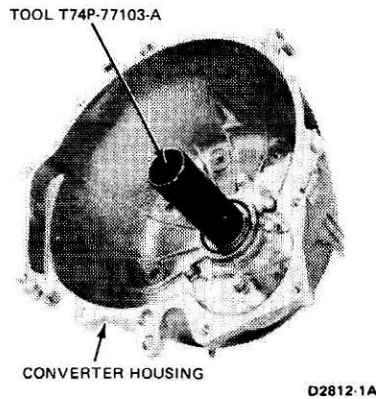
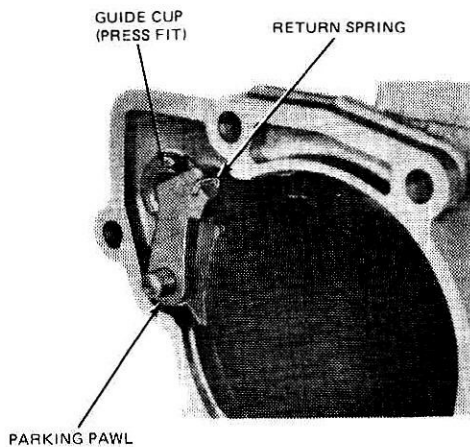
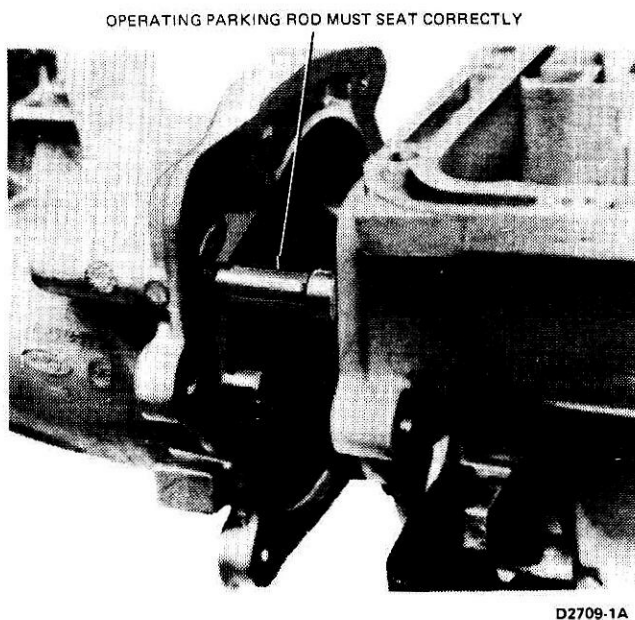




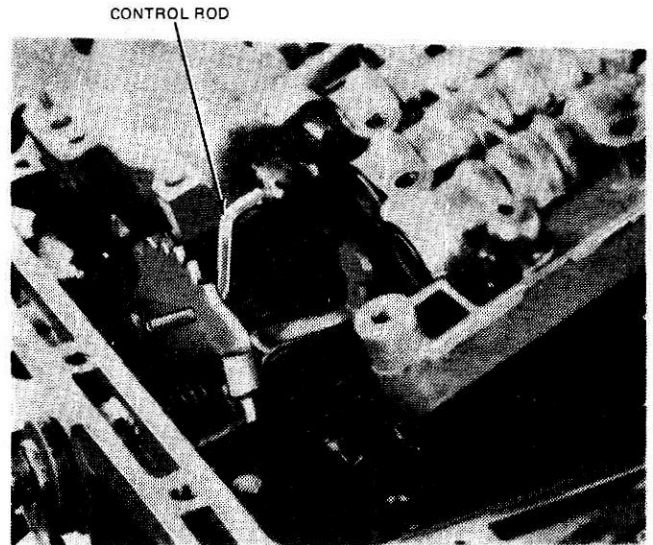
D2812-1A

FIG. 52 Pump Alignment Tool Installed

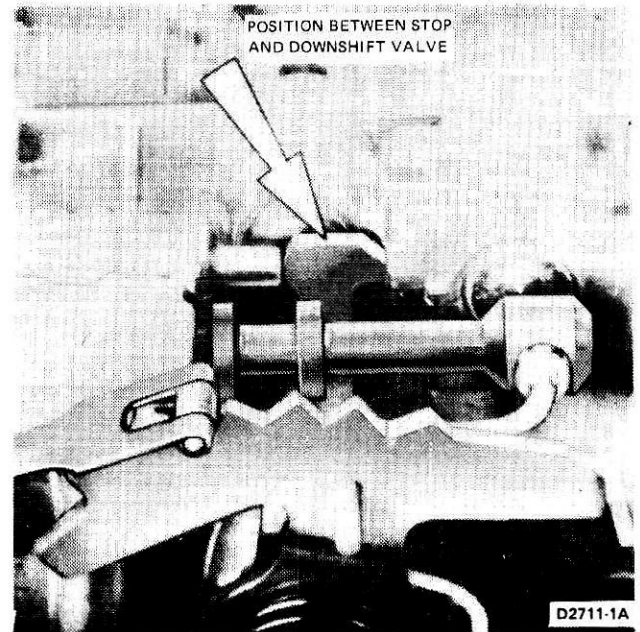
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FIG. 53 Parking Pawl Installation

D2709-1A

FIG. 54 Extension Housing Installation

D2735-1A

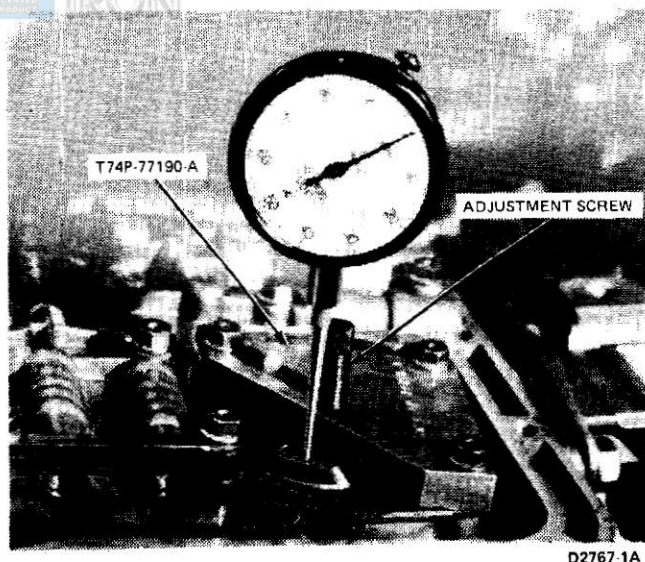
FIG. 55 Control Valve Body Installation

D2711-1A

FIG. 56 Correct Seating of Inner Downshift Lever

Fig. 57). As the servo cover to case bolts are not long enough to attach adjusting tool to case, use three M6x30 main control to case attaching bolts.

29. Torque the servo tool adjusting screw to 36 in-lbs.
30. Install dial indicator on transmission case and position indicator on one of the three servo piston pads that is accessible through the cutout on the tool as shown in Fig. 57. Set dial indicator at zero.
31. Back out the servo tool adjusting screw until the servo piston bottoms out on the tool. Record the distance the servo piston travelled.
32. If piston travel is between .120 and .220 inch, it is within specification (Fig. 58). If piston travel is greater than .220 inch, use the next longer piston and rod. If piston travel is less than .120 inch, use

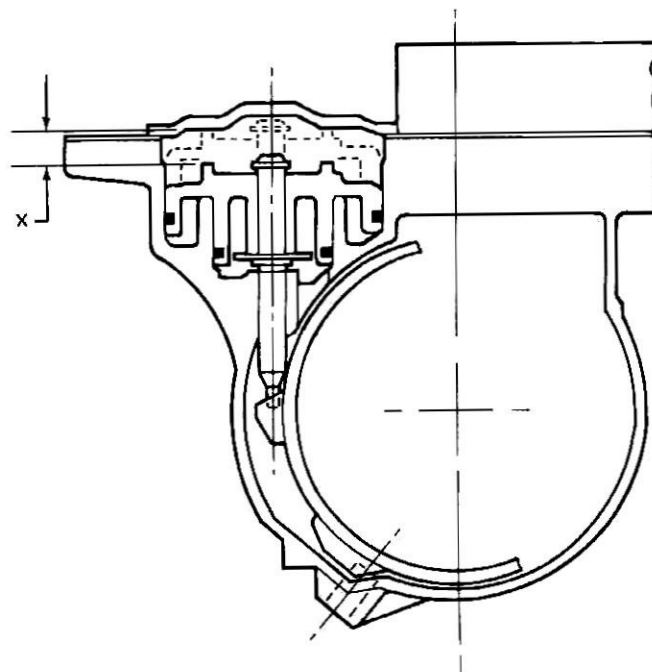


D2767-1A

FIG. 57 Installing Piston Travel Test Tool

the next shorter piston and rod. For piston and rod selection, see Fig. 59.

33. Using the above procedure, check the piston travel with the new selected piston and rod (if required) to make sure that the piston travel is .120 to .220 inch.
34. Remove servo adjusting tool and install servo cover and gasket. Torque the 4 attaching bolts to 7 to 10 ft-lbs.
35. Install the oil pan with a new gasket. Torque the bolts to specification in two steps. Install the neutral switch.
36. Install the input shaft and the torque converter.
37. Install the transmission in the vehicle using the procedures described under Removal and Installation of Transmission in this Part.



PISTON TRAVEL X AT 36 LB-IN TORQUE
MUST BE BETWEEN .120 AND .220 IN.

D2768-1A

FIG. 58 Piston Travel

Length (Inches)	I.D.
2.112/2.085	1 groove
2.014/1.986	no groove
1.915/1.888	2 grooves

CD2769-1B

FIG. 59 Rod Sizes

SPECIFICATIONS

SELECTIVE THRUST WASHERS (END PLAY CONTROL) C3 TRANSMISSION

End Play 0.007-0.032	No. 1 Thrust Washer Front Pump Support (Selective)	Part Numbers	Thickness	ID Number
		74DT-70014-EA	0.1091-0.1110	5
		74DT-70014-DA	0.0929-0.0949	4
		74DT-70014-CA	0.0768-0.0787	3
		74DT-70014-BA	0.0610-0.0630	2
		74DT-70014-AA	0.0488-0.0507	1

SELECTIVE SNAP RINGS

HIGH CLUTCH					FORWARD CLUTCH				
Part Numbers	Thickness		Diameter		Part Numbers	Thickness		Diameter	
	Inches	MM	Inches	MM		Inches	MM	Inches	MM
E 860126-S	.0539	1.37	5.161	131.1	E 860115-S	.0539	1.37	4.925	125.1
E 860127-S	.0681	1.73	5.161	131.1	E 860116-S	.0681	1.73	4.925	125.1
E 860128-S	.0819	2.08	5.161	131.1	E 860117-S	.0819	2.08	4.925	125.1
E 860129-S	.0961	2.44	5.161	131.1	E 860118-S	.0961	2.44	4.925	125.1

CLUTCH PLATES - C3 TRANSMISSION

Forward Clutch				High Clutch		
Model	Steel	Friction	Clearance	Steel	Friction	Clearance
2.3 Litre	4	4	0.055-0.083	4	4	0.051-0.079
2.8, 3.3 Litre (200 CID 6)	5	5	0.055-0.083	5	5	0.051-0.079

CHECKS AND ADJUSTMENTS-C3 TRANSMISSION

Operation	Specification
Transmission End Play	0.007-0.032
Turbine and Stator End Play	Model 74DT BKB New or Rebuilt - 0.023 Max.; Used - 0.050 Max.
Front (Intermediate Band) Adjustment	Remove and discard locknut. Install new locknut. Tighten adjusting screw to 10 ft-lbs torque. Back off 1-1/2 turns. Hold screw and tighten locknut.

APPROXIMATE REFILL CAPACITY C3 TRANSMISSION

All cars Equipped with C-3	U.S. Measure (Qts.)	Imperial Measure (Qts.)
Mustang II 2.3L Engine	8	6 1/2

TORQUE LIMITS-C3 TRANSMISSION

Item	Ft-Lbs
Converter Housing to Case	27-39
Extension Housing to Case	27-39
Oil Pump to Converter Housing	7-10
Flywheel to Converter Housing	27-49
Main Control to Case	7-9
Plate to Valve Body	7-9
Servo Cover to Case	7-10
Inner Race - OWC to Case	7-10
Oil Pan to Case	12-17
Governor to Collector Body	7-10

(1) In Lbs.

Item	Ft-Lbs
Converter Housing to Engine	28-38
Nut - Downshift Lever Outer	7-11
Nut - Manual Lever Inner	30-40
Neutral Switch to Case	12-15
Front Band Adjusting Locknut	35-45
Vacuum Diaphragm Retaining Clip to Case	15-23 (1)
Oil Cooler Line or By-pass Tube to Connector	7-10
Connector to Case	10-15
Drain Plug - Converter	20-30
Flywheel to Crankshaft	48-53
Filler Tube to Engine Clip	28-38

SPECIAL TOOLS - C3 TRANSMISSION

Tool Number	Description
T74P-77103-A, B, C, D, H	Oil Pump Aligning Tool Kit
T74P-77248-A	Front Oil Seal Remover
T71P-7657-A	Extension Housing Seal Remover
T74P-77052-A	Extension Housing Seal Installer
T74P-77498-A	Shift Lever Oil Seal Replacer
T74P-77902-A	Torque Converter End Play Checking Adapter
T74P-77028-A	Front Servo Cover Compressor
T74P-77248-B	Front Oil Seal Replacer Adapter
T74P-77000-A	Transmission Mounting Adapters
T74P-77247-A	Neutral Start Switch Remover and Replacer
T57L-500-B	Bench Mounting Fixture
T57P-116-2A	Converter One-Way Clutch Checking Tool
T77L-7697-F	Extension Housing Bushing Remover

Tool Number	Description
T57P-116-2A	Converter One-Way Clutch Checking Tool
T57P-116-1A	Holding Tool for Converter One-Way Clutch
T74P-77548-A	Forward Clutch Inner Seal Protector
T74P-77548-B	Forward Clutch Outer Seal Protector
T74P-77404-A	Intermediate Brake Inner Seal Protector
T74P-77193-A	Overrunning Clutch Replacing Guide
T71P-77370-A	Band Adjusting Tool Kit
T65L-77515-A	Clutch Compressor
T74P-77001-B	Metric Mounting Adapters (Use with T57L-500-B)
T74P-77030-A	Oil Cooler Line Wrench
T74P-77190-A	Reverse Band Servo Rod Selecting Gauge
T57P-116-1A	Holding Tool for Converter One-Way Clutch
T77L-7697-G	Extension Housing Bushing Installer

CD2750-2E

C4 Automatic Transmission

PART
17-05

All Cars Except Mercury, Lincoln Continental or Continental Mark V

SUBJECT	PAGE	SUBJECT	PAGE
ADJUSTMENTS		DISASSEMBLY AND ASSEMBLY (Cont'd.)	
Intermediate Band Adjustment	05-5	Reverse Ring Gear and Hub	05-37
Low-Reverse Band Adjustment	05-5	Reverse-High Clutch	05-32
		Transmission	05-12
DESCRIPTION	05-1		
DISASSEMBLY AND ASSEMBLY		REMOVAL AND INSTALLATION	
Control Valve Body	05-21	Control Valve Body	05-8
Downshift and Manual Linkage	05-27	Extension Housing	05-10
Front Pump	05-30	Extension Housing Bushing and	
Forward Clutch	05-35	Rear Seal	05-9
Forward Clutch Hub and Ring Gear	05-35	Governor	05-11
Governor	05-27	Intermediate Servo	05-9
Input Shell and Sun Gear	05-35	Low-Reverse Servo	05-9
Intermediate Servo	05-25	Transmission	05-6
Low-Reverse Servo	05-25		
Low-Reverse Brake Drum Bushing		SPECIFICATIONS AND SPECIAL	
Removal and Installation	05-37	SERVICE TOOLS	05-43

CD2884-2A

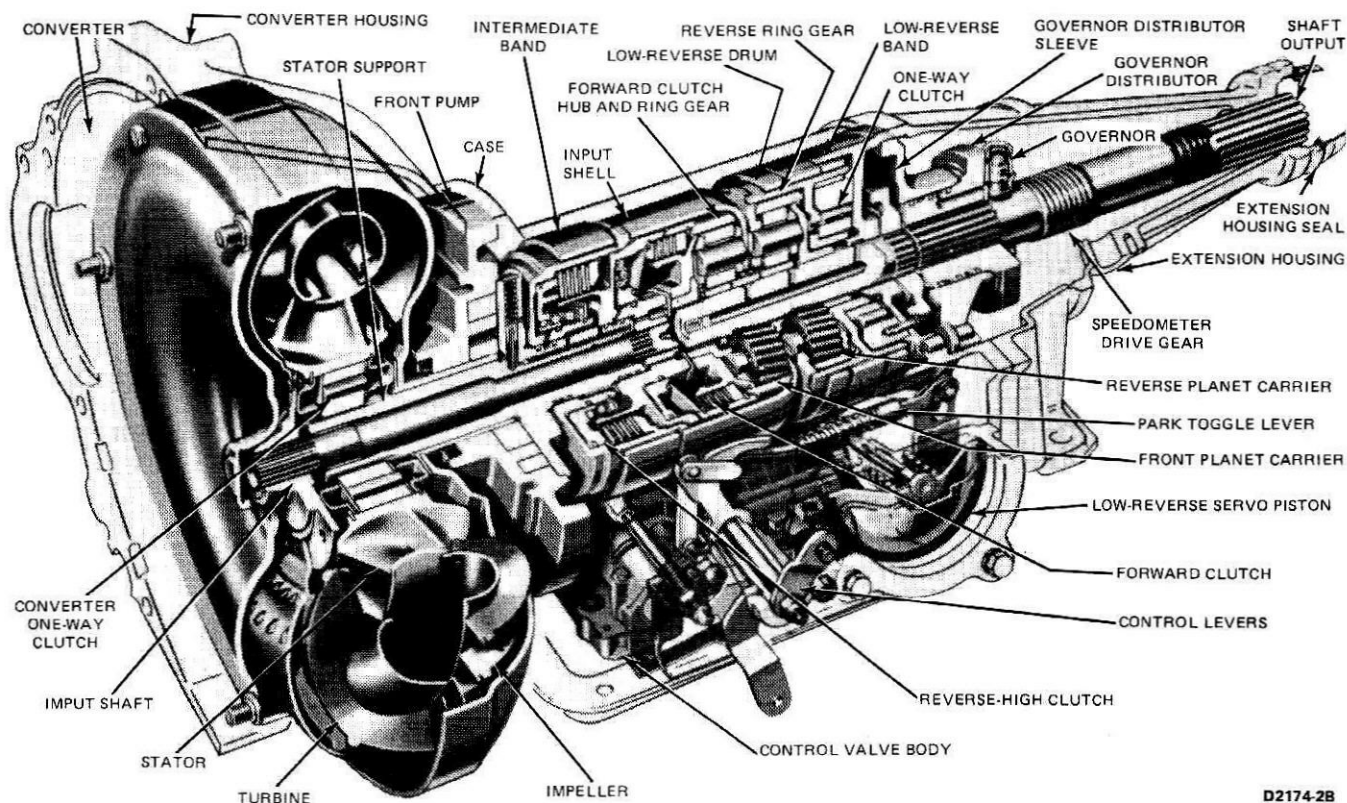
DESCRIPTION

The C4 automatic transmission is a three speed unit capable of providing automatic upshifts and downshifts through the three forward gear ratios. The transmission is also capable of providing manual selection of first and second gears.

Fig. 1 shows the location of the converter, front pump, clutches, gear train, and most of the internal parts used in the C4 automatic transmission. The identification tag (Fig. 2) is located under the lower front intermediate servo cover bolt. The tag shows the model prefix and suffix, assembly part numbers, and the built-date code. The first line on the tag shows the transmission model prefix and suffix. A number appearing after the suffix (Fig. 2) indicates that internal

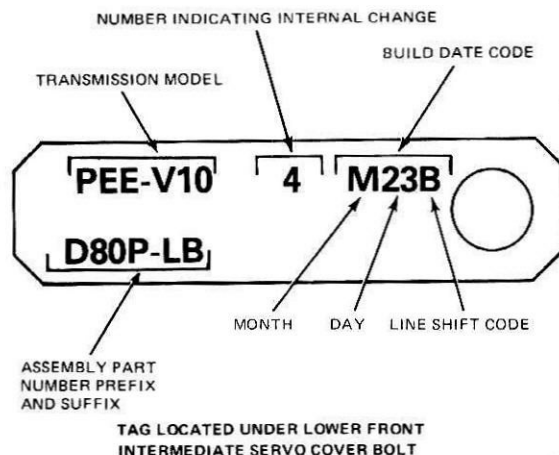
parts have been changed after initial production start-up. For example, a PEE-A model transmission that has been changed internally would read PEE-A1. Both transmissions are basically the same, but some service parts in the PEE-A1 transmission are slightly different than the PEE-A transmission. **Therefore, it is important that the codes on the transmission identification tag be checked when ordering parts or making inquiries about the transmission.**

The transmission consists essentially of a torque converter, planetary gear train, two multiple disc clutches, a oneway clutch and a hydraulic control system (Figs. 3 and 4).



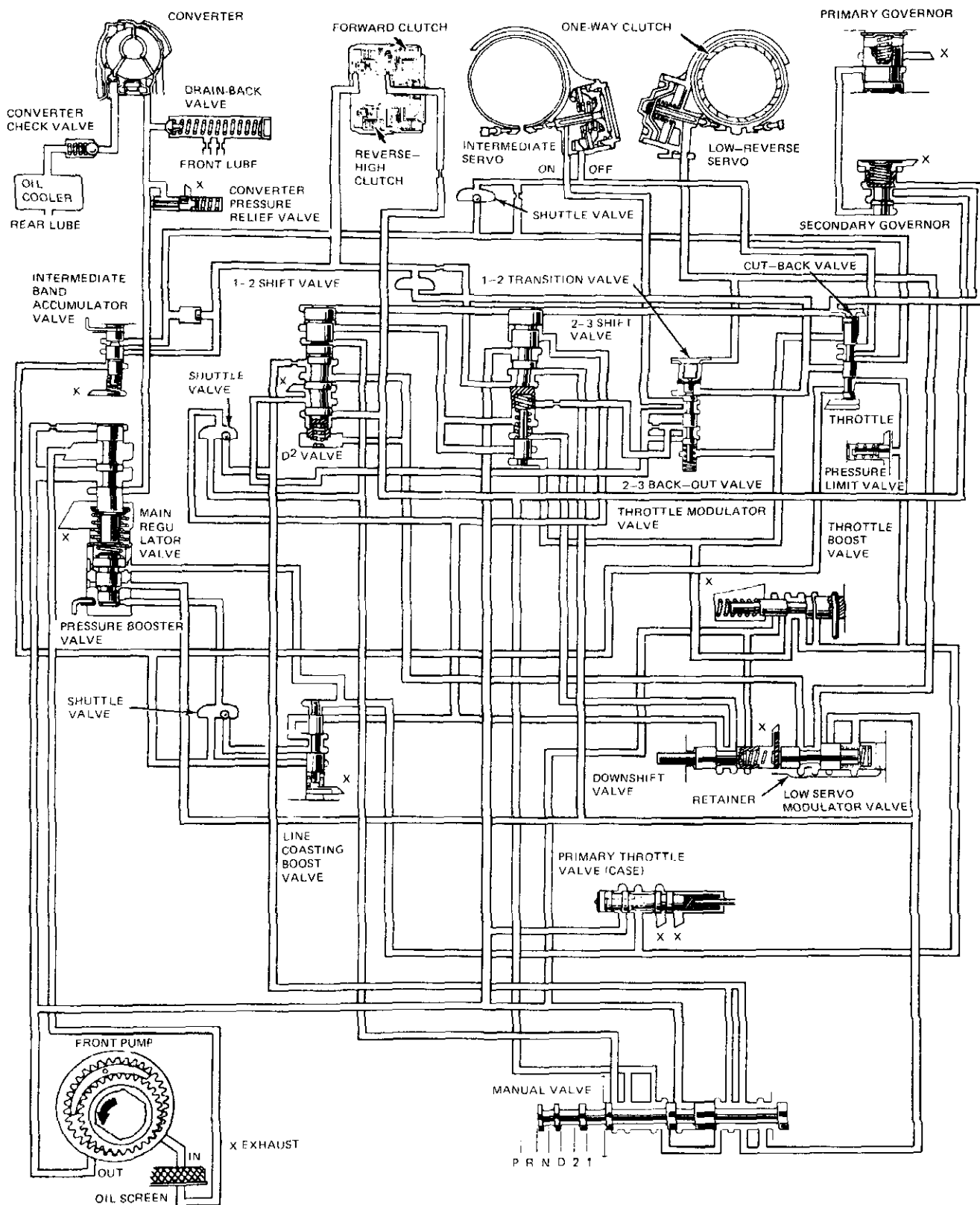
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FIG. 1 C4 Automatic Transmission



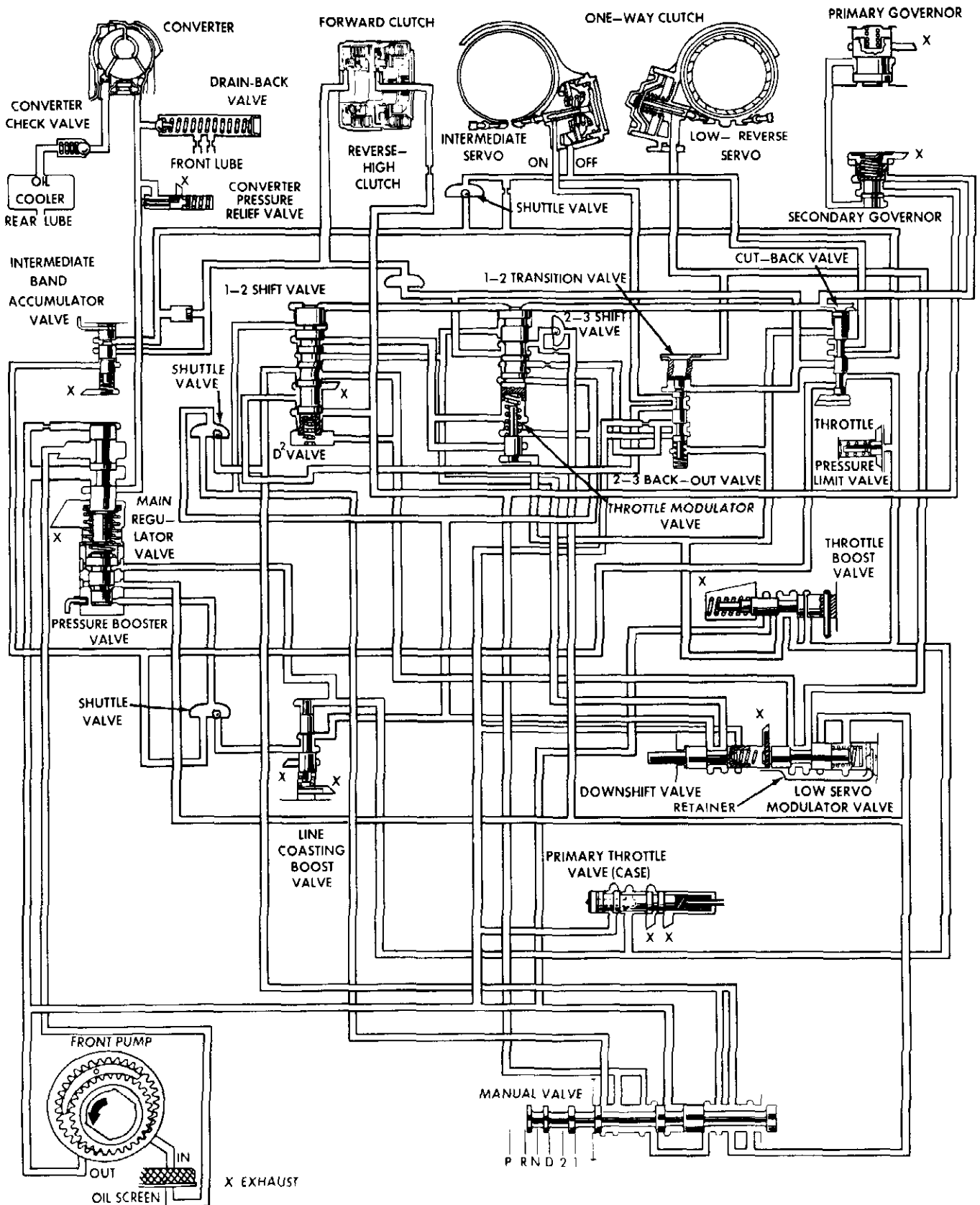
D1846-1F

FIG. 2 Identification Tag—C-4 Transmission



D2072-20

FIG. 3 Hydraulic Control System—All Except Pinto, Bobcat and Mustang II



D2290-2C

FIG. 4 Hydraulic Control System—Pinto, Bobcat and Mustang II