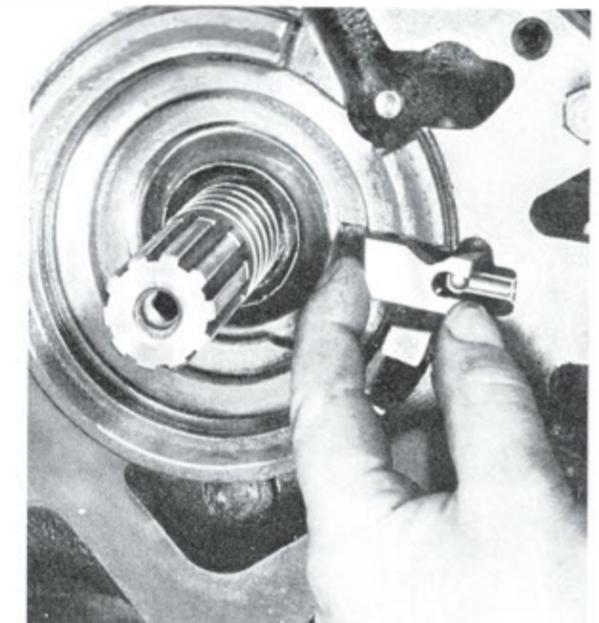


Figure 5—Slide Pawl to the Rear and Lift Off Ball End of the Plunger

#### CAUTION

Do not lose the gaskets from under the solenoid, since they control the adjustment of the engaging pawl.

#### NOTE

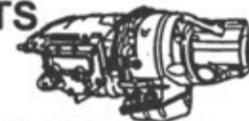
The solenoid can be removed from an assembled overdrive unit on the car without disturbing the pawl. This is done by removing the two cap screws, and with a jumper lead, ground the "AD" terminal of the governor to energize the solenoid with the ignition switch turned on and the overdrive control pushed in. Tilt the solenoid rearward to disengage the ball from the milled groove of the pawl. Then disconnect the solenoid leads and remove the solenoid.

To install the solenoid on an assembled overdrive on the car, reverse the above procedure. Energize the solenoid after the leads are connected and be sure to engage the ball on the end of the plunger in the groove of the pawl.

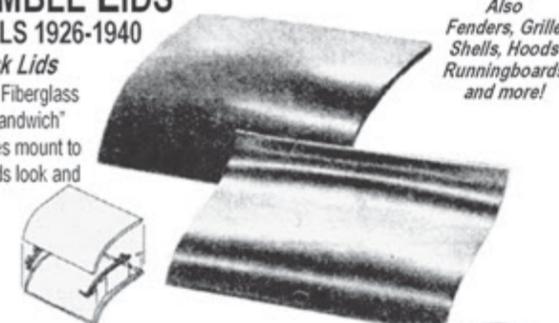
This completes the disassembly of the overdrive. The adapter plate, transmission main driving shaft, and bearing are serviced while servicing the transmission. Next, disassemble the transmission.

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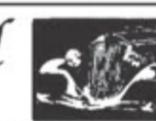


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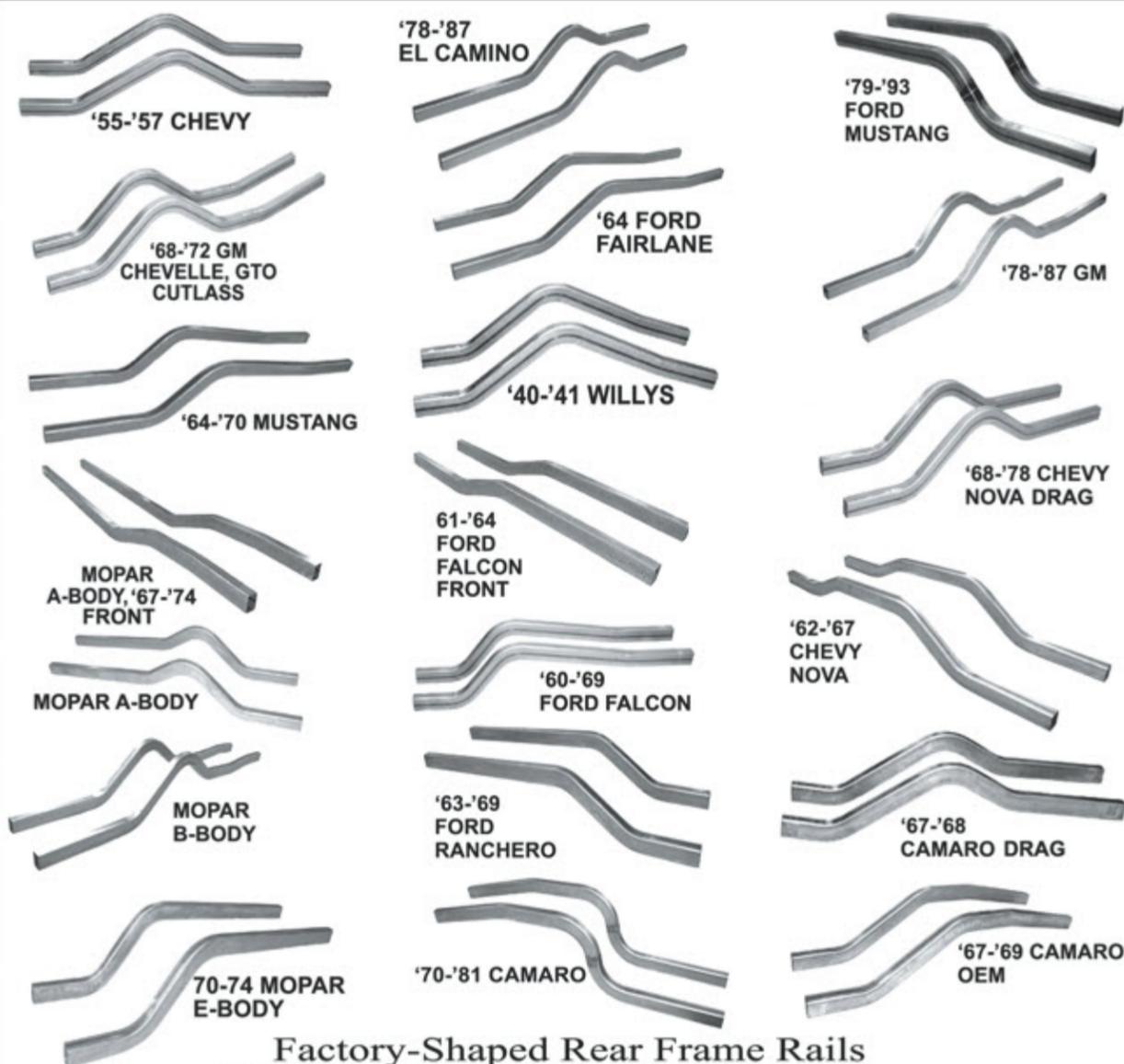
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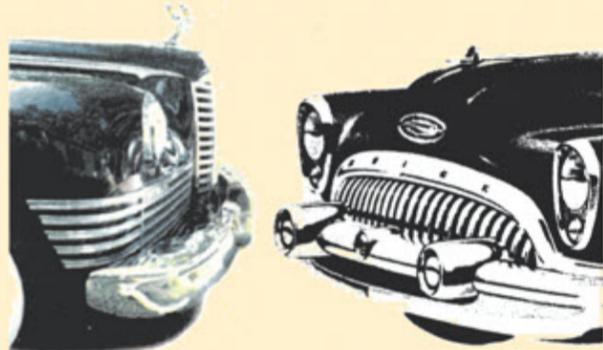
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# DRIVING OLD CARS



## THIS YEAR'S PROJECTS (My Goals for 2026)

by *Bin Johnson* Publisher

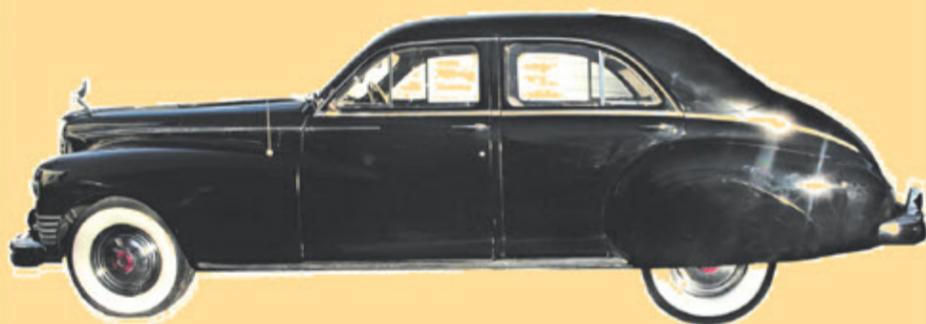
**A**lthough each year I make a project list, the longer I do this, I become more aware that it's important to have goals. They may be overruled by things you didn't plan on, like your work truck's brakes went out, or your driver won't start. The two projects that are scheduled to be worked on are 1: Partially painting my 1946 Packard Super Custom 8 and cosmetically refurbishing what it needs to become a nice dependable driver, and

When I bought the car . . .



2: Finish the restoration on my 1953 Buick Roadmaster 2 dr hardtop. For all of you long-time "DOC" readers, you know I've been

working on this Buick for years and have done everything except put the new chrome and stainless back on and finish putting some of the



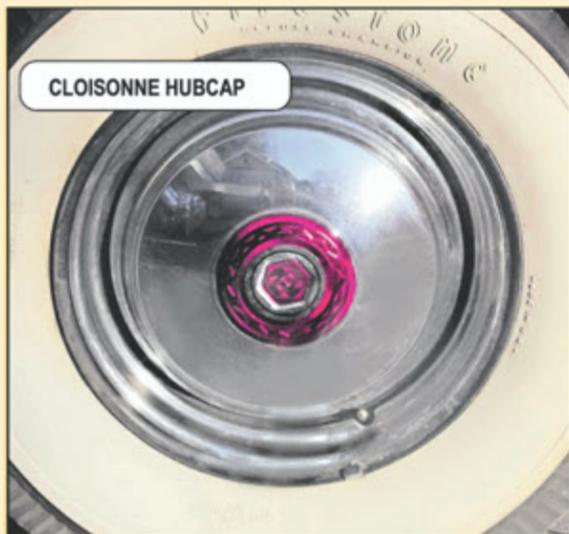
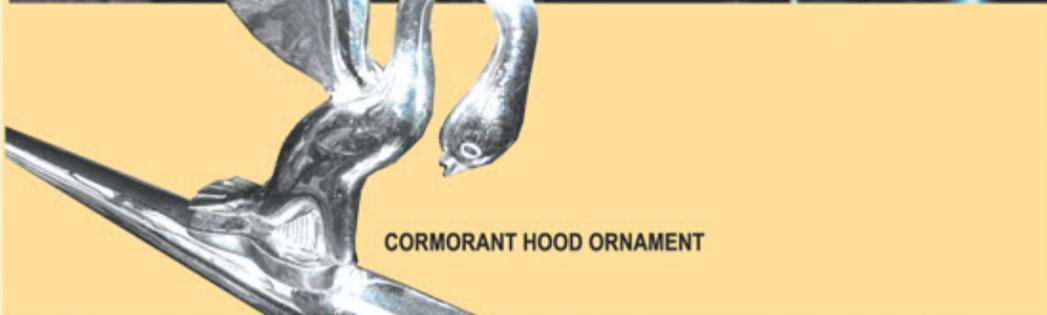
Now! Cormorant, fender skirts, 4 1/4" white wall Firestone bias ply tires

interior back in to finish up. I love both cars and in the last year, decided to finish these two cars and spend time driving my cars, especially since completing them is so close. Let's have a look at the 1946 Packard 356.

Here are a few photos of the repairs I need to make to the car (for complete articles, go online to Southern Wheels Magazine and click on "Archives.")



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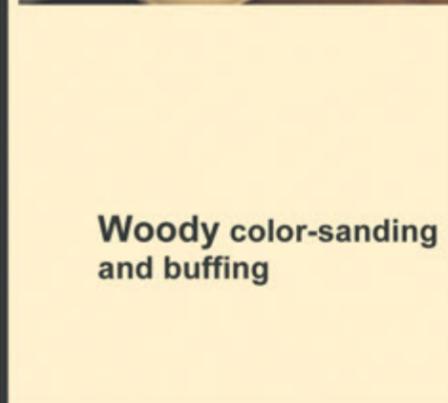


I also have a 46 Packard 282 small eight, it was my first Packard. I bought it in 1970 (still have it) and for me it's one of the best for regular driving. In future articles we will cover what was done to bring the '46 Custom Super 8 and the '53 Buick Roadmaster, to driving condition. The '53 Buick has been put in a two car shop. The shop has been organized with most all tools and parts necessary to put it back together again, and all of the chrome back from the plater's, ready to go on. The interior panels and details still have to be done. The finished engine is started regularly with a regular oil and filter change. I always spray Marvel Mystery Oil in the carburetor to lube the top half. I have a lubricator that I will add soon. I bought several of them years ago and have already put them on my straight 8's. There is a jar that is mounted on the firewall and a line that goes to the carburetor and sprays Marvel Mystery Oil to the valves when the engine is started.

Here are some current photos (for complete articles, go online to Southern Wheels Magazine and click on "Archives.")



The '53 Buick now. New paint sanded and buffed.



Woody color-sanding and buffing



CONTINUED



All of the windows and seats have been rebuilt (See our article, GM's Hydro-Lectric System in the Archives section of Southern Wheels Magazine online.) so upcoming are two problems in the paint. 1-Inner rocker and 2-small thin place around driver's tail light. And chrome installation, stainless polishing and installation, rest of the car's interior (done but needs installing) and finishing details.

I love both cars, so here goes!

Keep 'em driving! 🚗

# OLD CAR MATCH GAME

(Answers on Page One)

**A**

**B**

1. "Fashion Aire Dynastar Grille"
2. Batwing Tail Fins with Cat-Eye Tail lights
3. "Tail Feather" Ribbed Aluminum Trim, Gold anodized side trim
4. "Forward Look" by \_\_\_\_\_
5. Deltawing" Tail Fins
6. "Strato Star" V-8
7. "Twin-H Power" dual carbs
8. "Hurricane Six" 90 HP
9. "Bullet-Nose" front end
10. "Suddenly it's 1960"

- A. 1952 Ford
- B. 1957 Plymouth Ad
- C. 1958 Buick
- D. 1952 Hudson
- E. New for Studebaker 1950
- F. 1959 Chevy
- G. Chrysler Corp. 1957
- H. 1959 Buick
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- J. 1957 Chevy Bel Air



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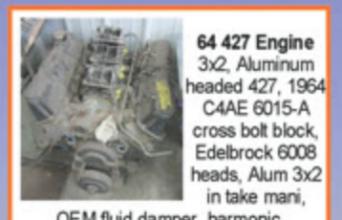
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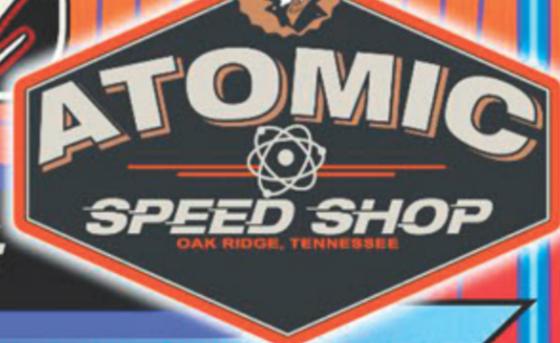
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