

5R55 Ford Installation Guidelines

Pre-Installation:

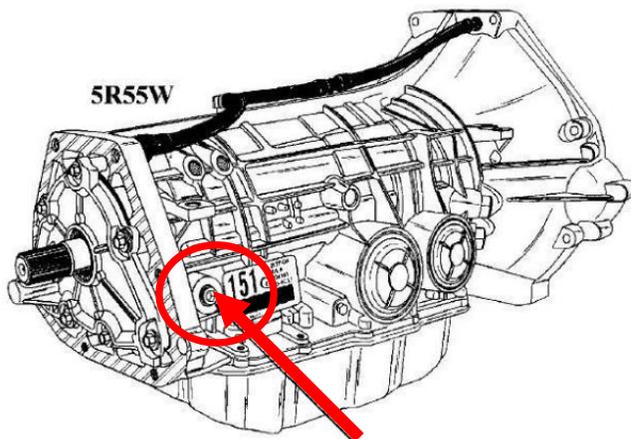
1. Scan vehicle for engine and transmission codes before installing remanufactured transmission. Write down the codes. Be sure that you remedy all engine codes prior to installation.
2. Inspect the transmission wiring harness for damaged wires or connectors. Verify proper function of the entire electrical system including the battery, alternator, mass air flow sensor, throttle position sensor, and, most importantly, the vehicle grounds.
3. Install a new transmission oil cooler and by-pass the radiator. Debris contamination and flow blockage is the leading cause of replacement transmission failure. There is a can of LINE flush provided. This is for flushing the lines only and not for the cooler. Cooler or radiator must be replaced.

Fluid Fill Process:

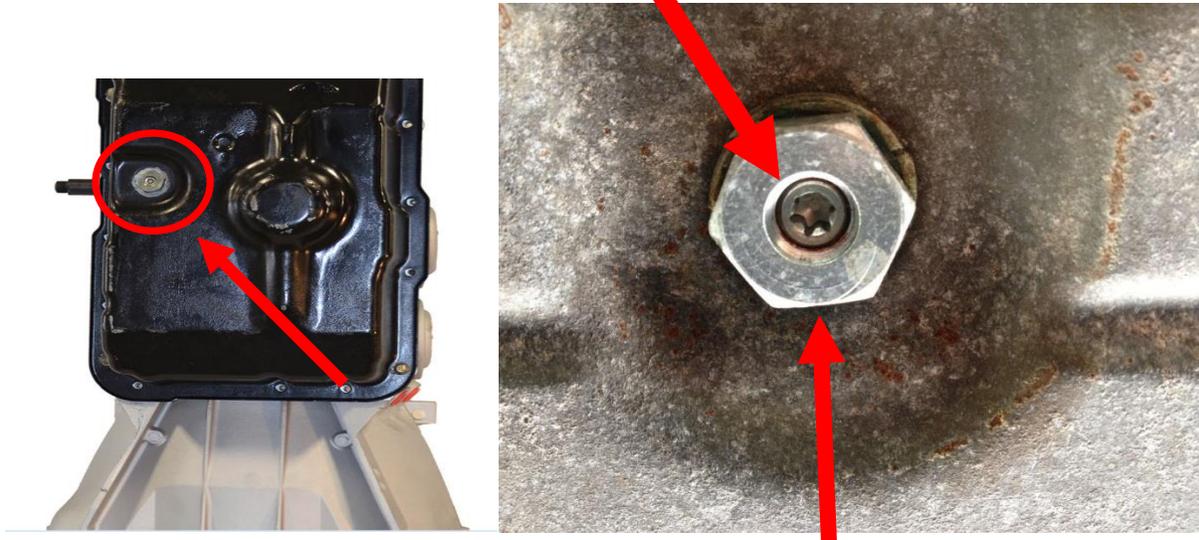
Before installation, fill the transmission with 8 quarts of OEM approved fluid thru the sensor hole on the upper driver's side of the case. Once filled, install the sensor(s) and install the transmission.



After installation, remove the 5/16" hex plug (this is the fill plug).



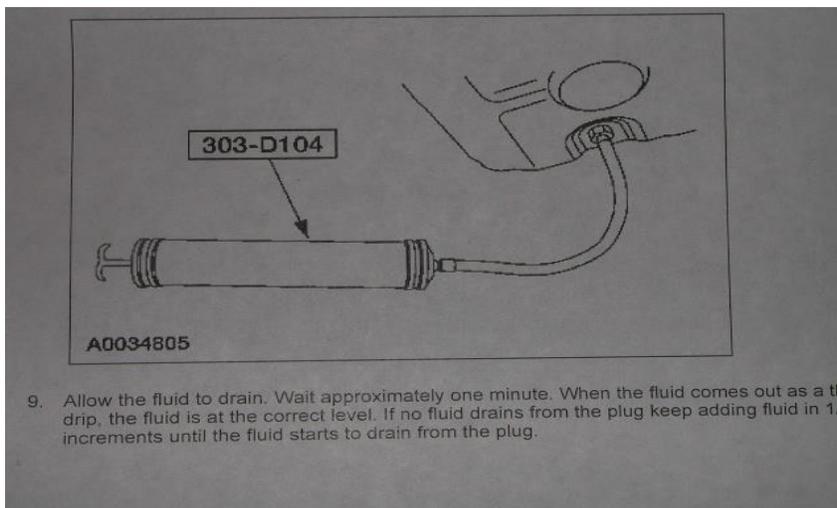
Remove the T-30 plug from the center of the bottom of the pan drain plug.



DO NOT REMOVE THE 7/8" DRAIN PLUG.

Have an assistant start the vehicle while in Park.

With the vehicle running, use a hand pump to pump the remaining fluid into the fill hole until a solid stream of ATF is pouring out of the center of the bottom pan drain plug.



Reinstall the T-30 torx plug, and proceed to the Drive Cycle Test.

TEST DRIVE CYCLE PROCEDURE

Transmission failure must occur four times consecutively for shift error DTC code to be set, and five times consecutively for continuous torque converter clutch code set.

Perform a KAM (Keep Alive Memory) Reset. A scan tool will be required to perform this procedure.

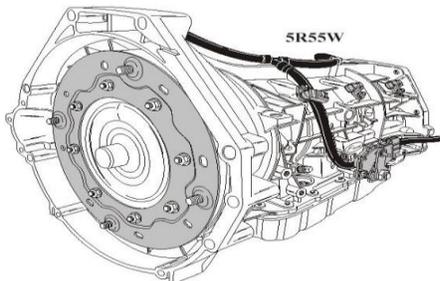
1. Record and then erase Quick Test codes.
2. Warm engine to normal operating temperature.
3. Make sure transmission fluid level is correct.
4. With transmission in D position, moderately accelerate from stop to 50 mph (80 km/h). This allows the transmission to shift into 5th gear. Hold speed and throttle open and steady for a minimum of 15 seconds.
5. With the transmission in 5th gear and maintaining a steady speed and throttle opening, lightly apply and release brake to operate brake lights. Then hold speed and throttle steady for a minimum of 5 seconds.
6. Brake to a stop and remain stopped for a minimum of 20 seconds.
7. Repeat steps 4 through 6 at least 5 times.
8. Carry out Quick Test and record continuous DTCs.
9. Install vehicle back on a hoist and reconfirm the transmission fluid level.
10. Verify that there are no leaks present.

TROUBLESHOOTING GUIDE

Vent Tube Replacement

You will have to remove the external vent assembly from the original transmission and install it on the replacement transmission.

1. Remove the front by squeezing the inner tabs.
2. Remove the middle fitting, if present, by using a pair of locking pliers to twist the fitting while pulling out.
3. Remove the rear fitting by squeezing and twisting the tabs. Be careful to not bend the fitting to the side.
4. Install tube assembly by inserting rear fitting, middle fitting, and front fitting, in that order. If a replacement is needed, use the following part numbers:
 - For 5R55S and 5R55W units: OEM# 6L2Z-7034-CA
 - * For 5R55N units: OEM# 4W4Z-7034-AB



8-Lug Torque Converter Alignment

Some 5R55 units use an 8-lug torque converter. In order to properly align the flex plate adapter, you will need to use a specific tool. Failure to properly align the flex plate adapter can result in vibration, leaks, or failure of the torque converter, pump, and bushings.

5R55 S/W Harsh Engagement Into Reverse

STEP 1



Make sure the alignment marks are aligned. If the adjustment is even slightly off, the computer will read a reverse signal and boost line pressure before the manual valve is moved into the reverse position.

STEP 2



Verify the shifter linkage is lined up properly through each range. If not, place the shifter in the manual low position on the column. Pop the shifter cable off the manual arm on the transmission. With a pick, pull the lock tab toward the outside to release the lock and slide the tab up. Move the lock and center it onto the manual arm ball. Snap the lock onto the ball and slide the lock tab down. Move the shifter handle into the neutral position and verify alignment.

STEP 3



If alignment cannot be achieved, verify that the shifter cable bracket is not bent or out of position. Check the witness marks where the bolts go through the bracket and line the bracket up to that.

STEP 4



If the alignment still cannot be achieved, inspection of the column itself may be needed. There should be no slop felt while moving the shifter handle. If there is, either the shifter cable is stretched or the shifter mechanism is worn out. At this time, you cannot purchase any of the shifter mechanism parts separately; you have to buy a column kit.