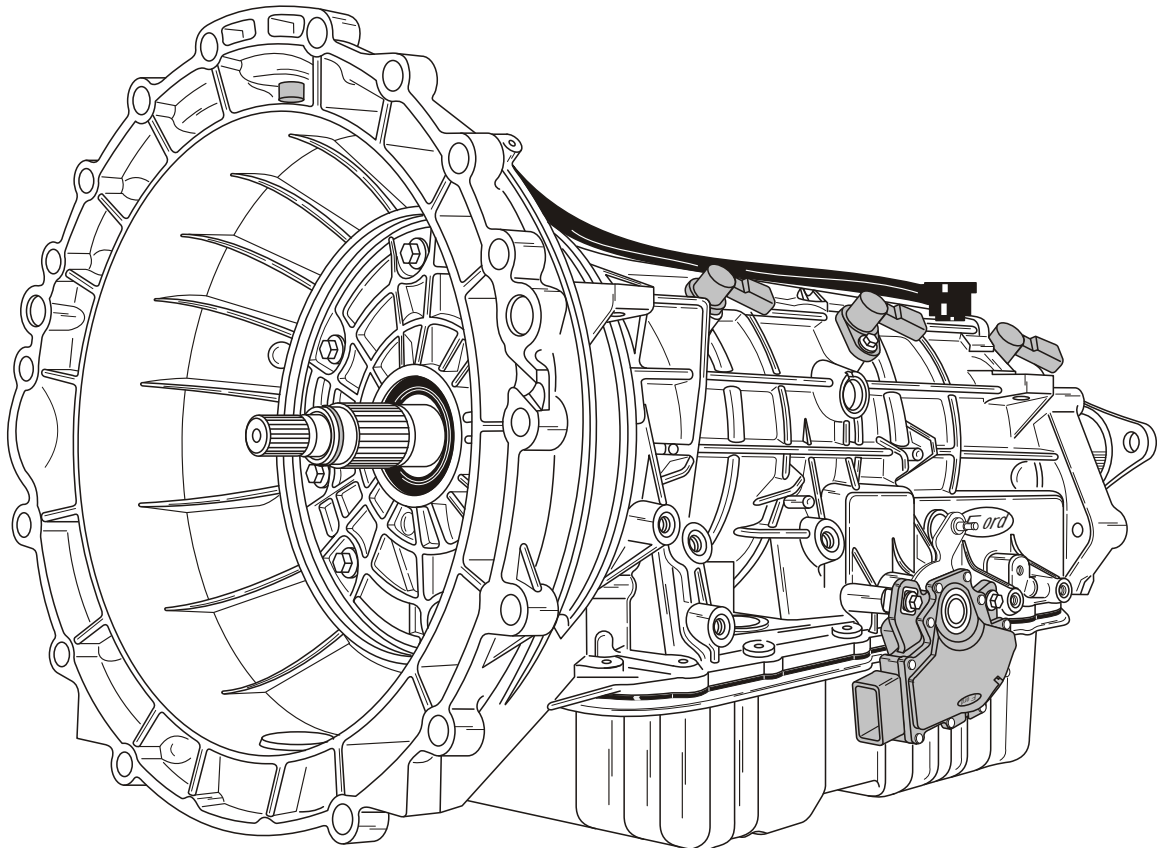


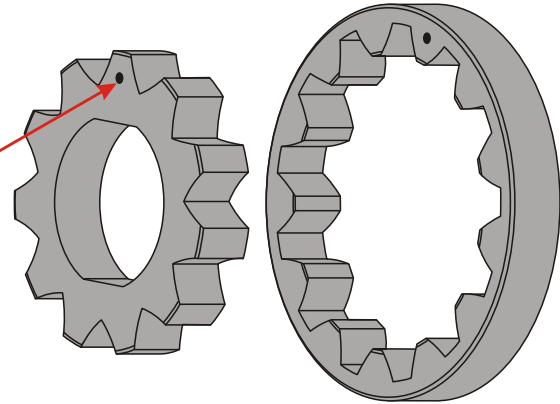
FORD 5R55N FRONT PUMP ASSEMBLY

There are some different procedures that need to be addressed on the assembly of the Front Pump on the new 5R55N transmission from Ford Motor Company. Some of these procedures are enough different that some mis-assemblies could easily occur if the technician did not refer to the manual. ATSG will have an assembly/disassembly manual available very soon.

1. The Inner and Outer Pump Gears **must** be placed into the pump body with the identification marks facing **down**, as shown in Figure 1. If they are placed in the opposite direction, the Inner Gear "O" ring will be in the wrong position, and the torque converter will be very difficult if not impossible to install.
2. There is a Line Pressure Limit Valve Assembly in this pump body that is not found in most other transmissions, and is installed in the direction shown in Figure 2.
3. The Pump Alignment Tool is mandatory with this transmission and is the same one that is used on the A4LD, 4R55E/4R55E, and 5R55E transmissions, as shown in Figure 4. Pump alignment pins are also necessary for this transmission.
4. There is also an inner gear "O" ring seating tool, as shown in Figure 5, to ensure that the "O" ring is fully seated in the groove in the inner gear.

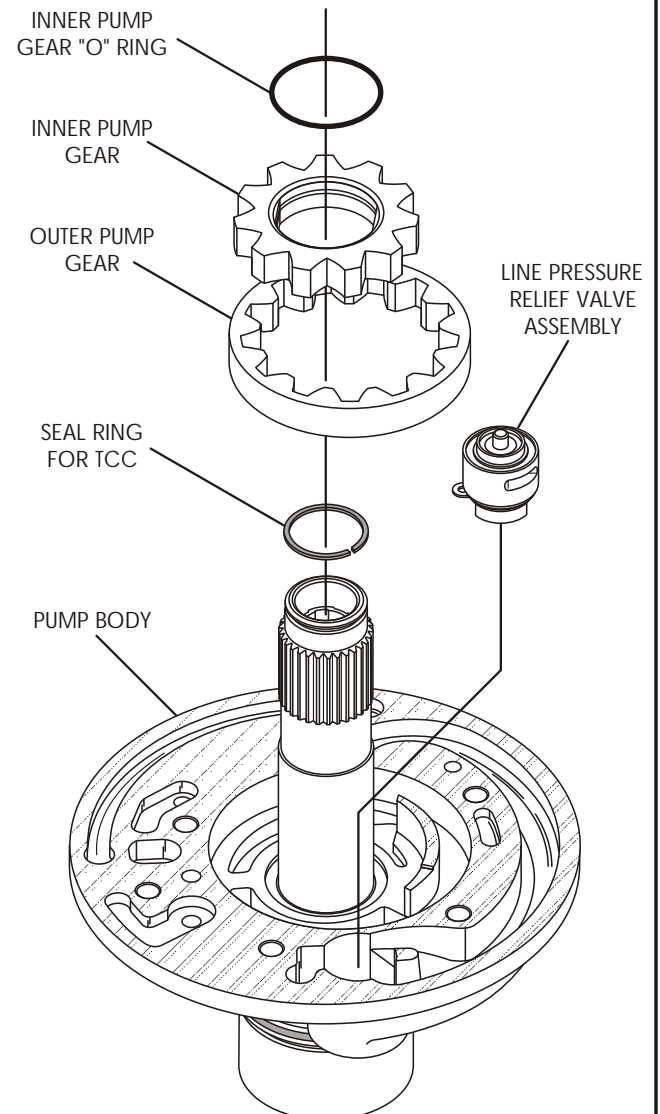
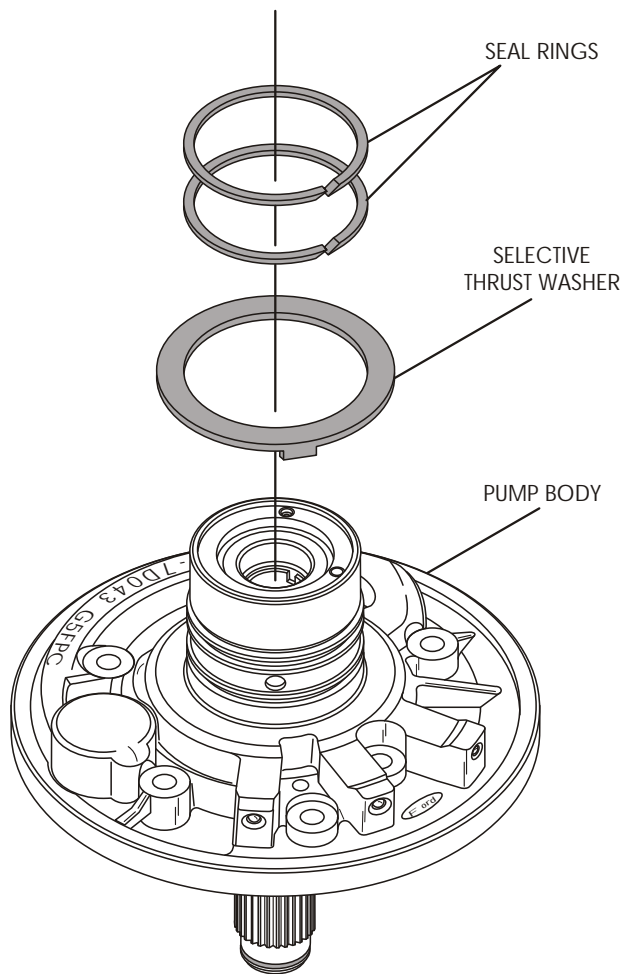


*Pump Gears Go Into Cover
With "Dots" Facing Down*



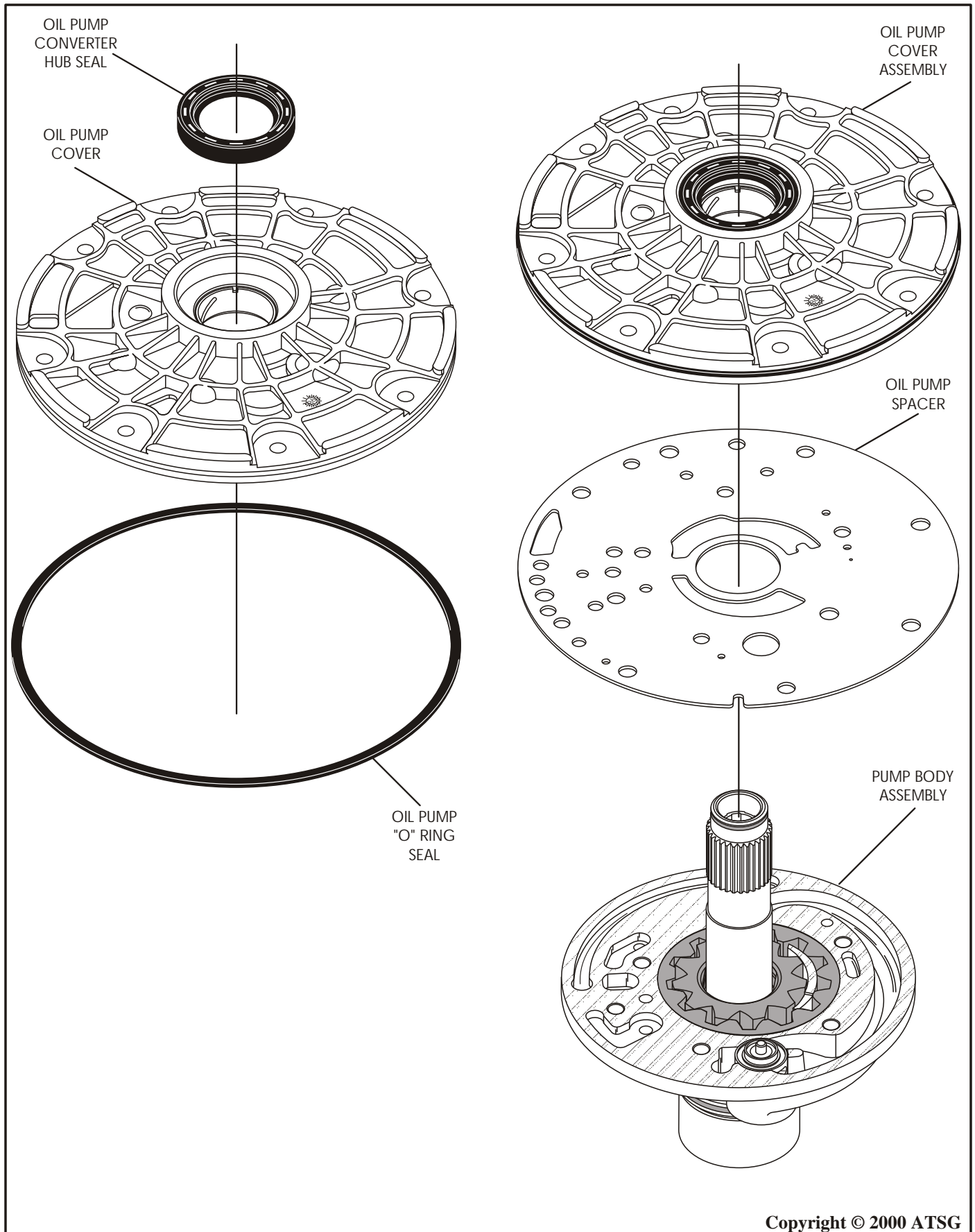
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Figure 1



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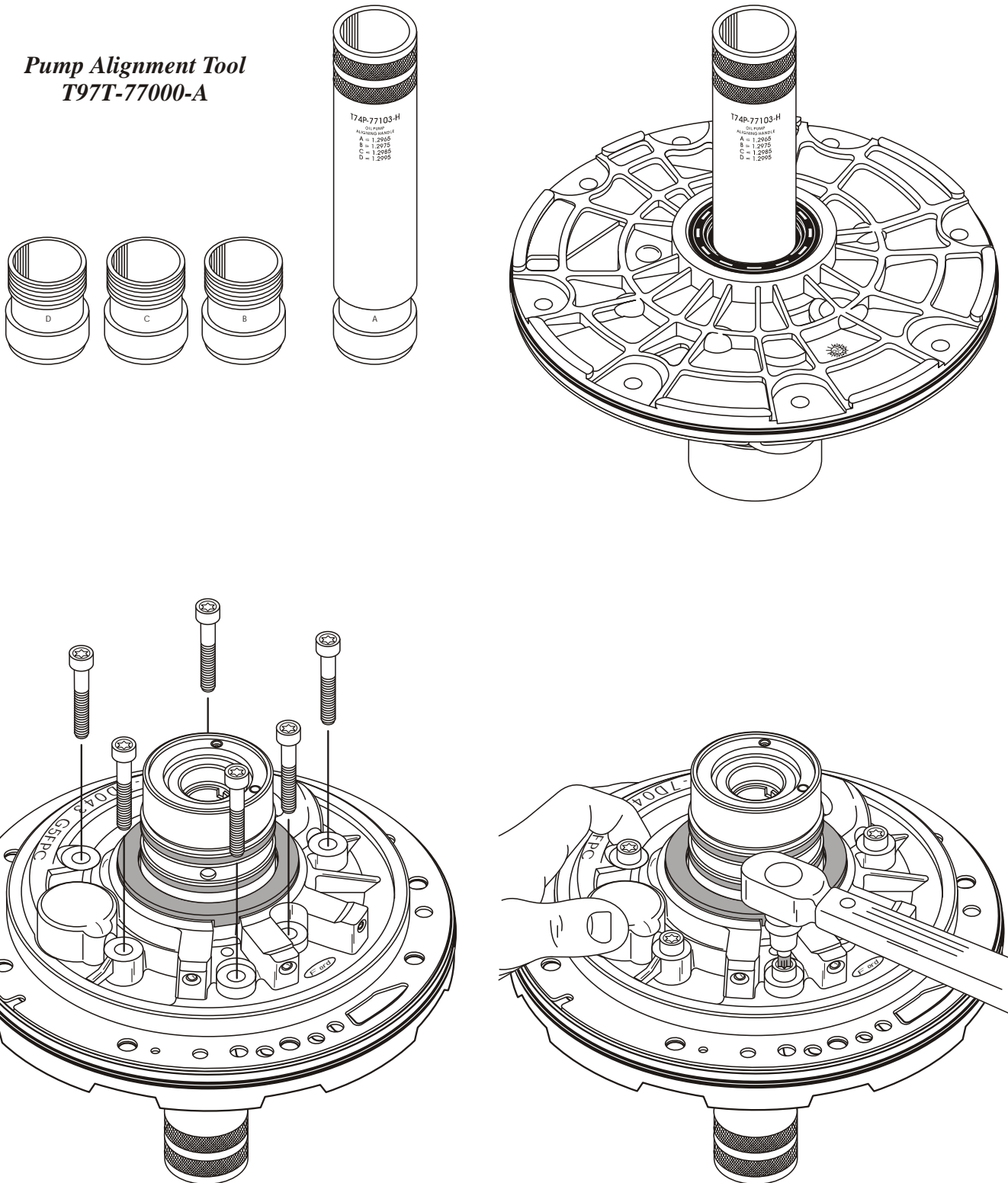
Figure 2



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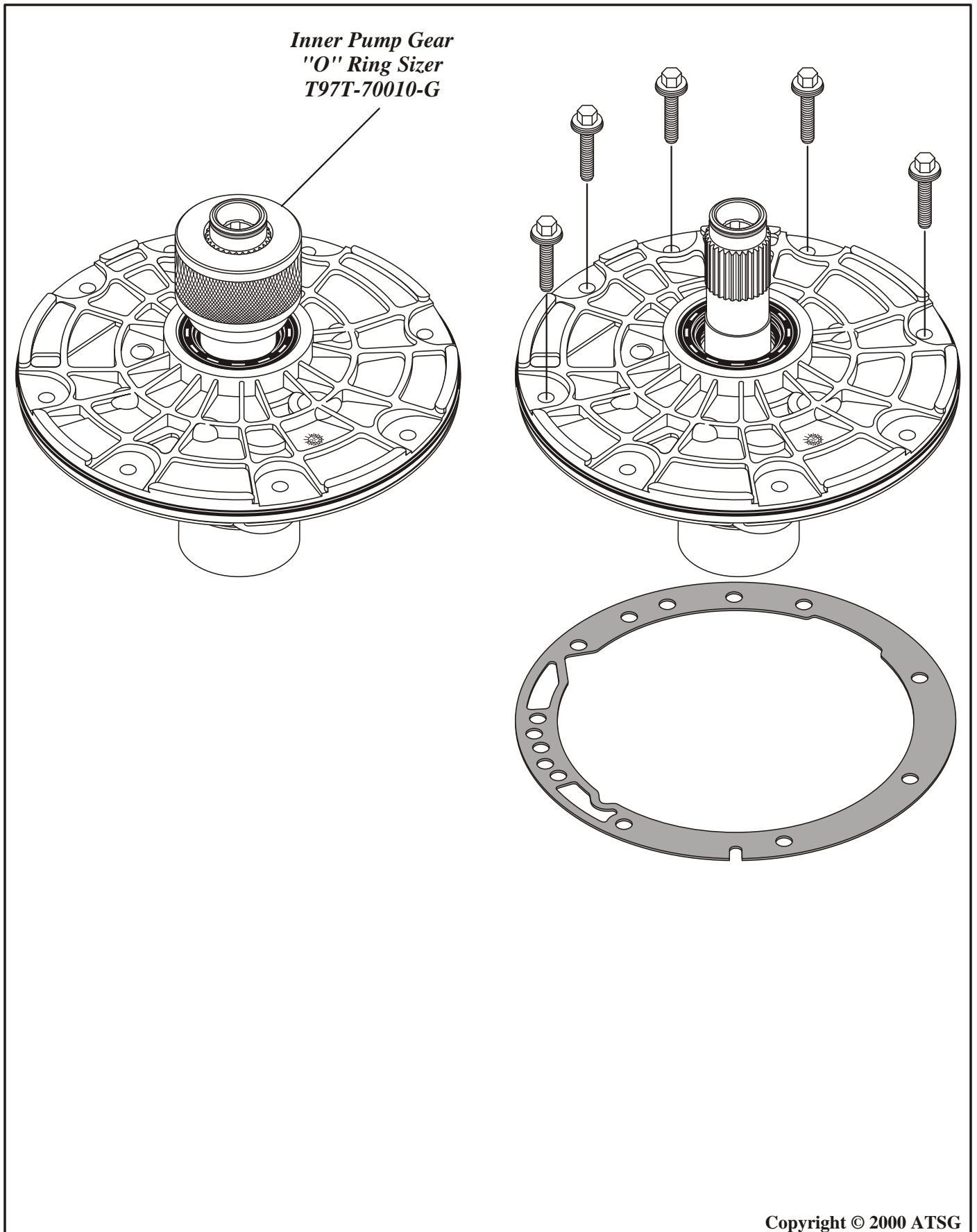
Figure 3

Pump Alignment Tool T97T-77000-A



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Figure 4



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Figure 5