



Technical Service Information

FORD 6R60/75/80 DELAY REVERSE AND OR 2-3 FLARE

COMPLAINT: Vehicles equipped with the 6R60/75/80 may exhibit a complaint of a delayed engagement into Reverse and or a flared shift into 3rd gear. This complaint is typically more consistent as fluid temperature is increased.

CAUSE: The cause may be that the B clutch housing is leaking in the sealing ring area as the C/D housing/support is worn where the B clutch shaft is supported. See Figure 1 for an application chart and note that the B clutch is used in Reverse, 3rd and 5th gear. This complaint also may vary as wear in this area will increase over time. Refer to Figure 2 for a component location of the B clutch housing and the C/D housing/support. Notice the raised area in the rear of the C/D housing/support. This is the area that acts as a bushing for the B clutch shaft/housing as it connects to the front sun gear in the rear planetary assembly.

CORRECTION: To correct this condition, replace the C/D housing/support. At the time of this printing there are no aftermarket machining processes to install a bushing into this area. Refer to Service information and note that there are numerous part numbers for this support, consult a Ford dealer with the VIN number to verify the correct part number for your application.

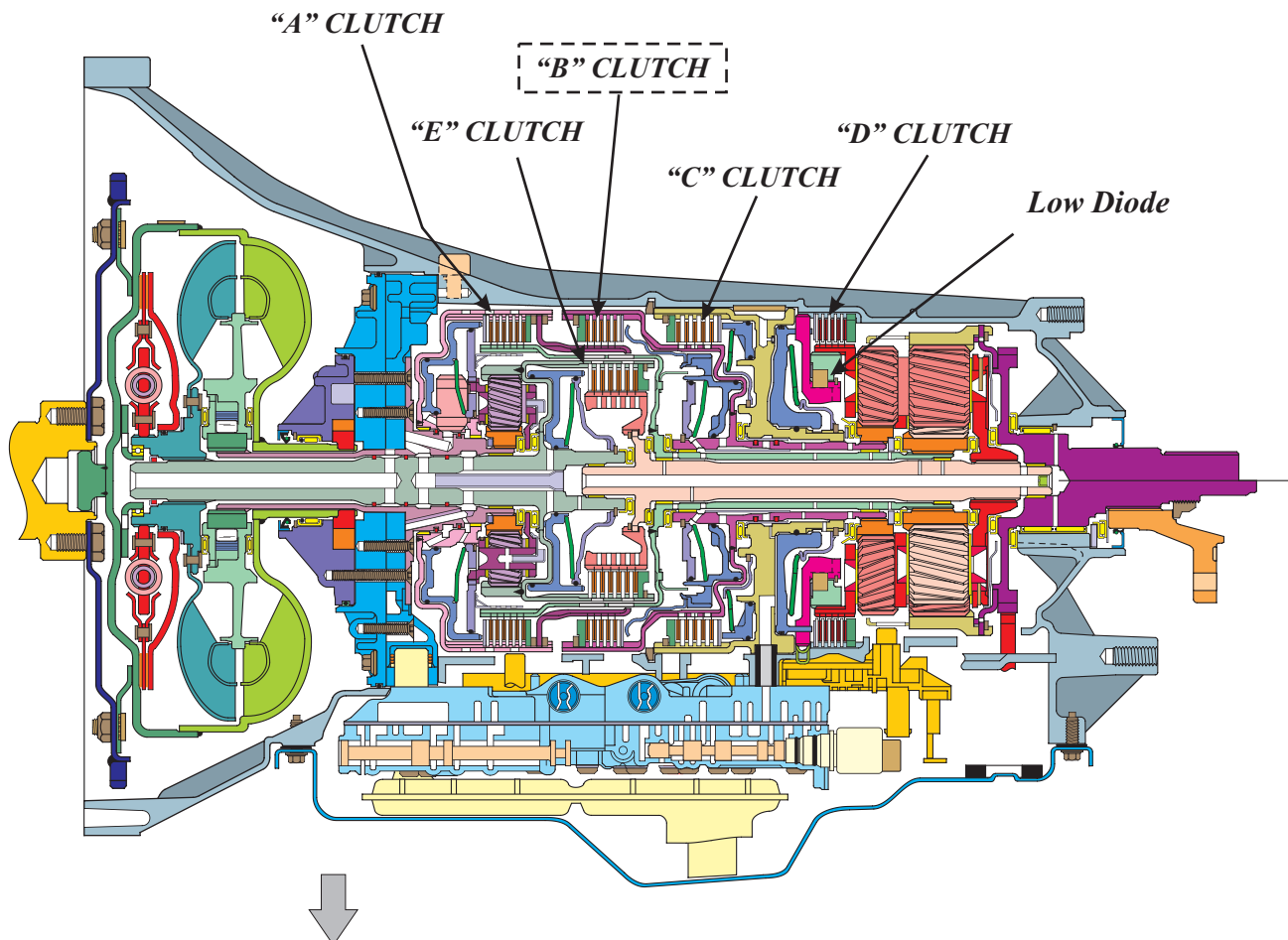
SERVICE INFORMATION:

| | |
|--|--------------|
| C AND D SUPPORT (Ford Part Number)..... | 6L2Z-7A130-A |
| C AND D SUPPORT (Ford Part Number)..... | 8L2Z-7A130-A |
| C AND D SUPPORT (Ford Part Number)..... | 9L3Z-7A130-B |
| C AND D SUPPORT (2011 up models Ford Part Number)..... | BL3Z-7A130-A |

Note: Ford calls this part a bracket. Verify part number with VIN of vehicle.

Special thanks to Sam Daniels from Powers Transmission

COMPONENT LOCATIONS



| COMPONENT APPLICATION CHART | | | | | | | | | |
|-----------------------------|----------|----------|----------|----------|-----------|-----------|------------------|------------|--|
| RANGE | A Clutch | B Clutch | E Clutch | C Clutch | D Clutch | Low Diode | Torq Conv Clutch | GEAR RATIO | |
| Park | | | | | Applied | | | | |
| Reverse | | Applied | | | Applied | | | 3.40 | |
| Neutral | | | | | Applied | | | | |
| "D"-1st | Applied | | | | Applied** | Hold | | 4.17 | |
| "D"-2nd | Applied | | | Applied | | Free | Applied* | 2.34 | |
| "D"-3rd | Applied | Applied | | | | Free | Applied* | 1.52 | |
| "D"-4th | Applied | | Applied | | | Free | Applied* | 1.14 | |
| "D"-5th | | Applied | Applied | | | Free | Applied* | 0.87 | |
| "D"-6th | | | Applied | Applied | | Free | Applied* | 0.69 | |

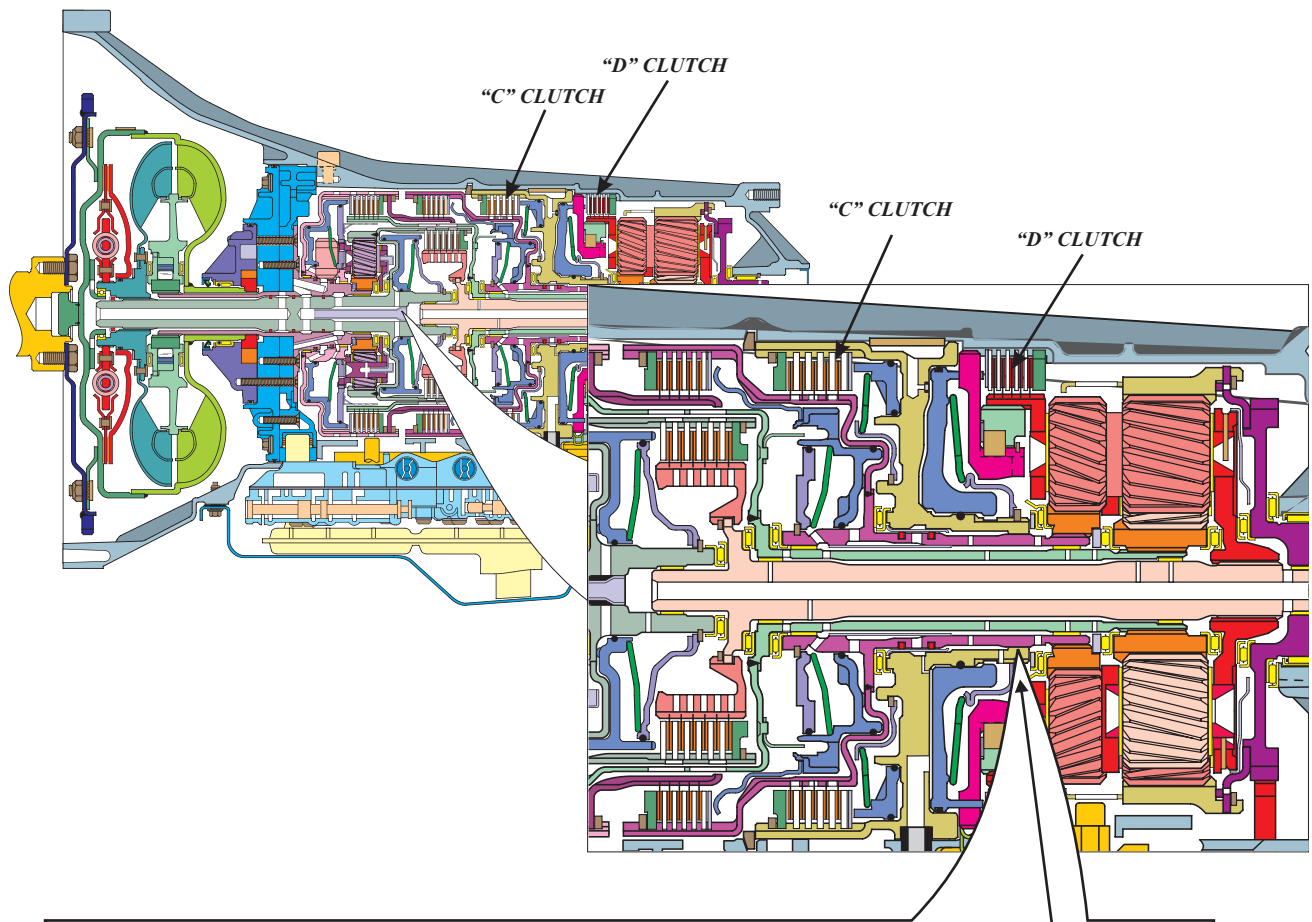
* TCC IS AVAILABLE IN 2ND THRU 6TH GEAR, BASED ON THROTTLE POSITION, FLUID TEMP AND VEHICLE SPEED.

** THE D CLUTCH IS APPLIED UNTIL 3 MPH THEN IT IS RELEASED

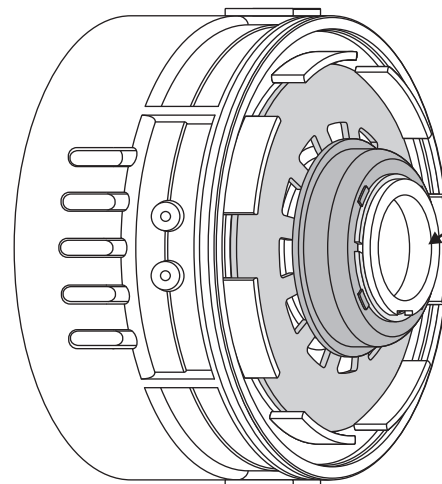
Copyright © 2014 ATSG

Figure 1

C AND D CLUTCH HOUSING/SUPPORT CROSS-SECTION



C AND D CLUTCH HOUSING/SUPPORT



*Raised area
in rear of support*

The raised area in rear of support acts as a bushing that supports the B Clutch shaft and housing as it is connected to the front sun gear in the rear planetary.