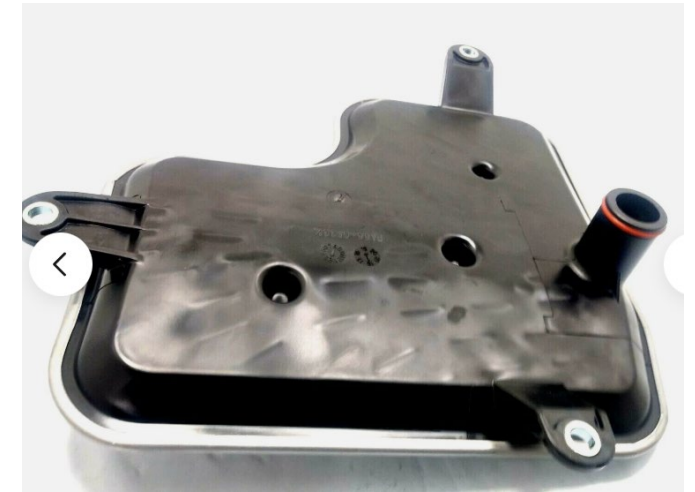


UPS # 5320054

Transmission Filter for the 6R140

The Transmission filters we have been getting are no longer the Ford OEM FT187 or BC3Z-7A098-B. We have been getting KRB 126585, The KRB filter's O'ring is too small, at cold start the transmission shows 0 PSI (cavitation) until the unit warms up and stops cavitating As the transmission warms up it swells the O'ring and allows the seal to complete and operate properly. The O'ring on the KRB filter is .0027 smaller than the OEM filter. This allows the transmission to slip, or in some incases not to shift at all. Either way causing premature failure, on our units anywhere from 80k to 95k. All of the units we had fail had the KRB filter in it upon inspection.

OEM Ford Trans Filter
FT 187, BC3Z-7A098-B



KRB Ford Trans
Filter
KRB126585



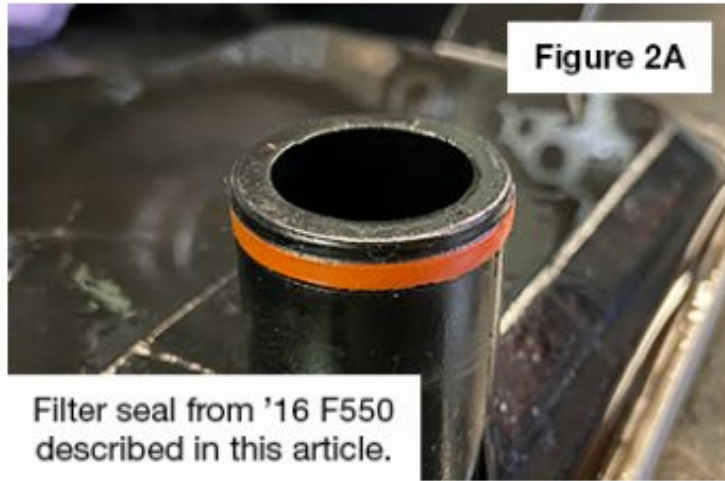
KRB Ford Filter



OEM Ford Filter



Figure 2 – Filter Seal



THIS IS FROM AN ARTICLE FROM BEFORE WHERE THE OLD OEM WITH TIME WORE DOWN AND CAUSED THE SAME ISSUE.

NEW REPLACEMENT SEAL SAID TO FIX ORIGINAL ISSUE



7T4Z-7Z302-A FORD SEAL

Hot and cold: No-engagement issues with Ford 6R140W

Published on Transmission Digest on January 31, 2025 08:02 AM

By [Wayne Colonna](#)

The complaint

A 2015 Ford F250 equipped with the [6R140W transmission](#) has just been overhauled. Shortly after the transmission has begun to develop forward and reverse engagement problems when the transmission is cold. As it warms towards operating temperature, the engagement problems diminish and are gone until the next cool-down period.

Trouble codes P0722 "Output Shaft Speed Sensor No Signal" and U0422 "Invalid Data Received From Body Control Module" were set.

The cause

An undersized o-ring seal on the new filter neck, seen in Figure 1 above, is causing cavitation. The pressure gauge connected to the line pressure port indicates zero pressure (see Figure 2), which would explain the no-engagement complaint.



Figure 2.

Even with the case connector disconnected, the gauge still indicated zero pressure.

As the transmission warms, the o-ring seal swells enough to allow fluid to be picked, at which point the pressure gauge jumps up to the correct line pressure, as seen in Figure 3.



Figure 3.

Note: This may have been mistaken for a drainback problem, but the dipstick did not indicate an over-full condition when the transmission was cold.

The correction

Replacement of the filter with a good o-ring seal eliminated the engagement problem entirely. The above listed trouble codes were cleared and did not return, as those code definitions were falsely generated.



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