

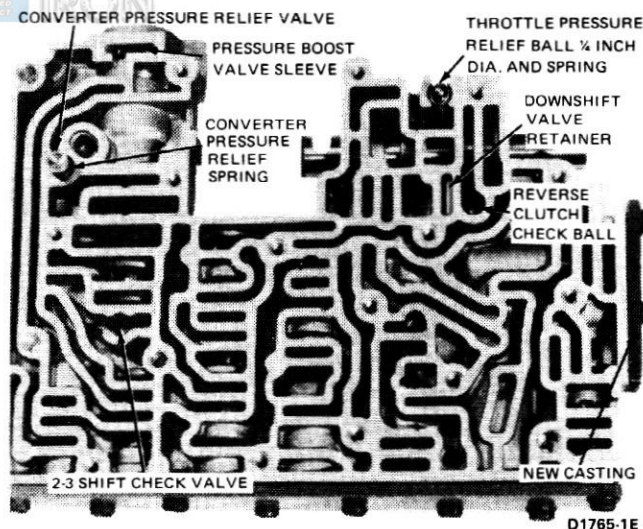
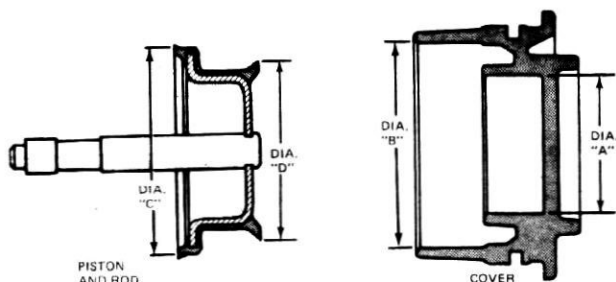


FIG. 23 Converter Pressure Relief Valve, Throttle Pressure Relief Valve, and 2-3 Shift Check Valve Locations

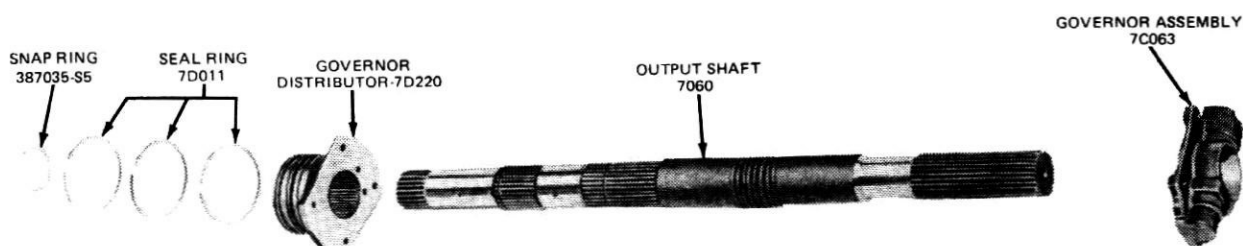


INTERMEDIATE SERVO PISTON AND COVER IDENTIFICATION - 1978

Transmission	Piston		Cover		
	Dia. C	Dia. D	Dia. A	Dia. B	Letter Identification
PJA-BU3	2.960 2.940	1.989 1.969	1.947 1.944	2.917 2.914	N
PJC-H16, -M3	2.909 2.889	2.140 2.122	2.100 2.097	2.866 2.863	P
PJD-AM3, -AN3 PJD-AP3					
PJA-C17, -BH3	2.909	2.056	2.014	2.866	S
PJA-H16, -BJ3	2.889	2.036	2.011	2.863	
PJA-BW3					
PJA-C3, -CC					

D2037-1M

FIG. 24 Intermediate Servo Cover and Piston Identification—1978



D1623-2C

FIG. 25 Output Shaft Disassembled

3. Install the parking pawl shaft in the case. Slip the parking pawl and spring into place on the shaft.
4. Position the guide plate on the case, making sure that the actuating rod is seated in the slot of the plate. Secure the plate with two bolts and lockwashers.

SERVO APPLY LEVER

Disassembly

1. Working from inside of the transmission case, carefully drive on the servo apply lever shaft to remove the cup plug. The shaft (Fig. 30) can be withdrawn from the case by hand.

Assembly

1. Hold the servo apply lever in position and install the new shaft.
2. Using the fabricated tool shown in Fig. 30, drive the cup plug into position in the case. Be sure the plug is flush with the shoulder of the counterbore. The cup plug may be coated with Loctite, Part NO. C3AZ-19554-A, or equivalent before installation.

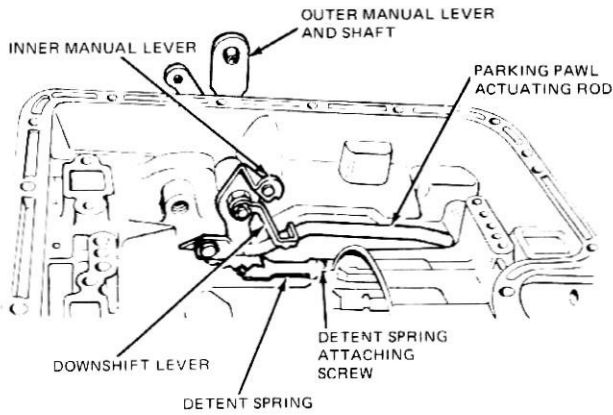
FRONT PUMP

The front seal can be replaced after the pump has been installed on the transmission (Figs. 31 and 32).

Disassembly

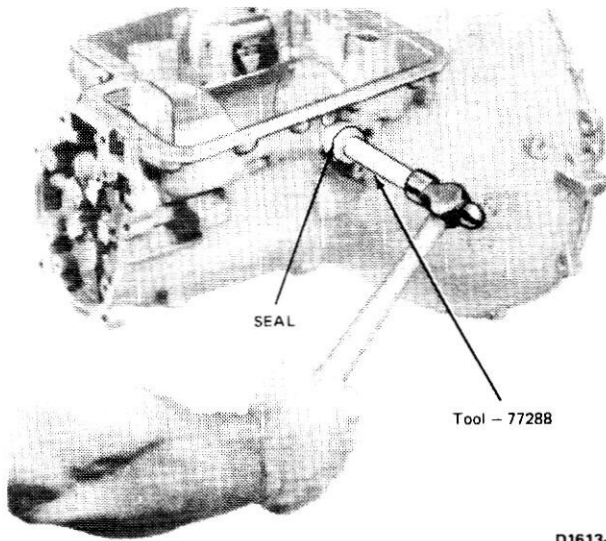
1. Remove the two seal rings and the selective thrust washer (Fig. 33).
2. Remove the large square-cut seal from the O.D. of the pump housing.
3. Remove the 5 bolts that secure the stator support to the pump housing. Lift the support from the housing.
4. Remove the drive and the driven gear from the housing.
5. If the pump housing bushing is worn or damaged, replace it using the handle and tool shown in Fig. 34.

Place the new bushing in position, making sure the half moon slot in the bushing is on top and in line with the oil lube hole near the seal bore. Press the bushing in 0.060-0.080 inches below the front face of the bushing bore. Use Tool T66L-7003-B9 and handle to seat the bushing properly. After assembly, the half moon slot must be in past the lube hole to provide proper lubrication.



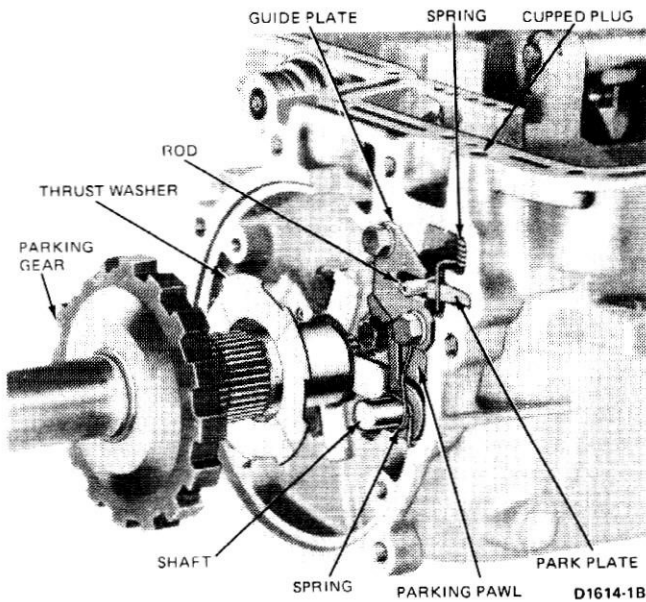
D2330-1A

FIG. 26 Downshift and Manual Linkage



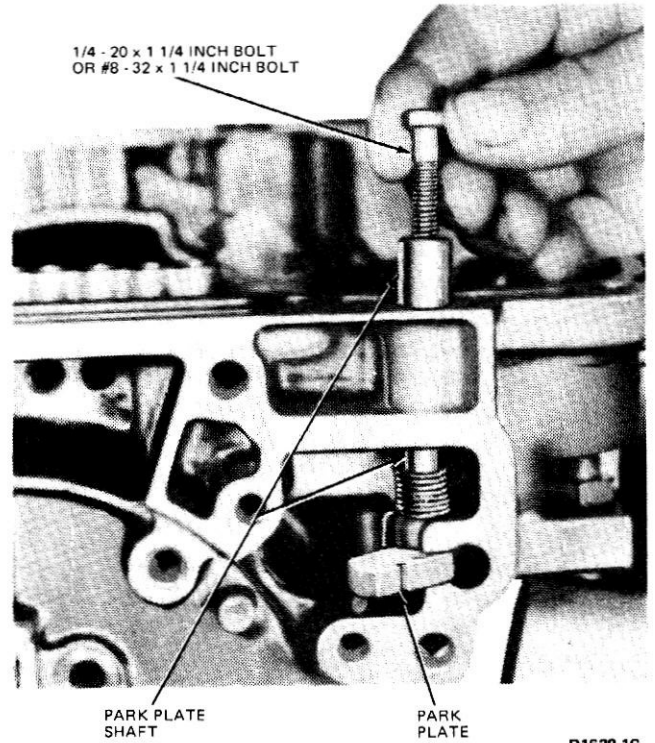
D1613-1A

FIG. 27 Installing Manual Lever Seal



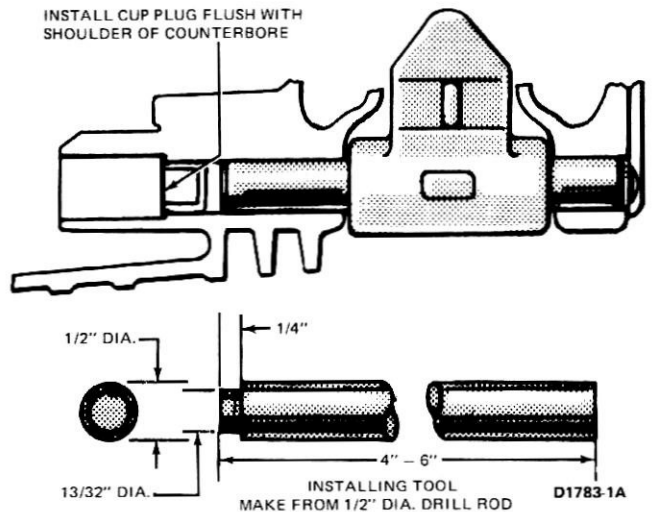
D1614-1B

FIG. 28 Parking Pawl Mechanism



D1629-1C

FIG. 29 Removing Park Plate



D1783-1A

FIG. 30 Servo Apply Lever Installation

Assembly

1. Install the drive and driven gears in the pump housing. Each gear has either an identification mark or chamfered teeth on one face. **The identification mark or the chamfered surface on each gear must be installed toward the front of the pump housing.**
2. Position the stator support in the pump housing and install the five attaching bolts. Torque the bolts to specification as listed at the end of this Part.
3. Carefully install two new seal rings on the pump support. Make sure that the ends of the rings are engaged to lock them in place. Install a new square-cut seal on the O.D. of the pump housing.

4. Install the selective thrust washer. Make sure that the correct thickness selective washer is being used to obtain the specified end play. Refer to Specifications at end of this Part.
5. Place the pump on the converter, making sure that the drive gear engages the converter hub. Rotate the pump to make sure that the gears rotate freely.

REVERSE-HIGH CLUTCH

Disassembly

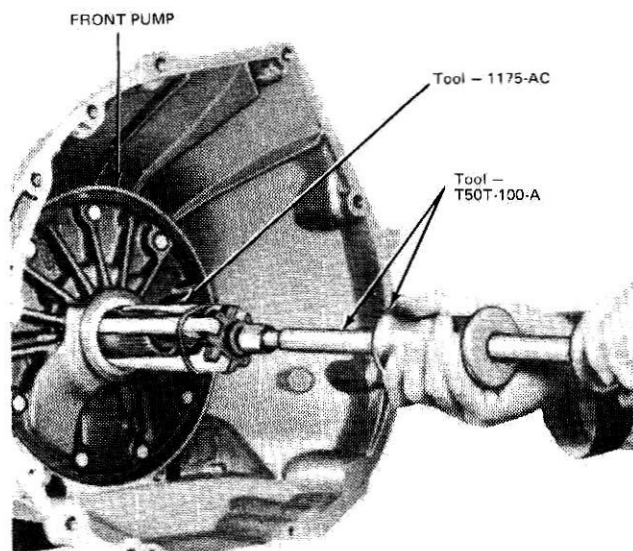
1. Separate the drive train as shown in Fig. 35. Remove the pressure plate retaining snap ring as shown in Fig. 36.
2. Remove the pressure plate and the drive and driven clutch plates (Fig. 37).
3. Install Tool T65L-77515-A (Fig. 38) on the reverse-high clutch drum. Make sure that the legs clear the snap ring enough to permit expanding it for removal. Remove the snap ring and remove the tool.
4. Remove the spring retainer and the piston return springs.
5. Apply air pressure to the piston apply hole in the clutch hub (Fig. 39) and remove the piston.
6. Remove the piston outer seal from the piston and the inner seal from the clutch drum (Fig. 37).
7. Remove the front and rear bushings from the clutch drum if they are worn or damaged. To remove the front bushing, use a cape chisel 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.

To remove the rear bushing, use the tool shown in Fig. 40, and press the bushing from the drum.

Assembly

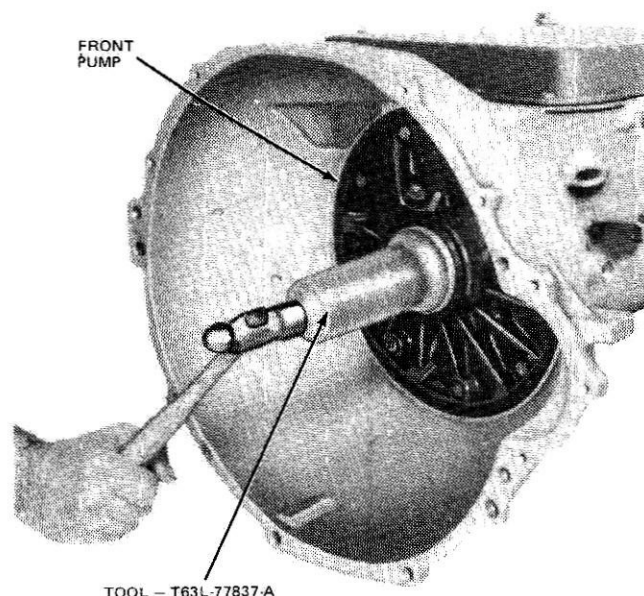
1. If the clutch drum bushings were removed, position the drum in a press and press new bushings into the drum with the tools shown in Figs. 40 or 41.
2. Dip the new seals in transmission fluid and install one on the drum and one on the piston.
3. Install the piston in the clutch drum.
4. Position the piston return springs in the piston sockets (Fig. 42). Place the spring retainer on the springs.
5. Install Tool T65L-77515-A (Fig. 38) and compress the springs. Make certain that the spring retainer is centered while compressing the springs. Install the snap ring. Before releasing the pressure on the tool, make certain that the snap ring is positioned inside of the four snap ring guides on the spring retainer.
6. Clutch plate usage varies with each model, refer to the Specifications at end of this Part for the number of plates required. Dip the clutch plates in clean transmission fluid. Install the clutch plates alternately starting with a steel drive plate (Fig. 37). **When new composition clutch plates are used, soak the plates in automatic transmission fluid (Specification ESP-M2C138-CJ) for 15 minutes before they are assembled.**

7. After all clutch plates have been installed, position the pressure plate in the clutch drum. Install the pressure plate snap ring.
8. With a feeler gauge, check the clearance between the pressure plate and snap ring (Fig. 43).
9. The pressure plate should be held downward as the clearance is checked. Refer to Specifications at end of this Part for the proper clearance. If the clearance is not within specifications, selective thickness snap rings are available in the following thicknesses: 0.056-0.060, 0.065-0.069, 0.074-0.078, 0.083-0.087, 0.110-0.114, 0.128-0.132, and 0.092-0.096 inch. Install the correct size snap ring and recheck the clearance.



D1636-1D

FIG. 31 Removing Pump Seal



D1637-1A

FIG. 32 Installing Front Pump Seal