Technical Bulletin #1874

Transmission: *6L80, 6L90*
Subject: *Delayed Engagement, Slip, Shudder, Clutch Damage*
Application: *GM RWD Vehicles*
Issue Date: *October, 2018*

6L80, 6L90

Delayed Engagement, Slip, Shudder, Clutch Damage

A 6L80, 6L90 unit coming into the shop with burnt 1-2-3-4, 3-5-reverse, 4-5-6 clutches may have other issues. Drivability complaints may include slipping, shudder and/or delayed engagements. This may be caused by the stator-to-stator body bolts loosening. The loss of clamping force allows for the gasket to blow out. It is very important to check these bolts for looseness.

The gasket between the stator and the stator body is considered to be non-serviceable by GM. They will sell you a complete stator assembly only. However, the gasket comes in the aftermarket rebuild kits. It is recommended to always remove the stator from the stator body to service this gasket. After removing the bolts, you will need an adequate press to remove the stator as well as reinstallation.



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Replace the stator O-ring and install a new gasket. You may find it useful to use (2) guide studs and thread them into the stator body to help line up the dowel. Install and secure the bolts using a non-permanent thread locker and torque them to 70-75 inch-pounds.



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