

**5R55W TRANSMISSION—NO 3RD GEAR OR
SLIPPING 2-3 SHIFT—DTCS P0733 AND P0745—
VEHICLES BUILT PRIOR TO 3/4/2002**

TSB 04-24-17

FORD:
2002 EXPLORER

MERCURY:
2002 MOUNTAINEER

This article supersedes TSB **03-25-4** to update the description for labor operation “B”. There have been no changes made to the TSB procedure.

ISSUE

Some 2002 Explorer/Mountaineer vehicles built prior to 3/4/2002 with 5R55W transmission, may exhibit no 3rd gear or slipping 2-3 shift with diagnostic trouble codes (DTCs) P0733 and P0745 present. This may be due to a broken intermediate band.

ACTION

If the conditions described are verified:

- Follow Service Procedure “A” to confirm band is broken.
- Follow Service Procedure “B” after verifying a band is broken.

Per Procedure “B”, if a broken band is found replacement of both the OD and intermediate bands and pistons will be necessary. However, only an inspection of the direct clutch drum may be necessary. The drum should not be replaced unless damage is found.

NOTE

THIS ARTICLE DOES NOT APPLY TO ANY OTHER CONDITIONS OR COMPONENTS THAT MAY CAUSE SIMILAR SYMPTOMS AND IS ONLY WRITTEN TO COVER THESE SPECIFIC CONDITIONS.

SERVICE PROCEDURE

**PROCEDURE “A” - BROKEN BAND
VERIFICATION**

CAUTION

**WHILE PERFORMING THE FOLLOWING
PROCEDURE DO NOT ALLOW BAND
ADJUSTMENT SCREW TO BACK OUT. BAND
STRUT COULD FALL OUT OF POSITION.**

1. Loosen the intermediate band locknut on the band adjustment screw.
2. Using the special service tool (307-S022), tighten the suspect band adjustment screw to 10 lb-ft (14 N•m).
 - a. If the band adjustment torque cannot be achieved, both bands will need to be replaced. Proceed to PROCEDURE “B”.
 - b. If the proper torque is achieved, the band is OK and does not need to be replaced. Proceed to Step 3 of PROCEDURE “A”.
3. Lubricate the locknut seal with petroleum jelly prior to installation.
 - a. Remove the band locknut and discard.
 - b. Install a NEW band locknut.
 - c. Using the special service tool (307-S022), tighten the band adjustment screw to 10 lb-ft (14 N•m).
 - d. Back off the screw exactly two (2) turns and hold that position.
 - e. Tighten the intermediate band locknut.
 - f. Hold the band adjustment screw stationary.
 - g. Tighten the band locknut to 40 lb-ft (54 N•m).
 - h. Continue with normal diagnosis and repair for the condition as outlined in the Workshop Manual.

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by “do-it-yourselfers”. Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company’s on-line technical resources.

TSB 04-24-17 (Continued)

PROCEDURE "B" - VERIFIED BROKEN BAND

NOTE

REPLACEMENT OF THE EXTENSION HOUSING SEAL AND BUSHING ARE NOT REQUIRED. DO NOT DISASSEMBLE BEYOND THE DIRECT CLUTCH ASSEMBLY. ALL SUBASSEMBLY STEPS ARE NOT REQUIRED FOR THIS PROCEDURE.

Using the following procedure, replace the bands and servos. Inspect the direct clutch drum and replace ONLY IF DAMAGED.

1. Remove transmission assembly, refer to the Workshop Manual Section 307-01.
2. Following the Workshop Manual steps found in Section 307-01, remove and discard the front and intermediate bands and the front and intermediate servos.
3. Remove the direct clutch drum.
4. Inspect the direct clutch drum for scoring or damage, DO NOT REPLACE THE DRUM UNLESS IT IS DAMAGED. For replacement procedures, refer to the Workshop Manual Section 307-01 (Automatic Transmission, Disassembly and Assembly of Subassemblies Direct Clutch Drum Assembly).

NOTE

DO NOT DISASSEMBLE BEYOND THE DIRECT CLUTCH ASSEMBLY. NO OTHER SUBASSEMBLIES NEED TO BE DISASSEMBLED.

5. Following the Workshop Manual, reassemble the transmission and install BOTH NEW service bands (7D034), a NEW intermediate servo piston and rod assembly (7D021), and a NEW front servo piston and rod assembly (7D021). ONLY IF DAMAGED INSTALL A NEW DIRECT CLUTCH DRUM ASSEMBLY (7D044).
6. Install the transmission assembly, refer to the Workshop Manual procedures found in 307-01.

7. Verify the condition has been corrected.

PART NUMBER	PART NAME
5L2Z-7D034-AA	Band Intrmd & Front (2 Req'd.)
1L2Z-7D021-CA	Intrmd Pstn/Rod Assy
4W4Z-7D021-KA	Frnt Pstn/Rod Assy
1L2Z-7D044-CA	Direct Clt Drm Assy
XW4Z-71000-AA	Band Locknut (2 Req'd.)
W703119-S300	Servo Cover Seal
W702969-S300	Servo Cover Seal

LABOR OPERATION CLAIMING CHART			
Operation	Labor Description	Application	Time
042417A	Broken Band Verification (Includes Time To Road Test To Verify Concern, Check Diagnostic Trouble Codes, Install New Locknut And Adjust)	2002 Explorer/Mountaineer 4.0L/4.6L SOHC 4x2/4x4.	1.0 Hr.
042417B	Broken Band Verification (Includes Time To Road Test To Verify Concern, Check Diagnostic Trouble Codes, Replace Intermediate/Front Band, Flush Cooler Lines And Install In-Line Fluid Filter). If Necessary - Replace Direct Clutch Assembly	2002 Explorer/Mountaineer 4.0L SOHC 4x2	7.9 Hrs.
		2002 Explorer/Mountaineer 4.0L SOHC 4x4	8.5 Hrs.
		2002 Explorer/Mountaineer 4.6L SOHC 4x2	8.4 Hrs.
		2002 Explorer/Mountaineer 4.6L SOHC 4x4	9.0 Hrs.
		4.6L SOHC 4x4	

OTHER APPLICABLE ARTICLES: NONE

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage

DEALER CODING

BASIC PART NO.
7D034

CONDITION
CODE
01