

most of the fluid has drained from the pan, remove the remainder of the attaching bolts. **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. Make sure that the container is clean. Reuse the fluid only if it is in good condition.**

2. Remove and thoroughly clean the pan and check oil filter for contamination. NOTE: If oil filter is contaminated, replace it. **Do not attempt to clean the oil filter.** Discard pan gasket. Remove all gasket material from pan and pan mounting face of case.
3. Loosen the front servo adjusting screw locknut two full turns.
4. Pull back on the actuating lever; then, insert the gauge block, Tool 7225-C13-B, of front band adjusting Tool 7225-C (Fig. 4) between the servo piston stem and adjusting screw.

Tighten the adjusting screw until the wrench overruns (this should be exactly 10 in.-lbs.). Remove the gauge block. Tighten the adjusting screw an additional 3/4-turn. Hold the adjusting screw stationary and tighten the locknut to 20 to 25 ft.-lbs. torque.

5. Install the transmission fluid screen and clips. Install the pan, using a new gasket.
6. Refill the transmission to the proper level with the specified fluid.

- contaminated, replace it. **Do not attempt to clean the oil filter.** Discard the pan gasket.
3. Loosen the front servo adjusting screw locknut two full turns with a 9/16-inch wrench. Check the adjusting screw for free rotation in the actuating lever after the locknut 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 adjusting tool gauge block (Fig. 4) between the servo position stem and the adjusting screw.

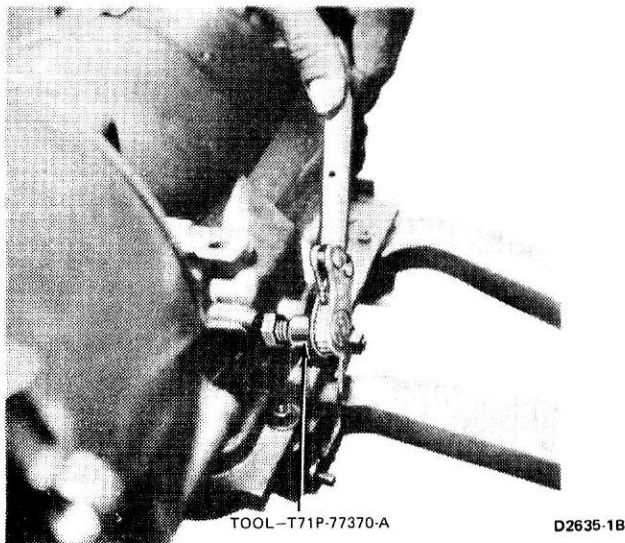
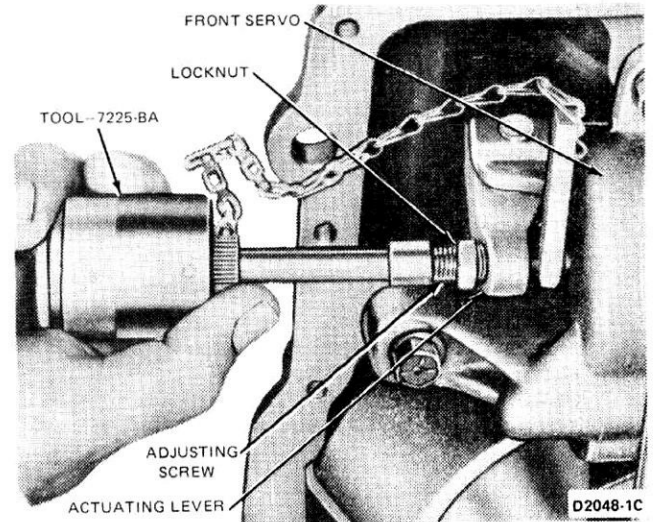


FIG. 3 Front Band Adjustment—C3 Transmission

FMX FRONT BAND ADJUSTMENT—ALTERNATE METHOD

1. Drain the fluid from the transmission. **If the fluid is to be used again after the band adjustment, filter the fluid through a 100-mesh screen as it drains from the transmission. Re-use the fluid only if it is in good condition.**
2. Remove and thoroughly clean the pan and check oil filter for contamination. NOTE: If oil filter is

FIG. 4 Typical Front Band Adjustment—FMX

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.
7. Place the tool on the adjusting screw so that the screwdriver socket engages the screw and the 9/16-inch socket engages the locknut.
8. With a torque wrench on the T-handle extension, torque the adjusting screw to 10 in.-lbs. Remove the gauge block. Tighten the adjusting screw an additional 3/4 turn.
9. Hold the adjusting screw stationary, and torque the locknut to 20 to 25 ft.-lbs. torque.
10. Place a new gasket on the pan, and install the pan on the transmission.
11. Refill the transmission to the proper level with the specified fluid.

FMX TRANSMISSION—REAR BAND ADJUSTMENT

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

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-lbs.

3. If the screw is found to be tighter than wrench capacity (10 ft-lbs. 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 locknut to 35 to 40 ft-lbs. torque. **Severe damage may result if the adjusting screw is not backed off exactly 1-1/2 turns.**

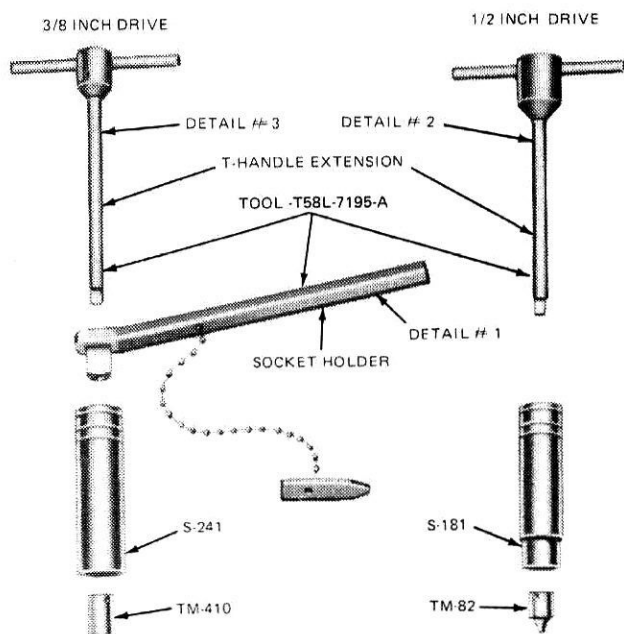
C-4 TRANSMISSION INTERMEDIATE BAND ADJUSTMENT

1. Clean all the dirt from the band adjusting screw area. Remove and discard the adjustment screw locknut. Install a new locknut on the adjustment screw, and leave it loose.
2. With the tool shown in Fig. 8, 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-lbs.
3. Back off the adjusting screw **exactly** 1-3/4 turns.
4. Keep the adjusting screw from turning and torque the locknut to 35 to 40 ft-lbs torque.

C-4 TRANSMISSION—LOW-REVERSE BAND ADJUSTMENT

1. Clean all the dirt from the band adjusting screw area. Remove and discard the adjustment screw locknut. Install a new locknut on the adjustment screw and leave it loose.

To remove the locknut on Pinto or Bobcat, use a 1-1/2 inch drive 3/4 x 1-1/2 inch long socket and socket handle.



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FIG. 5 Front and Rear Band Adjusting Tools

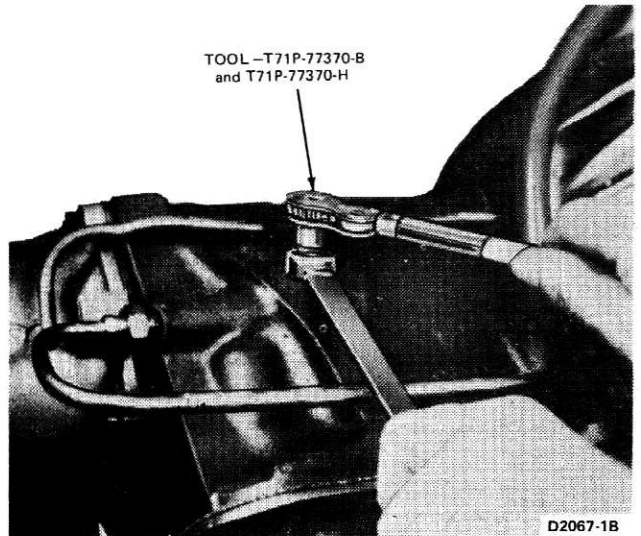


FIG. 6 Adjusting Rear Band

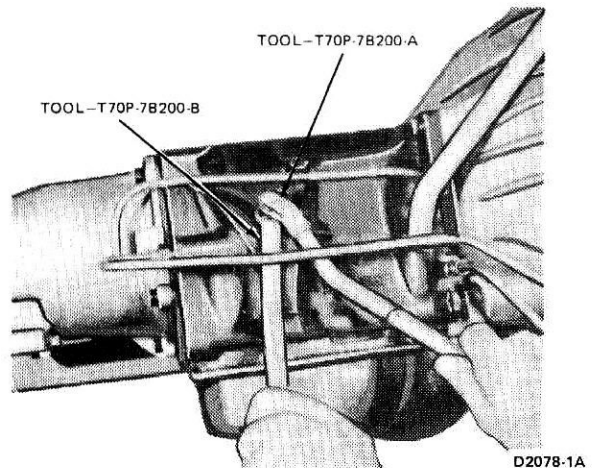


FIG. 7 Adjusting Rear Band—Restricted Work Space

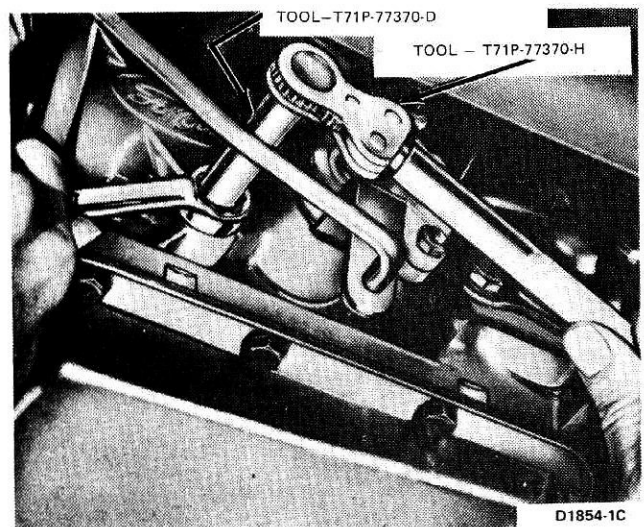


FIG. 8 Front (Intermediate) Band Adjustment—C4 Transmission