FORD
VALVE BODY AND SPACER PLATE IDENTIFICATION

COMPLAINT: There have been many minor changes in several of the valve trains in the valve bodies on the A4LD transmission over the years, which also affects the compatibility of the spacer plate for the valve body you are using. Mis-matching these parts will create a wide variety of different complaints, depending on how they have been mis-matched.

CAUSE: Mismatching of the valve body and spacer plates. Not all will interchange.

CORRECTION: ***BORE 211, 1ST DESIGN (l-2 TRANSITION VALVE)***
This bore contains the l-2 Transition Valve and is located as shown in Figure 1. Notice the location of the No. 2 retainer in valve body is also shown in Figure 1. Figure 2 shows the "Large Hole" spacer plate that is required on the valve body with the 1st design bore 2 11. Figure 2 also identifies the holes that were eliminated on the 2 solenoid valve bodies.

BORE 211, 2ND DESIGN: (l-2 TRANSITION VALVE)
The 2nd design valve train has eliminated two springs and incorporated two spool valves into one, as shown in Figure 3. Figure 4 shows the "Small Hole" spacer plate that is required with the 2nd design line-up in bore 2 11. Note: The 1st design bore 211 parts are not compatible with the 2nd design valve body casting, because the orifice control valve and the 1st design valve body bore are smaller in diameter

BORE 207, 1ST DESIGN: ("WITHOUT" REVERSE ENGAGEMENT VALVE)
Figure 5 shows the correct line-up for this bore, and the No. 2 retainer location in the valve body casting. Figure 6 shows the "Slot" in the spacer plate that is required for the 1st design bore 207, "Without" reverse engagement valve.

BORE 207, 2ND DESIGN ("WITH" REVERSE ENGAGEMENT VALVE)
This is when the reverse engagement control valve was added to bore 207, as shown in Figure 7, and also shows the location of the No. 2 retainer in the valve body casting and the direction of the bore plugs. Figure 8 shows the "3 Hole" spacer plate that is required on valve bodies containing the reverse engagement control valve.

Note: Valve body castings are also different in the worm track area, when it comes to bore 207. Compare the inset in Figure 5 to the inset in Figure 7, and you will see the difference in the passages, which will not allow you to install reverse engagement valve into a 1st design valve body casting.

1ST DESIGN BORE 211
(1-2 TRANSITION VALVE)

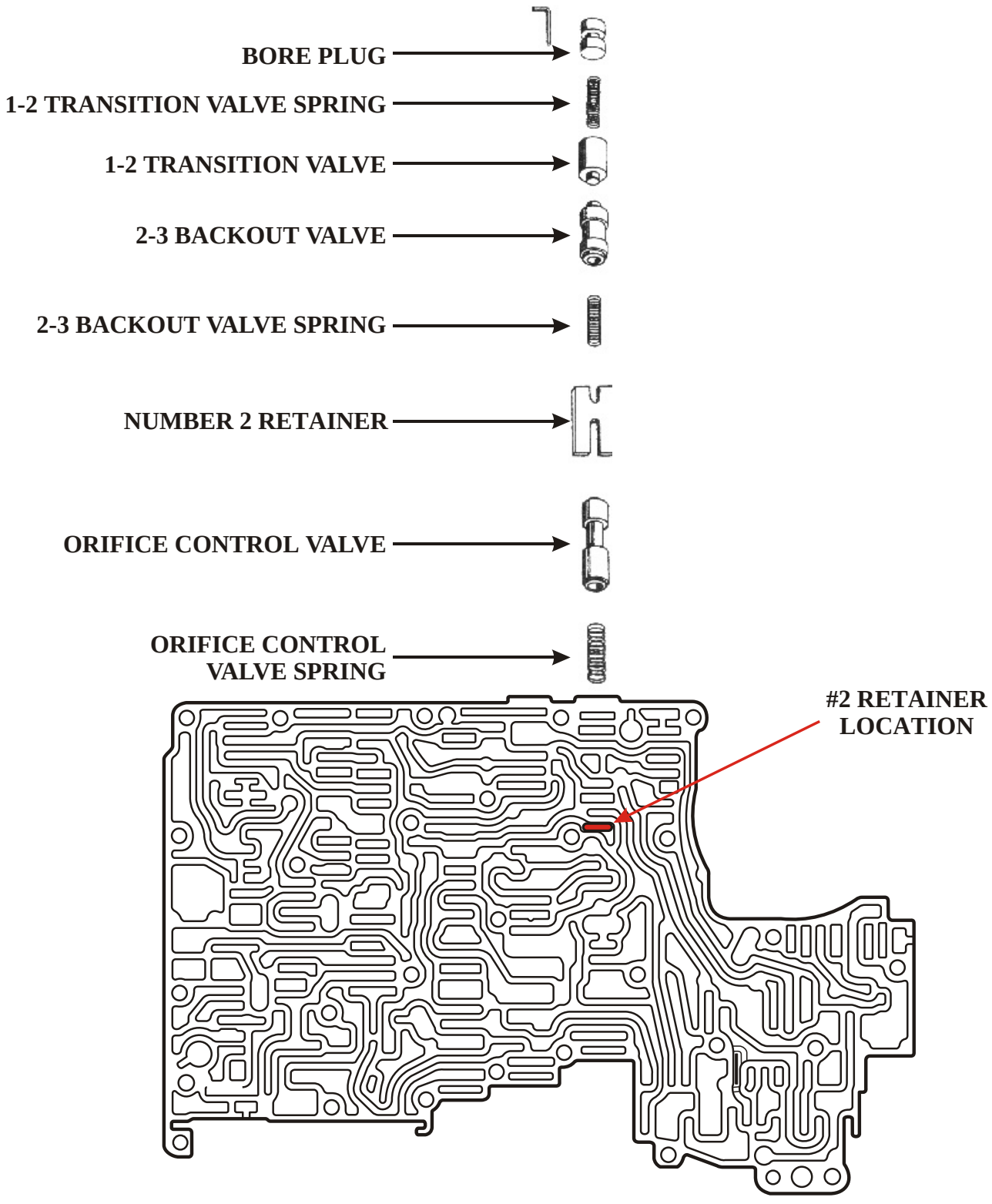

Figure 1

“LARGE HOLE” SPACER PLATE
REQUIRED WITH 1 ST DESIGN BORE 211
(1-2 TRANSITION VALVE)

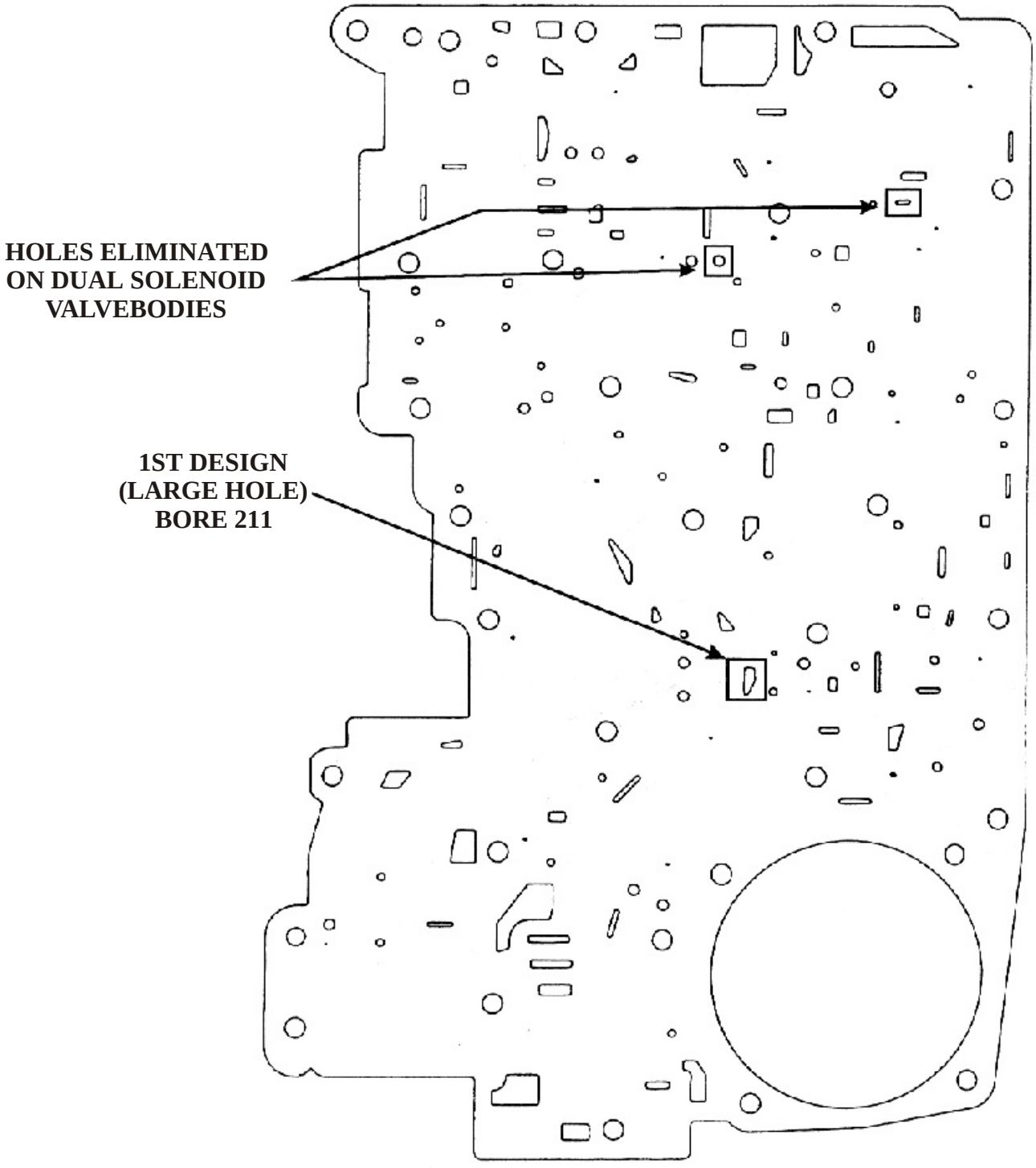

Figure 2

2ND DESIGN BORE 211
(1-2 TRANSITION VALVE)

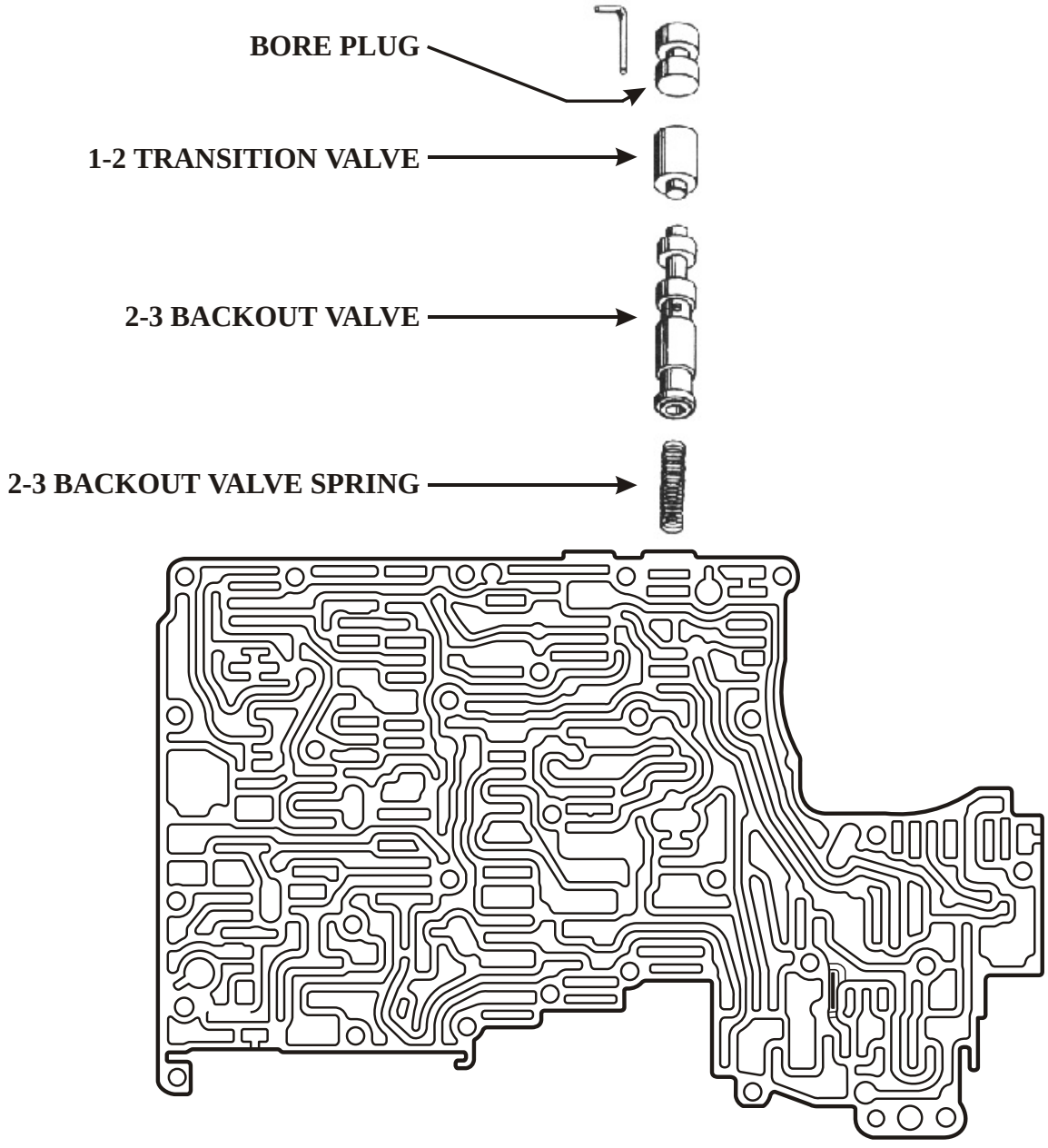

Figure 3

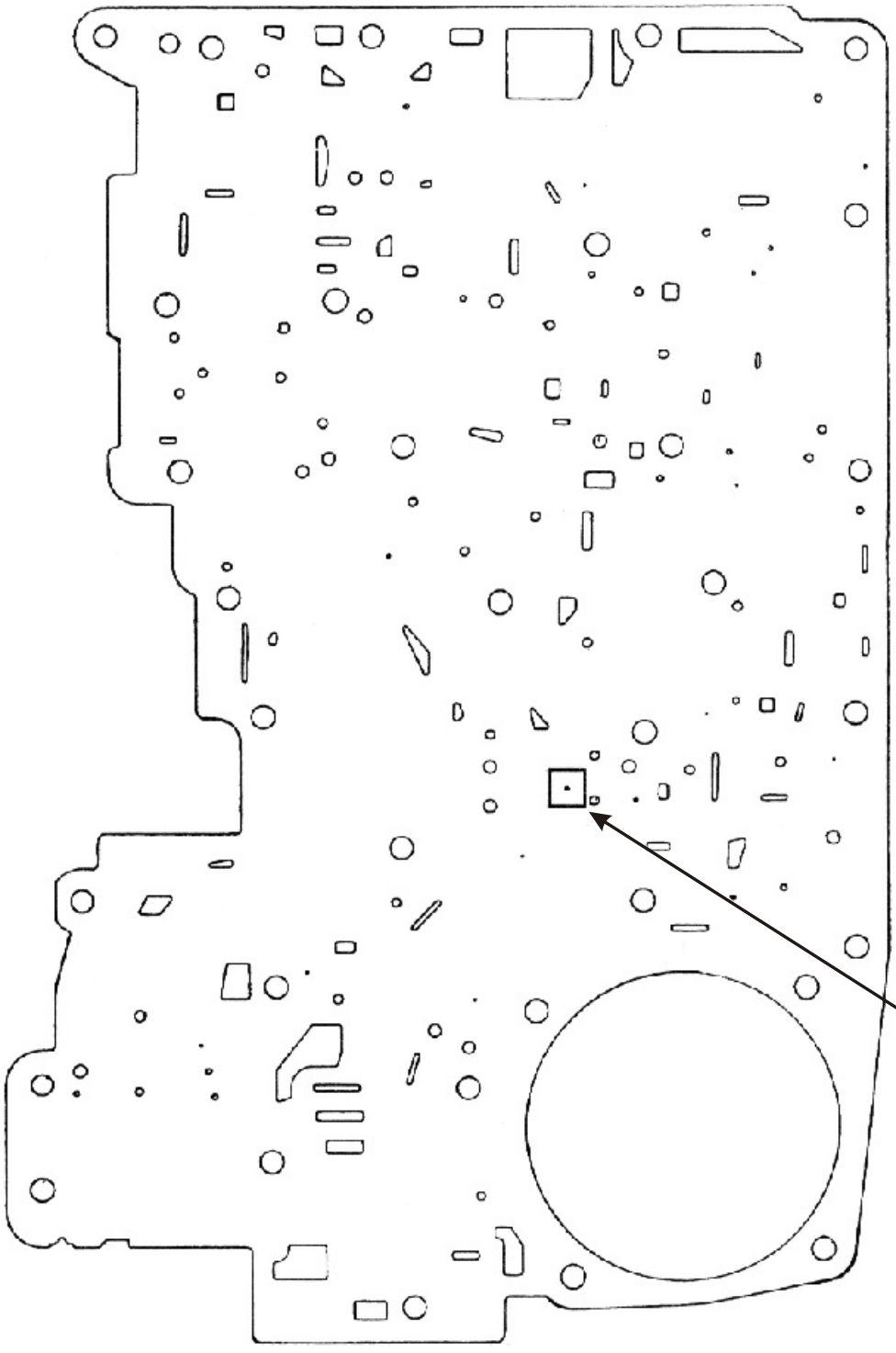

Figure 4

1ST DESIGN BORE 207
WITHOUT REVERSE ENGAGEMENT CONTROL VALVE

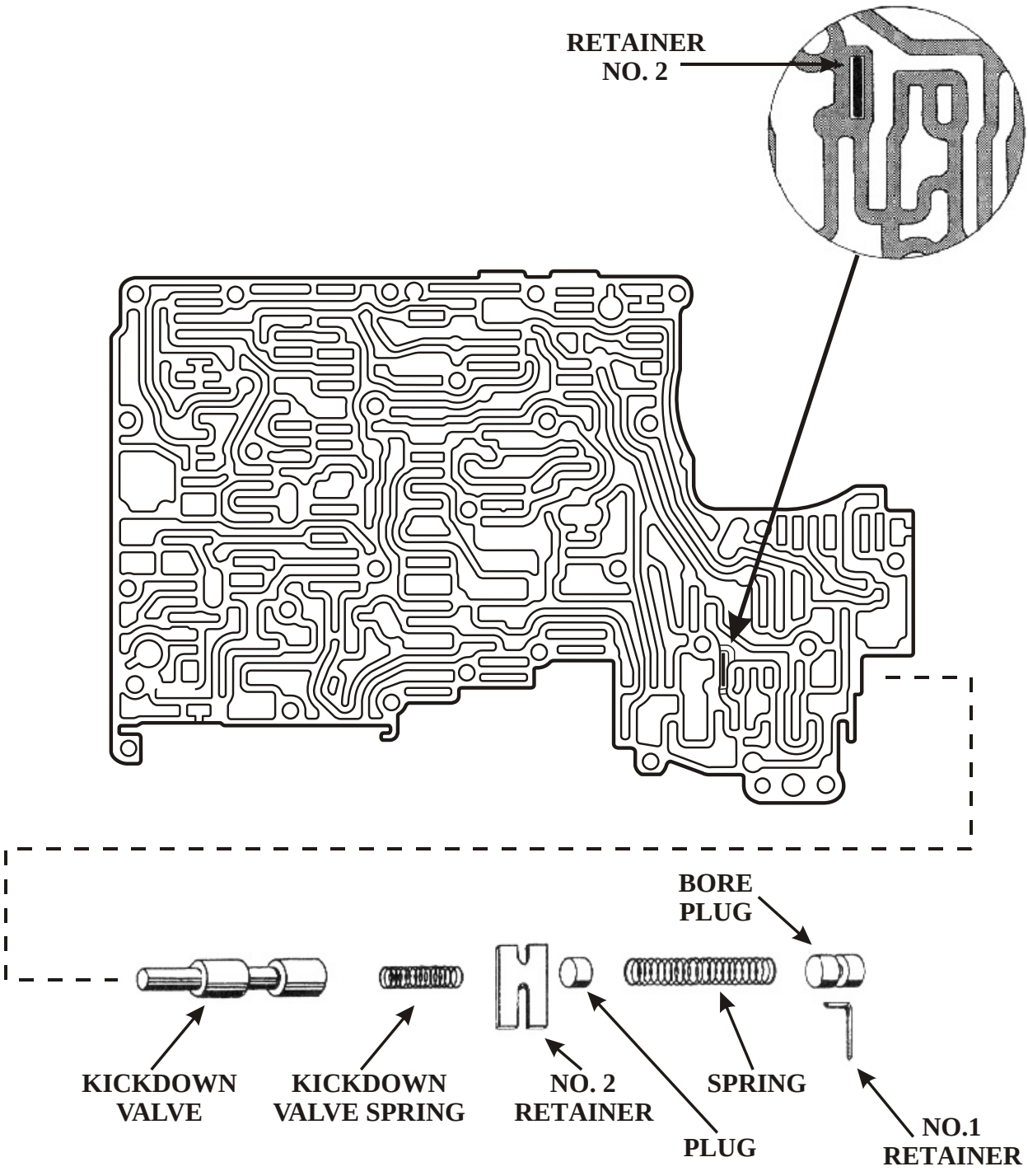

Figure 5

SLOT IN SPACER PLATE REQUIRED WITH 1ST DESIGN BORE 207 WITHOUT REVERSE ENGAGEMENT CONTROL VALVE

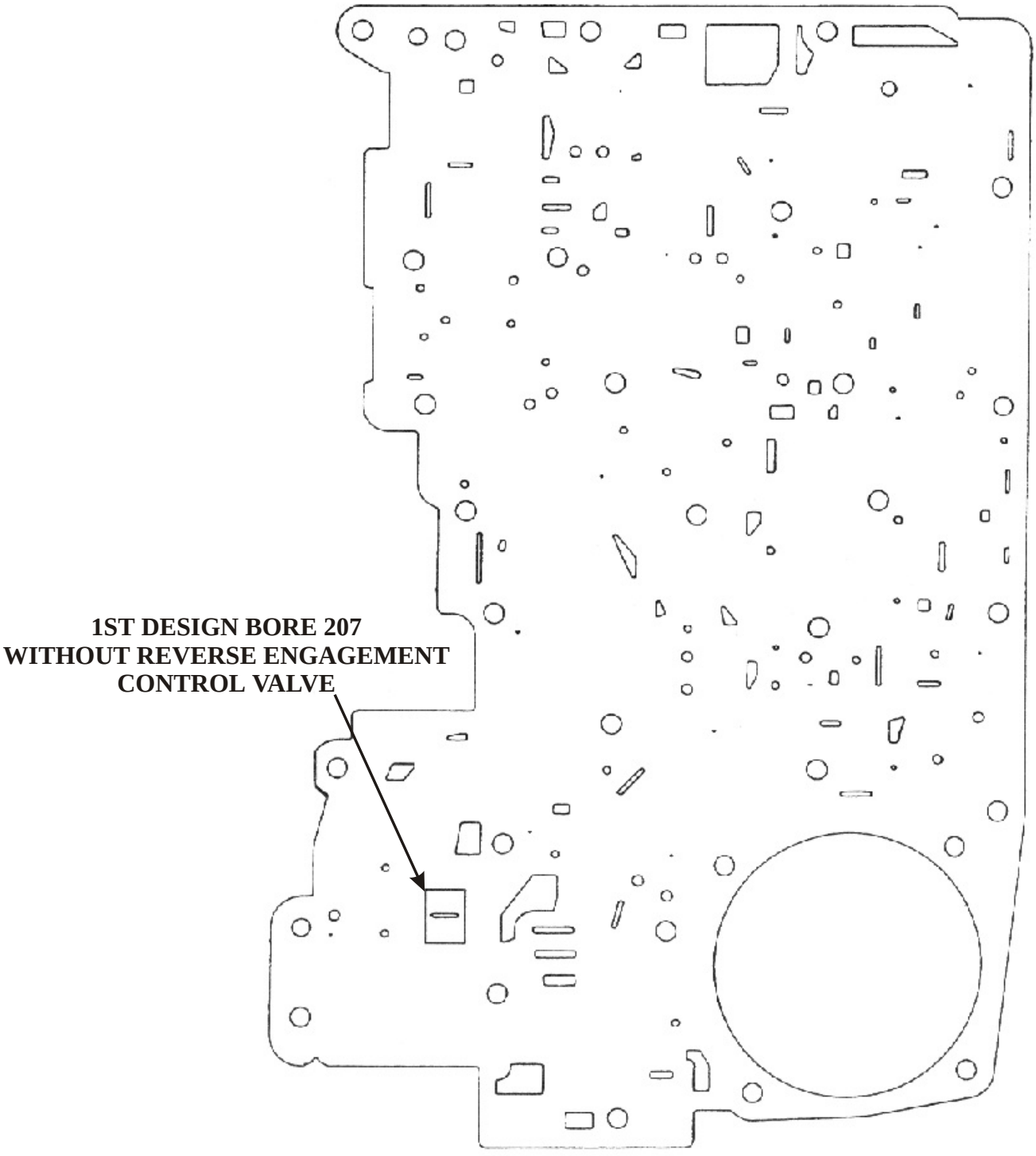

Figure 6

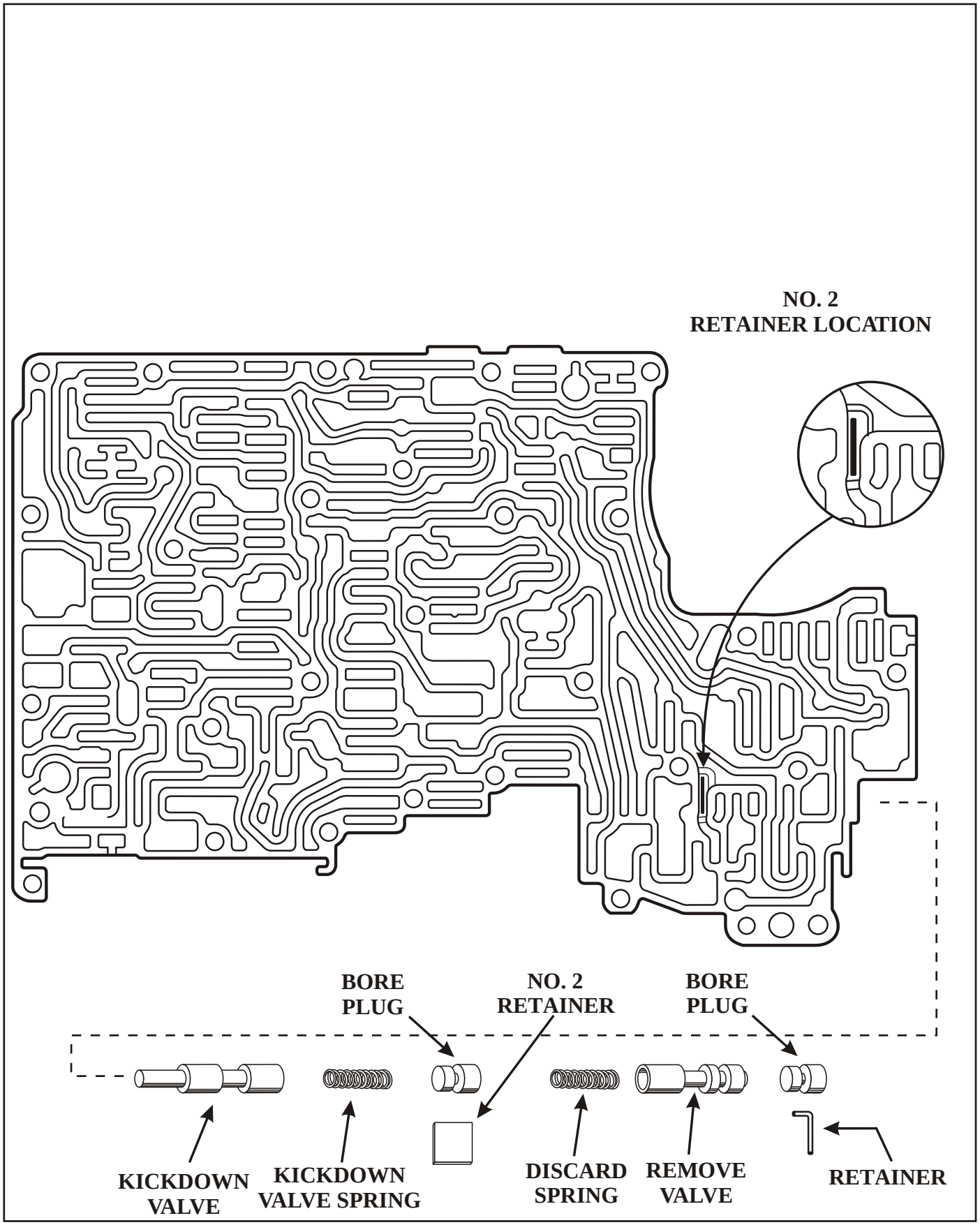
NO. 2
RETAINER LOCATION
BORE
PLUG
NO. 2
RETAINER
BORE
PLUG
KICKDOWN
VALVE
KICKDOWN
VALVE SPRING
DISCARD
SPRING
REMOVE
VALVE
RETAINER

Figure 7

3 HOLE SPACER PLATE REQUIRED WITH 2ND DESIGN BORE 207 WITH REVERSE ENGAGEMENT CONTROL VALVE

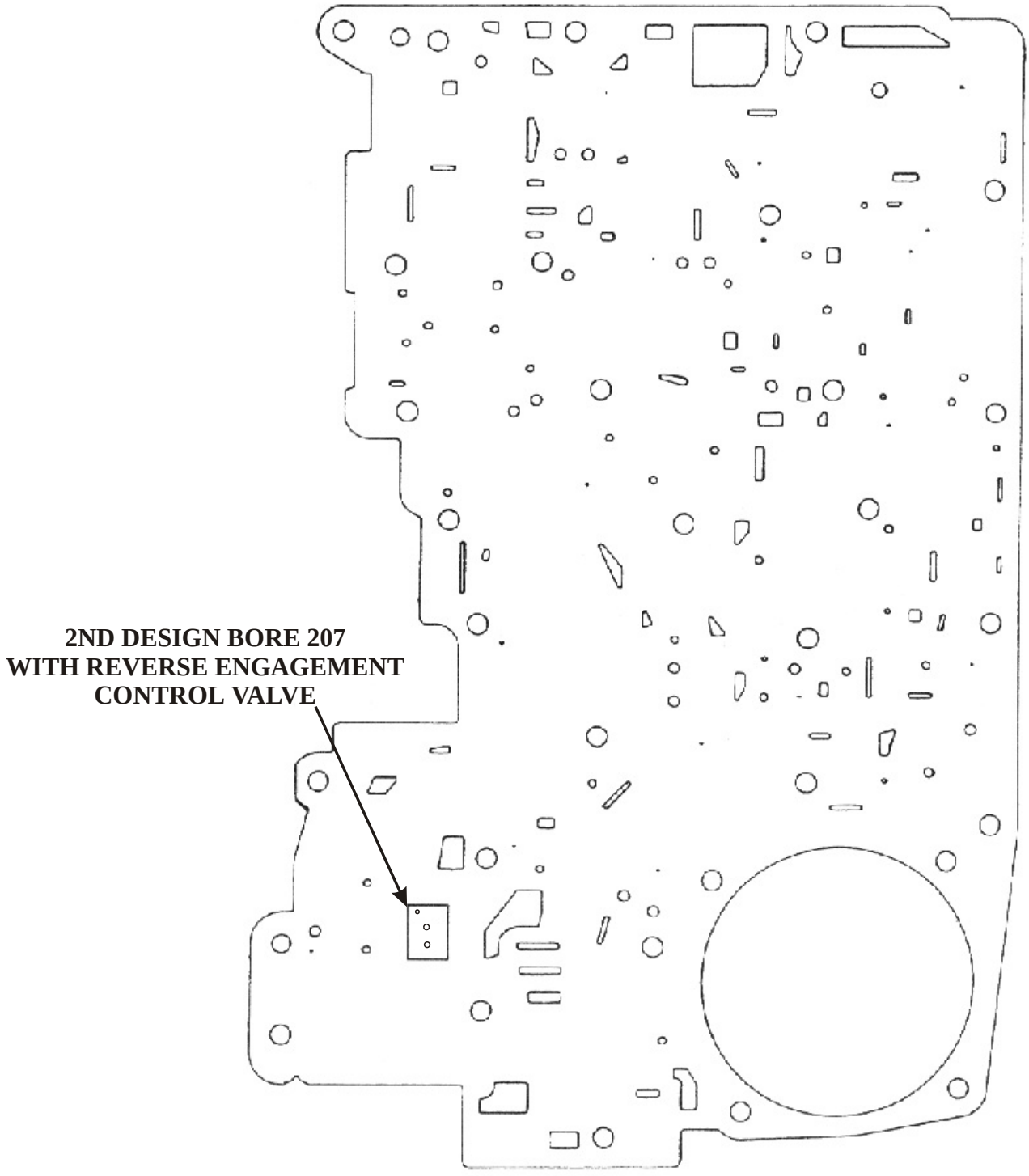

Figure 8