



# Technical Service Information

## FORD 4F50N 1-2 SLIDE / BANG

**COMPLAINT:** 2004 and newer Ford vehicles equipped with the 4F50N transaxle may exhibit a 1-2 slide bang before or after overhaul.

**CAUSE:** The cause may be, a cracked Intermediate Piston, as shown in Figure 3, or a weak 1-2 Capacity Modulator Valve Spring. Note: 2004 and Up 4F50N are equipped with the 1-2 Capacity Modulator Valve that controls the rate of application of the Intermediate Clutch, like the previous 1-2 Capacity Modulator Valve on the AXOD/AX4S. See Figure 4.

**CORRECTION:** To correct this condition, replace the Intermediate piston with an updated piston from Ford or from your parts distributor as some distributors sell the O.E. pistons. Install a heavier spring into the 1-2 Capacity Modulator valve line-up. Note: the 2-3 Capacity Modulator Valve spring is the same as the 1-2 , if a firmer 2-3 upshift is desired , a firmer spring can be used there also. See Service information for available aftermarket replacement springs. *Note: the 1-2 and 2-3 Capacity Modulator Valve springs are identical so 2 aftermarket springs can be used, to cover 2nd and 3rd gear shift feel, per transmission overhaul.*

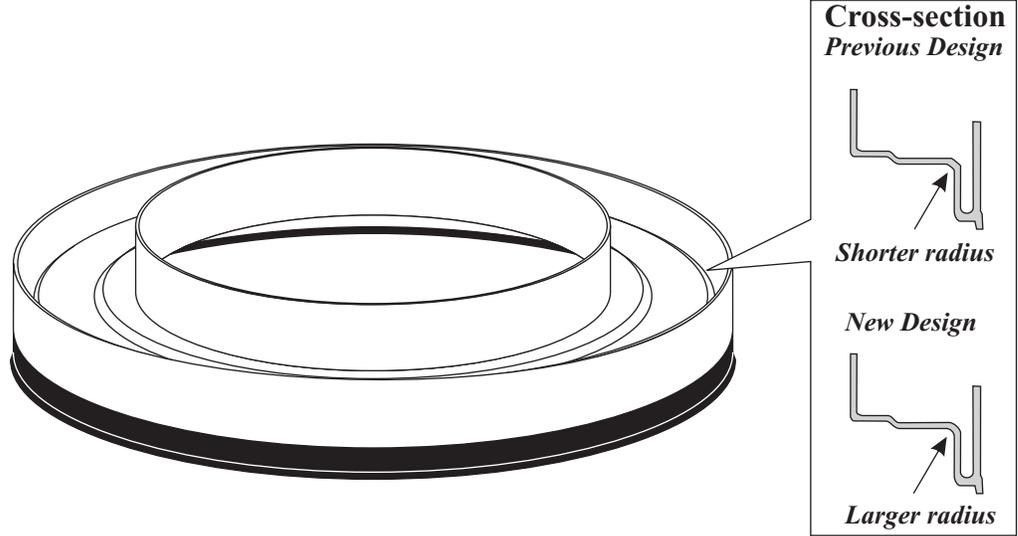
*An updated piston can be identified by the engineering number printed on the bottom side of the piston as seen in figure 3. This number is slightly different than the part number.*

### SERVICE INFORMATION:

UPDATED INTERMEDIATE CLUTCH PISTON.....4F1Z-7E005-AA  
SUPERIOR 1-2/2-3 CAPACITY MODULATOR SPRING KIT.....K084

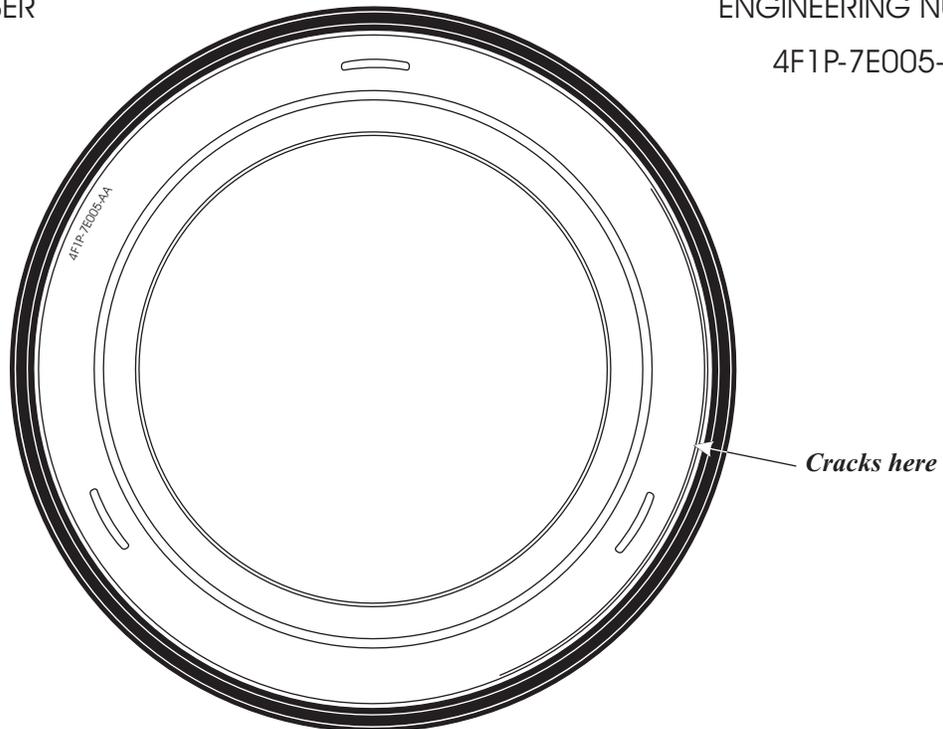
*Special thanks to  
Continental Trans  
in Illinois*

## INTERMEDIATE PISTON TOP VIEW



PREVIOUS DESIGN  
ENGINEERING NUMBER  
F88P-7E005-AA

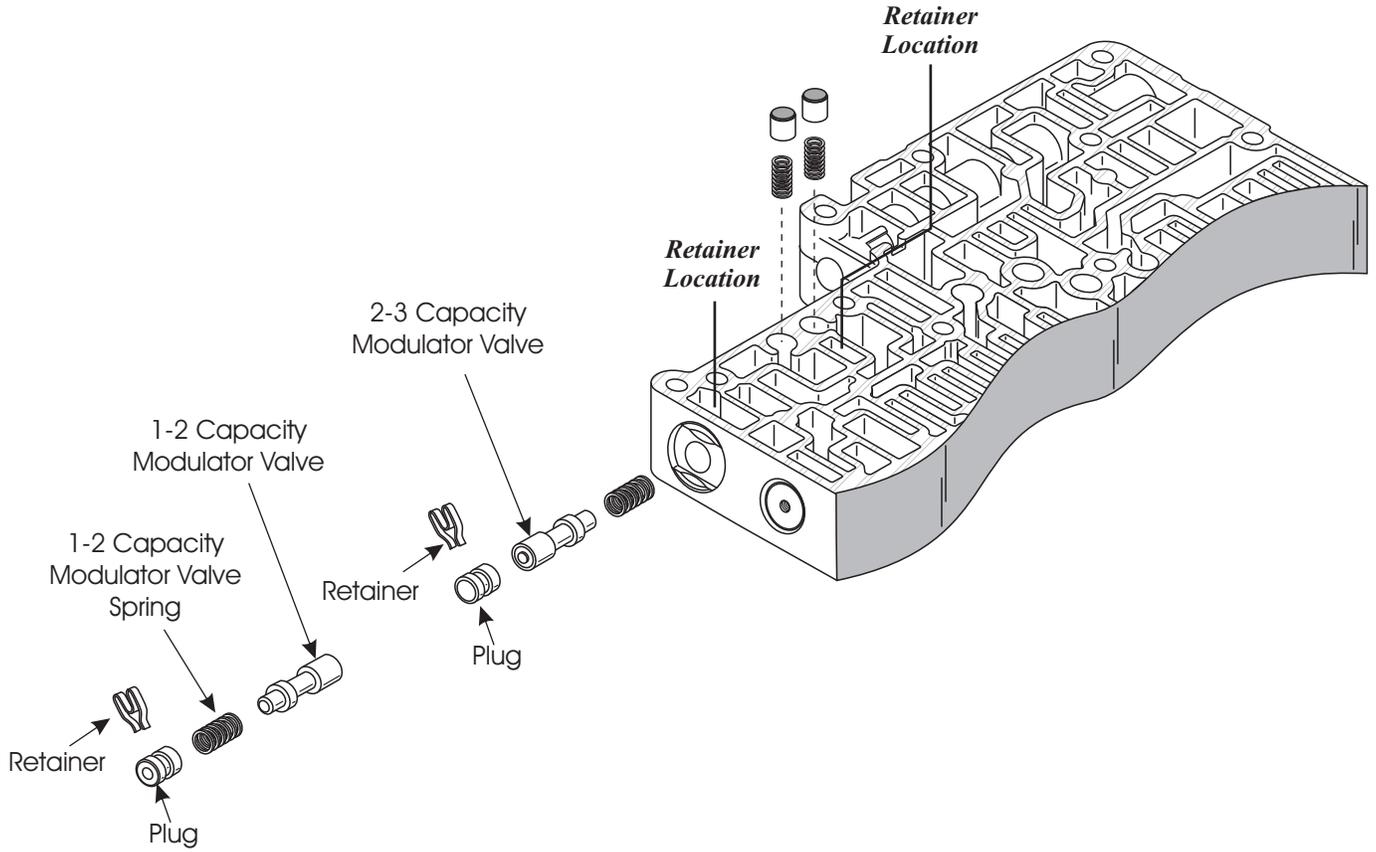
NEW DESIGN  
ENGINEERING NUMBER  
4F1P-7E005-AA



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Figure 3

**2004 AND UP 4F50N 1-2 CAPACITY MODULATOR VALVE SPRING LOCATION**



*Note: The 1-2 and 2-3 Capacity Modulator valve springs are the same*

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Figure 4