



Technical Service Information

FORD AXOD CHECKBALL LOCATIONS

Valve Body Ball Checks

The following information describes the function of the valve body ball checks. The location of the different ball checks is shown in figure 1.

Ball Checks:

B1: Forces reverse clutch feed oil through the A orifice and thermal element while allowing the clutch to exhaust without restriction.

B2: Separates reverse clutch and forward clutch circuits feeding the forward clutch.

B3: Separates manual low relief and TVLM passages to the main regulator boost valve. A: Separates manual low relief and direct clutch circuits to the direct clutch.

B4: Separates manual low relief and direct clutch circuits to the direct clutch.

B5: Connects low/intermediate servo release and direct clutch passages during pressurization of these circuits while forcing low/intermediate servo release to be ex-hausted through the L orifice and the 3-2 control valve.

B6: (2 required) Forces forward clutch feed oil through the K orifice for the 4-3 downshift while bypassing the orifice for a drive engagement.

B7: Allows forward clutch to exhaust freely on the 3-4 upshift but forces forward clutch apply through the K orifice for the 4-3 downshift.

B8: Separates low and kickdown circuits to the 2-3 shift valve.

B9: Forces the direct clutch to exhaust through the M orifice on a 3-2 downshift while bypassing the orifice for the 3-1 downshift.

B10: Exhausts low/intermediate servo apply directly through the manual valve on a drive-neutral or a drive-reverse engagement, bypassing the B orifice.

B11: Not used.

B12: Not used.

B13: Forces direct clutch feed through the E and F orifices bypassing the M orifice.

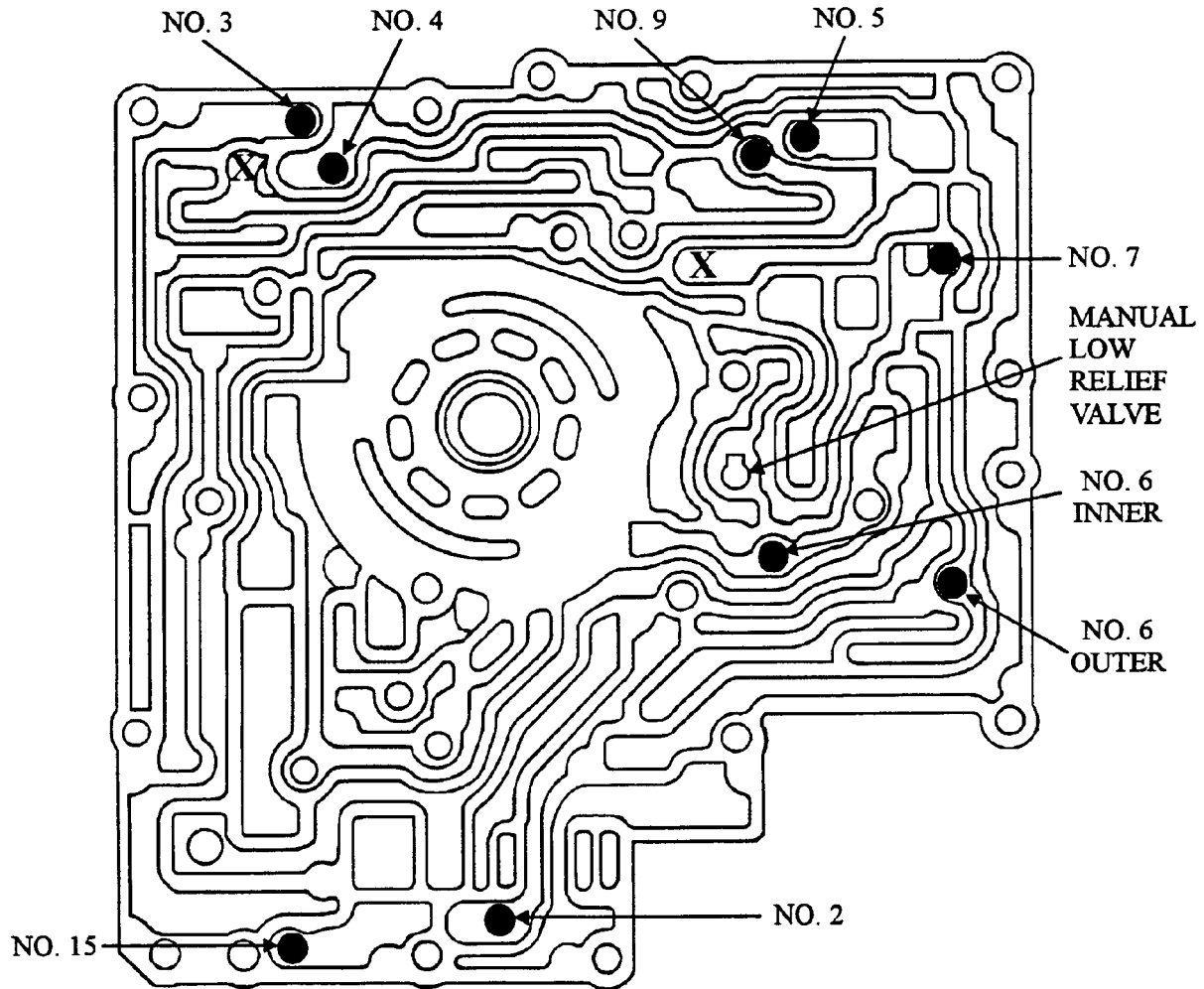
B14: Forces overdrive servo apply feed through the H and G orifices while bypassing the orifices for exhaust.

B15: Applies forward clutch through the PP orifice as well as the K orifice for a manual 3 pull in.

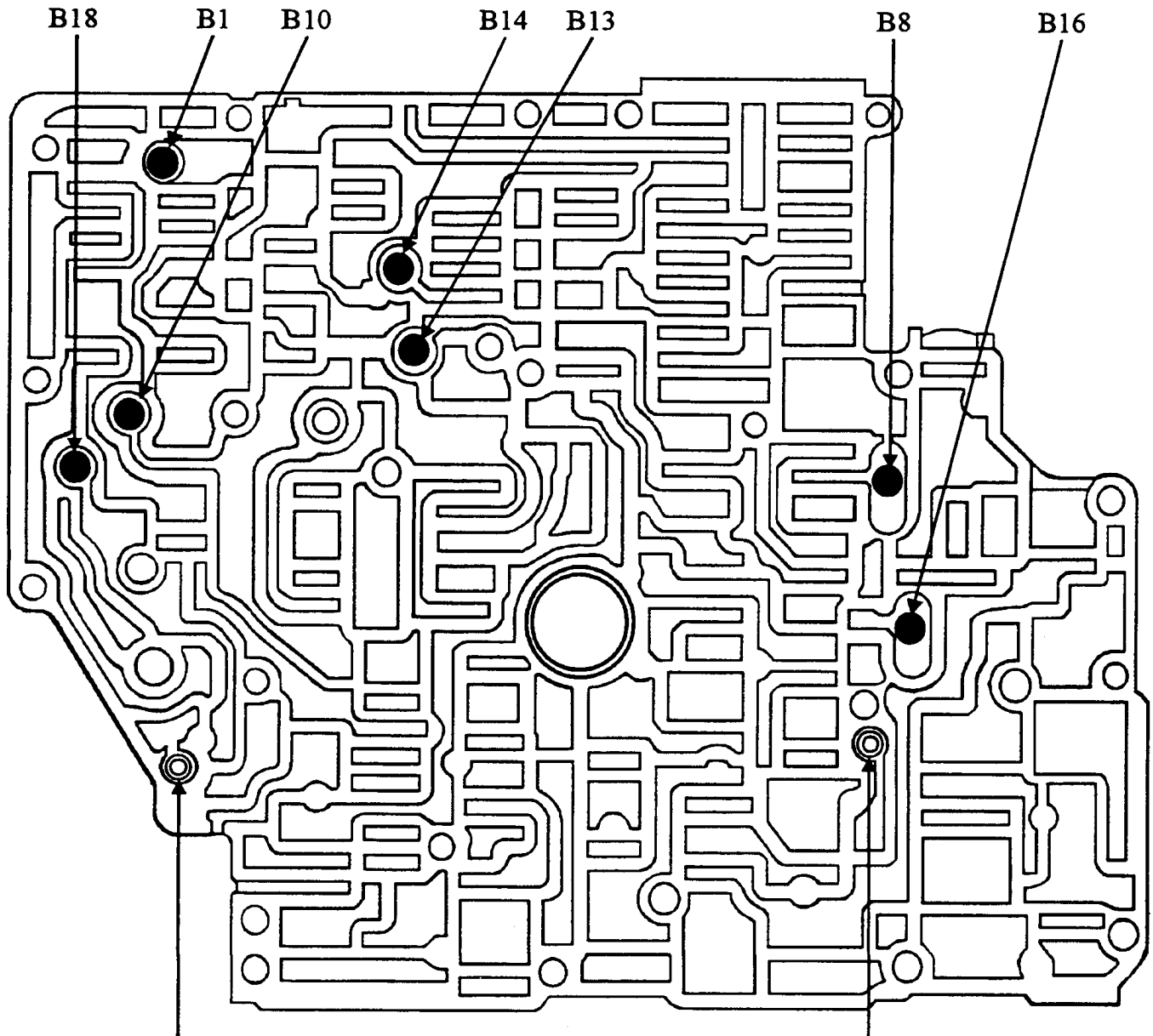
B16: Separates the low and backout circuits to the backout valve.

B18: Feeds the N-D accumulator through the RR and SS orifices in parallel and exhausts N-D accumulator through the RR and SS orifices in series. Relief and Drain back Valves MANUAL LOW RELIEF - Controls direct clutch pressure to 55 psi during a manual low pull-in. Also acts to boost line pressure at low TV pressure during the manual low pull-in. CONVERTER DRAIN BACK - Prevents the converter from chaining when the vehicle is not running.

PUMP BODY CHECKBALL LOCATIONS (9 BALL PUMP ONLY)



VALVE BODY CHECKBALL LOCATIONS



FRONT LUBE RELIEF
VALVE AND SPRING

CONVERTER DRAIN BACK
VALVE AND SPRING