

TORQUE CONVERTER

NOTE: Torque converter is a sealed unit and cannot be disassembled for service. Replace if found to be defective. The following tests will identify a defective converter.

CONVERTER FLUSHING

Whenever transmission has been disassembled to replace worn or damaged parts or because valve body sticks due to foreign material, converter and oil cooler must be cleaned using a mechanically agitated Cleaner (Rotunda 014-00028). Under no conditions should converter or oil cooler be cleaned by hand agitation using solvent.

LEAK TEST

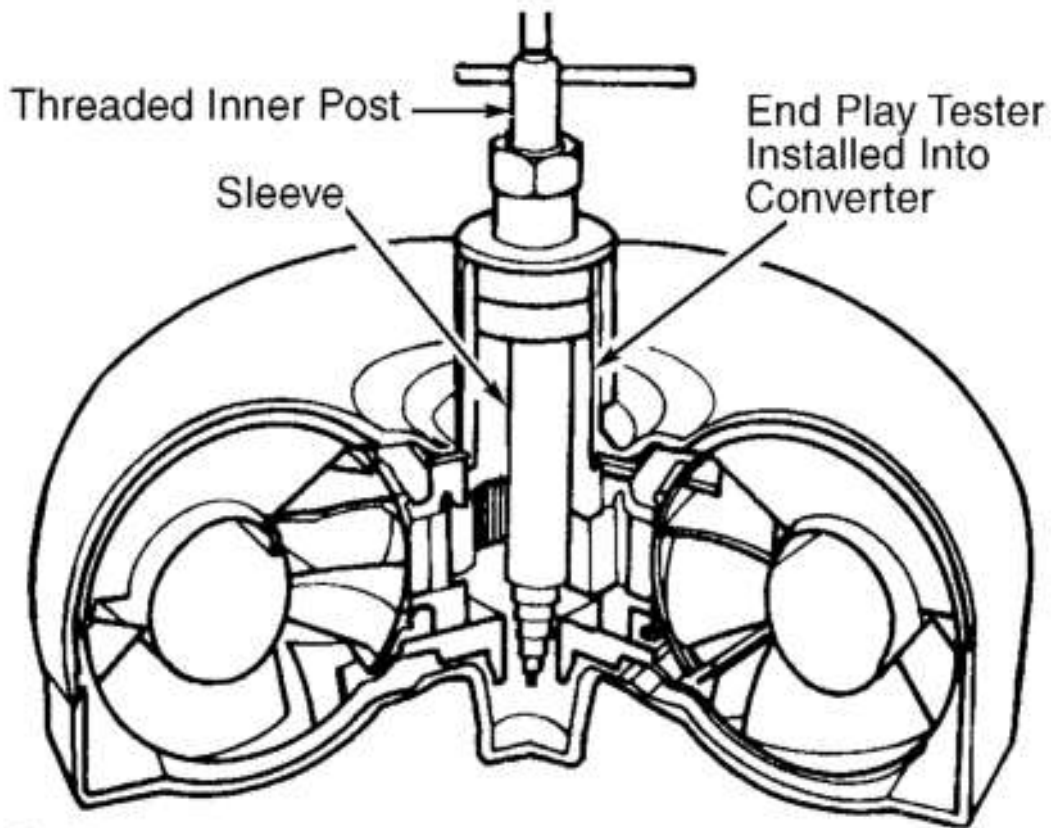
If torque converter welds indicate leakage, attach Torque Converter Leak Detector (Rotunda 014-R1067) to converter and follow detector kit instructions.

END-PLAY CHECK

1. Insert Tester (T80L-7902-A) into converter pump drive hub until hub bottoms. Expand sleeve in turbine spline by tightening threaded inner post of tester until sleeve is securely locked into spline. See **Fig. 8**.
2. Attach a dial indicator to tool with button on indicator positioned on converter pump drive hub. Zero dial face. Lift tool upward as far as tool will go and note indicator reading.
3. Reading is total end play of turbine and stator. If end play exceeds specification, replace torque converter assembly. See **TORQUE CONVERTER END PLAY SPECIFICATIONS TABLE**.

TORQUE CONVERTER END PLAY SPECIFICATIONS

Application	In. (mm)
1995	
New or Rebuilt Converter	.077 (1.96)
Used Converter	.100 (2.54)
1996	
New or Rebuilt Converter	.041 (1.04)
Used Converter	.074 (1.88)

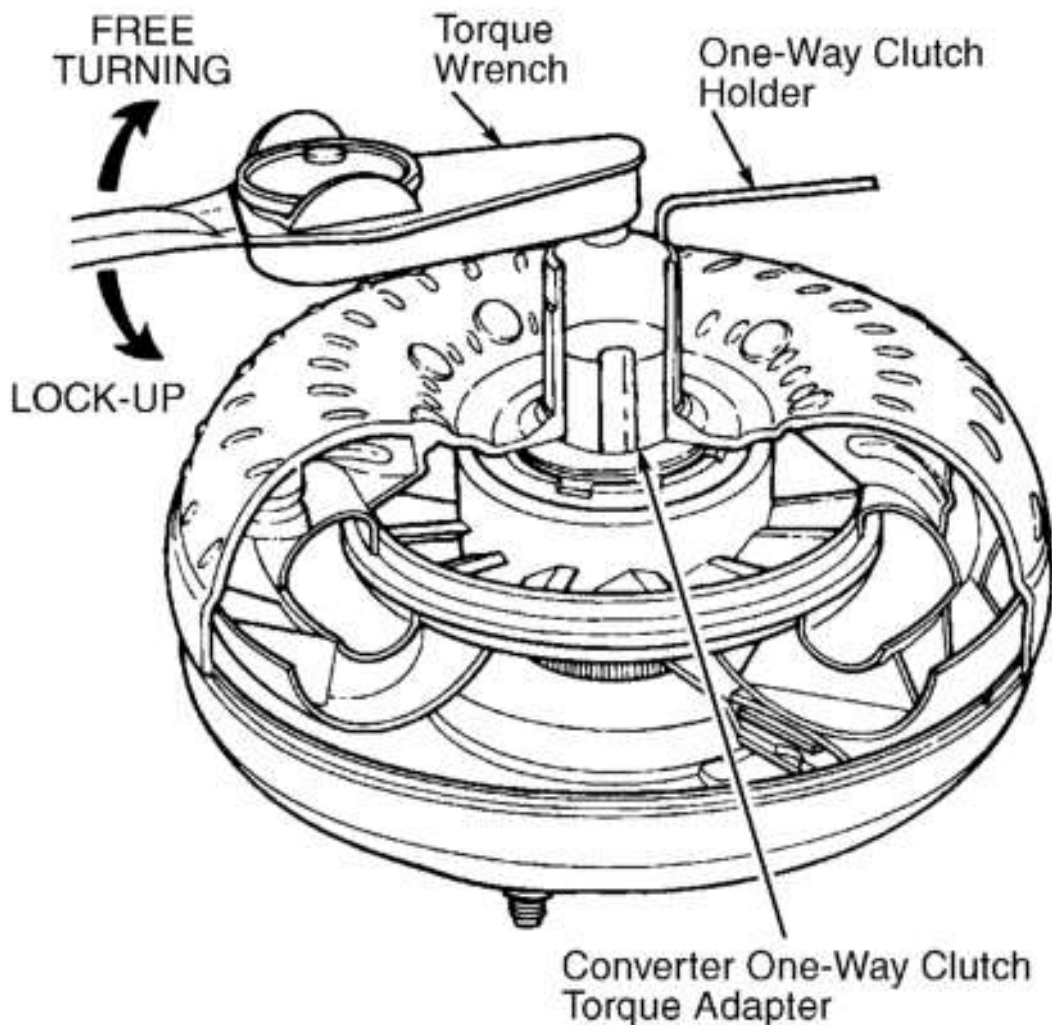


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Fig. 8: Installing Torque Converter End Play Tester
 Courtesy of FORD MOTOR CO.

ONE-WAY CLUTCH CHECK

1. Insert one-way Clutch Holder (T77L-7902-R) into one of the grooves in the stator thrust washer. Insert Torque Adapter (T76L-7902-C) into converter impeller hub so as to engage one-way clutch inner race.
2. Attach a torque wrench to torque adapter. With clutch holder held stationary, turn torque wrench counterclockwise. See **Fig. 9**. Converter one-way clutch should lock-up and hold at 10 Ft. Lbs. (14 N.m). One-way clutch should rotate freely in a clockwise direction.
3. Repeat lock-up test in at least 5 different locations around torque converter. If clutch fails to lock-up and hold, replace torque converter.



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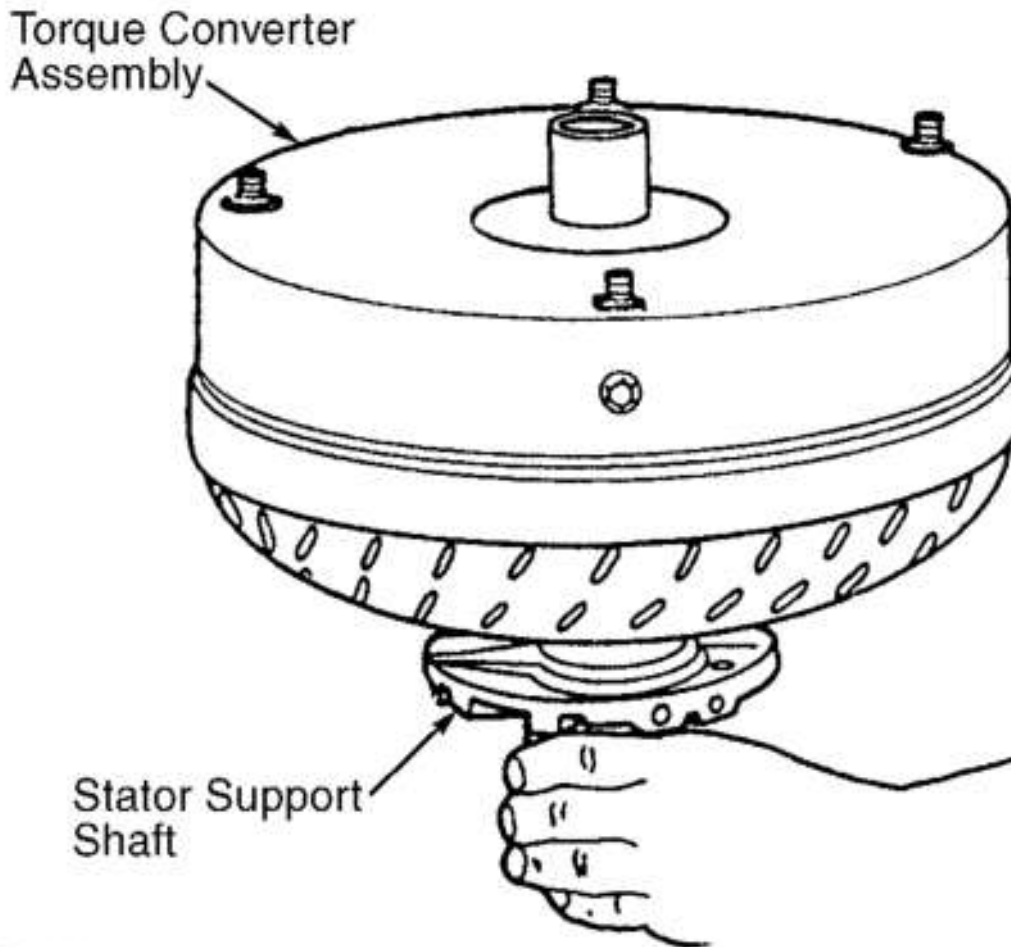
Fig. 9: Checking Converter One-Way Clutch

Courtesy of FORD MOTOR CO.

STATOR INTERFERENCE CHECK

Stator-To-Impeller Interference Check

1. Position stator support shaft on bench with spline end pointing up. Mount converter vertically onto shaft so support shaft splines engage one-way clutch splines. See **Fig. 10** .
2. While holding support shaft stationary, rotate converter counterclockwise. Converter should rotate freely without interference or scraping within assembly. Should interference or a scraping condition within converter exist or if converter does not rotate freely, replace converter unit.



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Fig. 10: Checking For Stator-To-Impeller Interference
Courtesy of FORD MOTOR CO.

Stator-To-Turbine Interference Check

1. Place converter on bench, front side down. Install stator support to engage mating splines of stator support shaft.
2. Install input shaft, engaging the splines with turbine hub. While holding stator shaft stationary, rotate turbine with input shaft.
3. Turbine should rotate freely in both directions without interference or noise. Torque required to turn shaft should not exceed 84 INCH lbs. (9.5 N.m) If interference or noise exists, stator front thrust washer may be worn and the converter should be replaced.