

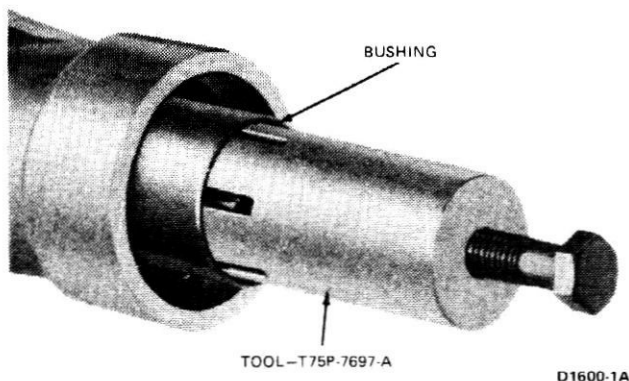


FIG. 7 Removing Extension Housing Bushing

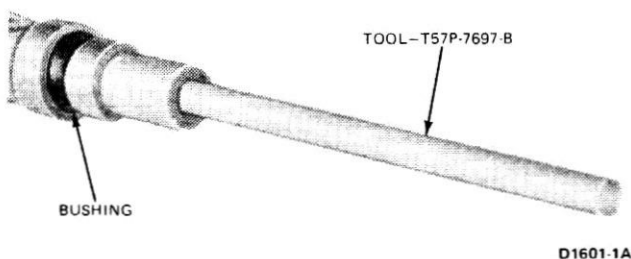


FIG. 8 Installing Extension Housing Bushing

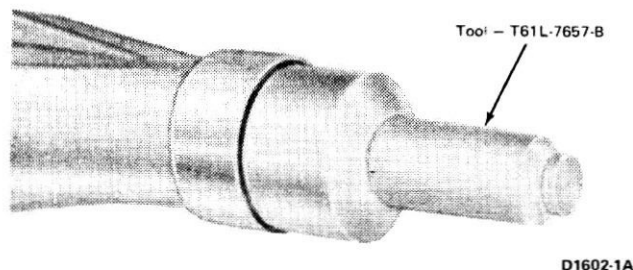


FIG. 9 Installing Extension Housing Seal

3. Disconnect the drive shaft from the rear axle flange and remove it from the transmission.
4. Disconnect the speedometer cable from the extension housing.
5. Remove the engine rear support-to-extension housing attaching bolts. On a Lincoln Continental, remove the reinforcement plate from under the transmission oil pan.
6. Place a jack under the transmission and raise it just enough to remove the weight from the engine rear support.
7. Remove the bolt that secures the engine rear support to the crossmember and remove the support.
8. Place a drain pan under the rear of the transmission case.
9. Lower the transmission and remove the extension housing attaching bolts. Slide the extension housing off the output shaft and allow the fluid to drain.

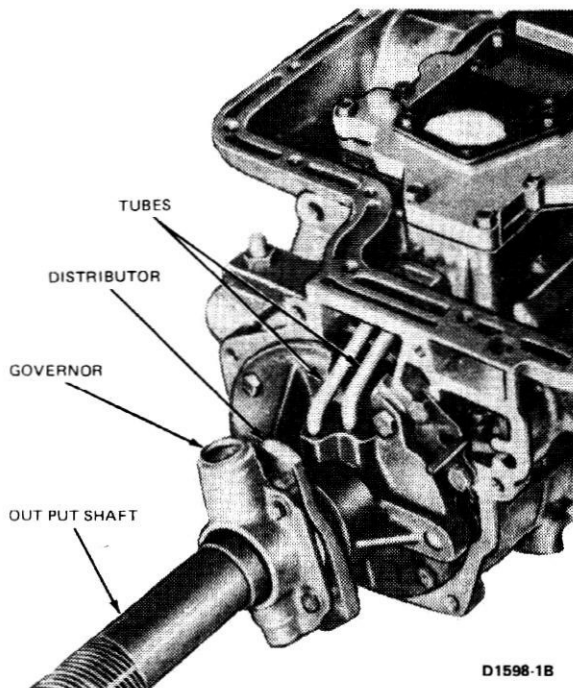


FIG. 10 Governor Installed

Installation

1. Clean the mounting surface on the transmission and on the extension housing. Position a new gasket on the transmission.
2. Hold the extension housing in place and secure it with the attaching bolts.
3. Raise the transmission high enough to position the engine rear support on the crossmember.
4. Secure the support to the crossmember with the attaching bolt and nut. Torque the bolt to specification.
5. Lower the transmission and remove the jack. Install the engine rear support-to-extension housing attaching bolts. Torque the bolts to specification.
On a Lincoln Continental, install the reinforcement plate and secure it with the attaching bolts.
6. Secure the speedometer cable to the extension housing with the attaching bolt.
7. Connect the parking brake cable to the equalizer. On a Lincoln Continental, connect the parking brake equalizer. Adjust the parking brake as required.
8. Install the drive shaft in the transmission and connect shaft to rear axle flange.
9. Fill the transmission to the correct level with the specified fluid. Refer to Part 17-01.

GOVERNOR

Removal

1. Remove the extension housing as outlined in this section of the manual.
2. Remove the governor-to-distributor attaching bolts (Fig. 10).
3. Remove the governor from the flange.

4. Refer to the Disassembly and Assembly Section of this Part for governor repair operations.

Installation

1. Secure the governor (Fig. 10) to the distributor flange with the attaching bolts. Torque the bolts to specification.

2. Reinstall the extension housing as outlined in this Part of the manual.

DISASSEMBLY AND ASSEMBLY TRANSMISSION

Before removing any of the subassemblies, thoroughly clean the outside of the transmission to prevent dirt from entering the mechanical parts.

During the repair of the subassemblies, certain general instructions which apply to all units of the transmission must be followed. Following these instructions will avoid unnecessary repetition.

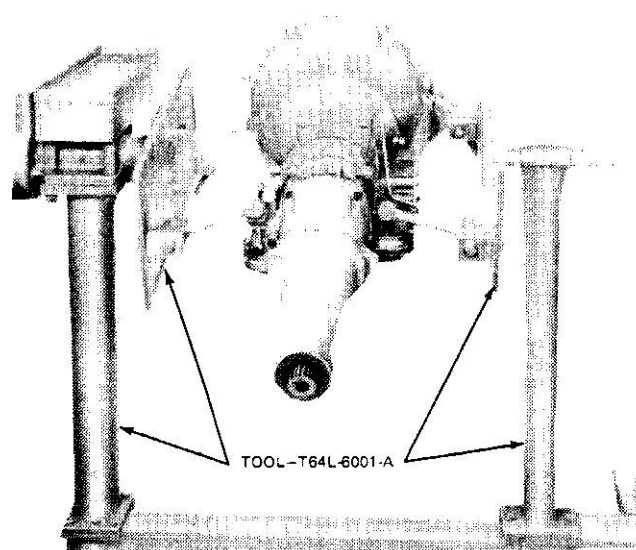
Handle all transmission parts carefully to avoid nicking or burring the bearing or mating surfaces. Lubricate all internal parts of the transmission with clean automatic transmission fluid before assembly. Do not use any other lubricants except on gaskets and thrust washers. These may be coated with petroleum jelly to facilitate assembly. Always use new gaskets and seals when assembling a transmission. Refer to Part 17-01 for cleaning and inspection procedures.

Tighten all bolts and screws to the recommended torque as outlined in the Specifications at end of this Part.

Disassembly

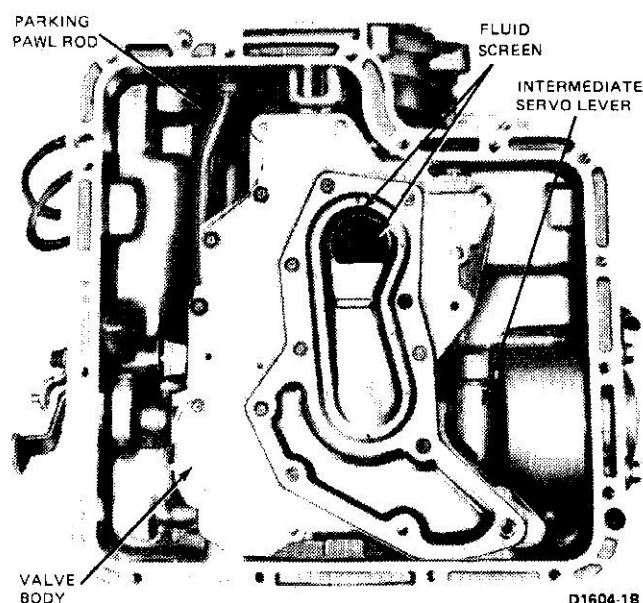
1. Mount the transmission in holding fixture T64L-6001-A (Fig. 11).
2. Remove the 17 fluid pan attaching bolts. Remove the pan and gasket.
3. Remove the 8 valve body attaching bolts. Lift the valve body (Fig. 12) from the transmission case.
4. Attach a dial indicator to the front pump as shown in Fig. 13. Install tool T61L-7657-B in the extension housing to center the output shaft.
5. Pry the gear train to the rear of the case and at the same time, press the input shaft inward until it bottoms (Fig. 13). Set the dial indicator to read zero.
6. Pry the gear train forward (Fig. 13) and note the amount of gear train end play on the dial indicator. Record the end play to facilitate assembling the transmission. Remove the dial indicator from the pump and the tool from the extension housing.
7. Remove the vacuum diaphragm, rod and the primary throttle valve from the case. Slip the input shaft out of the front pump.
8. Remove the front pump attaching bolts. Pry the gear train forward as shown in Fig. 14 to remove the pump.
9. Loosen the band adjustment screw and remove the two struts.
10. Rotate the band 90 degrees counterclockwise to align the ends with the slot in the case (Fig. 15). Slide the band off the reverse-high clutch drum.

11. Remove the forward part of the gear train as an assembly as shown in Fig. 16.
12. Remove the bolts that attach the servo cover to the transmission case.



D1603-1B

FIG. 11 Transmission Mounted in Holding Fixture



D1604-1B

FIG. 12 Transmission With Pan Removed