
FORD 4R75

BRUTAL 1-2 AFTER REBUILD

COMPLAINT: A 2010 Ford E150 with a 4R75 transmission has come into the shop for an overhaul. 2 weeks later the vehicle returns to the shop with a complaint of a brutal 1-2 shift. The customer said the transmission had been working correctly up until now. The shop installs a scanner and sees that there are no codes present.

The tech checked line pressure and EPC duty cycle. Both were correct, which verifies the brutal 1-2 is not an external issue. The shop decides to check the 1-2 accumulator assembly to see if a spring has broken or if something had happened to the molded piston. When the 1-2 accumulator was removed everything looks good (see figure 1). The shop decided to try a lighter accumulator spring to see if they could soften up the 1-2 shift. This did no good. Next, they tried adding Ford XL100 friction modifier to the ATF to see if this would soften the shift (see figure 2). It did not.

The tech decided to change the valve body. He rebuilt a different valve body, installed it and it made no difference. At this point the shop owner decided just to rebuild another 4R75 transmission for the vehicle. Once installed the brutal 1-2 shift was gone. The customer picked up the vehicle and 6 weeks later returned with the exact same brutal 1-2 shift complaint.

CAUSE: In talking with ATSG, the tech had said on both rebuilds and on the valve body replacement the spacer plate had been replaced with a Superior SuperTuff spacer plate. The tech knew that there were 2 different part numbers for the plate and the difference was the size of the 1-2 feed orifice for 2nd gear. The .073" feed hole PN K0192 is for the 4.6L engine and the .093 feed hole PN K092 IS FOR THE 5.4L engine (see figure 3). The tech said the engine was a 4.6L and that he had ordered a plate for that application from his supplier.

The tech had used the same Superior plate on all 3 valve bodies, When the plate was checked it was the .093" feed hole for the 5.4L PN K092 even though the tech ordered the .073" feed hole PN K0192 for the 4.6L engine. This would explain a brutal 1-2 shift but not the fact that it did not happen for 2 to 6 weeks before the brutal shift occurred.

CAUSE CONTINUED ON NEXT PAGE:

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CAUSE The tech called Superior and they informed him that it was common for the computer to take a while to relearn the flow change due to the incorrect spacer plate.

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CORRECTION: The valve body spacer plate was replaced with the .073" feed hole and the vehicle did not come back. Superior said to always order the .073" plate and if it is the 5.4L engine to just open it up to .093" .

ATSG would like to thank Jethro at AAMCO Transmission and Superior Transmission Parts for this information.



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Figure 1



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Figure 2

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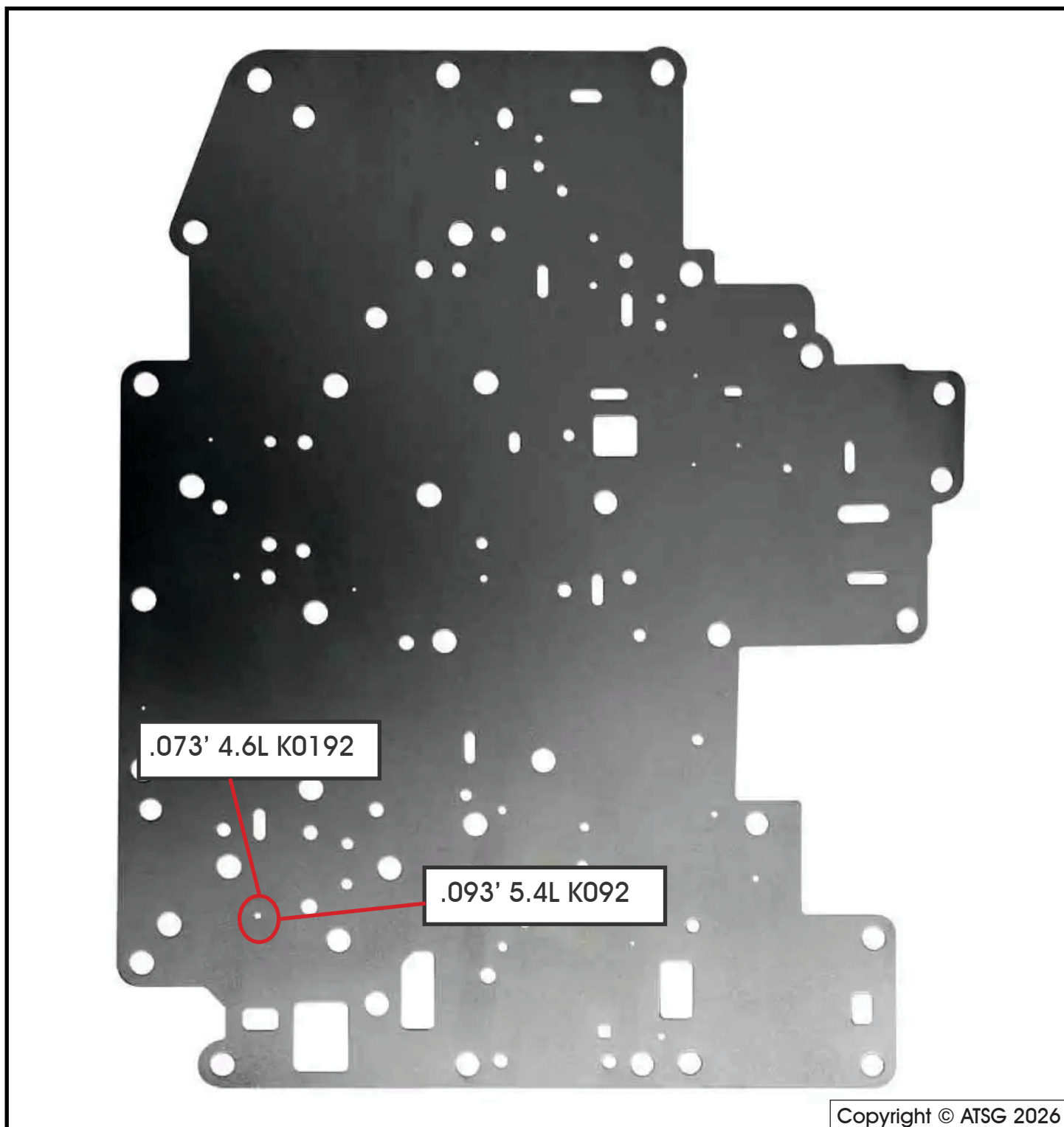


Figure 3
AUTOMATIC TRANSMISSION SERVICE GROUP