

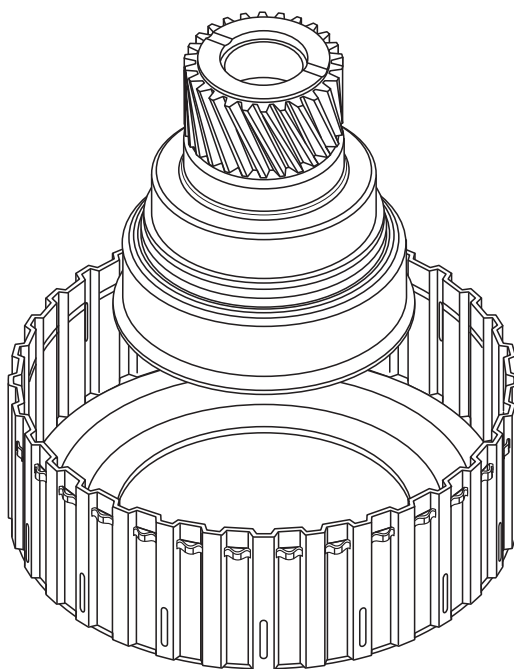
FORD 5R110W REPEATED COAST CLUTCH HOUSING BREAKING

COMPLAINT: Ford vehicles equipped with the 5R110W transmission may exhibit a complaint of repeat Coast Clutch Housing breaking around the weld in the back of the drum. (See Figure 1).

CAUSE: The cause may be that the weld in the drum is not strong enough for the type of use the vehicle is under, or the pressure regulator valve is hung up causing low pressure, when pressure finally builds high enough for engagement it could be explained like a "neutral drop" which could snap the sun-gear section of the drum away from the stamped steel section of the drum.

CORRECTION: To correct this condition, refer to Figure 2 for an exploded view of the Coast Clutch Housing. Refer to Figure 3 and re-enforce the weld in the area shown. ***Note: A new drum may come back with the same issue, as this weld area has not changed.*** Also while the trans is out re-check the pressure regulator valve to make sure that it is not hanging, as shown in Figure 4.

BROKEN COAST CLUTCH HOUSING

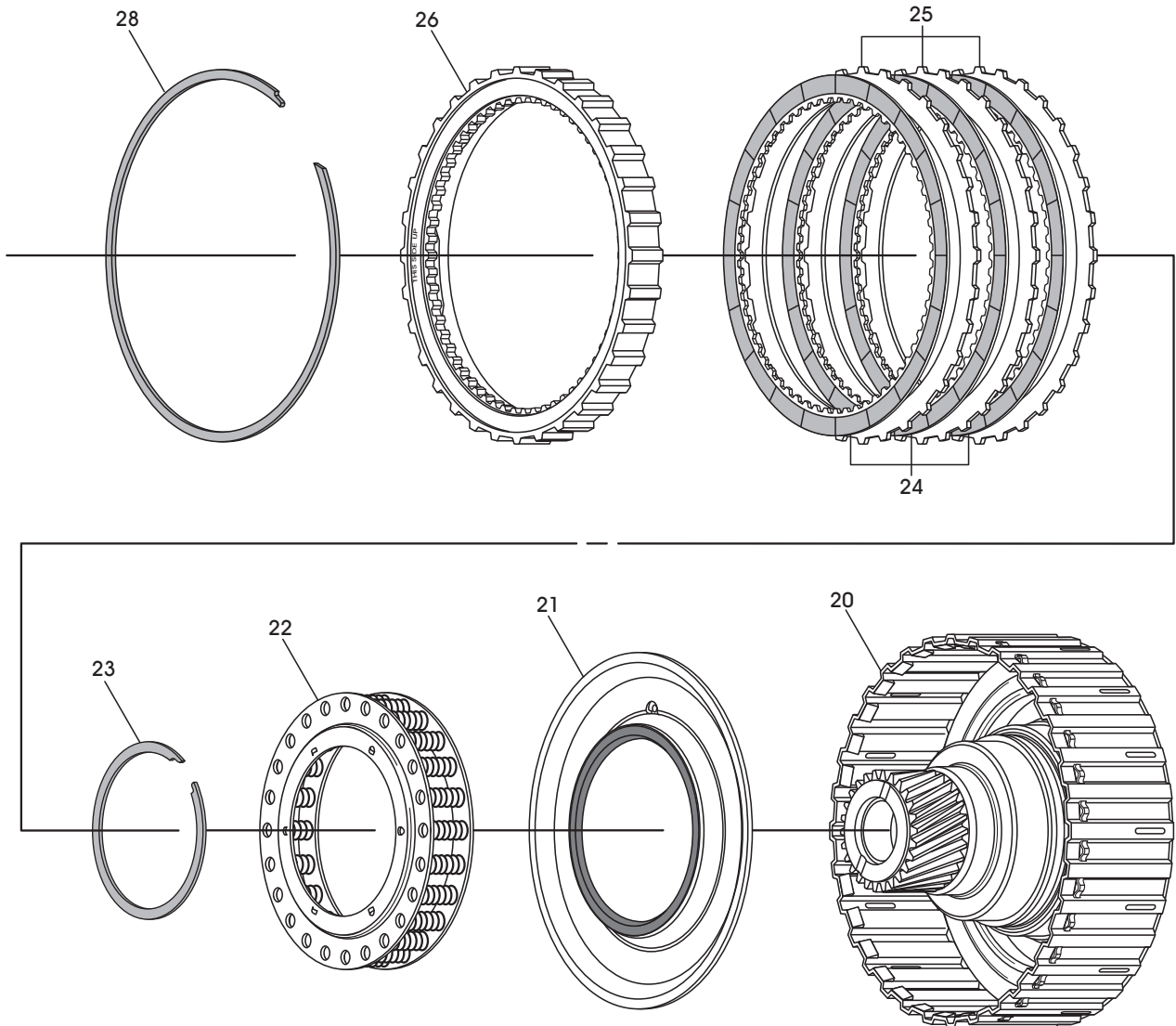


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Figure 1

FORD 5R110W REPEATED COAST CLUTCH HOUSING BREAKING

COAST CLUTCH HOUSING EXPLODED VIEW



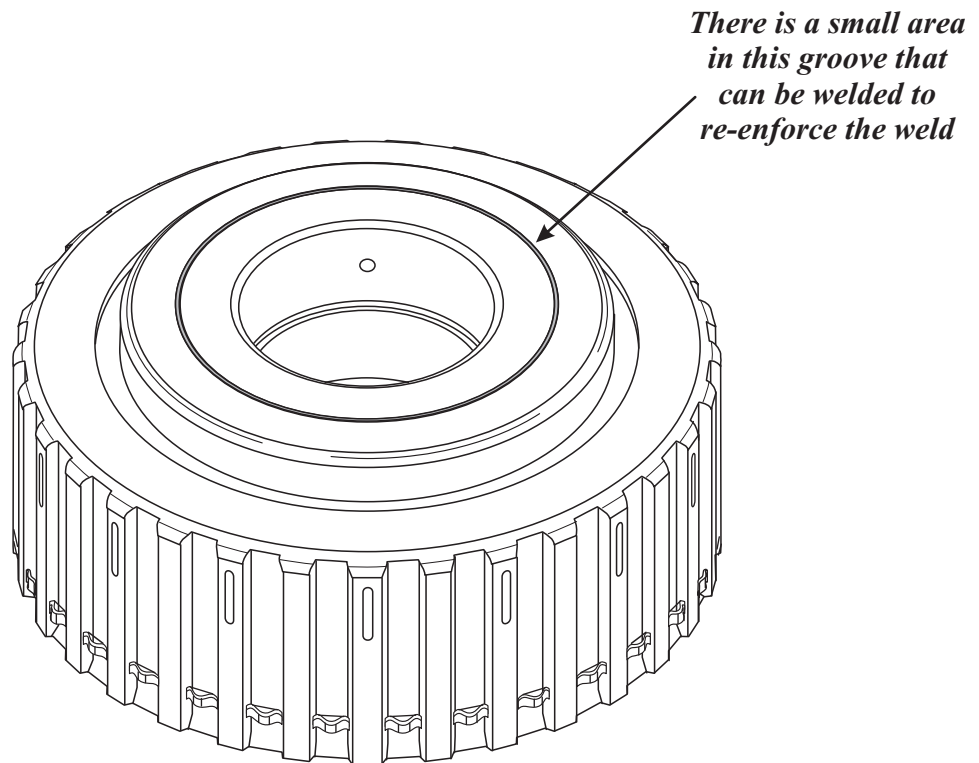
- 20 COAST CLUTCH HOUSING ASSEMBLY.
- 21 COAST CLUTCH MOLDED RUBBER, STAMPED STEEL PISTON ASSEMBLY.
- 22 COAST CLUTCH PISTON RETURN SPRING ASSEMBLY.
- 23 COAST CLUTCH RETURN SPRING ASSEMBLY SNAP RING.
- 24 COAST CLUTCH FRICTION PLATES (3 REQUIRED).
- 25 COAST CLUTCH STEEL PLATES (3 REQUIRED).
- 26 COAST CLUTCH BACKING PLATE/OVERDRIVE ONE-WAY DIODE ASSEMBLY.
- 28 COAST CLUTCH BACKING PLATE SNAP RING.

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Figure 2

FORD 5R110W REPEATED COAST CLUTCH HOUSING BREAKING

COAST CLUTCH HOUSING REAR SIDE

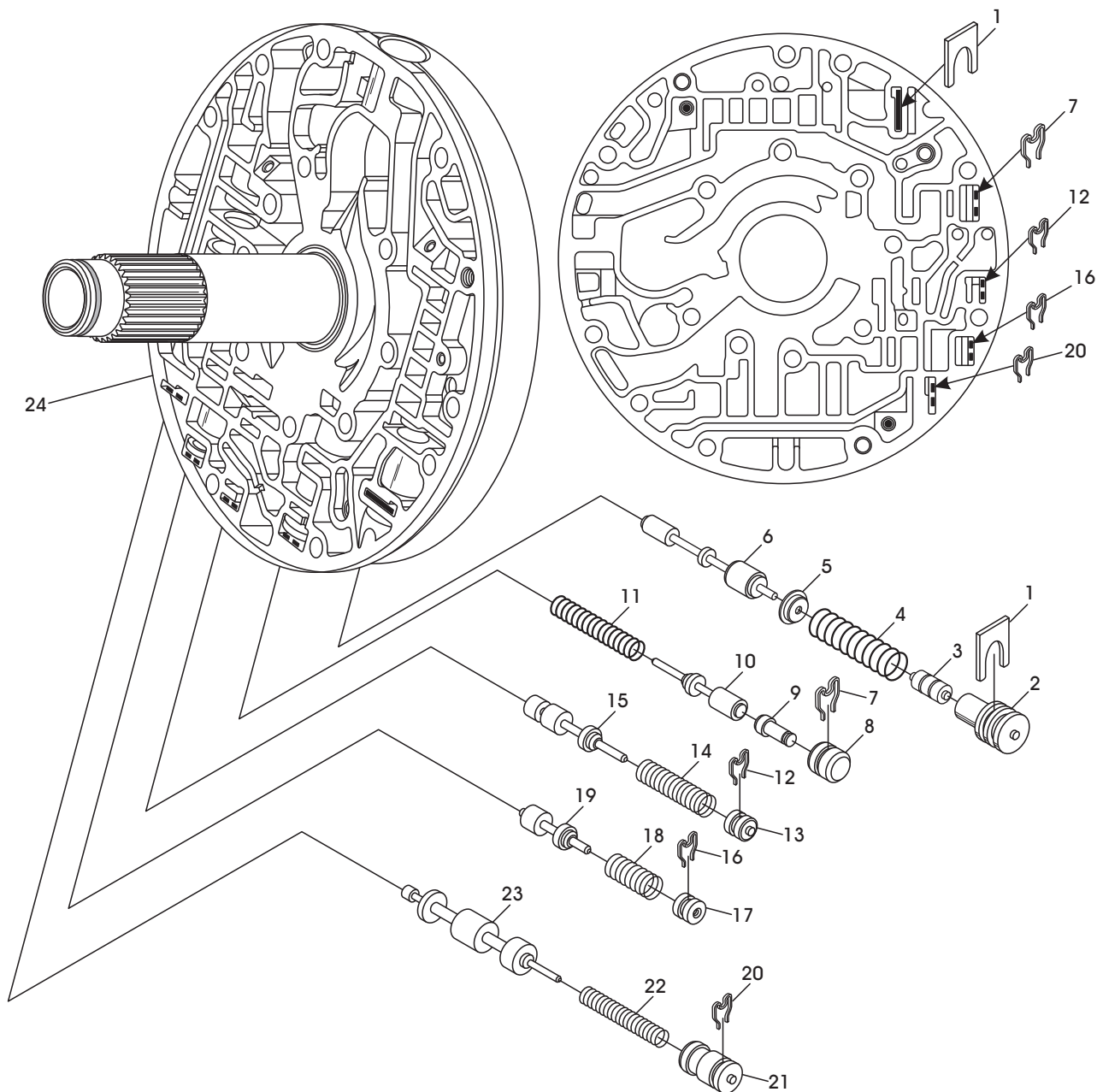


Note: This re-enforced weld will not contact the Pump to Coast Drum washer surface.

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Figure 3

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 4