FORD AXODE (AX4S), AX4N (4F50N)

EXPLODED VANE RINGS AND PUMP ROTORS
PUMP BEARING CHANGES

CHANGE: Beginning at the start of production for 2000 on all AX4N transaxles and 2001 on all AX4S transaxles, Ford Motor Company introduced a new design pump bearing that includes an integrated seal, as shown in Figure 1. When this new design bearing and seal assembly went into production, it was installed with the seal on the valve body side of the pump instead of the rotor side. This change is what will greatly reduce the failed bearings, broken pump rotors and vane rings. This procedure is now recommended for all units of this family, even if you are using the previous design level bearing and "Nickel" seal, as shown in Figure 2.

REASON: As stated above, greatly reduced pump bearing, pump rotor and vane ring failure, for much improved durability and reliability.

INTSTALLATION PROCEDURE:

AXOD/AXODE (AX4S) - When using the 1st Design bearing with the "Nickel" Seal, install the seal on the valve body side, with the part number facing up, as shown in Figure 2.
When using the 2nd Design bearing with the integrated seal, install the bearing assembly with the integrated seal facing the valve body side, as shown in Figure 2. The 2nd Design Bearing and Seal assembly ***will retro-fit back on all*** AXOD, AXODE and the AX4N up through 1999.

AX4N (4F50N) - When using the 2nd Design AX4S bearing with the integrated seal on 95-99 models, install the bearing assembly with the integrated seal facing the valve body as shown in Figure 2. When using the 2nd Design AX4N bearing assembly with the integrated seal, install the bearing assembly with the integrated seal facing the valve body side, as shown in Figure 2. The 2nd Design AX4N bearing assembly will fit only 2000 models and later because of the increased diameter (See Figure 1).

Many thanks to "Transtar Industries" for providing us the information on this bearing.

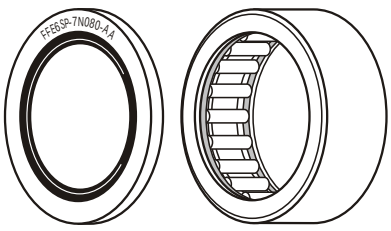
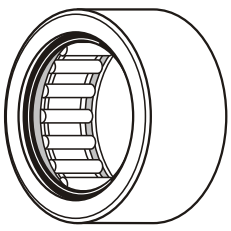
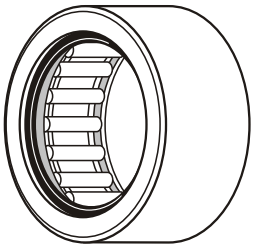
Used In AXOD/AXODE Up Through 2000 And AX4N Up Through 1999	*Used In AXODE/AX4S Beginning In 2001*	*Used In AX4N (4F50N) Beginning In 2000*
		
Outside Diameter Is 1.000" Transtar Part No. 67922	*Outside Diameter Is 1.000" Transtar Part No. 67922A*	*Outside Diameter Is 1.063" Transtar Part No. 67922B*

Figure 1

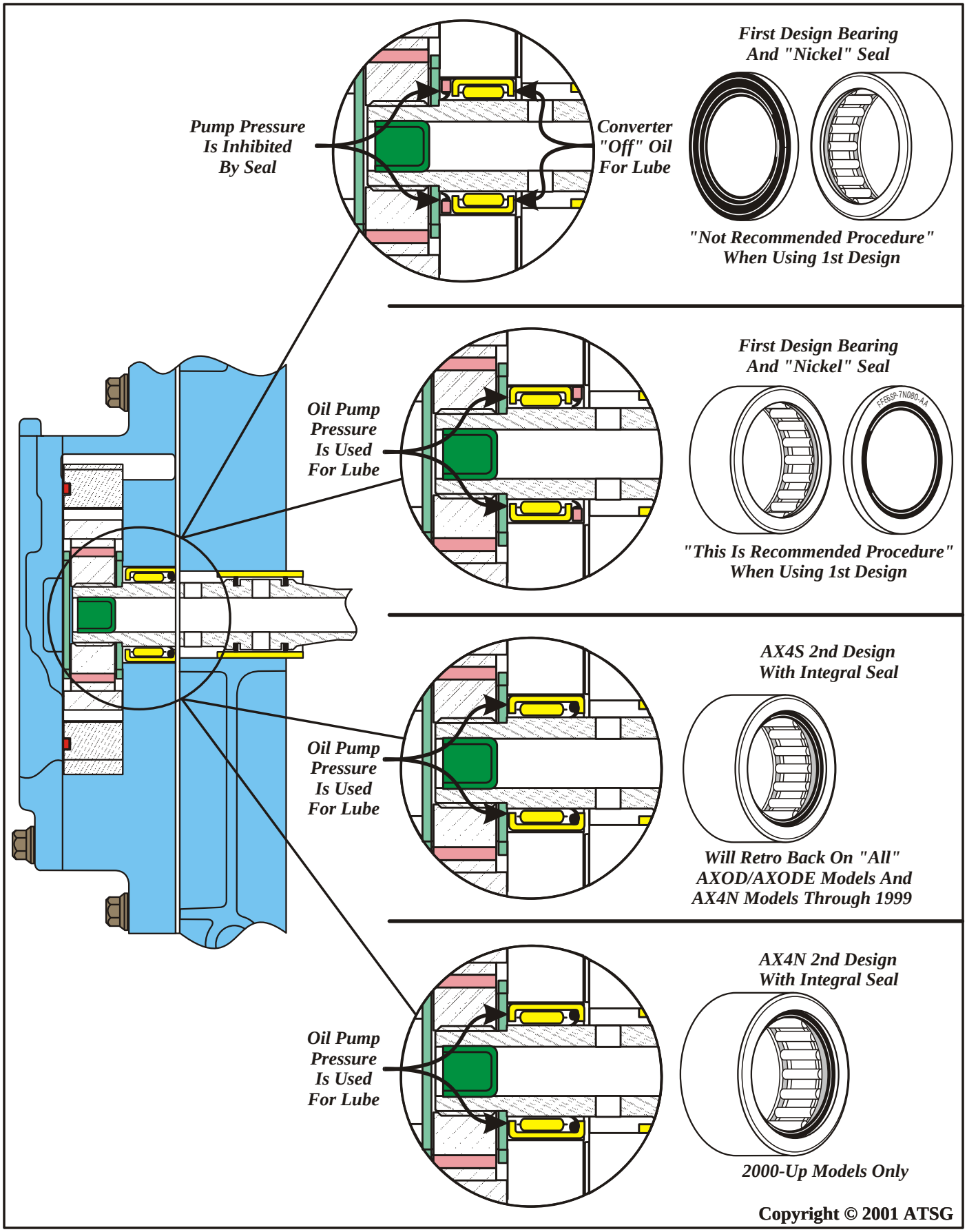

First Design Bearing
And "Nickel" Seal
Pump Pressure
Is Inhibited
By Seal
Converter
"Off" Oil
For Lube
"Not Recommended Procedure"
When Using 1st Design
First Design Bearing
And "Nickel" Seal
Oil Pump
Pressure
Is Used
For Lube
"This Is Recommended Procedure"
When Using 1st Design
AX4S 2nd Design
With Integral Seal
Oil Pump
Pressure
Is Used
For Lube
Will Retro Back On "All"
AXOD/AXODE Models And
AX4N Models Through 1999
AX4N 2nd Design
With Integral Seal
Oil Pump
Pressure
Is Used
For Lube
2000-Up Models Only
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Figure 2