

FORD 6R60 – 6R75 – 6R80

INSTALLATION GUIDELINES

PRE-INSTALLATION:

1. Scan vehicle for engine and transmission codes before installing remanufactured transmission. **Write down the codes.** Be sure that you remedy all engine codes prior to installation.
2. Inspect the transmission wiring harness for damaged wires or connectors. Verify proper function of the entire electrical system including the battery, alternator, mass air flow sensor, throttle position sensor, and, most importantly, the vehicle grounds.
3. **Install a new transmission oil cooler** and by-pass the radiator. Debris contamination and flow blockage is the leading cause of replacement transmission failure. There is a can of LINE flush provided. This is for flushing the lines only and not for the cooler. Cooler or radiator must be replaced. Plate-type oil-to-air (OTA) transmission coolers must always be replaced. Entire transmission cooling system must be completely cleaned, hot flushed, and flow tested after cooler has been replaced.

FLUID CHECK PROCEDURE:

1. Add 4 quarts of transmission fluid. With the engine at idle and the transmission in PARK, verify transmission fluid temperature is between 90° F and 110° F.
2. Remove the dipstick and verify fluid level is in the cold temperature range.
3. Shift the transmission through all gear ranges and hold each range for 5 seconds.
4. Operate the transmission until the transmission fluid temperature is between 175° F and 190° F.
5. Remove the dipstick and verify fluid level is in the hot temperature range.
6. Perform the drive cycle procedure as indicated on page 3 and recheck fluid level.

ATTENTION: USE MERCON LV or HIGH QUALITY SYNTHETIC TRANSMISSION FLUID.

TCM REFLASH / REPROGRAMMING:

Your remanufactured transmission must have the TCM programmed and calibrated for your specific vehicle to insure proper operation.

To perform the following steps, you must have a J2534 pass-through device, internet access, and a PC or laptop computer compatible with the Motorcraft Service website. If you do not have access to the proper equipment, please consult with your local Ford dealer. The dealer service dept will generally perform the task for a nominal fee.

- Update the Powertrain Control Module (PCM) and Transmission Control Module (TCM) calibration with the latest OEM release.
- Calibration files may be obtained from the Motorcraft website or the website of your J2534 device provider.

If not programmed properly, the Electronic Throttle Control (ETC) warning light (commonly known as wrench light) on the dashboard may illuminate, and the powertrain may only operate in fail-safe or “limp” mode.

NOTE: The TCM cannot be independently reprogrammed. TCM and PMI/PCM must be reprogrammed at the same time. Reset the adaptive memory and TCM keep-alive memory (KAM) using a scan tool.

After programming is complete, a test drive is needed using the following procedure.

Failure to complete these steps could create shift and operation issues.

NOTE: Perform Adaptive Shift Strategy learn on level ground.

Drive unit to perform adaptive shift strategy learn.

Verify fluid temp is above 175 degrees F.

1. Accelerate from rest with light throttle to 15 MPH (24Km/h), remove foot from accelerator pedal.
2. Brake very gently to a complete stop (allow at least six (6) seconds).
3. Repeat steps (a-b) five (5) times in the dealership parking lot or similar setting.
4. Accelerate from rest with light throttle ensuring that the 1-2, 2-3 and 3-4 shifts occur at engine speeds between 1600-2000 RPM.
5. Continue to accelerate until you achieve 50 MPH (80 Km/h) or the 5-6 upshift.
6. Brake gently to a complete stop and hold foot on brake for ten (10) seconds.
7. Repeat steps (d-f) three (3) times.

NOTE:

- For PDS, “RESET TCM/KAM” is not the same as “CLEAR TRANSMISSION ADAPTIVE TABLES”.
- - Disconnecting the battery will not clear the TCM/KAM. It’s critical that the TCM/KAM be cleared prior to relearning the adaptive tables for the transmission.
- Advise customer that it may take several days of driving for the transmission to fully adapt.
- A final system scan is required after the road test or if problems are detected during the test drive. If codes are present, compare to original code scan recorded prior to transmission replacement
- Use a scan tool to check for Diagnostic Trouble Codes (DTCs) stored by the PCM and the TCM. Perform diagnostic and/or repair procedures to correct these codes prior to returning the vehicle to the customer.

NOTE: IF DRIVER FEELS HARSH BUMP WHILE BRAKING TO A STOP, THE ISSUE WILL BE IMPROVED. HOWEVER, SEVERAL DAYS OF DRIVING ARE REQUIRED FOR THE TRANSMISSION TO FULLY ADAPT.