

TRANSAXLE DISASSEMBLY

1. Mount transmission in bench mounted holding fixture. Disconnect pressure line and bleeder pipe from clutch slave cylinder. Remove retaining bolts and slave cylinder from clutch housing. Remove control selector cover. Using a flat chisel, carefully remove left and right differential seals. Remove roll pin and speedometer driven gear assembly. Remove input shift shaft seal using appropriate puller.
2. Remove transaxle case-to-clutch housing bolts. Note length and location of bolts for reassembly reference. DO NOT remove locating dowels. Using pry bar and wood block apply force at lug next to selector housing opening to separate case halves. See **Fig. 3**. Lift transaxle housing off clutch housing.
3. Remove differential assembly. Remove round magnet from transaxle case. Pull long and short shift fork rails from case. Remove 1st-2nd shift fork. Swing 5th-reverse shift fork aside. Rotate and remove 3rd-4th shift fork. Remove 2 reverse idler gear shaft mounting bracket bolts. Hold input and output shafts aside.
4. Remove reverse idler gear bracket and reverse idler gear from case. Lift input and output shafts from case together. Remove bolt retaining shift control shaft block to shift lever shaft. Remove shift lever shaft. If necessary, drive shift lever shaft bushings from case using appropriate bearing remover/replacer.
5. Remove differential bearing races and shim, input shaft and output shaft bearing races and shims from clutch housing and transaxle case. Remove reverse idler gear mounting plate. Using a brass punch, drive out reverse idler gear shaft.

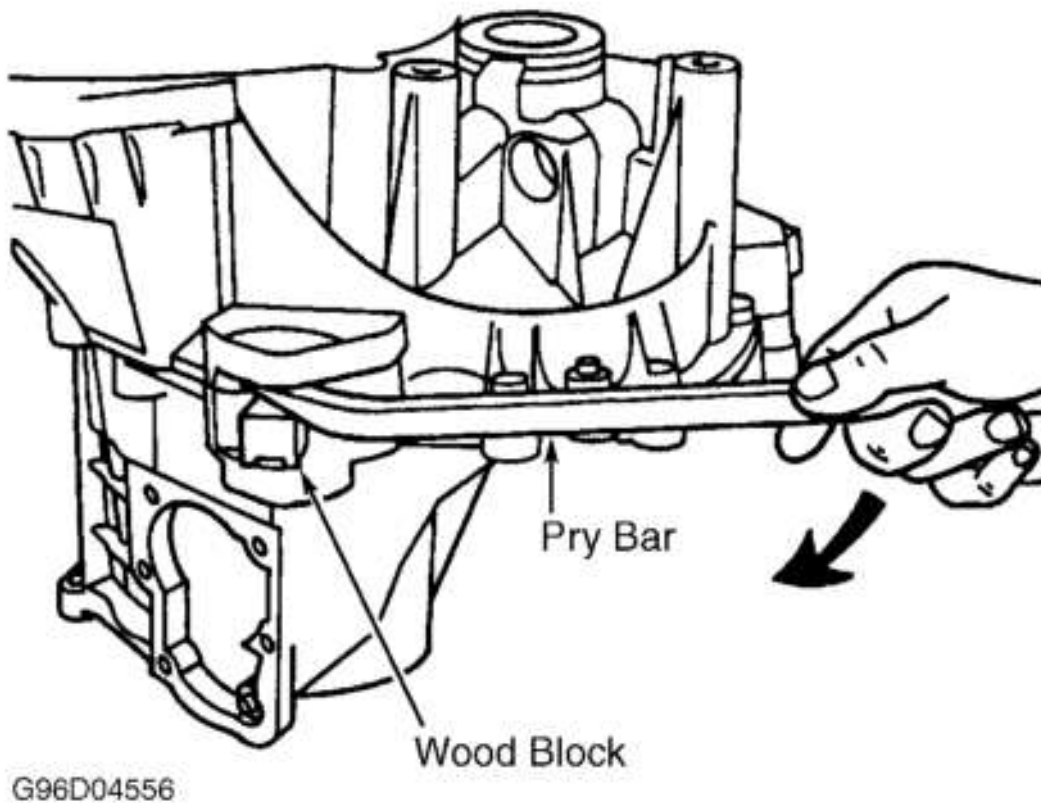
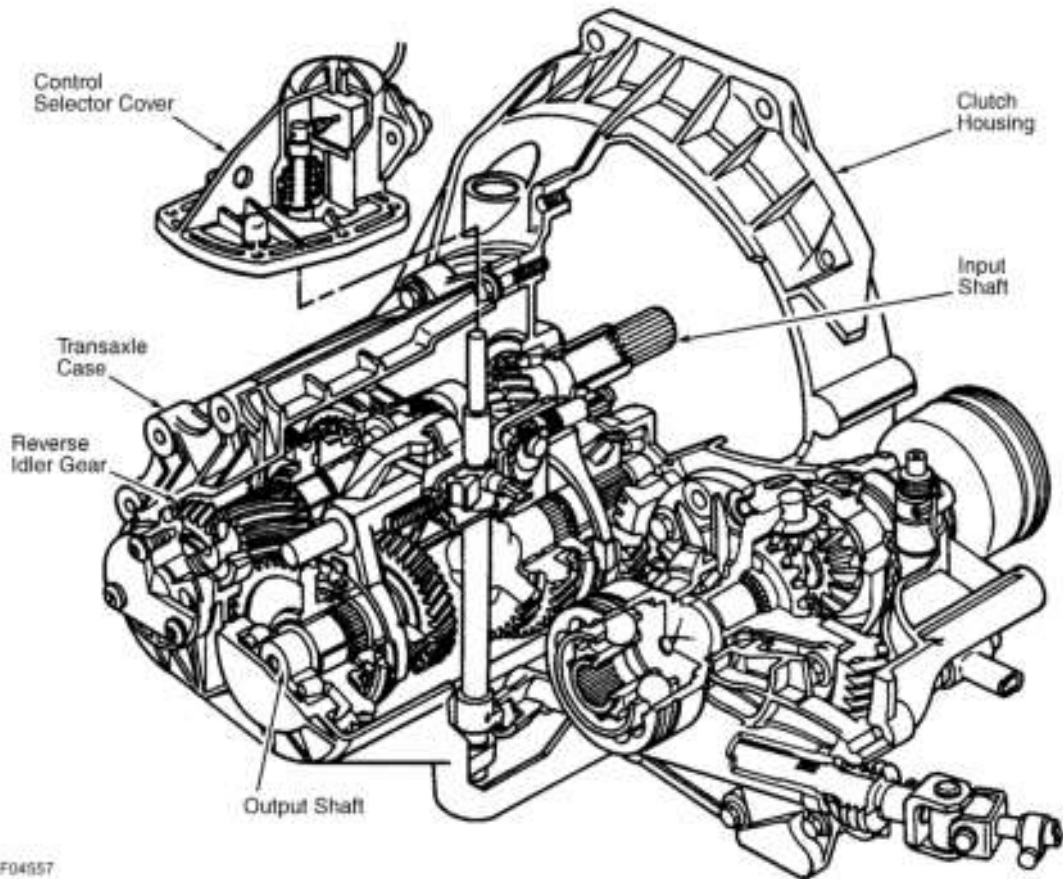
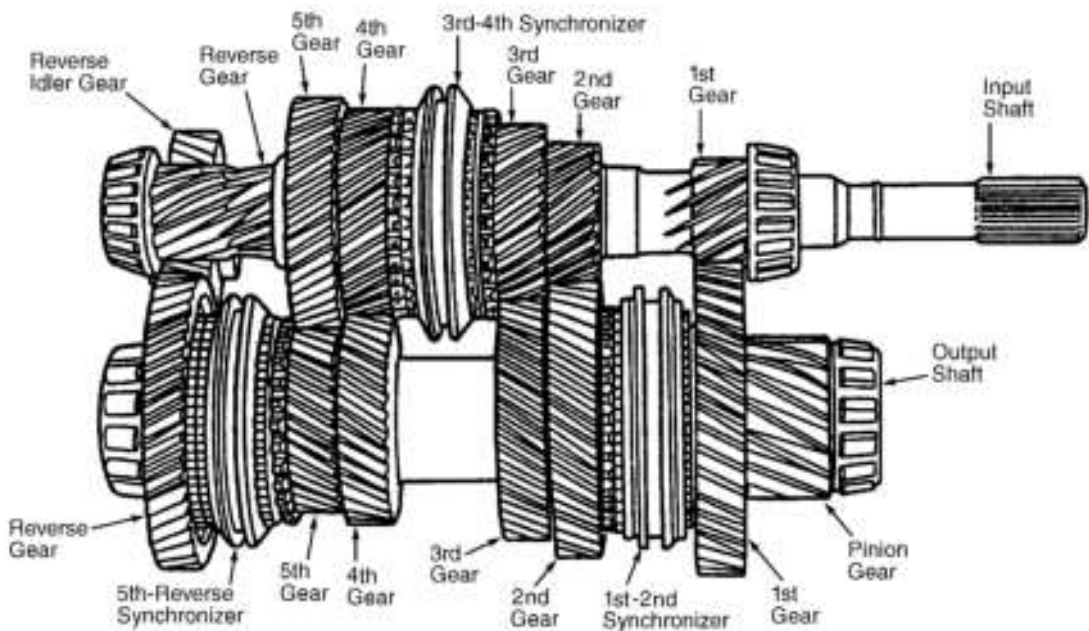


Fig. 3: Separating Case Halves
Courtesy of FORD MOTOR CO.



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Fig. 4: Cross-Sectional View Of Transaxle
 Courtesy of FORD MOTOR CO.



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Fig. 5: Identifying Transaxle Shafts & Components
Courtesy of FORD MOTOR CO.