



Technical Service Information

GM 6L50/80/90

ADDITION OF #8 CHECKBALL

CHANGE: A new spacer plate has become available for all 6L50/80/90 Series transmissions due to the addition of a #8 checkball located in the upper valve body, Refer to Figure 1. The number 29e orifice in the spacer plate has been made smaller to .054" from the previous spacer plate which measured .171", Refer to Figure 2. The number 29d orifice remains unchanged.

REASON: The #8 checkball is designated as the CBR1 hydraulic circuit. This hydraulic circuit feeds the outer diameter area of the Low/Reverse Clutch Piston when reverse and engine braking in low gear is selected.

During the application of the clutch, fluid is supplied through both of these holes pushing the ball away from the spacer plate. When the clutch is released, exhausting pressure pushes the #8 ball onto its seat (29e) forcing fluid through the .054" hole (29d).

This suggests that the release of the clutch from reverse to park or neutral was producing a "clunk" type sensation concern. By placing an orifice in the spacer plate with the added ball, this concern is eliminated as it provides a controlled release of the clutch.

PARTS AFFECTED:

(1) The Spacer Plate.

NOTE: The valve body is not affected because the checkball pocket was always there.

INTERCHANGEABILITY:

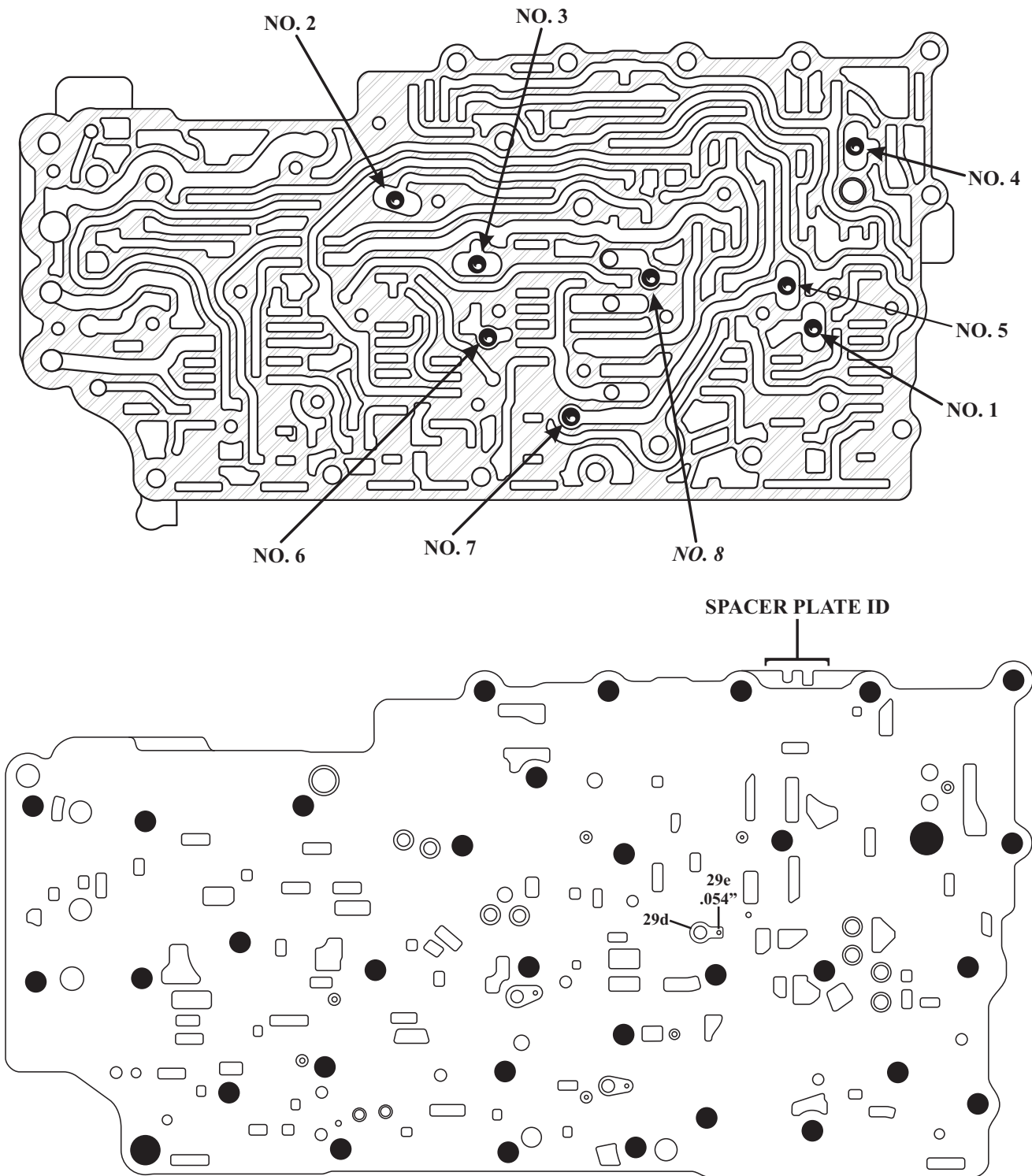
The spacer plate and the #8 Checkball will back service all 6L50/80/90 Series Transmissions.

SERVICE INFORMATION:

Updated Spacer Plate Service Package.....24272467

ADDITION OF #8 CHECKBALL

CURRENT UPPER VALVE BODY & SPACER PLATE

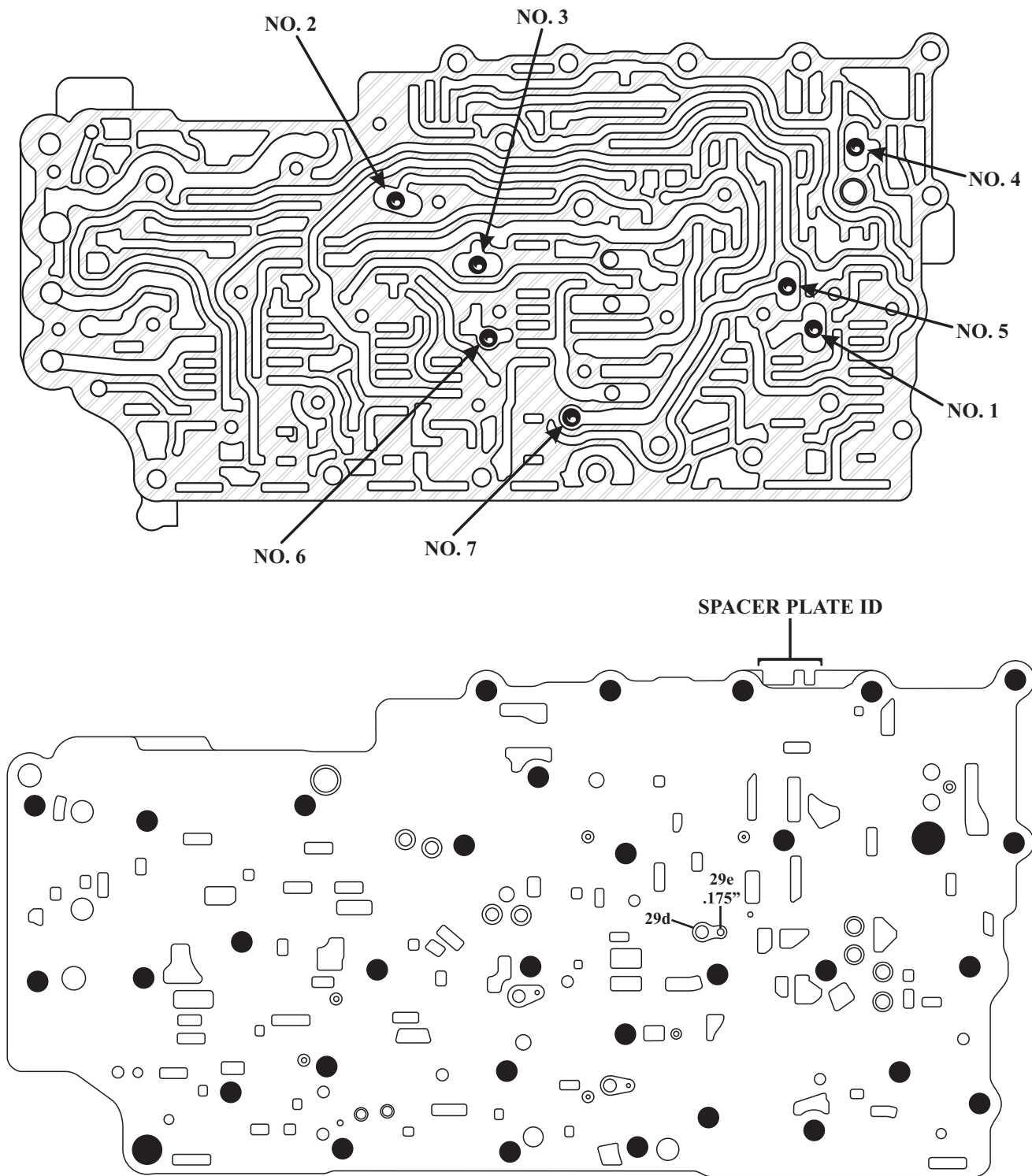


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Figure 1

ADDITION OF #8 CHECKBALL

PREVIOUS UPPER VALVE BODY & SPACER PLATE



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Figure 2