



FORD AXOD

PREMATURE PLANETARY FAILURE

SEVERAL MODIFICATIONS CAN BE MADE IN AN EFFORT TO HELP IMPROVE LUBE OIL FLOW TO THE PLANETARY SYSTEM AND THEY ARE AS FOLLOWS:

1. Drill the torque converter fill hole in the valve body spacer plate out to .062" (1/16 Inch). This is the hole marked "ID" as shown in Figure 1. Drill the rear lube orifice in the valve body spacer plate out to .078" (5/64 Inch). This is the hole marked "1" as shown in Figure 1.

2. Trim the rear lube check valve spring, which is located in the valve body, until the check valve sits approximately 1/16" above the machined surface of the valve body (See Figure 2). This will require approximately 3 coils be removed from the spring, and always install the cut end of the spring back into the valve body first.

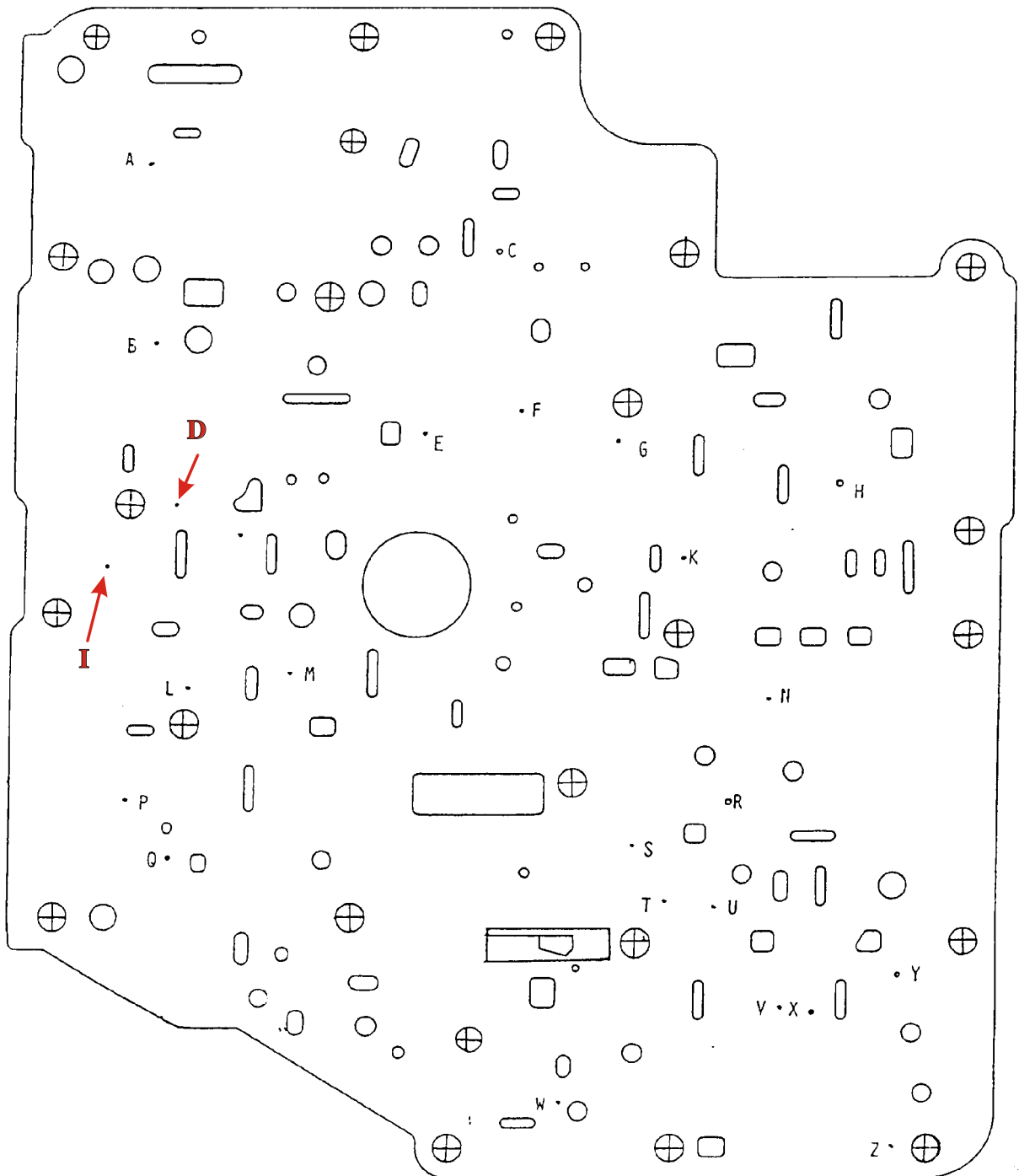
3. Inspect the bushings in the rear planetary support, as these bushings can move out of position and block the lube hole located in the support between them. The 1988 and later rear planetary support has a new second design, wider, one piece bushing with a groove and lube hole in the center. This will provide more surface area to prevent the bushing from moving. Refer to Figure 3.

The later rear planetary support, with the 2nd design bushing, will retro fit back to ALL previous models and is highly recommended. The new design rear planetary support is available under OEM part number E6DZ-7A130-A.

4. Replace the rear lube tube seal with the early design THM 200 (2 Piece) low/reverse support seal. Refer to Figure 4 for installation. The THM 200 two piece seal will now provide additional flexibility and still retain its ability to seal against the rear planetary support. The support CAN rotate in the case lugs, and when the support rotates it WILL damage the one piece seal.

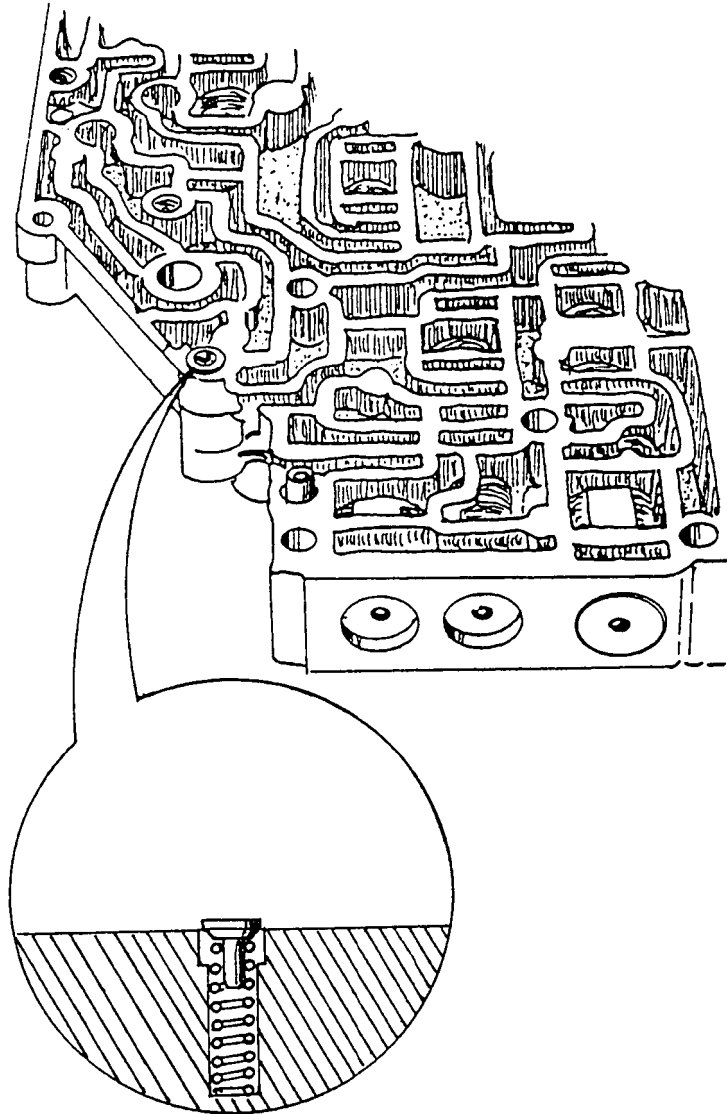
NOTE: WHENEVER THE REAR SUPPORT HAS BEEN REMOVED FOR ANY REASON, THE REAR LUBE TUBE SEAL MUST BE REPLACED.

5. Install "Double Bushings" at the rear of sun gear as shown in Figure 5. After both bushings are in place, ensure that lube oil hole in the sun gear is not blocked.



HOLE MARKED "D" - DRILL TO .62" (1/16 INCH)
HOLE MARKED "I" - DRILL TO .078" (5/64 INCH)

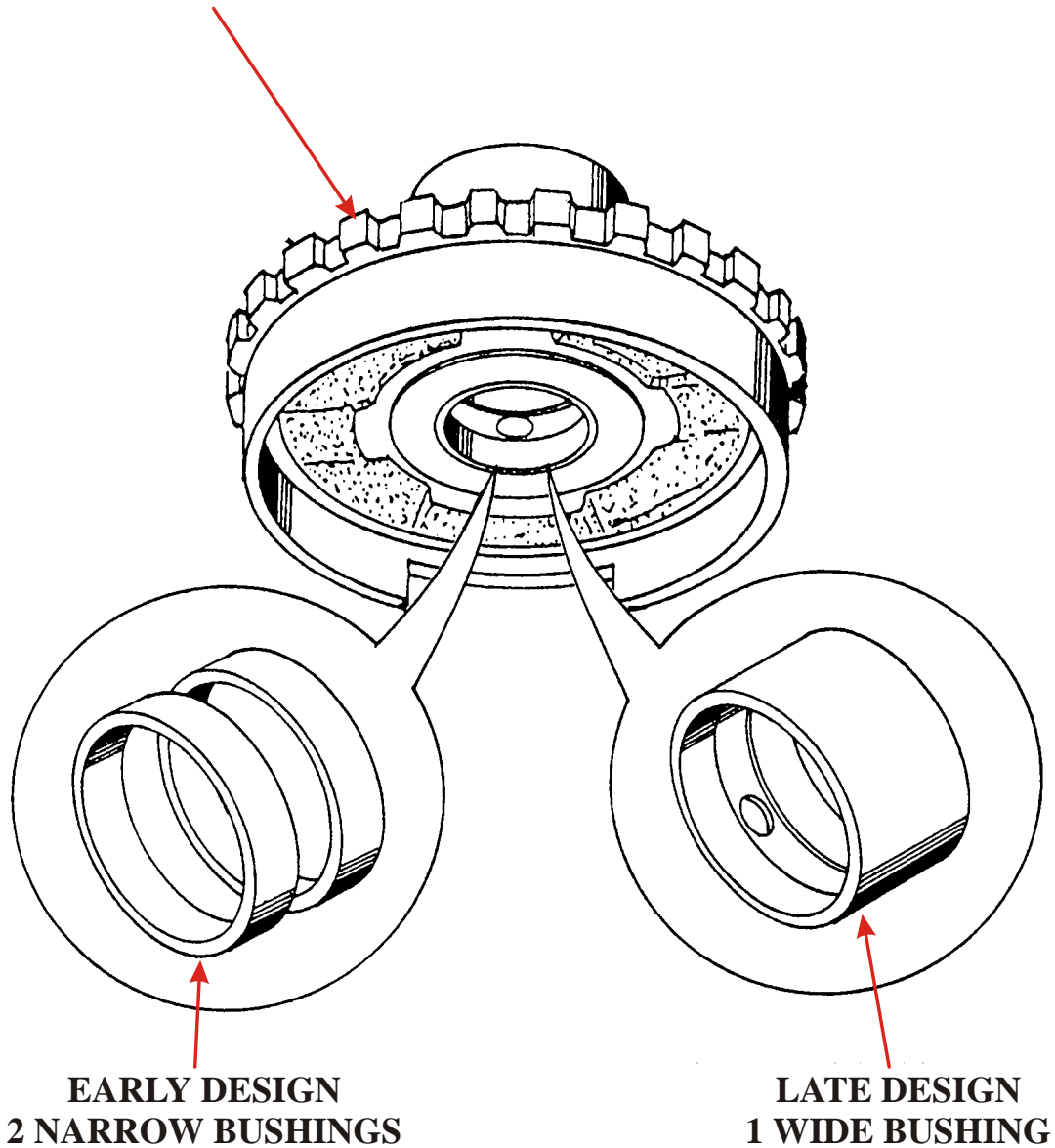
Figure 1



TRIM THE REAR LUBE CHECK VALVE SPRING, UNTIL THE CHECK VALVE SITS ABOUT 1/16" ABOVE THE MACHINED SURFACE OF THE VALVE BODY

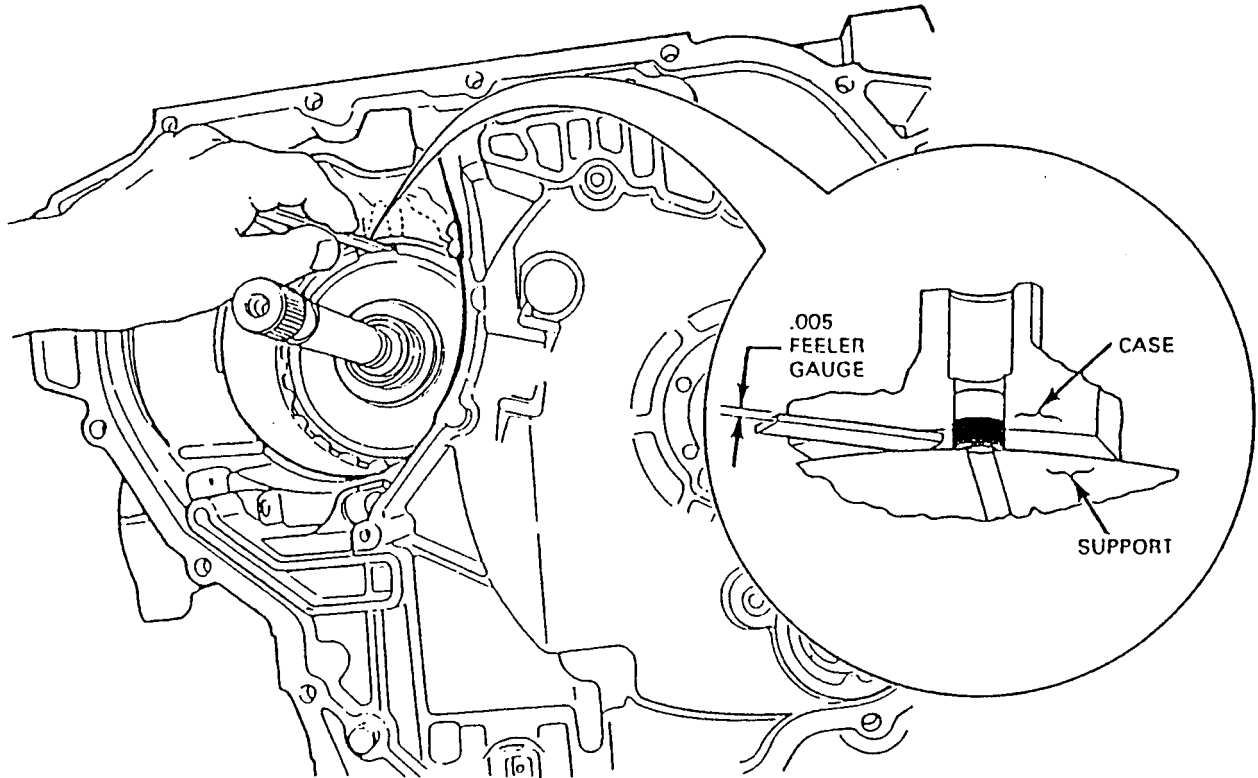
Figure 2

REAR PLANETARY SUPPORT



**THE LATER REAR PLANETARY SUPPORT, WITH THE 2ND DESIGN BUSHING
WILL RETRO FIT BACK TO ALL MODLES AN IS HIGHLY RECOMMENDED**

Figure 3



SLIDE A FEELER GAUGE (.005" OR LESS) BETWEEN THE CASE AND REAR SUPPORT, THROUGH THE OPENING IN THE SNAP RING TO MAKE SURE THE SEAL IS FULLY SEATED. THE SEAL MUST CONTACT ANP BJ3 FLUSH AGAINST THE REAR SUPPORT. IF THE FEELER GAUGE PASSES BETWEEN THE SEAL AND THE SUPPORT, DRIVE THE CUP PLUG FURTHER INTO THE CASE BORE AND CHECK AGAIN.

Figure 4

PRESS ORIGINAL BUSHING DOWN FAR ENOUGH TO,MAKE ROOM FOR THE NEW BUSHING WITHOUT COVERING LUBE OIL HOLE IN THE SUN GEAR.

INSTALL NEW BUSHING ON TOP OF THE ORIGINAL BUSHING.

THIS AREA SHOWN CUTAWAY

ENSURE THAT THIS LUBE HOLE IS NOT BLOCKED

SUPPORT SUN GEAR FROM THIS END WHILE PRESSING BUSHINGS TO PREVENT DAMAGE TO SUN GEAR SHELL.

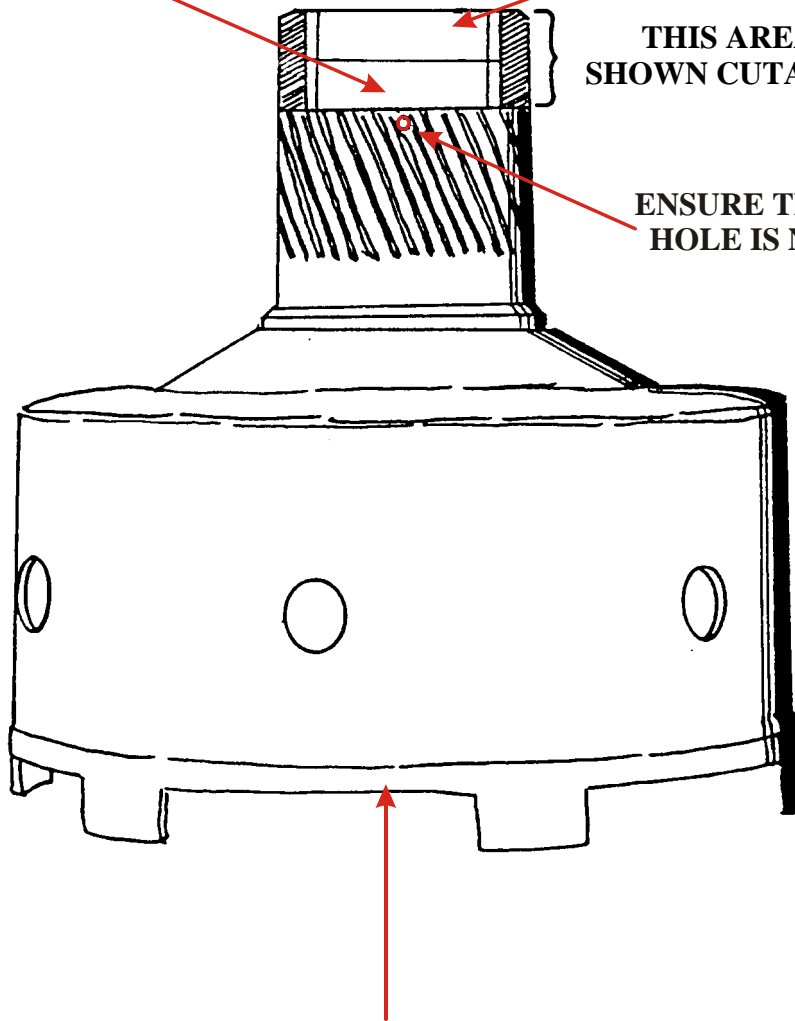


Figure 5