



6R80 / ZF6HP26 Hi-Performance G3® Friction/Steel Module with A, B, C, D & E Clutch Powerpacks® 2002-ON

ALTO PART # 183750PWR

- (27) 183700A160 (.063" / 1.60mm) A/B/C/D Clutch G3® Frictions
- (9) 183702B160 (.063" / 1.60mm) E Clutch G3® Frictions
- (23) 183701-173 (.068" / 1.73mm) A/B/C/D Clutch Steel Plates
- (7) 183701-208 (.082" / 2.08mm) A/B/C/D Clutch Steel Plates
- (2) 183701-300 (.118" / 3.00mm) A/B Clutch Bottom Steel Plates
- (8) 183703-160 (.063" / 1.60mm) E Clutch Steel Plates
- (1) 183703-300 (.118" / 3.00mm) E Clutch Bottom Steel Plate
- (3) 183250A (.092" / 2.34mm) A/B/C Clutch Snap Rings

IMPORTANT INFORMATION:

The 183750PWR is designed to be a drop in, no machining required Hi-Performance kit for the 6R80 and ZF6HP26 applications. Once installed, you may experience firmer shifts compared to a transmission equipped with stock OEM clutch plates.

Prior to installation, pre-soak the friction plates for at least 20 minutes in the manufacturer's recommended ATF or the ATF that the clutch plates will be used in.

INSTALLATION INSTRUCTIONS:

A (1-2-3-4, Forward) CLUTCH ZF6HP26: Stack up is the same method as OE. Install the OE factory wave plate, a .118"/3.00mm steel plate & then an .063"/1.60mm G3 friction plate. Alternate steel & friction & continue until the last plate installed is a friction plate (7 frictions & 7 steels). When stacking this clutch pack, utilize the .068"/1.73mm & .082"/2.08mm steel plates to achieve the correct clutch pack clearance. Once you have determined how many of each steel plate is required, install the thicker .082"/2.08mm steel plates in the center of the clutch pack to help dissipate heat. Then install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the A clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .035" to .055" (.889 to 1.40mm).

A (1-2-3-4, Forward) CLUTCH 6R80: Stack up is the same method as OE. Install the OE factory wave plate, a .118"/3.00mm steel plate & then an .063"/1.60mm G3 friction plate. Alternate steel & friction & continue until the last plate installed is a friction plate (6 frictions & 6 steels). When stacking this clutch pack, utilize the .068"/1.73mm, install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the A clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .035" to .055" (.889 to 1.40mm).

B (3-5-R, Direct) CLUTCH ZF6HP26: Stack up is the same method as OE with the exception of eliminating the OE factory wave plate. Install an .082"/2.08mm steel plate on the bottom & then an .063"/1.60mm G3 friction plate & continue until the last plate installed is a friction plate (7 frictions & 7 steels). This clutch pack will utilize (5) .068"/1.73mm steel plates and (2) .082"/2.08mm steel plates. One of the .082"/2.08mm steel plates is used on the bottom of the pack and the other should be installed in the center of the clutch pack to help dissipate heat. Then install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the B clutch several times to seat all of the clutch pack elements.

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With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .040" to .065" (1.02 to 1.65mm).

B (3-5-R, Direct) CLUTCH 6R80: Stack up is the same method as OE with the exception of eliminating the OE factory wave plate. Install an .068"/1.73mm steel plate on the bottom & then an .063"/1.60mm G3 friction plate & continue until the last plate installed is a friction plate (6 frictions & 6 steels). Then install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the B clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .040" to .065" (1.02 to 1.65mm).

C (2-6, Intermediate) CLUTCH ZF6HP26: Stack up is the same method as OE with the exception of eliminating the OE factory wave plate. Install a .118"/3.00mm steel plate on the bottom & then an .063"/1.60mm G3 friction plate & continue until the last plate installed is a friction plate (8 frictions & 8 steels). This clutch pack will utilize (6) .068"/1.73mm steel plates and (1) .082"/2.08mm steel plate. Install the .082"/2.08mm steel plate in the center of the clutch pack to help dissipate heat. Then install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the C clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .045" to .075" (1.14 to 1.90mm).

C (2-6, Intermediate) CLUTCH 6R80: Stack up is the same method as OE with the exception of eliminating the OE factory wave plate. Install a .068"/1.73mm steel plate on the bottom & then an .063"/1.60mm G3 friction plate & continue until the last plate installed is a friction plate (7 frictions & 7 steels). Then install the OE factory top pressure plate & one of the .092"/2.34mm snap rings provided in this kit. Using air (40 PSI) apply the C clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .045" to .075" (1.14 to 1.90mm).

D (Low/Reverse) CLUTCH ZF6HP26: Stack up is the same method as OE. Install the OE factory pressure plate, an .063"/1.60mm G3 friction plate & then an .068"/1.73mm steel plate. Alternate friction & steel plates, finishing the stack up with an .082"/2.08mm steel plate (5 frictions & 5 steels). This pack will utilize (4) .068"/1.73mm steel plates and (1) .082"/2.08mm steel plate. Then install the OE factory wave plate. The D clutch pack requires some specialty tools to measure the clutch pack clearance. If you measure the overall thickness of the clutch pack prior to installation without the pressure plate or the wave plate, it should measure .670"/17.02mm +/- .020"/1.508mm. The factory clearance specification is .039" to .062" (1.00 to 1.60mm).

D (Low/Reverse) CLUTCH ZF6HP26: Stack up is the same method as OE. Install the OE factory pressure plate, an .063"/1.60mm G3 friction plate & then an .068"/1.73mm steel plate. Alternate friction & steel plates, finishing the stack up with an .118"/3.00mm steel plate (5 frictions & 5 steels). Then install the OE factory wave plate. The D clutch pack requires some specialty tools to measure the clutch pack clearance. If you measure the overall thickness of the clutch pack prior to installation without the pressure plate or the wave plate, it should measure .670"/17.02mm +/- .020"/1.508mm. The factory clearance specification is .039" to .062" (1.00 to 1.60mm).

E (4-5-6, Overdrive) CLUTCH ZF6HP26 / 6R80: Stack up is the same method as OE with the exception of eliminating the OE factory wave plate. Install a .118"/3.00mm steel plate on the bottom & then an .063"/1.60mm G3 friction plate & then an .063"/1.60mm steel plate. Alternate friction & steel plate until the last plate installed is a friction plate (9 frictions & 9 steels). Then install the OE factory top pressure plate & snap ring. Using air (40 PSI) apply the E clutch several times to seat all of the clutch pack elements. With a feeler gauge, measure between the bottom of the snap ring and the top of the pressure plate. Clearance should be .030" to .055" (.762 to 1.40mm). There are (5) selective thickness snap rings available from Ford for the E clutch.

NOTE: In order to help adjust clutch pack clearance, there are more steel plates included in this kit than are required.