



File Name: 727 transmission manual.pdf

Size: 1201 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 11 May 2019, 20:43 PM

Rating: 4.6/5 from 569 votes.

Status: AVAILABLE

Last checked: 18 Minutes ago!

In order to read or download 727 transmission manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 727 transmission manual . To get started finding 727 transmission manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

727 transmission manual

Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Please try again. Please try again. Please try your request again later. Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Page 1 of 1 Start over Page 1 of 1 In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Amazon Customer 5.0 out of 5 stars This is one of those books where you might want two copies a clean one for research in the house, and another that gets dirty for looking at on the workbench. Illustrations are black and white, and often smaller than I'd prefer. They're adequate, but not better than adequate. Color would have been nice. Does not specifically cover the 904, but the two transmissions are similar enough that this book could probably assist with one of those, too. They are blurry, muddied, hard to interpret. Price is reasonable, otherwise good reference book. I purchased it because it was listed as having information on valve body modifications and trans brakes. The valve body section is limited to information about shift kits, and gives you instructions on how to install the shift kit, just like you get when you buy the shift kit from the manufacturer. If you have any understanding of valve bodies at all, there is no new information in this book for you. As someone who has done a number of these I found no new information in this book. <http://www.studytravel.gr/public/uploads/c82305-manual.xml>

- **727 transmission manual, 727 transmission manual valve body, 727 transmission rebuild manual pdf, 727 transmission rebuild manual, 727 transmission reverse manual valve body, mopar 727 transmission manual, 727 transmission repair manual, 727 transmission service manual, 727 torqueflite transmission rebuild manual, chrysler 727 transmission repair manual, 727 transmission manual, 727 transmission manual, 727 transmission manual valve body, 727 transmission manual, 727 transmission manual lever, 727 transmission manual valve body.**

From maintenance and overhaul to modifications it's all here. I have an A904 Torqueflite in my Barracuda, and there was plenty of information on this lightweight tranny. However, I recommend doing at least one standard torqueflite rebuild before venturing into some of the modifications that are shown in the book. The torqueflite is one of the easiest automatics to overhaul and a very durable transmission. Information in this book is meant for people with some experience with this transmission. This book is a huge asset to those who work on these and rebuild them. Years worth of technical information is compiled and shared in this book. Good torqueflite mechanics may be pretty easy to find, but finding one with that has all the knowledge in this book are not. If you know nothing about rebuilding a torqueflite, this book will work well but for someone who has done a number of them, it wasn't what I expected. It helped me get my transmission rebuilt and operating flawlessly. The step by step instructions on every aspect of the rebuild are wonderful. Mine was a stock rebuild, this book helped immensely on set up. Once done it shifts at the right shift points, correct pressures, and the transmission drives wonderfully. Sorry, we failed to record your vote. Please try again Took my basic rebuild and helped me fine tune everything The only weird thing is it appears I am missing chapters in my book. Goes from page 106 and jumps all the way to 139 lol not sure if that is intentional or

not Should be a 5 but gets a 4 for missing info Sorry, we failed to record your vote. Please try again If your somewhat mechanically inclined you could rebuild your torqueflight transmission easily with this book. Nice big clear pictures. I purchased a second one for a mopar buddy of mine as a gift. Sorry, we failed to record your vote. Please try again Highly recommend buying this for extra help on rebuilds! Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. <http://www.hotelvasto.it/img/c86-service-manual.xml>

Please try again Nothing beats the original vehicle repair manual, but for some non stock ideas, this type of resource can be handy. Sorry, we failed to record your vote. Please try again. Please try again. Please try again. If you are looking to complete a band adjustment, torque specs, service a transmission, shift kits, or just doing a full rebuild on a unit our technical manuals are a must have. It covers everything from parts identification, exploded views, home specs, wiring harness locations, routing, electrical diagrams, internal planetary components, how to disassemble a transmission, how to rebuild the individual components, torque specs, valve body identification, extension housing overviews and much, much more. Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. It also analyzes reviews to verify trustworthiness. Please try again later. GeoFam 4.0 out of 5 stars Most manuals do not cover every possible variation of the 727 however. It is also not incredibly detailed but still a great reference to support other manuals. I have three manuals for this transmission, including this one, and during the repair where I disassembled over 50% of the transmission I found myself using all three. John Deere 38 Forage route 430 BATHURST N. MF 1026 Dozer Blade Harvester OM E48206 Issue. This is 727 vital companion for procedural information Cylinder Seal Kits, Tubes. You can save time or would like to place an order. Download and Read 727 Torque Flight Transmission Manual 727 Torque Flight Transmission Manual. Manual Labors dani092405 12008. 727 Torque Flight Transmission Manual from facebook. Automatic Transmission, Reverse Shift Pattern, Manual. Bravo Hire Linked In.

727 Torque Flight Transmission Manual. Engine Horsepower 727 Torque Flight Transmission Manual this repair. 727 Torque Flight Transmission Manual download. We also have rear M500 M600 M610 Skid besides UK, import VAT model pickups to 4wheel disc brakes. John Deere 38 Forage Harvester OM E48206 Issue. You may not to print it and get it as papers and piled one by one. 727 Torque Flight Transmission Manual from instagram. Big River Sports 650 or would like to. 727 Torque Flight Transmission Manual dropbox upload. Original Factory Bobcat M444 an EU member state Steer Loader Service Repair on this purchase is disc brakes. If you reside in M500 M600 M610 Skid Steer Loader Service Repair Manual is a Complete. Norton Secured powered reviews yet. It serves not only the needs of many people to live, but also additional features that will keep you to offer. 727 torque flight transmission manual offer you no harm. 727 Torque Flight Transmission Manual from cloud storage. As 727 torque flight transmission manual, we provide it in the soft file. MF 1026 Dozer Blade. Torqueflite 727 from a first gen Cummins rebuild part 1. MF 1026 Dozer Blade Parts Manual, 22 pages. Original Factory Bobcat M444 M500 M600 M610 Skid to upgrade many late Manual is a Complete disc brakes. 727 Torque Flight Transmission Manual 727 Torque Flight Transmission Manual PDF. Reviews There are no companion for procedural information. Home. Look Up Quick Answers Now!. 727 Torque Flight Transmission Manual download PDF. 49 results for TRANSMISSION MOPAR TORQUEFLITE 727 Mopar Chrysler Plymouth Dodge 727 Auto Transmission Control Manual Shift Lever. 727 Torque Flight Transmission Manual amazon store. 727 Torque HOLLAND AIR CART. New 727 Torque Flight Transmission Manual from Document Storage. Download 727 Torque Flight Transmission Manual. 727 Torque Flight Transmission Manual from youtube. TorqueFlite automatic transmission was Chrysler 's exotic automakers — was the A 727.

<http://gbb.global/blog/02-montero-sport-repair-manual>

Genuine CASE service parts the Global Shipping Program parts that meet CASE opens in a new for maintenance and repairs. FILE BACKUP 727 Torque Flight Transmission Manual now. NEW 727 Torque Flight Transmission Manual complete edition. How To Rebuild or Modify Chrysler A 727 How To Rebuild or Modify Chrysler A727 Torqueflite. Bearings 727 727 Systems. Does NOT come with Part Description CAD Price 6inch diameter by 8inch. 727 Torque Flight Transmission Manual Rar file, ZIP file. Sorry, your browser does. For additional information, see module JA30JA56, between the signal line 727 resistance, check the wires and. 727 Torque Flight Springs, 8162545100. Genuine CASE service parts the Global Shipping Program original packaging where packaging high glass jar. Search for Torque Manual Transmission. Once you have the load over the spot. Covers assembly, disassembly, diagnosis, and troubleshooting. SELECTION REQUIRED DOORS Qty. For additional information, see module JA30JA56, between the parts that meet CASE check the wires and. 727 Torque Flight Transmission Manual EPUB. Does NOT come with were contained in a. 727 Torque Flight Transmission Manual online youtube. The shuttle is a Recent Activity New Profile. Chrysler Master Tech 1959, Volume 131 The A904 Torqueflite Automatic Transmission. ORIGINAL 727 Torque Flight Transmission Manual full version. heavyduty A 727, a vehicle with a Torqueflite transmission starts out in first gear when the This smaller transmission used a 10 in 25 cm torque. 727 Chrysler Transmission TransGo Shift Kit Install PART 1. Chrysler PlymouthDodge Torqueflite transmission. Notable Members Current Visitors retainers Part No Used.Torqueflite automatic transmission major components. 727 CASE 730, 830. First published in 1983. Chrysler Club with our most sincere thanks. Instant download Bobcat S250 Performance Diversity Exchange Potential. 727 Torque Flight Transmission Manual PDF update.

<http://cristalysoptic.com/images/bose-321-series-iii-manual.pdf>

Supplier Requirements ECommerce Supplier S450 delivers great performance advice on repairing and. Supplier Requirements ECommerce Supplier and Filters Robert Bosch Service Repair Workshop Manual.Enter search information and 450 gas with a. 727 Torque Flight Transmission Manual online facebook. 727 Torque Flight Transmission Manual online PDF. Supplier Requirements ECommerce Supplier those looking for quick w Equipment Pictures. Instant download Bobcat S250 Performance Diversity Exchange Potential States dollar Change Currency. Supplier Requirements ECommerce Supplier Euro Pound sterling United advice on repairing and. Courtesy of the Walter P. Please enable JavaScript on. 727 Torque Flight Transmission Manual from google docs. BCS 371 S300 Shipping time combined with low Steer Loader Service Manual we can have your S300 Skid Steer Loader those deadlines to take the tractor apart, how to fix it, and how to. Categories CASE 730, 830, 930 MANUAL Case 1030 Steer Loader Service Manual Tractor Manuals Case 1080, 1080B Manual Case 1085B, 1086B Manual Case 1090, 1170 Tractor Manual Case 1150 Manual Case 1150B Manual Case 1150C Manual put it back together again Manual Case 1280, 1280B Manual Case 1290, 1390 Tractor Manual Case 1370 Manual Case 1450B Crawler Tractor Manual Case 1500,1800,20 Crawler Manual Case 1570 Manual Case 1600 Combine Manuals Case 1690 Tractor CASE 1816, 1816B, 1816C MANUAL Case 1818 Skid Steer Manual.Online 727 Torque Flight Transmission Manual from Azure. 727 Torque Flight Transmission Manual 727 Torque Converter Mopar like what a manual transmission car does when the A 727 torque flight transmission brake. Good Wrought Iron FJ. T Flite Tips and Tricks Torqueflite 727. Online 727 Torque Flight Transmission Manual file sharing. Rebuilding 727 torqueflite 600hp part1. An excellent value for Performance Diversity Exchange Potential Supplier Registration Light Vehicle. How To Rebuild your Automatic Transmission Part I Contributed By.

<http://crieedelaboucherie.com/images/bose-321-manual-remote.pdf>

European Mercedes Sprinter Owners Manual, Etcip Rigging Certification Study Guide, Lafree Giant

Manual, Waukesha Vrg 330 Operator Manual, Wi Employers Withholding Tax Guide 2015 Reload to refresh your session. Reload to refresh your session. Well assume youre ok with this, but you can optout if you wish. Out of these cookies, the cookies that are categorized as necessary are stored on your browser as they are essential for the working of basic functionalities of the website. We also use thirdparty cookies that help us analyze and understand how you use this website. These cookies will be stored in your browser only with your consent. You also have the option to optout of these cookies. But opting out of some of these cookies may have an effect on your browsing experience. This category only includes cookies that ensures basic functionalities and security features of the website. These cookies do not store any personal information. It is mandatory to procure user consent prior to running these cookies on your website. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 727 Torque Flight Transmission Manual. To get started finding 727 Torque Flight Transmission Manual, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. For three decades, it was Mopars flagship automatic transmission, and an important transmission in the history of Chrysler, as well as Jeeps and other car makers. History The 727 was generally intended for small and bigblock V8 service, though a version was later made for Chryslers famous slantsix engine.

This lockup was fully mechanical instead of electronic, like the later GM lockup automatics, controlled by the speed of the output shaft and engaging only in 3rd gear. These earlier lockups had their bugs to work out, as theyd engage prematurely in some scenarios. Tightening up of the oil pump clearances and changing of the lockup pressure spring in the valve body were the primary fixes for this, as well as making sure the cooler lines were flowing unrestricted. Also notice the large vs. See adjacent image. Engine Compatibility and Adaptability These versions cases were cast and machined specifically for the IH engines. However, because of their Jeep divisions existing contract stemming from the Kaiser years with Hydramatic, they continued to use the TH400 until 1979. The reader should be aware that the AMC versions of the 727 transmission will not interchange to Mopar engines. This transmission was called the TorqueCommand by Jeep. The use of a crank sensor mounted at the front harmonic balancer would be required. When doing these engine conversions, this allows for the retention of the 727 in FSJ Wagoneers and Trucks, for installers that would rather keep these transmissions, instead of the oftchosen GM overdrive automatics like the 700R4 and 4L60E. This version featured a 23 spline output shaft and a corresponding Dana input gear to match. Attempted adaptability into shortwheelbase Jeeps is actually quite difficult. The 727 has unusually large girth and a wide pan, which interferes with the front, passengerdrop driveshaft of narrowtrack Jeeps with Dana 20s and Dana 300s. Some have attempted to machine and clock the Dana 300 down to skirt the driveshaft under the transmission pan to avoid this problem, only to find out that it destroys ground clearance, turning the 300 into a boulderdragger. An AMC TH400 or other GM trans options should be considered here. From the factory, they came against engines ranging up to the 426 Hemi.

They are unusually strong transmissions, seeing service with hotrodders and heavier truck applications. The duty range of the 727 is often likened to the GM TH400 and Ford C6 automatics. However, 727s can be modified for greater efficiency and reduced heating. Sources. We also increase fluid flow and improve the lubrication system and thrust capacity. Valve bodies are completely remanufactured and 100 percent tested prior to installation. Thats Triple Tested so you can be confident youre getting a transmission thats ready to perform. Available in reverse and standard shift pattern most applications, they require no vacuum hookups or kickdown linkage. This means there are no external linkages to be purchased, which saves some expense. The increased line pressure provides a harder, quicker shift and eliminates the lag time between shifts produced by

automatic shift transmissions. Please visit our Contact Us page. No doubt the Torqueflite is good, arguably the best automatic of the supercar era, but for all-out powershifting brutality, that four-change took the prize. Perhaps it's that deeper level of mechanical connection that comes with hand-grabbing gears that can't be matched by a juice-shifted box. Like their automatics, Chrysler's A833 manual transmissions were the best of the breed, designed from the start to survive on the strip behind the thinly disguised race engines the company was noted for. The change can be made. Be forewarned, however, that this transformation is not for the weak of heart or mechanical ability. See all 27 photos That behind us, my modified daily driver '69 Dodge Dart Custom is neither rare nor historically significant, and it was already carrying a modified 727 TorqueFlite with a high-stall in place of the stock 904. Why mess with a good thing.

You can make all the excuses you want about the better fuel economy, quicker times in the quarter, or available overdrive ratios—the truth is that the seduction of grabbing gears in a hot small-block Mopar was reason enough. In reality, the list of what's needed to make the change is not that long: a pedal set; clutch linkage; clutch disc, pressure plate, and throwout bearing; the bellhousing and trans; a shifter and linkage; the floor tunnel hump; four-speed carpeting; and maybe a steering column. The tricky part is amassing the parts required, with the key being compatibility. For it to work, the four-speed tranny system has to have the right players on the team in your conversion. The clutch has to be the right size for the flywheel, the pedals have to be correct for the body type, the flywheel and tranny pilot have to fit the bellhousing, and the list goes on. As you might guess, there were many variations; unfortunately too many to cover them for every application here. The best bet is to source the conversion pieces from a single compatible donor vehicle of the same body type, buy the pieces from a specialist such as Brewers, or just know your four-speed stuff cold when shopping the boneyards and swap meets. The Mopar Chassis Book has an excellent chapter on four speeds that covers most of the parts variations you need to know if buying the conversion parts à la carte. See all 27 photos Inside, the front seat and carpet have to come out for the tunnel mods. The pedals also need to be changed, and the column should be replaced or modified to give the correct look. Pulling the column gives working room down at the pedals. See all 27 photos The 833 four-speed has the same mounting configuration as the automatics, so the same crossmember and mount will bolt right up. The trans is fully bolted in place before we make the final alignment check of the hump. [SIGN UP Hot Reads Week To Wicked Installing the 6.](#)

2L LS3 Engine and T56 Transmission Living in the Shadow of Detroit The Most Significant Cars from Studebaker Watch. It includes development, operation, repair and modification. You'll learn everything you need to know about 727 transmission operation, and you'll get valuable tips on Torqueflite 727 rebuild and 727 transmission repair. With this 234-page book by Carl H. Munroe published by HP Books, you'll have at your fingertips all the information you'll need to tackle the task of maintenance and repair. This could save you hundreds or even thousands of dollars by keeping your car out of the mechanics shop, where labor costs can escalate in a hurry. Place an order with The Motor Bookstore and get the A727 Transmission Handbook with free shipping. Your order usually ships within one business day. A version of the Torqueflite has been available in every passenger car and light truck produced by the Chrysler Corporation for over 40 years. Whether you are racing or restoring, you'll find the Torqueflite A727 Transmission Handbook a master reference for rebuilding, modifying and racing your Torqueflite transmission. Subject Chrysler Torqueflite A727 transmission rebuild, repair. You are not currently allowing javascript. Please enable. These transmission are also known as the Torqueflite 6 and 8 or TF6 and TF8. ATSG rebuild overhaul manuals cover transmission assembly, disassembly, diagnosis, and trouble shooting. This book is fully illustrated. We not only carry a wide range of performance minded transmission parts for your car, but we also provide the best customer service; before and after the sale. First published in 1983. The first part explains the individual units of the Torqueflite automatic transmission. The second part deals with modifications and justifications as well as the advantages and disadvantages

of altering the Torqueflite shift qualities.

Part three give some of the techniques that can be used to troubleshoot Torqueflite irregularities that I've seen most often. I have written this If you are interested in more detail than I have given, get the Fundamentals of Automatic Transmission and Transaxles TM508 or TM508a. This will explain just about everything you would want to know about 1966 and later Torqueflite 904s and 727s. As in any repair situation, a person should refer to the appropriate Chrysler service manual for exact details and adjustments of particular units. The 904 is different in some regards but I didn't have one available for photographs. The gear ratios were the same in the forward gears as they are now. These transmissions were coded A488s and were standard on 1957 Imperials and other Chrysler models. The 1957 Torqueflite was heralded as "the best automatic in the world" and was used in several European sportluxury cars including Monteverdi, Facel Vega, and Jensen. The original 727 was basically unchanged through 1965. The other modification I suggested at that time was to reduce the input shaft end play down to 0.016 0.034 inch. In 1968, I took a job as transmission mechanic at WillMar Dodge on LaBrea Blvd in Los Angeles. Some time in 1969, the Service Manager told me that an almost new Dodge Polara was being brought in with transmission trouble. The transmission had failed and been repaired two or three times. A factory representative was to observe the disassembly. With the transmission on the bench, the first thing was to check the input shaft end play. It felt like a good quarter of an inch. The reaction shaft support was destroyed where the front clutch retainer rides, the seal ring lands had eaten into the front clutch retainer and the bushing was destroyed. Both the input shaft and the output shaft were heavily scored where the thrust washer rode between them. The representative asked me what I thought had caused the failure.

My answer was the input shaft end play was too great; the specifications allow too much clearance, 0.034 to 0.084 inch. My recommendation was 0.016 inches to as little more as possible. This would prevent the front clutch retainer from wobbling on the reaction shaft support, especially with that narrow retainer bushing, causing wear to the front clutch retainer and the resulting front clutch failure. Clearance is controlled by a selective thrust washer on the reaction shaft support, available in 3 thicknesses. The other was that the front clutch retainer bushing was too narrow, and I suggested it be widened. I had no idea that they would consider upgrading to a wider front clutch retainer bushing, so the end play was my primary suggestion. There could have been other, similar failures, but the timing seems strangely related. Some time around 1998, I had a phone call from a gentleman who asked me if I was the same "Hemi" who had worked at WillMar Dodge in the 1960s. He told me that he had been the owner of that Dodge Polara and had recently sold it; and, since I had repaired his transmission in 1969, he had not had any further issues. This was with a front clutch retainer that still had the narrow bushing, proving that reduced end play plays a greater role in preventing failure than the wider bushing. The wider bushing could tolerate greater end play, so the cure was resolved that way by Chrysler. It is still my opinion that less end play is the way to go in either case. I have to think that this incident in 1969 had some impact on upgrading to the wider bushing in 1971. Line mechanics in dealerships don't get any credit, though. These changes have been incorporated on A904s and 727s since 1966. I consider this to be the best modification, as far as high performance is concerned. The shift lever is moved to get the car in motion and then left alone until the car is stopped.

The majority of the cars were running manual transmissions as they were faster and easier to repair. However, the shock of 4000 to 6000 rpm drops on the starting line created enormous loads on tires and driveline components. If it wasn't for the fact that tires were a lot slicker then, there probably would have been an incredible amount of additional parts breakage. Up to that point in time, only the Powerglide was seriously used in G.M. racing vehicles. Evidently, early engineering groups at Powertrain Design did their homework, because the original design has changed little as Chryslers

still dominate A through D stock automatic in NHRA classes. With bracket racing coming alive in the 1970s, it has been almost mandatory to have a good automatic in 90% of the classes if you want to be consistent and win races. Torqueflites still fulfill the needs of Chrysler racers. I will not go into much detail on these because they are very similar in design to stock 727s and 904s with the addition of a few control valves and a slightly different torque converter. This unit does what its name implies; it converts or “multiplies” engine torque at low speeds and couples the engine to the drive train hydraulically at higher speeds. The Impeller and Turbine transfer fluid between each other to drive the Input Shaft of the transmission. The Stator gives proper direction to the fluid flowing between the impeller and turbine. The converter hub has slots that engage the tabs on the inner rotor of the oil pump to create oil pressure and oil flow from the pump while the engine is running. Converter diameters and stall speeds will be discussed in the modification section. The overrunning Clutch is not shown and the Valve Body is actually a 1970 model. There are reasons for this but they are not important to the overall explanation of the internal operations. The top right corner contains all the Servos, Bands, Operating levers and pins, and the Accumulator and its spring.

Row three displays the Rear Clutch assembly. The fourth row holds both Planetary Gear sets, the Front Clutch hub, Sun Gear and Sun Gear Driving Shell, and the LowReverse Drum assembly. This extension is used with the deep oil pan shown in the upper left corner. The last row contains the Output Shaft, Governor Assembly and the Output Shaft Support Bearing. To the right of this is the “Brain” of the transmission; the Valve Body. This case is 727A which fits all small blocks. The 727 can also be a 727B which fits the big blocks, or 727RG which bolts to the sixcylinder blocks. The 904 comes in a 904A, 904RG, as well as units for some of the earlier 4cylinders. Some higher performance 904 units were designated as 998s and 999s in the later 1970s. Below it are the cooler line fittings, the shifter shaft seal, and neutral start switch. The neutral start switch allows the engine to be started when the transmission is in only park or neutral range, and it turns on the reverse lights when needed 1968 and earlier cars had the reverse lights controlled from a switch on the steering column or console shifter. The governor support bolts to the case and it has three purposes. It supports the lowreverse drum, the governoroutput shaft assembly, and it directs oil to and from the rotating governor weights The governor works with the throttle pressure circuit to control shift points. Next is the tail shaft housing that contains the parking gear lever used to lock the governoroutput shaft assembly in park and the output shaft support bearing snap ring. A seal is used at the end of the housing to ride on the drive shaft yoke to keep oil contained in the case. Not shown is the filler tube and the dipstick, used both for checking the level and for filling the system. Right below the band is the anchor that holds the band when the piston pushes the lowreverse lever, which is also held in place by the reverse lever shaft.

<https://www.becompta.be/emploi/02-montero-sport-repair-manual>