

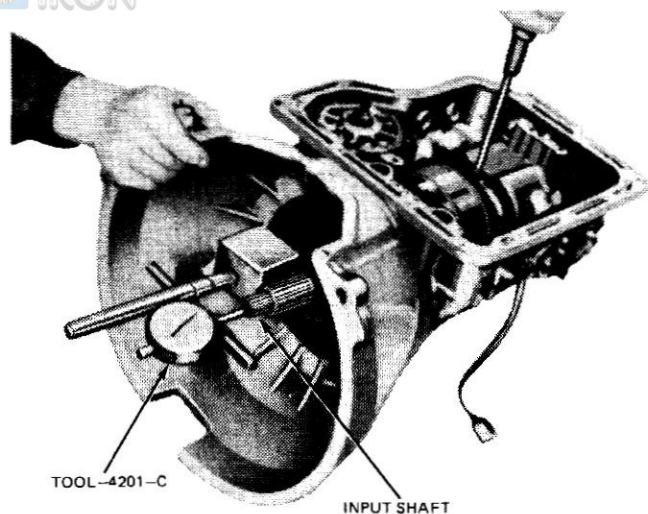


FIG. 19 Checking Total End Play

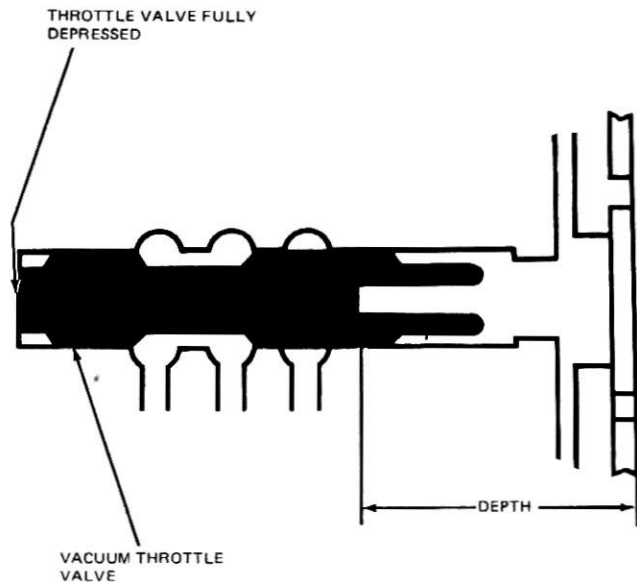
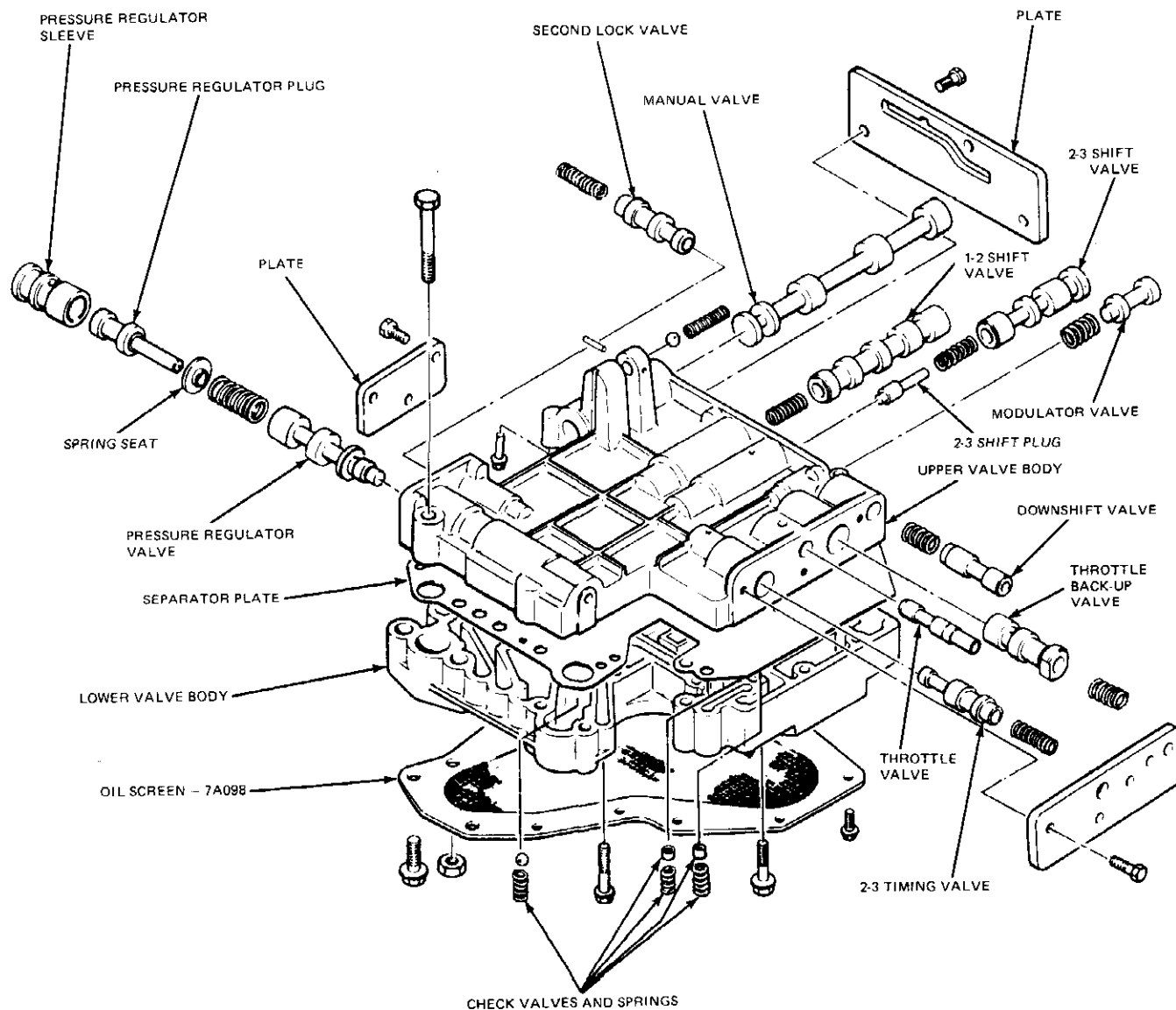


FIG. 20 Measuring Throttle Valve Rod



D2964-2A

FIG. 21 Control Valve Assembly—Disassembled View

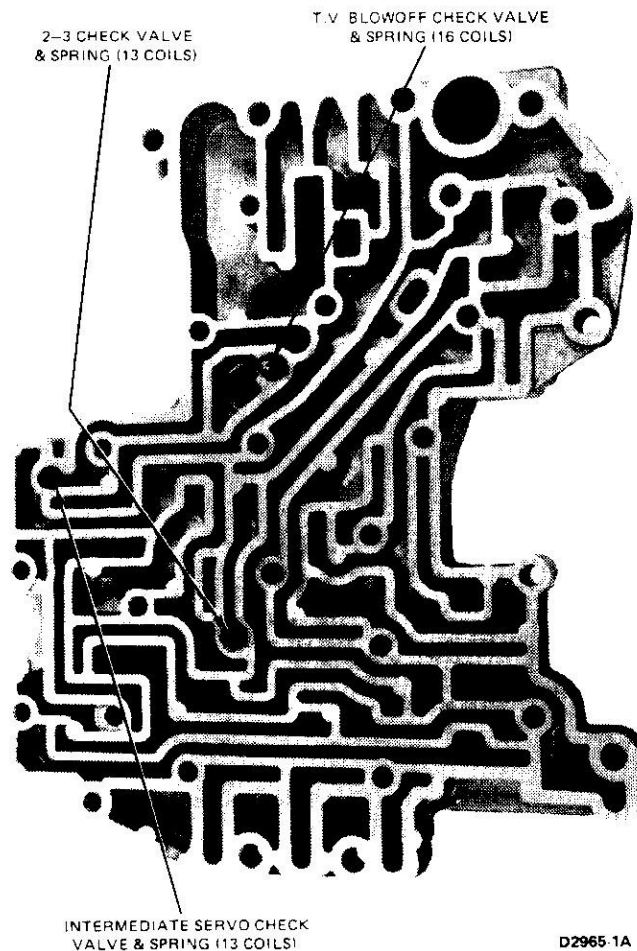
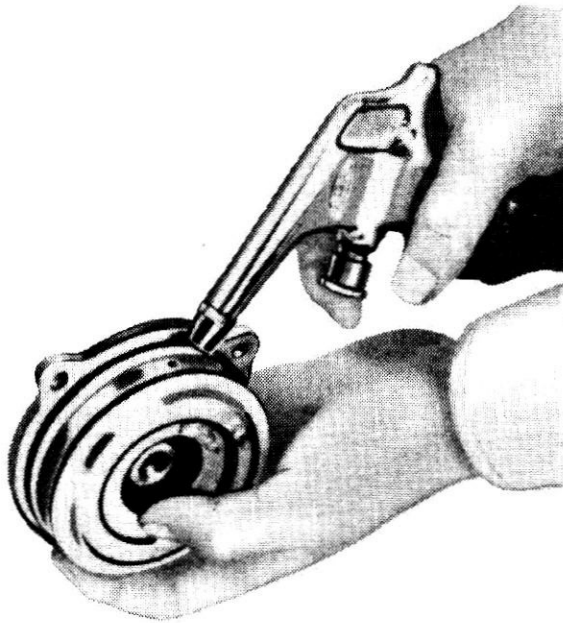
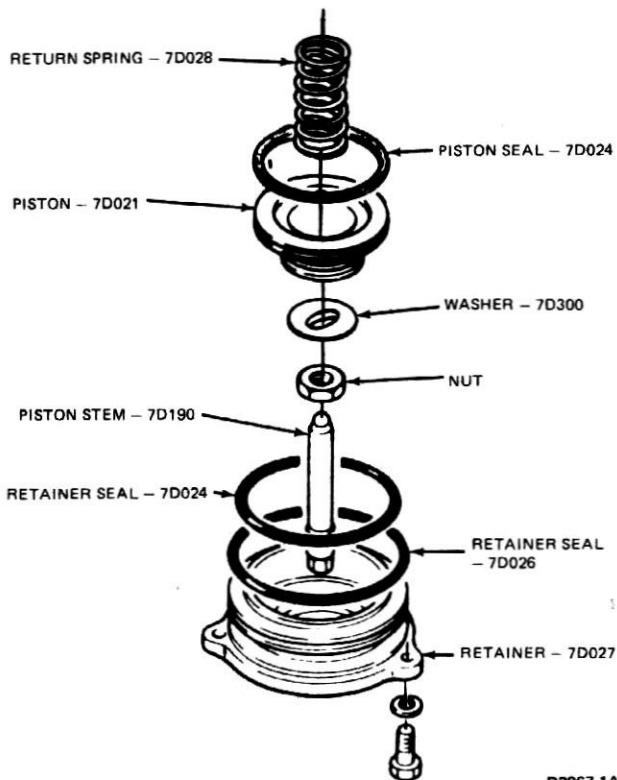


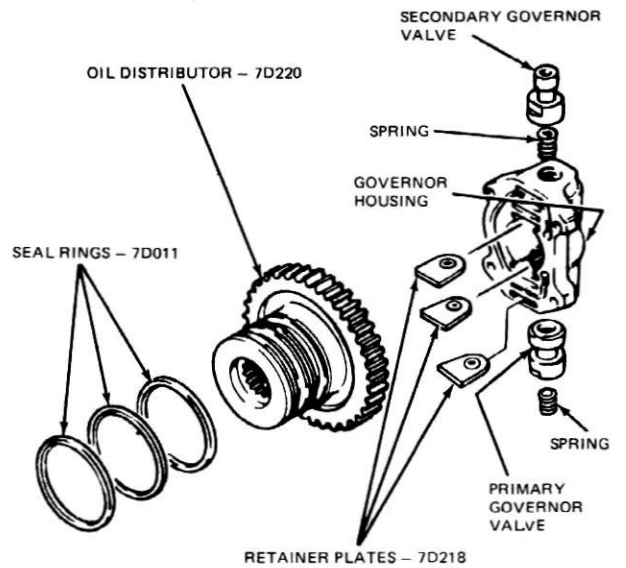
FIG. 22 Location of Check Valves and Springs—Control Valve Body



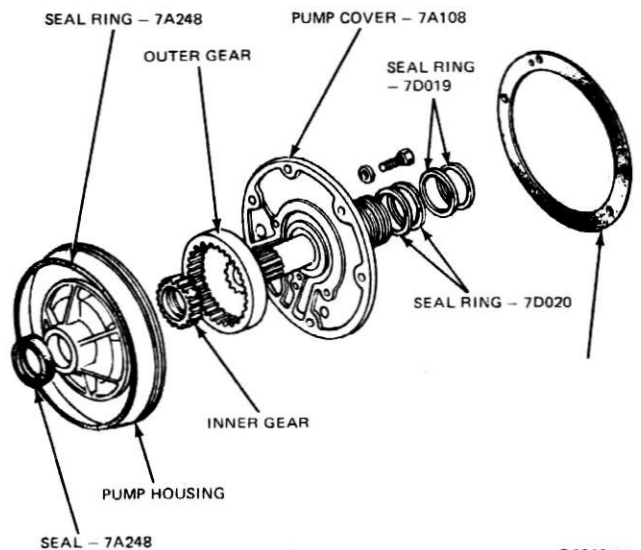
D2966-1A

FIG. 23 Removing Servo Piston

D2967-1A

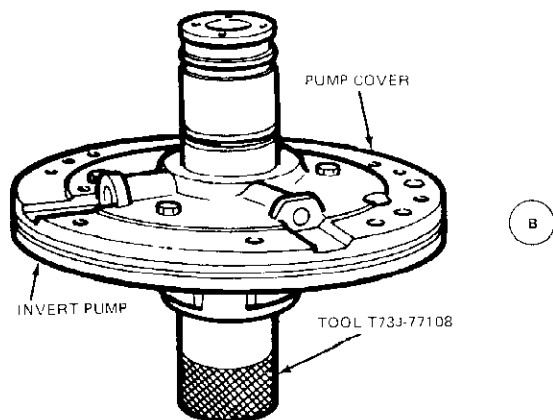
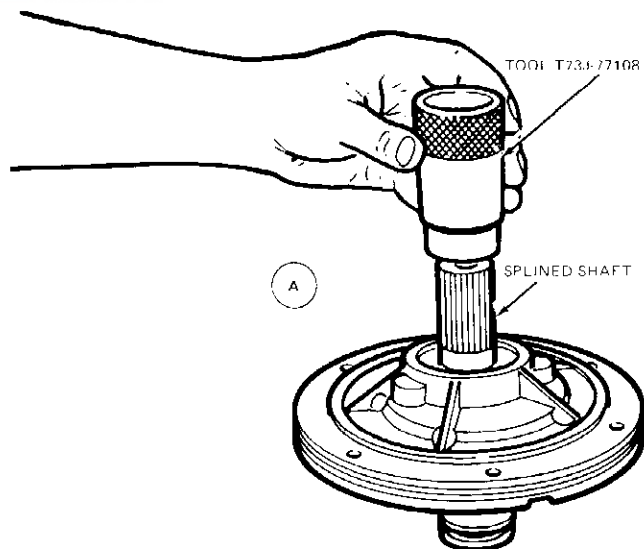
FIG. 24 Servo—Disassembled View

D2968-1A

FIG. 25 Governor—Disassembled View

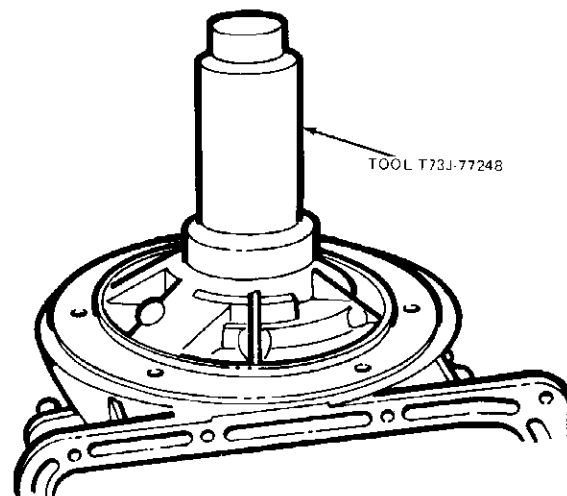
D2969-1A

FIG. 26 Oil Pump—Disassembled View



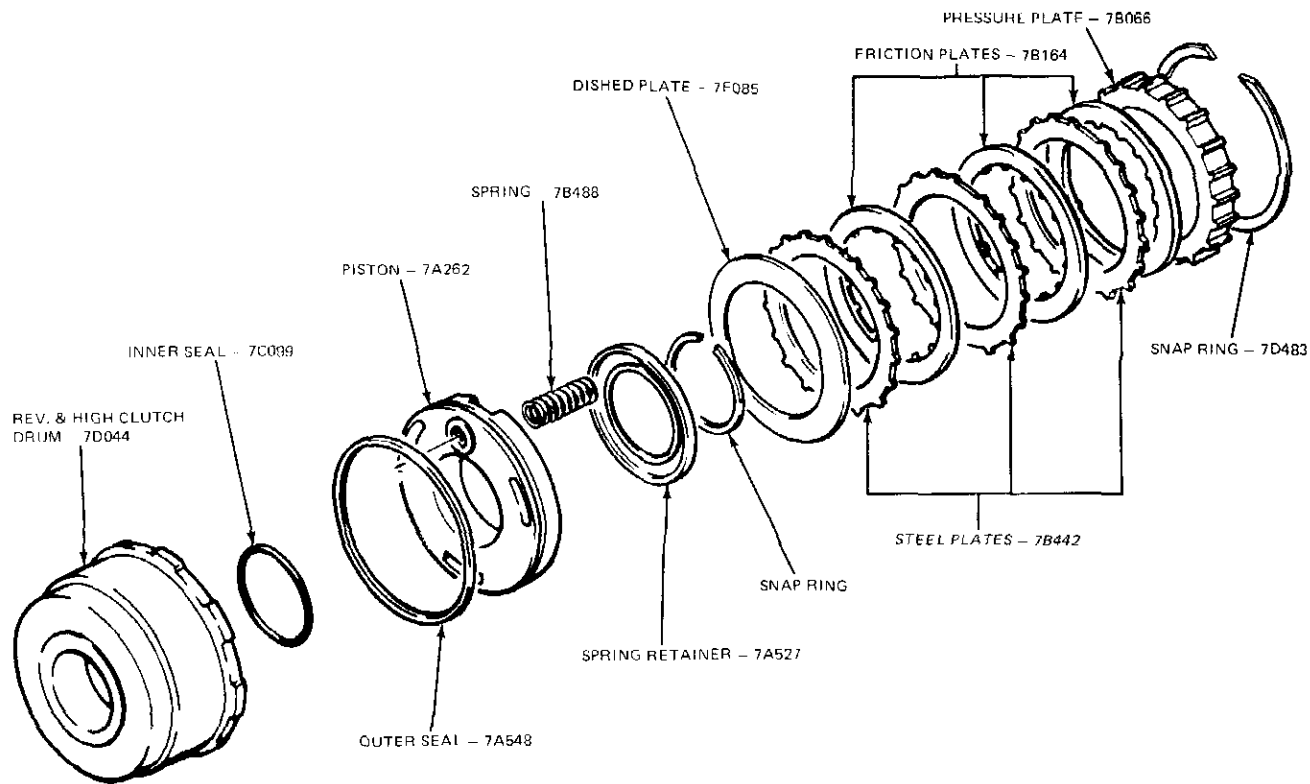
D2970-1A

FIG. 27 Using Oil Pump Aligning Tool T73J-77108



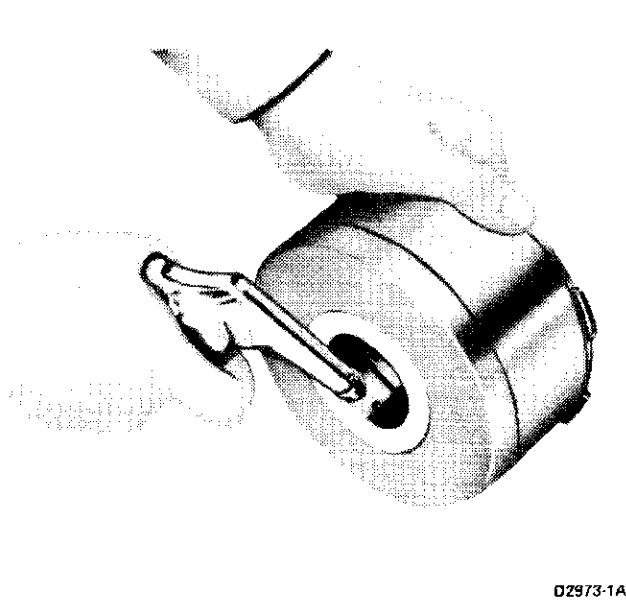
D2971-1A

FIG. 28 Installing Seal Using Tool T73J-77248



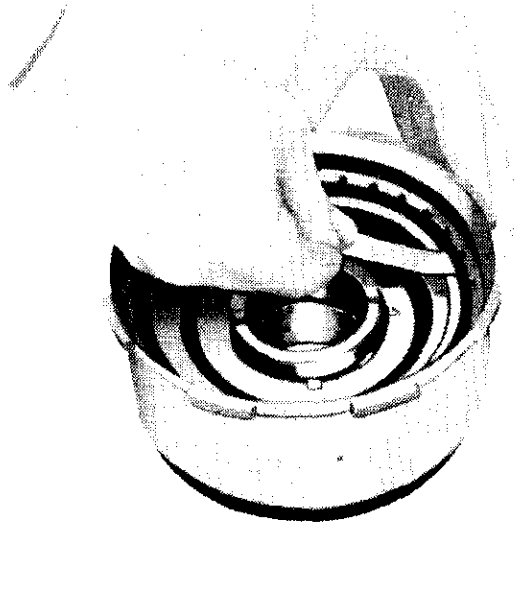
D2972-2A

FIG. 29 Reverse and High Clutch—Disassembled View



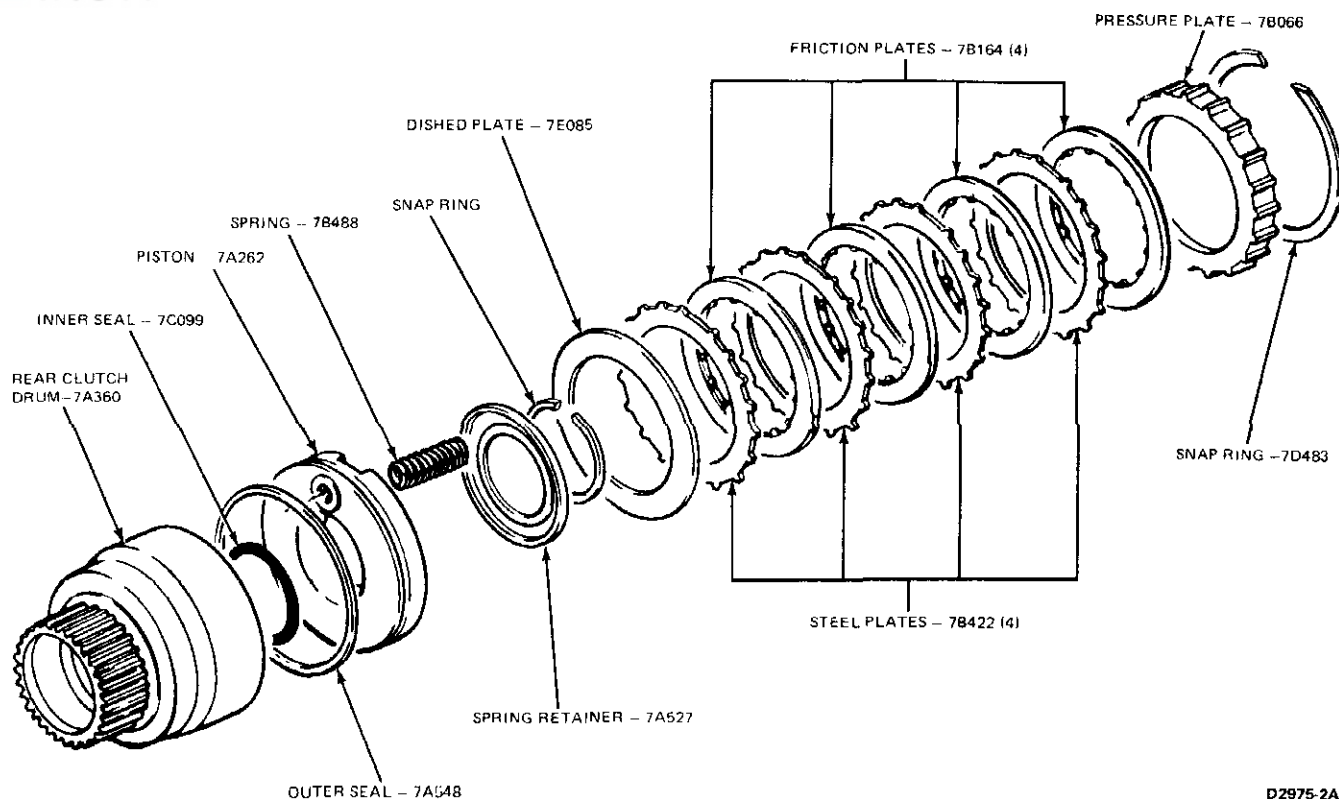
D2973-1A

FIG. 30 Removing Reverse and High Clutch Piston

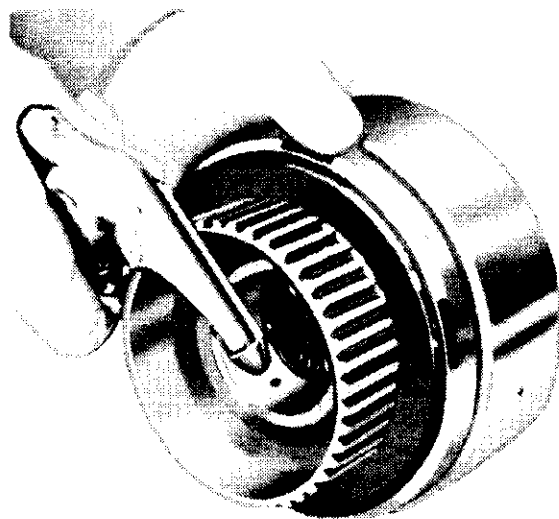


D2974-1A

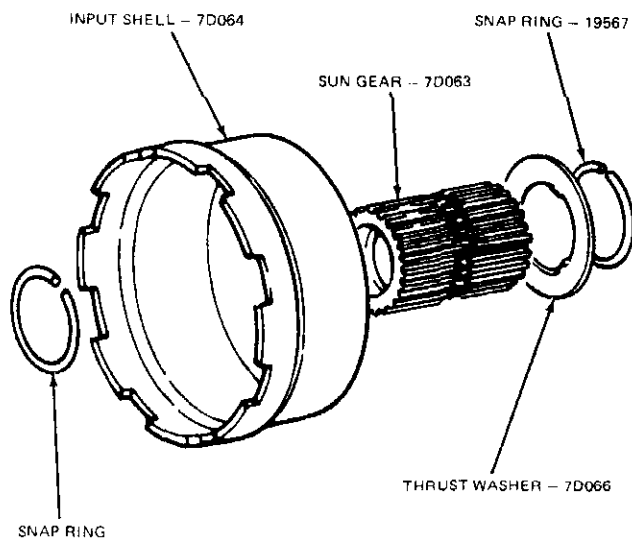
FIG. 31 Checking Clearance Between Pressure Plate and Snap Ring



D2975-2A

FIG. 32 Forward Clutch Assembly—Disassembled View

D2976-1A

FIG. 33 Removing Forward Clutch Piston

D2977-1A

FIG. 34 Input Shell and Sun Gear—Disassembled View

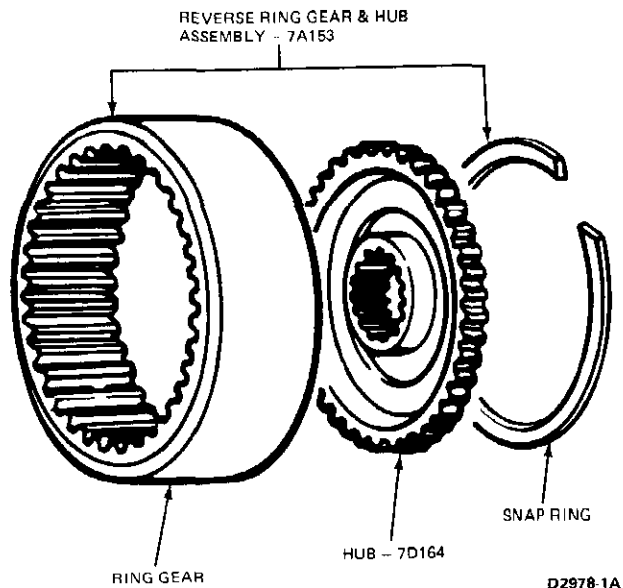
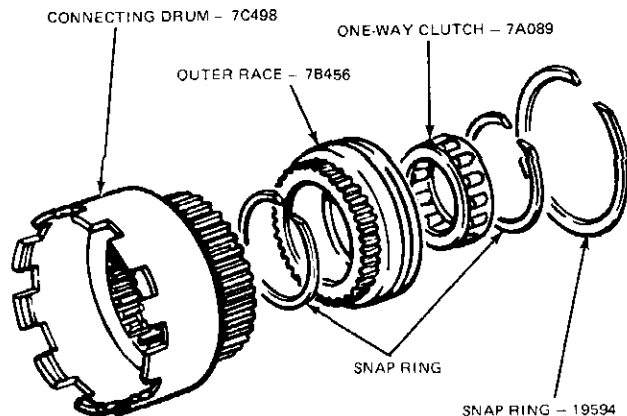


FIG. 35 Reverse Ring Gear and Hub—Disassembled View



D2979-1A

FIG. 36 One-Way Clutch—Disassembled

SPECIFICATIONS

MAINTENANCE SCHEDULE

The scheduled maintenance requirements for the Jatco automatic transmission are as follows:

A. Fluid Level

Check at predelivery and when performing other required maintenance service and add if necessary.

B. Intermediate Band Adjustment

There is no periodic band adjustment for normal operation.

FLUID CAPACITY

The fluid capacity for the Jatco automatic transmission is as follows:

Converter Size	U.S.	Imperial	Litres
11"	8.6 Quarts	7.2 Quarts	8.15

NOTE: DO NOT OVERFILL.

Fluid Level Indicator must be used to determine ACTUAL fluid requirements.

If it is necessary to add or replace fluid, use only fluids which have been certified by the supplier as meeting Ford Motor Company specification ESP-M2C138-CJ. This fluid is the 1978 C-6 transmission fluid.

GENERAL SPECIFICATIONS

Transmission Type	Jatco
Model	PLA-A1
Fluid Capacity	8.6 U.S. quarts, 7.2 Imperial quarts
Fluid Type	ESP-M2C138-CJ (Also used in the 1978 C-6 transmission)

Gear Ratios:

First	2.458:1
Second	1.458:1
Third	1.000:1
Reverse	2.181:1

TRANSMISSION STALL SPEEDS SPECIFICATION AND CONVERTER IDENTIFICATION

Transmission Model	I.D. Number	Stall Ratio	Stall Speed RPM
PLA-A1	FD	2.0	1750-2000

Operation	Specifications
Total Gear Train End Play	0.010-0.020
Selective Bearing Race Thickness	0.047, 0.055, 0.063, 0.071, 0.079, 0.087
Reverse and High Clutch Pressure	0.062-0.071
Plate-To-Snap Ring Clearance	
Low and Reverse Clutch Pressure Plate	0.032-0.041
To Snap Ring Clearance	

CONTROL PRESSURE SPECIFICATION (CONTROL PSI) WITH GOVERNOR PRESSURE AT ZERO. OIL TEMPERATURE 150 DEGREES - 200 DEGREES F

SHIFT SPEEDS – ACTUAL M.P.H.

Throttle	Range	Shift	2.47:1 Axle	2.50:1 Axle
Closed	D	1-2	9-14	9-14
15" Vacuum	D	2-3	16-29	16-29
	1	2-1	30-43	30-43
To Detent	D	1-2	17-30	17-30
(Torque Demand)	D	2-3	32-45	31-44
Through Detent	D	1-2	40-53	39-52
(W.O.T.)	D	2-3	68-80	67-79

CONTROL PRESSURE SPECIFICATIONS (CONTROL PSI) WITH GOVERNOR PRESSURE AT ZERO. OIL TEMPERATURE 150 DEGREES F – 200 DEGREES F

Range	Idle 18" Vacuum	10" Vacuum	W.O.T. Through Detent
P	42-73		
R	66-97	164-194	266-296
N	42-73		
D	42-73	99-129	164-194
2	*146-189	146-189	164-194
1	42-73	99-129	164-194

*Due to increased system leakage at 200 Degrees F the lower limit for 2 range may drop to 95 PSI at idle speed.

GOVERNOR PRESSURE (GOV. P.S.I.)

MPH	2.47:1 Axle Ratio	2.50:1 Axle Ratio
20	19-25	19-25
35	32-39	33-40
50	52-60	53-61

END PLAY SPECIFICATION

Oil Pump Cover to Front Clutch Drum	Total End Play
0.020-0.032	0.010-0.020

CLUTCH PLATE USAGE

Forward Clutch				High Clutch		
Model	Steel	Friction	Clearance	Steel	Friction	Clearance
PLA-A	6	6	No Specification	4	4	0.062-0.071

REVERSE CLUTCH

Reverse Clutch		
Steel	Friction	Clearance
7	7	0.032-0.041

MAIN CONTROL AND GOVERNOR IDENTIFICATION

Vehicle	Engine	Transmission Model	Main Control I.D.	Governor I.D.
Granada/Monarch	250-1V (4.1L)	PLA-A1	MA	FD

INTERMEDIATE SERVO COMPONENT IDENTIFICATION

Vehicle	Engine	Trans. Model	Servo Piston I.D.	Retainer I.D.	Spring I.D.
Granada/Monarch	250-1V (4.1L)	PLA-A	F	64-36	None

DIAPHRAGM ASSEMBLY

The Jatco automatic transmission uses a SINGLE AREA vacuum diaphragm.

FLYWHEEL ASSEMBLY

Number of Teeth & O.D.	Used with Transmission Model	Engine	Vehicle
157 Teeth, 13.3 O.D.	PLA-A1	(4.1L) 250-1V	Granada/Monarch

OIL FILLER TUBE AND INDICATOR ASSEMBLY

Indicator				
Full Mark to Top of Cap	Identification	Used with Transmission Model	Engine	Vehicle
19.71"	Yellow Paint on Cap	PLA-A1	(4.1L) 250-1V	Granada/Monarch

FILLER TUBE

Filler Tube Color I.D.	Used with Transmission Model	Engine	Vehicle
None	PLA-A	(4.1L) 250-1V	Granada/Monarch

SPECIAL TOOLS

Ford Tool No.	Description
T77J-77001-A	Transmission Mounting Adapters
T73J-77103	Oil Pump Remover Adaptors
T73J-77108	Oil Pump Aligning Tool
T73J-77248	Oil Pump Seal Replacer

TORQUE SPECIFICATIONS

Item	Ft-Lbs
Flywheel to crankshaft	100-115
Flywheel to torque converter	29-36
Converter housing to engine	29-36
Converter housing to transmission case	23-24 ①
Extension housing to transmission case	15-18
Oil pan to transmission case	4-5
Servo piston rod (when adjusting intermediate band)	9-10
Servo piston rod lock nut	22-29
Servo piston retainer to transmission case	4-5
Servo cover to retainer	4-5
One-way clutch inner race to transmission case	11-13
Control valve body to transmission case	4-5
Lower valve body to upper valve body	2-3
Side plate to control valve body	2-3
Stud and nut upper to lower control valve body attaching	4-5
Oil screen to lower valve body	2-3
Governor valve body to oil distributor	4-6
Oil pump cover to oil pump housing	4-6
Manual shaft lock nut	22-29
Oil pressure test plug	7-11
Actuator for parking rod to extension housing	6-8
Down shift solenoid	Hand Tight
Vacuum diaphragm	Hand Tight
Outer manual lever to shaft nut	14-25

① Apply Motorcraft Sealer or equivalent under bolt heads.

CD2984-2A

C6 Automatic Transmission

PART 17-10

Applies To All Cars Except Pinto/Bobcat/Mustang II, Granada/Monarch/Versailles, Fairmont/Zephyr

SUBJECT	PAGE	SUBJECT	PAGE
ADJUSTMENTS		DISASSEMBLY AND ASSEMBLY (Cont'd.)	
Intermediate Band Adjustment	10-4	Reverse-High Clutch	10-20
DESCRIPTION	10-1	Servo Apply Lever	10-18
		Transmission	10-11
DISASSEMBLY AND ASSEMBLY		REMOVAL AND INSTALLATION	
Control Valve Body	10-14	Control Valve Body	10-8
Downshift and Manual Linkage	10-16	Extension Housing	10-9
Forward Clutch	10-21	Extension Housing Bushing and	
Front Pump	10-18	Rear Seal	10-9
Governor	10-16	Governor	10-10
Input Shell and Sun Gear	10-23	Intermediate Servo	10-8
Intermediate Servo	10-16	Transmission	10-4
Low-Reverse Clutch Piston	10-27		
One-Way Clutch	10-24	SPECIFICATIONS AND SPECIAL	
Output Shaft Hub and Ring Gear	10-23	SERVICE TOOLS	10-28
Parking Pawl Linkage	10-16		

CD2888-2B

DESCRIPTION

The C6 automatic transmission is a three speed unit capable of providing automatic upshifts and downshifts through the three forward gear ratios. The transmission is also capable of providing manual selection of first and second gears.

Fig. 1 shows the location of the converter, front pump, clutches, gear train, and most of the internal parts used in the C6 automatic transmission.

IDENTIFICATION TAG

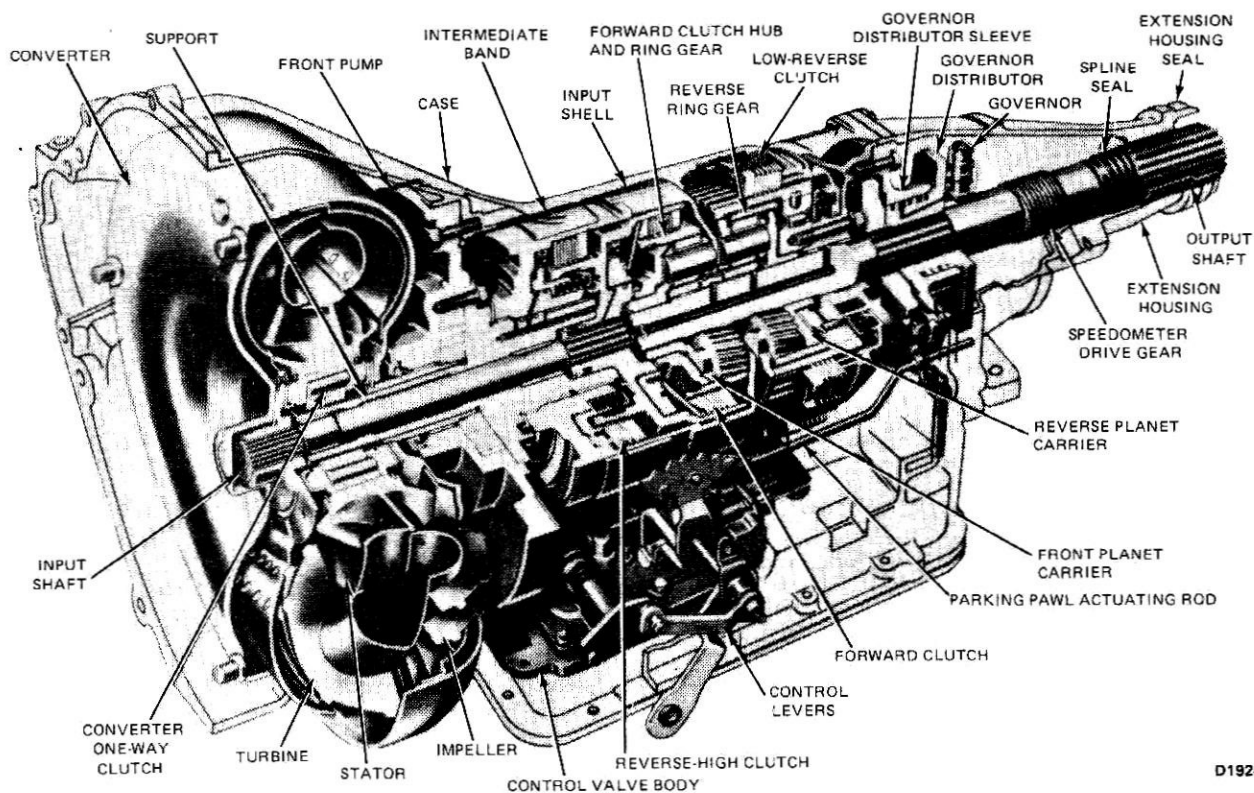
A number appearing after the suffix (Fig. 2) indicates that internal parts have been changed after initial production start-up. For example, a PJD-E model transmission that has been changed

internally would read PJD-E1. Both transmissions are basically the same, but some service parts in the PJD-E1 transmission are slightly different than the PJD-E transmission. **Therefore, it is important that the codes on the transmission identification tag be checked when ordering parts or making inquiries about the transmission.**

The hydraulic control system schematic is shown in Fig. 3.

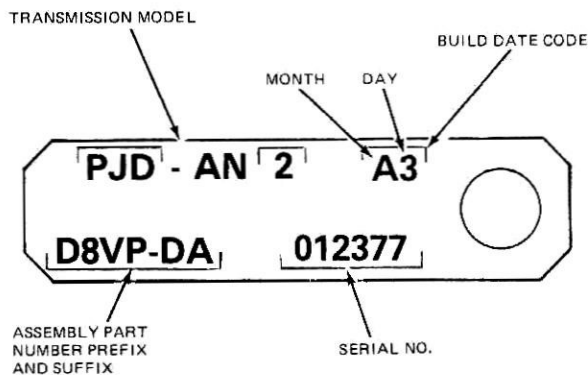
The converter housing and the fixed splines which engage the splined OD of the low reverse clutch steel plates, are both cast integrally into the case.

Only one (intermediate) band is used in the C6 transmission. This along with the forward clutch is used to obtain intermediate gear.



D1924-20

FIG. 1 C6 Automatic Transmission—Sectional View



TAG LOCATED UNDER LOWER FRONT
INTERMEDIATE SERVO COVER BOLT

D1925-1H

FIG. 2 Identification Tag—C-6 Transmission

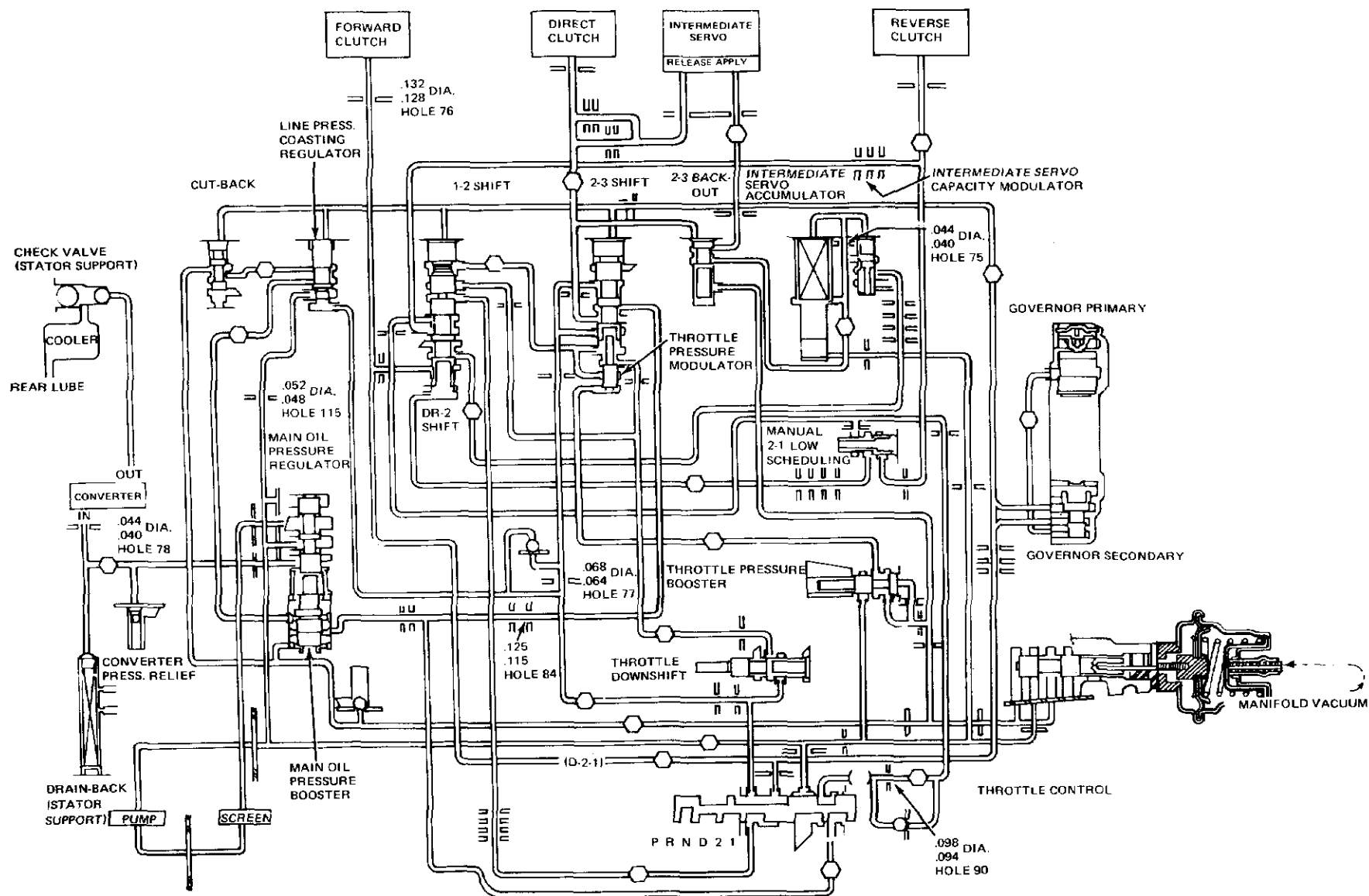


FIG. 3 Hydraulic Control System

ADJUSTMENTS

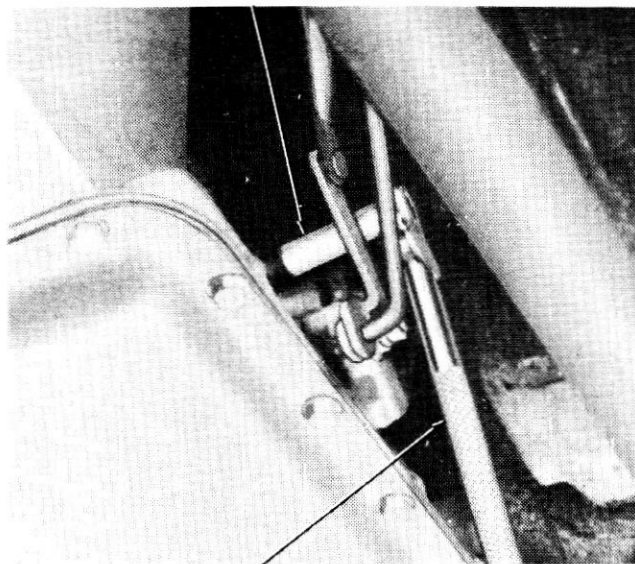
The only adjustment on the transmission is the intermediate band.

To prevent damage to the transmission and to assure proper band adjustment, it is essential that the tools and procedures described here are used whenever the band is adjusted.

INTERMEDIATE BAND ADJUSTMENT

1. Raise the vehicle on a hoist or jack stands.
2. Clean all the dirt from the band adjusting screw area. Remove and discard the lock nut.
3. Install a new lock nut and tighten the adjusting screw.
4. Back off the adjusting screw exactly 1-1/2 turns.
5. Hold the adjusting screw from turning and torque the lock nut to specification as listed at the end of this Part.
6. Lower the vehicle.

TOOL-T71P-77370-B, -C, OR -D



TOOL-T71P-77370-H

D1597-1D

FIG. 4 Adjusting Intermediate Band

REMOVAL AND INSTALLATION

TRANSMISSION

Ford and Mercury

Removal

1. Raise the vehicle on a hoist or stands.
2. Place the drain pan under the transmission fluid pan. Starting at the rear of the pan and working toward the front, loosen the attaching bolts and allow the fluid to drain. Finally remove all of the pan attaching bolts except two at the front, to allow the fluid to further drain. With fluid drained, install two bolts on the rear side of the pan to temporarily hold it in place.
3. Remove the converter drain plug access cover from the lower end of the converter housing.
4. Remove the converter-to-flywheel attaching nuts. Place a wrench on the crankshaft pulley attaching bolt to turn the converter to gain access to the nuts.
5. Place a drain pan under the converter to catch the fluid. With the wrench on the crankshaft pulley attaching bolt, turn the converter to gain access to the converter drain plug, and remove the plug. After the fluid has been drained, reinstall the plug.
6. Disconnect the drive shaft from the rear axle and slide shaft rearward from the transmission. Install a seal installation tool in the extension housing to prevent fluid leakage.
7. Disconnect the cable from the terminal on the starter motor. Remove the three attaching bolts and remove the starter motor.
8. Remove the rear mount-to-crossmember attaching bolt and the two crossmember-to-frame attaching bolts.
9. Remove the two engine rear support-to-extension housing attaching bolts.

10. Disconnect the downshift rod from the transmission downshift lever. Disconnect the manual linkage rod from the lever at the transmission.
11. Remove the two bolts securing the bellcrank bracket to the converter housing.
12. Raise the transmission with a transmission jack to provide clearance to remove the crossmember. Remove the rear mount from the crossmember and remove the crossmember from the side supports.
13. Lower the transmission to gain access to the oil cooler lines.
14. Disconnect each oil line from the fittings on the transmission.
15. Disconnect the vacuum line from the diaphragm located at the right rear of the transmission. Remove the metal line from the retaining clip on the transmission.
16. Disconnect the speedometer cable from the extension housing.
17. Remove the bolt that secures the transmission fluid filler tube to the cylinder block. Lift the filler tube and the dipstick from the transmission.
18. Secure the transmission to the jack with the chain.
19. Remove the converter housing-to-cylinder block attaching bolts.
20. Carefully move the transmission and converter assembly away from the engine and, at the same time, lower the jack to clear the underside of the vehicle.
21. Remove the converter and mount the transmission in a holding fixture.

Installation

1. Torque the converter drain plug to specifications as listed at the end of this Part.