



Technical Service Information

FORD E4OD NEW DESIGN OVERDRIVE PISTON

CHANGE: Some 1996-1997 vehicles equipped with the E4OD transmission were built with a new design level overdrive clutch piston, with the seals bonded to the piston (See Figure 1).

REASON: Increased durability and cost savings in the manufacturing process.

PARTS AFFECTED:

- (1) OVERDRIVE PISTON - Now stamped steel with moulded rubber inner and outer seals on the piston assembly, instead of the previous machined aluminum, as shown in Figure 1.
- (2) OVERDRIVE/INTERMEDIATE CLUTCH CYLINDER - Major casting changes to clutch cylinder, to accommodate the new design level bonded piston, as shown in Figure 1.

INTERCHANGEABILITY:

Both pieces listed above *will* retro-fit back on all previous models of the E4OD transmission, but *must* be used together as a package. New design parts are not interchangeable with previous design level parts on an individual basis.

Note: *Until the new design level parts are fully stocked, the current service parts must be used to replace the new design level parts, if it becomes necessary to replace either the new design bonded seal piston or new design cylinder.*

SERVICE INFORMATION:

Overdrive Piston Assembly (New Design)	F6TZ-7A262-AA
O.D./Int. Cylinder Assembly (New Design)	F6TZ-7G384-AA
Overdrive Piston Assembly (Previous Design)	E9TZ-7A262-A
Inner Piston Seal (Previous Design)	E9TZ-7F225-A
Outer Piston Seal (Previous Design)	E9TZ-7A548-A
O.D./Int. Cylinder Assembly (Previous Design)	E9TZ-7G384-B

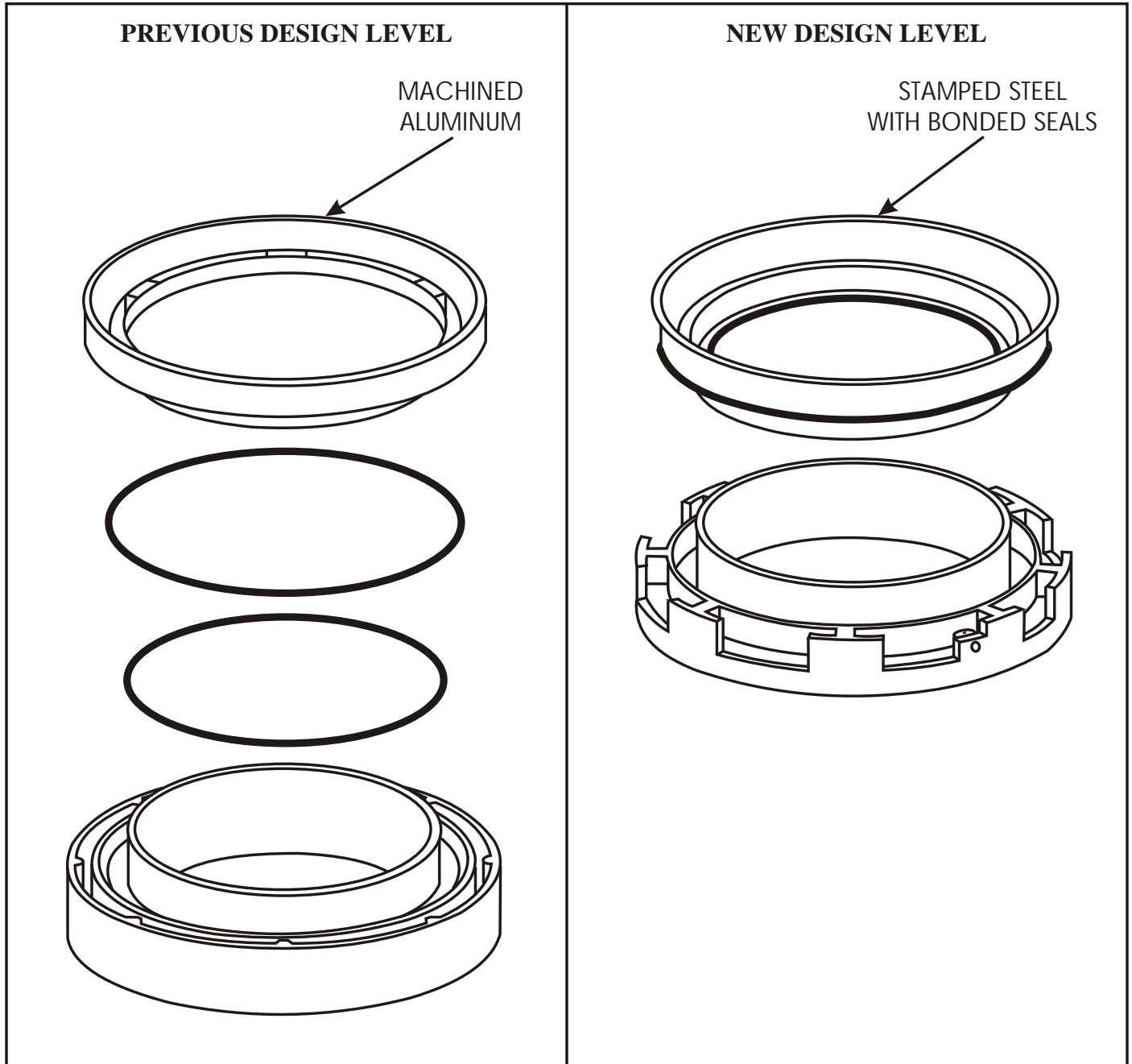


Figure 1