

Ford AX4N, 4F50N 1995-Up

Bonded Separator Plate Gaskets

Since its inception, the 4X4N, 4F50N used bonded separator plate gaskets assemblies for the valve body. The only exception was in a very few early production units that had separate pieces. Research has shown that only two gaskets have been used to bond to all separator plates from 1995-97.

They were modified in 1998, and the new gaskets will only fit 1998-03 model plates. For 2004-up models the valve body & pump plate gaskets have been revised again. These new parts will not retro-fit to any previous model of the AX4N/4F50N. We are putting color stripes on these gaskets as an application reference and as a service to the aftermarket for identification. The chart below references the color identification.

Location	Years	Color	TransTec #
Pump plate to valve body	1995-97	None	12857
	1998-03	Orange	12961
	2004-up	Blue	36214
Pump plate to pump	1995-97	None	12856
	1998-03	Orange	12988
	2004-up	White	36215
Separator plate to channel plate	1995-97	Yellow	12957
	1998-03	Orange	12959
	2004-up	None	36213
Separator plate to valve body	1995-97	White	12958
	1998-03	Green	12960
	2004-up	None	36212

PLEASE NOTE: There is no Ford OEM part numbers for the valve body gaskets. Color stripes are for location and identification only.

TIP: Permatex brand Carbon and Gasket Remover works very well to remove the old gaskets from the metal separator plate. There are many other products and methods to remove them, but Permatex worked well for us. Depending on the age of the plate, plan on 5-30 minutes for removal with this product.

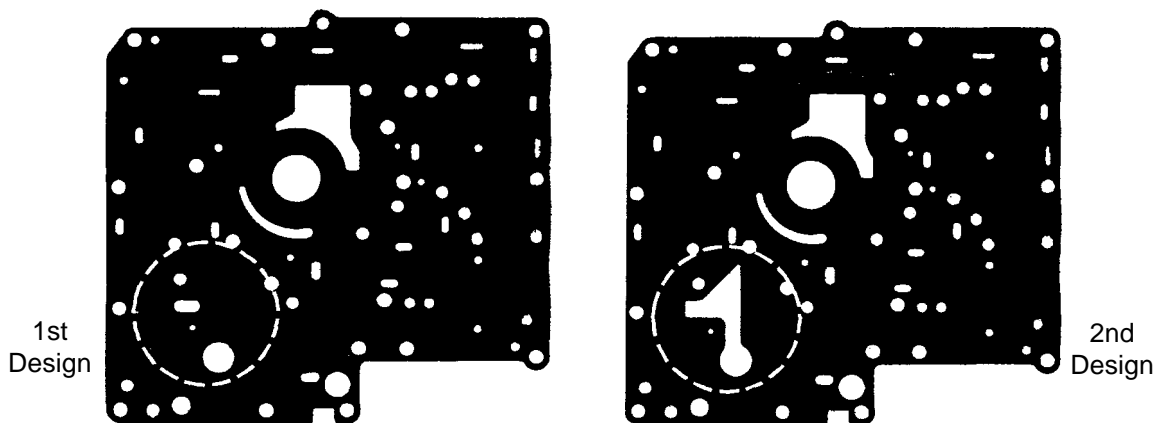
Ford 4X4N Pump Plate Gaskets 1998-03

The pump plate gaskets for the 1998-03 AX4N transaxle have received several revisions. The upper and lower gaskets were both released with “F8” design levels, and they will NOT retro-fit to previous models.

Late in the model year, Ford revised the pump plate-to-valve body gasket in response to warranty concerns involving stuck control valves. An obvious assumption is that this was due to gasket material being washed away by line pressure, and lodging in the valve bores. To cure this, an irregular shaped hole has replaced the previous “bath tub” hole, and has been connected to the .700” hole already in the gasket (see illustration).

For 1999, Ford again released new part numbers for the upper and lower pump plate gaskets. They now use the new “XF” numbering system. The 1999 gaskets are different only in the size of the pump shaft bearing hole. The hole I.D. was enlarged by approximately .060”. The 1999-03 XF level parts will retro-fit to 1998 ONLY.

TransTec overhaul kits with a date code of C99 and later contain the XF level gaskets, identified by orange ink stripes.



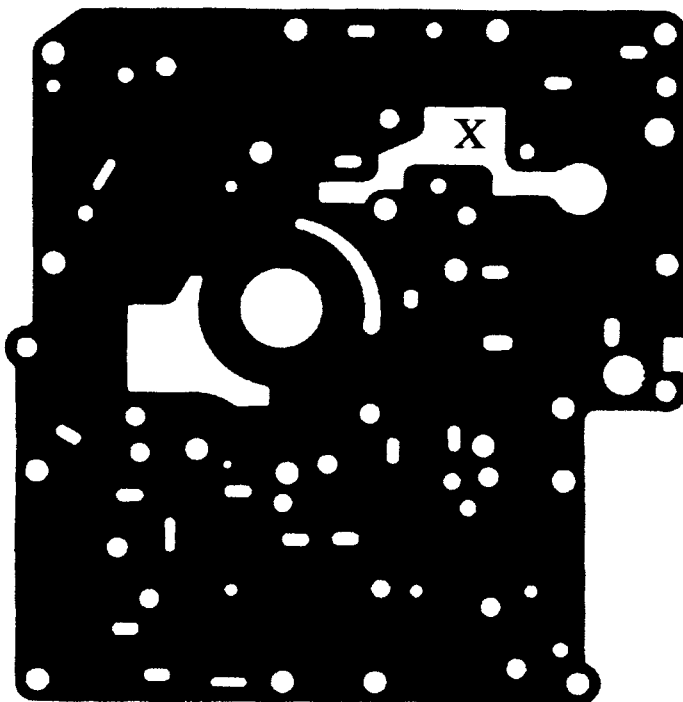
1998-UP AX4N Pump Plate Gaskets	
O.E.#	Transtec #
F8DZ-7A136-AA (1st Design) N/A For Service	12961
F8DZ-7A136-AA (2nd Design)	12961
XF1Z-7A136-AA (Large Hole)	12961
F8DZ-7G331-AA (Small Hole)	12988
XF1Z-7G331-AA (Large Hole)	12988

Ford 4F50N Valve Body Gaskets & Separator Plate 2004-Up

The valve body and pump plate gaskets have been revised for the 2004-up models of the 4F50N, previously known as the AX4N. These new parts will NOT retro-fit to the previous model of the AX4N or 4F50N. Refer to the chart on the front cover for identification.

The 2004-up bonded separator plate is stamped 01. It is Ford #4F1Z-7Z490-AA, TransTec #10100.

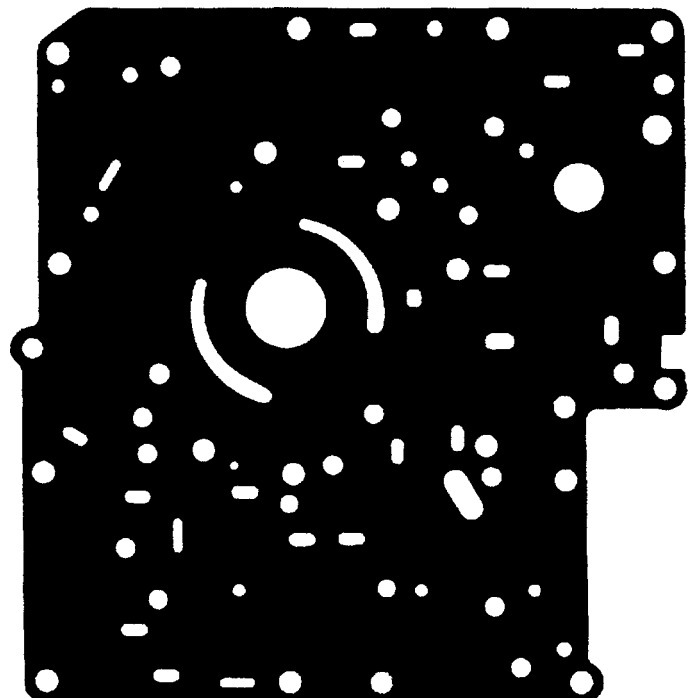
36214



2004-up pump plate gaskets shown for reference only.

Changes in the area marked "X"

36215





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