

TRANSMISSION DISASSEMBLY

NOTE: See Fig. 23 and Fig. 24 for exploded view of internal parts, thrust washer and needle bearing locations.

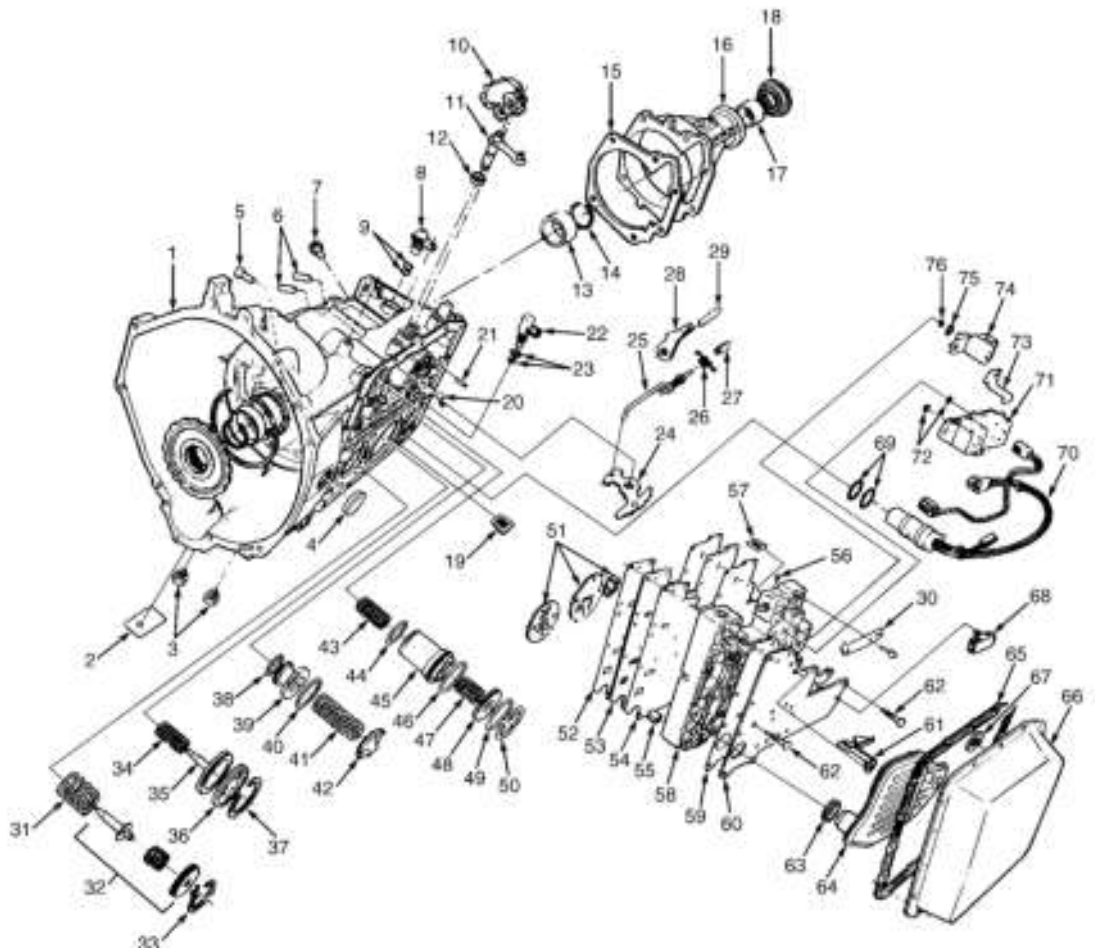
1. Remove torque converter. Mount transmission in holding fixture. Remove oil pan and gasket. Remove oil filter, grommet, and gasket. Disconnect all solenoid and sensor harness connectors. Unbolt and remove Output Shaft Sensor (OSS).
2. Remove outer nut and manual control lever. Remove TR sensor. Remove manual valve detent spring. Remove 24 valve body retaining bolts and lift off valve body and gasket. Note bolt positions for reassembly. Using diagonal cutters, remove retaining roll pin from manual shaft lever. Remove inner nut, manual lever shaft, detent lever and parking lever actuating rod.
3. Slide out Electronic Pressure Control (EPC) solenoid and remove. Remove 2-3 accumulator assembly, low-reverse servo assembly, overdrive servo and 1-2 accumulator assembly by pushing down on servo covers and removing retaining snap rings. Note length of low-reverse servo piston rod, 1-2 shift accumulator piston and 1-2 shift springs for reassembly reference. See Fig. 4 and Fig. 11 .

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

4. Remove oil screen. See Fig. 11 . If necessary, remove extension housing seal and bushing. Remove retaining bolts and slide extension housing from transmission. Remove and discard housing-to-case gasket. Remove parking pawl shaft, parking pawl and return spring. Push transmission harness connector out through bottom of case.

NOTE: The output shaft may have shipping seal still attached. Remove and discard seal. Seal is not required for assembly.

5. Remove front pump seal. 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.
6. Grasp forward clutch cylinder and 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.
7. Remove forward clutch hub and No. 3 needle bearing as an assembly. Remove intermediate stub shaft. Rotate reverse clutch gear and shell to align indent with overdrive band anchor pin. Remove forward sun gear, No. 5 needle bearing, reverse sun gear and drive shell, and No. 4 needle bearing from case as an assembly.
8. 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.
9. Remove center support and planetary carrier from case as an assembly. Remove reverse band from case. If direct clutch hub did not come out with planetary carrier, remove it from direct clutch.
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.



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| 1. Case | 27. Park Rod Guide Cup | 53. Valve Body Separator Plate |
| 2. Identification Tag | 28. Parking Brake Pawl | 54. Separator Plate Lower Gasket |
| 3. Oil Line Connectors | 29. Parking Pawl Shaft | 55. Converter Drainback Valve |
| 4. Plug | 30. Manual Valve Detent Spring | 56. Coast Booster Valve Shuttle Ball |
| 5. Overdrive Band Pin | 31. Overdrive Servo Spring | 57. Solenoid Pressure Supply Screen |
| 6. Reverse Band Pin | 32. Overdrive Servo Assembly | 58. Main Control Assembly (Valve Body) |
| 7. Case Vent | 33. Retainer Ring | 59. Valve Body Cover Plate Gasket |
| 8. Output Shaft Speed Sensor | 34. Reverse Band Servo Spring | 60. Valve Body Cover Plate |
| 9. "O" Rings | 35. Reverse Band Servo Assembly | 61. Solenoid Retainer |
| 10. Manual Lever Position Sensor | 36. Reverse Band Servo Cover | 62. Guide Bolts |
| 11. Manual Control Lever | 37. Retainer Ring | 63. Grommet |
| 12. Manual Lever Oil Seal | 38. 2-3 Accumulator Upper Seal | 64. Filter |
| 13. Output Shaft Sleeve | 39. 2-3 Accumulator Piston | 65. Oil Pan Gasket |
| 14. Retainer Ring | 40. 2-3 Accumulator Lower Seal | 66. Oil Pan |
| 15. Gasket | 41. 2-3 Accumulator Piston Spring | 67. Magnet |
| 16. Extension Housing | 42. Retainer Spring | 68. Oil Temperature Sensor |
| 17. Bushing | 43. 1-2 Accumulator Spring | 69. "O" Rings |
| 18. Seal | 44. 1-2 Accumulator Upper Seal | 70. Wiring Connector Harness |
| 19. Main Control Pump Screen | 45. 1-2 Accumulator Piston | 71. Shift Control Solenoid |
| 20. Oil Screen | 46. 1-2 Accumulator Lower Seal | 72. "O" Rings |
| 21. Manual Lever Shaft Pin | 47. 1-2 Accumulator Spring | 73. Shift Control Solenoid Bracket |
| 22. Pressure Control Solenoid | 48. 1-2 Accumulator Cover | 74. Modulated Converter Clutch Solenoid |
| 23. "O" Rings | 49. 1-2 Accumulator Retainer Seal | 75. "O" Rings |
| 24. Manual Valve Detent Lever | 50. 1-2 Accumulator Retainer Ring | 76. "O" Rings |
| 25. Parking Pawl Actuator Rod | 51. Valve Body Reinforcing Plate | |
| 26. Parking Pawl Return Spring | 52. Separator Plate Upper Gasket | |

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Fig. 11: Exploded View Of 4R70W Valve Body, Servos, Accumulators & Case Components
 Courtesy of FORD MOTOR CO.