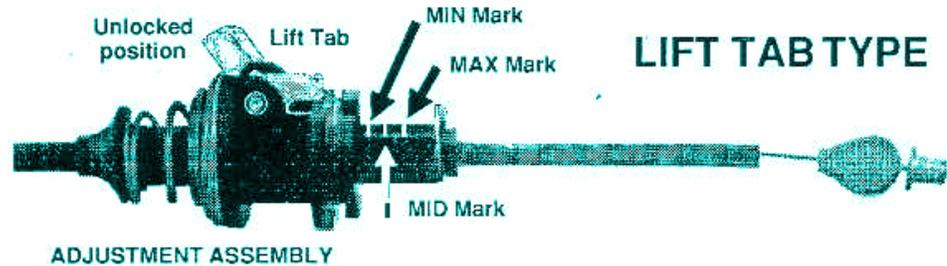


TRANSMISSION EXCHANGE co.



AOD Throttle Cable Fix and Adjust

FORD AOD Automatic Overdrive LIFT TAB TYPE-TV CABLE ADJUSTMENT



IMPORTANT: The AOD transmission may feel like it is shifting at the right time when the TV cable is actually way off! The transmission will work for a while and then FAIL! It is critical that you learn to set the TV exactly like this paper says. Why? So that you will "see" how it works, know that it's right and not be fiddling with it for an hour, when and if you have some other problem.



1. Lift tab up to unlock adjustment assembly.
2. Have someone floorboard the accelerator pedal from inside the vehicle.



While the pedal is floored, push on the throttle body arm to make sure it's bottomed against its stop (wide open). (Adjust throttle cable, if necessary).



3. While the throttle is floorboarded, lock the tab on TV adjuster.
4. Make scratch with hacksaw blade or knife up tight against the adjustment assembly. This is the MAX TV mark.



5. Unlock the tab and slide housing towards bare cable 5/16" and lock tab. You can use a 5/16" bolt as a gauge. Make another mark up tight against adjustment assembly. This is the MIN TV mark.
6. Make another mark midway between MAX and MIN. This is MID-mark.
7. Adjust to MID-mark CI and road test.

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CONVERTERS**

ROAD TEST

In manual "3" it must have 3-2 kickdown at 50 mph (passenger cars).

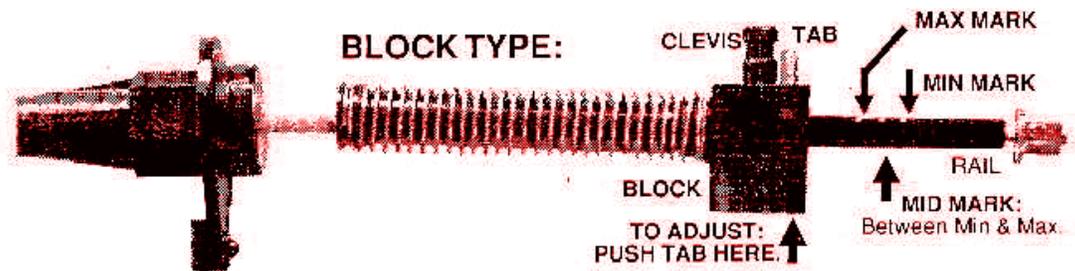
CARB AND THROTTLE BODY INJECTOR MODELS: Seem to work best with setting between MIN and MID.

PORT INJECTION MODELS (Standard): Start with a setting just under MID.

HIGH OUTPUT Port injection models: Start with setting just a hair over MID

Adding TV to attempt to correct pinging, chugging or lugging won't work. It Just causes thumps, bumps and extra wear. Set the TV so that the shifts are smooth and not late.

FORD AOD Automatic Overdrive BLOCK TYPE-TV CABLE ADJUSTMENT



IMPORTANT: The AOD transmission may feel like it is shifting at the right time when the TV cable is actually way off! The transmission will work for a while and then FAIL! It is critical that you learn to set the TV exactly like this paper says. Why?

So that you will "see" how it works, know that it's right and not be fiddling with it for an

hour, when and if you have some other problem.

1. Pull/push TV cable and block assembly out of throttle arm rubber grommet.
2. Have someone floorboard accelerator pedal from inside the car. While the pedal is floored, push on the throttle body arm to make sure it's bottomed (wide open) against its stop. (Adjust throttle cable, if necessary.)
3. Push the locking tab up through the adjustment block, with a pocket screwdriver, so that the locking tab is standing up next to clevis pin as shown in the picture.

4. While someone is holding' the throttle pedal floorboarded: Pull the cable rail HARD towards the end of the cable with one hand, at the same time engage the clevis firmly into the throttle arm grommet.
Engaging the clevis automatically locks the tab by pushing it into the block.
5. Pull the block adjustment assembly out of the grommet: Make a mark, on the rail, with a hacksaw blade or knife up against adjustment block.
This is the MAX TV mark.
6. Make another mark 5/16" from the max mark out on the rail. (Use a 5/16 pan bolt for a gauge.) This is MIN TV mark.
7. Make another mark midway between MAX mark and MIN mark. This mark is average or MID-mark.
8. Unlock the adjustment tab. Set on MID-mark and lock tab. (Push it down into block.)
Install into throttle arm grommet and road test.

ROAD TEST

In manual "3", must have 3-2 kickdown at 50 mph (passenger cars).

CARB AND THROTTLE BODY INJECTOR MODELS: Seems to work best with setting between MIN and MID.

PORT INJECTIONI MODELS(Standard): Start with a setting just under MID.

HIGH OUTPUT Port injection models: Start with setting just a hair over MID.

FORD AOD Automatic Overdrive ROD TYPE-TV ADJUSTMENT

1. Remove the air cleaner. Have someone floor the gas pedal from inside the car while you bend the THROTTLE cable bracket until the butterfly arm bottoms solidly on it's stop.
2. Turn the adjustment screw IN until 13 threads are sticking out the front of the adjuster arm. (Approx. 7/16")
3. Start the engine with the AIR OFF and leave it OFF.
4. While the engine is idling, loosen the adjustment bolt on the arm on the side of the transmission with a 13mm socket one full turn.

Push the arm up (towards the top of the vehicle) and gently tighten the bolt.

5. Now go back to the top adjustment and back off 13 turns.

6. Now *ROAD TEST*. Place the selector in the '3' position and cruise at 45 mph. Floor the throttle, you will have no 3-2 kickdown. Turn the adjuster screw in exactly one turn at a time until you have kickdown at 45 mph. Then, turn the screw in 3 more turns. You will be in the middle of the TV adjustment.

7. Now *ROAD TEST* for shift feel and timing. You can adjust in or out up to 2 turns to improve shift quality.

8. Replace the air cleaner.

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The logo for Transmission Exchange Co. features the company name in a bold, italicized, black font with a white outline, set against a light green rounded rectangular background. A black semi-circle is positioned above the top center of the green box.

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