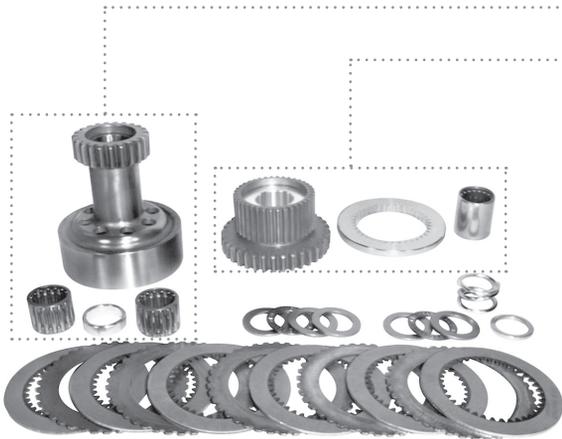
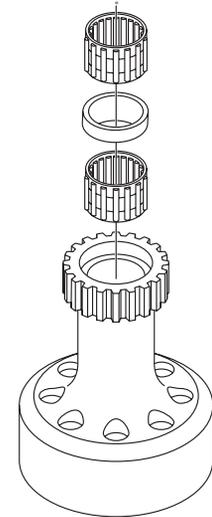
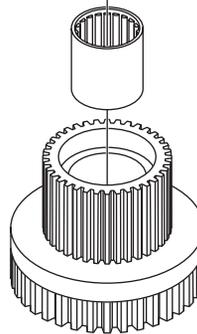


TRANSMISSION ASSEMBLY



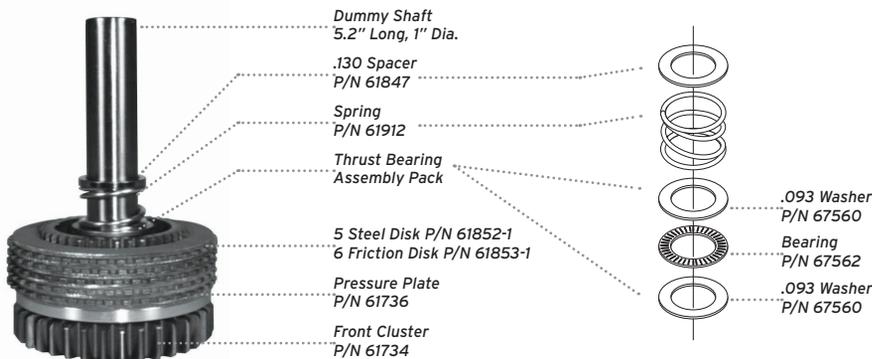
FALCON CLUTCH ASSEMBLY

1: Before assembly, soak friction clutch disks in ATF for a minimum of 2 hours.



Assembly Shaft (5.2" Long x 1" Dia.)

Use P/N 62936 or make this shaft before attempting assembly.



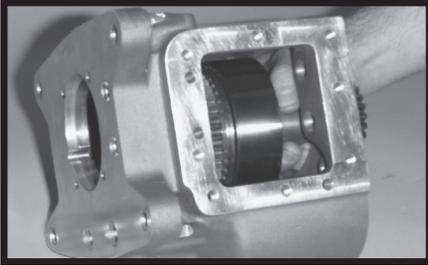
Assemble the clutch with an assembly shaft. Start stacking with a friction disk next to the pressure plate, then alternate ending up with a friction disk on top.



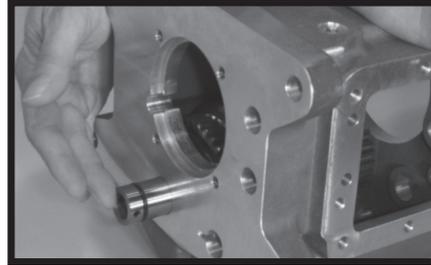
Complete Cluster Gear & Clutch Pack Assembly

FOR RAPTOR ASSEMBLY, refer to *Transmission & Driveline Components* catalog (#WP-TD1) pages 15 and 17 for differences in components. Assembly steps 1-7 will change accordingly and steps 14-16 do not apply.

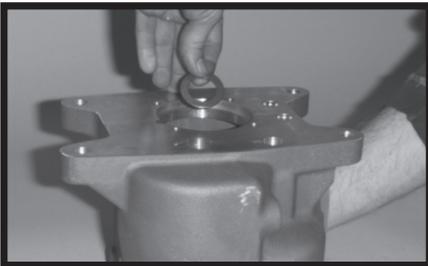
TRANSMISSION ASSEMBLY



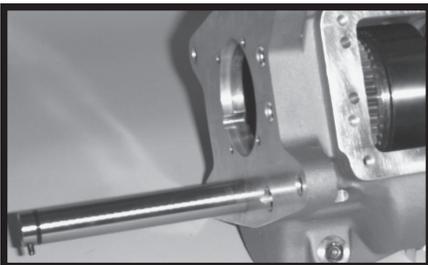
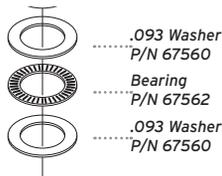
2: With assembly shaft in place, install cluster gear and clutch pack assembly through rear of case and centered with case cluster shaft bores.



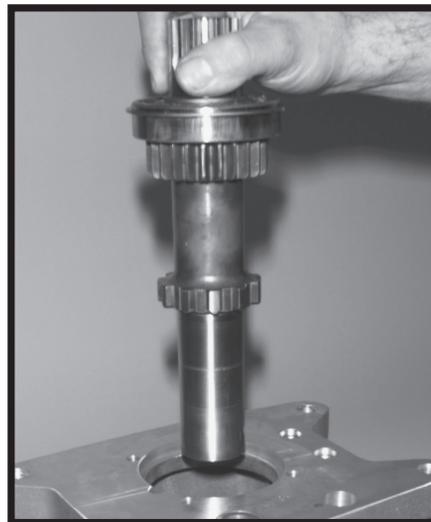
6: After washer installation, finish installing cluster gear counter shaft. Lubricate the O-ring with petroleum jelly and align locator pin with case groove. Shaft should install to below case face level.



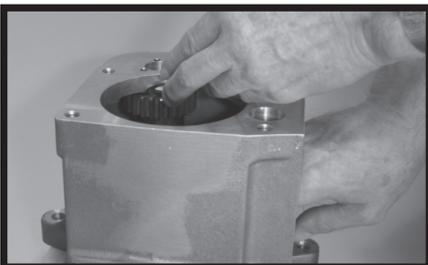
3: With rear of case sitting on bench, compress the front cluster gear and install thrust washer pack one piece at a time as illustrated.



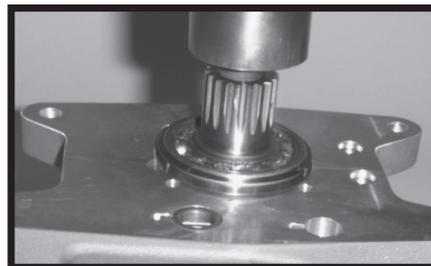
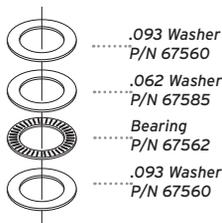
4: Install cluster shaft about three quarters of the way into the case, pushing the assembly shaft out the rear of case.



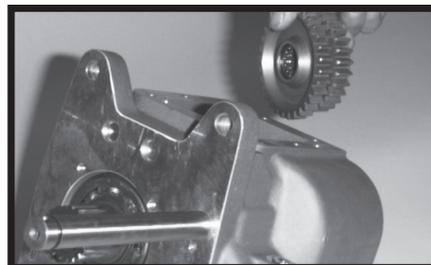
7: Install the main drive and front bearing assembly with snap ring in place.



5: With case sitting on front face, compress clutch spring and install rear thrust bearing washer pack one piece at a time.



8: Tap main drive into case with soft mallet. Make sure bearing is not crooked. Bearing must enter and seat square.

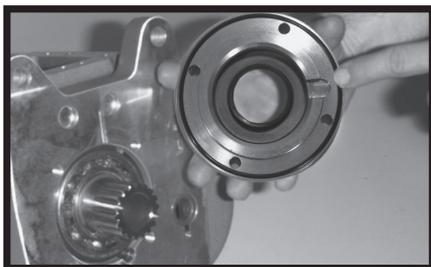


9: Install reverse idler gear as shown.

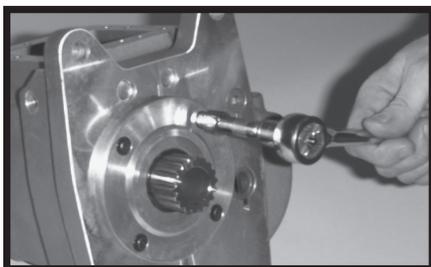
TRANSMISSION ASSEMBLY



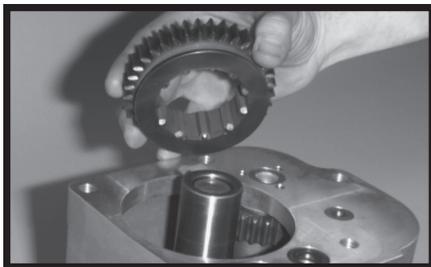
10: Lubricate the O-ring with petroleum jelly and align reverse shaft roll pin with case slot before final assembly. Shaft should install to below case face level.



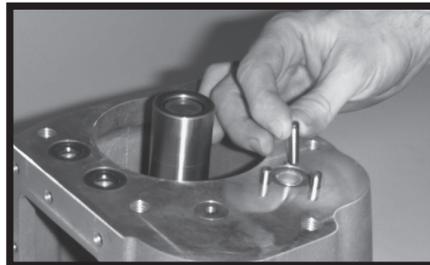
11: Lubricate seal and o'ring with petroleum jelly. Oil drain back slot in seal plate must be aligned with oil return hole in case and outer sealing o'ring must be in place prior to installing and torquing the retaining bolts.



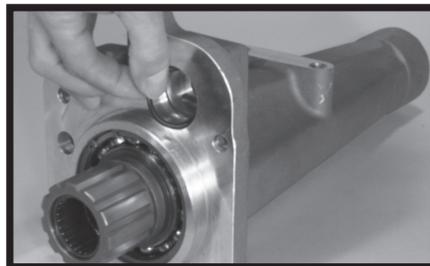
12: Torque seal plate retaining bolts to 13-15 lb-ft. Tighten bolts in a criss-cross sequence.



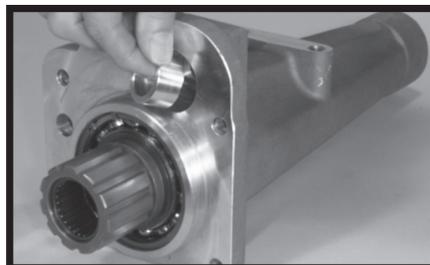
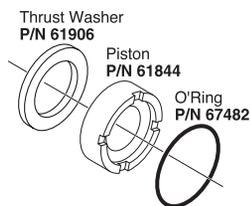
13: Install low-high slider gear with shaft fork slot down as shown. Engage direct drive internal teeth.



14: Install three clutch apply pins before installing extension housing.



15: Install o'ring into groove in extension housing piston bore. Lubricate with DOT 3 brake fluid.

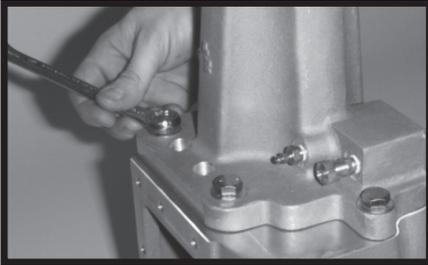


16: Lubricate piston with DOT 3 brake fluid and install into extension housing with grooved end of piston into bore. Lubricate steel thrust washer with petroleum jelly and install on top of piston.

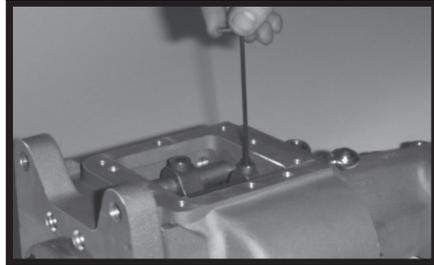


17: Make sure the gasket is in place, then install output shaft and extension housing as an assembly. Rotate output shaft to engage high / low slider gear splines. Install all retaining bolts before torquing.

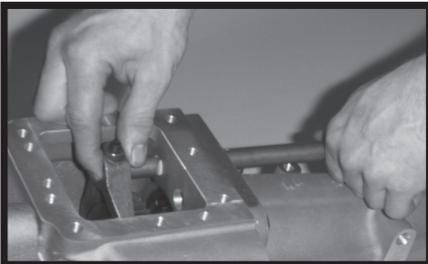
TRANSMISSION ASSEMBLY



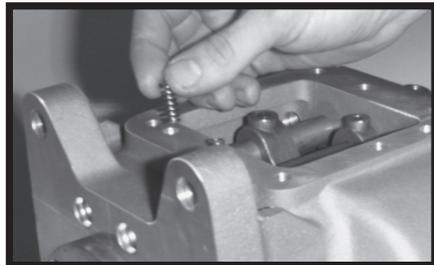
18: Torque extension housing bolts to 30-35 lb-ft using a criss-cross tightening sequence.



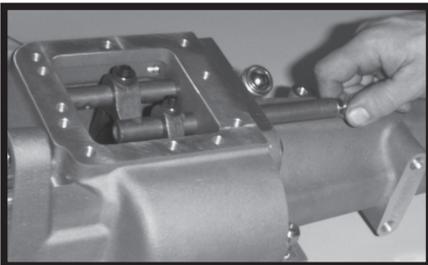
21: Install reverse shift fork retaining screw. Point of screw must engage counter bore in shift shaft. Also install high / low shift fork retaining screw in the same manner.



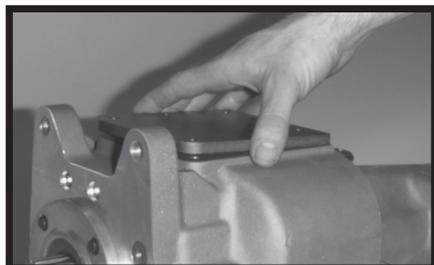
19: Insert shuttle pin into detent bore. Install low / high shift shaft through shift fork as shown prior to installing reverse shifter shaft.



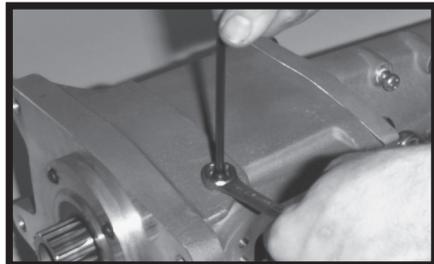
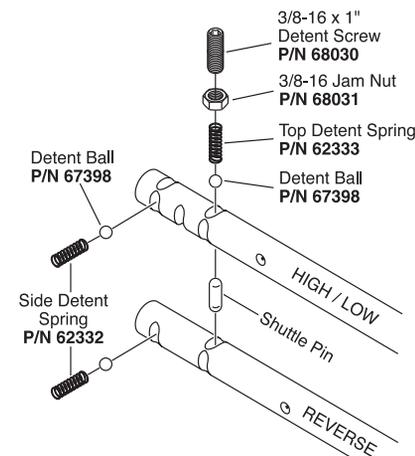
22: Install both detent balls and springs into case detent holes as shown before installing side cover.



20: Reverse shifter shaft installation. Shuttle pin must be between shifter shafts.



23: Side cover installation. Make sure gasket is in place and detent springs and balls are in their proper places. Torque side plate bolts to 15 lb-ft.



24: After installing detent ball and detent spring, install detent screw and jam nut. This is your high gear (direct drive) detent adjustment. This adjustment allows for varying degrees of high gear retention. Factory setting is 1/2 turn off from bottom. Do not use excessive force to find bottom.