



TECHNICAL SERVICE BULLETIN

5.0L Engine - MT-82 Manual Transmission – Loss Of Movement And/Or Difficulty Shifting

22-2302

22 July 2022

Model:

Ford 2018-2020 Mustang	Engine: 5.0L Transmission/Transaxle: 6 MT82
----------------------------------	--

Issue: Some 2018-2020 Mustang vehicles equipped with a 5.0L engine and an MT-82 manual transmission may experience a loss of movement and/or difficulty shifting. This may be due to excessive wheel hop which is caused by aggressive acceleration at low speeds while using launch control. To correct the condition, follow the Service Procedure to replace the failed components and replace the peak torque limiter.

Action: Follow the Service Procedure to correct the condition on vehicles that meet all of the following criteria:

- 2018-2020 Mustang
- Equipped with 5.0L engine
- Equipped with an MT-82 manual transmission
- At least one of the following clutch and/or dual mass flywheel failures:
 - A torn strap on the intermediate pressure plate
 - Sheared rivets from the dual mass flywheel
 - Locked secondary requiring cutting the secondary to access the flywheel bolts
 - Stuck dual mass flywheel due to spring breakage

Parts

Service Part Number	Quantity	Description	Unit of Issue	Piece Quantity
JR3Z-7A512-B	1	Peak Torque Limiter	1	1
JR3Z-7B546-A	1	Clutch Assembly	1	1
W705443-S900	1	Catalytic Converter Nuts	4	2
BR3Z-5B266-A	1	Catalytic Converter Gasket	1	1
JR3Z-6477-A	1	Dual Mass Flywheel Assembly	1	1
W717330-S439	2	Pressure Plate Bolts	3	6

Parts

Parts To Inspect And Replace Only If Necessary

Service Part Number	Quantity	Description
XL-2	If Needed	Motorcraft® High Temperature Nickel Anti-Seize Lubricant
XL-1	If Needed	Motorcraft® Penetrating and Lock Lubricant

Quantity refers to the amount of the service part number required to repair the vehicle.

Unit of Issue refers to the number of individual pieces included in a service part number package.

Piece Quantity refers to the total number of individual pieces required to repair the vehicle.

If Needed indicates the part is not mandatory.

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Service Part Warranty (SPW)/Special Service Part (SSP)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/SPW/SSP/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

Labor Times

Description	Operation No.	Time
2018-2020 Mustang Coupe 50L/MT-82: Inspect The Clutch And Dual Mass Flywheel, Replace The Clutch Dual Mass Flywheel And Peak Torque Limiter (Do Not Use With Any Operations Outside Of This Article)	222302A	3.9 Hrs.
2018-2020 Mustang Convertible 50L/MT-82: Inspect The Clutch And Dual Mass Flywheel, Replace The Clutch Dual Mass Flywheel And Peak Torque Limiter (Do Not Use With Any Operations Outside Of This Article)	222302B	4.6 Hrs.
Additional Time To Repair Any Related Damage Found During The Repair (Can Be Claimed With Operation A Or B)	MT222302	Actual Time

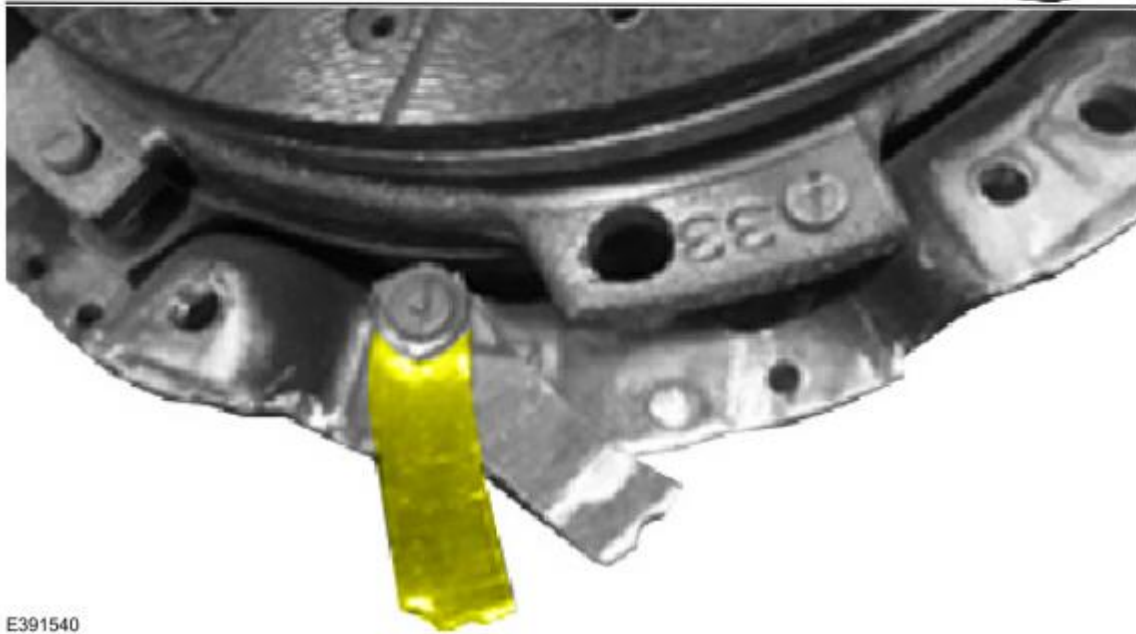
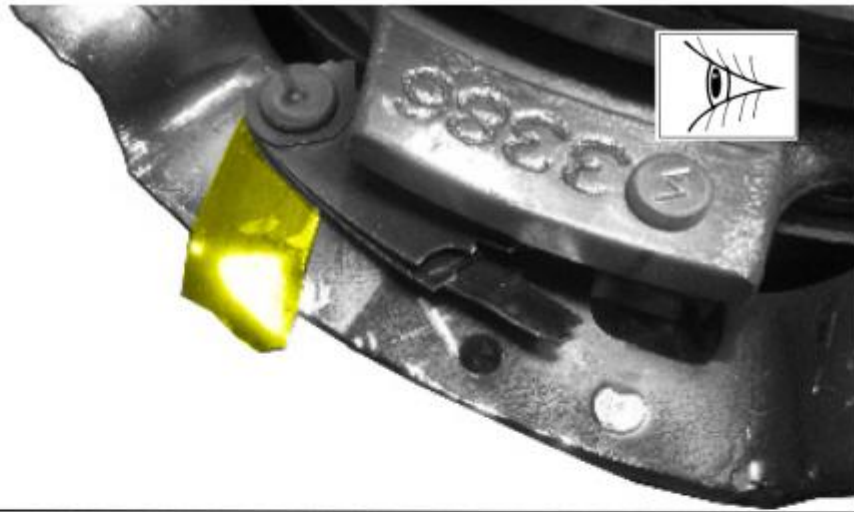
Repair/Claim Coding

Causal Part:	7A512
Condition Code:	42

Service Procedure

1. Remove the transmission assembly from the vehicle. Refer to Workshop Manual (WSM), Section 308-03A.
2. Inspect the clutch and dual mass flywheel. Do the clutch and/or dual mass flywheel have failures like the ones shown in Figures 1-3?

Figure 1 - A torn strap of the intermediate pressure plate on clutch



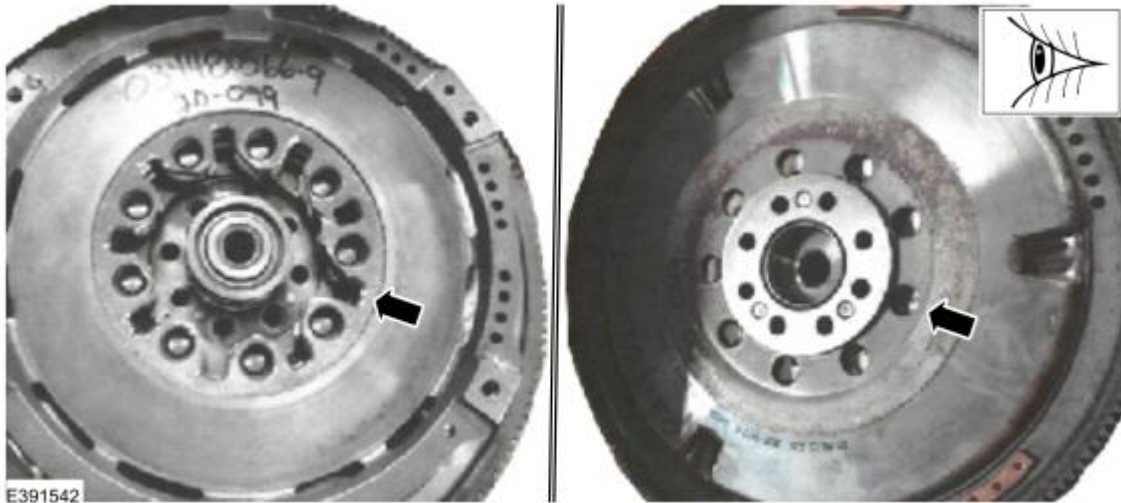
E391540

Figure 2 - Dual mass flywheel rivet failure



E391541

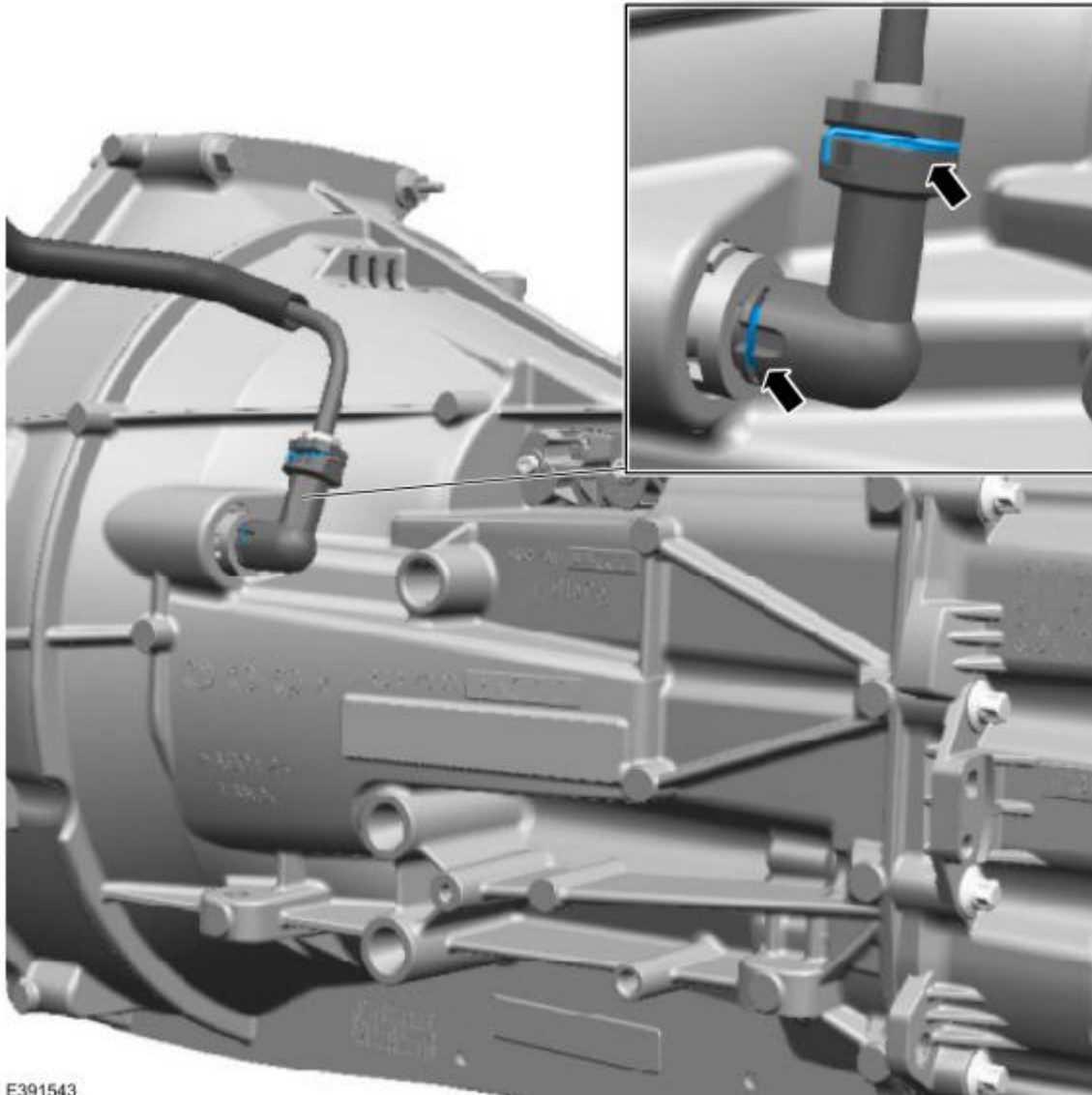
Figure 3 - Stuck dual mass flywheel due to spring breakage. Bolt access requires cutting through the flywheel.



E391542

- (1). Yes - proceed to Step 3.
- (2). No - this article does not apply. Refer to WSM, Section 308-03A and continue with normal diagnostics.
3. Replace the clutch, dual mass flywheel and any other damaged components. Refer to WSM, Section 308-01 and 303-01.
4. Replace the peak torque limiter.
 - (1). Disengage the 2 retention clips (1 clip must have been disengaged during transmission removal).
 - (2). Install the new peak torque limiter, making sure it is fully seated into the transmission and line (during transmission installation) and that both clips are fully engaged. (Figure 4)

Figure 4



E391543

5. Reinstall the transmission assembly. Refer to WSM, Section 308-03A.

© 2022 Ford Motor Company

All rights reserved.

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.