



Technical Service Information

FORD E4OD WILL NOT HOLD IN PARK

COMPLAINT: Vehicle will still move, or roll, after shift lever is placed in the PARK position.

CAUSE: The cause *may* be a broken snap ring on the output shaft, allowing the parking *gear* to move rearward, and then the parking pawl cannot engage into the parking gear (See Figure 1). Action must be taken based on the build date as identified on the transmission I.D. tag. Refer to Figure 2 for build date identification. Ford Safety Recall Number 90S10.

CAUSE: There is now available a new service package, under OEM Part Number F0TZ-7A040-A, that includes a new design extension housing with a new "Boss" cast into it to prevent the parking gear from moving rearward in case the snap ring breaks (See Figure 3). The service package also includes a new "High Strength" snap ring and a snap ring installation aid (See Figure 4). The output shaft has also been re-designed, and has the splines removed from behind the parking gear snap ring groove, which creates an increased shoulder for the snap ring, and helps prevent the snap ring from breaking (See Figure 5). Refer to "Service Information" OEM output shaft part numbers.

SERVICE INFORMATION:

E4OD Extension Housing Service Package F0TZ-7A040-A

Includes the following:

1. 2nd design extension housing with added boss.
2. New design "High Strength" snap ring.
3. Snap ring installation aid.

1989 Output Shaft, 2WD, 7T Speedo E9TZ-7060-A

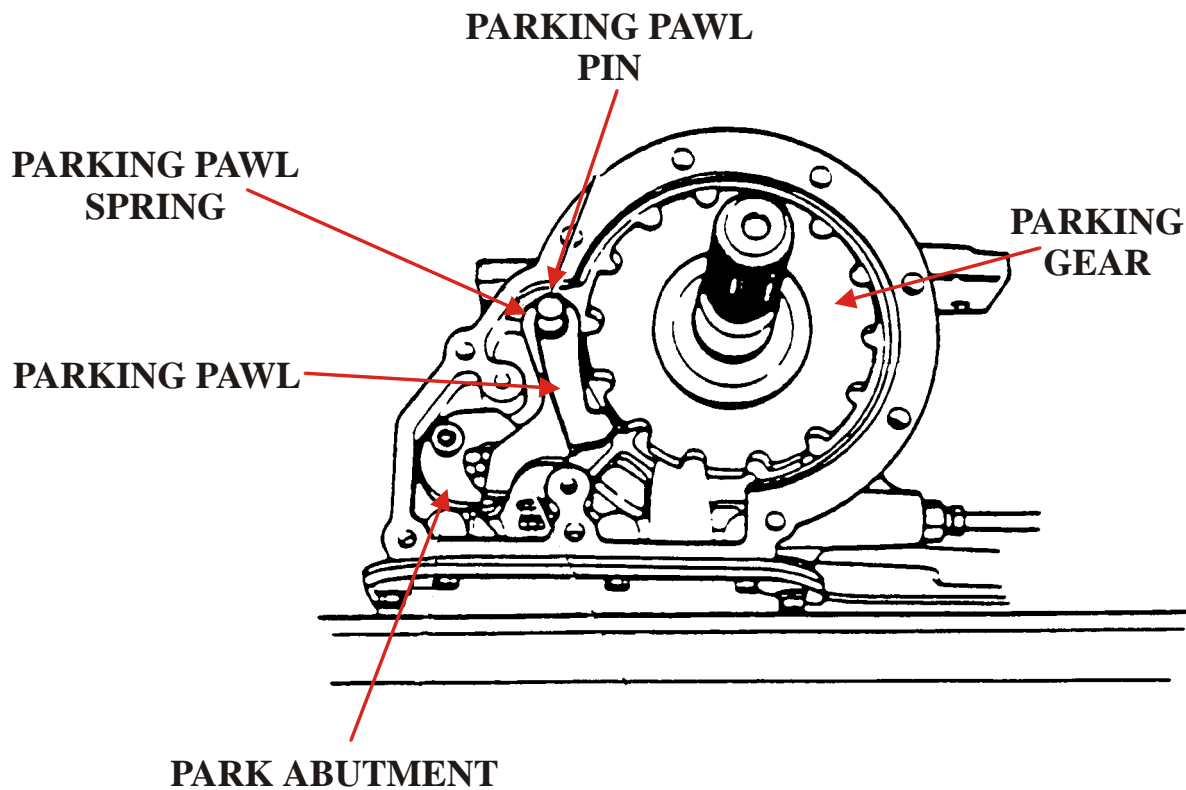
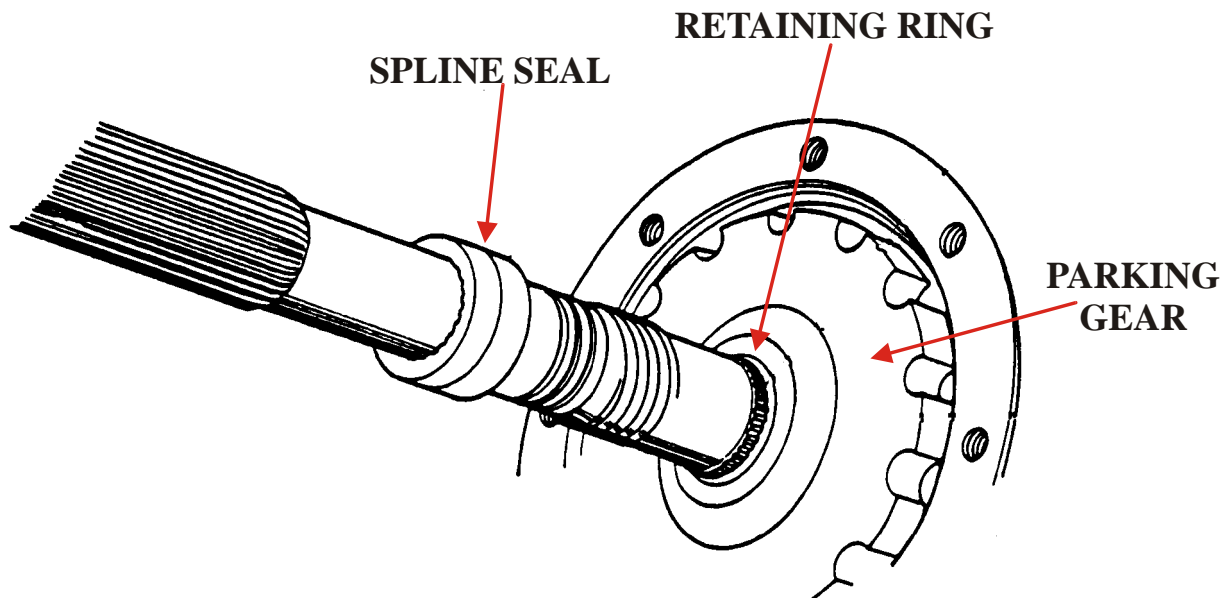
1989 Output Shaft, 2WD, 8T Speedo E9TZ-7060-C

1989 Output Shaft, 4WD E9TZ-7060-B

1990 Output Shaft, 2WD, 7T Speedo F0TZ-7060-E

1990 Output Shaft, 2WD, 8T Speedo F0TZ-7060-F

1990 Output Shaft, 4WD F0TZ-7060-G



E40D SNAP RING CONCERN SOME 4 x 2's WITH 1 PIECE DRIVESHAFTS

- The following actions must be taken based on the build date as identified on the transmission I.D. Tag:
- E250-E350 7.3L Diesel
 - Any transmission built in 1988 must be repaired
 - Any transmission built in 1989 prior to Oct. 27, 1989 (9K27) must be repaired
- All Other Applications (except 5.0L)
 - Any transmission built in 1988 must be repaired
 - Any transmission built in 1989 prior to Dec. 1, 1989 (9M01) must be repaired
- Any transmission built in 1990 does not need repair
- BUILD DATE IDENTIFICATION IS AS FOLLOWS:

- 1988 — 8 before the letter
REPAIR ALL



- 1989 — 9 before the letter

E250-E350 7.3L Diesel —
A01 thru K26 • REPAIR
All Other — (except 5.0L)
A01 thru L30 • REPAIR

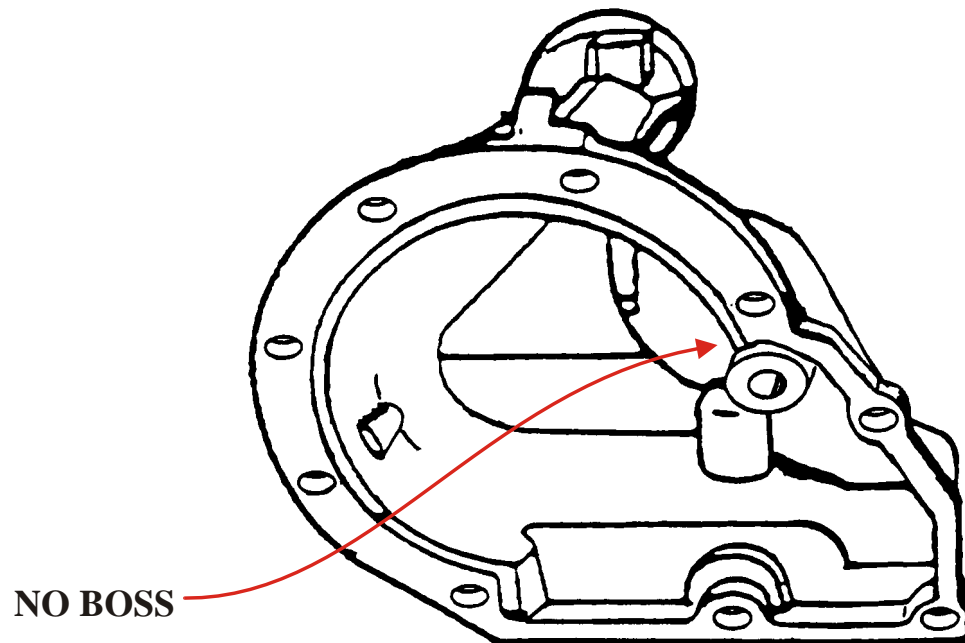


- 1990 — 0 before the letter
Does Not Need Repair

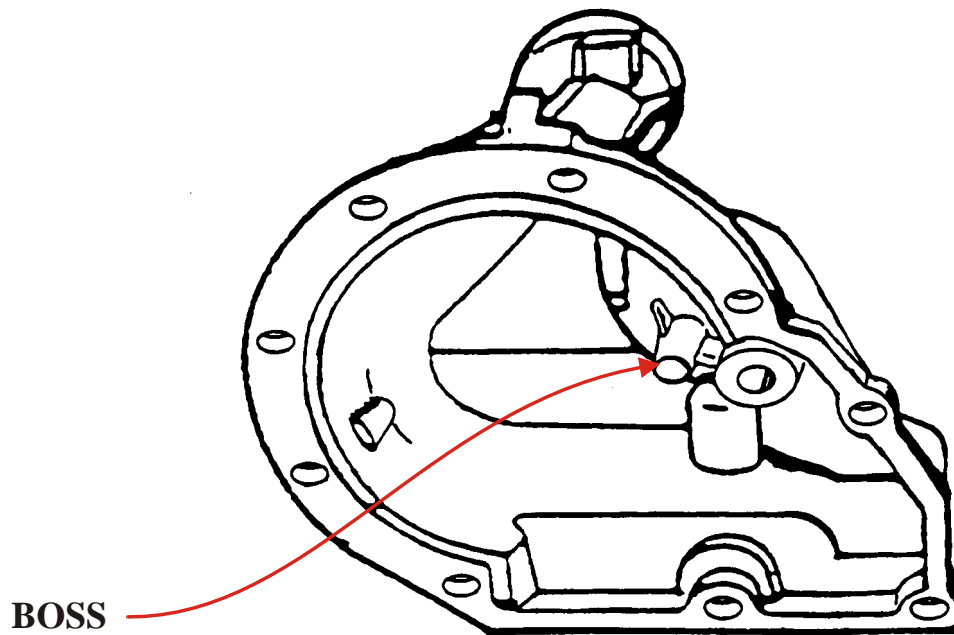


If the identification tag is missing or does not conform to the above guidelines, then unit must be repaired.

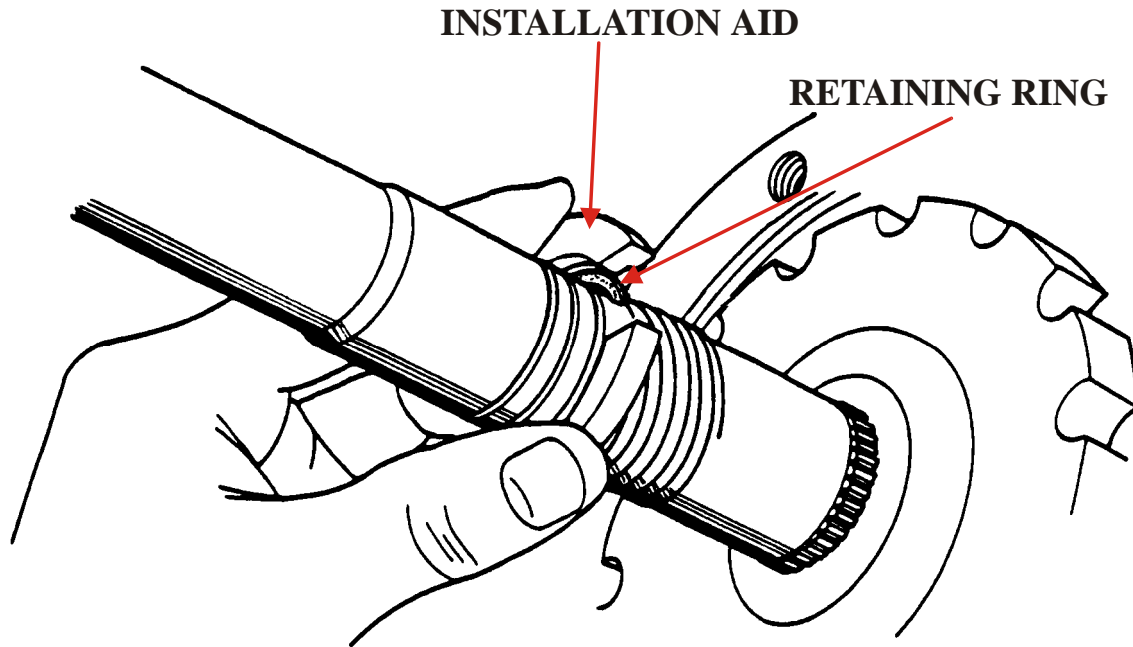
PREVIOUS DESIGN



NEW DESIGN

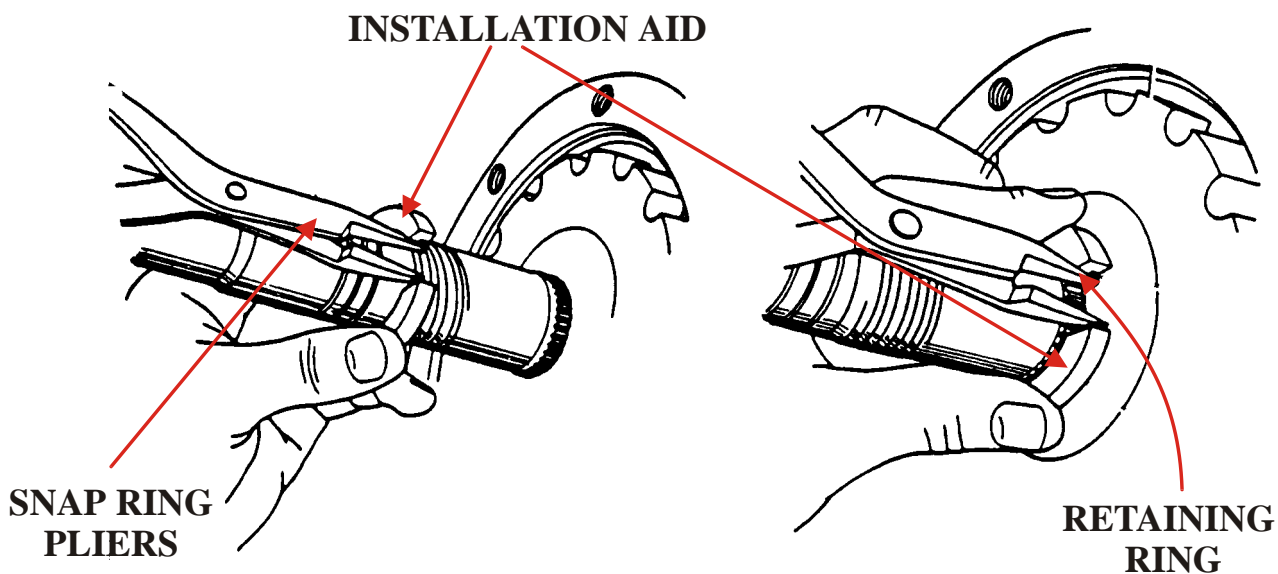


Remove the installing aid with retaining ring from package. Hold the ring in the installation aid opposite opening and place installation aid on the output shaft, just before speed0 teeth, with ring facing transmission. Ring ends must be in installation aid opening. Installation aid is to prevent the ring from being spread too far apart

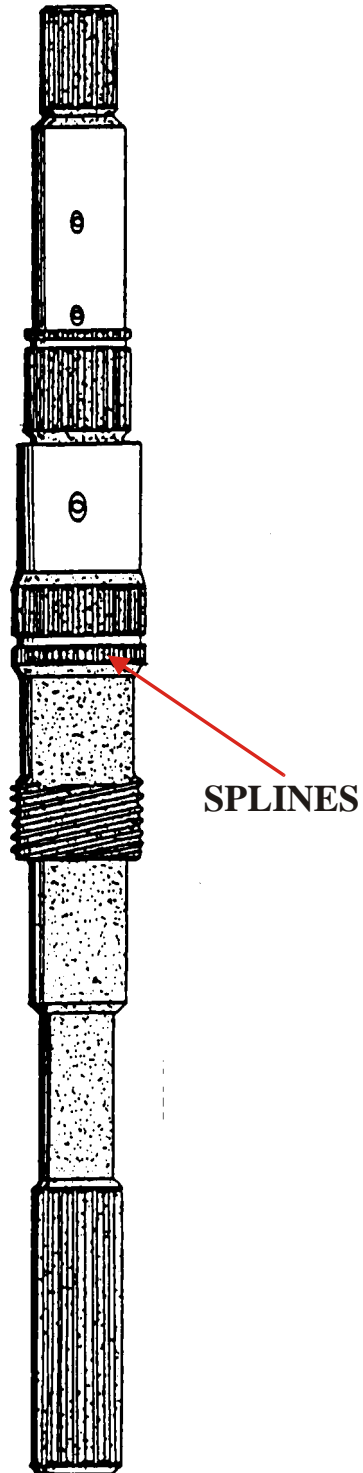


2. Hold snap ring pliers parallel to output shaft and expand snap ring within the installation aid.

3. Slide snap ring over the speed0 teeth and release the snap ring when the installation aid is against the parking gear. fore speed0 teeth, with ring facing transmission. (Retaining be in installation aid opening). Installation aid is to pre-2.



PREVIOUS DESIGN



NEW DESIGN

