COMPLAINT: A vehicle with a ZF5HP24 comes in with a complaint of little or no movement forward or reverse is good. Upon disassembly of the transmission the "A" Clutch drum is found to be broken at the clutch pack retaining snap ring (Refer to Figure 1) and the snap ring has come out of the drum. The technician replaced the drum with the updated part only to have it come back with the same complaint and the same broken drum.

CAUSE: The drum is breaking in the snap ring area due to un-commanded pressure spikes. There is an updated pressure regulator valve (See Figure 2) which could help the situation as long as the valve bore is not worn. The pressure spikes can still occur and are caused by wear in the pressure regulator valve bore in the lower front valve body, Refer to Figure 3.

CORRECTION: Using the part numbers found under Service Information, replace the pressure regulator valve and the lower front valve body.

SERVICE INFORMATION

"Clutch Drum.........................................................1058-270-040
Updated Pressure Regulator Valve........................................1058-327-030
Lower Front Valve Body..................................................1058-327-022

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THE "A" CLUTCH DRUM BREAKS AT THE SNAP RING GROOVE

Figure 1
Automatic Transmission Service Group
BMW/JAGUAR ZF5HP24
"A" CLUTCH DRUM FAILURE

ZF-5HP-24 LOWER FRONT VALVE BODY

UPDATED PRESSURE REGULATOR VALVE
PART NUMBER 1058-327-030

Figure 2

Automatic Transmission Service Group
BMW/JAGUAR ZF5HP24
“A” CLUTCH DRUM FAILURE

WEAR IN THE PR VALVE BORE CAUSES PRESSURE SPIKES

Figure 3