



Technical Service Information

FORD 5R110W

SLIPS FORWARD AFTER INITIAL ENGAGEMENT

COMPLAINT: A Ford vehicle equipped with a 5R110W Transmission may have a complaint of slipping on take-off in drive with a throttle opening just above idle. The heavier the throttle is applied, the worse the slipping becomes yet there is no delayed drive engagement. The truck even pulled well enough to allow it to be driven to the shop. Line pressure was checked and found to be within specifications. Upon disassembly of the transmission expecting to find burnt forward frictions, inspection of the friction plates proved just the opposite. They were not bad at all. As a matter of fact, the manufacturers printing can still be seen (figure 1).

During the rebuild process all parts were examined to the builders satisfaction and solid Teflon® rings were installed on the forward drum as per ATSG Bulletin 08-18 as shown in figure 2. The forward clutch molded piston was also replaced as shown in figure 3. Checking the forward clutch with compressed air showed a noticeable improvement than it did with the kit rings. But once the transmission was back in the vehicle the same problem occurred.

CAUSE: The forward drum cracked just below the hub area as seen in Figure 4.

CORRECTION: Once the forward drum was replaced the transmission performed flawlessly. This type of failure is considered to be abnormal and can easily be missed especially when the air checks on the center support and through the case were good.

A very special thank you to Buddy at Lee's Transmission in Shreveport, La.

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THE FORWARD FRICTION PLATES LOOKED GOOD



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Figure 1

SOLID RINGS
WERE INSTALLED
AS PER ATSG
BULLETIN 08-18



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Figure 2

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A NEW FORWARD CLUTCH MOLDED PISTON WAS INSTALLED



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Figure 3

THE DRUM CRACKED JUST BELOW THE DIRECT CLUTCH HUB AREA



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Figure 4