

Chapter 1 : Ford C6 Transmission Overhaul Kit

Filed Under: Ford Tech Tips, How to Rebuild and Modify Ford C4 and C6 Automatic Transmission, The Best Ford Tech Articles The Ultimate Ford Transmission Torque Converters Guide Torque converters are probably the most misunderstood component in an automatic transmission, yet they're the simplest in both theory and function.

Remove the skid plate under the transfer case, if equipped. Also unbolt and remove the transfer case-to-engine support struts. If not already done, disconnect the shift linkage from the transfer case. On some models, the shift rod snaps into place on the transfer case lever and can be disconnected by prying it loose with a screwdriver. On models where a rubber boot covers the lower shift lever, move the boot out of the way and unbolt the lever from the case. Support the transfer case with a jack designed for this purpose. Use safety chains to secure the transfer case to the jack. Make a final check that all cables, wires and shift linkage are disconnected from the transfer case, then move the jack to the rear until the transfer case input shaft is clear of the transmission. Lower the transfer case and remove it from under the vehicle. Use a block of wood under the oil pan to spread the load. Support the transmission with a jack - preferably a jack made for this purpose see illustration. Safety chains will help steady the transmission on the jack. If equipped, unbolt any support struts attached to the transmission. Remove the rear transmission mount-to-cross member nuts see illustration. The best way to flush the cooler is with a special tank-type flushing machine. Transmission shops have these machines, but if not? The best at-home method we found is to use an electric drill-powered fluid pump. These pumps are commonly available from hardware stores at a reasonable price. Fill up a bucket or similar container with solvent and connect the suction side of the pump to a short hose, placing the other end of the hose in the bucket. Connect another short hose between the pump outlet and one of the cooler lines, then connect a hose from the other cooler line, placing the other end of the hose in the bucket see illustration. Run the pump until the solvent coming out of the return line comes out clean. Then disconnect the pump and blow compressed air through the cooler line until no more solvent comes out the other line. If solvent does not flow through to the return line, the cooler is plugged, and you? After flushing the cooler with solvent and blowing it out with compressed air, use the pump to circulate some new ATF through the cooler. This will ensure that all solvent has been purged from the cooler. Before assuming your cooler is now good to go, check to see if there is a leak. To test the cooler, securely plug the end of one of the cooler lines, then apply compressed air at about 30 psi to the other line. Any bubbles at all are an indication there is a leak and the cooler will need to be repaired or replaced. Continue to apply pressure for ten minutes or so which you watch the radiator opening. Make notes on the number of plates, the installed direction and location of backing plates, apply plates, waved plates, etc. Differences may exist between your model and the model shown. The correct components for your transaxle should be in the overhaul kit, if you purchased the correct kit. Lubricate the clutch friction plates with ATF before installation. One way to accomplish this, is to dip them in a shallow pan of ATF. Before removing a piston seal, note the installed direction of the seal lip. The piston seals must be installed with the seal lip facing the correct direction. If the seal is installed with the lip facing the wrong way, the piston will not operate properly. If unsure, a common rule-of-thumb is this: Lubricate the seal and seal bore with a thin coating of ATF prior to assembly. Refer to Chapter 2 for additional information. Ford auto transmission and transaxle overhaul manual.

DOWNLOAD PDF FORD C6 TRANSMISSION REBUILD MANUAL

Chapter 2 : Ford Automatic Transmission Overhaul and Repair Manual

I was wondering if the typical C6 rebuild kits had the pump with it. I would just as soon replace about everything to start with to make sure it is right. I was thinking about getting the 5 volumes of the 70 ford pickup manuals.

Note where machined to use that bearing there is a shoulder left on the outer edge of the race to keep bearing in place. The specific Ford bearing the race is flat and the bearing has a locating lip on the bearing itself. See 2nd pic of the bearing Frank mention later. Frank lists the Ford part number below. Must be used with roller Front side of reverse hub machined for roller Next 2 pics are rear plant machined both sides for roller Front planet and hub machined for roller. Bearing is Sonnax GM-N as used i believe from a T torque converter Assembly now , reverse piston and retainer in case and 9 thrust roller with inner roller clutch race 10 washer in place after torqueing inner roller clutch race in place Reverse hub in place with reverse ring gear and 8 roller thrust The snap ring must be fitted to retain the output shaft Rear planet set in place with 7 roller. Note retaining ring to hold planet and reverse hub in place Teflon sealing rings used when using manual valvebody fitted while assembling forward drum. Stick them in the grooveswith assembly lube to hold them in during assembly Front assembly together on the bench. You must set up each clutch pack first and i air check each one on the stator support before assembling it all together Input shell on. This whole unit is then fitted into the case in one piece. The front band is presoaked in trans oil and fitted in next. Teflon rings fitted to stator support before fitting pump into the case. Pump body is measured and new gears fitted , new bronze type converter bush pressed in. I always replace this bush and extension housing bush as they are often worn. Of course endfloat was set along the way. Band struts in and adjusted to spec "E" servo lever fitted before assembly.. I used a Sonnax Billet "R" servo. The large sealing section of the piston is too large and causes the piston to hang up in the bore. On Advice from Frank Merkl the groove is machined. Valvebody fitted in and torqued into place and filter fitted All together and ready to go Last edited by Gregaust on January 16th , 3: Added pic and roller info.

Chapter 3 : Ford/Lincoln/Mercury Transmission Manuals

The Ford Automatic Transmission Overhaul and Repair Manual by Haynes, is the perfect tool for the do-it-yourself weekend mechanic, but also includes professional tips and tricks that even the most experienced mechanic can benefit from.

Chapter 4 : C6 Transmission Manual | CSI Automotive Sales, Service & Parts

Update Manual for the Ford A4LD Transmission. Covers all changes that have ocured from UP, parts affected by the changes, interchangeability, and part numbers. A must for A4LD rebuilders.

Chapter 5 : The blog.quintoapp.com Forums - Information

The C6 was replaced in Ford vehicles by the E4OD 4-speed automatic overdrive transmission in , which has internals very similar to the C6 and an added overdrive unit. In fact, the E4OD utilizes extreme-duty pieces that work well in your C6 build once you know what you're doing.

Chapter 6 : rebuilding a C6

27TM03 6R60/75/80 Transmission repair manual The 6R60/75/80 is a ZF6HP style transmission specifically fitted for Ford. This transmission can be found in the Navigator, Explorer and Mountaineer, Expedition, F and Mustang.

Chapter 7 : Ford C6 - Broader Performance

DOWNLOAD PDF FORD C6 TRANSMISSION REBUILD MANUAL

This manual has approximately pages of everything you need to know about rebuilding a Ford C6. Covers transmission assembly, dis-assembly, diagnosis, and troubleshooting.

Chapter 8 : How To Rebuild and Modify Ford C4, C6 Automatic Transmissions

Re: rebuilding a C6 Frank Merkl on January 16th , pm gregaust, you have the wrong bearing in #9, #7-#8 are thm bearing, # 9 is Ford pt# E6DZ-7GA it has an inner lip to center it on the oneway race.

Chapter 9 : ATSG Ford Manuals

ATSG CDRom Manual for Ford C6 Transmission up ATSG Update Supplement CDRom for Ford E4OD Transmission Rebuild Manual Your Cost \$ Your Cost \$