

The swap of a 4R70W into a FOX chassis is popular, but instruction is elusive. The Members of CCR and me will provide up to date info on the swap as more real world experience filters in. So if you have something to add, please help out.

Here are the basics

Before we get started:

- AODE 92-95 and 4R 94+ come in both MOD (3 bolt starter) and SBF (2 Bolt starter)
- Lincoln and Truck AODE/4R are 1" longer and will require driveline shortening
- 92-97 has WIRE harness and ALL WIRE style solenoids and case connector is WHITE and has .225" vb alignment dowls
- 92-95 has WIRE harness and TCC noid that has the correct impedance for the EEC/PCM and not compatible to the 96-97 TCC and has .225" vb alignment dowls
- 96-97 has WIRE harness and TCC noid that has the correct impedance for the EEC/PCM and not compatible to the 92-95 TCC and has .163" alignment dowls
- 97+ cases are better in both strength and lockup fluid control, case is marked F7-
- 98+ has HARD harness and ALL HARD harness style solenoids and case connector is BLACK, all EPC/TCC/SS 98+ are compatible with each other and has .163" alignment dowls
- EACH style VB 92-95, 96-97, 98-02, 02+ have different thicknesses and therefore there is a variety of EPC brackets – please keep the bracket that goes with the VB IF you are swapping.
- Never attempt (unless instructed by pro) to turn the EPC valve screw
- If you attempt to UPFIT a newer 4R with 92-95 VB, note the alignment dowls will not fit the new case. This should NEVER be attempted anyhow, unless it is a MVB.

#### **Conversion for any 94-95 4R into a 94/95 AODE mustang.**

First, DON'T DO IT, the 94/95 4R is junk. Nuff said. If you must – it is a direct swap outside the need for 1.606" yoke or swap the AODE tail housing to the 4R...this is not always true however. -a tune will be required via dyno/chip/tuner to calibrate the new shift points of the 4R gear ratio.

#### **Conversion for any 96-97 4R into a 94/95 AODE mustang.**

This is a great swap, and the easiest for the 94/95 stang. Pretty much direct swap.

The 92-95 TCC noid has specific impedance to the EEC, so you must keep the 92-95 noid, or new replacement.

- put new or old TCC noid into new vb
- keep new vb epc hold down bracket to swap over
- keep OLD wire harness
- a tune will be required via dyno/chip/tuner to calibrate the new shift points of the 4R gear ratio.

#### **Conversion for any 98+ 4R into a 94/95 AODE mustang.**

This is a great swap. Note that the 02+ units probably do not have Speedo gear on the tail shaft and your EEC will want to see that info through the VSS...but I am not COMPLETELY SURE, the TOS might be all the EEC wants to see. We need a tuner guy on CCR.

The 92-95 TCC noid has specific impedance to the EEC, so you must keep this same noid, or new replacement. **This noid only comes in WIRE harness.** That means you will have to converter the entire 98+ VB into a WIRE harness style.

- put new or old TCC noid into new vb
- put new or old SS noids for wire harness 92-97 into new vb
- put new or old EPC noid into case 92-97 as well
- keep new vb epc hold down bracket to swap over
- keep OLD wire harness

- swap white AODE case connector to 02 case
- a tune will be required via dyno/chip/tuner to calibrate the new shift points of the 4R gear ratio.

### **Conversion for any 98+ 4R into a 96/97 AODE mustang.**

This is a great swap. Note that the 02+ units probably do not have Speedo gear on the tail shaft and your EEC will want to see that info through the VSS...but I am not COMPLETELY SURE, the TOS might be all the EEC wants to see. We need a tuner guy on CCR.

The 96-97 is still wire harness however there is no computer interference with the TCC impedance like previous units. That means you have two methods of conversion.

#### METHOD 1:

Convert 98+ 4R VB into WIRE harness

- put new or old TCC noid into new vb
- put new or old SS noids for wire harness 92-97 into new vb
- put new or old EPC noid into case 92-97 as well
- keep new vb epc hold down bracket to swap over
- keep OLD wire harness
- swap white case connector to 98+ case
- a tune will be required via dyno/chip/tuner to calibrate the new shift points of the 4R gear ratio.

#### METHOD 2:

Convert car harness to HARD harness

- rewire matting connector (shown in separate file)