FORD AOD
FLARES OR NEUTRALS INTO OVERDRIVE

COMPLAINT: Cannot get solid shift into overdrive. The shift speed is okay and the throttle pressure is adjusted correctly. Sometimes it seems to neutral into overdrive at light throttle.

CAUSE: The surface area of the overdrive servo is not sufficient to hold the overdrive band on. Because a pressure cutback occurs on the 2-3 shift that lowers the mainline pressure, light throttle pressure may not raise the pressure high enough to overcome all internal leaks and still hold the band around the drum tightly.

CORRECTION: Install a larger overdrive servo. Early units and smaller V-8's used the standard "C" servo to apply the band. High output engines use the "B" Servo which provides 30% more band application force and is recommended for stronger 3-4 shifts. Also available is the "A" Servo which provides 16% more band application force than the "B" Servo. This "A" Servo is especially helpful in high performance and heavy duty applications. When changing the overdrive servo size, it will be necessary to change the servo piston, piston return spring, servo cover and the piston seal. The two cover seals remain the same for all servos. Figure 1 shows a chart with the Ford part numbers for the *"A" and "B" Servo* components.

PART	"B" SERVO	"A" SERVO
SERVO PISTON	E0AZ-7F200-B	E9SZ-7F200-A
RETURN SPRING	E0AZ-7F201-A	E9SZ-7F201-A
SERVO COVER	E0AZ-7D027-D	E9SZ-7D027-A
PISTON SEAL	E0AZ-7D024-B	E9SZ-7D024-A

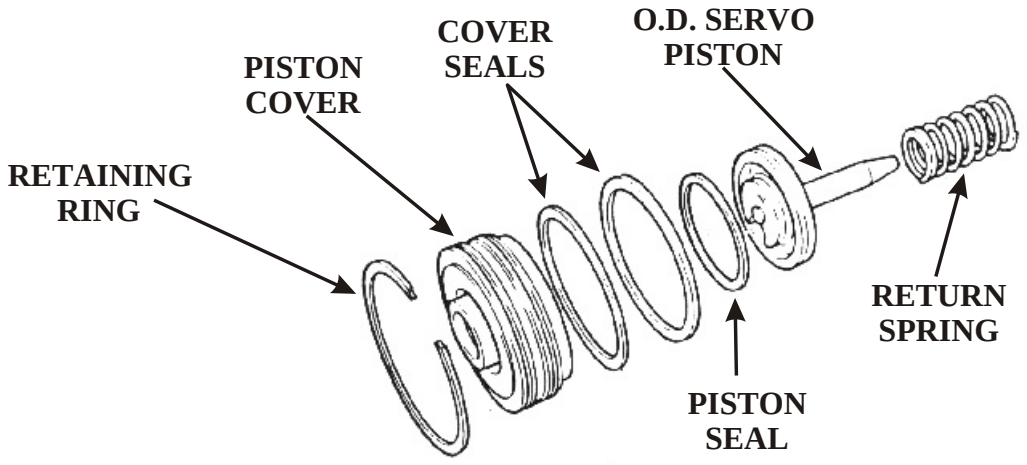

Figure 1