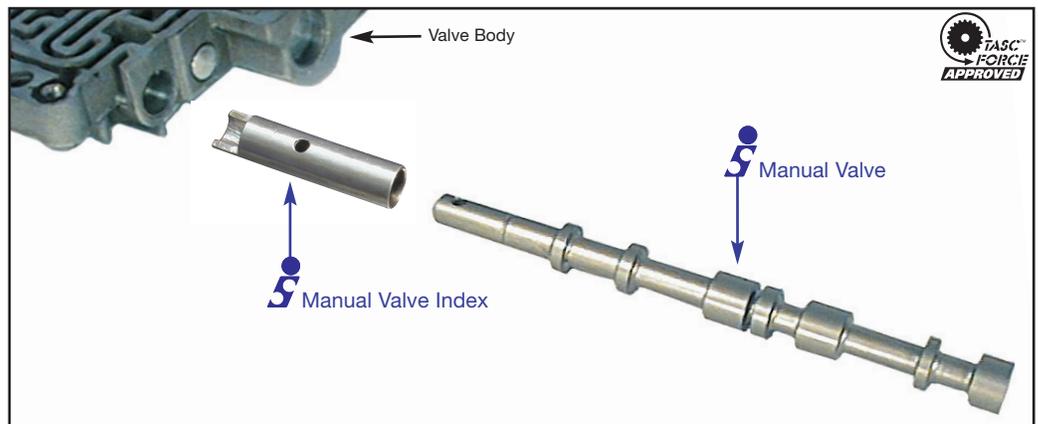


Manual Valve Index

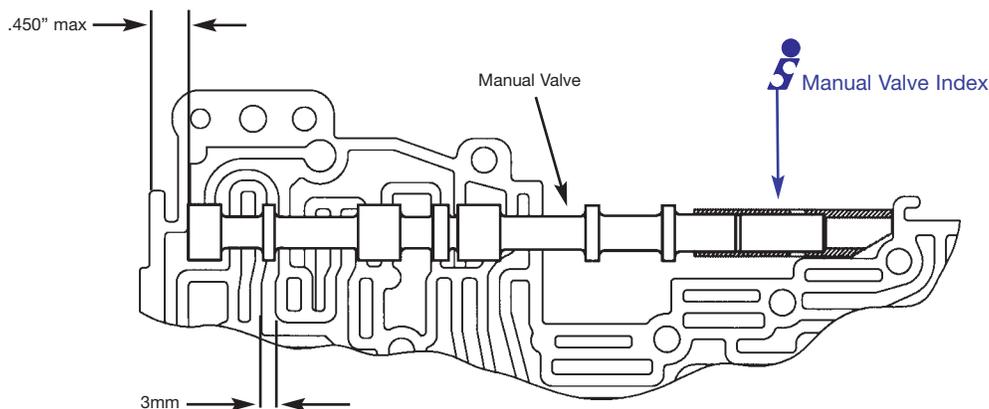
56947-01

1 Manual Valve Index



Diagnosis

To verify if you have a problem unit, with the selector lever in park and slight forward pressure on the -S- link, measure from the end of the valve body casting to the end of the manual valve. This measurement should not exceed .450". Anything beyond this will allow the line to forward clutch circuit to open. It is also recommended to use the redesigned (1988) manual valve. The indicated land was made thinner on the 2nd design (3mm) for improved direct clutch durability. There is also an identification groove on the new design. This manual valve (E8TZ-7C389-A_) will retrofit all valve bodies.



Installation Instructions

1. Disconnect the manual control lever assembly ("rooster comb") from the manual valve.
2. Pull the manual valve out of the valve bore just enough to slip the manual valve index over the end with the -S- link attachment hole.
3. Rotate the manual valve until the flat cut-out side of the manual valve index is facing the valve body.
4. Reattach the manual control lever assembly by pushing the -S- link through the holes in the manual valve index and manual valve.
5. The common industry suggestion of bending the -S- link is not necessary. The manual valve should now center without any bending modifications.

Either the early or late style "rooster comb" may be used with the manual valve index. However, -S- link wear at the "rooster comb" is very common. If the -S- link is worn significantly, it should be replaced with a new OEM part (D4ZZ-7E333-A). The common industry suggestion of bending the "rooster comb" stop may not reduce freeplay enough to retain the manual valve position. In most cases, the metal will crack before the dimension is obtained.