



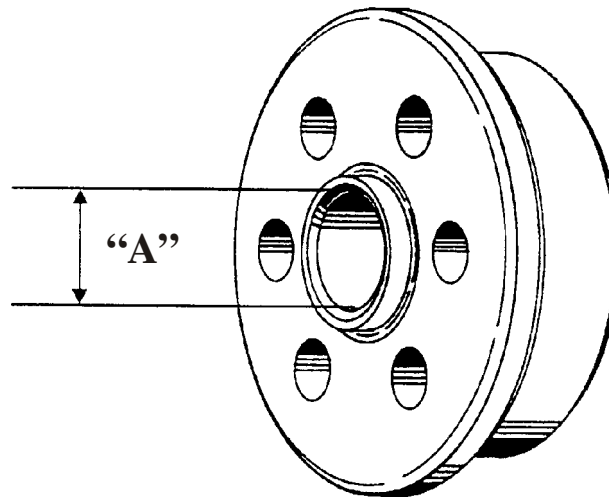
# Technical Service Information

## **FORD A4LD CONTINUOUS FRONT SEAL LEAKS, PREMATURE CONVERTER HUB WEAR, PREMATURE PUMP GEAR DAMAGE, ON 2.8L, 2.9L AND 4.0L ENGINES ONLY**

- COMPLAINT:** After rebuild, continuous leaks from the front pump seal area, possibly premature bushing wear and/or wear on the torque converter hub seal area, and in extreme cases may exhibit premature front pump gear breakage. The complaint may be any or all of the above, depending on the extent of the wear.
- CAUSE:** The cause may be a “Crankshaft to Flywheel Spacer” worn in the area that supports the torque converter pilot hub, allowing a mis-alignment of the torque converter to pump, on models equipped with 2.8L, 2.9L and 4.0L engines only.
- CORRECTION:** Inspect the “Crankshaft to Flywheel Spacer” for any abnormal wear and replace as necessary. Refer to Dimension “A” in Figure 1 to measure the spacer. Dimension “A” on a new spacer is .750”, and the OEM part number is D4ZZ-6434-A.
- SERVICE INFORMATION:**

Crankshaft to Flywheel Spacer ..... D4ZZ-6434-A

### **CRANKSHAFT TO FLYWHEEL SPACER OEM PART NUMBER D4ZZ-6434-A**



**DIMENSION “A” SHOULD BE .750” ON A NEW SPACER**

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