

6. Secure each shift lever with a flat washer, lock washer and nut.

#### FIG. 12, 104K -Cam and Shafts and Shift Levers Disassembled

##### INPUT SHAFT BEARING

1. Remove the snap ring that secures the bearing to the shaft (Fig. 13, 70K).
2. Press the input shaft gear out of the bearing as shown in Fig. 14, 64K.
3. Press a new bearing onto the input shaft with the tool shown in Fig. 14, 64K.
4. Secure the bearing with a snap ring.

##### SYNCHRONIZERS

1. Push the synchronizer hub from each synchronizer sleeve (Fig. 15, 101K).
2. Separate the inserts and insert springs from the hubs. Do not mix the parts of the first- and second-speed synchronizer with the third- and fourth-speed synchronizer.
3. Position the hub in the sleeve, making sure that the alignment marks are properly indexed.

#### FIG. 13, 70K-input Shaft Gear Disassembled

4. Place the three inserts into place on the hub. Install the insert

#### **PART 6-5- FORD DESIGN FOUR-SPEED TRANSMISSION 6-37**

---

springs making sure that the irregular surface (hump) is seated in one of the inserts. Do not stagger the springs.

##### COUNTERSHAFT GEAR BEARINGS

1. Remove the dummy shaft, two bearing retainer washers, and the 21 roller bearings (Fig. 16, 60K) from each end of the countershaft gear.
2. Coat the bore in each end of the countershaft gear with grease.
3. Hold the dummy shaft in the gear and install the 21 roller bearings and the retainer washer in each end of the gear.

#### FIG. 14, 64K -Replacing Input Shaft Bearing

#### FIG. 15, 101K -Synchronizers Disassembled

##### REVERSE IDLER GEAR BEARINGS

1. Slip the reverse idler sliding gear off of the reverse idler gear (Fig. 17, 64K).
2. Remove the dummy shaft, two bearing retainer washers and the 44 roller bearings from the reverse idler gear.
3. Coat the bore in each end of the reverse idler gear with grease.