



Technical Service Information

FORD 4F27E

GEAR RATIO CHANGE

CHANGE: Beginning with December 2000 production, the 4F27E transaxle received a final drive gear change. Tooth counts have changed which also change gear ratios.

These current gear ratios replace the previous gear ratios. The vehicle's PCM must also receive a calibration update to accommodate these new gear ratios in order to avoid shift timing concerns.

Locate the Vehicle Verification Label (VCL), (Refer to Figure 1), in order to know which gear ratio the transaxle originally had.

An example of the VCL can be seen in Figure 2. The location of the axle code is shown as well as the previous and current axle codes and gear ratios. The previous gear ratios are no longer available.

REASON: Better engine performance.

PARTS AFFECTED:

- (1) The final drive input gear tooth count has changed from 87 to 59 teeth.
- (2) The transfer shaft input gear tooth count has changed from 83 teeth to 57 teeth. The final drive ring gear and its mating gear on the input transfer gear have *not* changed as shown in Figure 3.
- (3) A new PCM calibration was made available to accommodate the new gear ratio. An authorized PCM modification label (Refer to Figure 4) should be placed near the vehicle emission label.

INTERCHANGEABILITY:

The new final drive input and transfer shaft input gears or a exchange transaxle that contains the new gear sets can be used in any 2000 or 2001 vehicle with a previous gear ratio as long as the PCM upgrade calibration is installed.

SERVICE INFORMATION:

Transaxles that have a part number beginning with "X" (Ex: XS4P) contain the previous gear ratio.

Transaxles that have a part number beginning with "1" (Ex: 1S4P) have been built with the new gear ratios.

Locate the transaxle ID tag on top of the transmission as shown in Figure 5. The part number will be found on the ID tag.

VEHICLE CERTIFICATION LABEL (VCL) LOCATION

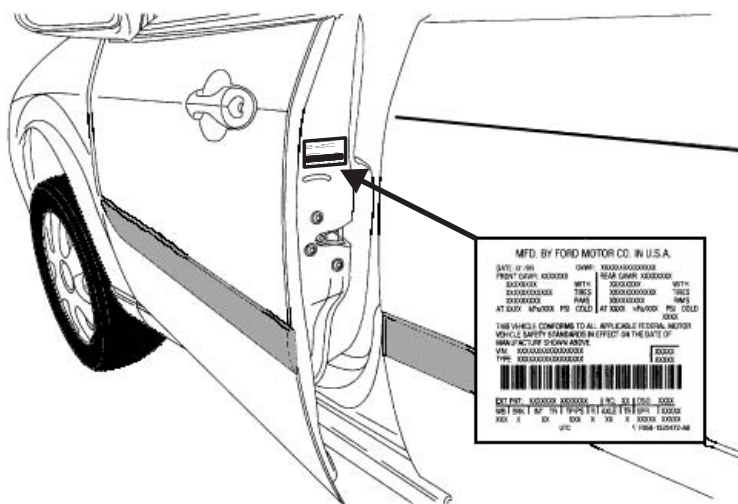



Figure 1

Typical Vehicle Certification Label

| | | | | | | | |
|--|-------|--------|---|------------------|----|------|--|
| MFD BY FORD MOTOR CO IN USA | | | | | | | |
| DATE: 12/99 | | | | GWR 4792LB 173KG | | | |
| FRONT GAWR 2491LB 1129KG | | | | | | | |
| REAR GAWR 2324LB 1054KG | | | | 2324LB 1054KG | | | |
| THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY, BUMPER AND THEFT PREVENTION STANDARDS IN | | | | | | | |
| VIN 1FAPP6235VH103589 | | | | F8169 | | | |
| TYPE PASSENGER | | | | RO114 | | | |
|  | | | | | | | |
| EXT PNT KM | | RC: 71 | | DSO 2450 | | | |
| BRK | IN TR | TP PS | R | AXLE | TR | SPR | |
| 4 | A2 | | H | NN | L | DOMM | |

Axle Ratio Codes

NOTE: These are the two previous gear ratios used for North American applications with automatic transmission
 NN = 3.693 Automatic
 WW = 3.904 Automatic

NOTE: These are the two current gear ratios used for North American applications with automatic transmission
 *PP = 3.733 Automatic
 *XX = 3.956 Automatic
 *Could also be JJ or ZZ

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Figure 2

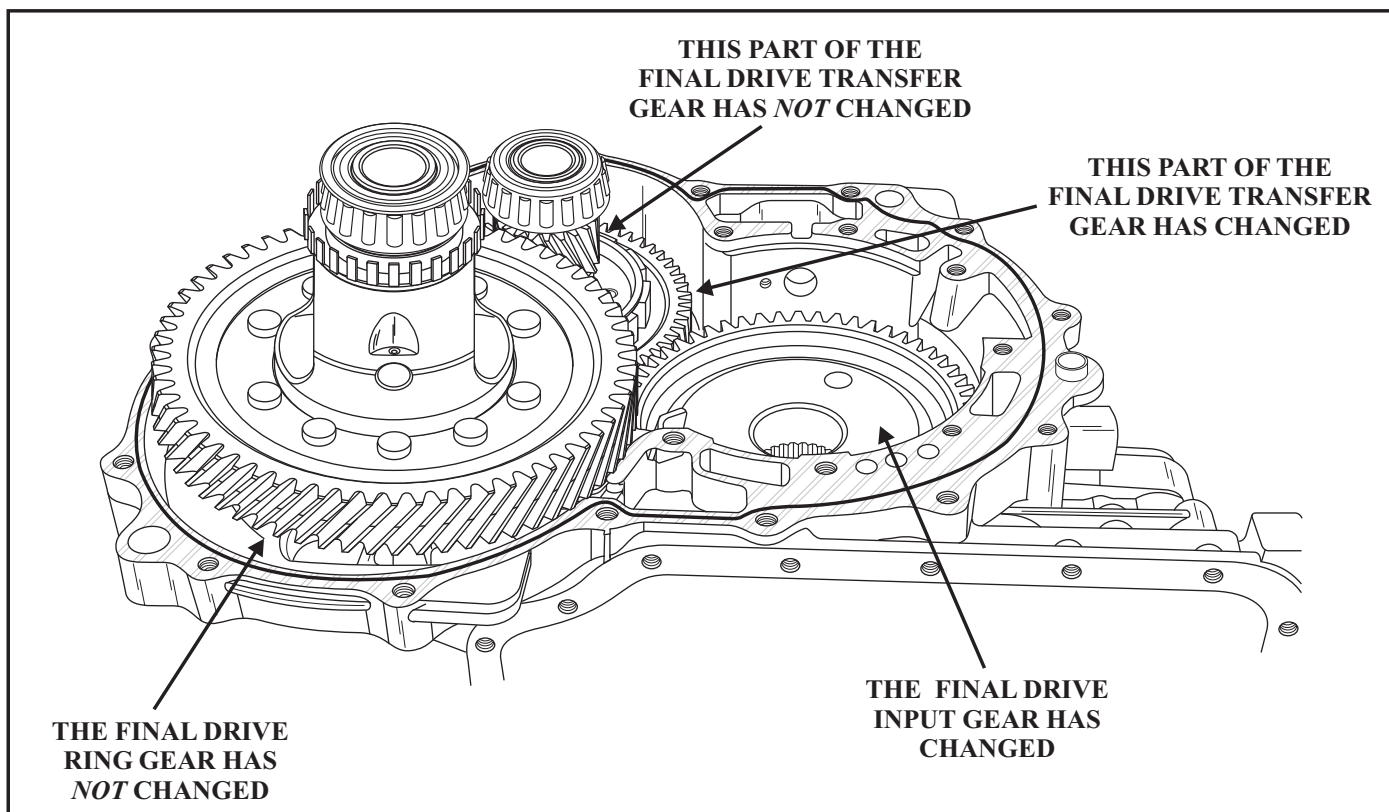



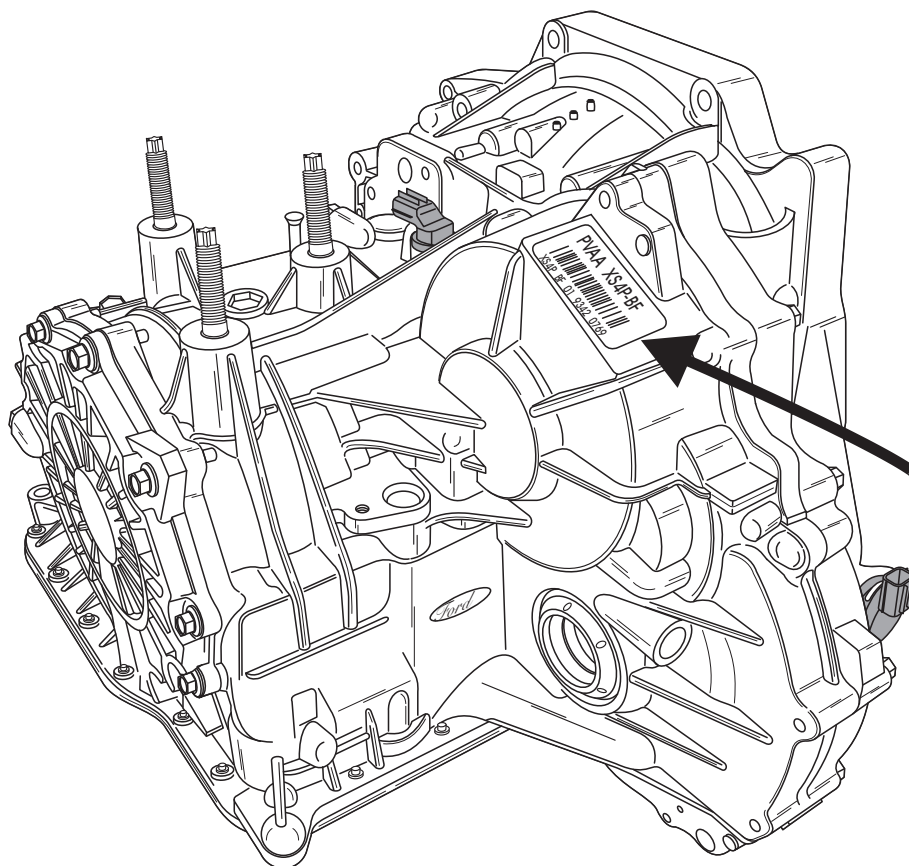
Figure 3

| | |
|---|-----------------------------------|
|  | <h2>AUTHORIZED MODIFICATIONS</h2> |
| THE FOLLOWING MODIFICATIONS HAVE BEEN MADE: | |
| <p><i>Reprogrammed Powertrain Control Module (PCM) per TSB 01-25-4</i></p> | |
| <p>THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND CARB</p> | |
| DEALER NUMBER: | DATE: |
| CHANGE AUTHORITY: | |
| FPS 8262 9/78 | FORD MOTOR COMPANY |
| PRINTED IN U.S.A. | |

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Figure 4

TRANSAXLE ID TAG LOCATION



*Typical Transaxle
I.D. Tag*

*1st Digit Of Suffix
Also Identifies Ratio
And Original Engine*



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Figure 5