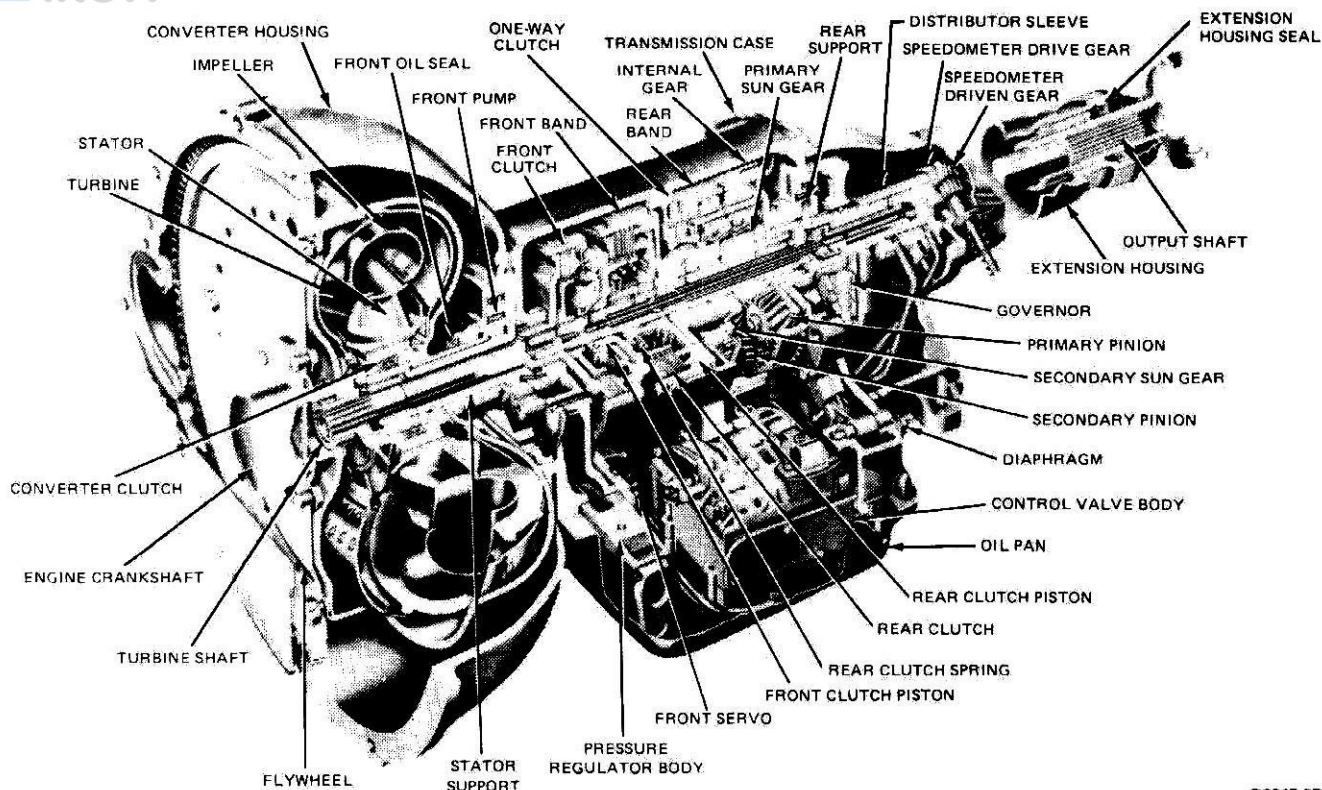
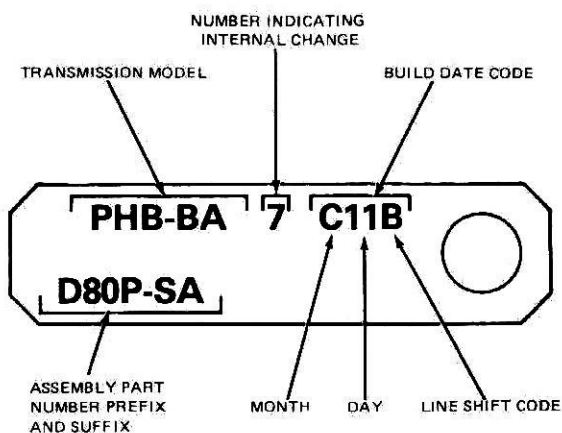




D2045-2B

FIG. 1 FMX Transmission—Typical

TAG LOCATED UNDER LOWER RIGHT
EXTENSION-TO-CASE ATTACHING BOLT

D2542-1D

FIG. 2 Identification Tag

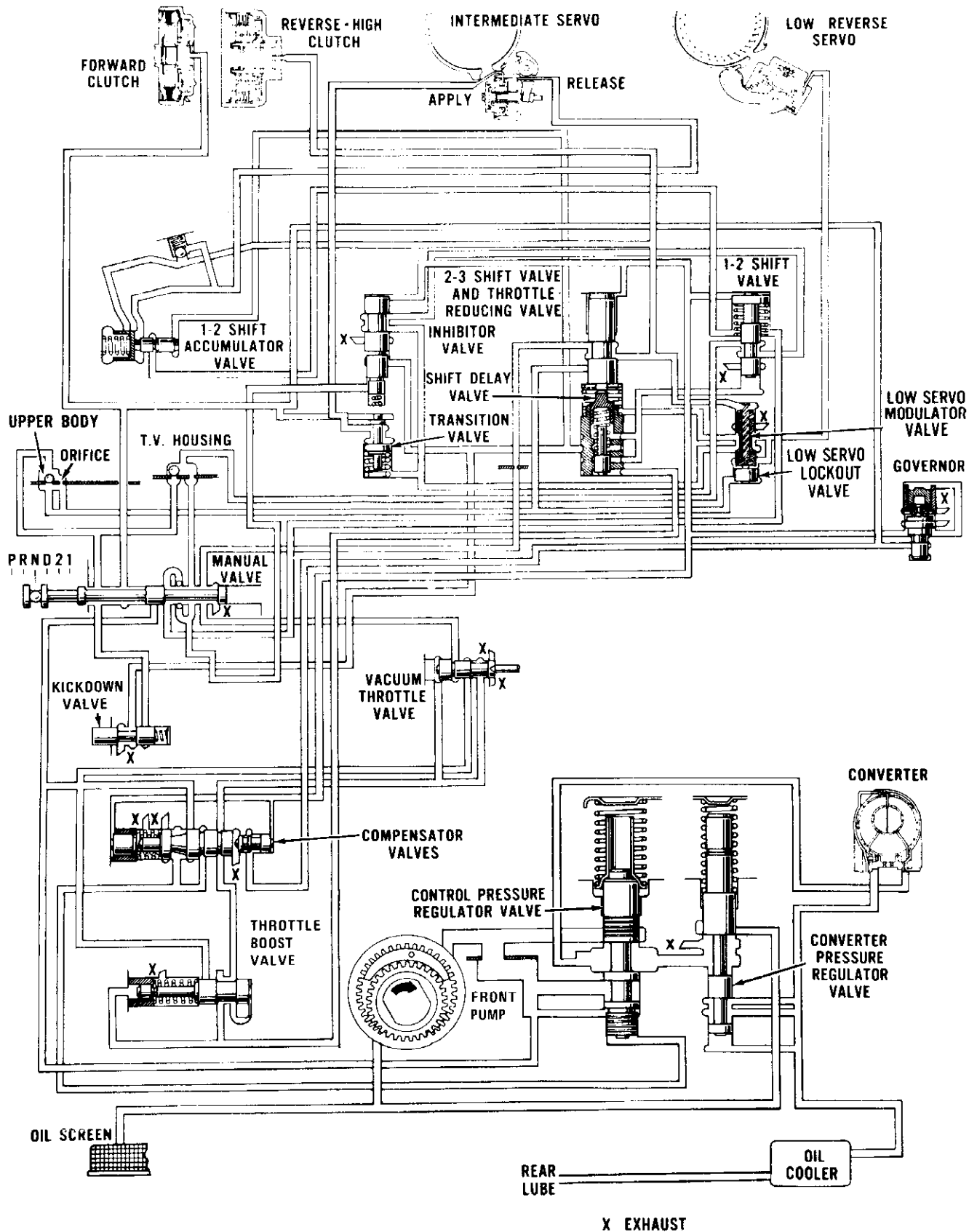


FIG. 3 Hydraulic Control System—FMX Transmission

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ADJUSTMENTS

The only adjustments on the transmission are the front and rear bands.

To prevent damage to the transmission and to assure proper band adjustment, it is essential that the tools and procedures described below are used whenever the bands are adjusted.

FRONT BAND ADJUSTMENT

(Using Tool 7225-BA)

1. Drain the fluid from the transmission by loosening the pan attaching bolts starting at the rear of the pan and working toward the front. When most of the fluid has drained from the pan, remove the remainder of the attaching bolts. **Use a clean drain can equipped with a 100-mesh screen if the fluid is to be reused.**
2. Remove the pan, then remove the fluid screen and clip from the transmission. Thoroughly clean the pan and screen. Remove all gasket material from the pan and pan mounting face of the case.
3. Loosen the front servo adjusting screw lock nut.
4. Pull back on the actuating rod, and insert the 1/4-inch spacer between the adjusting screw and servo piston stem (Fig. 4). Tighten the adjusting screw to 10 in-lb torque. Remove the spacer and tighten the adjusting screw an additional 3/4 turn. Hold the adjusting screw stationary and tighten the lock nut. Torque lock nut to specification limits as given in Specifications at end of this Part.

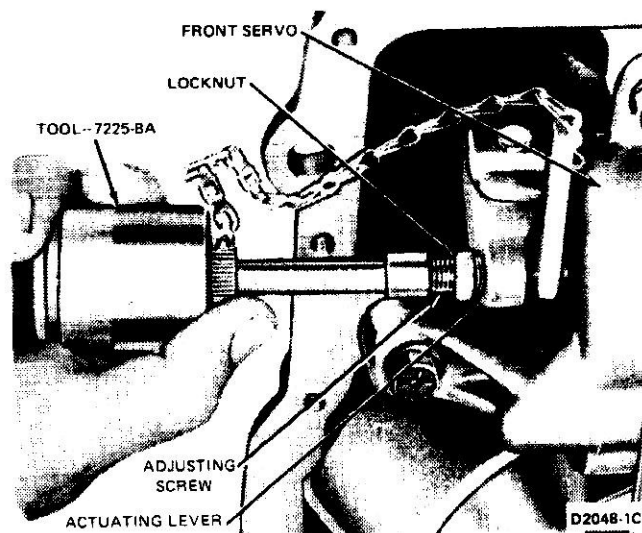


FIG. 4 Adjusting Front Band—Typical

5. Install the transmission fluid screen and clip. Install the pan using a new gasket.
6. Refill the transmission to the proper level with the specified fluid. Refer to Part 17-01.

Alternate Front Band Adjustment—(Using Tool T581-7195-A)

1. Drain the fluid from the transmission. **If the same fluid is to be used again in the transmission after the band adjustment, filter the fluid through a 100-mesh screen as it drains from the transmission. Reuse the fluid only if it is in good condition.**
2. Remove and thoroughly clean the pan and screen. Discard the pan gasket.
3. Loosen the front servo adjusting screw lock nut two full turns with a 9/16-inch wrench. Check the adjusting screw for free rotation in the actuating lever after the lock nut is loosened, and free the screw if necessary.
4. Pull the adjusting screw end of the actuating lever away from the servo body, and insert the 1/4-inch spacer (Fig. 5) between the servo piston stem and the adjusting screw.

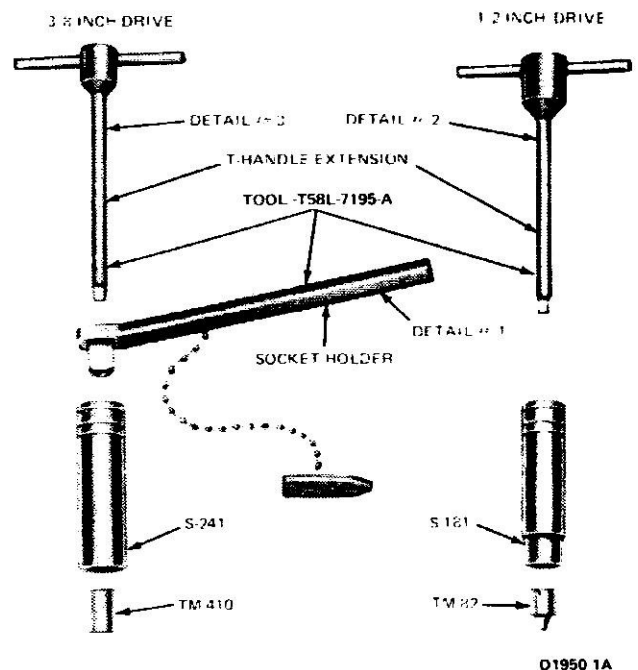


FIG. 5 Front Band Adjusting Tools

5. Install the socket handle on the 9/16 inch socket (Fig. 5).
6. Insert the T-handle extension through the socket handle and socket, and install the screwdriver socket on the T-handle extension (Fig. 5).
7. Place the tool on the adjusting screw so that the screwdriver socket engages the screw and the 9/16-inch socket engages the lock nut (Fig. 5).
8. With a torque wrench on the T-handle extension, tighten the adjusting screw to 10 in-lb torque.
9. Remove the spacer and tighten the adjusting screw an additional 3/4 turn. Hold the adjusting screw stationary, and torque the lock nut to specification as listed at the end of this Part.

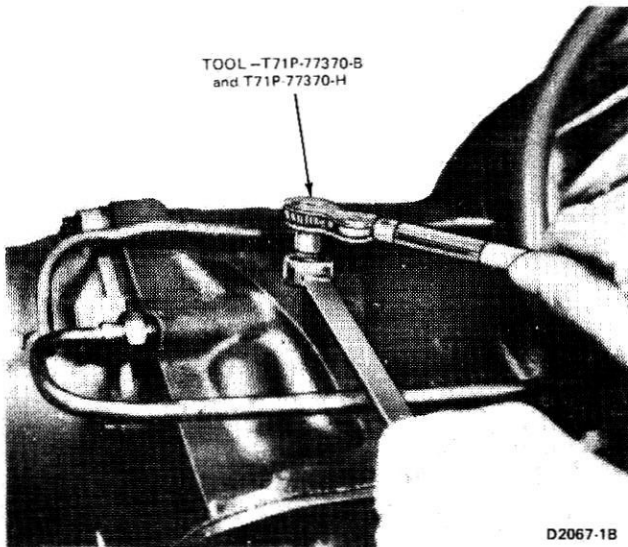


FIG. 6 Adjusting Rear Band—Except LTD II/Thunderbird/Cougar

10. Place a new gasket on the pan, and install the screen and pan on the transmission.
11. Refill the transmission to the proper level with the specified fluid. Refer to Part 17-01.

REAR BAND ADJUSTMENT

1. Remove all dirt from the adjusting screw threads, then oil the threads.
2. Loosen the reverse band adjusting screw lock nut. Using the torque wrench shown in Fig. 6 or 7,

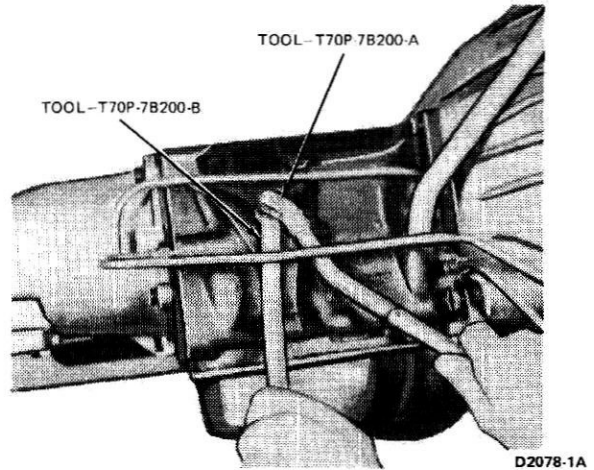


FIG. 7 Adjusting Rear Band—LTD II/Thunderbird/Cougar

tighten the adjusting screw until the tool handle clicks. The tool is a preset torque wrench which clicks and breaks when the torque on the adjusting screw reaches 10 ft-lb.

3. If the screw is found to be tighter than wrench capacity (10 ft-lb torque), loosen the screw and tighten until the wrench clicks and breaks.
4. Back off the adjusting screw 1-1/2 turns. Hold the adjusting screw stationary and tighten the adjusting screw lock nut to specification as listed at the end of this Part. **Severe damage may result if the adjusting screw is not backed off exactly 1-1/2 turns.**

REMOVAL AND INSTALLATION

TRANSMISSION

Ford, Mercury, LTD II, Thunderbird and Cougar

Removal

1. Drive the vehicle on a hoist, **but do not raise at this time.**
2. Remove the two upper bolts and lockwashers which attach the converter housing to the engine.
3. Raise the vehicle.
4. Place the drain pan under the transmission fluid pan. Starting at the rear of the pan and working toward the front, loosen the attaching bolts and allow the fluid to drain. Finally remove all of the pan attaching bolts except two at the front, to allow the fluid to further drain. With fluid drained, install two bolts on the rear side of the pan to temporarily hold it in place.
5. Remove the converter drain plug access cover from the lower end of the converter housing.
6. Remove the converter-to-flywheel attaching nuts. Place a wrench on the crankshaft pulley attaching bolt to turn the converter to gain access to the nuts.
7. With the wrench on the crankshaft pulley attaching bolt, turn the converter to gain access to the converter drain plug, and remove the plug. Place a drain pan under the converter to catch the fluid.

After the fluid has been drained, reinstall the plug.

8. Disconnect the driveshaft from the rear companion flange (marking it to assure correct assembly). Slide the shaft rearward from the transmission. Position a seal installation tool in the extension housing to prevent fluid leakage.
9. Disconnect the vacuum hoses from the vacuum diaphragm unit and the tube from the extension housing clip.
10. Install the converter housing front plate to hold the converter in place when the transmission is removed. Under no conditions should the converter be left attached to the engine when the transmission is removed. This could damage the input shaft, converter and pump.
11. Disconnect the starter cables from the starter and remove the starter.
12. Disconnect the oil cooler lines from the transmission.
13. Disconnect the downshift linkage from the transmission.
14. Disconnect the selector rod or cable from the transmission manual lever.
15. Disconnect the speedometer cable from the extension housing. Disconnect the exhaust inlet pipes at the exhaust manifolds (LTD II, Thunderbird and Cougar).