IMPORTANT!
Included in this packet:
☑ Installation Instructions
☑ Transmission Core Return Procedures

For technical help call 800-392-7946

Visit us on the Web at www.fordparts.com
CORE RETURN GUIDELINES
FOR REMANUFACTURED ENGINES & TRANSMISSIONS

FORD ENGINES & TRANSMISSIONS,
CYLINDER HEAD & CRANKSHAFT KITS

The Genuine Ford program is a one-for-one (same vehicle application) exchange program

“No-Risk” Core Return Policy

1 Core must be returned in original dunnage.

2 All cores are to be drained of all fluids (oil and coolant) prior to being inserted into the original dunnage!

3 Core must be fully assembled and as complete as the replacing engine or transmission (i.e., must include cylinder block, cylinder head(s), crankshaft, camshaft, main caps, etc.). Transmissions must include torque converter.

Quality Remanufactured Parts

Powertrain Assistance Center
800-392-7946

For information about other quality parts for Ford, Lincoln and Mercury vehicles,

Visit us on the web at www.fordparts.com

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**ORIGINAL (CORE) UNIT SHIPPING GUIDELINES**

**Attention:** The shipping container must be used to return the original transmission being removed from the vehicle.

**Mandatory**

- Fully drain fluid from transmission pan and torque converter.
- Ensure that all components to be transferred have been removed from the original unit and installed on the replacement unit.
- Verify dowel pins are removed from the original unit and reinstalled in the engine block.
- Transfer all shipping caps and plugs from the replacement unit to the original unit.
- Ensure the returned transmission is completely reassembled.
- Install the torque converter shipping strap.

- Include in the shipping container the replaced OTA cooler with shipping caps and the replaced converter nuts.
- Transmission cover must be removed from original transmission and installed on replacement transmission.

**GENERAL REMOVAL/INSTALLATION GUIDELINES**

**CAUTION:** Do not touch the transmission electrical connector pins. Electrostatic charge may occur and will cause damage to the Transmission Control Module (TCM).

- Verify that the replacement unit is the correct unit for the vehicle. Refer to the Remanufactured Engines and Transmissions Catalog or Fordparts.com to ensure that the replacement transmission part number is correct prior to removal of the original unit.
- Follow the appropriate Workshop Manual for exact procedures and specifications required to remove and replace the transmission assembly.

**NOTE:** Always replace the torque converter nuts (W711326-S437) included in shipping container.

- Perform all mandatory procedures identified on this sheet.
- Prior to the installation of the transmission, lightly lubricate the torque converter pilot that fits into the engine crankcase bore with multipurpose grease, specification #ESB-M1C93-B or equivalent.
- The replacement transmission is filled with transmission fluid. After installation, ensure the fluid is at the proper level. For complete fluid level checking procedures, refer to the appropriate Workshop Manual. If required, use fluid type identified on the tag attached to the replacement transmission.
- Verify the TCM and Powertrain Control Module (PCM) are programmed to the latest available calibration. If not reprogrammed properly, the wrench light on the dash may illuminate, causing drivability concerns. The TCM cannot be reflashed independently. Use a scan tool, perform a Programmable Module Installation (PMI) on the PCM to update PCM and TCM calibrations.
- After the replacement transmission is installed, perform a vehicle test-drive, following the test-drive cycle procedures outlined in the vehicle service manual.
- Use a scan tool to check for Diagnostic Trouble Codes (DTCs) stored by the PCM and TCM. Perform diagnostic and/or repair procedures as outlined in the Workshop Manual to correct these codes prior to returning the vehicle to the customer.
TRANSMISSION FLUID COOLER BACKFLUSHING AND CLEANING

**Mandatory**

**CAUTION:** Failure to properly flush cooler lines will cause transmission failure!

**NOTE:** For complete flushing instructions, refer to the appropriate Workshop Manual.

**Attention:** Install the new Oil-to-Air (OTA) cooler included in shipping container.

- Disconnect the cooler lines from the transmission high pressure filter case cover.
- Flush the cooler tubes using clean fluid type identified on the tag attached to the replacement transmission.
- Install four new cooler fitting O-rings included in shipping container.

TRANSMISSION ADJUSTMENT REQUIREMENT

**Mandatory**

**WARNING:** Adjust and check the transmission shift linkage as outlined in the appropriate Workshop Manual. Adjustment must be done in Drive.

TECHNICAL SERVICE BULLETIN AND HELPFUL HINTS INFORMATION

**Early and Repeat Transmission Failures/Erratic Shift Operation**

Potential Causes:

- Failure to complete proper diagnosis and verification of repair prior to and after transmission replacement — failure may have been caused by components external to the transmission.
- Inspect the wiring harness plug to determine if the old solenoid body receptacle seal is stuck to it. If so, the vehicle wiring harness will not fully seat into the remanufactured transmission’s solenoid body receptacle. Remove the old seal and reseat to correct.
- Ensure that the transmission cooler/s, cooler lines and cooler hoses are not blocked, restricted, leaking or damaged. See the appropriate Workshop Manual.
- Incomplete or incorrect transmission cooler system flushing procedures followed.
- Failure to replace OTA cooler.
- PCM and TCM are not at latest available calibration level.
- Vehicle wiring harness damaged or chafed — closely inspect the harness for any damaged areas, particularly on modified/fleet vehicles. Correct any concerns of damage, corrosion or routing and ensure there are no DTCs using the correct scan tool.
- Ensure that the harness plug has no damaged pins, cracks or corrosion — correct as necessary.
- Engine performance issues can adversely affect transmission operation — be sure to correct any drivability concerns and/or codes during course of repair.

GENERAL INFORMATION

Additional dealer sources of information include fmcdealer.com and the Professional Technician Society (PTS) website. Informational sources include the Remanufactured Engines and Transmissions Catalog or Fordparts.com. PTS includes information on TSB, Service Tools and Workshop Manuals.