



Check the bore of the front drum for wear grooves from the cast iron seal rings. Look carefully at this bore, and you can see why the drum was not reused.

how the oil grooves are to be placed. On some bushings this is very critical for good lubrication of the bushing surface. I also suggest that you install the new bushing right away before you have a chance to forget the exact position in which it is to be placed. d) To install new bushings and seals it is not necessary to have a press and special installation tools. The important thing is to get the bushing or seal evenly started in the bore. Once it is evenly started, hammer it in the rest of the way using sockets and pieces of pipe or tubing of the appropriate diameters as installing tools. Tap rather cautiously until you are sure it is indeed going evenly into the bore. Bushings are very forgiving to a point. After installation, if the edges get dented or mushroomed, it is OK to use a fine, half round file to remove any burrs. Before final assembly, pieces should be trial fitted.

e) It is not necessary to have special compressing devices for disassembly and reassembly of the two servos. This can easily be done by hand or with the help of a vise.

f) There is only one step that you are probably not equipped to do yourself. The shop manual calls for special compression tools to be used in the disassembly of the front and rear clutch assemblies. The special tool is not required for the front clutch assembly; but when you are disassembling the rear clutch assembly, you will be unable to relieve pressure on the clutch spring without a special compression tool. Disassemble to that point and then take it to the local AT shop. They are equipped to do this step. It is easy to do and only takes a few seconds. If you explain you are a car restorer, chances are they won't even charge you. If you do not have compressed air available in your own shop, also have them apply air to force the piston out of the clutch drum bore. Take the parts home, clean them, reassemble with new parts to the point at which the clutch spring is to be reinstalled, and then make another trip to your local AT rebuilder to compress and reinstall the spring.

g) Soak the clutch plates and bands in AT fluid at least 30 minutes prior to installation. Historically Type F (formerly known as Type A) fluid has been used in this Borg-Warner AT. However, there is a report that clutches and bands of recent manufacture are using materials that require Dextron II fluid. This apparently has something to do with the outlawing of asbestos and could therefore apply to new relines of clutch bands also. It would be a good idea to ask the counter clerk at the parts store for a recommendation of