



Technical Service Information

FORD 5R110W **NO TCC AND OR DTC P0741**

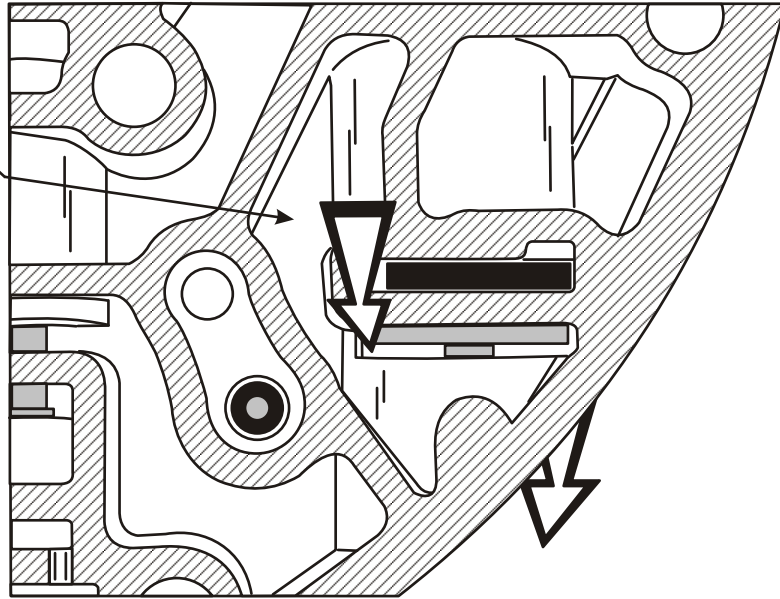
COMPLAINT: After overhaul, Ford trucks equipped with the 5R110W or "Torqueshift" transmission, may exhibit a NO Torque Converter Clutch Application along with a Diagnostic Trouble Code P0741 Torque Converter Clutch Stuck OFF.

CAUSE: The cause may be, that during the Pump rebuild, the Torque Converter Control Valve sleeve was mis-assembled and pushed too far into the bore opening the CCL circuit, which is the regulated apply circuit for the Torque Converter Clutch, to an exhaust.

CORRECTION: Refer to Figure 1 for a view of the in-correct and correct installation of the retainer, and ensure that the feed holes in the sleeve are visible. Refer to Figure 2 for a breakdown of the complete pump assembly and location of the Torque Converter Control Valve line-up.

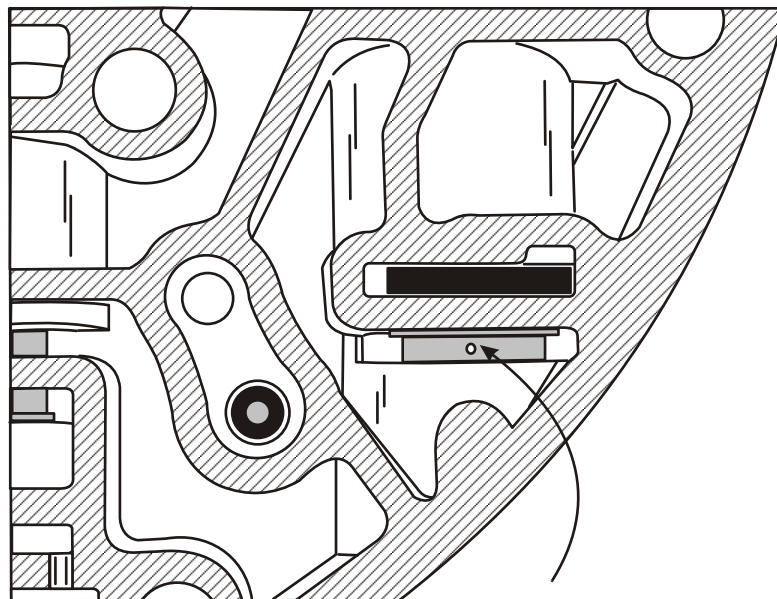
INCORRECT RETAINER LOCATION

CCL CIRCUIT



Summary: The CCL circuit, which is regulated Converter apply pressure, will be drained at the end of the Converter Control Valve sleeve

CORRECT RETAINER LOCATION

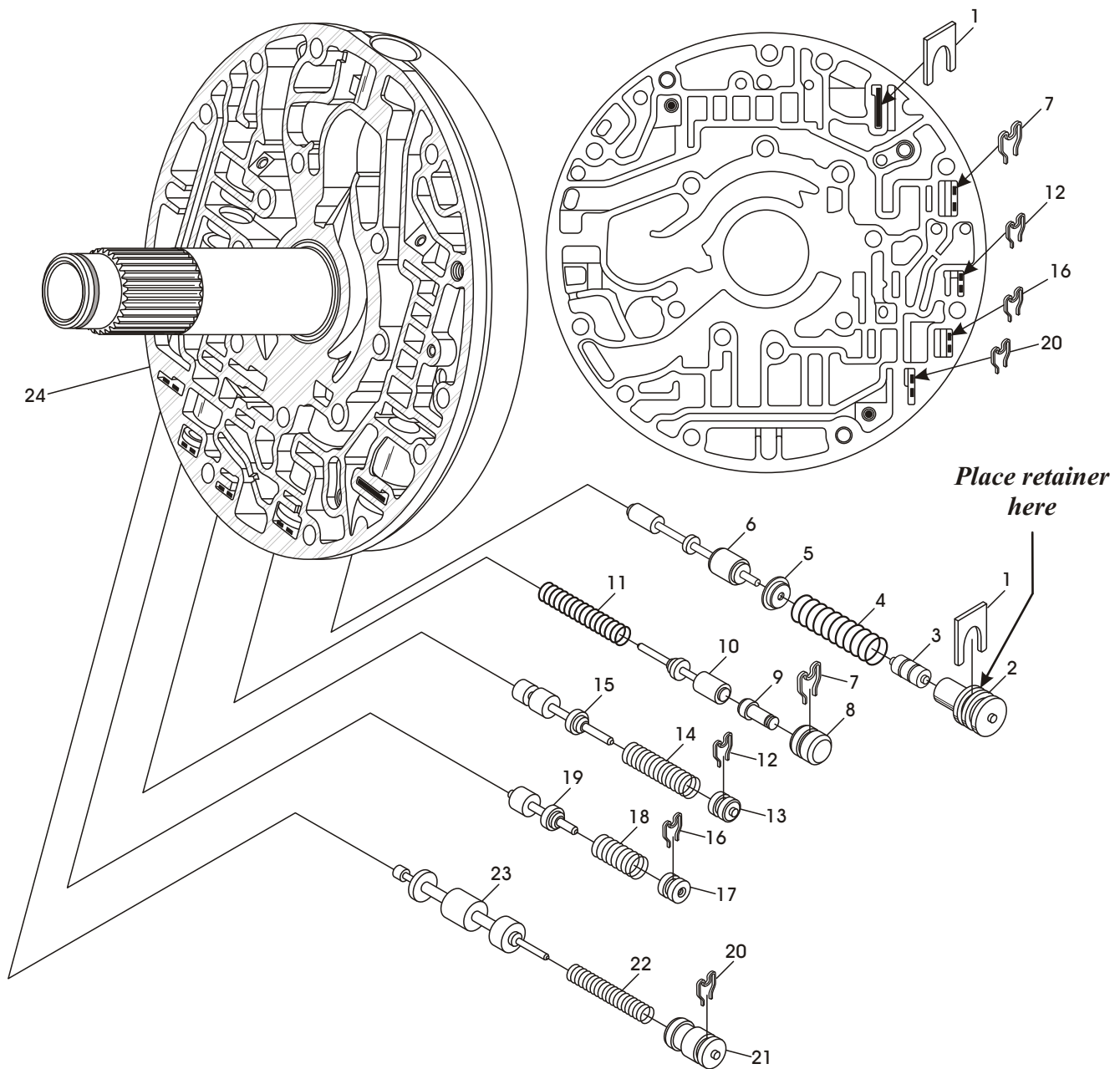


When the retainer is installed correctly, the feed holes in the Converter Control Valve sleeve can be seen

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Figure 1

OIL PUMP COVER ASSEMBLY EXPLODED VIEW



- 1 CONVERTER CLUTCH CONTROL VALVE BORE PLUG RETAINER.
- 2 CONVERTER CLUTCH CONTROL VALVE SLEEVE.
- 3 CONVERTER CLUTCH CONTROL VALVE PLUG.
- 4 CONVERTER CLUTCH CONTROL VALVE SPRING.
- 5 CONVERTER CLUTCH CONTROL VALVE SPRING SEAT.
- 6 CONVERTER CLUTCH CONTROL VALVE.
- 7 COOLER BYPASS VALVE BORE PLUG RETAINER (ORANGE I.D.).
- 8 COOLER BYPASS VALVE BORE PLUG.
- 9 THERMOSTATIC VALVE ASSEMBLY.
- 10 COOLER BYPASS VALVE.
- 11 COOLER BYPASS VALVE SPRING.
- 12 CONVERTER PRESSURE LIMIT VALVE BORE PLUG RETAINER.

- 13 CONVERTER PRESSURE LIMIT VALVE BORE PLUG.
- 14 CONVERTER PRESSURE LIMIT VALVE SPRING.
- 15 CONVERTER PRESSURE LIMIT VALVE.
- 16 CONVERTER ANTI-DRAIN BACK VALVE BORE PLUG RETAINER.
- 17 CONVERTER ANTI-DRAIN BACK VALVE BORE PLUG.
- 18 CONVERTER ANTI-DRAIN BACK VALVE SPRING.
- 19 CONVERTER ANTI-DRAIN BACK VALVE.
- 20 MAIN REGULATOR VALVE BORE PLUG RETAINER.
- 21 MAIN REGULATOR VALVE BORE PLUG.
- 22 MAIN REGULATOR VALVE SPRING.
- 23 MAIN REGULATOR VALVE.
- 24 OIL PUMP COVER ASSEMBLY.

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Figure 2