



Technical Service Information

FORD 6R60/75/80 FLARED SHIFT INTO 4TH/5TH/6TH HOT

COMPLAINT: Vehicles equipped with the 6R60/75/80 may exhibit a complaint of a flared shift into Fourth gear when hot, and or a slipping condition in Fourth, Fifth or Sixth gears. This complaint is typically more consistent as fluid temperature is increased. There may or not be trouble codes related to the complaint. Common DTC's include P0734 gear ratio error in Fourth , P0735 gear ratio error in Fifth, gear ratio error in Sixth P0736, and P0766 D Solenoid performance, and P07AA E Clutch stuck off.

CAUSE: The cause is commonly between two areas:

1. The E clutch drum may be cracked around the weld area in the rear of the drum causing a leak in the E Clutch causing the clutches to fail. See Figure 1 for a component application chart showing the elements applied in 4th-6th. The common Clutch is the E or Overdrive Clutch.
2. The rear stator bushing is worn, as shown in Figure 3. This bushing provides a sealing surface for the E Clutch apply circuit, as there is only one sealing ring in front of the feed hole. See Figure 2 for the sealing ring location on turbine shaft.

CORRECTION: To correct this problem:

1. Refer to Figure 2 and verify if the E Clutch drum is cracked by wet air testing. If the drum is cracked, refer to service information for part number identification for the model year you are working on.
2. If rear stator bushing is worn, as shown in Figure 3, it will need to be replaced. At the time of this printing, bushings are available from Eriksson Industries and Omega Machine and tool.

SERVICE INFORMATION:

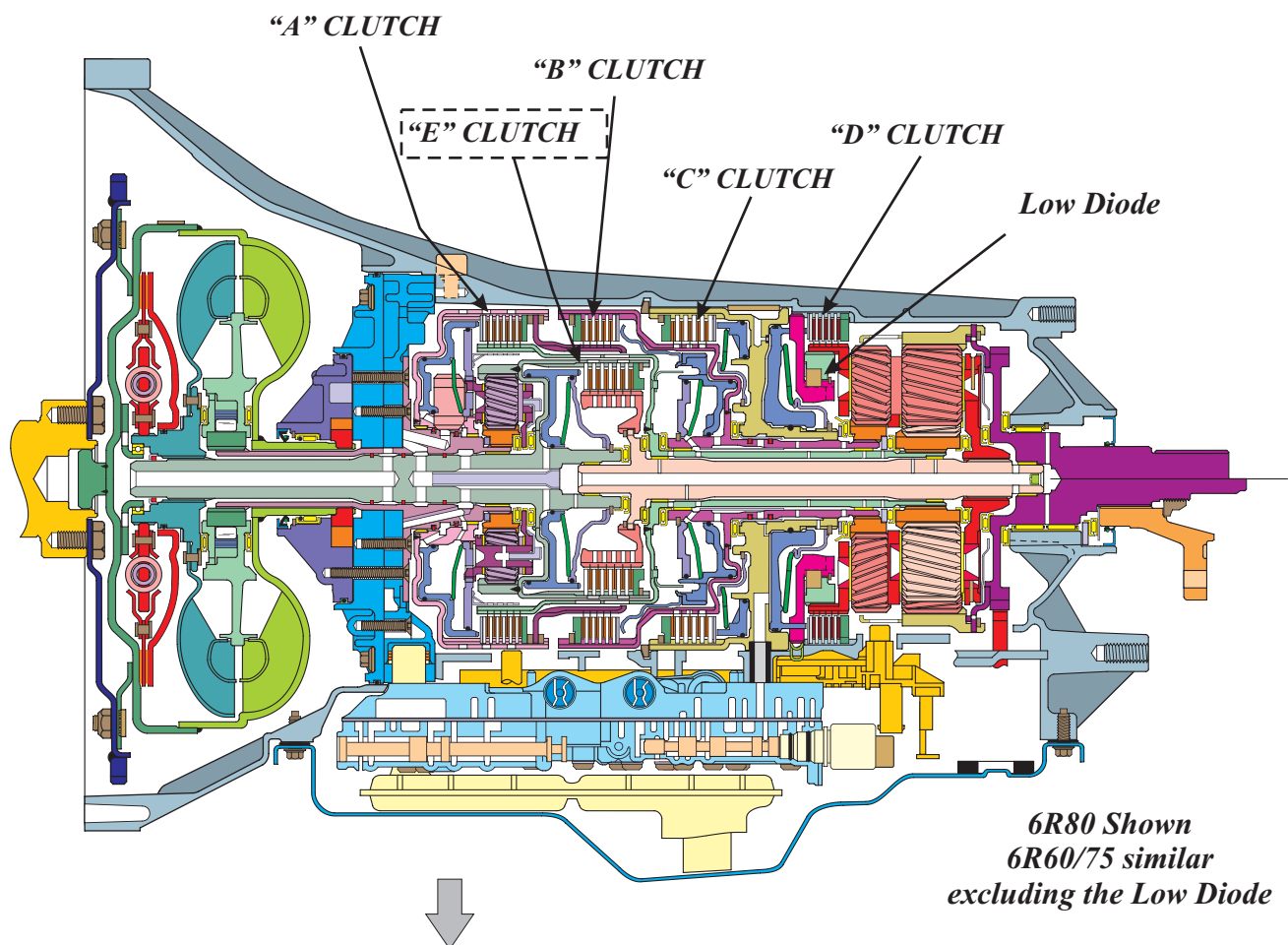
E CLUTCH DRUM 05 MODEL Early (Ford Part Number).....5L7Z-7F207-A

E CLUTCH DRUM July 19/2005 6R60 AND 6R80 (Ford Part Number).....BL3Z-7F207-B

Note: There is also a 6L2Z-7F207-AA which was replaced with the BL3Z-7F207-B for the later application listed above.

Special thanks to Richard Ennest Mister Transmissions in Burlington Canada

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									

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Figure 1

E CLUTCH HOUSING

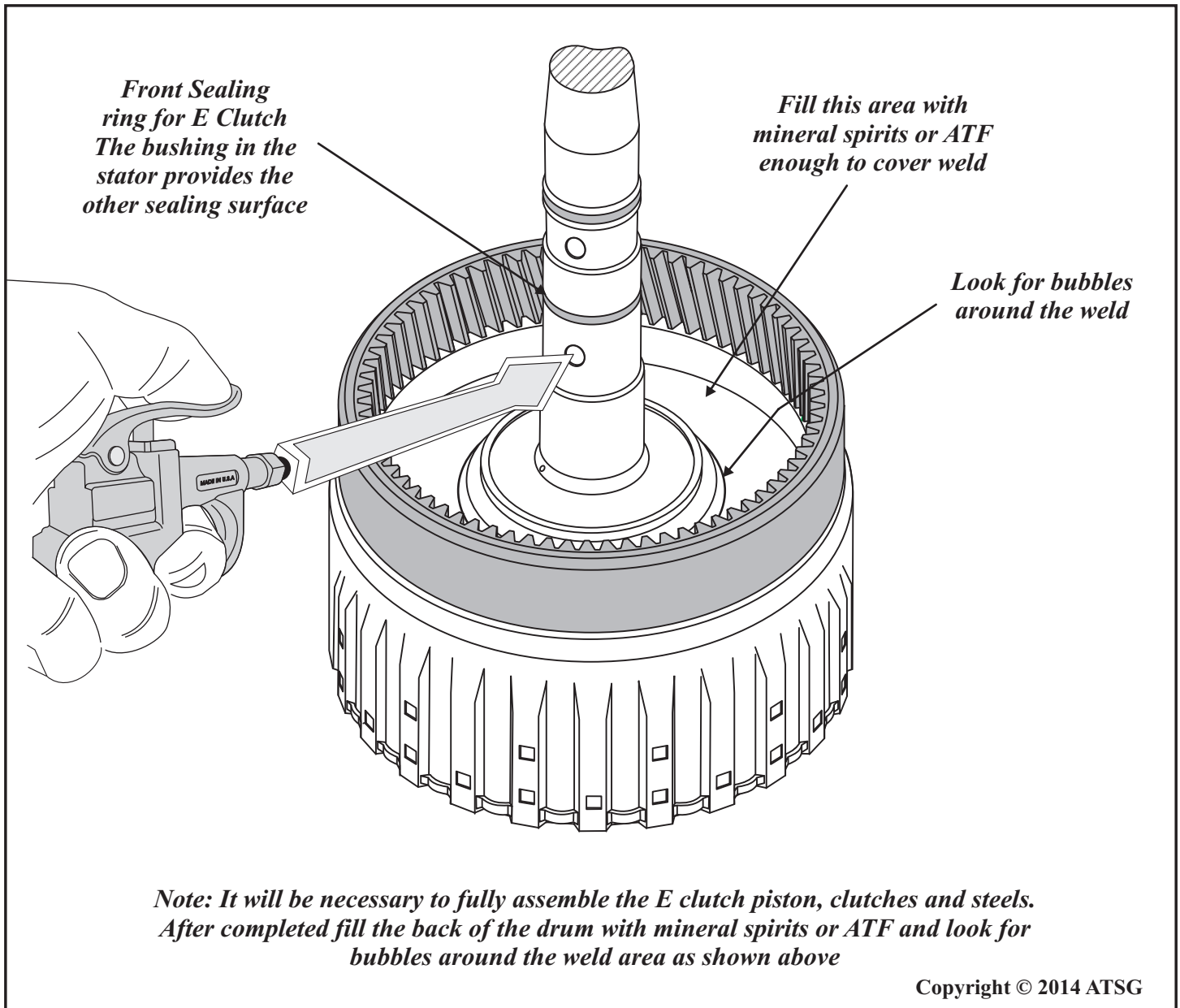
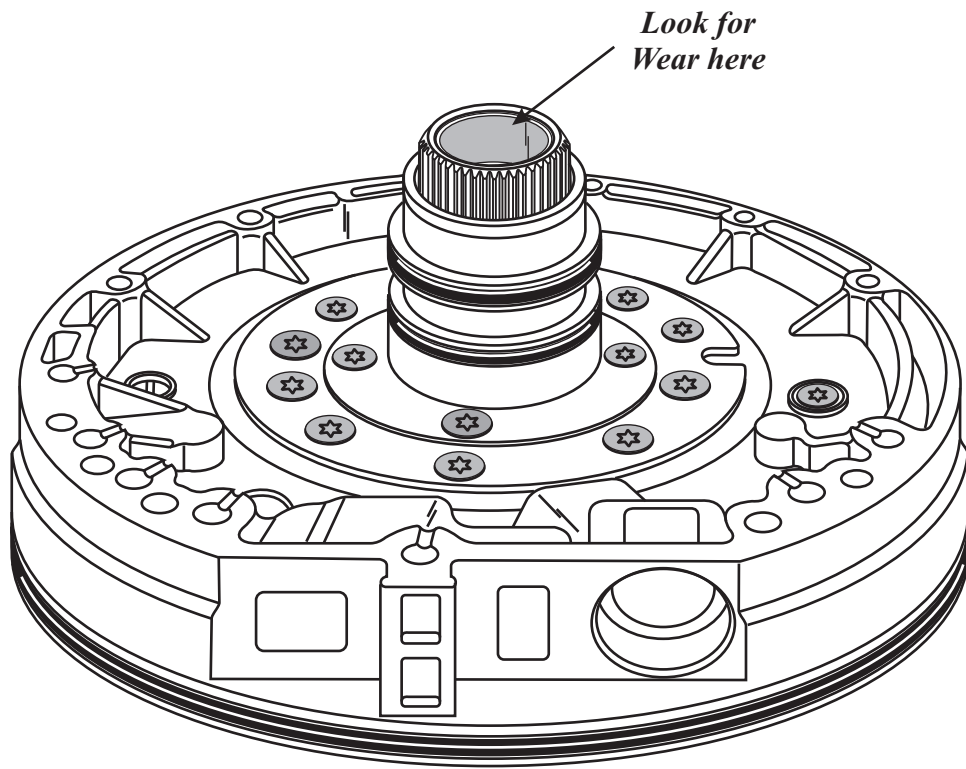


Figure 2

BUSHING LOCATION



Note: "E" Clutch apply is dependant on the integrity of the bushing in the rear of the stator shaft as it does not utilize a rear turbine shaft sealing ring

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Figure 3