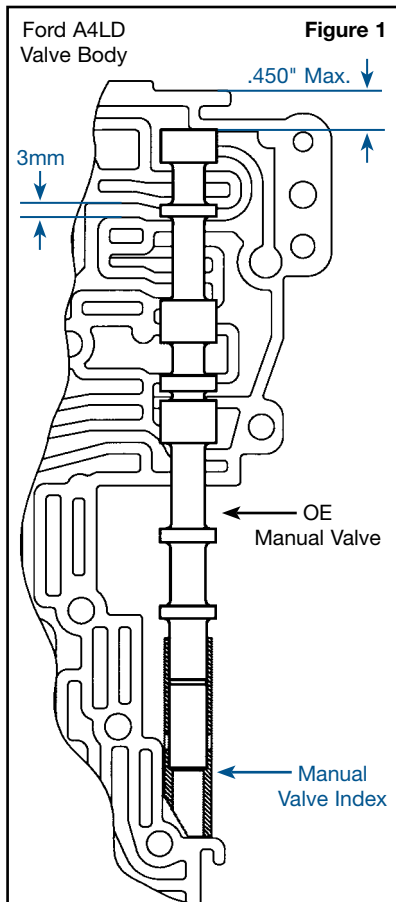
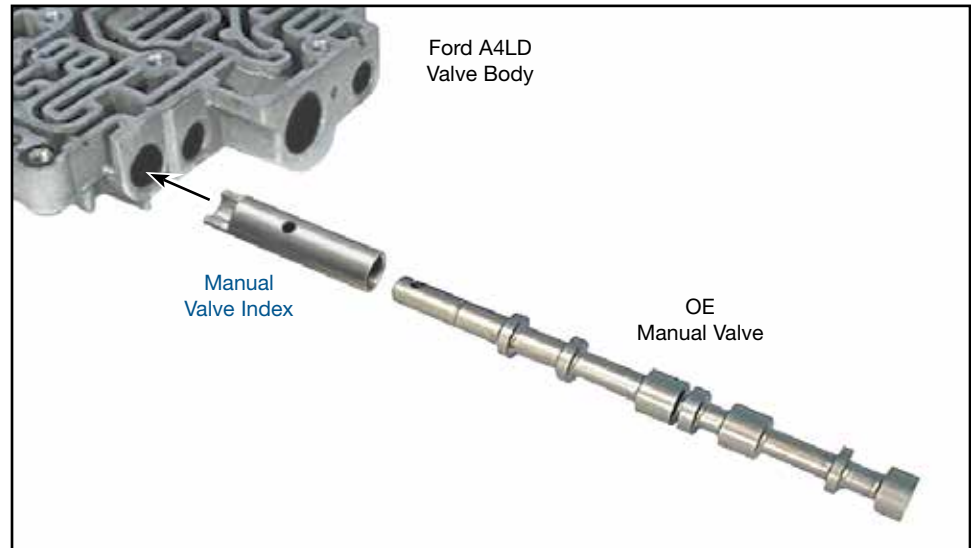


## Ford A4LD

### Manual Valve Index

Part No.

**56947-01**



### 1. Diagnosis

- To verify if you have a problem unit, place the selector lever in Park and add slight forward pressure on the -S- link.
- Measure from the end of the valve body casting to the end of the manual valve. This measurement should not exceed .450" (**Figure 1**). Anything beyond this measurement will allow the line-to-forward clutch circuit to open.

**NOTE:** It is recommended to use the redesigned (1988) OE manual valve. The indicated land was made thinner on the 2nd design (3mm) for improved direct clutch durability. There is also an identification groove on the new design. This OE manual valve will retrofit all valve bodies.

### 2. Disassembly

- Disconnect OE manual control lever assembly "rooster comb" from OE manual valve.

### 3. Installation & Assembly

- Pull OE manual valve out of the valve bore just enough to slip the Sonnax manual valve index over the end with the -S- link attachment hole.
- Rotate OE manual valve until the flat cut-out side of Sonnax manual valve index is facing the valve body.
- Reattach the manual control lever assembly by pushing the -S- link through the holes in Sonnax manual valve index and OE manual valve.

**NOTE:** The common industry suggestion of bending the -S- link is not necessary. The manual valve should now center without any bending modifications.

**NOTE:** Either the early- or late-style "rooster comb" may be used with the manual valve index. However, -S- link wear at the "rooster comb" is very common. If the -S- link is worn significantly, it should be replaced with new OE. The common industry suggestion of bending the "rooster comb" stop may not reduce freeplay enough to retain the manual valve position. In most cases, the metal will crack before the dimension is obtained.