

**BLACK  
SERIES**

*S799 Servo Bore Repair System:*

**5RW**

Ford Rotunda Approved



This tool is for use on **FORD 5R55W, 5R55S, and 5R55N** transmissions.

**READ ALL APPLICABLE INSTRUCTIONS  
BEFORE ATTEMPTING TO USE THE TOOL.**

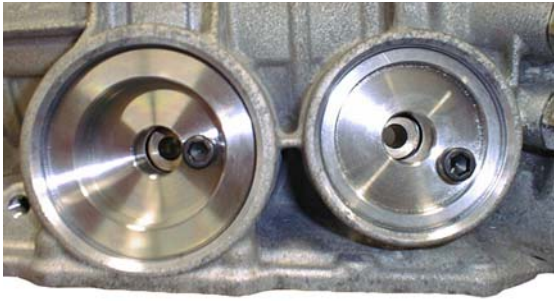
**Northland Transmission Inc.**

105 E. Poplar Ave      Phone: (715) 458-2617  
Cameron, WI 54822      Fax: (715) 458-2611

[www.servobore.com](http://www.servobore.com)

U.S. Patent # 6,192,567

Master: 1412  
Sub: 2412



1. Install the drill jig into the case by setting the jig into the servo. Retain the jig in the case with the servo's snap-ring.

2. Drop the 9/16" guide into the jig. It doesn't matter which one of the lands on the guide you use, as long as one of the lands is under the 3/8" Allen screw.

3. Ream out the bore using the 9/16" reamer, applying ample lubrication. \* **DO NOT REAM ABOVE 500 RPM.**

4. Replace the 9/16" reamer guide with the 5/8" guide, and the 9/16" reamer with the 5/8" reamer.

5. Ream the bore out using the 5/8" reamer with ample lubrication.\* Take care not to either push too hard on the reamer or turn the reamer faster than 500 RPM when reaming. Either one can overly enlarge the bore, causing a loose bushing.

6. Clean the case before proceeding to step number seven.

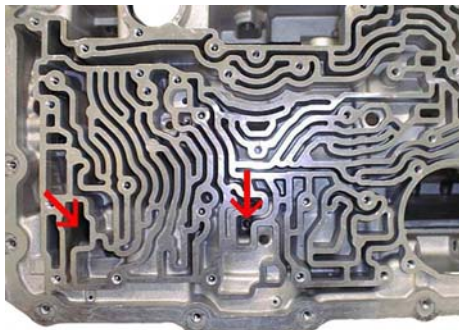
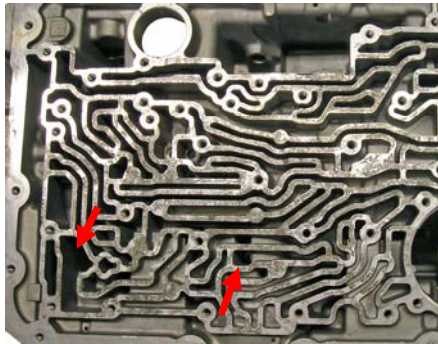
**\*\*ALWAYS CHECK PIN FINISH FOR \*\*  
\*\*BURS AND COARSNESS\*\***

\*- **CUTTING OIL** must be used for lubrication. The use of substitutes, particularly ATF, may result in an over-sized bore.

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5R55W/S



5R55N

7. Apply Loctite® (preferably **green #680**) or equivalent to the bushing and drive the bushing in by hitting the driver until the bushing bottoms. The 5RW kit uses a smaller diameter installation tool identified by a groove cut in the handle.

8. After installing the bushing, using a 15/64" bit, drill a hole in the side of the bushing by following the holes in the case (use the appropriate picture to the left as a map).

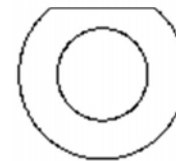
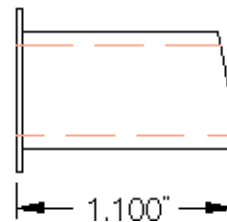
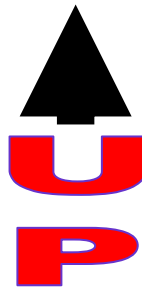
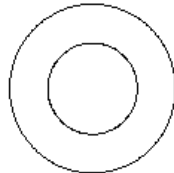
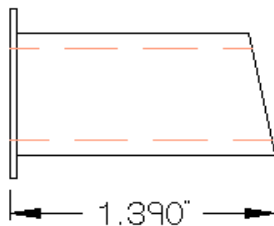
9. Insert the provided sizing pin into the bore. It may be necessary to start the pin in the bushing with a rubber mallet. Once the pin is inside the bushing, use a punch to drive the pin all the way through the bushing. Repeat as necessary.



**NOTE:**

In our instructions, when we refer to the **Overdrive Bore**, we are talking about the smaller bore located closest to the Bell Housing.  
When we refer to the **Intermediate Bore**, we are talking about the larger bore located next to the Line Pressure Tap.

Note: This kit utilizes two different bushings. The shorter bushing is for the Intermediate Servo and is identified by a flat ground in the bushing's hat. Both bushings are chamfered and need to be installed with the recessed edge up (away from the valve body).



**NOTICE:**  
Notch not necessarily oriented with chamfer

Overdrive Bushing

Intermediate Bushing

# Important Reamer Info



Inspect for aluminum buildups on the cutting edges as pictured left.



Reamers are like drills, if you use them repeatedly in aluminum they develop build-ups on the cutting edges. These build-ups effectively make the reamer larger, causing a larger hole. This larger hole then robs the bushing you're installing of interference needed to properly crush the bushing. This causes the pin to be loose in the bushing, which defeats the entire purpose. To prevent this, you need to (1) keep your reamers sharp and (2) use plenty of CUTTING OIL when reaming.

To clean the reamers, we offer a stone for \$17.

Thirty Seconds of maintenance saves hours of aggravation.



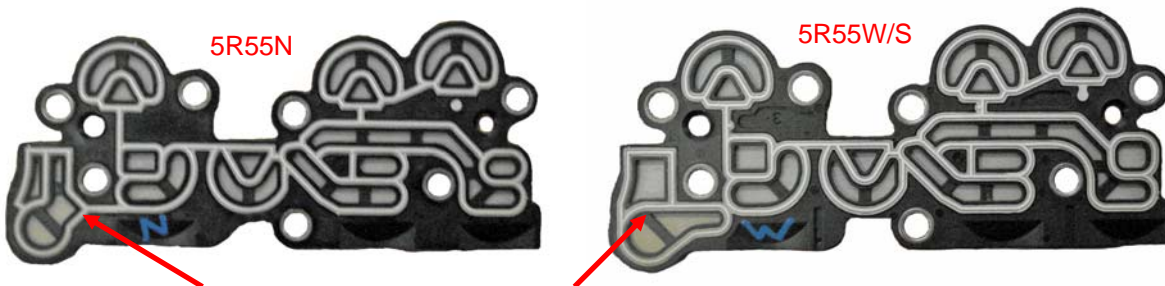
We Recommend Tap Magic for Lubrication.

MSC #00261933

Phone: 800-645-7270

# A Little Friendly Tech

## Solenoid Interchange



Always check to insure you have the correct solenoid gasket for your trans.

Look Here.

Wrong gasket will cause a clunk and no reverse condition

## Flow Control Assembly

The stock Flow Control Assembly will either stick, causing loss of movement or wear out, causing burnt frictions and noise.



We recommend Transgo's® Shift Kit® which includes an improved assembly