

6L80 - GM6

DELAYED SLIPPING REVERSE AND SLIDE 2-3

COMPLAINT: A complaint of a delayed reverse accompanied with a slipping reverse as well as a flare or slide 2-3 shift. The problem may be severe enough to produce solenoid performance codes placing the vehicle into a failsafe condition.

CAUSE: One cause may be that a crack developed in the 1-2-3-4 / 3-5 Reverse Clutch Drum (Figure 1) by the bearing seat where the drum sits against the pump (Figure 2). The size of the crack determines the severity of the condition. Air check the drum while observing the bearing seat area for leakage (Figure 3).

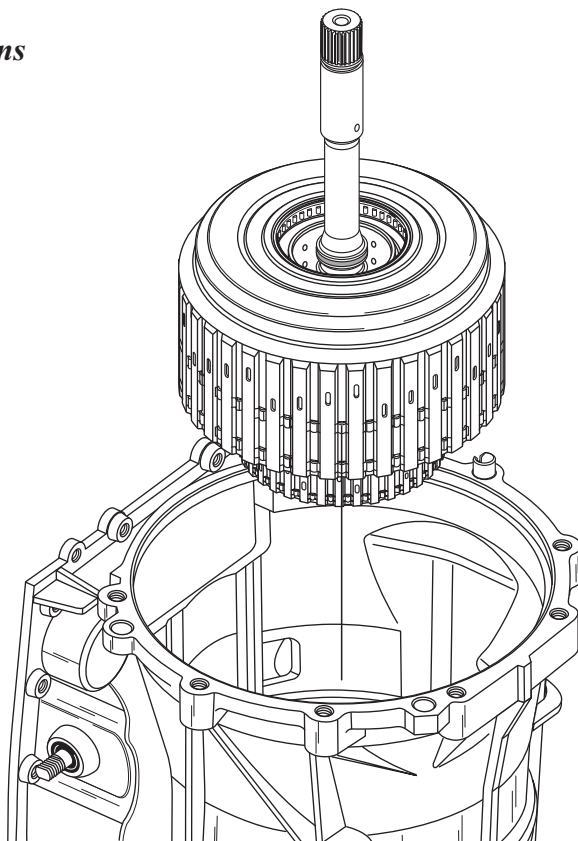
CORRECTION: Replace the drum. Refer to Figures 4 and 5 for a complete overview of the 1-2-3-4 and 3-5 Reverse Drum assembly components. Figure 6 shows removal and installation of the caged needle bearing in the rear of the drum if the drum that was purchased does not have it. Refer to service information for the part number for the new caged needle bearing and the part number for the drum that has the caged needle bearing included.

SERVICE INFORMATION:

1-2-3-4/3-5 REVERSE CLUTCH DRUM WITH BRG. (GM part number).....24260894
CAGED NEEDLE BEARING (GM part number).....24226393

1-2-3-4 / 3-5 REVERSE CLUTCH DRUM ASSEMBLY

*Special thanks to
Chris Spick at
Lawrence Transmissions*



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Figure 1

Technical Service Information

DELAYED SLIPPING REVERSE AND SLIDE 2-3

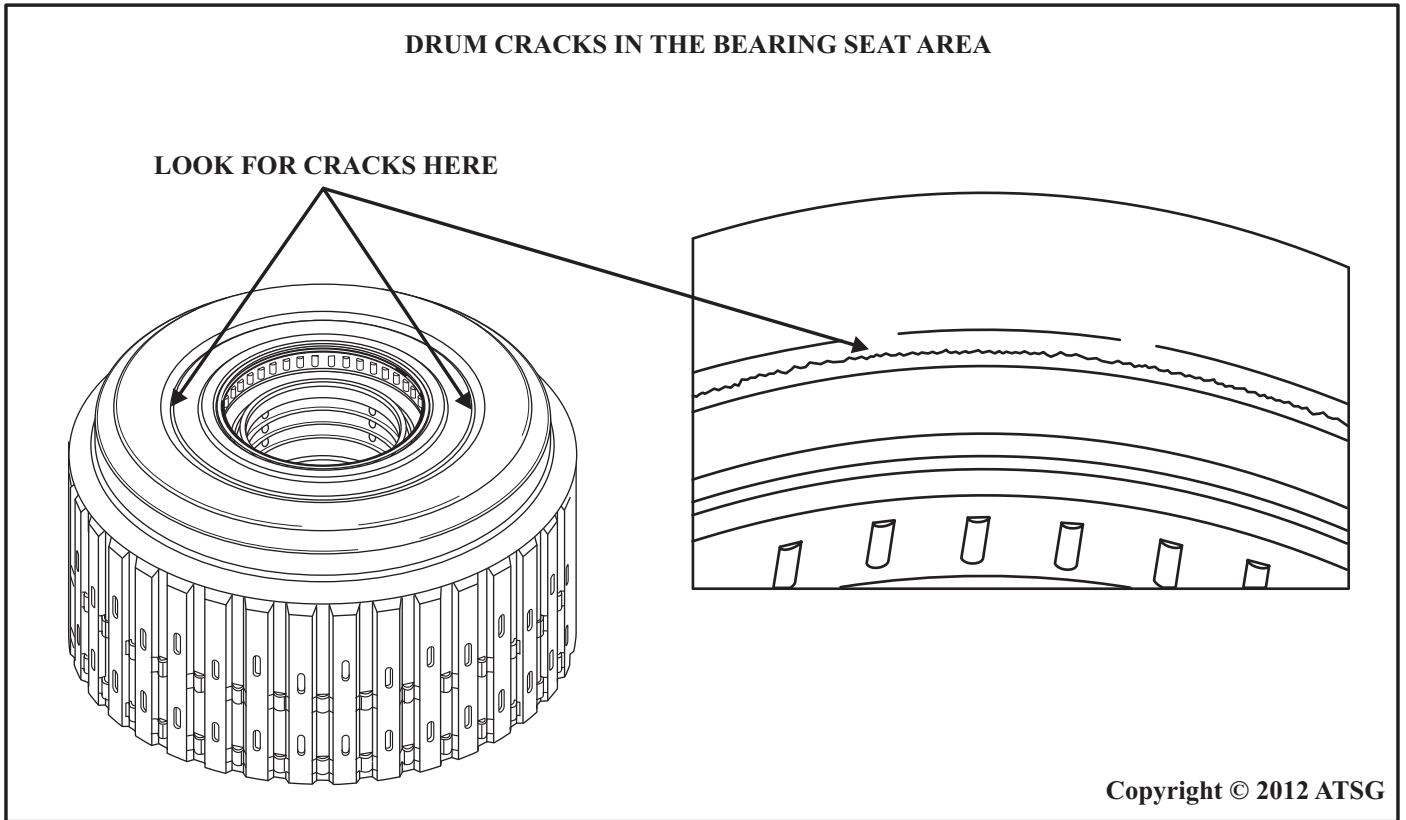


Figure 2

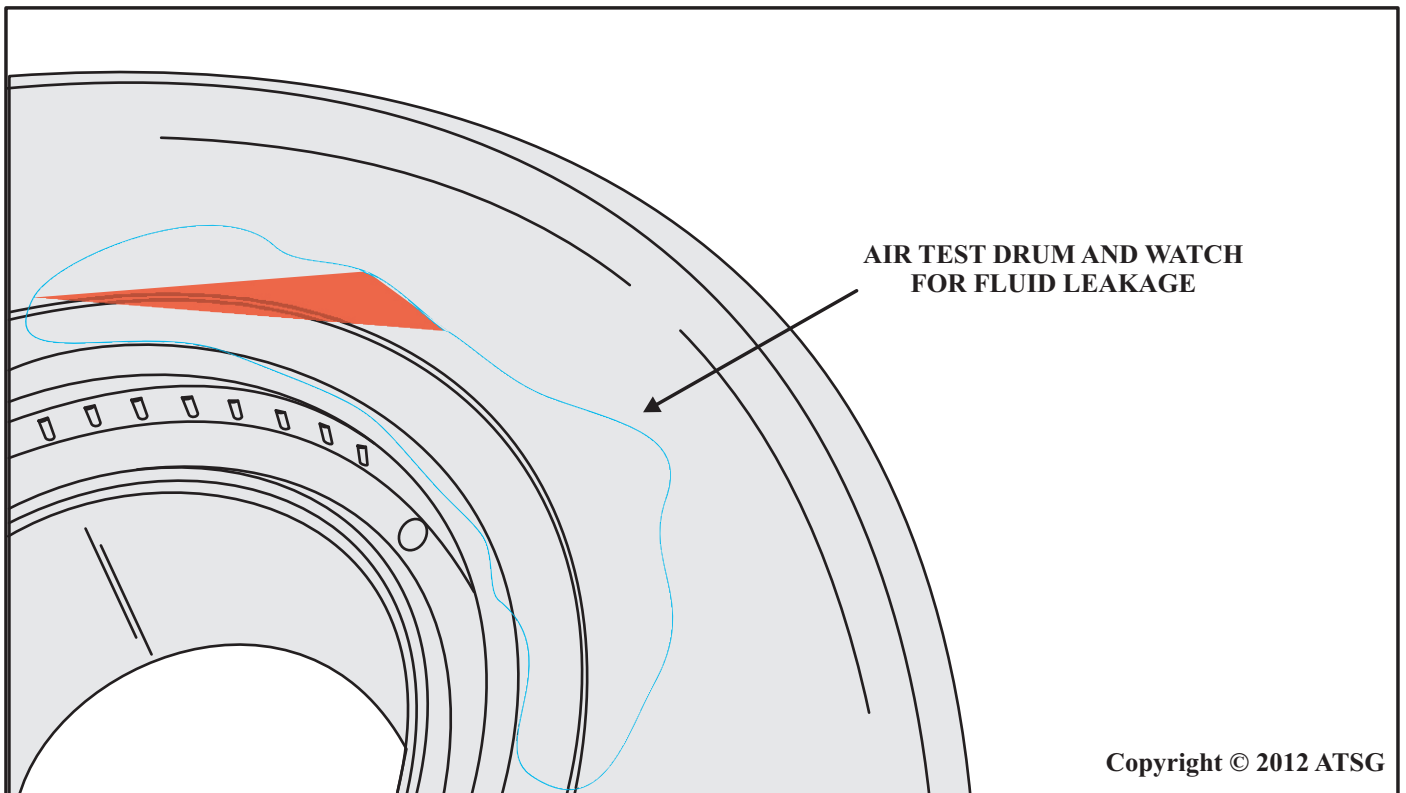
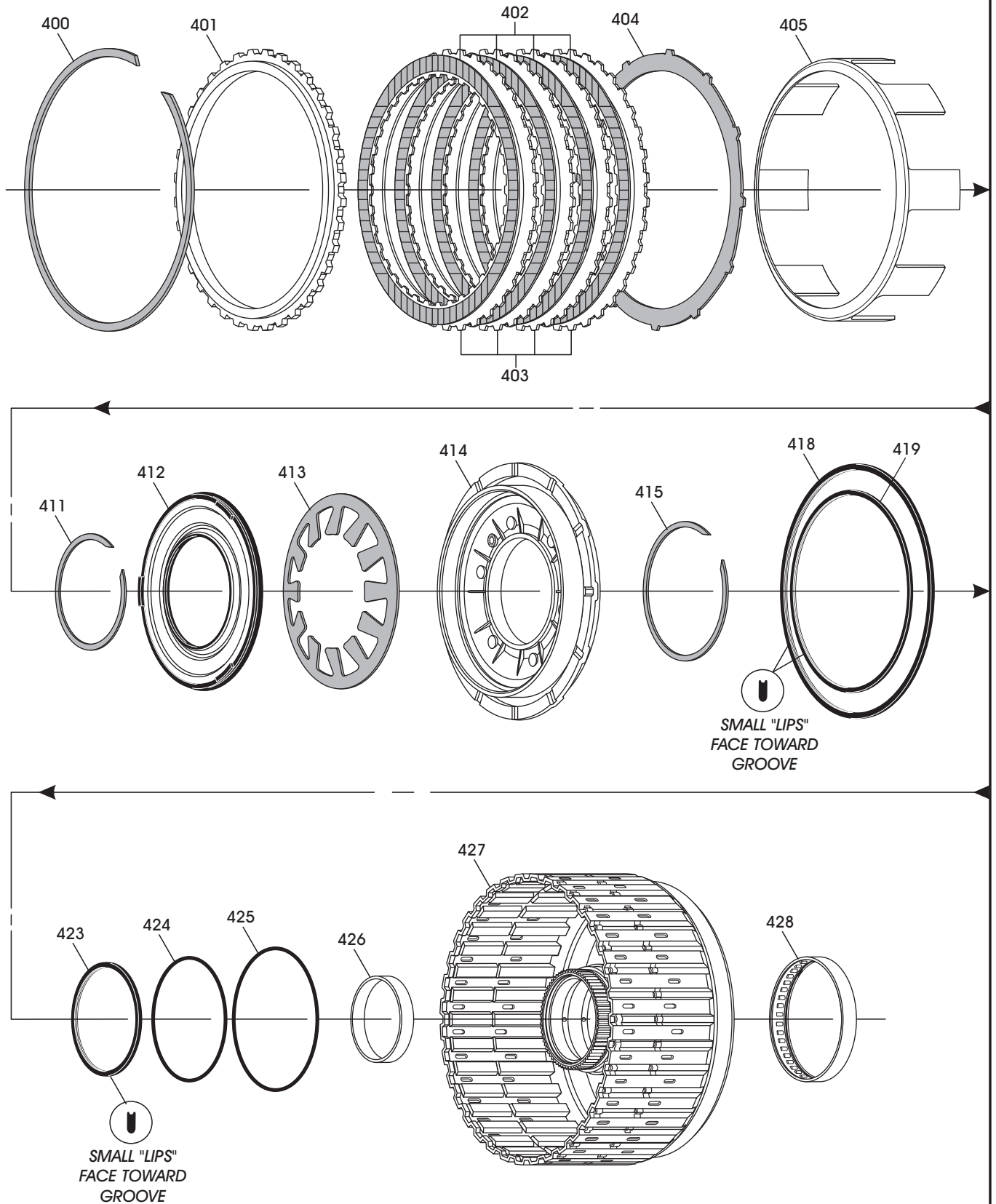


Figure 3

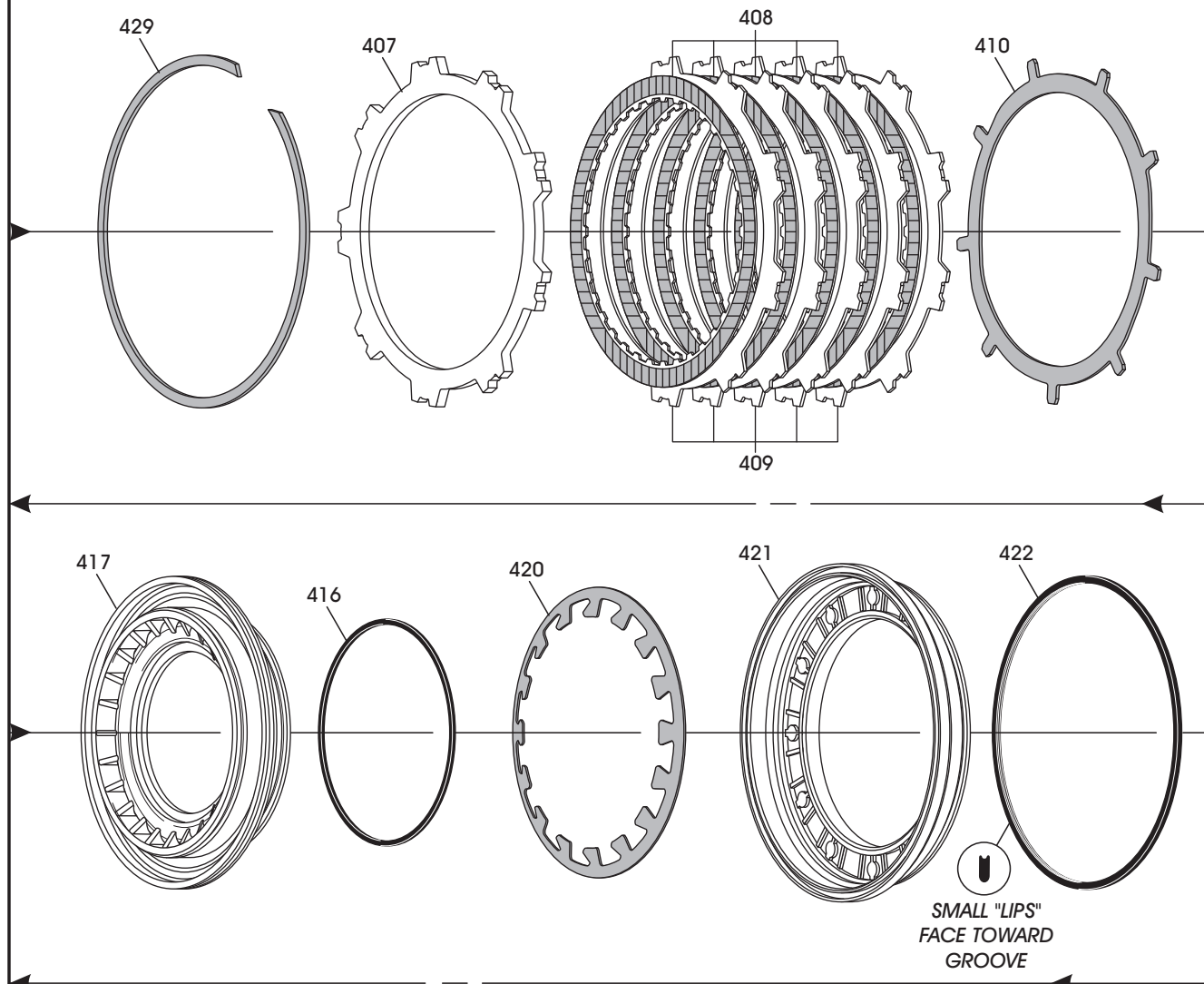
1-2-3-4 AND 3-5 REVERSE CLUTCH HOUSING EXPLODED VIEW



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Figure 4

1-2-3-4 AND 3-5 REVERSE CLUTCH HOUSING EXPLODED VIEW



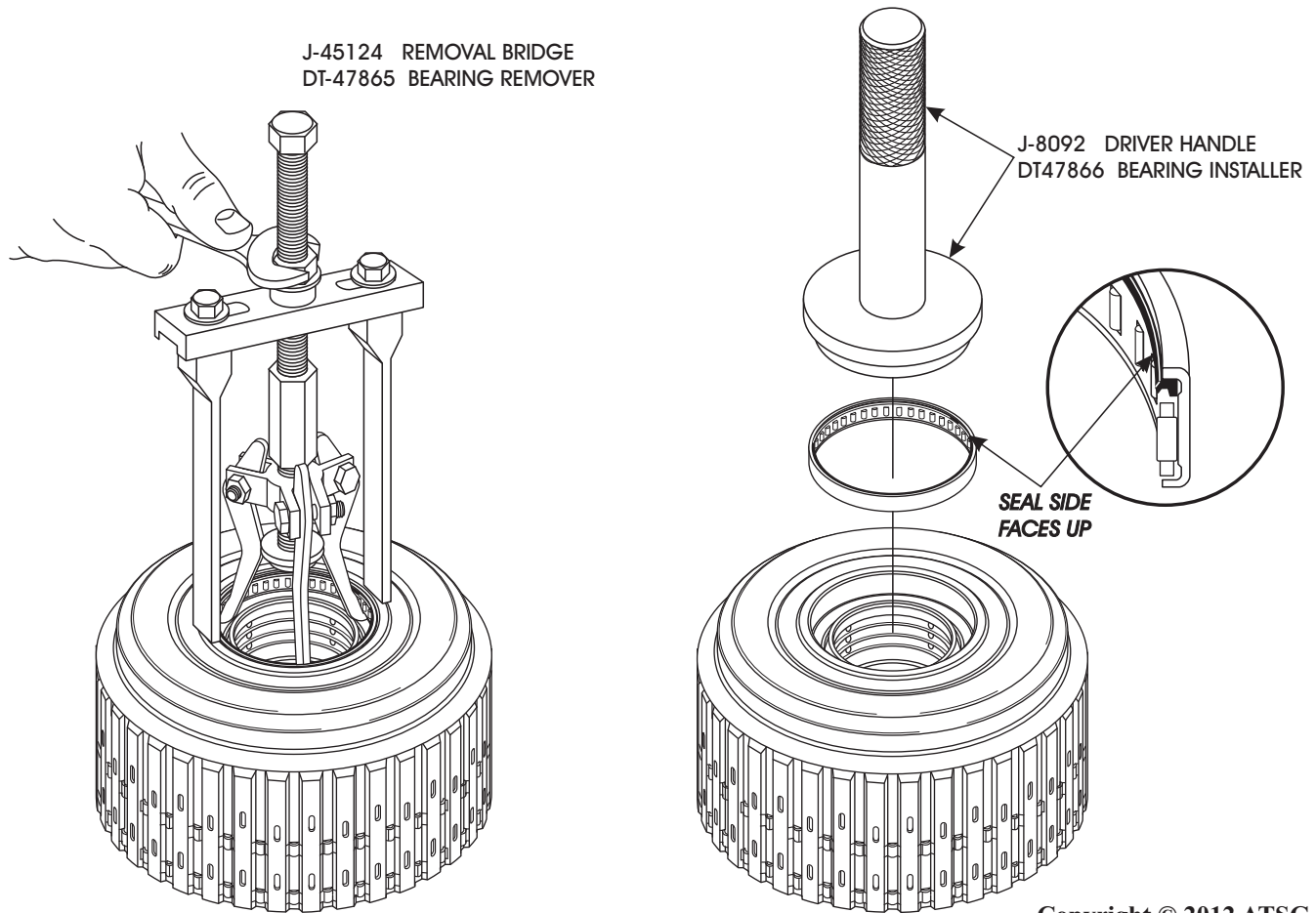
- 400 3-5 REVERSE CLUTCH BACKING PLATE SNAP RING
- 401 3-5 REVERSE CLUTCH BACKING PLATE
- 402 3-5 REVERSE CLUTCH FRICTION PLATES
- 403 3-5 REVERSE CLUTCH STEEL PLATES
- 404 3-5 REVERSE CLUTCH "WAVED" PLATE
- 405 3-5 REVERSE CLUTCH APPLY RING
- 407 1-2-3-4 CLUTCH BACKING PLATE
- 408 1-2-3-4 CLUTCH FRICTION PLATES
- 409 1-2-3-4 CLUTCH STEEL PLATES
- 410 1-2-3-4 CLUTCH "WAVED" PLATE
- 411 1-2-3-4 CLUTCH BALANCE PISTON SNAP RING
- 412 1-2-3-4 CLUTCH BALANCE PISTON
- 413 1-2-3-4 CLUTCH APPLY PISTON "BELLVILLE" RETURN SPRING
- 414 1-2-3-4 CLUTCH APPLY PISTON
- 415 1-2-3-4 CLUTCH PISTON HOUSING SNAP RING
- 416 1-2-3-4 CLUTCH APPLY PISTON SEAL

- 417 1-2-3-4 CLUTCH APPLY PISTON HOUSING
- 418 3-5 REVERSE CLUTCH PISTON DAM SEAL
- 419 3-5 REVERSE CLUTCH PISTON INNER SEAL (1ST DESIGN)
- 420 3-5 REVERSE CLUTCH APPLY PISTON "BELLVILLE" SPRING
- 421 3-5 REVERSE CLUTCH APPLY PISTON
- 422 3-5 REVERSE CLUTCH PISTON OUTER SEAL
- 423 1-2-3-4 CLUTCH PISTON INNER SEAL
- 424 1-2-3-4 CLUTCH PISTON HOUSING SEAL
- 425 1-2-3-4 CLUTCH PISTON HOUSING SEAL
- 426 3-5 REVERSE CLUTCH HOUSING REAR BUSHING
- 427 3-5 REVERSE CLUTCH HOUSING ASSEMBLY
- 428 3-5 REVERSE CLUTCH HOUSING BEARING ASSEMBLY
- 429 1-2-3-4 CLUTCH BACKING PLATE SNAP RING

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Figure 5

1-2-3-4 / 3-5 REVERSE CLUTCH DRUM CAGED ROLLER BEARING REMOVAL AND INSTALLATION



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Figure 6