

# Quick 6 Success Sheet

Thank you for purchasing the Quick 6 transmission controller for the Ford 6R80 transmission. We believe that you will be very satisfied with operation and features of the Quick 6, while experiencing reliable transmission operation with excellent longevity. Please follow this simple checklist to insure the best performance and durability from your 6R80/Quick 6 combination.

The ground wires of the Quick 6 controller are the most important wires that you will connect. Please refer to the included ground wiring advisory sheet to insure that the grounds are connected correctly according to your application. Please note that EFI and carbureted/mechanical diesel applications utilize different grounding methods. Grounding points should not be shared with high-current items, such as electric cooling fans.

Before driving your vehicle, please insure that an appropriate tune is loaded into all tables of the controller with the power level (in the transmission type selection tab of the settings box) set to the correct value for your engine combination. If you are not sure, please check this and insure that the controller is properly calibrated to match your engine's capabilities. You can start by opening one of the example tune files, setting the power level and other relevant settings, then writing it to all tables of your controller.

After the controller is installed, but before starting your engine, turn the ignition on and run the TPS calibration procedure in the setup menu. Failure to do so may cause the transmission to operate with pressures that are too low for the current engine output and could cause transmission damage. Also, please remember to repeat these procedures if your controller has been updated to newer firmware, including an upgrade to the Quick 6 Pro trans-brake firmware.

The "Clutch Learn" procedure is no longer necessary for Quick 6 controllers, as they already contain valid clutch data. Please do not perform the Clutch Learn procedure on Quick 6 units with firmware v 5.5 or higher, unless instructed to do so by the US Shift support team.

Please do not change the static line pressure curve from those included in the example tune files unless you have a demonstrated need to do so or at the advice of our tech support department. The line pressure curve is optimized for all applications and changing it will usually only be detrimental to shift quality or durability.

For proper cooling, the 6R80 transmission requires 1/2" or -8 AN cooler lines, as well as a transmission cooler with fitting sizes to match these line sizes. Do not restrict the cooler lines in any way or adapt them down to a smaller size, such as 3/8". Also, please insure that the cooler is large enough to cool the transmission and that it is located in the direct air stream at the front of the vehicle, or has an integrated fan to insure positive air flow.

Please note that the 6R80 utilizes a thermostat to bypass the cooler circuit below approximately 165° F. When filling and checking the fluid level, the transmission MUST reach a temperature of at least 175° F before verifying the final fluid level. Failure to do so can cause the transmission fluid level to drop to an unacceptable level when the thermostat opens and fills the cooler circuit. In some cases, the fluid level can drop far enough to cause severe transmission damage. Also, please verify the calibration of remote dipsticks during installation by comparing their marks to the OEM "stub" dipstick and measuring relative to the fluid pan rail.

Shift Linkage must have the proper ratio and be properly adjusted so that, in each position, the transmission shift lever is resting in the bottom of the detent in the transmission and that it is not being pulled off of the center of the detent by the gates in the shifter. If the shift lever is not in the center of the detent, it is likely that line pressure to the clutches will be reduced (due to leakage or restriction at the manual valve) and slippage may occur.

For power levels above 700HP, a billet intermediate shaft is necessary to prevent intermediate shaft failure. Please note that excessively firm shifts will increase the likelihood of intermediate shaft failure. If you are using our new torque management output to reduce engine power during shifts, then it may be possible to apply more power via the stock input shaft.

The 6R80 valve body inherently limits pressure at the intermediate clutch to approximately 116 PSI maximum since no latch valve is utilized for the intermediate clutch. Because of this limitation, the intermediate clutch has a limited torque capacity. Currently, the only way to improve the torque capacity is to increase the number of friction plates in the intermediate drum by using the Exedy Stage 2 friction kit (or comparable solution). The Exedy Stage 2 kit will improve torque capacity of all clutches by approximately 40% due to the increase in frictional area. Using "high energy" or other alternate friction materials without increasing the number of friction plates will have an undetermined effect (or no effect) on torque capacity. The only way to verify this would be through systematic testing of each combination. The OEM intermediate friction stack is capable of approximately 750HP, but power handling may be increased through careful use of our torque management output in conjunction with your engine management system.

Before driving, verify that no error messages are present on the controller display and address any errors that may be present. Verify that no errors are shown when driving the vehicle and start out using light throttle only. If a shift flare (RPM increase during upshifts) or sluggish shift occurs, it should begin to improve within a few shift cycles. Do not apply more throttle unless shift quality is acceptable at light throttle. If shift quality does not begin to improve, please contact our tech support department for assistance.

If you are not satisfied with the shift quality or if you feel that something is not working properly, please don't hesitate to contact us or send us a data log showing the issue in question. We are more than happy to examine your data logs and assist with troubleshooting.

Video on sending a data log to us: [youtu.be/fFuFuKYWVNU](https://youtu.be/fFuFuKYWVNU)

Thank you for your continued business!



**Customer Service:**

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