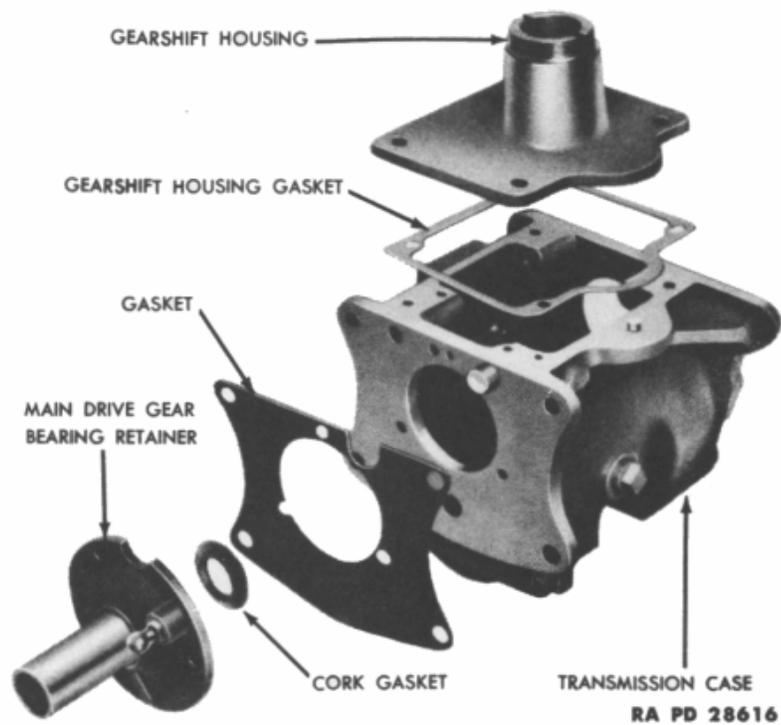
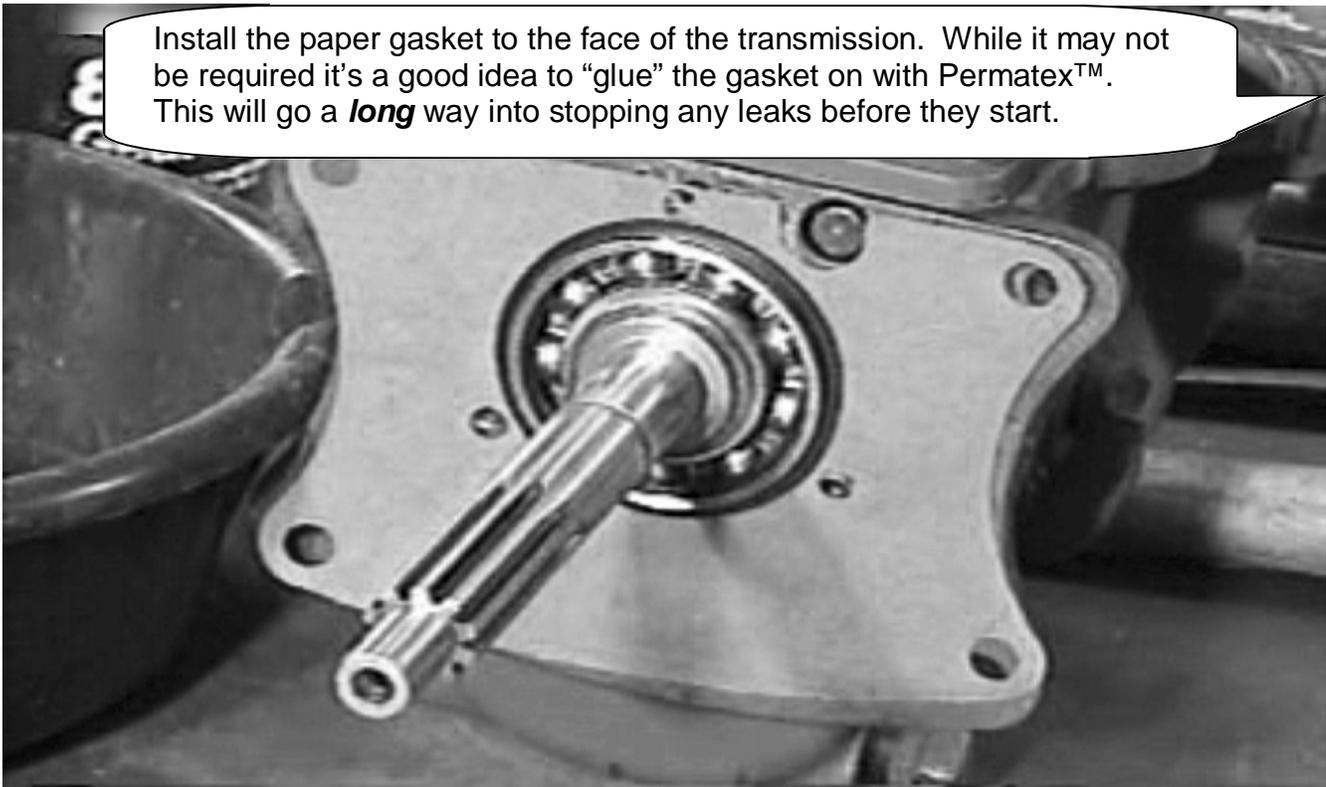


INSTALL FRONT BEARING RETAINER

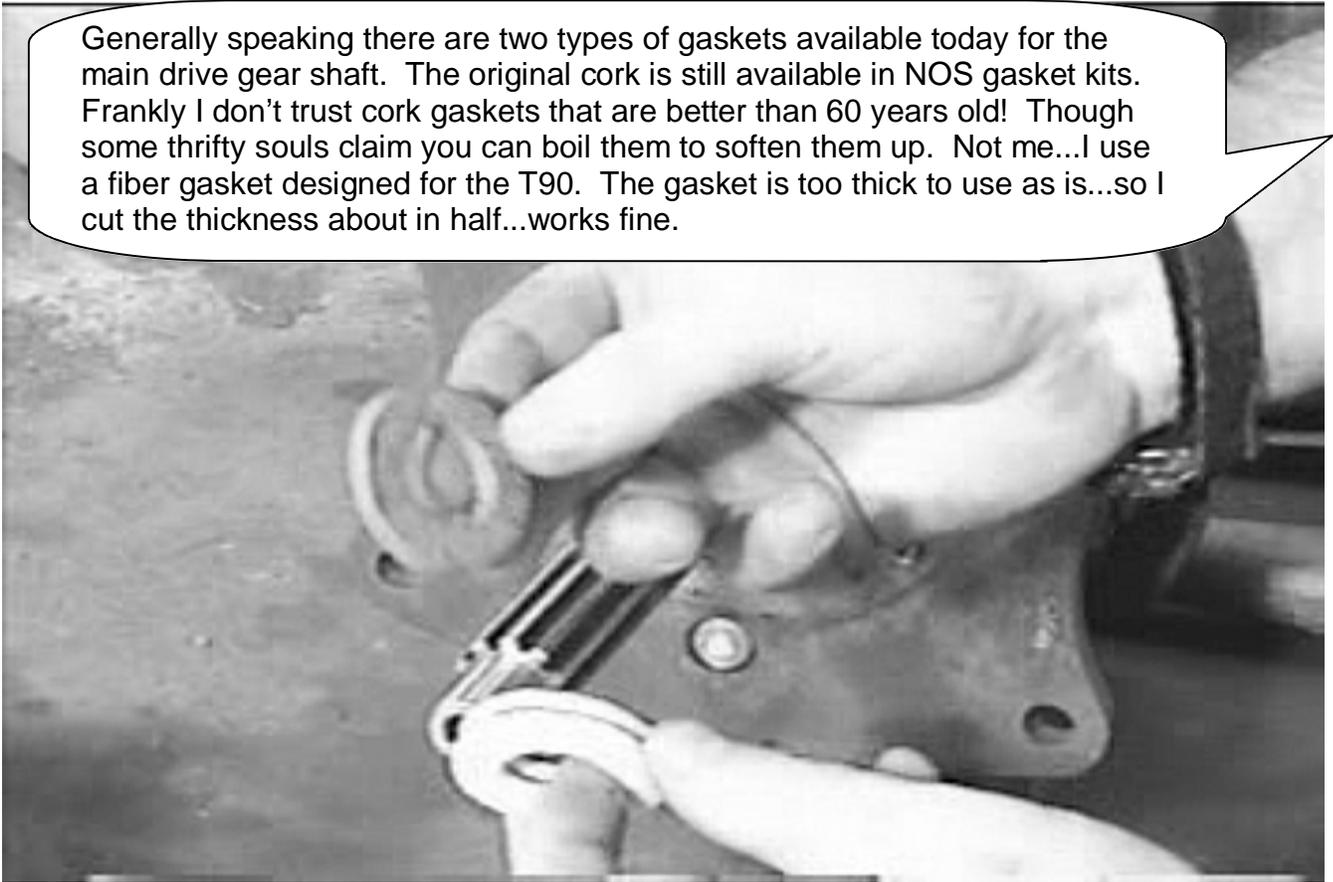


Source: TM 9-1803B

Install the paper gasket to the face of the transmission. While it may not be required it's a good idea to "glue" the gasket on with Permatex™. This will go a **long** way into stopping any leaks before they start.

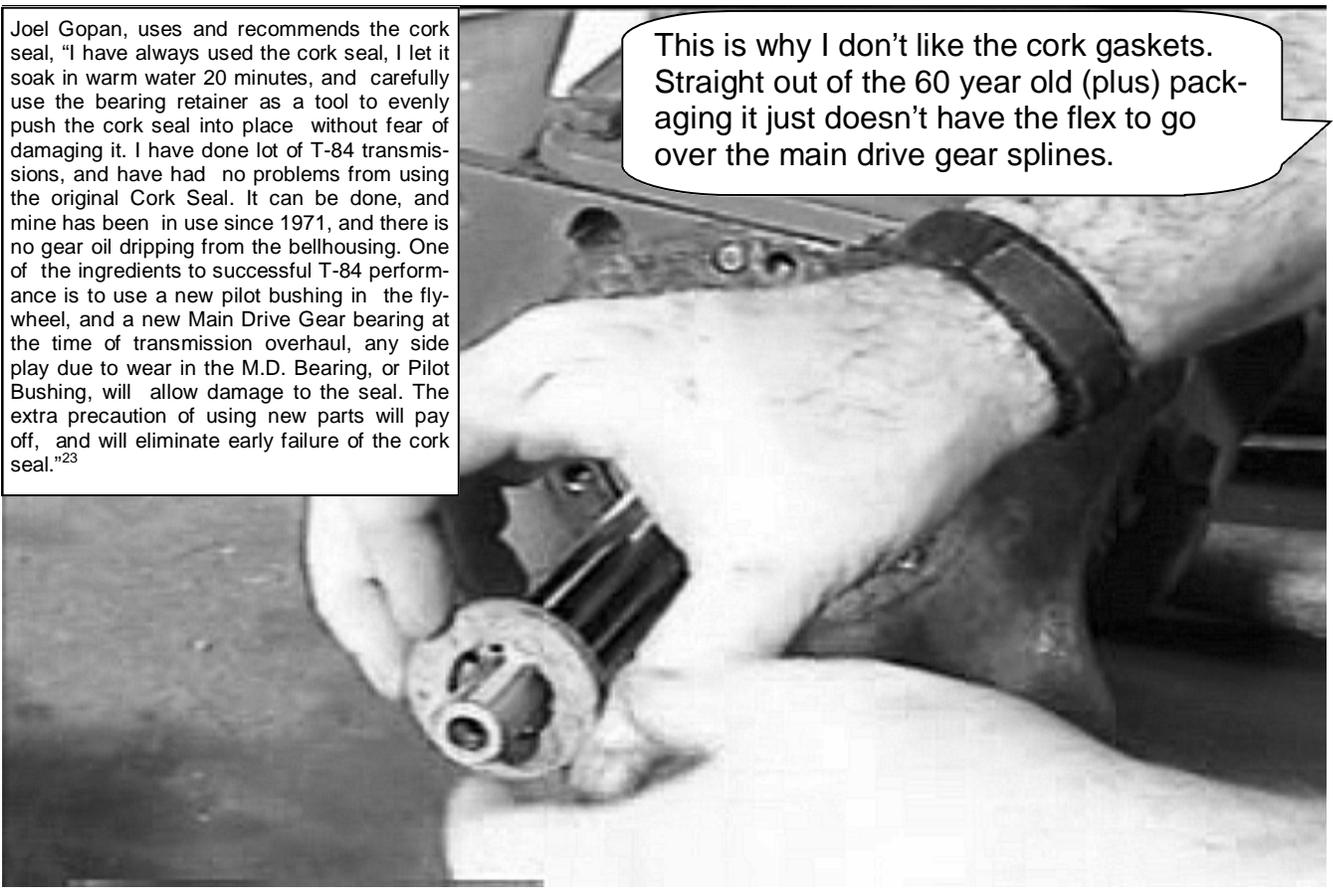


Generally speaking there are two types of gaskets available today for the main drive gear shaft. The original cork is still available in NOS gasket kits. Frankly I don't trust cork gaskets that are better than 60 years old! Though some thrifty souls claim you can boil them to soften them up. Not me...I use a fiber gasket designed for the T90. The gasket is too thick to use as is...so I cut the thickness about in half...works fine.



Joel Gopan, uses and recommends the cork seal, "I have always used the cork seal, I let it soak in warm water 20 minutes, and carefully use the bearing retainer as a tool to evenly push the cork seal into place without fear of damaging it. I have done lot of T-84 transmissions, and have had no problems from using the original Cork Seal. It can be done, and mine has been in use since 1971, and there is no gear oil dripping from the bellhousing. One of the ingredients to successful T-84 performance is to use a new pilot bushing in the flywheel, and a new Main Drive Gear bearing at the time of transmission overhaul, any side play due to wear in the M.D. Bearing, or Pilot Bushing, will allow damage to the seal. The extra precaution of using new parts will pay off, and will eliminate early failure of the cork seal."²³

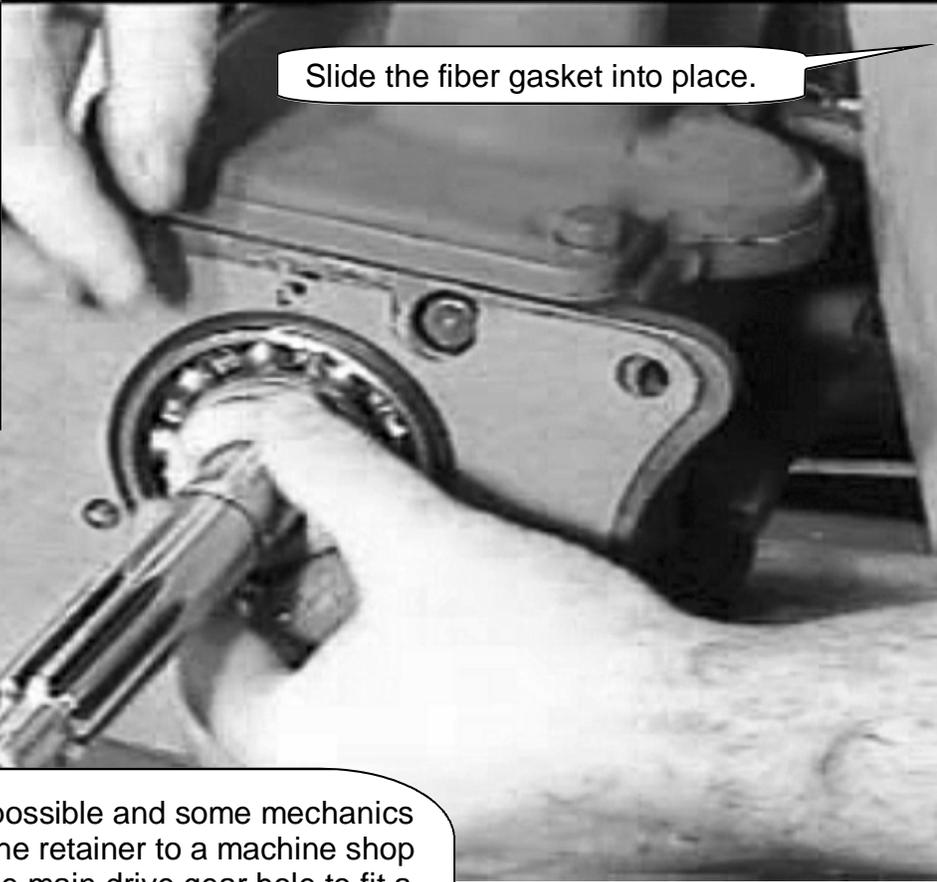
This is why I don't like the cork gaskets. Straight out of the 60 year old (plus) packaging it just doesn't have the flex to go over the main drive gear splines.



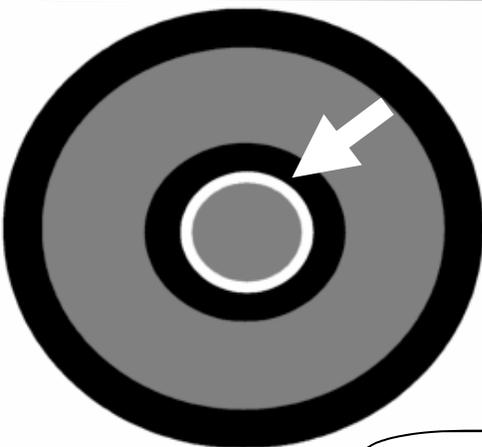


After you have trimmed the thickness off the fiber gasket, liberally apply 90 weight gear lube to it.

Slide the fiber gasket into place.

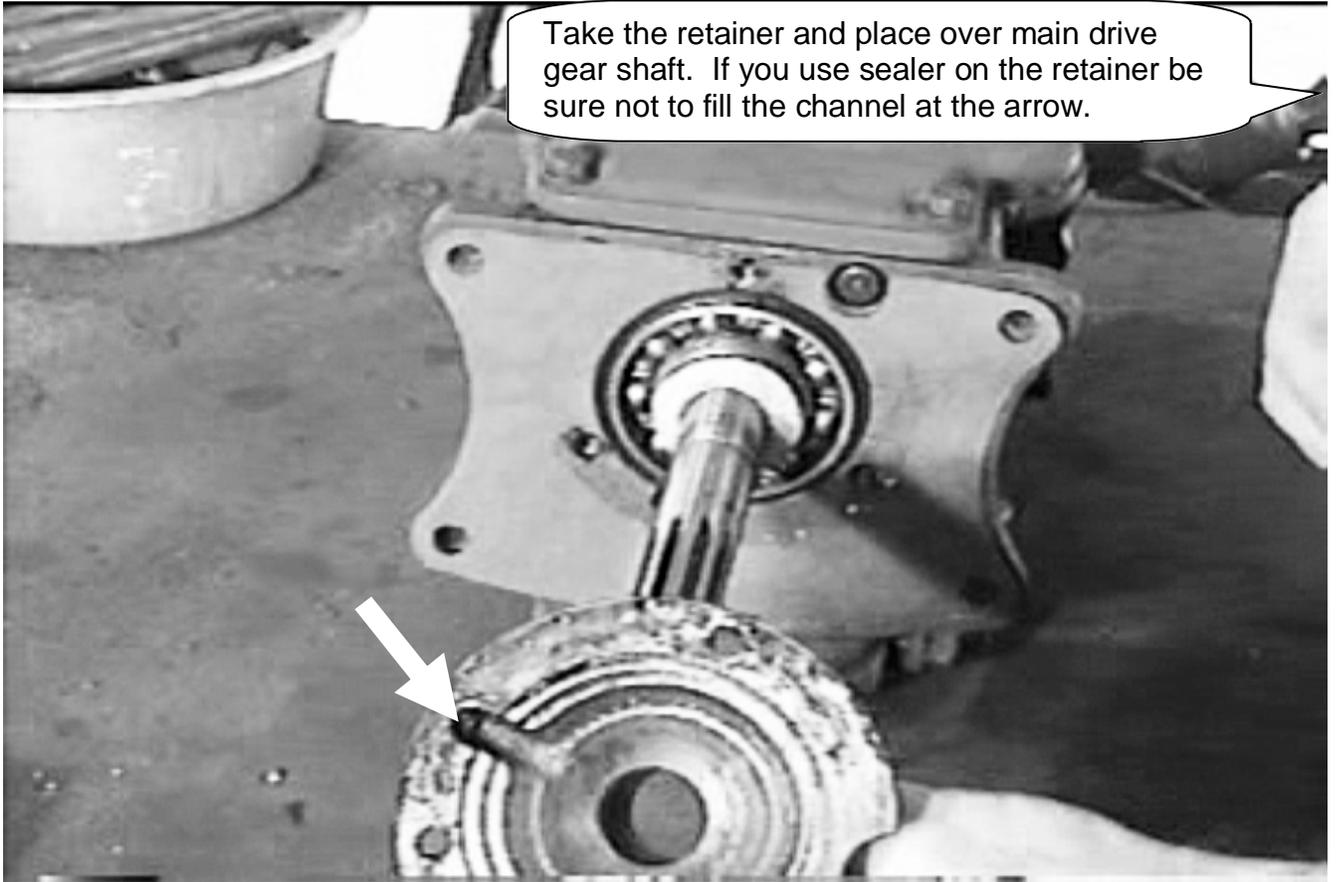


A third type of seal is possible and some mechanics have done this...take the retainer to a machine shop and have them bore the main drive gear hole to fit a modern rubber lipped seal. I don't have the measurements for the seal but you should be able to determine the diameter of the main drive gear shaft. Then find a seal, a good parts house should be able to figure this out, that matches the main drive gear and also the shaft hole—considering the amount of metal need to be removed from the retainer.

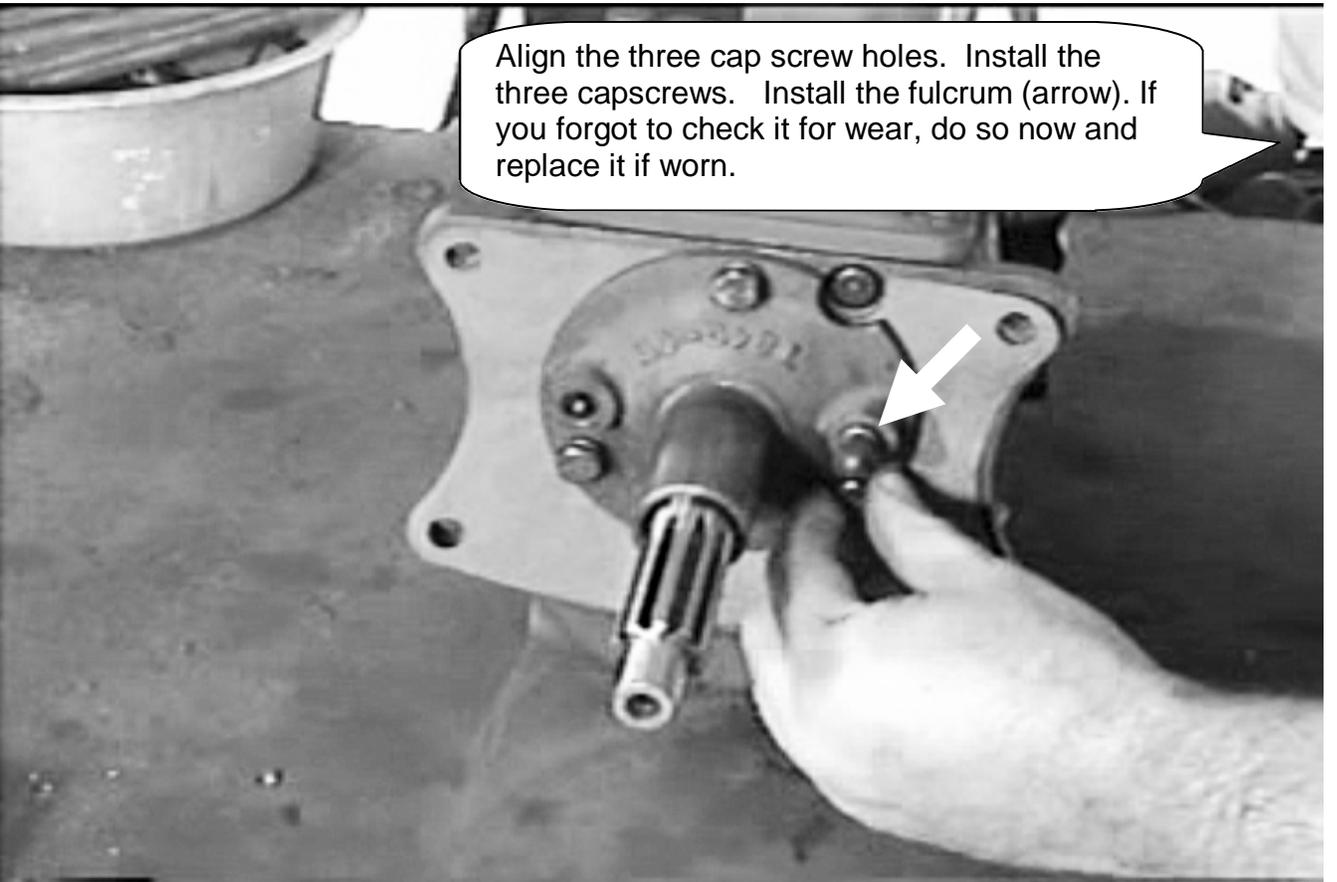


At the arrow, have the machine shop bore the retainer to fit the new rubber lipped seal.

Take the retainer and place over main drive gear shaft. If you use sealer on the retainer be sure not to fill the channel at the arrow.



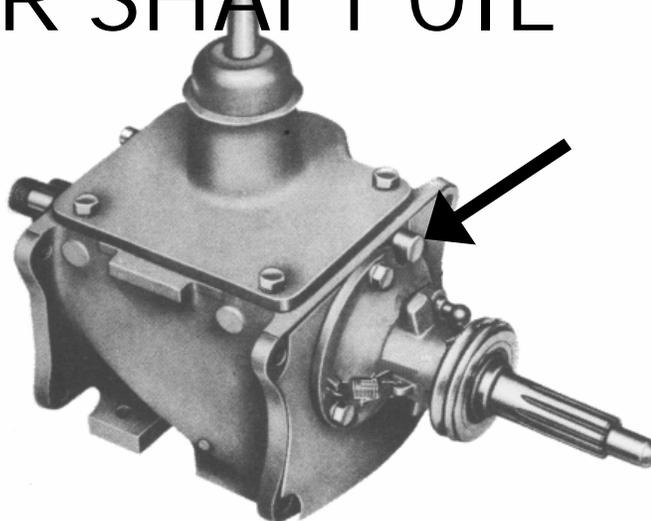
Align the three cap screw holes. Install the three capscrews. Install the fulcrum (arrow). If you forgot to check it for wear, do so now and replace it if worn.



INSTALL CUP, TRANSMISSION SECOND AND THIRD GEAR SHIFTER SHAFT OIL RETAINER

There are few things as frustrating as installing your newly rebuilt transmission, filling it with the proper gear lube and then taking off on a short test drive only to discover that there is oil everywhere!

This part is not mentioned in the TM 9-1803B. Just so you know it is part number Ford GPW 7056 or Willys 637503. A cup is not necessary for the other shifter rail.



Source: TM 9-1803B

