A close-up photograph of a black manual gear shifter. The top of the shifter is rounded and has gear positions marked with numbers: 1, 2, 3, 4, 5, and 6. A red plastic boot is attached to the side of the shifter. The shifter is mounted on a metal base, and the background is a blurred green and yellow surface.

**Trucking  
made easy.**





**Medium/Heavy truck operators:  
Ford introduce new 4/6/8 transmissions—and the benefits are all yours!**

With the revolutionary new Ford 4/6/8 transmissions the driving job has been made a whole lot easier.

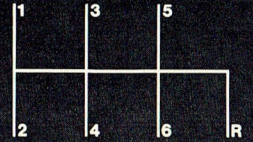
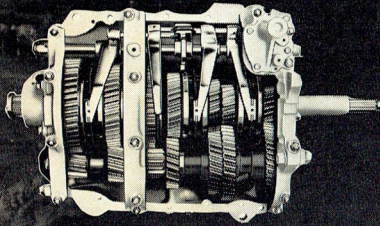
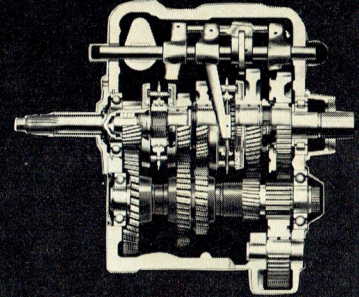
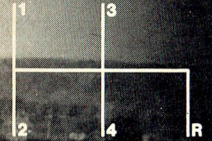
Easier, because of all synchromesh design— from 1st up. Easier, because multi-speed gearboxes make two-speed axles unnecessary . . . you won't need them anymore! What's more, you'll be making better use of engine power by

getting power to the wheels without losing revs through slow or missed changes . . . changes are simple, short, light and direct even when range changing is necessary.

All shifts are based on the 4-speed adding two for the six and utilizing the range change with the 4-speed gate for the 8-speed.

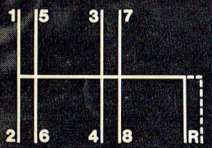
**4 SPEED**

The all new 4-speed gearbox employs a single rail gearshift for positive selection and small gate movements. The 4-410-S standard gate procedure is from left to right with reverse gear to the right of and adjacent to top gear.



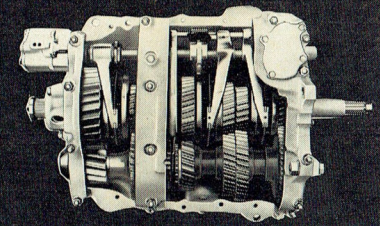
**6 SPEED**

Standard gate procedure from left to right is employed with reverse gear to the right of and adjacent to top gear. The gate movement is small with selection smooth and positive.



**8 SPEED**

The operation of the 8-speed gearbox is simple, since it is based on a standard 4-speed gate and only requires the range change to be operated to repeat the positions.



**Improved Driver Productivity.**

Because of easy gear changing, driving becomes a lot less tiring—we don't need to tell

you, an alert, safe driver makes for increased productivity and profit.



## Faster, Easier, Cheaper Servicing.

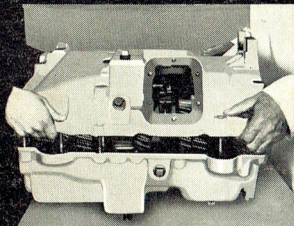
These new gearboxes were designed to gain the maximum benefits from simplicity, parts and layout commonality.

All 4/6/8 gearboxes are based on the 4-speed, using only two basic casings. The four speed is one, the six speed and eight speed box the other, incorporating an extra compartment to

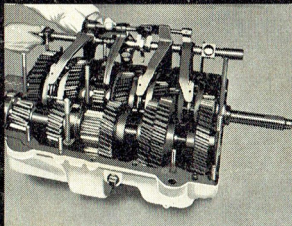
house the extra two gears of the six or the range change of the 8. That's the only difference.

All casings are of sandwich design. Remove the top casing and all gears, shafts and forks are exposed for inspection or further dismantling.

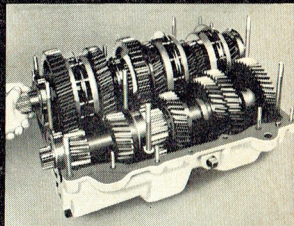
Servicing when necessary is made quicker and cheaper as the result.



Removal of Top Cover



Removal of Selector Forks



Removal of Counter Shafts

## Inbuilt Strength and Longlife

The 4/6/8 transmission range is built to take it . . . components are big, strong and long wearing.

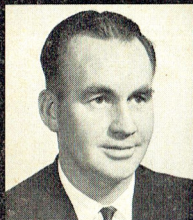
Gearbox casings are cast iron to ensure all gears mesh perfectly — greater strength eliminates gear wear through casing flexibility.

To dramatically reduce the chance of teeth damage all gears (including reverse) are in constant mesh giving full and equal gear contact even under severe operating conditions.

All gears, subjected to high loads, are

forged from EN353 chrome nickel steel to give 30% more strength than in previous gearboxes. Needle roller bearings on mainshafts and gears minimise friction and eliminate bearing seizure. Baulk pin synchronizers ensure the synchromesh lasts the life of the gearbox. To avoid gear jump-out and provide positive direct changes the gearshift linkage is mounted directly to the engine block. Positive lubrication to the main shaft bearing alleviates a major source of transmission failure.

## On the Road



Here's how Mr. H. R. Beckley, Managing Director of Beckley's Transport Service Pty. Ltd., sums up the new 8 forward speed transmission.

"Our D 850 Ford prime-mover fitted with the new 8-speed box has done 60,000 hard road

miles between Geelong, Melbourne and Sydney with an average payload of 14 tons.

The driver reports a vast improvement in ease of operation, due to the excellent range of gears and their simple change action. He has also noted a significant improvement in his own fitness at the end of a long haul.

My Service Manager has nothing but praise for the transmission too. Apart from regular oil changes the unit hasn't required any maintenance whatsoever and is absolutely free of oil leaks and pressuring.

For my money the new 4/6/8 transmissions are winners, whichever way you look at it."

**The features of Ford's new 4/6/8 speed transmissions make your job a lot easier. Share in the benefits. For further information write to:**  
**National Truck Sales Manager,**  
**Ford Sales Company of Australia Limited,**  
**Private Mail Bag 6,**  
**Campbellfield, Vic., 3061.**

FORD TRUCKS

