

NISSAN 4N71B INTERMEDIATE SHAFT AND OVERDRIVE DRUM SUPPORT COMPATABILITY

The 4N71B series of transmissions utilizes three different intermediate shafts and two different overdrive drum supports that are not all compatable with one another. The determining factor to decide which O.D. drum support goes with which intermediate shaft is the bushing arrangement in the drum support and goes as follows, and is illustrated in Figures 1, 2 and 3.

string transmissions utilizes three different intermediate shafts and two different overdrive drum supports that are not all compatable with one another. The determining factor to decide which O.D. drum support goes with which intermediate shaft is the bushing arrangement in the drum support and goes as follows, and is illustrated in Figures 1, 2 and 3.

string transmissions utilizes three different intermediate shafts and two different overdrive drum supports that are not all compatable with one another.

**i>Refer to Figure 1,

**/i> - This intermediate shaft has machined bushing journals on both ends of the shaft and requires two small bushings, one on the front side and one on the rear side in the overdrive drum support, as illustrated in Figure 1. The lube hole in the intermediate shaft

l>ei>must </br/>
**/i>face the torque converter. Failure to install it properly will result in overdrive planetary failure.

**br/>
l>ei>must </br/>
**l>*ei>must

**l>*ei>

<*i*>Refer to Figure 2,</*b*></*i*> - This intermediate shaft has a machined bushing journal on only the rear side of the shaft and requires one small bushing on rear side and one large bushing on the front side in the overdrive drum support, as illustrated in Figure 2. The small bushing supports the intermediate shaft and the large bushing supports the overdrive internal ring gear, which in turn supports the front of the shaft. The non-machined end of this intermediate shaft *must* face the torque converter.

 <i > Refer to Figure 3, </i> - This intermediate shaft has a machined bushing journal on only the rear side of the shaft and requires one small bushing on rear side and one large bushing on the front side in the overdrive drum support, as illustrated in Figure 3. Notice that this intermediate shaft also has a pilot on the rear side of the shaft and is used only in the turbo-charged versions. The small bushing supports the intermediate shaft and the large bushing supports the overdrive internal ring gear, which in turn supports the front of the shaft. The non-machined end of this intermediate shaft <i > must </i > face the torque converter.
 br>



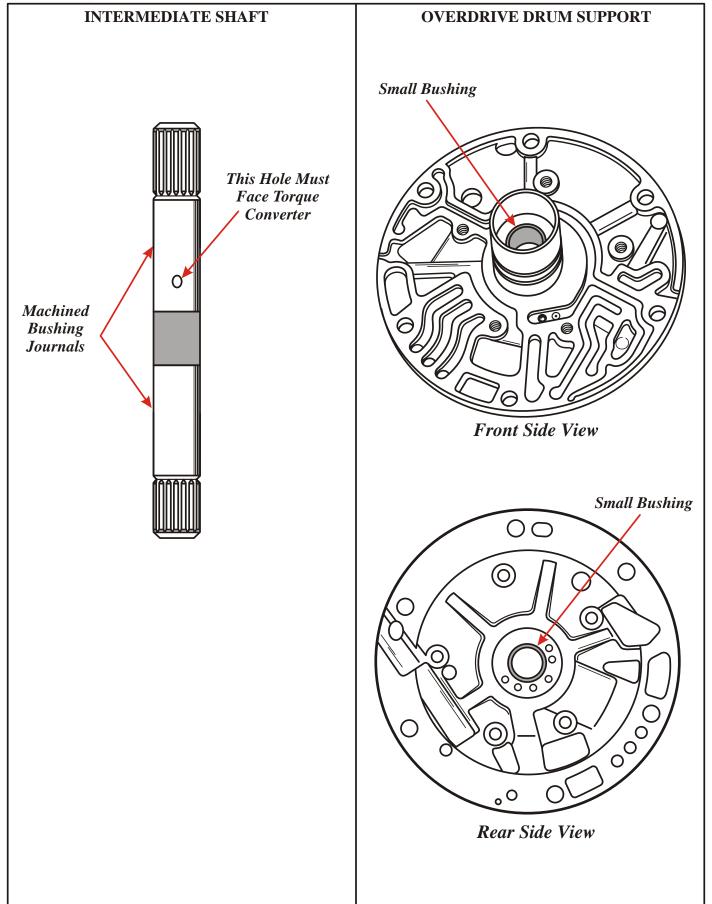


Figure 1
AUTOMATIC TRANSMISSION SERVICE GROUP



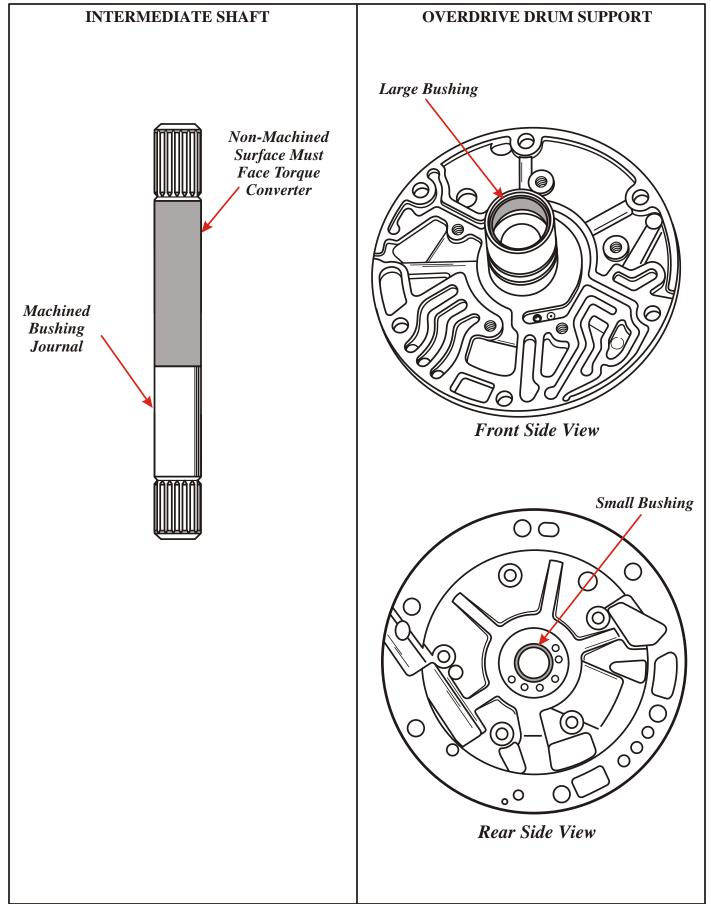


Figure 2
AUTOMATIC TRANSMISSION SERVICE GROUP



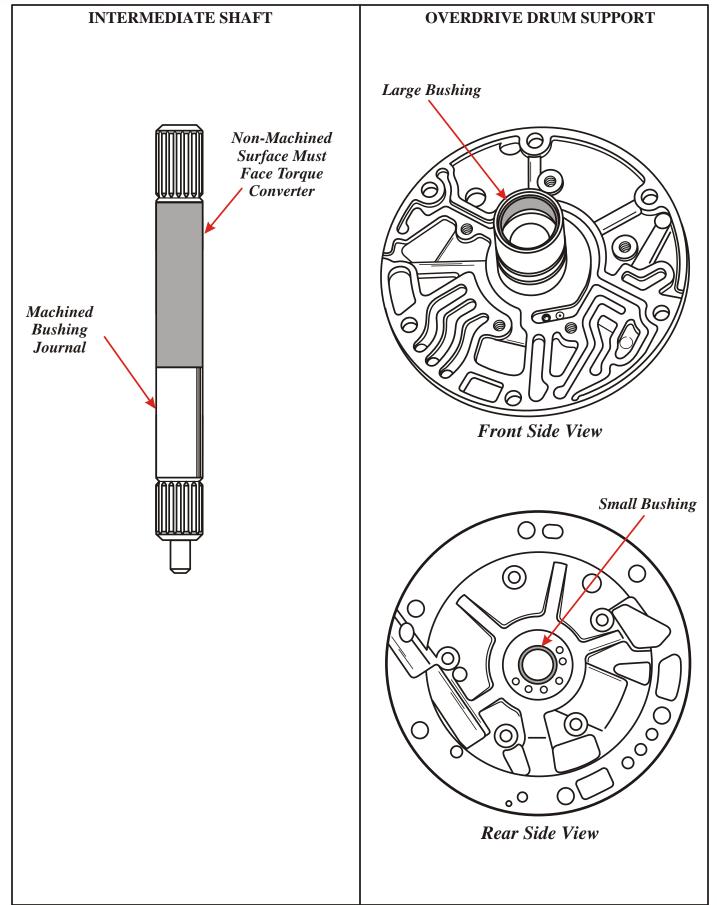


Figure 3
AUTOMATIC TRANSMISSION SERVICE GROUP