

ATTENTION

YOUR WARRANTY DEPENDS ON YOUR ADHERENCE TO THESE GUIDELINES

4R44E/4R55E/5R44E/5R55E TRANSMISSIONS

INSTALLATION GUIDE

PURPOSE: This document supplies a general overview of installing 4R44E-4R55E-5R44E-5R55E Families of transmissions. It is not intended to be a step by step manual. Consult the service manual for complete information and safety precautions.

VEHICLE PREP:

- Scan original vehicle computer, record any codes for later review and resolve all codes.
- Inspect flex plate carefully and entirely for cracks or any damage.
- Inspect all engine and transmission mounts for wear and damage.
- Inspect driveshafts and u-joints for wear, binding, and damage. Repair or replace as needed.

PRE-INSTALLATION CHECKLIST:

- Compare replacement transmission and torque convertor to original before installation.
- Retain the cooler line fittings for reuse.
- Retain the short four to five-inch long fill tube if needed. (Some part numbers only).
- Retain the shift lever from the core if your part number did not come with a lever.
- Remove and retain the extension housing for reuse.
- Carefully note the position and relationship of three pieces in the removed extension housing;
 - The Parking Pawl.
 - The Parking Pawl Shaft.
 - The Parking Pawl Spring.
- Clean the extension housing removed from the original transmission.
- Install the four to five-inch long fill tube if required. (Some part numbers only).
- Replace the bushing and seal in the extension housing as required based on your vehicle application.
- Install the cleaned extension housing With the parking pawl pieces installed on the remanufactured transmission.



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PRE-INSTALLATION CHECKLIST (cont.):

- Apply thread sealant to the threads of the cooler fittings that were removed from the core transmission.
- Install the cooler line fittings from the core into the replacement transmission.
- Install the Shift Lever onto the shift shaft if your part number requires it. **DO NOT use ANY AIR TOOLS WHEN TIGHTENING THIS LEVER. DO NOT** let the lever rest against its internal stop when tightening it. Doing so **WILL** ruin internal parts, and this damage is **NOT** covered by the warranty!
- Transmission cooler and lines must be hot flushed or replaced.
Ensure all dowel pins are clean, installed properly, and are in good condition.
- Seat the torque converter completely in the transmission before installation in the vehicle.
- Verify that the engine block and bell housing surfaces are clean and free of paint, grease, oil, and corrosion.
- Test all sensors and switches that have been transferred from the original transmission for correct operation.
- Clean the driveshaft yoke or transfer case input shaft before installation to prevent transmission output seal damage.

INSTALLATION STEPS:

- Do NOT use air tools to force the transmission against the engine block; this may damage or break the transmission case.
- Tighten all bell housing bolts evenly in a criss-cross pattern.
- Confirm that the transmission has a good ground connection; reattach all ground straps to the correct location free of paint, grease, oil, and corrosion.
- Adjust gearshift linkage after installation.

FLUID FILL PROCEDURE:

Fill the transmission with the correct purchased fluid or 100% compatible synthetic transmission fluid. Only Motorcraft Mercon multi-purpose automatic transmission fluid or a 100% equivalent Mercon fluid should be used in all Ford 4R44E, 4R55E, 5R44E, or 5R55E transmissions.

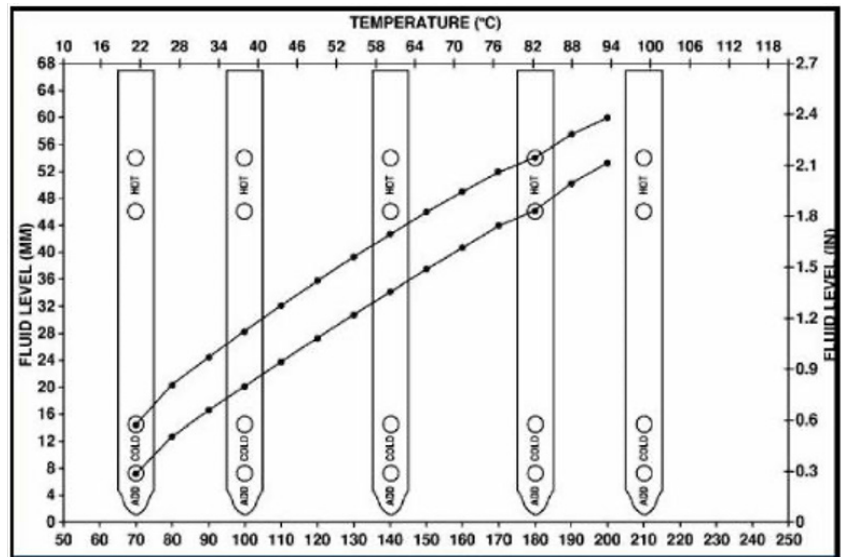
CAUTION: Transmission fluid level should be checked when fluid is cold to ensure the fluid level is above the ADD mark or lowest dimple on the dipstick. Once the fluid is above the ADD mark, follow the standard checking procedure.

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FLUID FILL PROCEDURE (cont.):

The average dry fill capacity of these transmissions is approximately 10 quarts. The actual amount of fluid needed may vary depending on the size of the internal cooler, length, and diameter of cooler lines, presence of an auxiliary cooler, and residual fluid from the dyno testing process. Always use the transmission fluid level indicator (Dipstick) to set the correct fluid level. Set the fluid level at the normal operating temperature, which is 160°F to 190°F, engine at idle in Park.



- Put the vehicle on a lift, and with the wheels off the ground, remove the dipstick and insert a clean funnel in the transmission fill tube.
- Pour in 4 quarts of fluid and start the engine.
- Verify the fluid level is at LEAST up to the full cold mark on the dipstick (The lowest dimple or the bottom of the cross-hatched area). Add fluid if needed.
- Move selector lever into each gear range pausing for 5 seconds in each shift lever position.
- Return the selector lever to Park.
- Attach a scan tool to the vehicle. Run the engine while monitoring the transmission temperature.
- Run the vehicle until the transmission temperature is between 160°F and 190°F.
- Place the transmission into the drive range and release the brake. Allow for a light throttle upshift to the highest gear.
- Use the brakes to stop the wheels.
- Return the selector lever to Park.
- Lower the vehicle to the ground making sure it is sitting level.
- Recheck the fluid level. Continue adding fluid in small amounts and rechecking the level until the level is at the full HOT mark on the dipstick.
- Check to make sure there are no leaks.
- Reset Keep Alive Memory (KAM).
- Road test the vehicle and recheck the fluid level.
- Make any final fluid level adjustments.

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PROGRAMMING/RESETTING:

These transmissions require that the Keep Alive Memory (KAM) be reset.

Resetting KAM involves the use of a professional-grade scan tool. This function may not be supported by all diagnostic tools. Refer to the diagnostic tool manufacturer's instruction manual. Do NOT rely on disconnecting the battery for this procedure. Resetting the KAM returns the powertrain control module (PCM) memory to its default setting. Adaptive learning contents such as idle speed, refueling event, and fuel trim are included. Clear the continuous diagnostic trouble codes (DTCs) in the PCM and reset the emission monitors information, which is part of a KAM reset. After the KAM has been reset, the vehicle may exhibit particular drivability concerns. It is necessary to drive the vehicle to allow the PCM to learn the values for optimum drivability and performance.