

**RED
SERIES**

S799 Servo Bore Repair System:

AX-INT



This tool is for use on **Ford AXOD, AXODE** and **AX4S** transmissions.

**READ ALL APPLICABLE INSTRUCTIONS
BEFORE ATTEMPTING TO USE THE TOOL**

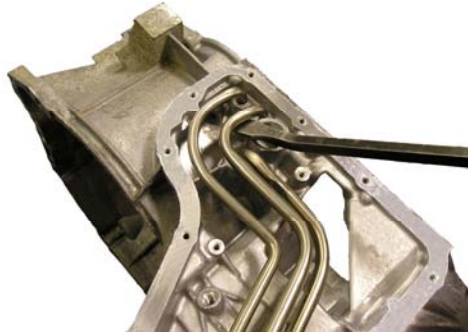
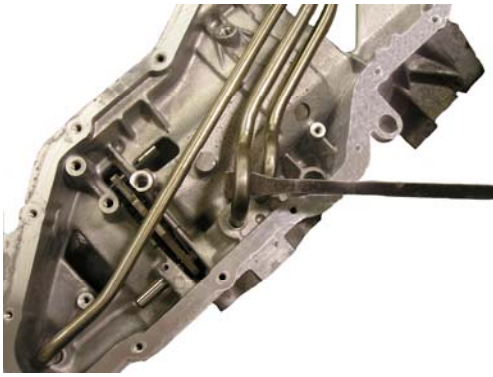
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U.S. Patent # 6,192,567

Master: 1431
Sub: 2431



1. Remove the servo apply tube from the case by gently prying up the ends of the tubes.
2. Install the drill jig into the case by setting the jig into the servo. Retain the jig in the case with the servo's snap-ring.
3. Drop the 5/8" guide into the jig. It doesn't matter which one of the lands on the guide you use, as long as one of the lands is under the 3/8" Allen screw.
4. Ream out the bore using the 5/8" reamer, applying ample lubrication.* **DO NOT REAM ABOVE 500 RPM.**
5. Replace the 5/8" reamer guide with the 11/16" guide, and the 5/8" reamer with the 11/16" reamer.
6. Ream the bore out using the 11/16" reamer with ample lubrication.* Take care not to either push too hard on the reamer or turn the reamer faster than 500 RPM when reaming. Either one can overly enlarge the bore, causing a loose bushing.
7. Clean the case before proceeding to step number seven.

**** ALWAYS CHECK PIN FINISH FOR ****
**** BURS AND COARSNESS ****

*- **CUTTING OIL** must be used for lubrication. The use of substitutes, particularly ATF, may result in an over-sized bore.

Loctite® is a registered trademark of the Loctite Corporation of Rocky Hill, CT

7. Apply Loctite® (preferably **green #680**) or equivalent to the bushing and drive the bushing in by hitting the driver until the driver contacts the case. The AX-INT kit uses the largest diameter installation tool that is shorter than the other drivers and does not have an id groove cut in the handle.



8. After installing the bushing, using a 3/8" bit, drill a hole in the side of the bushing by following the passage in the case.



9. Insert the provided sizing pin into the bore. It may be necessary to start the pin in the bushing with a rubber mallet. Once the pin is inside the bushing, use a punch to drive the pin all the way through the bushing. The included sizing pin is larger than the factory servo pin, so repeat until the factory servo pin moves freely through the bushing.

10. Re-install the apply tube, applying a bead of Loctite around the ends of the tube.



Important Reamer Info



Inspect for aluminum buildups on the cutting edges as pictured left.



Reamers are like drills, if you use them repeatedly in aluminum they develop build-ups on the cutting edges. These build-ups effectively make the reamer larger, causing a larger hole. This larger hole then robs the bushing you're installing of interference needed to properly crush the bushing. This causes the pin to be loose in the bushing, which defeats the entire purpose. To prevent this, you need to (1) keep your reamers sharp and (2) use plenty of CUTTING OIL when reaming.

We offer a stone to remove these build-ups and maintain the reamers.

Thirty Seconds of maintenance saves hours of aggravation.



We Recommend Tap Magic for Lubrication.
MSC #00261933
Phone: 800-645-7270

The OTHER Bore



All of Ford's AX type transaxles (AXOD, AXODE, AX4S, AX4N, and 4F50N) have another band that leaks as bad as the Low and Intermediate band. Our AX-OD Sub-kit repairs the Overdrive pin bore.

Fixing servos in these transmissions:

- 4F27E (FN4A-EL)/FNR5 (FS5A-EL)
- CD4E (LA4A-EL)
- AXOD/E/AX4S/N/4F50N
- C3/A4LD/4R44E/4R55E/5R55E
- 5R55W/5R55S/5R55N
- 4EAT-F (F4A-EL)
- 4EAT-G (G4A-EL)
- 180/4L30E
- 700/4L60E
- 375/400/425/4L80E
- 4T60/65E
- 4T80E
- TF-80/81SC (AF20/21)
- AW55-50SN/AW55-51SN

Also available:

Torque Flight Throttle Valve
Detent

Torque Flight Rooster Comb

48RE Transfer Case Plate

46RE/H Steel Reverse Servo Pin

For pricing, availability, and other information, check us out on the web at

www.servobore.com or call us at 715-458-2617