



Technical Service Information

FORD 6F35

TRANSMISSION CASE DAMAGE

COMPLAINT: A 2013 Ford vehicle with a 6F35 Transmission comes into the shop for an internal transmission related problem. Upon disassembly, once the 1-2-3-4 clutch retaining snap ring is reached, the technician notices several case lugs have broken away from the transmission case.

CAUSE: The 1-2-3-4 clutch retaining snap ring gap was installed incorrectly. Also noticed is the fact that the snap ring gap has not been installed in its correct location. Although this mistake can be made on the bench by a technician that is not aware of how it should be installed, this transmission has never been repaired until now meaning this was mistakenly done at the factory during the assembly process.

CORRECTION: The snap ring gap must be installed at the three o'clock position with the bottom of the transmission facing the six o'clock position as shown in figure 1. If one or two lugs are broken out, just install the snap ring gap in its correct position. If too many lugs are broken out, the transmission case will require replacement. This seems to be a problem isolated to the 2013 model year as far as only the factory mistake goes.

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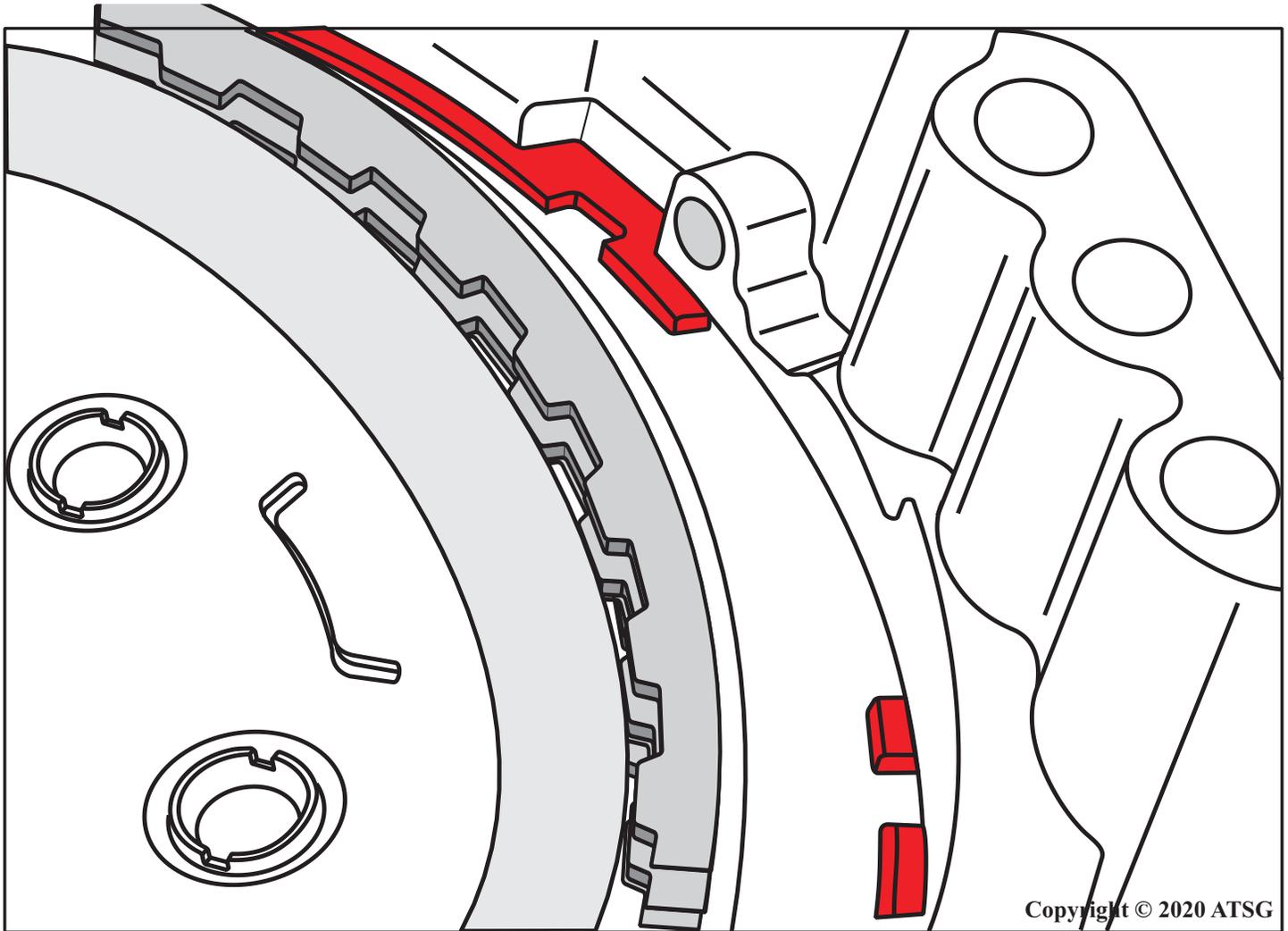


Figure 1