

# DISASSEMBLY

## TRANSMISSION

**NOTE:** See Fig. 52 and Fig. 53 for exploded view of internal parts, thrust washer and needle bearing locations.

1. Remove torque converter. Mount transmission in a holding fixture. Remove oil pan and gasket. Remove oil filter, grommet, and gasket.
2. Remove detent spring and roller assembly. Remove valve body retaining bolts and lift off valve body and gasket. Note bolt positions for reassembly.
3. Remove 2-3 accumulator assembly, low-reverse servo assembly, and overdrive servo assembly by pushing down on servo covers and removing retaining snap rings. Note length of low-reverse servo piston rod for reassembly reference. See Fig. 2.

**NOTE:** Length of low-reverse piston rod may vary. Three possible rod lengths are available.

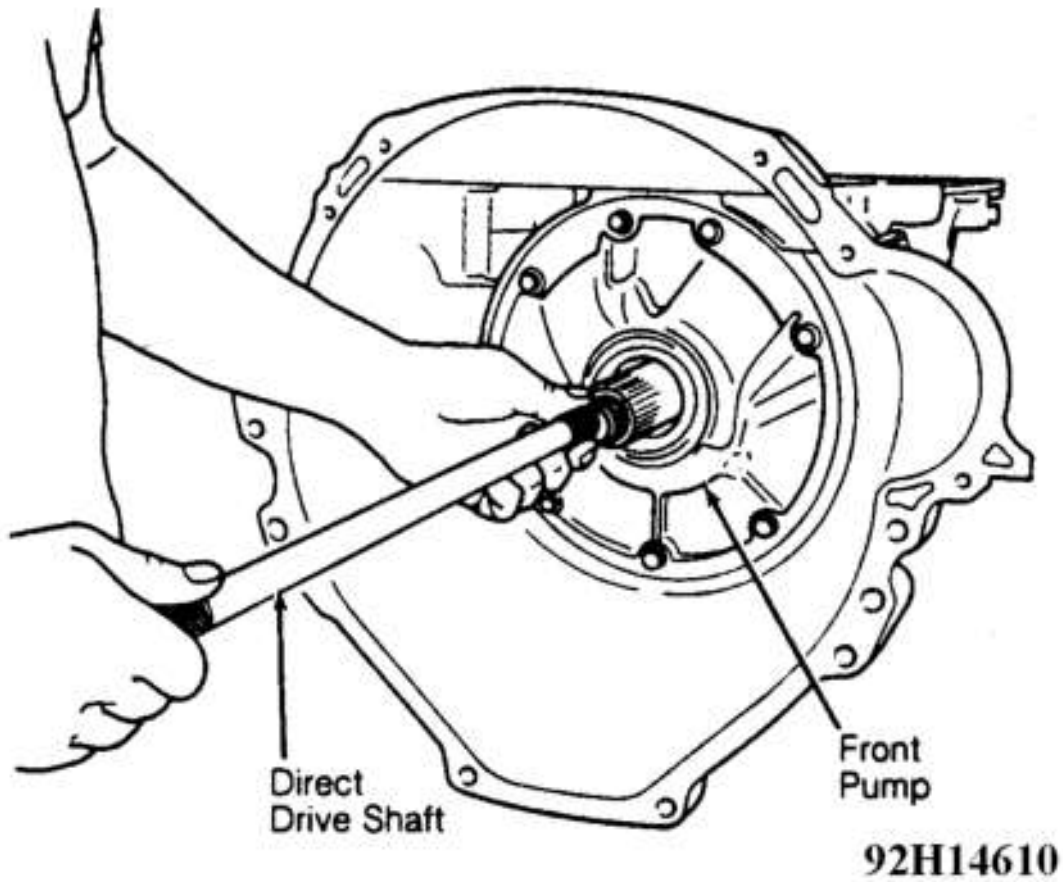
4. Remove direct drive shaft by pulling it straight out from case. See Fig. 27. Remove pump body retaining bolts. Remove pump from case using 2 slide hammers installed in opposite pump retaining bolt holes. Remove pump-to-case gasket.
5. Grasp turbine shaft and pull intermediate clutch pack, intermediate one-way clutch, reverse clutch, and forward clutch from transmission case as an assembly. Disconnect overdrive band from anchor pins and remove band from case.
6. Remove forward clutch hub and No. 3 needle bearing as an assembly. Remove forward sun gear, No. 5 needle bearing, reverse sun gear and drive shell, and No. 4 needle bearing from case as an assembly.
7. Note position of center support snap ring tangs for installation reference. Remove snap ring. Using a screwdriver, pry anti-clunk spring from between center support and case. Prior to removal, note position of anti-clunk spring to ensure it is reinstalled correctly.

**NOTE:** Anti-clunk spring is not called out separately but is part of assembly No. 9 in Fig. 53.

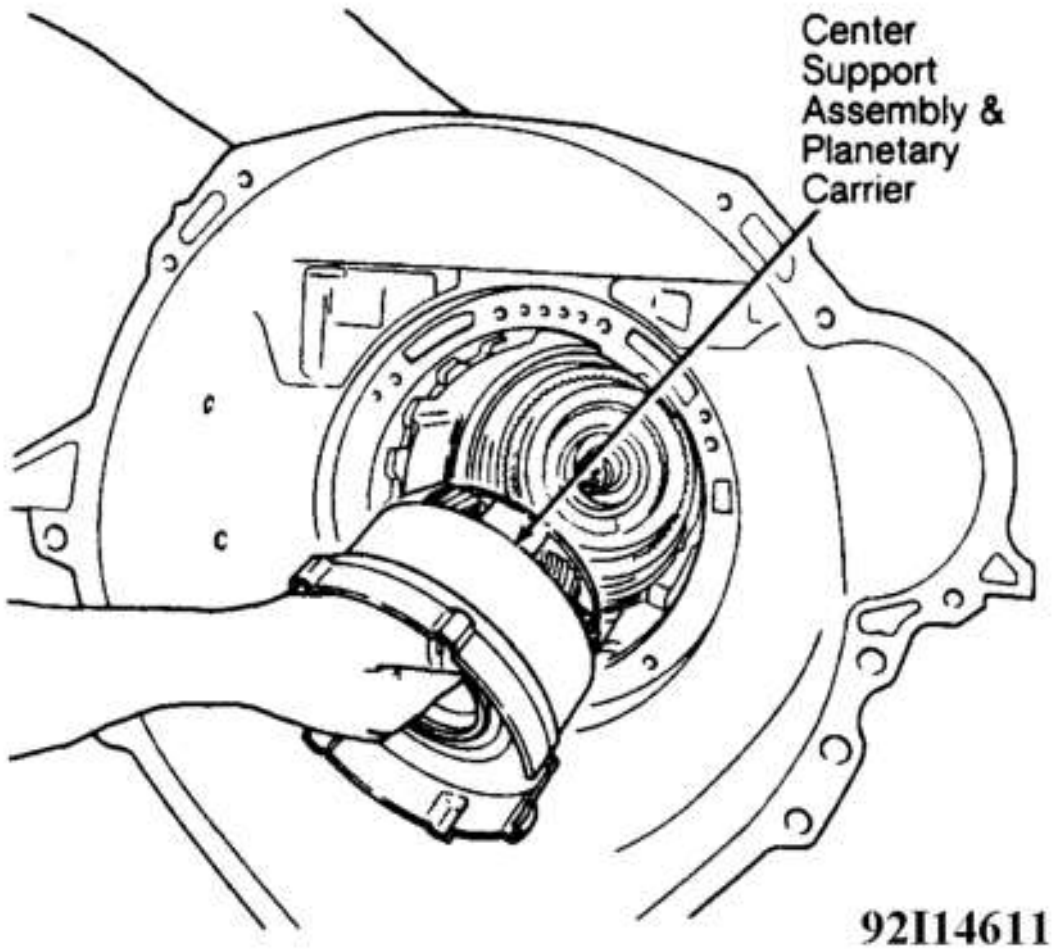
8. Remove center support and planetary carrier from case as an assembly. See Fig. 28. Remove reverse band from case. If direct clutch hub did not come out with planetary carrier, remove it from direct clutch.

**CAUTION:** If transmission is positioned with output shaft pointing up, DO NOT allow shaft assembly to fall through case when governor is removed.

9. Remove retaining bolts and slide extension housing from transmission. Remove and discard housing-to-case gasket. Remove retaining snap ring and slide governor assembly off output shaft. See Fig. 3. Remove governor drive ball from output shaft.
10. Remove output shaft, ring gear, and direct clutch as an assembly through front of case. Remove output shaft No. 9 needle bearing from rear of case. Remove intermediate clutch pack from one-way clutch. Remove reverse clutch assembly from forward clutch assembly. See Fig. 29.

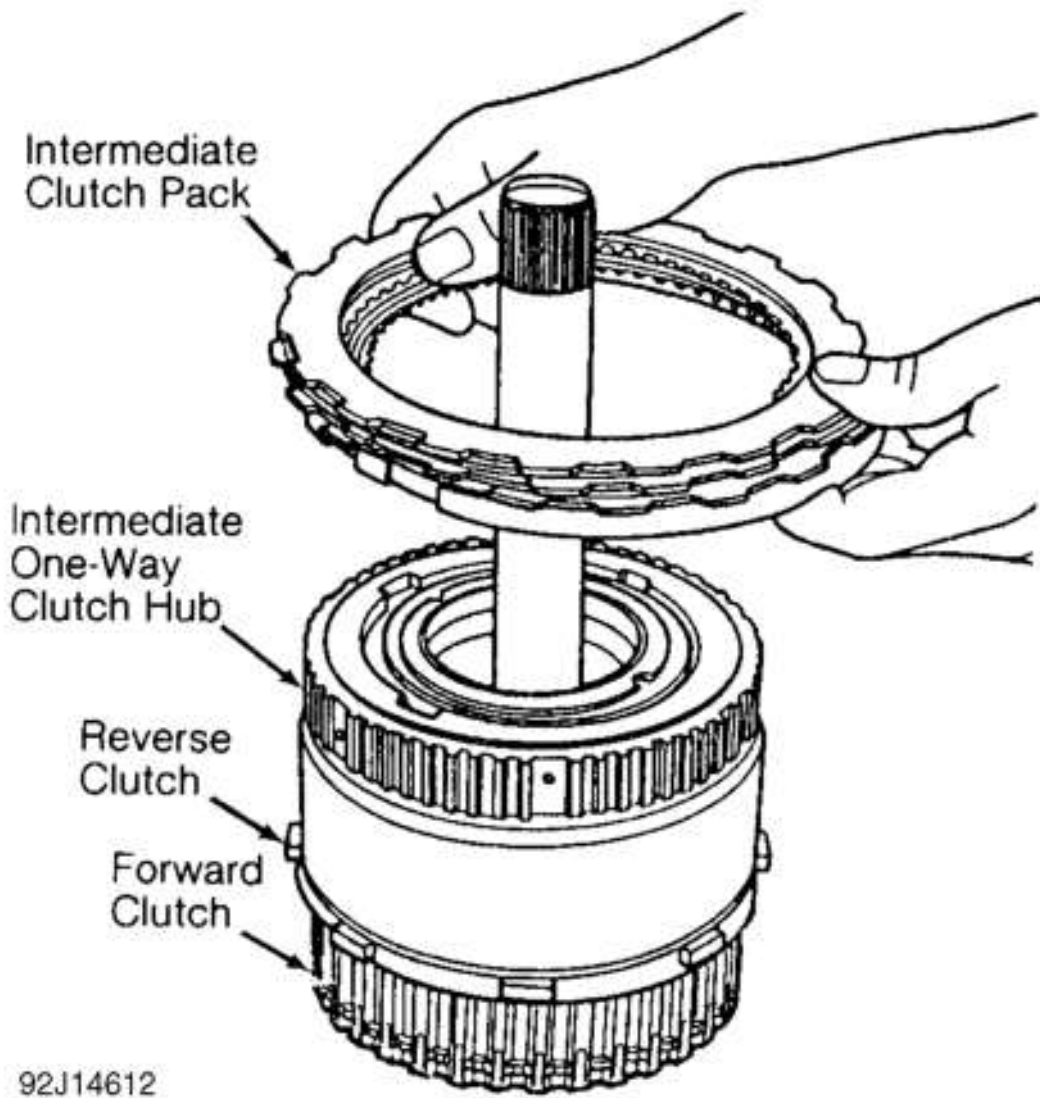


**Fig. 27: Removing Direct Drive Shaft**  
Courtesy of FORD MOTOR CO.



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**Fig. 28: Removing Center Support & Planetary Carrier**  
Courtesy of FORD MOTOR CO.



**Fig. 29: Separating & Installing Clutch Packs**  
Courtesy of FORD MOTOR CO.