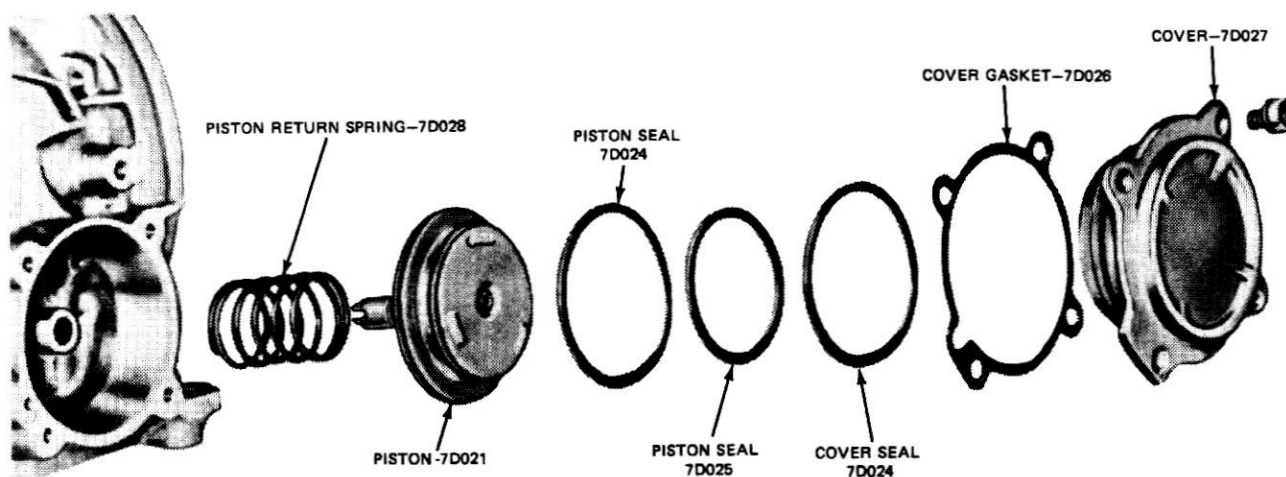




D1882-2C

FIG. 53 Intermediate Servo Disassembled

Vehicle	Engine	Cover Piston Ident. ①	Spring	
			Free Length	Paint Stripe
Granada/Monarch	4.1L (250 CID)	B	2.48	White
Mustang, Granada, Monarch, Versailles	5.0L (302 CID)	A	2.48	White
Ford, Granada, Monarch, LTD II, Cougar, Thunderbird	5.8L (351 CID)	R	2.48	White
Pinto, Bobcat, Mustang, Fairmont, Zephyr	3.3L (200 CID) 2.3/2.8L	Z	2.48	White

CD2122-1K

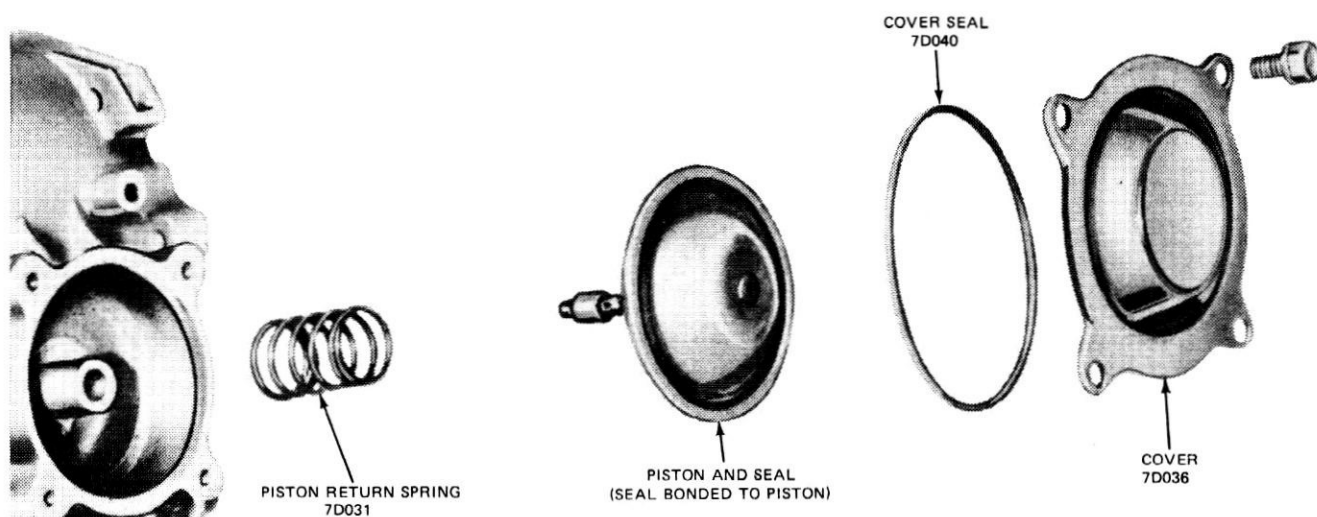
FIG. 54 Intermediate Servo Piston—Cover and Spring Identification

- From inside the transmission case, remove the upper retaining ring from the manual lever link (Fig. 60). Remove the upper end of the lever link from the case retaining pin.
- From the back of the transmission case, remove the lower retaining ring and flat washer from the parking pawl link (Fig. 60). Remove the pawl link from the case retaining pin.
- From the back of the transmission case, remove the parking pawl link, toggle rod, and manual lever link as an assembly (Fig. 61).

- Remove the rear parking pawl link upper retaining ring, flat washer and link from the toggle rod (Fig. 60).
- Remove the manual lever link, lower retaining ring, flat washer, and link from the toggle rod.
- Remove the inner manual lever attaching nut and lever. Remove the outer manual lever from the case.
- To remove the manual lever seal, use the tools shown in Fig. 62. To install the new seal, use a driver that fits the ID of the seal.

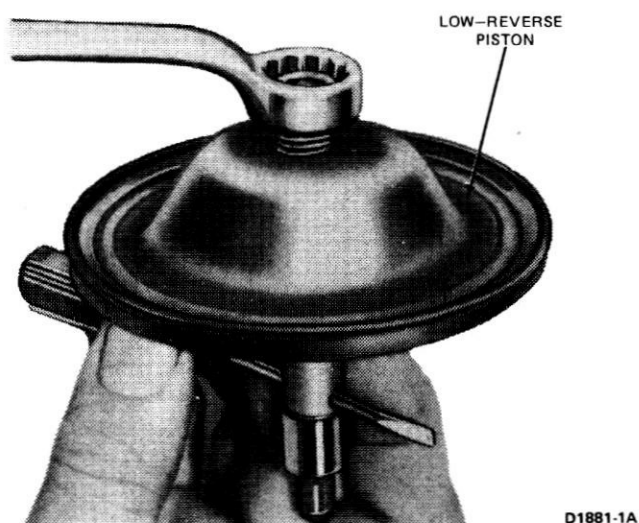
Assembly

- Install the manual and parking pawl links, flat washers and retaining rings to the toggle rods.
- Install the outer manual lever in the case. Install the inner manual lever and attaching nut with the chamfer facing toward the lever (Fig. 60). Torque the nut to specification as listed at the end of this Part.
- From the back of the transmission case, install the parking toggle rod and link assembly into the case (Fig. 61).
- Install the parking pawl link on the case retaining pin. Install the flat washer and link retaining ring (Fig. 60).
- Position the inner manual lever behind the manual lever link, with the cam on the lever contacting the lower link pin.
- Install the upper end of the manual lever link on the case retaining pin. Install the retaining ring.
- Operate the manual lever and check for correct linkage operation.



D1880-2C

FIG. 55 Low-Reverse Servo Disassembled—All Except Pinto, Bobcat and Mustang II



D1881-1A

FIG. 56 Removing or Installing Low Reverse Servo Piston—Pinto, Bobcat and Mustang II

8. On vehicles equipped with a case mounted neutral start switch, reinstall the switch. Adjust the switch after the control valve body has been installed. Torque the attaching bolts to specification.
9. Install the inner and outer downshift levers. Torque the attaching nut to specification.

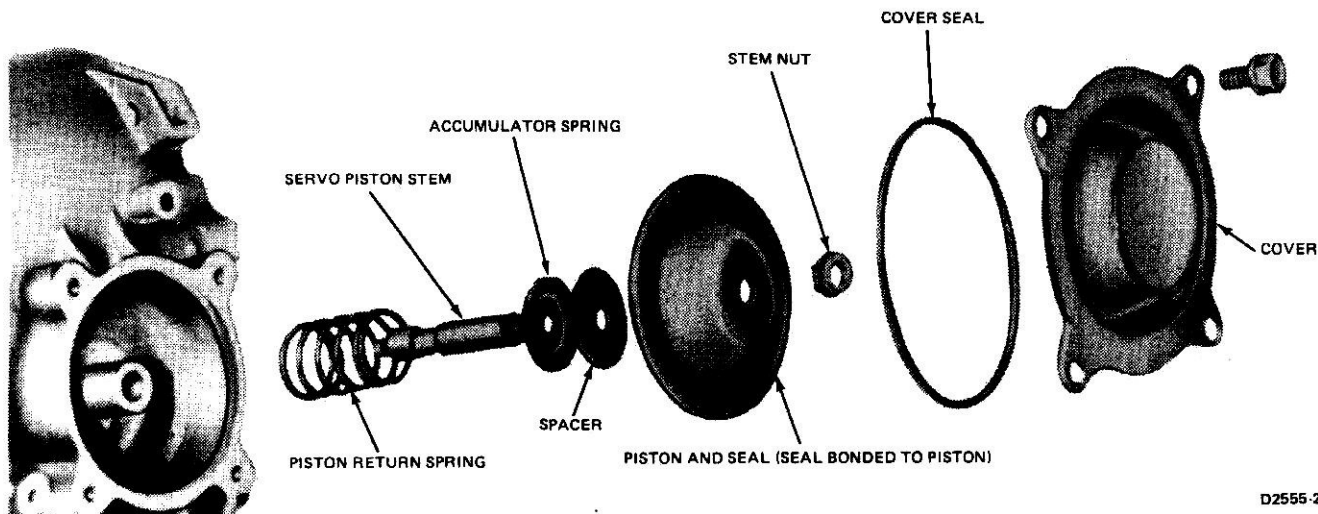
FRONT PUMP

Disassembly

1. Remove the four seal rings from the stator support.
2. Remove the five bolts that attach the stator support to the front pump housing. Remove the stator support from the pump housing (Fig. 63).
3. Remove the front and rear stator bushings if they are worn or damaged. Use the cape chisel (Fig. 64) and cut along the bushing seam until the chisel breaks through the bushing wall. Pry the loose ends of the bushing up with an awl and remove the bushing.
4. Remove the drive and driven gears from the front pump housing.
5. Press the bushing from the front pump housing with the handle and tool as shown in Fig. 65.

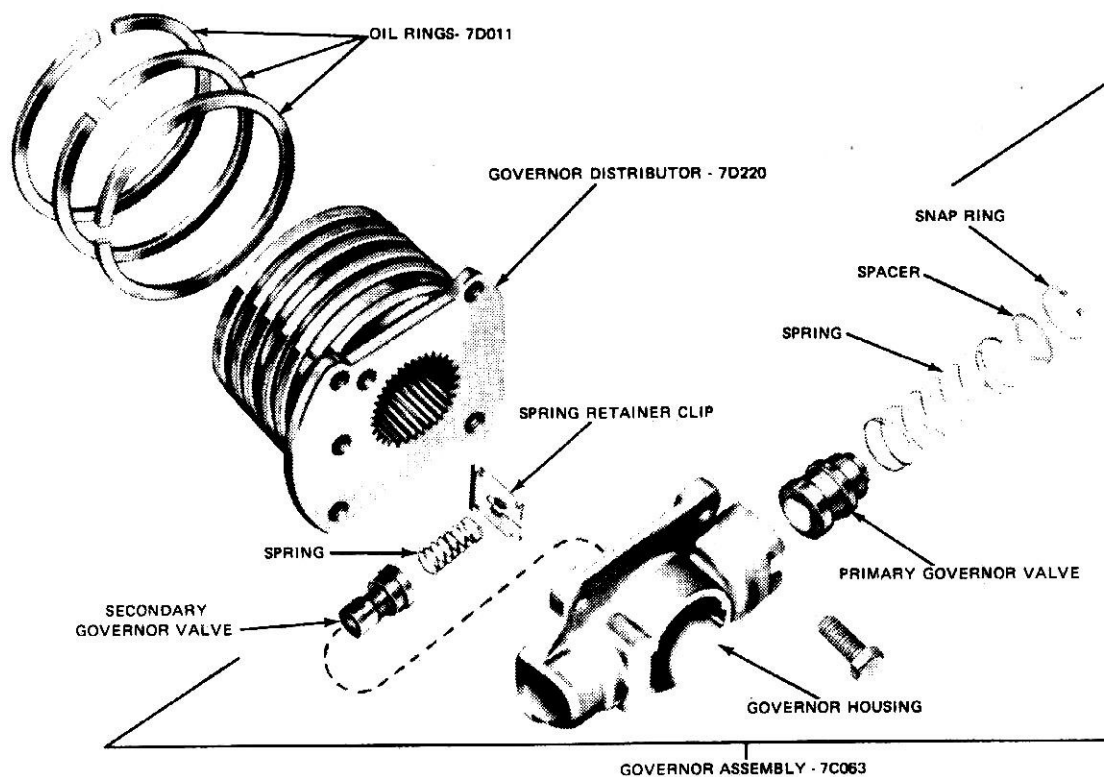
Assembly

1. Press a new bushing into the pump housing with the handle and tool as shown in Fig. 65. **Make sure the bushing is installed with the slot and groove positioned to the rear of the pump body and 60 degrees below the horizontal center line.**
2. Install the drive and driven gears in the pump housing. **Each gear has an identification mark on the side of the gear teeth that are chamfered. The chamfered side with the identification mark has to be positioned downward against the face of the pump housing.**



D2555-2A

FIG. 57 Low-Reverse Servo Disassembled—Pinto, Bobcat and Mustang II



GOVERNOR ASSEMBLY - 7C063

D1907-2C

FIG. 58 Governor Disassembled

3. Press new bushings into the stator support with the tool shown in Fig. 66. Use the long end of the tool for the front bushing and the short end for the rear bushing. When installing the rear bushing, be sure the hole in the bushing is lined up with the lube hole in the stator support.
4. Place the stator support in the pump housing and install the five attaching bolts. Torque the bolts to specification.
5. Install the four seal rings on the stator support. The two large oil rings are assembled first in the oil ring grooves toward the front of the stator support (Fig. 63).
6. Check the pump for free rotation by placing the pump on the converter drive hub in its normal running position and turning the pump housing.
7. If the front pump seal must be replaced, mount the pump in the transmission case and remove the seal

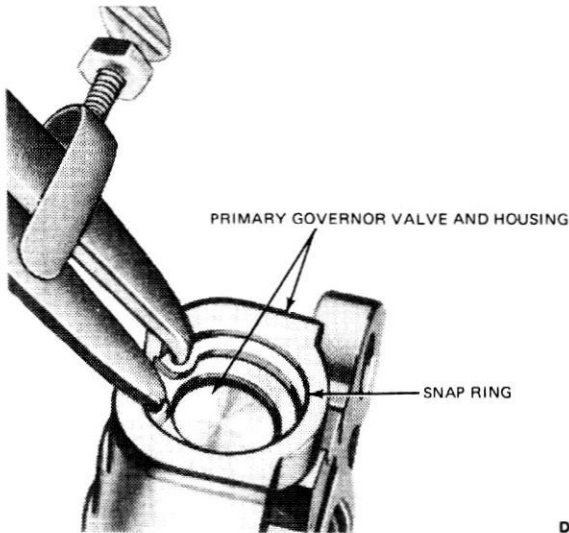


FIG. 59 Removing or Installing Governor Valve Snap Ring

with the tool shown in Fig. 67. To install the new seal, use the tool shown in Fig. 68.

REVERSE-HIGH CLUTCH

Disassembly

1. Remove the pressure plate snap ring (Fig. 70).
2. Remove the pressure plate, and the drive and driven clutch plates (Fig. 70). **If the composition clutch plates are to be reused, do not clean them in a vapor degreaser or with a detergent solution. Wipe the plates with a lint-free cloth.**

3. Place the reverse-high clutch drum in an arbor press. With the tools shown in Fig. 71, compress the piston return springs and remove the snap ring. When the arbor press ram is released, guide the spring retainer to clear the snap ring groove of the drum.
4. Remove the spring retainer and piston return spring.
5. Remove the piston by inserting air pressure in the piston hole of the clutch drum (Fig. 72).
6. Remove the piston outer seal from the piston and the piston inner seal from the clutch drum (Fig. 70).

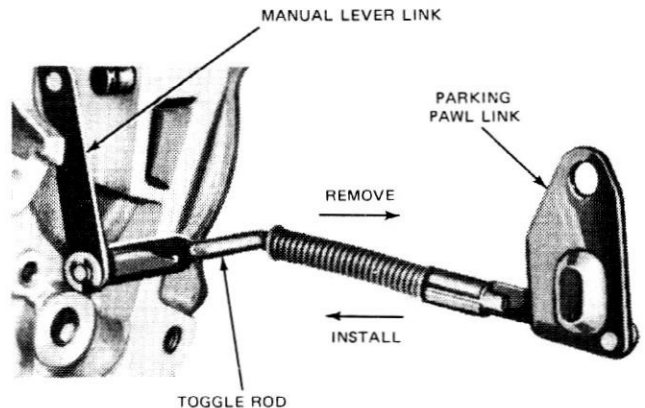


FIG. 61 Removing or Installing Parking Pawl Link

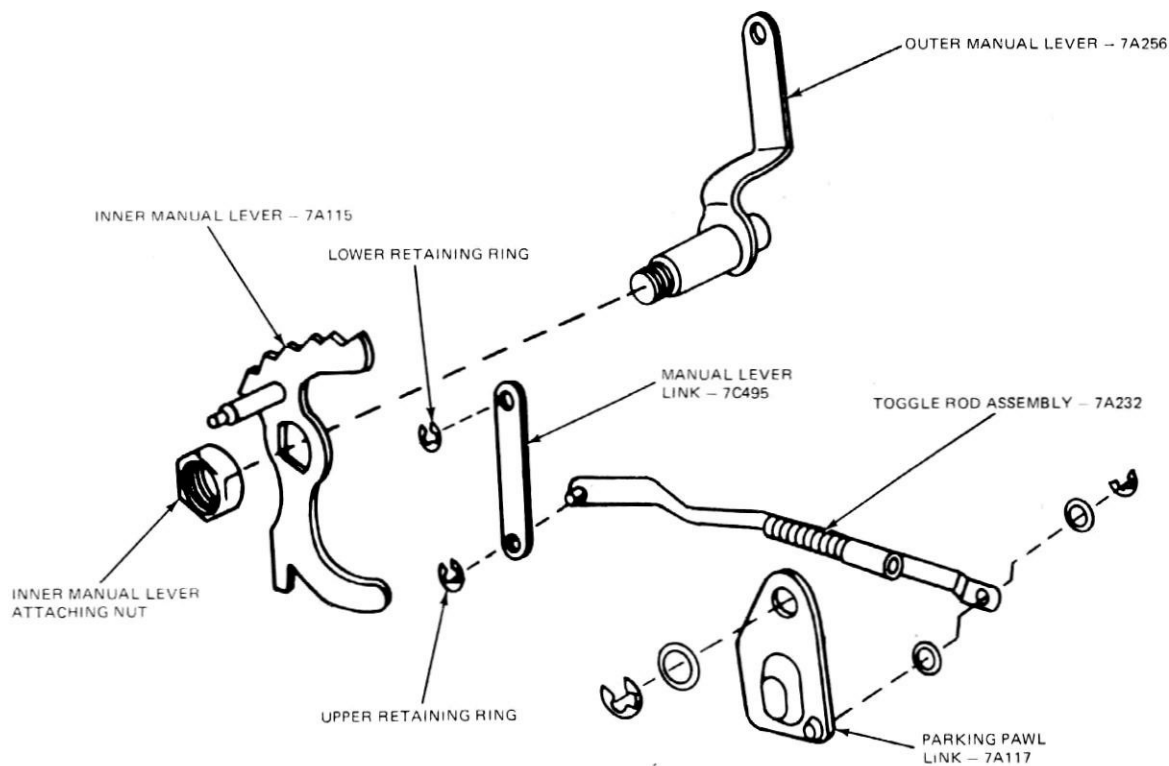


FIG. 60 Transmission Case Internal Linkage