

## SEVERE DUTY EQUIPMENT

### Operation of the Automatic Overdrive Transmission (AOD) — Mustang

When shifting from P (Park) or N (Neutral) to any drive gear, hold foot on service brake while engaging the transmission. Gradually release the service brake and drive away in a normal manner.

The automatic overdrive transmission provides fully automatic operation in either **D** (Overdrive) or D (Drive). Driving with the shift selection in **D** (Overdrive) gives the best fuel economy for normal driving conditions.

**D** (Overdrive) — This is the normal driving position. As the vehicle picks up speed, automatic upshifts to second and third gear will occur. The upshift to fourth gear does not occur until the vehicle approaches the desired higher cruising speed and the driver eases up on the accelerator pedal. To maintain a steady speed, the transmission automatically downshifts as speed decreases.

**P R N **D** D 1**

AUTOMATIC OVERDRIVE TRANSMISSION  
SELECTOR INDICATOR

The overdrive gear is specifically geared for economy and may not be appropriate for certain hilly terrain, or towing large trailers. If the transmission shifts back and forth excessively between overdrive gear and third gear or overdrive gear fails to provide adequate hill climbing performance (especially when on speed control), shift to D (Drive). The shift lever can be moved from **D** to D or D to **D** at any vehicle speed.

D (Drive) — In this position, the transmission operates as in **D** (Overdrive) except that it will not shift into overdrive gear. D (Drive) provides more engine braking than **D** (Overdrive).

## SEVERE DUTY EQUIPMENT

### INSTRUCTIONS FOR BEST ECONOMY AND PERFORMANCE WITH FORD OVERDRIVE TRANSMISSIONS

| AUTOMATIC OVERDRIVE TRANSMISSION  | DRIVING MODES   |
|---|---|
| <b>USE:</b><br><b>P R N <b>D</b> D 1</b>  | AT HIGHWAY SPEEDS WITH A LIGHT LOAD POSITION SHIFT LEVER IN OVERDRIVE <b>D</b> THE AUTOMATIC OVERDRIVE TRANSMISSION WILL SHIFT INTO OVERDRIVE AT APPROX. 45 MPH (72 KM/H).  |
| <b>ALSO:</b><br><b>P R N <b>D</b> D 1</b>   | OPERATING WITH HEAVY LOADS OR IN PURSUIT POSITION SHIFT LEVER IN <b>D</b> OR<br>NEGOTIATING STEEP GRADE POSITION SHIFT LEVER IN <b>D</b> (THE AOD IN OVERDRIVE WILL AUTOMATICALLY DOWNSHIFT TO D OR 2 DEPENDING ON SPEED) |
| <b>P R N <b>D</b> D 1</b>   | DECELERATION OR DOWN GRADE OPERATION: POSITION SHIFT LEVER IN '1' OR '2' (LOW GEAR LOCK-OUT)  |
| <b>WARNING</b><br>Never leave vehicle unattended with engine running. Shut off engine, set parking brake and place transmission in park if automatic or in 1st gear if manual shift.<br><b>SEE OWNER'S GUIDE FOR ADDITIONAL INSTRUCTIONS.</b> |   |

### Auxiliary External Oil Cooler Automatic Transmission — Police/Taxi

This externally front-mounted oil cooler uses ram air flowing over the oil cooler fins to provide additional cooling capacity to help protect the transmission fluid from overheating on extremely hot days or during heavy-duty operation. Periodically inspect cooler lines for leaks or kinked conditions and service as necessary. Inspect the cooler externally to ensure it is free of debris that may restrict airflow through it.

### ELECTRICAL

#### Heavy-Duty Alternator — Police

Handling the high electrical loads imposed on police and taxi vehicles by the broad range of necessary equipment requires a high ampere output alternator.

The 4.6L Crown Victoria Police Package engine is equipped with a 130 ampere alternator.

#### Battery — Police

Some police, taxi and heavy-duty vehicles are equipped with a maintenance-free battery which does not require the addition of water.